

**REGULAR MEETING OF THE CITY COUNCIL
OF THE CITY OF LANSING, MICHIGAN**

**TONY BENAVIDES LANSING CITY COUNCIL CHAMBERS
LANSING CITY HALL, 10th FLOOR
124 W. MICHIGAN AVENUE**



AGENDA FOR OCTOBER 16, 2023 AT 7:00 PM

TO THE HON. MAYOR AND MEMBERS OF THE CITY COUNCIL:

The following items were listed on the agenda in the City Clerk's Office in accordance with Section 3-103(2) of the City Charter and will be ready for your consideration at the regular meeting of the City Council at the Tony Benavides Lansing City Council Chambers, 10th Floor, City Hall.

Roll Call

Meditation And Pledge Of Allegiance

Approval Of Printed Council Proceedings

1. October 2, 2023

Consideration Of Late Items (Suspension of Council Rule #9 is needed to allow consideration of late items. Late items will be considered as part of the regular portion of the meeting to which they relate.)

Tabled Items

Special Ceremonies And Presentations

2. Tribute; in support of the United Auto Workers members impacted by the strike against General Motors and urging General Motors to resolve the strike (PEND-3496)
3. Tribute; in support of the United Auto Workers members impacted by the strike against Blue Cross and Blue Shield of Michigan and urging Blue Cross and Blue Shield of Michigan to resolve the strike (PEND-3497)

Comments By Council Members And City Clerk

Community Event Announcements (Time, place, purpose, or definition of event – 1 minute limit)

Speaker Registration For Public Comment On Legislative Matters

Mayor's Comments

Show Cause Hearings

Public Comment On Legislative Matters (Legislative matters consist of the following items on the agenda: public hearings, resolutions, ordinances for introduction, and ordinances for passage. The public may comment for up to three minutes. Speakers must sign up on BLUE form.)

Scheduled Public Hearings

Council Consideration Of Legislative Matters

Referral Of Public Hearings

Consent Agenda

4. Tribute; in support of the United Auto Workers members impacted by the strike against General Motors and urging General Motors to resolve the strike (PEND-3496)
5. Tribute; in support of the United Auto Workers members impacted by the strike against Blue Cross and Blue Shield of Michigan and urging Blue Cross and Blue Shield of Michigan to resolve the strike (PEND-3497)
6. Tribute; in recognition of Bishop Victor A. Trevino Sr. (PEND-3498)
7. Reappointment; Nikki Soldan as a Business Representative Member of the South Martin Luther King Jr. Boulevard Corridor Improvement Authority Board of Directors for a term to expire July 31, 2027 (PEND-3413)
8. Reappointment; Samantha Troutman as an At-Large member of the Historic District Commission for a term to expire June 30, 2026 (PEND-3425)
9. Joint Reappointment; Monica Jahner to the Ingham County/City of Lansing Community Corrections Advisory Board for a term to expire of September 17, 2026 (PEND-3432)
10. Reappointment; Frank Lee as an At-Large member of the Human Relations and Community Services Advisory Board for a term to expire June 30, 2027 (PEND-3414)
11. Reappointment; Versey Williams as the 3rd Ward member of the Human Relations and Community Services Advisory Board for a term to expire June 30, 2027 (PEND-3422)
12. Reappointment; Deshon Leek as the 3rd Ward Member of the Board of Water and Light for a term to expire June 30, 2027 (PEND-3412)
13. Setting a Public Hearing on Brownfield Plan #84; 505-507 East Shiawassee Street Rehabilitation Project (PEND-3459)
14. Setting a Public Hearing on the Special Assessment; Principal Shopping District 2023 roll (PEND-3452)
15. Act-4-2022; Remaining Street Dedication and Land Transfer, Red Cedar Development (PEND-3435)
16. City Council Meeting Schedule for 2024 (PEND-3486)

Resolutions For Action

17. Appointment; Ted O'Dell as an At-Large member of the Planning Commission for a term to expire June 30, 2025 (PEND-3423)
18. Appointment; Andrea Bitely as the 4th Ward member of the Board of Police Commissioners for a term to expire June 30, 2024 (PEND-3410)
19. Setting a Show Cause Hearing on Orders to Make Safe or Demolish to the owners of 1722 Donora St. (PEND-3429)

20. Setting a Show Cause Hearing on Orders to Make Safe or Demolish to the owners of 131 Jackson St. (PEND-3431)
21. Setting a Show Cause Hearing on Orders to Make Safe or Demolish to the owners of 619 W. Mt. Hope Ave. (PEND-3438)
22. Grant Acceptance; State of Michigan OS Reentry contract (PEND-3439)

Reports From Council Committees

Ordinances For Introduction And Setting Of Public Hearings

Ordinances For Passage

Speaker Registration For Public Comment On City Government Related Matters

Reports Of City Officers, Boards, And Commissions; Communications And Petitions; And Other City Related Matters (Motion that all items be considered as being read in full and that the proper referrals be made by the President)

Item(s) from the City Clerk re:

23. Minutes of Boards and Commissions placed on file in the Clerk's Office

Item(s) from the Mayor re:

24. Act-4-2023; Sale of City Property, Parking Lot #1 at 425 S. Grand Ave. (PEND-3490)
25. Setting a Public Hearing on Act-4-2023; Sale of City Property, Parking Lot #1 at 425 S. Grand Ave. (PEND-3489)
26. Z-9-2023; vacant parcel south of 1917 Osband Ave, Rezoning from "IND-2" General Industrial to "R-6A" Urban Detached Residential (PEND-3495)
27. Setting a Public Hearing on Z-9-2023; vacant parcel south of 1917 Osband Ave, Rezoning from "IND-2" General Industrial to "R-6A" Urban Detached Residential (PEND-3494)
28. Grant Acceptance; EGLE Recycling Infrastructure Grant to fund a new front-load recycling truck (PEND-3491)
29. Worker Compensation Settlement; WC 2062876-01339 (PEND-3481)
30. Orders to Make Safe or Demolish to the owners of 3301 Turner St. (PEND-3492)
31. Setting a Show Cause Hearing on Orders to Make Safe or Demolish to the Owners of 3301 Turner St. (PEND-3493)
32. Traffic Control Order No. 18-001; install a stop sign on Madison St. at Sycamore St. (PEND-3453)
33. Traffic Control Order No. 18-059; install a yield sign on Keystone Ave. at Enterprise Dr. (PEND-3454)
34. Traffic Control Order No. 18-056; install a yield sign on Grant St. at Hamilton Ave. (PEND-3455)
35. Traffic Control Order No. 18-057; install a stop sign on Oxford Rd. where the two road segments merge from Cambridge Rd. (PEND-3456)

36. Traffic Control Order No. 18-046; regulate parking along Hall St. (PEND 3457)
37. Traffic Control Order No. 18-044; regulate parking along R G Curtis Ave. (PEND-3460)
38. Traffic Control Order No. 18-058; regulate traffic along Mt. Hope Ave. at Martin Luther King Jr. Blvd. (PEND-3465)
39. Traffic Control Order No. 19-015; remove the traffic signal at Cesar E. Chavez Ave. and Washington Ave. and install stop signs on Washington Ave. at Cesar E. Chavez Ave. (PEND-3468)
40. Traffic Control Order No. 20-07; remove the traffic signal at Cesar E. Chavez Ave. and High St. and install a stop sign on Hight St. at Cesar E. Chavez Ave. (PEND-3470)
41. Traffic Control Order Nos. 18-006 and 18-007; traffic signal and pedestrian signal at the intersection of Michigan Ave. and Sparrow Health System driveway (PEND-3472)
42. Traffic Control Order No. 23-16; stop signs on Donald St. at Everettdale Ave. (PEND-3474)
43. Traffic Control Order No. 20-02; install a stop sign on Glenn St. at the alley (PEND-3475)
44. Traffic Control Order No. 20-03, 20-04 and 20-05; regulate parking along West Ionia St. from Sycamore St. to Walnut St. (PEND-3476)
45. Traffic Control Order No. 20-16; install a yield sign on Herbert St. at Wilson St. (PEND-3477)
46. Traffic Control Order No. 22-07; install a stop sign on Shubel Ave. at Lindbergh Dr. (PEND-3479)
47. Traffic Control Order No. 22-08; install a stop sign on Greencroft Rd. at Strathmore Rd. (PEND-3480)
48. Traffic Control Order No. 21-31; regulate parking along Beaver St. between Turner St. and Center St. (PEND-3482)
49. Traffic Control Order No. 23-21; regulate parking along the 600 block of S. Pine St. (PEND-3483)
50. Traffic Control Order No. 23-20; install stop signs on N. Cedar St. at Community St. (PEND-3484)
51. Traffic Control Order No. 23-19; install a stop sign on Pontiac St. at Fayette St. (PEND-3485)

Communications and Petitions

52. Communication from Elaine and David Womboldt objecting to the settlement of the Logan Square lawsuit

Motion Of Excused Absence

Remarks By Council Members

Remarks By The Mayor Or Executive Assistant

Public Comment On City Government Related Matters (City government related matters are issues or topics relevant to the operation or governance of the city. The public may comment for up to three minutes. Speakers must sign up on YELLOW form.)

AdjournmentA handwritten signature in black ink that reads "Chris Swope". The signature is written in a cursive, flowing style.**CHRIS SWOPE, CITY CLERK**

Persons with disabilities who need an accommodation to fully participate in this meeting should contact the City Clerk's Office at (517) 483-4131 (TTY 711). 24 hour notice may be needed for certain accommodations. An attempt will be made to grant all reasonable accommodation request.

LANSING CITY COUNCIL MEETING

DATE & TIME: 10/16/2023-7:00 PM

Starting Time_____

REGULAR MEETING: X

SPECIAL MEETING:

ATTENDANCE

COUNCIL MEMBER	PRESENT	ABSENT	ARRIVED
BROWN	☒	☐	_____
GARZA	☒	☐	_____
HUSSAIN	☒	☐	_____
JACKSON	☒	☐	_____
KOST	☒	☐	_____
SPADAFORE	☒	☐	_____
SPITZLEY	☒	☐	_____
WOOD	☒	☐	_____

MEDITATION IN MEMORY OF: CS #10 Langston

PLEDGE LED BY: _____

Adjournment Time 8:44 p

CHRIS SWOPE
LANSING CITY CLERK

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**Official Proceedings of the City Council
City of Lansing
October 2, 2023**

Tony Benavides Lansing City Council Chambers
Lansing, Michigan

The City Council of the City of Lansing met in regular session and was called to order at 7:16 p.m. by President Wood

PRESENT: Council Members Brown, Garza, Hussain, Jackson, Kost, Spitzley, Wood

ABSENT: Council Member Spadafore

A quorum was present.

Council Member Brown asked people to remember Rev. Jesus Mendoza, who recently passed away, during the moment of Meditation. The Council observed a moment of Meditation followed by the Pledge of Allegiance led by President Wood.

Approval of Printed Council Proceedings

By Vice President Garza

To approve the printed Council Proceedings of September 18, 2023

Motion Carried

Special Ceremonies

Tribute; in recognition of the NAACP Freedom Fund

Resolution #2023-235

By Council Members Brown, Garza, Hussain, Jackson, Kost, Spadafore, Spitzley, Wood
Resolved by the City Council of the City of Lansing

WHEREAS, the Lansing Branch of the National Association for the Advancement of Colored People (NAACP) is celebrating its 57th Annual Freedom Fund Celebration; Thriving Together; and

WHEREAS, in 1919, the Lansing branch of the NAACP was chartered under the leadership of Mr. C. A. Campbell who fought diligently to enforce civil rights laws for the community, and for over 100 years, the NAACP has led the movement on social rights and equality; and

WHEREAS, The *National Association for the Advancement of Colored People* (NAACP) works at the local, state, and national levels to ensure political, educational, social, and economic equality of all citizens and to eliminate and remove all barriers of racial discrimination; and

WHEREAS, the 2023 Keynote speaker is NAACP National President and CEO Derrick Johnson, an American Lawyer and Humanitarian; and

WHEREAS, the NAACP Fighting Fund for Freedom (aka Freedom Fund Banquet), began in 1953 on a national level, as a ten-year program to intensify efforts to complete the job of emancipation. Near the culmination of this effort, Medgar W. Evers, a heroic NAACP Mississippi Field Secretary was killed by an assassin's bullet. Prompted by and to pay tribute to Mr. Evers', the NAACP Chairman, Bishop Stephen Spottswood, proclaimed at a NAACP Convention in July 1963, that the NAACP Fighting Fund for Freedom would continue until the job of emancipation was complete.

BE IT RESOLVED, the Lansing City Council, hereby, acknowledges the Lansing Branch of the National Association for the Advancement of Colored People on its 57th Annual Freedom Fund Celebration on October 7, 2023 and expresses our admiration and gratitude to its members for their achievements and commitment to the City of Lansing and its residents. We applaud the NAACP Lansing Branch for many years of success and diligence in the fight for equality and anticipate many more to come.

By Vice President Garza

Motion Carried

Vice President Garza recognized Brenda Henderson and President of the Lansing NAACP chapter, Harold Pope, who spoke in support of the tribute.

Tribute; in recognition of Hispanic Heritage Month

Resolution #2023-236

By Council Members Brown, Garza, Hussain, Jackson, Kost, Spadafore, Spitzley, Wood
Resolved by the City Council of the City of Lansing

WHEREAS, Hispanic heritage has been observed, beginning in 1968, as Hispanic Week under President Lyndon Johnson and was expanded to a month by President Reagan; and

WHEREAS, Hispanics are the second largest ethnic group in the United States and the largest minority in the United States. The City of Lansing, MI is home to 112,000 citizens, of those 112,000 citizens, 13% are Hispanic and contribute to the growth, diversity and strength of our community by sharing their unique culture relative to music, dance, history, art, language, religion, arts, cuisine, politics, literature; and

WHEREAS, the majority of Hispanic Americans living in Lansing, MI were born and raised here and have significantly contributed to the diversity of the city and is reflected in education, construction, doctors, lawyers, police officers, fire fighters, elected officials, dancers, singers, computer technicians, real-estate, bus drivers, electricians, scientist, pharmacist, professors, mechanic, business owners, nurses, engineers, dentists, migrant worker and more: and

WHEREAS, in addition to enriching our community through culture, the Hispanic community has enhanced the economy of Lansing through significant progress in business ownership, law, home ownership, agriculture, healthcare and other significant parts of our city; and

WHEREAS, Hispanic Heritage Month provides the residence of Lansing an opportunity to share the varied achievements and contributions that make up the Hispanic community who ancestors originated from Mexico, Puerto Rico, Cuba, the Dominican Republic, Central America, South America or Spain.

NOW THEREFORE BE IT RESOLVED, the Lansing City Council hereby recognizes September 15 to October 15 as Hispanic Heritage Month 2023 in the City of Lansing.

By Vice President Garza

Motion Carried

Vice President Garza recognized September 15 – October 15, 2023 as Hispanic Heritage Month in Lansing. Garza recognized Lorenzo Lopez, Amos Amigon and Maria Luz Arambula who spoke in support of the tribute.

Comments by Council Members and the City Clerk

Council Member Hussain reminded residents of various upcoming community meetings.

Chief Deputy City Clerk, Brian Jackson, reminded residents of the upcoming November election. He reminded residents of the *Souls to the Polls Trunk or Treat* Halloween themed voter engagement event.

Community Event Announcements

Loretta Stanaway spoke about the annual Friends of Lansing Cemetery 5K run/walk, Race to Restore.

Kelsey Brianne spoke about the Michigan House of Representatives Housing Committee meetings.

Speaker Registration for Public Comment on Legislative Matters

Chief Deputy City Clerk Brian Jackson announced that the public comment registration form(s) for those intending to address Council on legislative matters will be collected and that only those persons who have fully completed the form(s) will be permitted to speak.

Public Comment on Legislative Matters

Council Member Hussain has pulled item #14, Orders to Make Safe or Demolish to the owners of 1232 Pompton Cir., from Resolutions for Action.

Public Comment on Legislative Matters:

Loretta Stanaway spoke in support of Z-8-2023 and SLU-2-2023 for properties on W. Kalamazoo St.

Mitch Rice Spoke in support of Z-8-2023 and SLU-2-2023 for properties on W. Kalamazoo St.

Djinn Thompson spoke against Z-8-2023 and SLU-2-2023 for properties on W. Kalamazoo St.

Luna Brown spoke against Z-8-2023 and SLU-2-2023 for properties on W. Kalamazoo St.

Kelsey Brianne spoke against Z-8-2023 and SLU-2-2023 for properties on W. Kalamazoo St.

David Ellis spoke on various City matters.

Chief Deputy Clerk Jackson acknowledged one written communication.

Legislative Matters

Consent Agenda

By Vice President Garza

To approve all remaining items on the Consent Agenda

Motion Carried

Resolution #2023-238

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, Citizens for Prison Reform has requested a resolution of recognition as a Local Nonprofit Organization operating in the City of Lansing for the purpose of obtaining a Nonprofit license pursuant to MCL 432.103a ; and

WHEREAS, the City Attorney has reported that, based on a review of the documentation submitted, the applicant qualifies as a Local Nonprofit Organization;

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, recognizes the Citizens for Prison Reform as a Local Nonprofit Organization operating in the City of Lansing for the purpose of obtaining a nonprofit license.

BE IT FURTHER RESOLVED the City Clerk is requested to provide a copy of this resolution to the Citizens for Prison Reform, P.O. Box 80414, Lansing, MI 48908.

Adopted as part of the Consent Agenda

Resolution #2023-239

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, the Licensing and Enforcement Division of the Michigan Liquor Control Commission received a request from Liquor License; Raftshol Vineyard Inc request for Off-Premises Tasting Room, and a Sunday Sales (PM), at 2010 East Michigan Ave #104; and

WHEREAS, the Committee on City Operations reviewed the request on September 25, 2023 and took affirmative action.

NOW, THEREFORE, BE IT RESOLVED, the Lansing City Council, hereby, approves the request from Raftshol Vineyard Inc. for Off-Premises Tasting Room, and a Sunday Sales (PM), at 2010 East Michigan Ave #104.

Adopted as part of the Consent Agenda

Resolution #2023-240

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, the City Clerk has forwarded an application for a City License, which has been routinely processed without objection, and is ready for final action by this Council; and,

WHEREAS, all required signatures have been obtained supporting the application for a fireworks display license;

NOW, THEREFORE, BE IT RESOLVED, the Lansing City Council, hereby, approves the application for a City License as follows:

FIREWORKS DISPLAY LICENSE:

Ace Pyro, LLC for a public display of fireworks in the City of Lansing on the West of the State Capitol Building at 100 N. Capitol Ave. to be held on November 17, 2023.

BE IT FURTHER RESOLVED, that this approval is contingent on the applicant providing evidence of insurance renewal to the City Clerk prior to the license being issued.

Adopted as part of the Consent Agenda

Resolution #2023-241

By the Committee on Ways and Means
Resolved by the City Council of the City of Lansing

WHEREAS, the State of Michigan Department of Environment, Great Lakes, and Energy (EGLE), through its Administrative Consent Order #ACO-05153 (Consent Order) dated December 12, 2019, ordered the City to abate raw sewage overflows from its sewerage collection system; and

WHEREAS, EGLE and the City have agreed to implement the City's Wet Weather Control Plan, as amended (Wet Weather Control Plan), in compliance with the Consent Order; and

WHEREAS, the "Downtown – Washington Square / Ottawa Street Project" is one of the CSO control "sewer separation" projects that must be completed

in order to achieve compliance with the Consent Order's requirements; and

WHEREAS, based on the need to defray some of the construction costs of sewer separation, the City requested of the U.S Army Corp of Engineers federal funding to support the project through the Section 219 Program (i.e., Section 219(f)(157) of the Water Resources Development Act of 1992); and

WHEREAS, based on the request from the City, the provision of construction assistance for the non-Federal project, the Downtown – Washington Square / Ottawa Street Project, was authorized by Section 219 (f)(157) of the Water Resources Development Act of 1992, Public Law 102-580, as amended (hereinafter "Section 219"); and

WHEREAS, the Section 219 Partnership Agreement with the U.S Army Corp of Engineers will establish a 75% / 25% cost share with the amount of Federal Section 219 funds available for such work limited to \$6,000,000 and the City's cost projected to be \$2,000,000; and

WHEREAS, like all CSO Projects, the Downtown – Washington Square / Ottawa Street Project will be conducted as a partnership with the Lansing Board of Water and Light (BWL), so the BWL's needed watermain and steam utility rehabilitation in the area can be conducted concurrently to the City's sewer separation work; and

WHEREAS, based on inclusion of the BWL's utility rehabilitation within the project scope, the BWL will be funding a significant portion of the City's projected cost match of \$2,000,000; and

WHEREAS, in order to be prepared in 2024 for commencement of this mandated CSO construction, Public Service Department requested and received funding in conjunction with the Fiscal Year 2024 Budget to cover the City's cost share for this sewer separation project.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council hereby accepts the Section 219 Federal Funding for the CSO Downtown – Washington Square / Ottawa Street Project.

BE IT FINALLY RESOLVED, the Administration is authorized to create appropriate accounts and to make the necessary operating transfers for the expenditure and control of the balance of the grant funds, and to execute any necessary agreements upon approval as to form by the City Attorney.

Adopted as part of the Consent Agenda

Resolution #2023-242

By the Committee on Ways and Means
Resolved by the City Council of the City of Lansing

WHEREAS, deceased Retired Detective Ronald Seyka serviced on the Lansing Police Department's Special Tactics and Rescue Team (START) from 1996 through 2010; and

WHEREAS, Detective Seyka's position in the department included a volunteer assignment that required hours of additional training per month as well as call backs in the middle of the night; and

WHEREAS, Detective Seyka participated in the safe resolution of 107 high risk incidents; and

WHEREAS, on March 5, 2020, Detective Seyka lost his battle with cancer; and

WHEREAS, this year, for the third consecutive year, the family of deceased Detective Ronald Seyka, along with Mr. Chaz King, a family friend, hosted the Annual Ron Seyka Memorial Golf Outing in Mason, Michigan in honor of Detective Seyka; and

WHEREAS, last year, Mr. King donated \$10,674.01 of the funds from the golf outing to LPD's START Unit; and

WHEREAS, this year, Mr. King/Modern Woodmen of America Chapter 326 is donating \$8,276.42 on 8/8/2023 to LPD's START Unit as a result of the June, 2023 Fourth Annual Ron Seyka Memorial Golf Outing ;and

WHEREAS, the START Unit also received a donation of \$2,500 on July 25, 2023, from Modern Woodmen of America; and

WHEREAS, START intends to use the combined \$10,776.42 donation amounts for Outside Tactical Training and Protective Equipment.

NOW, THEREFORE, BE IT RESOLVED, the Lansing City Council approves acceptance of the two donations to the START Unit totaling \$10,776.42; and

BE IT FINALLY RESOLVED, that the Administration is authorized to create appropriate accounts and to make the necessary operating transfers for the expenditure and control of the balance of the awarded grant funds.

Adopted as part of the Consent Agenda

Resolution #2023-243

By the Committee on Ways and Means
Resolved by the City Council of the City of Lansing

WHEREAS, Ralph Shaheen and Paul Gentilozzi were conducting firearms training at the Firing Range; and

WHEREAS, Mr. Shaheen and Mr. Gentilozzi inquired how to be supportive to LPD firearms needs; and

WHEREAS, the Firing Range received a donation to reimburse purchases of firearms in order to unencumber LPD's Firing Range budget for additional firearms needs; and

WHEREAS, Mr. Shaheen donated \$7,500.00 and Mr. Gentilozzi donated \$7,500.00 of personal funds LPD's Firing Range Unit; and

WHEREAS, Firing Range Unit intends to use the combined \$15,000.00 donation amounts for reimbursement of Invoice 1043700-IN in the amount of \$15,086.75 to purchase the Q3131K-WIN firearms.

NOW, THEREFORE, BE IT RESOLVED, the Lansing City Council approves acceptance of the two donations to the Firing Range Unit totaling \$15,000.00; and

BE IT FINALLY RESOLVED, that the Administration is authorized to create appropriate accounts and to make the necessary operating transfers for the expenditure and control of the balance of the awarded grant funds.

Adopted as part of the Consent Agenda

Resolutions

Resolution #2023-244

By the Committee on Ways and Means
Resolved by the City Council of the City of Lansing

WHEREAS, the City of Lansing's Office of Financial Empowerment, which is part of the Department of Neighborhoods Arts & Citizen Engagement, has been contracted by the State of Michigan / Michigan Department of Corrections to deliver the OS Reentry program (formerly Offender Success program) since October 1, 2017 under contract 071B7700202; and

WHEREAS, the contract includes bonuses and credits for key performance measures, and the City was awarded a Year 5 bonus of \$23,495.04 on July 30, 2023; and

WHEREAS, there is no required match, and there are no requirements or guidelines to how the dollars may be spent.

NOW, THEREFORE, BE IT RESOLVED, the Lansing City Council approves acceptance of the Offender Success Contract Bonus in the total amount of \$23,495.04.

BE IT FINALLY RESOLVED, the Administration is authorized to create appropriate accounts and to make the necessary operating transfers for the expenditure and control of the balance of the funds.

By President Wood

Motion Carried

Resolution #2023-245

By the Committee on Ways and Means
Resolved by the City Council of the City of Lansing

WHEREAS, on August 29, 2023, the City of Lansing was selected by Jackson National Life (Jackson) to receive funding in the amount of \$15,000;

WHEREAS, the City of Lansing's Office of Financial Empowerment, which is part of the Department of Neighborhoods & Citizen Engagement will be receiving said funding from Jackson for the purposes of hiring a part-time, temporary consultant to assist in the relaunching of the Financial Empowerment Center as a program delivered by the City rather than by a non-profit partner;

WHEREAS, this funding was not the result of a competitive proposal process, but rather stems from Jackson's strong desire to expand financial counseling and coaching efforts in Lansing, and will be received upon approval by Council and signed agreement;

WHEREAS, the award for \$15,000.00 does not require a local match;

NOW, THEREFORE, BE IT RESOLVED, the Lansing City Council approves acceptance of the FEC relaunch funding in the total amount of \$15,000.00 for the period beginning on the date of council approval for the City of Lansing and ending on June 31, 2024.

BE IT FINALLY RESOLVED, the Administration is authorized to create appropriate accounts and to make the necessary operating transfers for the expenditure and control of the balance of the grant funds, and to execute any necessary agreements upon approval as to form by the City Attorney.

By President Wood

Motion Carried

Resolution #2023-246

By the Committee on Public Safety
Resolved by the City Council of the City of Lansing

WHEREAS, the Code Enforcement Office has determined that the building located at 1402 MARQUETTE ST., Parcel # 33-01-01-05-252-081 legally described as LOT 159 M MITSHKUN S OAK GROVE SUB NO 2, City of Lansing is unsafe and dangerous as defined in Section 108.1 of the Lansing Housing Code and the applicable housing laws of Michigan; and

WHEREAS, the building at 1402 MARQUETTE ST. was red tagged on 01/12/2017; and

WHEREAS, a hearing was held by the Demolition Board on 4/27/2023 at which the hearing officers determined that the building was unsafe and dangerous and ordered the building demolished or made safe by 5/25/2022; and

WHEREAS, said hearing officers filed a report of their findings and order with the City Council and requested the City Council take appropriate action under the Lansing Housing Code and the applicable housing laws of Michigan; and

WHEREAS, the applicable housing laws of Michigan and the Lansing Housing Code require that a hearing be conducted to give the property owner an opportunity to show cause why a dangerous structure should not be demolished or otherwise made safe; and

WHEREAS, the City Council held a show cause hearing on Monday, September 11, 2023, to review the findings and the order of the hearing officers; and

WHEREAS, the property owner was notified in writing of said hearing and had an opportunity to appear and show cause as to why the building should not be demolished or otherwise made safe; and

WHEREAS, the Code Enforcement Office has determined that compliance with the order of the Demolition Board has not occurred; and

NOW, THEREFORE, BE IT RESOLVED that the owner(s) of 1402 MARQUETTE ST. are hereby directed to comply with the order of the hearing officers to demolish or otherwise make safe the building at 1402 MARQUETTE ST. within thirty (30) days from the date of approval of this resolution,

BE IT FURTHER RESOLVED that the property owner is hereby notified that this order may be appealed within twenty (20) calendar days from the date of approval of this resolution pursuant to MCL 125.542 and should the owner fail to comply with the order to demolish or make safe the building at 1402 MARQUETTE ST., the Code Enforcement Office is hereby directed to proceed with demolition of the building.

BE IT FURTHER RESOLVED that whether demolition is accomplished by the property owner or the City, the property shall be seeded or sodded to create a lawn and avoid soil erosion.

BE IT FURTHER RESOLVED that the owner in whose name the property appears on the last local tax assessment record shall be notified by the City Assessor's Office of the amount owed to the City for the demolition by first class mail at the address shown on the most recent assessment records.

BE IT FINALLY RESOLVED that should the owner fail to pay the total amount owing within thirty (30) calendar days from the date that the notice was mailed by the City Assessor's office, the costs incurred by the City shall be a lien on the property and shall be recovered in the same manner for which tax liens are collected under the general property tax laws of the State of Michigan and the City of Lansing.

By Council Member Hussain

Motion Carried

Resolution #2023-247

By the Committee on Public Safety
Resolved by the City Council of the City of Lansing

WHEREAS, the Code Compliance Officer has determined that the building located at 1616 GLENROSE AVE., Parcel # 33-01-01-08-201-111 legally described as LOT 2 GREENWOOD SUB., City of Lansing, is an unsafe or dangerous building as defined in Section 108.1 of the International Property Maintenance Code as adopted by Lansing Codified Ordinance 1460.01, and the Housing Law of Michigan, and the building was red tagged on January 30, 2017; and

WHEREAS, a hearing was held by the Lansing Demolition Board on May 25, 2023, at which the Hearing Officer determined that said building was an unsafe and dangerous building and ordered the building demolished or made safe by June 22, 2023, and

WHEREAS, said Hearing Officer filed a report of their findings and order with the City Council and requested the City Council to take appropriate action under the Lansing Codified Ordinances and the Housing Law of Michigan; and

WHEREAS, the Housing Law of Michigan and Lansing Codified Ordinances require a hearing be conducted to give the property owner an opportunity to show cause why a dangerous structure should not be demolished or otherwise made safe; and

WHEREAS, the City Council held a public show cause hearing on Monday, September 11, 2023, to review the findings and the order of the Hearing Officers, and the owners were notified in writing of said hearing and had an opportunity to appear and show cause why said building should not be demolished or otherwise made safe; and

WHEREAS, the Code Compliance Office has determined that compliance with the order of the Lansing Demolition Hearing Board Officer has not occurred.

NOW, THEREFORE, BE IT RESOLVED that the owner(s) of 1616 Glenrose Avenue, as legally described above, are hereby directed to comply with the order of the Hearing Officers to demolish or otherwise make safe the said building within 30 days from the date of this resolution, October 2, 2023.

BE IT FURTHER RESOLVED that the property owner(s) is hereby notified that this order must be appealed within twenty days pursuant to MCL 125.542 and should the owners fail to comply with the Hearing Officers' order for demolition or make safe, the Code Compliance Officer is hereby directed to proceed with demolition of said building.

BE IT FURTHER RESOLVED, whether demolition is accomplished by said property owner or the City, that appropriate seeding and restoration of property take place to avoid run-off to adjacent properties.

BE IT FURTHER RESOLVED that if the demolition is accomplished by the City, the cost of such demolition shall be a lien against the real property and shall be reported to the City Assessor.

BE IT FINALLY RESOLVED that the owners in whose name the property appears upon the last local tax assessment record shall be notified by the City Assessor of the amount of such cost by first class mail at the address shown on the records. Upon the owner's failure to pay the same within thirty (30) days after mailing by the City Assessor of the notice of the amount thereof, the amount of said costs shall be a lien and shall be filed and recovered as provided by law and the lien shall be collected and treated in the same manner as provided for property tax liens under the general property tax act.

By Council Member Hussain

Motion Carried

Resolution #2023-248

By the Committee on Public Safety
Resolved by the City Council of the City of Lansing

WHEREAS, the Code Compliance Officer has determined that the building located at 5016 CONNERS AVE., Parcel # 33-01-01-31-351-161 legally described as LOT 664 CHURCHILL DOWNS NO 3 SUB., City of Lansing, is an unsafe or dangerous building as defined in Section 108.1 of the International Property Maintenance Code as adopted by Lansing Codified Ordinance 1460.01, and the Housing Law of Michigan, and the building was red tagged on December 22, 2019; and

WHEREAS, a hearing was held by the Lansing Demolition Board on April 27, 2023, at which the Hearing Officer determined that said building was an unsafe and dangerous building and ordered the building demolished or made safe by June 25, 2023; and

WHEREAS, said Hearing Officer filed a report of their findings and order with the City Council and requested the City Council to take appropriate action under the Lansing Codified Ordinances and the Housing Law of Michigan; and

WHEREAS, the Housing Law of Michigan and Lansing Codified Ordinances require a hearing be conducted to give the property owner an opportunity to show cause why a dangerous structure should not be demolished or otherwise made safe; and

WHEREAS, the City Council held a public show cause hearing on Monday, September 11, 2023, to review the findings and the order of the Hearing Officers, and the owners were notified in writing of said hearing and had an opportunity to appear and show cause why said building should not be demolished or otherwise made safe; and

WHEREAS, the Code Compliance Office has determined that compliance with the order of the Lansing Demolition Hearing Board Officer has not occurred.

NOW, THEREFORE, BE IT RESOLVED that the owner(s) of 5016 Connors Avenue, as legally described above, are hereby directed to comply with the order of the Hearing Officers to demolish or otherwise make safe the said building within 30 days from the date of this resolution, October 2, 2023.

BE IT FURTHER RESOLVED that the property owner(s) is hereby notified that this order must be appealed within twenty days pursuant to MCL 125.542 and should the owners fail to comply with the Hearing Officers' order for demolition or make safe, the Code Compliance Officer is hereby directed to proceed with demolition of said building.

BE IT FURTHER RESOLVED, whether demolition is accomplished by said property owner or the City, that appropriate seeding and restoration of property take place to avoid run-off to adjacent properties.

BE IT FURTHER RESOLVED that if the demolition is accomplished by the City, the cost of such demolition shall be a lien against the real property and shall be reported to the City Assessor.

BE IT FINALLY RESOLVED that the owners in whose name the property appears upon the last local tax assessment record shall be notified by the City Assessor of the amount of such cost by first class mail at the address shown on the records. Upon the owner's failure to pay the same within thirty (30) days after mailing by the City Assessor of the notice of the amount thereof, the amount of said costs shall be a lien and shall be filed and recovered as provided by law and the lien shall be collected and treated in the same manner as provided for property tax liens under the general property tax act.

By Council Member Hussain

Motion Carried

Resolution #2023-249

By the Committee on Public Safety
Resolved by the City Council of the City of Lansing

WHEREAS, the Code Compliance Officer has determined that the building located at 3301 TURNER ST., Parcel # 33-01-01-04-105-151 legally described as LOT 84 FAIRFIELD GARDENS SUB., City of Lansing, is an unsafe or dangerous building as defined in Section 108.1 of the International Property

Maintenance Code as adopted by Lansing Codified Ordinance 1460.01, and the Housing Law of Michigan, and the building was red tagged on January 18, 2017 and

WHEREAS, a hearing was held by the Lansing Demolition Board on May 25, 2023, at which the Hearing Officer determined that said building was an unsafe and dangerous building and ordered the building demolished or made safe by June 25, 2023; and

WHEREAS, said Hearing Officer filed a report of their findings and order with the City Council and requested the City Council to take appropriate action under the Lansing Codified Ordinances and the Housing Law of Michigan; and

WHEREAS, the Housing Law of Michigan and Lansing Codified Ordinances require a hearing be conducted to give the property owner an opportunity to show cause why a dangerous structure should not be demolished or otherwise made safe; and

WHEREAS, the City Council held a public show cause hearing on Monday, September 11, 2023, to review the findings and the order of the Hearing Officers, and the owners were notified in writing of said hearing and had an opportunity to appear and show cause why said building should not be demolished or otherwise made safe; and

WHEREAS, the Code Compliance Office has determined that compliance with the order of the Lansing Demolition Hearing Board Officer has not occurred.

NOW, THEREFORE, BE IT RESOLVED that the owner(s) of 3301 Turner Street, as legally described above, are hereby directed to comply with the order of the Hearing Officers to demolish or otherwise make safe the said building within 30 days from the date of this resolution, October 2, 2023.

BE IT FURTHER RESOLVED that the property owner(s) is hereby notified that this order must be appealed within twenty days pursuant to MCL 125.542 and should the owners fail to comply with the Hearing Officers' order for demolition or make safe, the Code Compliance Officer is hereby directed to proceed with demolition of said building.

BE IT FURTHER RESOLVED, whether demolition is accomplished by said property owner or the City, that appropriate seeding and restoration of property take place to avoid run-off to adjacent properties.

BE IT FURTHER RESOLVED that if the demolition is accomplished by the City, the cost of such demolition shall be a lien against the real property and shall be reported to the City Assessor.

BE IT FINALLY RESOLVED that the owners in whose name the property appears upon the last local tax assessment record shall be notified by the City Assessor of the amount of such cost by first class mail at the address shown on the records. Upon the owner's failure to pay the same within thirty (30) days after mailing by the City Assessor of the notice of the amount thereof, the amount of said costs shall be a lien and shall be filed and recovered as provided by law and the lien shall be collected and treated in the same manner as provided for property tax liens under the general property tax act.

BE IT FINALLY RESOLVED that should the owner fail to pay the total amount owing within thirty (30) calendar days from the date that the notice was mailed by the City Assessor's office, the costs incurred by the City shall be a lien on the property and shall be recovered in the same manner for which tax liens are collected under the general property tax laws of the State of Michigan and the City of Lansing.

By Council Member Hussain

Motion Carried

Ordinances for Passage

Passage of Ordinance

An ordinance of the City of Lansing, Michigan, providing for the rezoning of a parcel of real property located in the City of Lansing, Michigan and for the revision of the district maps adopted by section 1242.02 of the Code of Ordinances.

Was read a second time by its title and adopted by the following roll call vote:

Yeas: Council Members Brown, Garza, Hussain, Spitzley, Wood

Nays: Council Members Jackson, Kost

Ordinance #2632

AN ORDINANCE OF THE CITY OF LANSING, MICHIGAN, PROVIDING FOR THE REZONING OF A PARCEL OF REAL PROPERTY LOCATED IN THE CITY OF LANSING, MICHIGAN AND FOR THE REVISION OF THE DISTRICT MAPS ADOPTED BY SECTION 1242.02 OF THE CODE OF ORDINANCES.

The City of Lansing ordains:

Section 1. That the district maps adopted by and incorporated as Section 1242.02 of the Code of Ordinances of the City of Lansing, Michigan be amended to provide as follows:

To change the zoning classification of the property described as follows:

Case Number: Z-8-2023
Parcel Number's: 33-01-01-16-354-122 & 33-01-01-16-354-003
Addresses: 415 & 421 W. Kalamazoo Street
Legal Descriptions: Lots 2, 3, 10, 11 & 12 and the West 66 feet of Lot 1, Block 139, Original Plat from "DT-2" Downtown Core to "R-AR" Residential Adaptive Reuse.

Section 2. All ordinances or parts of ordinances inconsistent with the provisions hereof are hereby repealed.

Section 3. This ordinance was duly adopted by the Lansing City Council on October 2, 2023, and a copy is available in the office of the Lansing City Clerk, 9th Floor, City Hall, 124 W. Michigan Avenue, Lansing, MI 48933.

Section 4. This ordinance shall take effect on the 30th day after enactment.

The Council returned to the order of:

Resolutions

Resolution #2023-250

By the Committee on Development and Planning
Resolved by the City Council of the City of Lansing

SLU-2-2023

415 & 421 W. Kalamazoo Street Sheltered Care Facility

WHEREAS, the applicant, VIRIDIS Design Group on behalf of the City Rescue Mission of Lansing, has requested a special land use permit to authorize a sheltered care facility at 415 and 421 W. Kalamazoo Street; and

WHEREAS, a review was completed by staff evaluating the character, location, and impact of the proposal on the surrounding area, the environment, and public services as well as its consistency with the existing zoning and land use patterns in the area and with the objectives of the Design Lansing Comprehensive Plan; and

WHEREAS, the Planning Board held a public hearing on August 1, 2023 at which the applicant's representatives and 1 other person spoke in favor of the request and 5 persons spoke in opposition to the request; and

WHEREAS, the Planning Board, at its August 1, 2023, meeting, voted 5-1 to recommend approval of SLU-2-2023 for a special land use permit to authorize a sheltered care facility at 415 and 421 W. Kalamazoo Street; and

WHEREAS, the City Council held a public hearing regarding SLU-2-2023 on September 18, 2023; and

WHEREAS, the Committee on Development and Planning has reviewed the report and residential development recommendation of the Planning Board and concurs therewith.

NOW THEREFORE BE IT RESOLVED that the Lansing City Council hereby approves SLU-2-2023 for a special land use permit to authorize a sheltered care facility at 415 and 421 W. Kalamazoo Street.

BE IT FURTHER RESOLVED that this Special Land Use permit shall remain in effect only so long as the petitioner fully complies with this resolution, and if the petitioner fails to comply, the Special Land Use permit may be terminated by City Council Resolution.

BE IT FINALLY RESOLVED that in granting this request, the City Council determines the following:

1. The proposed shelter is anticipated to be harmonious with the character of adjacent properties and surrounding uses.
2. The proposed shelter will not change the essential character of the area.
3. There is no evidence that the proposed shelter will interfere with the enjoyment of adjacent properties.
4. The proposed shelter does represent an improvement to the property as it allows for adaptive reuse of two vacant office buildings.
5. The proposed shelter will not generate any nuisances or hazardous conditions.
6. The proposed shelter can be adequately served by public services and utilities, although some upgrades to the utility systems may be required to accommodate the increased usage generated by the proposed shelter.
7. Whether the proposed shelter will place demands on public services and facilities in excess of current capacities, resulting in the need for expansions/upgrades thereto, will be determined during the site plan review process.
8. The proposed shelter is consistent with the goals of the Zoning Code and the Design Lansing Comprehensive Plans.
9. There are no dimensional requirements that apply to this request.

By Council Member Spitzley

Motion Carried with Council Members Jackson and Kost voting nay

Reports From Council Committees

Ad Hoc Committee on Homelessness and Solutions:

Council Member Brown gave an overview of the committee's report on Homelessness.

By Council Member Brown to accept the report

Motion Carried

Committee on Public Safety Housing Update:

Council Member Hussain gave an overview of the committee's report on Public Safety Housing.

By Council Member Hussain to accept the report.

Motion Carried

Speaker Registration for Public Comment on City Government Related Matters

Chief Deputy Clerk Brian Jackson announced that the public comment registration form(s) for those intending to address Council on City government matters will be collected and that only those persons who have fully completed the form(s) will be permitted to speak.

Reports From City Officers, Boards, and Commissions; Communications and Petitions; and Other City Related Matters

By Vice President Garza that all items be considered as being read in full and that President Wood make the appropriate referrals

Motion Carried

- Reports from City Officers, Boards and Commissions:

Letter(s) from the City Clerk re:

Minutes of Boards and Commissions placed on file in the Clerk's Office

PLACED ON FILE

City Council Meeting Schedule for 2024

Referred to the Committee of the Whole

Letter(s) from the Mayor re:

Reappointment; Deshon Leek as the 3rd Ward Member of the Board of Water and Light for a term to expire June 30, 2027

Referred to the Committee of the Whole

Grant Acceptance; State of Michigan OS Reentry Contract

Referred to the Committee on Ways and Means and to the Internal Auditor

Special Assessment; Principal Shopping District 2023 roll

Referred to the Committee on City Operations and to the Internal Auditor

Setting a Public Hearing on the Special Assessment; Principal Shopping District 2023 roll

Referred to the Committee on City Operations and to the Internal Auditor

Traffic Control Order Nos. 19-16, 19-17, 19-18, 19-19, and 19-20 to regulate parking in the East Village Neighborhood

Referred to the Committee on City Operations

Traffic Control Order No. 22-14 to regulate parking along Shepard St.

Referred to the Committee on City Operations

Traffic Control Order No. 10-011 to remove parking meter #3223 and parking space along the South side of the 200 block of W. Genesee St.

Referred to the Committee on City Operations

Traffic Control order Nos. 18-061 and 18-062 to change the metered parking restrictions along the 1100 and 1200 blocks of N. Washington Ave.

Referred to the Committee on City Operations

Traffic Control Order No. 15-019 to regulate parking along the 200 block of W. Ottawa St.

Referred to the Committee on City Operations

Orders to Make Safe or Demolish to the owners of 1722 Donora St.
Referred to the Committee on Public Safety

Setting a Show Cause Hearing on Orders to Make Safe or Demolish to the owners of 1722 Donora St.
Referred to the Committee on Public Safety

Orders to Make Safe or Demolish to the owners of 131 Jackson St.
Referred to the Committee on Public Safety

Setting a Show Cause Hearing on Orders to Make Safe or Demolish to the owners of 131 Jackson St.
Referred to the Committee on Public Safety

Orders to Make Safe or Demolish to the owners of 619 W. Mt. Hope Ave.
Referred to the Committee on Public Safety

Setting a Show Cause Hearing on Orders to Make Safe or Demolish to the owners of 619 W. Mt. Hope Ave.
Referred to the committee on Public Safety

Brownfield Plan #84; 505-507 E. Shiawassee St. Rehabilitation Project
Referred to the Committee on Development and Planning

Setting a public Hearing on Brownfield Plan #84; 505-507 E. Shiawassee St. Rehabilitation Project
Referred to the Committee on Development and Planning

Communications and Petitions, and Other City Related Matters:

Affidavit of Disclosure; Anthony Dean, Police Department
Referred to the Board of Ethics

Affidavit of Disclosure; Katelynn Miller, Police Department
Referred to the Board of Ethics

Affidavit of Disclosure; Sagar Kandel, Police Department
Referred to the Board of Ethics

Notice from the Michigan Liquor Control Commission; MK Ghotra LLC request for transfer of membership interest at 3814 W. Jolly Rd.
Referred to the Committee on City Operations

Motion of Excused Absence

By Vice President Garza to excuse Council Member Spadafore from tonight's proceedings.

Motion Carried

Public Comment on City Government Related Matters

Ryan Cabell spoke about the revocation of his Energy Event Center Cabaret License.

Joanne Galloway spoke about civic engagement and various City matters.

Willie Hobbs spoke about excessive fines and taxes.

Farhan Sheik-Omar spoke against organizations with discriminatory practices

Nate Ford spoke in support of the decriminalization of psychedelic mushrooms.

Nathan Hallman spoke on homeless shelters.

Djinn Thompson spoke about discrimination against LGBTQ+ homeless in shelters.

Kelsey Brianne spoke about LGBTQ+ homelessness discrimination.

Luna Brown spoke about LGBTQ+ homelessness discrimination.

Stan Shuck spoke on various City matters.

Robert Gray spoke on road maintenance issues.

Mike Karl spoke in support of inclusive homeless shelters.

Linda Karl spoke in support of experiences of children facing homelessness.

Jerry Norris spoke on various City matters.

Adjourned Time 9:28 P.M.

Chris Swope, City Clerk

You will not be called to speak unless all required blanks on this form are completed.



Public Comment on Legislative Matters Registration

*The City of Lansing welcomes and encourages public comment relating to City Legislative Matters. In order to facilitate public input, you **MUST** complete this card and submit it to the City Clerk or City Clerk Staff prior the close of registration as announced by the City Clerk.*

*Legislative matters consist of the following items on the agenda: **public hearings, resolutions, ordinances for introduction, and ordinances for passage.** The public may comment for up to three minutes*.*

Agenda Item Number(s) or Description(s) WAW

Name (print) Sody Washington E-Mail (optional) _____

Address (street, city, zip) Lansing

Company or organization represented, etc. (if applicable) _____

Signature _____

- Public speakers will be called by the City Clerk. When the City Clerk recognizes you, please proceed to the speaker's podium and speak directly and clearly into the microphone. Do not touch the microphone.
- Direct your comments to the Council President.
- No speaker called upon to speak shall by speech or conduct disturb, disrupt, delay, interfere with, or otherwise impede the orderly conduct of the Council meeting.
- No personal attacks or defamatory remarks towards any person will be permitted.
- Questions raised during public comment may or may not be answered by the President, another Council Member, the Mayor, or member of the City Staff during the meeting.
- Time limit to address the council on legislative matters is **3 Minutes***.
- Spokespersons for a group or shared viewpoint are encouraged; however, a speaker's time limit may not be increased through assignment of someone else's time or opportunity to speak.
- No registrations will be accepted after the deadline as announced by the City Clerk.
- If you wish to submit written materials, please provide them to the City Clerk or City Clerk staff along with this form.
- The City Council conducts its open meetings in an orderly manner in accordance with the Open Meetings Act. Council meetings will not be conducted as interactive forums or "town meetings."

Thank you for your involvement and interest in our City,
Chris Swope, Lansing City Clerk, MiPMC / MMC

* *The Presiding Officer may reduce the amount of time for each speaker if he or she determines that the number of registered speakers is so numerous that the meeting cannot be timely concluded without a reduction in the time allocated for each speaker.*

Persons with disabilities who need an accommodation to fully participate in this meeting should contact the City Clerk's Office at (517) 483-4131 (TDD (517) 483-4479). 24 hour notice may be needed for certain accommodations. An attempt will be made to grant all reasonable accommodation requests.

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Agenda Item Number(s) or Description(s)

#4 and #5 IAW

Name (print)

Nick Zando

E-Mail (optional)

~~nick.zando@lansingmi.gov~~

Address (street, city, zip)

411 W. Willow Ave Lansing, MI 48906

Company or organization represented, etc. (if applicable)

Decentralize Lansing

Signature

Nick Zando

- Public speakers will be called by the City Clerk. When the City Clerk recognizes you, please proceed to the speaker's podium and speak directly and clearly into the microphone. Do not touch the microphone.
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Agenda Item Number(s) or Description(s) 293

Name (print) Trini Lopez Pehlivanoglu E-Mail (optional) Trinidad.pehli@gmail

Address (street, city, zip) 3408 Inverary Dr - Lans - 48911

Company or organization represented, etc. (if applicable) Resident

Signature Trini Lopez Pehlivanoglu

- Public speakers will be called by the City Clerk. When the City Clerk recognizes you, please proceed to the speaker's podium and speak directly and clearly into the microphone. Do not touch the microphone.
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Agenda Item Number(s) or Description(s) 2 & 3

Name (print) Tamera Carter E-Mail (optional) _____

Address (street, city, zip) 5001 Alpha St Lansing MI 48910

Company or organization represented, etc. (if applicable) Southeast side resident

Signature [Handwritten Signature]

- Public speakers will be called by the City Clerk. When the City Clerk recognizes you, please proceed to the speaker's podium and speak directly and clearly into the microphone. Do not touch the microphone.
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Agenda Item Number(s) or Description(s) #6

Name (print) Luna Brown E-Mail (optional) victorianoddlities@gmail.com

Address (street, city, zip) 1216 E Kalamazoo St. Lansing 48912

Company or organization represented, etc. (if applicable) _____

Signature Luna Brown

- Public speakers will be called by the City Clerk. When the City Clerk recognizes you, please proceed to the speaker's podium and speak directly and clearly into the microphone. Do not touch the microphone.
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Resolution #2023-251

By Council Members Brown, Garza, Hussain, Jackson, Kost, Spadafore, Spitzley, Wood
Resolved by the City Council of the City of Lansing

WHEREAS, Lansing has a long history with General Motors forming partnerships to benefit the Lansing economy and the many workers involved within the plants, as well as the businesses that benefit off of the needs of GM and their employees; and

WHEREAS, on Friday, September 15, 2023 at 12:00 a.m., the United Auto Workers went out on strike because they were unable to reach an agreement with the Big 3; and

WHEREAS, the autoworkers are calling on the Big 3 automaker to recognize the contributions and sacrifices that the UAW members have made to create a healthy and profitable Company; and

WHEREAS, UAW membership is striking to secure:

- Increased Wages
- Cost of Living Adjustment
- No Change in Healthcare
- Retirement Security
- Added Juneteenth Holiday
- Two Weeks Parental Leave
- Up to Five Week Vacation Time
- A just transition to EV Battery Work

WHEREAS, the City of Lansing understands the economic impact this strike has on not only our city but the region, as well as the many individuals that are impacted by it; and

NOW THEREFORE BE IT RESOLVED, that the Lansing City Council supports the workers employed by or affected by the strike and urges the Big 3 resolve this strike as soon as possible, by honoring the dignity of those who have helped make the Big 3 prosperous over the years.

BE IT FURTHER RESOLVED that the Lansing City Council encourages our fellow elected officials to stand in solidarity with working families in our communities.

Resolution #2023-252

By Council Members Brown, Garza, Hussain, Jackson, Kost, Spadafore, Spitzley, Wood
Resolved by the City Council of the City of Lansing

WHEREAS, Blue Cross and Blue Shield (BCBS) was formed in 1982 from the merger of its two namesake organizations, where Blue Cross was founded in 1929 and Blue Shield emerged in 1939; and

WHEREAS, on Wednesday, September 13, 2023 over 1,400 UAW BCBS workers went on strike across Michigan; and

WHEREAS, BCBS customer commitment is to be clear and simple, to help customers make the right choices, offer valuable coverage, and to help get quality health care; and

WHEREAS, BCBS employees are striking to secure:

- Secured Retiree Healthcare
- Abolish multi-tiered pay structure
- cease outsourcing and contracting out job classifications;

WHEREAS, the City of Lansing understands the economic impact the strike has on our city and the region, more important is standing alongside our union brothers and sisters to ensure fair wages, benefits and working conditions.

NOW THEREFORE BE IT RESOLVED, that the Lansing City Council supports the workers employed by BCBS or affected by the strike and urges BCBS to resolve this strike as soon as possible.

BY COUNCIL MEMBERS BROWN, GARZA, HUSSAIN, KOST,
JACKSON, SPADAFORE, SPITZLEY, WOOD
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, Bishop Victor A. Trevino Sr., from an early age, was called to follow in his father's footsteps as a preacher and at the age of 19, became an ordained minister; and

WHEREAS, in 1997, Bishop Victor A. Trevino Sr. and 1st Lady Trevino accepted the call of God to pastor and took over the pastorship from his father, Pastor Alvino Trevino. Together, they went on to pastor Apostolic Impact Ministries for 6 years. At the age of 28, Bishop Trevino became District Elder for Sector 2, overseeing 7 churches; and

WHEREAS, subsequent ministries led Pastor Trevino to form The Bread House Spanish/Bilingual Ministry in 2004. The current location of the church was purchased in June of 2013, and following renovations of the buildings on site, the first service of what is now known as The Bread House South was held at this location in September of 2013; and

WHEREAS, the Bread House South has grown into a multicultural church engaged in various community outreach efforts. Among these efforts are the BHS Weekly Lunch Kitchen, BHS Lunch in the Park, BHS care packets and coat drives, and the BHS Weekly Empowerment Support Group for those who are working to overcome addiction and maintain sobriety; and

WHEREAS, Bishop Victor A. Trevino Sr. has always been mindful of the interests of the Lansing South Side Community where he serves as Pastor and he has worked in a particularly tireless manner to advance the aforementioned programs in addition to the Bread House South Food and Clothing Pantries; and

WHEREAS, Bishop Victor A. Trevino Sr. has faithfully and with honor, integrity and great distinction served as Pastor of The Bread House South Church during a time that has presented particular hardships in the areas of food and clothing due to the Covid-19 pandemic.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council recognizes the efforts of Bishop Victor A. Trevino Sr., throughout our community and wishes to express its appreciation for Bishop Trevino's distinguished service and leadership in combating the issues that negatively impact our citizens the most.

Resolution #2023-255

By the Committee on Development and Planning
Resolved by the City Council of the City of Lansing

WHEREAS, the Mayor has made the reappointment of Nikki Soldan as Business Representative Member of the South Martin Luther King Jr. Boulevard Corridor Improvement Authority Board of Directors for a term to expire July 31, 2027; and

WHEREAS, the Mayor's office has confirmed with this resolution that they have vetted the applicant based on the original application and believes that the applicant meets the qualifications as required by the City Charter; and

WHEREAS, the Committee on Development and Planning met on October 4, 2023 and took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the reappointment of Nikki Soldan as Business Representative Member of the South Martin Luther King Jr. Boulevard Corridor Improvement Authority Board of Directors for a term to expire July 31, 2027.

Resolution #2023-256

By the Committee on Development and Planning
Resolved by the City Council of the City of Lansing

WHEREAS, the Mayor has made the recommendation for reappointment of Samantha Troutman as an At-Large member of the Historic District Commission for a term to expire June 30, 2026; and

WHEREAS, the Mayor's office has confirmed with this resolution, that they have vetted the applicant based on the original application and believes that the applicant meets the qualifications as required by the City Charter; and

WHEREAS, the Committee on Development and Planning met on October 4, 2023 and took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the reappointment of Samantha Troutman as an At-Large member of the Historic District Commission for a term to expire June 30, 2026.

Resolution #2023-257

By the Committee on Public Safety
Resolved by the City Council of the City of Lansing

WHEREAS, the Ingham County Board of Commissioners made the reappointment of Monica Jahner to the Ingham County/City of Lansing Community Corrections Advisory Board for to a term expiring September 17, 2026;

WHEREAS, the Committee on Public Safety met on October 3, 2023, and took affirmative action.

THEREFORE BE IT RESOLVED, that the Lansing City Council hereby affirms the reappointment of reappointment Monica Jahner to the Ingham County/City of Lansing Community Corrections Advisory Board for to a term expiring September 17, 2026

Resolution #2023-258

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, the Mayor has recommended the reappointment of Frank Lee as an At-Large member of the Human Relations and Community Services Advisory Board for a term to expire June 30, 2027; and

WHEREAS, the Mayor's office has confirmed with this resolution, that they have vetted the applicant based on the original application and believes that the applicant meets the qualifications as required by the City Charter; and

WHEREAS, the Committee on City Operations met on October 16, 2023 and took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the reappointment of Frank Lee as an At-Large member of the Human Relations and Community Services Advisory Board for a term to expire June 30, 2027.

Resolution #2023-259

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, the Mayor has recommended the reappointment of Versey Williams as the 3rd Ward member of the Human Relations and Community Services Advisory Board for a term to expire June 30, 2027; and

WHEREAS, the Mayor's office has confirmed with this resolution, that they have vetted the applicant based on the original application and believes that the applicant meets the qualifications as required by the City Charters; and

WHEREAS, the Committee on City Operations met on October 16, 2023 and took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the reappointment of Versey Williams as the 3rd Ward member of the Human Relations and Community Services Advisory Board for a term to expire June 30, 2027.

Resolution #2023-263

By the Committee of the Whole
Resolved by the City Council of the City of Lansing

WHEREAS, the Mayor has made the reappointment of Deshon Leek as the 3rd Ward Member of the Board of Water and Light for a term to expire June 30, 2027; and

WHEREAS, the Mayor's office has confirmed with this resolution, that they have vetted the applicant based on the original application and believes that the applicant meets the qualifications as required by the City Charter; and

WHEREAS, the Committee of the Whole met on October 16, 2023 and took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the reappointment of Deshon Leek as the 3rd Ward Member of the Board of Water and Light for a term to expire June 30, 2027.

Resolution #2023-260

By the Committee on Development and Planning
Resolved by the City Council of the City of Lansing

RESOLUTION TO SET A PUBLIC HEARING FOR
BROWNFIELD PLAN #84
505 AND 507 E SHIAWASSEE REHABILITATION PROJECT

WHEREAS, the Lansing Brownfield Redevelopment Authority has prepared and forwarded an approved Brownfield Plan pursuant to and in accordance with the provisions of the Brownfield Redevelopment Financing Act, Public Act 381 of 1996, as amended, for properties commonly referred to as 505 and 507 East Shiawassee Street located in the City of Lansing; and

WHEREAS, prior to Council's action on this request, it is necessary to hold a public hearing on the Plan, to allow for any resident, taxpayer or ad valorem taxing unit the right to appear and be heard;

WHEREAS, the Brownfield Plan is available for public inspection at the Lansing Economic Development Corporation, 401 S. Washington Sq., Suite 101, Lansing, MI 48933, and that all aspects of the Brownfield Plan are open for discussion at the public hearing.

NOW, THEREFORE, BE IT RESOLVED that a public hearing be held in the Tony Benavides Lansing City Council Chambers of the City of Lansing, 10th Floor, Lansing City Hall, Lansing, Michigan, on October 30, 2023 at 7:00 p.m. on Brownfield Plan #84 – 505 and 507 E Shiawassee Rehabilitation Project under the Brownfield Redevelopment Financing Act, for property more particularly described as:

505 E SHIAWASSEE ST (Tax Parcel No. 33-01-01-16-228-131):
W 60.13 FT LOT 16 ASSESSORS PLAT NO 33 REC L 11 P 14

507 E SHIAWASSEE ST (Tax Parcel No. 33-01-01-16-228-141):
E 44 FT OF W 104.13 FT LOT 16 ASSESSORS PLAT NO 33 REC L 11 P 14

and that the City Clerk cause notice of such hearing to be published in a publication of general circulation, no less than 10 days or more than 40 days prior to the date of the public hearing, and that the City Clerk also cause the legislative body of each taxing unit levying ad valorem taxes on this property, to be notified of Brownfield Plan #84 – 505 and 507 E Shiawassee Rehabilitation Project and the scheduled public hearing.

Resolution #2023-261

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

Resolution to Set Public Hearing for PSD Assessment for Tax Year 2023

WHEREAS, the City of Lansing desires to encourage and support shopping and commercial activity in the Principal Shopping District area by public improvement to develop, redevelop, promote economic activity, and provide for the maintenance, security, and operation of the Principal Shopping District by such public improvement which especially benefits any property within a district; and

WHEREAS, the City of Lansing desires to encourage promotional efforts, business recruitment in all zones and physical improvements and maintenance services (in zone "A") of the Principal Shopping District; and

WHEREAS, the City of Lansing has determined that this should be provided through special assessment zones established for the purpose of financing Principal Shopping District activities; and

WHEREAS, the City of Lansing has determined that the cost of providing such services should be recovered by a special assessment against properties especially benefited as authorized by Act No. 120 of the Public Acts of 1961, as amended, and Chapters 812 and 1026 of the Lansing Code of Ordinances; and

WHEREAS, the City of Lansing has reviewed the proposed special assessment boundaries; and

WHEREAS, the City of Lansing has also reviewed the proposed services within the boundaries with an estimated cost of these services;

NOW, THEREFORE, BE IT RESOLVED that the special assessment zones for the Principal Shopping District are established by City Council as follows:

Principal Shopping District: Beginning at the intersection of West right-of-way line of S. Capitol Avenue and the north right-of-way line of W. St. Joseph Street, "Point of Beginning," North along S. Capitol Avenue right-of-way line to the center-line of W. Washtenaw Street, west along the centerline of W. Washtenaw Street to the center-line of Townsend Street, north along the center-line of Townsend Street to the center-line of W. Allegan Street, then east along the W. Allegan Street center-line to the center-line of S. Capitol Avenue, north along the S. Capitol Avenue center-line to the center-line of W. Saginaw Street, east along the W. Saginaw Street center-line to the west right-of-way line of N. Washington Avenue, north along the N. Washington Avenue right-of-way line to the north right-of-way line of W. Grand River Avenue, east along the W. Grand River Avenue right-of-way line to the west right-of-way line of Turner Street, north along the Turner Street right-of-way line to the north right-of-way line of Clinton Street, east along Clinton

Street right-of-way to the east right-of-way line of Center Street, south along the Center Street right-of-way line to the north right-of-way line of Liberty Street, east along the Liberty Street right-of-way line to the centerline of N. Cedar Street, south along the N. Cedar Street center-line to the south right-of-way line of East Grand River Avenue, east along the E. Grand River Avenue right-of-way line to the west right-of-way line of N. Larch Street, south along the N. Larch Street right-of-way line to the center-line of E. Shiawassee Street, east along the E. Shiawassee Street center-line to the west right-of-way line of the Conrail right-of-way, south along the Conrail right-of-way line to the south right-of-way line of E. Michigan Avenue, west along the E. Michigan Avenue right-of-way to the east right-of-way line of S. Larch Street, south along the S. Larch Street right-of-way line to the center-line of E. Kalamazoo Street, then west along E. Kalamazoo Street center-line to the center-line of S. Larch Street, then south along the S. Larch Street center-line to the north right-of-way line of St. Joseph Street (extended), west along the St. Joseph Street right-of-way line (extended) to the Point of Beginning.

The Principal Shopping District, as described herein, shall contain zones as described below:

Zone A: Beginning at the intersection of the center-line of W. Shiawassee Street and the centerline of N. Capitol Avenue, the "Point of Beginning -A", east along the center-line of Shiawassee Street to the west right-of-way line of the Conrail right-of-way, south along the Conrail right-of-way line to the center-line of E. Michigan Avenue, west along the center-line of E. Michigan Avenue to the center-line of S. Cedar Street, south along the S. Cedar Street center-line to the center-line of E. Kalamazoo Street, west along the E. Kalamazoo Street center-line to the center-line of Museum Drive, northwesterly along the center-line of Museum Drive to the north line of Impression Five Condominium (extended), west along the said north line of Impression Five Condominium (extended) to the center-line of the Grand River, southeasterly along the center of the Grand River to the center-line of E. Kalamazoo Street, continuing along the center-line of E. Kalamazoo Street to the center-line of Grand Avenue, south along the Grand Avenue center-line to the center-line of W. Lenawee Street, west along the W. Lenawee Street center-line to the west right-of-way line of S. Capitol Avenue, north along the west right-of-way line of S. Capitol Avenue to W. Washtenaw street, west along the centerline of W. Washtenaw Street to the centerline of Townsend Street, north along the centerline of Townsend Street to the centerline of W. Allegan Street, then east along the W. Allegan Street center-line of W. Allegan Street to the center-line of S. Capitol Avenue, north along the S. Capitol Avenue center-line to the Point of Beginning -A.

Zone B: Beginning at the intersection of west right-of-way line of N. Washington Avenue and the north right-of-way line of W. Grand River Avenue, the "Point of Beginning -B," east along the W. Grand River right-of-way line to the west right-of-way line of Turner Street, north along the Turner Street right-of-way line to the north right-of-way line of Clinton Street, east along the Clinton Street right-of-way line to the east right-of-way line of Center Street, south along the Center Street right-of-way line to the north right-of-way line of Liberty Street, east along the Liberty Street right-of-way line to the center, line of N. Cedar Street, south along the N. Cedar Street center-line to the centerline of E. Maple

Street, west along E. Maple Street center-line (as aligned) to the west right-of-way line of N. Washington Avenue, north along the N. Washington Avenue right-of-way line to the Point of Beginning –B.

Zone C -North: Beginning at the intersection of the center-line of N. Capitol Avenue and the center-line of W. Shiawassee Street, the "Point of Beginning -C (North)," north along the N. Capitol Avenue center-line to the center-line of W. Saginaw Street, east along the W. Saginaw Street center-line to west right-of-way line of N. Washington Avenue, north along the N. Washington Avenue right-of-way line to the center-line of E. Maple Street, east along E. Maple Street (as aligned) center-line to the center-line of N. Cedar Street, north along the N. Cedar Street center-line to the south right-of-way line of E. Grand River Avenue, east along the E. Grand River Avenue right-of-way line to the west right-of-way line of N. Larch Street, south along the N. Larch Street right-of-way line to the center-line of E. Shiawassee Street, west along the E. Shiawassee Street Center-line to the Point of Beginning - C (North).

Zone C -South: Beginning at the intersection of the west right-of-way line of S. Capitol Avenue and the center-line of W. Lenawee Street, the "Point of Beginning -C (South)," east along the W. Lenawee Street center-line to the center-line of Grand Avenue, north along Grand Avenue centerline to the center-line of E. Kalamazoo Street, east along the Kalamazoo Street center-line to the center of the Grand River, northwesterly along the center-line of the Grand River to the north line of Impression Five Condominium (extended), east along the north line of Impression Five Condominium (extended) to the center-line of Museum Drive, southeasterly along the center-line of Museum Drive to the center-line of E. Kalamazoo Street, east along the Kalamazoo Street centerline to the center-line of S. Cedar Street, north along the Cedar Street center-line to the center-line of E. Michigan Avenue, east along the E. Michigan Avenue center-line to the west right-of-way line of the Conrail right-of-way, south along the Conrail right-of-way line to the south right-of-way line of E. Michigan Avenue, then west along the E. Michigan Avenue right-of-way line to the east right-of-way line of S. Larch Street, south along the S. larch Street right-of-way line to the center-line of E. Kalamazoo Street, west along the E. Kalamazoo Street center-line to the center-line of S. Larch Street, south along the S. larch Street center-line to the north right-of-way line of St. Joseph Street (extended), west along the St. Joseph Street right-of-way line (extended) to the west right-of-way line of S. Capitol Avenue, then north along the S. Capitol Avenue right-of-way to the Point of Beginning -C (South).

BE IT FURTHER RESOLVED, that the Principal Shopping District public improvements and services be supported by a special assessment of these costs against the properties especially benefited as follows:

	1st Floor	2nd floor & above	Parking Structure, 1st level	Parking Structure, 2nd level and above	Surface Parking Lots	Vacant Lots	Industrial	Industrial Upper levels
Zone A	0.1514	0.0691	0.0546	0.0275	0.1514	0.1514	0.0275	0.0136
Zone B	0.0966	0.0362	0.0483	0.02415	0.0966	0.0966	0.0241	0.01208
Zone C	0.0757	0.03455	0.0273	0.01375	0.0757	0.0757	0.01375	0.0068

BE IT FURTHER RESOLVED, that the cost and expense of making estimates, plans and assessments incidental to the preparation of the assessment and the role, and providing notices shall be included in the expense of the assessment.

BE IT FURTHER RESOLVED, that these rates shall increase by 5% for collection years 2024 and 2025.

BE IT FURTHER RESOLVED, that the Principal Shopping District public improvement and services be financed by a special assessment of these costs against the properties especially benefited as contained in the assessment Roll No. **PSD23**, compiled by the City Assessor and presented to Council with this resolution.

BE IT FURTHER RESOLVED, that the maximum assessment shall be \$10,000 plus inflation since 1994 pursuant to MCL 125.985.

BE IT FURTHER RESOLVED, that in zones "A," "B," and "C " (North & South), any property owned by a non-profit entity that is tax exempt on the current assessment roll under any section other than 211.7l, m or n or under 211.71g according to the General Property Tax Act shall have their property assessment capped at 75% of the proposed assessment rate; property exempt under 211.7l, 211.7m, 211.7n or 211.71g shall be 100% exempt from this assessment.

BE IT FURTHER RESOLVED, that Property owned by the federal, a state, or a local unit of government where property is exempt from the collection of taxes under the general property tax act, is exempt from this special assessment.

BE IT FURTHER RESOLVED, that properties classified as residential, according to MCL 211.34c are excluded from this assessment. Properties that are classified as commercial include apartments with more than 4 units; commercial properties are included in this assessment.

BE IT FURTHER RESOLVED, that a public hearing be held Monday, October 30, 2023, at 7:00 pm in the Tony Benavides Lansing City Council Chambers, City Hall, 124 W Michigan Avenue, 10th Floor City Hall, Lansing, Michigan to consider the establishment of the Principal Shopping District special assessment roll.

BE IT FURTHER RESOLVED, that the City Clerk publish notice of the hearing to confirm

the special assessment roll in a newspaper of general circulation at least 10 (ten) days prior to the date of the hearing.

BE IT FINALLY RESOLVED, that the notice to the affected owners of the properties in said district be given in accordance with Chapter 1026 of the Lansing Code of Ordinances.

Resolution #2023-262

Resolved by the City Council of the City of Lansing

Act-4-2022, Remaining Street Dedication and Land Transfer, Red Cedar Development

WHEREAS, Continental/Ferguson Lansing LLC, applicant, has requested to dedicate the land serving as the newly created streets known as Dori Lane, Josephine Way, and the remaining, westerly portion of Red Cedar Parkway, to the City; and

WHEREAS, the applicant has requested to transfer back to the City the land referred to as Parcels M, N, and O to the City; and

WHEREAS, Dori Lane, Josephine Way, and the remaining, westerly portion of Red Cedar Parkway will serve as public access for residents, businesses, and the public, and to fulfill the terms of the Amended and Restated Real Estate Purchase and Development Agreement, originally placed on file with the City Clerk on February 23, 2018, and as subsequently amended (the "Development Agreement"); and

WHEREAS, pursuant to the Development Agreement, the City and Continental/Ferguson Lansing LLC drafted an operations and maintenance agreement to assign responsibility for all maintenance of the subject rights-of-way and any storm drain infrastructure (the "Operations and Maintenance Agreement"); and

WHEREAS, on April 5, 2022, the Planning Board reviewed the location, character, and extent of the proposal in accordance with its Act 33 Review procedure, and voted unanimously (5-0) to recommend approval of Act-4-2022 Street and Land Dedication, Red Cedar Development, upon the condition that:

- All outstanding work items and a final Operations and Maintenance Agreement between Continental/Ferguson Lansing LLC and the City shall be executed prior to dedication; and

WHEREAS, the Committee on City Operations has reviewed the report and recommendation of the Planning Board and concurs therewith;

NOW THEREFORE BE IT RESOLVED, the Lansing City Council hereby approves the dedication of the streets, legally described as:

ROAD DEDICATION WEST - DORI LANE, JOSEPHINE WAY & WESTERLY PORTION OF RED CEDAR PARKWAY

Situated in the City of Lansing, County of Ingham and State of Michigan: Part of the plat of Riverside as recorded in Liber 3 of Plats, Page 25, Ingham County Records; also part of the "Plat of the Subdivision of all that part of the Southeast quarter of Section 14 and all of that part of Section 23 lying North of the Cedar River" according to the True Copy of the Original recorded June 13th, 1856; also part of the Southeast 1/4 of Section 14, T4N, R2W, City of Lansing, Ingham County, Michigan, all being more particularly described as follows; Commencing at the East 1/4 corner of Section 14, T4N, R2W; thence S00°33'40"W, 119.50 feet

along the East line of Section 14 to the South right-of-way line of Michigan Avenue and the North line of Lot 19 of Supervisor's Plat No. 1; thence S89°49'55"W, 1.85 feet along the South right-of-way line of Michigan Avenue to the Northwest corner of Supervisor's Plat No. 1; thence N89°51'10"W, 838.72 feet along the South right-of-way line of Michigan Avenue to the Point of Beginning of the following described Road Dedication; thence S00°08'50"W, 180.76 feet; thence S89°51'10"E, 255.28 feet; thence S29°51'10"E, 13.28 feet; thence S89°51'10"E, 127.03 feet; thence S00°08'50"W, 61.50 feet; thence N89°51'10"W, 400.45 feet; thence S00°08'50"W, 288.76 feet; thence 22.96 feet along a 125.00 foot radius curve to the right, said curve having a central angle of 10°31'18" and a chord of S05°24'29"W, 22.92 feet; thence S10°40'09"W 0.70 feet; thence 72.82 feet along a 426.00 foot radius curve to the right, said curve having a central angle of 09°47'37" and a chord of S71°04'11"E, 72.73 feet; thence 411.35 feet along a 924.00 foot radius curve to the left, said curve having a central angle of 25°30'26" and a chord of S78°55'35"E, 407.96 feet; thence S03°56'40"E, 52.04 feet; thence 436.56 feet along a 976.00 foot radius curve to the right, said curve having a central angle of 25°37'40" and a chord of N78°59'13"W, 432.93 feet; thence 154.57 feet along a 374.00 foot radius curve to the left, said curve having a central angle of 23°40'47" and a chord of N78°00'46"W, 153.47 feet; thence N89°51'10"W, 22.79 feet; thence N53°29'47"W, 1.62 feet; thence S89°26'11"W, 305.00 feet to the East line of Clippert Street, said point being 24.75 feet East of the West line of the East 1/2 of the Southeast 1/4 of Section 14, according to the plat of Urbandale as recorded in Liber 4 of Plats, Page 49, Ingham County Records; thence N00°30'13"E, 54.83 feet along the East line of Clippert Street, said line being 24.75 feet East of the West line of the East 1/2 of the Southeast 1/4 of Section 14, according to the plat of Urbandale as recorded in Liber 4 of Plats, Page 49, Ingham County Records; thence S89°51'10"E, 328.73 feet; thence 53.22 feet along a 426.00 foot radius curve to the right, said curve having a central angle of 07°09'27" and a chord of S86°16'26"E, 53.18 feet; thence N10°40'09"E, 0.70 feet; thence 13.77 feet along a 75.00 foot radius curve to the left, said curve having a central angle of 10°31'18" and a chord of N05°24'29"E, 13.75 feet; thence N00°08'50"E, 542.51 feet to the South right-of-way line of Michigan Avenue; thence S89°51'10"E, 61.50 feet along the South right-of-way line of Michigan Avenue to the Point of Beginning. Containing 2.43 acres, more or less.

BE IT FURTHER RESOLVED, the following parcels are accepted for transfer by Deed from the Continental/Ferguson Lansing LLC, upon final approval as to form by the City Attorney:

PARCEL M

Situated in the City of Lansing, County of Ingham and State of Michigan: Part of Outlot "A" and part of vacated Church Street, Supervisor's Plat No.1 as recorded in Liber 12 of Plats, Page 27, Ingham County Records; also part of the plat of Riverside as recorded in Liber 3 of Plats, Page 25, Ingham County Records; also part of the "Plat of the Subdivision of all that part of the Southeast quarter of Section 14 and all of that part of Section 23 lying North of the Cedar River" according to the True Copy of the Original recorded June 13th, 1856; also part of the Southwest 1/4 of Section 13 and part of the Southeast 1/4 of Section 14, T4N, R2W, City of Lansing, Ingham County, Michigan, all being more particularly described as follows; Commencing at the East 1/4 corner of Section 14, T4N, R2W; thence

S00°33'40"W, 119.50 feet along the West line of Section 13 and the East line of Section 14 to the South right-of-way line of Michigan Avenue and the North line of Lot 19 of Supervisor's Plat No. 1; thence S89°49'55"W, 1.85 feet along the South right-of-way line of Michigan Avenue to the Northwest corner of Supervisor's Plat No. 1; thence N89°51'10"W, 1279.97 feet along the South right-of-way line of Michigan Avenue; thence S00°30'13"W, 608.40 feet along the East right-of-way line of Clippert Street; thence N89°26'11"E 305.00 feet; thence S53°29'47"E, 1.62 feet to the Point of Beginning of the following described Parcel; thence S89°51'10"E, 22.79 feet; thence 154.57 feet along a 374.00 foot radius curve to the right, said curve having a central angle of 23°40'47" and a chord of S78°00'46"E, 153.47 feet; thence 711.21 feet along a 976.00 foot radius curve to the left, said curve having a central angle of 41°45'04" and a chord of S87°02'55"E, 695.58 feet; thence 317.18 feet along a 274.00 foot radius curve to the right, said curve having a central angle of 66°19'27" and a chord of S74°45'43"E, 299.76 feet; thence 102.59 feet along a 326.00 foot radius curve to the left, said curve having a central angle of 18°01'48" and a chord of S50°36'54"E, 102.16 feet; thence N78°22'00"W, 26.80 feet; thence N83°02'49"W, 104.05 feet; thence N80°18'41"W, 104.78 feet; thence N81°25'50"W, 29.98 feet to the West line of Section 13; thence continuing N81°25'50"W, 63.00 feet; thence N84°40'04"W, 94.88 feet; thence N84°12'26"W, 174.71 feet; thence N86°42'58"W 153.92 feet; thence N87°08'16"W, 100.89 feet; thence West, 119.66 feet; thence S82°46'50"W, 89.82 feet; thence N53°29'47"W, 223.34 feet to the Point of Beginning. Containing 1.58 acres, more or less.

PARCEL N

Situated in the City of Lansing, County of Ingham and State of Michigan: Part of the plat of Riverside as recorded in Liber 3 of Plats, Page 25, Ingham County Records; also part of the "Plat of the Subdivision of all that part of the Southeast quarter of Section 14 and all of that part of Section 23 lying North of the Cedar River" according to the True Copy of the Original recorded June 13th, 1856; also part of the Southeast 1/4 of Section 14, T4N, R2W, City of Lansing, Ingham County, Michigan, all being more particularly described as follows; Commencing at the East 1/4 corner of Section 14, T4N, R2W; thence S00°33'40"W, 119.50 feet along the East line of Section 14 to the South right-of-way line of Michigan Avenue and the North line of Lot 19 of Supervisor's Plat No. 1; thence S89°49'55"W, 1.85 feet along the South right-of-way line of Michigan Avenue to the Northwest corner of Supervisor's Plat No. 1; thence N89°51'10"W, 321.27 feet along the South right-of-way line of Michigan Avenue; thence S00°08'50"W, 192.26 feet perpendicular to the South right-of-way line of Michigan Avenue; thence S89°51'10"E, 54.50 feet parallel with the South right-of-way line of Michigan Avenue; thence S00°08'50"W, 175.20 feet perpendicular to the South right-of-way line of Michigan Avenue; thence N89°51'10"W, 50.00 feet parallel with the South right-of-way line of Michigan Avenue to the Point of Beginning of the following described Parcel; thence N89°51'10"W, 83.00 feet; thence N00°08'50"E, 95.22 feet; thence 130.38 feet along a 41.50 foot radius curve to the right, said curve having a central angle of 180°00'00" and a chord of S89°51'10"E, 83.00 feet; thence S00°08'50"W, 95.22 feet to the Point of Beginning. Containing 0.24 acres, more or less.

PARCEL O

Situated in the City of Lansing, County of Ingham and State of Michigan: Part of Lot 6, Supervisor's Plat No. 1 as recorded in Liber 12 of Plats, Page 27, Ingham County Records; also part of the Southwest 1/4 of Section 13, T4N, R2W, City of Lansing, Ingham County, Michigan, all being more particularly described as follows; Commencing at the West 1/4 corner of Section 13; thence S00°33'40"W, 119.50 feet along the West line of Section 13 to the North line of Lot 19 of Supervisor's Plat No. 1; thence S89°49'55"W, 1.85 feet along the South right-of-way line of Michigan Avenue to the Northwest corner of Supervisor's Plat No. 1; thence S00°44'26"W, 540.51 feet along the West line of Supervisor's Plat No. 1 to the Southwest corner of Lot 23; thence S89°58'26"E, 182.60 feet along the South line of Lot 23 and its Easterly extension; thence N00°22'22"W, 100.00 feet along the West line of the East 1/2 of vacated Olin Avenue; thence S89°58'26"E, 998.91 feet along the North line of the South 100 feet of the East 1/2 of vacated Olin Avenue, the North line of the South 100 feet of Lot 17, the North line of the South 100 feet of vacated Cooper Street, the North line of the South 100 feet of Lot 15, the North line of the South 100 feet of vacated portion of Reniger Court and the North line of the South 100 feet of Lot 6; thence S00°15'20"E, 50.00 feet to the Point of Beginning of following described Parcel; thence N89°49'17"E, 330.21 feet; thence S00°16'54"E, 690.78 feet; thence N46°10'15"W, 15.48 feet; thence N56°47'13"W, 30.48 feet; thence N55°43'09"W, 66.24 feet; thence N65°03'09"W, 93.92 feet; thence N64°01'30"W, 216.39 feet; thence N70°25'57"W, 74.47 feet; thence N61°25'31"W, 56.19 feet; thence N60°47'42"W, 67.03 feet; thence N57°32'05"W, 71.96 feet; thence N65°20'26"W, 11.53 feet; thence 80.81 feet along a 126.02 foot radius curve to the left, said curve having a central angle of 36°44'22" and a chord of N54°22'21"E, 79.43 feet; thence S89°58'26"E, 223.54 feet; thence N00°15'20"W, 316.50 feet to the Point of Beginning. Containing 5.29 acres more or less.

BE IT FINALLY RESOLVED, that upon completion of the above conditions, and proof of the same being demonstrated by Continental/Ferguson Lansing LLC, to the City and the City Attorney having approved said completion, the City Clerk shall forward certified copies of the resolution to the Ingham County Register of Deeds for recording and upon return, transmit a copy of the recorded resolution to the Michigan Department of Licensing and Regulatory Affairs, Office of Land Survey and Remonumentation (OLSR), the Planning and Assessor's Offices, the Department of Public Service, and the applicant. The dedication shall be effective upon the date of recording of the resolution with the Ingham County Register of Deeds.

Resolution #2023-###

By the Committee of the Whole
Resolved by the City Council of the City of Lansing

WHEREAS, City Clerk Chris Swope submitted a recommended list of dates for the Lansing City Council meetings for 2024 to the Lansing City Council; and

WHEREAS, the Committee of the Whole will meet at 5:30 p.m. or at another time or date as determined by the Council President, before all Monday Council meetings listed below; and

WHEREAS, the Committee of the Whole will meet at 5:30 p.m. on Wednesday, January 3, 2024; and

WHEREAS, the Lansing City Charter requires the City Council to meet at least 26 times each year; and

WHEREAS, the Committee of the Whole reviewed the City Clerk's recommendations for the meeting dates for 2024.

NOW, THEREFORE, BE IT RESOLVED the Lansing City Council hereby approves the Lansing City Council meeting dates for 2024 as follows:

Wednesday, January 3, 2024; Annual Organizational - 1st meeting of year
Monday, January 8, 2024
Monday, January 22, 2024
Monday, February 5, 2024
Monday, February 26, 2024; Board List - prior to first meeting in March
Monday, March 11, 2024
Monday, March 25, 2024; Mayor's Budget - on or before 4th Monday in March
Monday, April 8, 2024
Monday, April 22, 2024; Mayor's Board Appointments -prior to first meeting in May
Monday, May 6, 2024;
Monday, May 13, 2024;
Monday, May 20, 2024; Adopt Budget – no later than 3rd Monday in May
Monday, June 10, 2024; Council Act on Appointments - at or before 1st meeting in June
Monday, June 24, 2024
Monday, July 8, 2024
Monday, July 22, 2024
Monday, August 12, 2024
Monday, August 26, 2024
Monday, September 9, 2024
Monday, September 23, 2024
Monday, September 30, 2024; Budget Priorities – no later than October 1
Monday, October 14, 2024
Monday, October 28, 2024
Monday, November 18, 2024
Monday, December 2, 2024
Monday, December 16, 2024

Except as otherwise noted, all other meetings will be on Monday at 7:00 p.m. in the Tony Benavides Lansing City Council Chambers, 10th Floor City Hall. The meeting location will be posted on the notice of the public meeting in accordance with state statute.

Resolution #2023-253

By the Committee on Development and Planning
Resolved by the City Council of the City of Lansing

WHEREAS, the Mayor has made the recommendation for appointment of Ted O'Dell as an At-Large member of the Planning Commission for a term to expire June 30, 2025; and

WHEREAS, the nominee has been vetted by the Mayor's Office and meets the qualifications as required by the City Charter; and

WHEREAS, the Committee on Development and Planning met on October 4, 2023 and took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Ted O'Dell as an At-Large member of the Planning Commission for a term to expire June 30, 2025.

Resolution #2023-254

By the Committee on Public Safety
Resolved by the City Council of the City of Lansing

WHEREAS, the Mayor has recommended the appointment of Andrea Bitely as the 4th Ward member of the Board of Police Commissioners for a term to expire June 30, 2024; and

WHEREAS, the Mayor's Office has confirmed with this resolution that they have vetted the applicant and Andrea Bitely meets the qualifications as required by the City Charter; and

WHEREAS, the Committee on Public Safety met on October 3, 2023, and took affirmative action.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council, hereby, confirms the appointment of Andrea Bitely as the 4th Ward member of the Board of Police Commissioners for a term to expire June 30, 2024.

Resolution #2023-264

By the Committee on Public Safety
Resolved by the City Council of the City of Lansing

WHEREAS, the Lansing Code Compliance Officer has declared a certain structure at 1722 DONORA ST., Parcel # 33-01-01-22-352-591, legally described as: S 36.33 FT LOT 15 BLOCK 5 ASSESORS PLAT NO 28 REC L 10 P 33, to be an unsafe and dangerous building and requested the property owner be ordered to demolish or otherwise make safe the structure; and

WHEREAS, the Code Compliance Officer red tagged the said structure on September 22, 2006 and requested the property owner be ordered to demolish or otherwise make safe the structure; and

WHEREAS, on February 23, 2023, the Lansing Demolition Board held a meeting to consider and make a recommendation on whether to declare the structure a dangerous building, as defined in the Housing Law of Michigan (MCLA 125.539) and the Lansing Housing and Property Maintenance Code (Ord. 1460.01, et seq.), and ordered the property owner to make safe or demolish the structure by April 23, 2023; and

WHEREAS, the Code Compliance Office has determined that compliance with the order of the Lansing Demolition Hearing Board officer has not occurred; and

WHEREAS, the Housing Law of Michigan and the Lansing Codified Ordinances require that a hearing be conducted to give the property owner an opportunity to show cause why a dangerous structure should not be demolished or otherwise made safe;

NOW, THEREFORE, BE IT RESOLVED that a show cause hearing for Monday, October 30, 2023 at 7:00 p.m. in Tony Benavides Lansing City Council Chambers, Tenth Floor, Lansing City Hall, 124 West Michigan Avenue, Lansing, Michigan in consideration of the finding and order of the Lansing Demolition Hearing Board Officer regarding the structure at 1722 Donora Street, as legally described above, to give the owner, or the owner's agent, the opportunity to appear and show cause why the building should not be demolished or otherwise made safe; and to approve, disapprove, or modify the order of the hearing officer to demolish or make safe the subject structure.

BE IT FINALLY RESOLVED that the Lansing City Council requests that the Code Compliance Officer notify the owner(s) of said property of the opportunity to appear and present testimony at the hearing, as required by law.

Resolution #2023-265

By the Committee on Public Safety
Resolved by the City Council of the City of Lansing

WHEREAS, the Lansing Code Compliance Officer has declared a certain structure at 131 W. JACKSON ST., Parcel # 33-01-01-04-401-271, legally described as: LOT 25 ASSESSORS PLAT NO 51, to be an unsafe and dangerous building and requested the property owner be ordered to demolish or otherwise make safe the structure; and

WHEREAS, the Code Compliance Officer red tagged the said structure on June 5, 2020 and requested the property owner be ordered to demolish or otherwise make safe the structure; and

WHEREAS, on February 23, 2023, the Lansing Demolition Board held a meeting to consider and make a recommendation on whether to declare the structure a dangerous building, as defined in the Housing Law of Michigan (MCLA 125.539) and the Lansing Housing and Property Maintenance Code (Ord. 1460.01, et seq.), and ordered the property owner to make safe or demolish the structure by April 23, 2023; and

WHEREAS, the Code Compliance Office has determined that compliance with the order of the Lansing Demolition Hearing Board officer has not occurred; and

WHEREAS, the Housing Law of Michigan and the Lansing Codified Ordinances require that a hearing be conducted to give the property owner an opportunity to show cause why a dangerous structure should not be demolished or otherwise made safe;

NOW, THEREFORE, BE IT RESOLVED that a show cause hearing for Monday, October 30, 2023 at 7:00 p.m. in Tony Benavides Lansing City Council Chambers, Tenth Floor, Lansing City Hall, 124 West Michigan Avenue, Lansing, Michigan in consideration of the finding and order of the Lansing Demolition Hearing Board Officer regarding the structure at 131 W. Jackson Street, as legally described above, to give the owner, or the owner's agent, the opportunity to appear and show cause why the building should not be demolished or otherwise made safe; and to approve, disapprove, or modify the order of the hearing officer to demolish or make safe the subject structure.

BE IT FINALLY RESOLVED that the Lansing City Council requests that the Code Compliance Officer notify the owner(s) of said property of the opportunity to appear and present testimony at the hearing, as required by law.

Resolution #2023-266

By the Committee on Public Safety
Resolved by the City Council of the City of Lansing

WHEREAS, the Lansing Code Compliance Officer has declared a certain structure at 619 W. MT HOPE AVE., 33 01 01 28 102 181, LOT 6 DUPLEX PARK ADD to be an unsafe and dangerous building and requested the property owner be ordered to demolish or otherwise make safe the structure; and

WHEREAS, the Code Compliance Officer red tagged the said structure on 8/26/2019 and requested the property owner be ordered to demolish or otherwise make safe the structure; and

WHEREAS, on JULY 27, 2023, the Lansing Demolition Board held a meeting to consider and make a recommendation on whether to declare the structure a dangerous building, as defined in the Housing Law of Michigan (MCLA 125.539) and the Lansing Housing and Property Maintenance Code (Ord. 1460.01, et seq.), and ordered the property owner to make safe or demolish the structure by 8/27/2023 and

WHEREAS, the Code Compliance Office has determined that compliance with the order of the Lansing Demolition Hearing Board officer has not occurred; and

WHEREAS, the Housing Law of Michigan and the Lansing Codified Ordinances require that a hearing be conducted to give the property owner an opportunity to show cause why a dangerous structure should not be demolished or otherwise made safe;

NOW, THEREFORE, BE IT RESOLVED that a show cause hearing for Monday, October 30, 2023 at 7:00 p.m. in Tony Benavides Lansing City Council Chambers, Tenth Floor, Lansing City Hall, 124 West Michigan Avenue, Lansing, Michigan in consideration of the finding and order of the Lansing Demolition Hearing Board Officer regarding the structure at 619 W. MT. HOPE AVE. as legally described above, to give the owner, or the owner's agent, the opportunity to appear and show cause why the building should not be demolished or otherwise made safe; and to approve, disapprove, or modify the order of the hearing officer to demolish or make safe the subject structure.

BE IT FINALLY RESOLVED that the Lansing City Council requests that the Code Compliance Officer notify the owner(s) of said property of the opportunity to appear and present testimony at the hearing, as required by law.

Resolution #2023-267

By the Committee on Ways and Means
Resolved by the City Council of the City of Lansing

WHEREAS, the City of Lansing's Office of Financial Empowerment (OFE) which is a division of the Department of Neighborhoods, Arts & Citizen Engagement has been providing contractual services to the State of Michigan since October 1, 2017 as the Administrative Agency for the OS Reentry program (previously known as the Offender Success program); and

WHEREAS, the first 5-year contract with the State of Michigan ends on September 30, 2023, and the OFE reapplied for a second 5-year term; and

WHEREAS, the OFE was selected as part of a competitive selection process to enter into a new 5-year contract with the State of Michigan at \$808,000.00 per year or \$4,040,000.00 total; and

WHEREAS, the proposal was submitted by the Office of Financial Empowerment on May 5, 2023, approved on August 10, 2023, and will be received as monthly reimbursements; and

WHEREAS, the award for \$808,000 per year does not require a local match.

NOW, THEREFORE, BE IT RESOLVED, the Lansing City Council approves acceptance of the State of Michigan OS Reentry contract in the total amount of \$4,040,000.00 for the period beginning on October 1, 2023 and ending on September 30, 2028.

BE IT FINALLY RESOLVED, the Administration is authorized to create appropriate accounts, to make the necessary operating transfers for the expenditure and control of the balance of the grant funds, and execute any necessary agreements or documents subject to final approval as to form by the City Attorney.



Chris Swope

Lansing City Clerk

October 13, 2023

Members of the Lansing City Council
10th Floor City Hall
Lansing, MI 48933

Dear Councilmembers:

The Minutes from the Meetings of the following Boards, Commissions, and Authorities of the City of Lansing were placed on file in the City Clerk's Office and are available for review in the City Clerk's Office and at the following website: [Agendas & Minutes | Lansing, MI - Official Website \(lansingmi.gov\)](https://www.lansingmi.gov/agendas-minutes)

BOARD NAME

DATE OF MEETING

Lansing Entertainment and Public Facilities Authority	August 22, 2023
Diversity, Equity and Inclusion Advisory Board	September 5, 2023
Election Commission	September 8, 2023
Lansing Park Board	September 13, 2023
Planning Commission	August 1, 2023
Downtown Lansing Inc. Board	September 14, 2023

If my staff or I can provide further assistance or information relative to the filing of these minutes, please contact us at 483-4131.

Sincerely,

Chris Swope, MMC/MiPMC
Lansing City Clerk

Lansing City Clerk's Office
Ninth Floor, City Hall, 124 W. Michigan Ave., Lansing, MI 48933-1695
517-483-4131 □ 517-377-0068 FAX
www.lansingmi.gov/clerk □ city.clerk@lansingmi.gov

Resolution #2023-###

By the Committee on Development and Planning
Resolved by the City Council of the City of Lansing

Act-4-2023, Sale of City-Owned Property, 425 South Grand Avenue

WHEREAS, the City of Lansing proposes to sell 425 South Grand Avenue, the property commonly known as Parking Lot 1, Parcel Identification # 33-01-01-16-452-023, to Boji Group LLC for \$760,000.00 (Seven Hundred Sixty Thousand Dollars); and

WHEREAS, the Real Estate Purchase Agreement between the City of Lansing and Boji Group, LLC was placed on file with the City Clerk on August 25, 2023, and is presented for approval; and

WHEREAS, on October 3, 2023, the Planning Commission reviewed the location, character, and extent of the Act-4-2023 proposal in accordance with its Act 33 Review procedures pursuant to Section 208.08 of the Code of Ordinances, and found that:

- The property has experienced steep reductions in use and revenue amid the Covid-19 Pandemic;
- Existing municipal parking lots and on-street parking will continue to serve Downtown;
- Boji Group, LLC has submitted the only purchase proposal and submitted a purchase price of \$760,000.00; and

WHEREAS, at the regular meeting held open to the public on October 3, 2023, the Planning Commission voted (4-0) to recommend approval of Act-4-2023, Sale of City Owned Property, 425 S Grand Avenue, to Boji Group LLC; and

WHEREAS, the Lansing City Council held a duly noticed public hearing on this matter at its meeting on November 13, 2023; and

WHEREAS, the Committee on Development and Planning has reviewed the report and recommendation of the Planning Commission, as well as the Purchase Agreement, and concurs therewith;

NOW, THEREFORE BE IT RESOLVED, that the Lansing City Council hereby approves the Real Estate Sale Agreement for the 425 S Grand Avenue property, placed on file by the City Clerk August 25, 2023.

BE IT FURTHER RESOLVED, that the Lansing City Council finds that ownership of the 425 S Grand Avenue property is not necessary for public purposes.

BE IT FURTHER RESOLVED, that the Lansing City Council hereby authorizes the sale of 425 S Grand Avenue, Lansing, Michigan, and legally described as

LOTS 5, 6, 7 & 8 BLOCK 134 ORIG PLAT

Subject to easements, encumbrances, and restrictions of record.

to the Boji Group LLC, for the sum of \$760,000.00.

BE IT FINALLY RESOLVED, that the Mayor, on behalf of the City, is hereby authorized to sign and execute all documents necessary to effectuate the aforementioned transaction, subject to their prior approval as to content and form by the City Attorney.

An Act 33 Review is a planning level review of the **location, character and extent** of public improvements and City property transactions. Act 33 Reviews are conducted by the City of Lansing pursuant to the provisions of the Michigan Planning Enabling Act (P.A. 33 of 2008) and Section 208 of the Lansing Code of Ordinances.

APPLICANT	City of Lansing – Economic Development & Planning Department
PROPOSAL:	Sale of excess City-owned land.
PARCEL(S):	425 S Grand Ave. PID # 33-01-01-16-452-023
CURRENT OWNER(S):	City of Lansing
EXISTING LAND USE & ZONING:	Use: Parking lot, Zoning: DT-3 Urban Core
PROPERTY SIZE AND SHAPE:	1 acre, rectangular, see Exhibit A
SURROUNDING ZONING & LAND USE	North: DT-3, commercial South: DT-3, parking West: DT-3, bus station East: DT-3, office

ANALYSIS

BACKGROUND:

The City of Lansing’s Economic Development & Planning Department is proposing to sell the City-owned municipal parking lot commonly referred to as “Lot 1”. The Planning Office does not have much background information on the lot’s history but per public records and details from Parking Services Office the property was acquired in 2008 from the Center for the Arts Inc. to develop 115 parking spaces. It has primarily served as reserved parking for State of Michigan employees. The lot was a very productive resource prior to the Covid-19 Pandemic and EDP had no plans to decommission the lot, but as the pandemic progressed Lot 1 saw the same drastic reduction in use levels as other city-owned parking lots.

Since the beginning of Mayor Schor’s ‘Build Lansing Initiative’ in 2021 the City has maintained a review of any and every proposal for redevelopment of non-park City-owned property. The proposed development group has been the only entity to show an interest in Lot 1 to assist their development plans in this area.

A development group has announced plans to build a four-story apartment building (65 units) on the property to the direct north. The sale of the subject property to the Boji Group

will facilitate a second development, a four-story apartment building (55 units). More details about these projects can be found in the City Pulse.

Below is a summation of the declining revenue over the past six fiscal years.

Lot 1 revenue 2018 – 2023

FY18 \$116,319.00
FY19 \$137,014.00
FY20 \$69,897.00
FY21 \$18,825.00
FY22 \$11,546.00
FY23 \$6,790.00

Metered on-street parking will continue to exist in the vicinity and a city-owned public parking ramp is two blocks away so EDP does not expect a sudden scarcity of parking spaces. Although there is no parking requirement in the DT-3 zoning district and the subject property neighbors the main bus station making it ideal for residential development, the proposed projects will have sufficient parking for both buildings on-site.

The appraised value of the property is \$760,000.00. The proposed sale price is \$760,000.00. The sale agreement has been placed on file with the City Clerk's Office before City Council's future public hearing, per requirements of the City Charter.

LOCATION:

Lot 1, 425 S Grand Ave., is bordered by S Grand Ave., E Lenawee St., and Cherry St. downtown. The parcel is 330' wide by 132' long, a total of 1.0 acre.

CHARACTER:

The subject property is currently under-utilized as a surface parking lot and is an under-utilized use within the greater context of the Downtown area of the Future Land Use Plan and Form-Based Zoning Code. The desire for this area is a shift from parking uses to a denser, urban environment with corresponding mix of residential and businesses uses.

EXTENT:

A one-acre City-owned and administered surface parking lot will be subject to sale to the Boji Group. With the reduced usage and available parking spaces in the vicinity, parking operations of the City should not be significantly impacted, but downtown will have 55 new dwelling units.

AGENCY REFERRALS

Lansing Board of Water and Light (BWL)

- No comment received.

Public Service Department:

- No comment received

Development Office

- No objection.

Building Safety Office:

- No comment received.

Parking Services Office:

- No objection.

Lansing Fire Department:

- No comment received.

Parks and Recreation Department:

- No comment received.

Accessor's Office

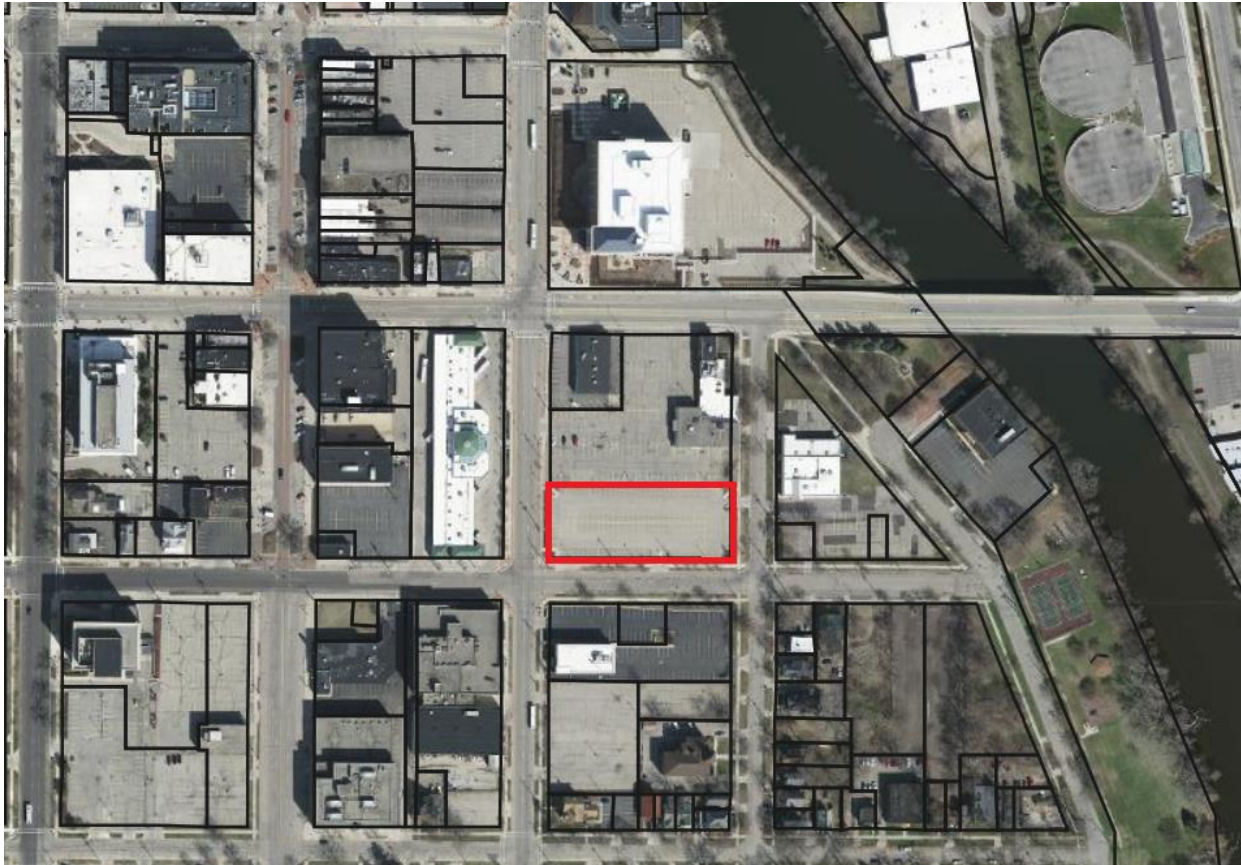
- No objection

STAFF RECOMMENDATION

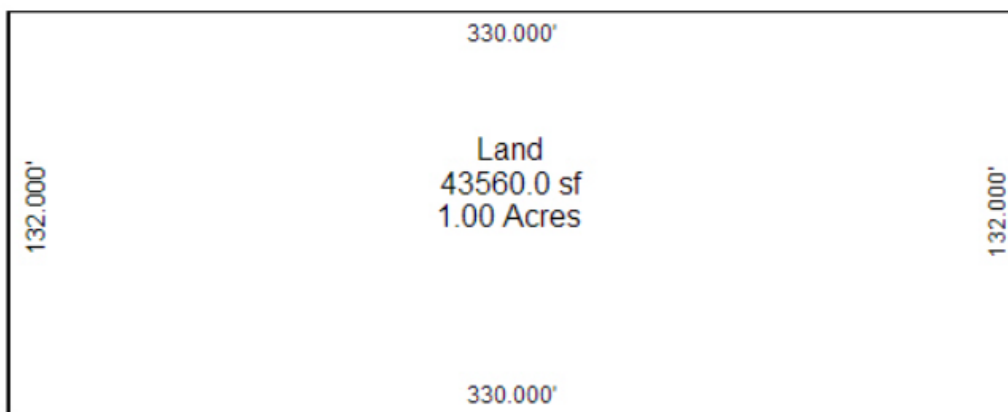
Staff recommends approval of Act-4-2023 as proposed, to facilitate returning the subject parcel to the tax rolls and to support development to a higher and better use of the property once transferred.

Respectfully submitted,

Andy Fedewa, Planner



S. GRAND AVENUE



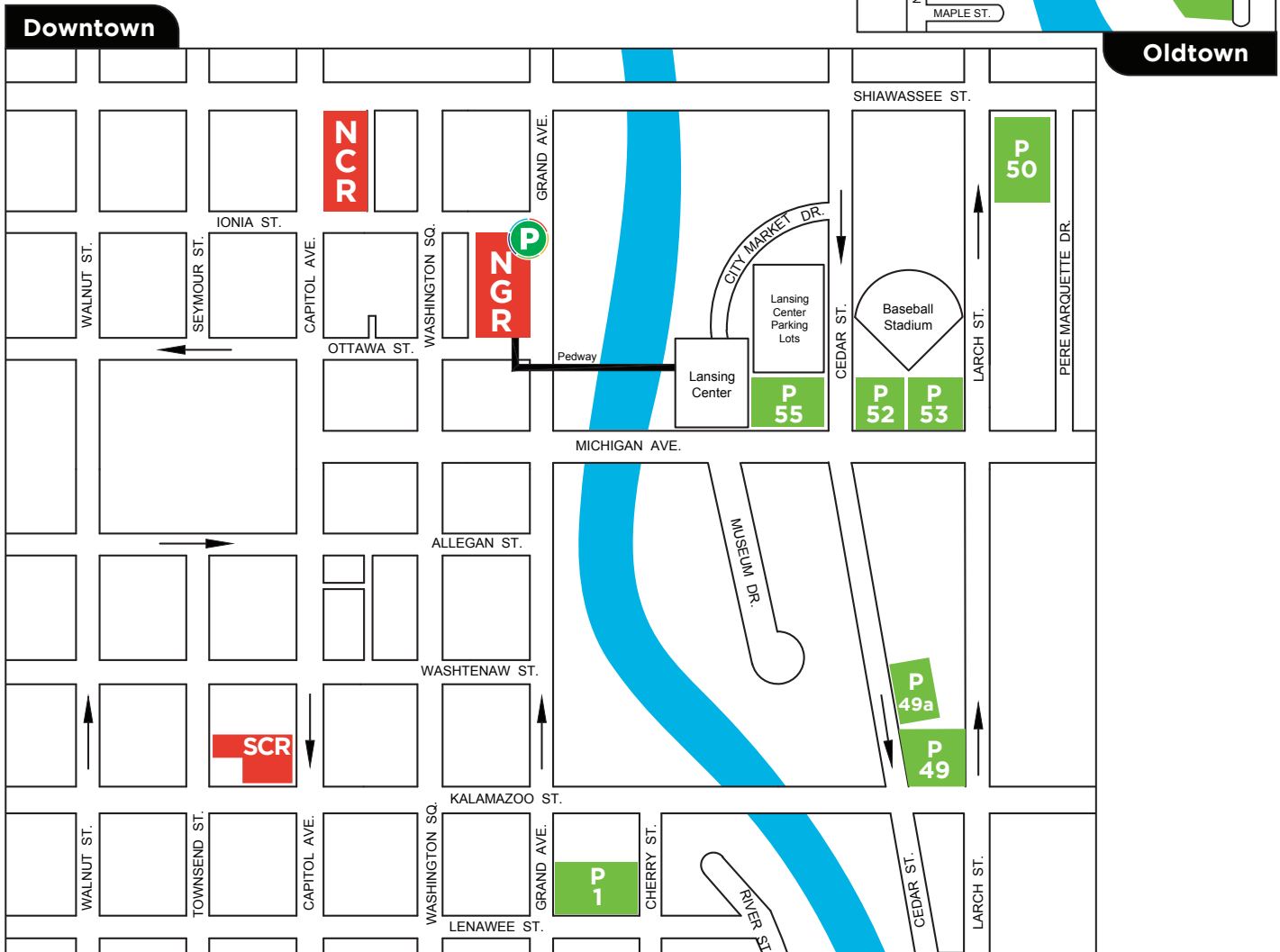
CHERRY STREET

E. LENAWEЕ STREET



Monthly Permit Rates and Locations

Effective July 1, 2020



City of Lansing Parking Ramps

NGR	North Grand Ramp	
	Roof	\$112
	3rd & 4th Levels	\$143
	4th Level Reserved	\$163
NCR	North Capitol Ramp	
	All Levels	\$120
SCR	South Capitol Ramp	
	Roof	\$92
	Covered	\$117
	Reserved	\$144

City of Lansing Parking Lots

P1	Lot #1	\$92
P17	Lot #17	\$40
P49	Lot #49	\$65
P49a	Lot #49a	\$65
P50	Lot #50	\$36
P52	Lot #52	\$75
P53	Lot #53	\$75
P55	Lot #55	\$87
P56	Lot #56	\$45



**City of Lansing
Parking Services Office**
219 N. Grand Ave.



ACT 33 REVIEW APPLICATION

CITY OF LANSING
PLANNING OFFICE

[Reset Form](#)[Print](#)

FILE NUMBER: ACT-_____

DATE SUBMITTED: _____

Applicant: City of Lansing - Economic Development and Planning Dept.Address (including zip code): 316 N Capitol Ave. Lansing, MI 48933Phone number: 517-483-4066

Fax number: _____

Email: _____

Interest in Property:☒ Owner☒ Represent owner☐ Option to buy☐ Other: _____**If applicant of not the owner, or if there is more than one owner, provide the following information (attach additional sheets if necessary):**Name of owner(s): City of Lansing - Parking Services

Address (including zip code): _____

Phone number(s): _____

Fax number: _____ Email: _____

SUBJECT PROPERTY GENERAL INFORMATION:Address (if any): 425 S Grand Ave.Location description: Bordered by S Grand Ave., E Lenawee St., and Cherry St.Permanent parcel #: 33-01-01-16-452-023Legal description (see note below): LOTS 5, 6, 7 & 8 BLOCK 134 ORIG PLATApplicant's proposal: Sale of a city-owned parking lot that is now considered surplus and unnecessary due to the large decline in parking revenue. Sale of property will facilitate the building of a new mixed-use apartment building and returning downtown property to the tax rolls.

REQUESTED ACTION: (please check one)

- ☐ City Acquisition of Property ☐ Street or Alley Closure ☒ City Sale of Property
- ☐ Vacation of R.O.W ☐ Significant Change of Use of City Property
- ☐ Other: _____

What positive impacts (if any) will occur as a result of approving this proposal?

Property will facilitate the development of a 5-story mixed-use apartment building and increase downtown property tax value. Any development that brings new residents downtown is a higher and better use than an underutilized parking lot.

What negative impacts (if any) will occur if this proposal is not approved?

No property taxes will be collected. Marginal parking lot fees will be collected.

What negative impacts (if any) will occur as a result of approving and implementing your proposal?

There are no foreseen negative impacts.

Please fill out this application **COMPLETELY** and make sure that the following items are included:

Maps describing proposal. Maps should be readable and drawn to a specific scale.

Any other materials, brochures, pictures, etc. which will further explain the proposal.

NOTE:

If the action applied for will result in transfer of legal title from the City to the applicant or another or if the City otherwise requires, the applicant agrees to provide at the applicant's expense:

- A certified legal description
- Title insurance
- An appraisal
- An environmental report for the property

or to pay for same at closing, whichever the City determines.

FEES:

Involving land sales over \$50,000	\$100.00
Involving land sales under \$50,000	\$50.00

Signature of applicant:

_____/_____
Date

Signature of owner(s):

_____/_____
Date

_____/_____
Date

_____/_____
Date

SUBMIT THE FULLY COMPLETED APPLICATION TO THE ADDRESS BELOW.

For assistance, please contact:

PLANNING OFFICE
316 N. CAPITOL AVE., SUITE D-1
LANSING, MI 48933
(517) 483-4066
FAX: (517) 483-6036

Resolution #2023-###

By the Committee on Development and Planning
Resolved by the City Council of the City of Lansing

Resolved by the City Council of the City of Lansing that a public hearing be set for Monday, November 13, 2023, at 7 p.m. in the Tony Benavides Lansing City Council Chambers, Tenth Floor, Lansing City Hall, 124 West Michigan Avenue, Lansing, Michigan, for the purpose of approving and/or opposing the Petition for Sale of Property:

Act-4-2023: Sale of Property, 425 S Grand Ave.



Valbridge
PROPERTY ADVISORS

Appraisal Report

Lot One
425 South Grand Avenue
Lansing, Ingham County, Michigan 48933

Report Date: March 7, 2023



FOR:

City of Lansing
Shelbi Frayer
Deputy Mayor/Chief Strategy Officer
124 West Michigan Avenue
Lansing, Michigan 48933

**Valbridge Property Advisors |
Southern Michigan**

2127 University Park Drive, Suite 390
Okemos, Michigan 48864
517.336.0001 phone
517.336.0009 fax
valbridge.com

Valbridge File Number:
MI01-23-0042



1420 Washington Blvd.
Detroit, MI 48226
313-986-3313

2127 University Park Drive
Suite 390
Okemos, MI 48864
517-336-0001
valbridge.com

March 7, 2023

Shelbi Frayer
Deputy Mayor/Chief Strategy Officer
City of Lansing
124 West Michigan Avenue
Lansing, Michigan 48933

RE: Appraisal Report
Lot One, 425 South Grand Avenue, Lansing, Ingham County, Michigan 48933

Dear Ms. Frayer:

In accordance with your request, an appraisal of the above referenced property was performed. This appraisal report sets forth the pertinent data gathered, the techniques employed, and the reasoning leading to the value opinions. This letter of transmittal does not constitute an appraisal report and the rationale behind the value opinion(s) reported cannot be adequately understood without the accompanying appraisal report.

The subject property, as referenced above, is located subject is located between South Grand Avenue and Cherry Street, on the north side of East Lenawee Street and is further identified as tax parcel number 33-01-01-16-452-023. The subject site is a 1.00-acre or 43,560-square-foot parcel. The subject is a 1.00-acre or 43,560-square-foot site. The subject is a commercial parcel and is considered to have average functional utility and an average competitive rating.

The analyses, opinions, and conclusions were developed, and this report was prepared in conformity with the Uniform Standards of Professional Appraisal Practice (USPAP) of the Appraisal Foundation; the Code of Professional Ethics and Standards of Professional Practice of the Appraisal Institute; the Financial Institutions Reform, Recovery, and Enforcement Act (FIRREA); and the requirements of my client.

The client in this assignment is City of Lansing and the intended users of this report are City of Lansing and no others and no others. The intended use is to assist in internal decision-making purposes and no other use.. The value opinions reported herein are subject to the definitions, assumptions, limiting conditions, and certifications contained in this report.

The findings and conclusions are further contingent upon the following extraordinary assumptions and/or hypothetical conditions, the use of which might have affected the assignment results:

Extraordinary Assumptions:

- None

Hypothetical Conditions:

- None

Based on the analysis contained in the following report, my value conclusions are summarized as follows:

Value Conclusion	
Component	As Is
Value Type	Market Value
Real Property Interest	Fee Simple
Effective Date of Value	February 28, 2023
Value Conclusion	\$760,000
	\$17.45 psf

Respectfully submitted,

VALBRIDGE PROPERTY ADVISORS | Southern Michigan



James T. Hartman, MAI, SGA, AI-GRS
 Certified General Real Estate Appraiser
 State of Michigan, License # 1205005950
jhartman@valbridge.com

JTH:BRD/mns
 File #MI01-23-0042

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Summary of Salient Facts

Property Identification

Property Name	Lot One
Property Address	425 South Grand Avenue Lansing, Ingham County, Michigan 48933
Latitude & Longitude	42.728892, -84.549933
Tax Parcel Number	33-01-01-16-452-023
Property Owner	City of Lansing

Site

Zoning	Downtown Core (DT-3)
FEMA Flood Map No.	26065C0131D
Flood Zone	X or C & X500 or B Zone
Gross Land Area	43,560 square feet
Usable Land Area	43,560 square feet

Valuation Opinions

Highest & Best Use - As Vacant	Future development
Highest & Best Use - As Improved	Parking use
Reasonable Exposure Time	6 to 12 months
Reasonable Marketing Time	6 to 12 months

Value Indications

Approach to Value	As Is
Sales Comparison - Land Only	\$760,000
Cost	Not Developed
Income Capitalization	Not Developed

Value Conclusion

Component	As Is
Value Type	Market Value
Real Property Interest	Fee Simple
Effective Date of Value	February 28, 2023
Value Conclusion	\$760,000
	\$17.45 psf

Aerial and Front Views

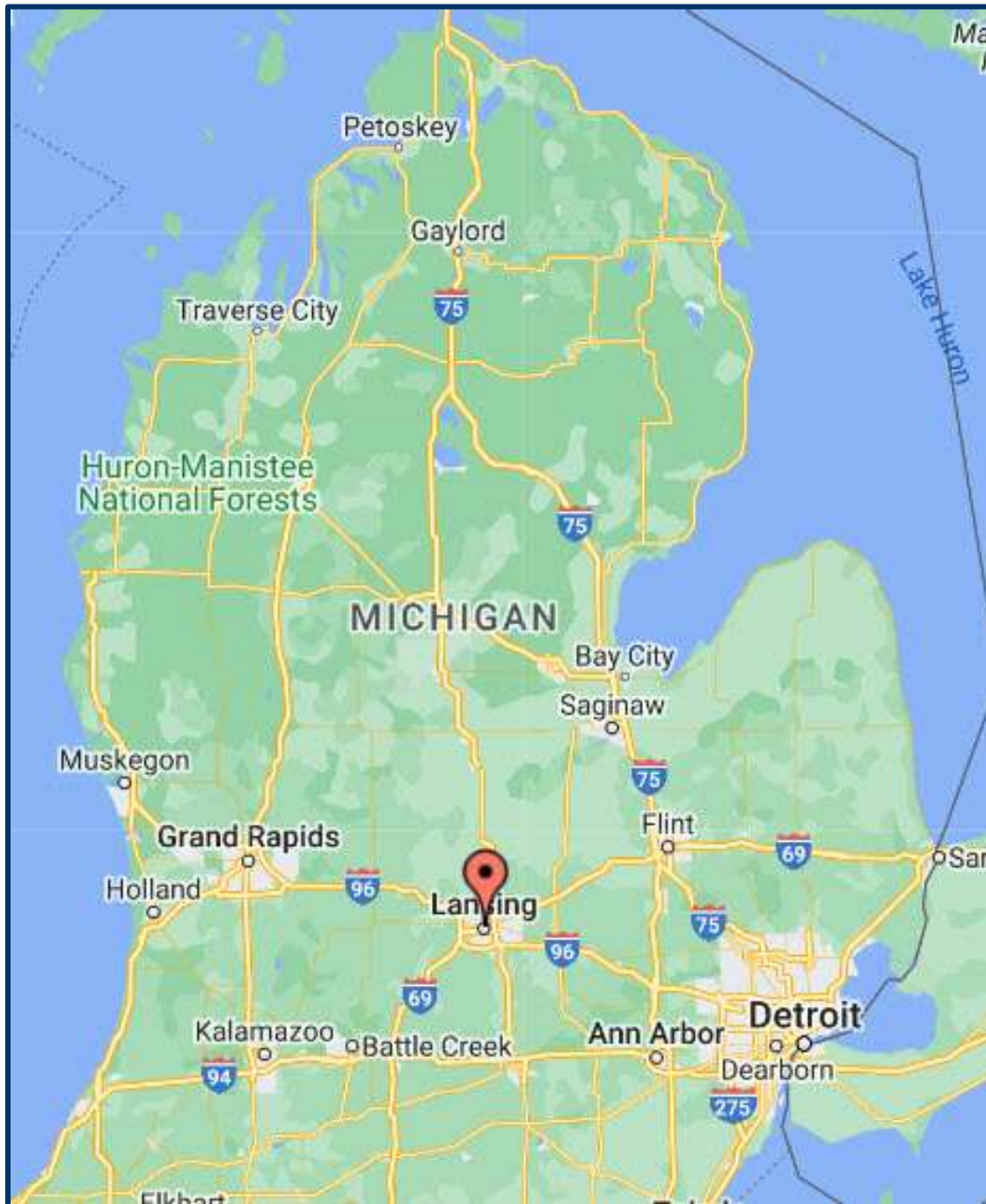
AERIAL VIEW



FRONT VIEW



Location Map



Introduction

Client and Intended Users of the Appraisal

The client in this assignment is City of Lansing and the intended users of this report are City of Lansing and no others. Under no circumstances shall any of the following parties be entitled to use or rely on the appraisal or this appraisal report:

- i. The borrower(s) on any loans or financing relating to or secured by the subject property,
- ii. Any guarantor(s) of such loans or financing; or
- iii. Principals, shareholders, investors, members or partners in such borrower(s) or guarantors.

Intended Use of the Appraisal

The intended use of this report is to assist in internal decision-making purposes and no other use..

Real Estate Identification

The subject property is located at 425 South Grand Avenue, Lansing, Ingham County, Michigan 48933. The subject property is further identified by the tax parcel number 33-01-01-16-452-023.

Legal Description

LOTS 5, 6, 7 & 8 BLOCK 134 ORIG PLAT

Use of Real Estate as of the Effective Date of Value

As of the effective date of value, the subject was a parking lot.

Use of Real Estate as Reflected in this Appraisal

The as is opinion of value for the subject property reflects use as a parking lot.

Ownership of the Property

According to public record, title to the subject property is vested in City of Lansing.

History of the Property

Ownership of the subject property has not changed within the past three years.

Active Listing/Offer/Contract

The subject property was not being marketed for sale and there were no unsolicited offers or pending contracts for sale.

Type and Definition of Value

The appraisal problem is to develop an opinion of the market value of the subject property. Market value is defined as the most probable price which a property should bring in a competitive and open market under all condition's requisite to a fair sale with the buyer and seller each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- *buyer and seller are typically motivated;*
- *both parties are well informed or well advised, and acting in what they consider their own best interest;*
- *a reasonable time is allowed for exposure in the open market;*
- *payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and*
- *the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale¹*

Please refer to the Glossary in the Addenda section for additional definitions of terms used in this report.

Valuation Scenarios, Property Rights Appraised, and Effective Dates of Value

Opinions of value for the subject property were developed under the following valuation scenarios:

Valuation Scenario	Effective Date of Value
As Is Market Value of the Fee Simple Interest	February 28, 2023

Date of Report

The date of this report is March 7, 2023.

List of Items Requested but Not Provided

- None

Assumptions and Conditions of the Appraisal

This appraisal assignment and the opinions reported herein are subject to the General Assumptions and Limiting Conditions contained in the report and the following extraordinary assumptions and/or hypothetical conditions, the use of which might have affected the assignment results.

Extraordinary Assumptions

- None

Hypothetical Conditions

- None

¹ FIRREA Code of Federal Regulations, Title 12, Part 34 Subpart C - 34.42, 1990; also Interagency Appraisal and Evaluation Guidelines, Federal Register / Vol.75, No. 237, 2010

Scope of Work

The elements addressed in the Scope of Work are (1) the extent to which the subject property is identified, (2) the extent to which the subject property is inspected, (3) the type and extent of data researched, (4) the type and extent of analysis applied, (5) the type of appraisal report prepared, and (6) the inclusion or exclusion of items of non-realty in the development of the value opinion. These items are discussed as below.

Extent to Which the Property Was Identified

The three components of the property identification are summarized as follows:

- Legal Characteristics - The subject was legally identified via address and parcel number.
- Economic Characteristics - The subject property economic characteristics were identified via operating statements, market participant surveys, my company database, and/or third-party sources.
- Physical Characteristics - The subject property physical characteristics were identified via an appraisal inspection of the property.

Extent to Which the Property Was Inspected

An appraisal inspection of the subject property an appraisal inspection that consisted of exterior observations only was completed on February 28, 2023. The improvements were not measured during the course of the inspection.

Type and Extent of Data Researched

The following data was researched and analyzed: (1) market area data, (2) property-specific market data, (3) zoning and land-use data, and (4) current data on comparable listings and transactions. Professionals familiar with the subject market/property type were also interviewed.

Type and Extent of Analysis Applied (Valuation Methodology)

Surrounding land use trends, the condition of any improvements, demand for the subject property, and relevant legal limitations were observed in the process of concluding a highest and best use for the subject property. The subject property was then valued based on the highest and best use conclusion.

There are four primary methods available to develop a land value estimate: (1) sales comparison, (2) land residual method, (3) ground rent capitalization, and (4) subdivision development method (discounted cash flow). While other methods, such as extraction and allocation, are applicable under limited conditions, one or more of these approaches are used in most circumstances to derive an indication of land value.

- Sales Comparison Approach - In the sales comparison approach, value is indicated by recent sales and/or listings of comparable properties in the market, with the appraiser analyzing the impact of material differences in both economic and physical elements between the subject and the comparables.

- Direct Capitalization: Land Residual Method - The land residual methodology involves estimating the residual net income to the land by deducting from total potential income the portion attributable to the improvements, assuming development of the site at its highest and best use. The residual income is capitalized at an appropriate rate, resulting in an indication of land value.
- Direct Capitalization: Ground Rent Capitalization – A market derived capitalization rate is applied to the net income resulting from a ground lease. This can represent the leased fee or fee simple interest, depending on whether the income potential is reflective of a lease in place or market rental rates.
- Yield Capitalization: Subdivision Development Method – Also known as discounted cash flow analysis (DCF), the methodology is most appropriate for land having multiple lot development in the near term as the highest and best use. The current site value is represented by discounting the anticipated cash flow to a present value, taking into consideration all necessary costs of development, maintenance, administration, and sales throughout the absorption period.

All of these approaches to value were considered. The availability of data and applicability of each approach to value within the context of the characteristics of the subject property, along with the needs and requirements of the client, were assessed. Based on this assessment, the sales comparison approach was developed. The Cost Approach was not used because market participants rarely employ the Cost Approach in their buy/sell decision making processes for properties like the subject. The Income Capitalization Approach was not used because sufficient market data was not available to generate a credible opinion of market value from this approach. Further discussion of the extent of my analysis and the methodology of each approach is provided later in the respective valuation sections.

Appraisal Conformity and Report Type

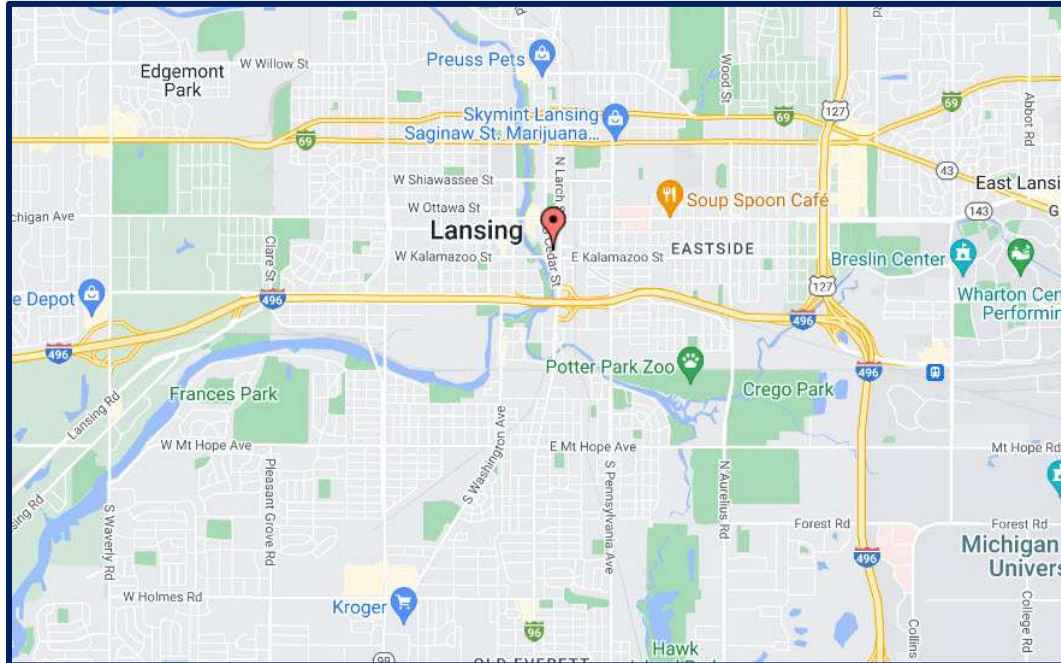
The analyses, opinions, and conclusions were developed and this report was prepared in conformity with the Uniform Standards of Professional Appraisal Practice (USPAP) of the Appraisal Foundation; the Code of Professional Ethics and Standards of Professional Practice of the Appraisal Institute; the Financial Institutions Reform, Recovery, and Enforcement Act (FIRREA); and the requirements of my client. This is an Appraisal Report as defined by the Uniform Standards of Professional Appraisal Practice under Standards Rule 2-2a.

Personal Property/FF&E

All items of non-realty are excluded from this analysis. The opinion of market value developed herein is reflective of real estate only.

Regional and Market Area Analysis

REGIONAL MAP



Overview

The subject is located in Lansing, in Ingham County. It is part of the Lansing-East Lansing MSA.

Population

Population characteristics relative to the subject property are presented in the following table.

Population

Area	2020	Estimated 2022	Annual Δ 2020 - 22	Projected 2027	Annual Δ 2022 - 27
United States	331,449,281	335,707,897	0.6%	339,902,796	0.2%
Michigan	9,883,640	10,078,165	1.0%	10,054,399	0.0%
Lansing-East Lansing, MI (MSA)	534,684	540,938	0.6%	540,199	0.0%
Ingham County	280,895	284,951	0.7%	284,623	0.0%
Lansing city	110,163	108,183	-0.9%	108,074	0.0%

Source: ESRI (ArcGIS)

Employment

Employment by Industry - Lansing-East Lansing, MI (MSA)

Industry	2022 Estimate	Percent of Employment
Agriculture/Forestry/Fishing/Hunting	2,441	0.96%
Mining/Quarrying/Oil & Gas Extraction	103	0.04%
Construction	13,847	5.43%
Manufacturing	30,458	11.94%
Wholesale Trade	4,449	1.74%
Retail Trade	25,996	10.19%
Transportation/Warehousing	9,888	3.88%
Utilities	2,106	0.83%
Information	3,086	1.21%
Finance/Insurance	13,782	5.40%
Real Estate/Rental/Leasing	4,302	1.69%
Professional/Scientific/Tech Services	15,089	5.92%
Management of Companies/Enterprises	80	0.03%
Admin/Support/Waste Management Services	8,244	3.23%
Educational Services	34,671	13.60%
Health Care/Social Assistance	32,866	12.89%
Arts/entertainment/Recreation	3,825	1.50%
Accommodation/Food Services	18,238	7.15%
Other Services (excl Public Administration)	12,428	4.87%
Public Administration	19,108	7.49%
Total	255,007	100.0%

Source: ESRI (ArcGIS)

Median Household Income

Total median household income for the region is presented in the following table. Overall, the subject's MSA and county compare unfavorably to the state and the country.

Median Household Income

Area	Estimated 2022	Projected 2027	Annual Δ 2022 - 27
United States	\$62,203	\$67,325	1.6%
Michigan	\$63,818	\$75,735	3.5%
Lansing-East Lansing, MI (MSA)	\$63,263	\$75,381	3.6%
Ingham County	\$58,291	\$69,439	3.6%
Lansing city	\$46,089	\$52,980	2.8%

Source: ESRI (ArcGIS)

Unemployment Rates

Area	YE 2018	YE 2019	YE 2020	YE 2021	YE 2022
United States	3.9%	3.7%	8.1%	5.3%	3.6%
Michigan	4.2%	4.1%	10.0%	5.9%	3.8%
Lansing-East Lansing, MI (MSA)	3.6%	3.5%	7.7%	5.3%	3.6%
Ingham County, MI	3.7%	3.6%	7.8%	5.6%	3.6%
Lansing city, MI	5.2%	5.1%	11.0%	7.9%	5.2%

Source: www.bls.gov

Job Losses/Gains

Michigan's employment peaked in June of 2000 and experienced a continuous declining trend throughout the past decade. The following table summarizes the job losses/gains in total employment and manufacturing employment over the 21½ +/- year period from June 2000 through 2021.

STATE OF MICHIGAN EMPLOYMENT				
Year	Total Non-Farm Employment	Annual Job Loss/Gain	Manufacturing Employment	Annual Mfg. Job Loss/Gain
Jun-00	4,744,900		911,200	
2000	4,676,400	(68,500)	896,699	(14,501)
2001	4,563,700	(112,700)	821,200	(75,499)
2002	4,486,900	(76,800)	761,400	(59,800)
2003	4,415,900	(71,000)	717,500	(43,900)
2004	4,399,000	(16,900)	698,300	(19,200)
2005	4,389,700	(9,300)	677,500	(20,800)
2006	4,326,500	(63,200)	648,200	(29,300)
2007	4,267,800	(58,700)	617,300	(30,900)
2008	4,162,100	(105,700)	562,700	(54,600)
2009	3,870,500	(291,600)	454,900	(107,800)
2010	3,863,300	(7,200)	466,000	11,100
2011	3,952,100	88,800	501,400	35,400
2012	4,033,700	81,600	529,200	27,800
2013	4,109,700	76,000	548,400	19,200
2014	4,182,000	72,300	574,200	25,800
2015	4,243,500	61,500	590,900	16,700
2016	4,319,100	75,600	604,500	13,600
2017	4,369,100	50,000	616,100	11,600
2018	4,417,700	48,600	628,600	12,500
2019	4,442,700	25,000	654,600	26,000
2020	4,039,300	(403,400)	556,800	(97,800)
2021	4,193,500	154,200	583,700	26,900
Total Job Loss		(551,400)		(327,500)
% Decline over 20 1/2 +/- years		(11.6%)		(35.9%)

Source: Michigan Labor Market Info ~ www.milmi.org

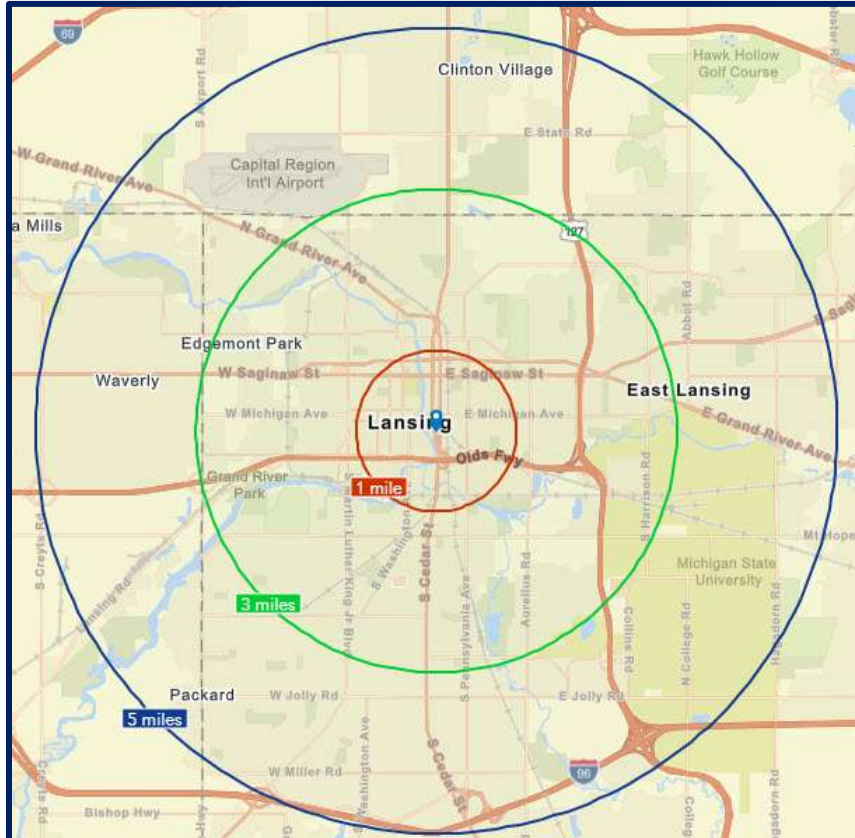
Unless noted, employment numbers are annualized

Peak employment levels within the state occurred in June of 2000 at 4,744,900 total non-farm jobs. Through 2009 a combined 881,600 jobs were lost, an 18.6% decline. Job losses have been particularly focused in the manufacturing sector. In June 2000 the manufacturing sector employed 911,200 persons, which declined through 2009 to 454,900, for a combined loss of 456,300 manufacturing jobs or a 50.1% decline. However, manufacturing in the state began to stabilize during 2010, finishing the year with a net gain of 11,100 jobs.

Prior to the pandemic, the continuing recovery in manufacturing has helped to turn overall non-farm employment in the State. The previous 5 years the State had added 260,700 jobs. According to MSU Center for Economic analysis, we see gross state product, a measure of all income generated in the state, to grow by 6.9 percent in 2023, down from 8.0 percent in 2022. Once adjusted for inflation, gross state product will only climb by 2.2 percent, down from 4.8 percent projected for 2022. We anticipate relatively strong growth in wages and salaries in 2023, driven largely by employment growth. Still, wage rates are expected to grow across all Michigan industries but is not anticipated to keep pace with inflation. Non-wage sources of income, like dividends, interest and rent are expected to rebound somewhat in 2023 from expected declines to growth of about 7.3 percent. This is assuming much of the stock valuation correction has already taken place in 2022.

City and Neighborhood Analysis

NEIGHBORHOOD MAP



Overview

The subject is located in Lansing in Ingham County.

Neighborhood Location and Boundaries

The subject neighborhood is located in the downtown section of Lansing. The area is urban in nature. The neighborhood is bounded by Interstate 69 to the north, Okemos Road to the east, Interstate 69 to the south, and Creyts Road to the west.

Transportation Access

Within the immediate area of the subject property, transportation access helps define the character of its development. Major travel and commuter routes within the area of the subject property include Interstate 496 and Cedar Street. Access to the area is considered good.

Demographics

The following table depicts the area demographics in Lansing within a one-, three-, and five-mile radius from the subject.

Neighborhood Demographics

Radius (Miles)	1 Mile	3 Mile	5 Mile
Population Summary			
2010 Population	11,338	94,325	200,148
2022 Population Estimate	11,513	91,985	198,833
2027 Population Projection	11,544	92,057	198,586
Annual % Change (2022 - 2027)	0.1%	0.0%	0.0%
Housing Unit Summary			
2010 Housing Units	6,435	43,502	88,198
% Owner Occupied	23.5%	48.1%	46.0%
% Renter Occupied	61.3%	40.8%	44.9%
2022 Housing Units	6,813	43,605	90,797
% Owner Occupied	19.6%	45.9%	44.6%
% Renter Occupied	65.1%	43.6%	46.4%
2027 Housing Units	6,821	43,935	91,320
% Owner Occupied	20.1%	46.4%	45.2%
% Renter Occupied	65.2%	42.9%	45.6%
Annual % Change (2022 - 2027)	0.0%	0.2%	0.1%
Income Summary			
2022 Median Household Income Estimate	\$36,977	\$47,607	\$48,528
2027 Median Household Income Projection	\$43,601	\$54,582	\$56,062
Annual % Change	3.4%	2.8%	2.9%
2022 Per Capita Income Estimate	\$26,456	\$27,926	\$29,136
2027 Per Capita Income Projection	\$31,530	\$33,200	\$34,329
Annual % Change	3.6%	3.5%	3.3%

Source: ESRI (ArcGIS)

(Lat: 42.73049, Lon: -84.545444)

Nuisances & External Obsolescence

Neighborhood properties have adequate levels of maintenance. No adverse or unfavorable factors were observed.

Conclusion

Most neighborhoods are classified as being in four stages: growth, stability, decline, and renewal. Overall, the subject neighborhood is in the stability stage of its life cycle.

Site Description

The subject site is located subject is located between South Grand Avenue and Cherry Street, on the north side of East Lenawee Street. The characteristics of the site are summarized as follows:

Site Characteristics

Gross Land Area:	1.00 Acres or 43,560 SF
Usable Land Area:	1.00 Acres or 43,560 SF
Usable Land %:	100.0%
Shape:	Rectangular
Average Depth:	132.00 feet
Topography:	Level
Drainage:	Adequate
Grade:	At street grade
Utilities:	public water, sewer gas and electricity
Off-Site Improvements:	None
Interior or Corner:	Double Corner
Signalized Intersection:	No

Street Frontage / Access

Frontage Road	Primary	Secondary
Street Name:	East Lenawee Street	South Grand Avenue and Cherry Street, the second access is off Cherry Street
Street Type:	Commercial	Commercial
Frontage (Linear Ft.):	330.00	132.00
Number of Curb Cuts:	1	1

Additional Access

Alley Access:	No
Water or Port Access:	No
Rail Access:	No

Flood Zone Data

Flood Map Panel/Number: 26065C0131D

Flood Map Date: 08-16-2011

Portion in Flood Hazard Area: Approximately 5.00%

Flood Zone: X or C & X500 or B Zone

Zones B, C, and X are the flood insurance rate zones that correspond to areas outside the 1-percent annual chance floodplain, areas of 1-percent annual chance sheet flow flooding where average depths are less than 1 foot, areas of 1-percent annual chance stream flooding where the contributing drainage area is less than 1 square mile, or areas protected from the 1-percent annual chance flood by levees. No Base Flood Elevations or depths are shown within this zone. Insurance purchase is not required in these zones.

Other Site Conditions

Soil Type: Assumed to be stable. No soil report of the subject has been made available or reviewed; however, it is assumed that the soil is of sufficient load-bearing capacity to support the existing structure. No evidence to the contrary is known.

Environmental Issues: The reader of this report is cautioned that the appraisers are not qualified environmental inspectors. It is recommended that any user obtain an environmental audit of the entire property to ascertain its status relative to these items. Also, it is assumed that no hazardous substance, past, present, or future exists on the subject property that would affect the subject's marketability or market value.

Easements/Encroachments: The appraiser assumes that all necessary easements, including but not limited to easements for access and utilities, have been obtained for the development and/or use of the property. No information was provided to the appraiser concerning any other adverse easements that may affect subject property. The appraiser, therefore, assumes normal easements and restrictions of record that are considered standard and typical for properties of this type and are not considered to adversely affect normal use or value of subject property.

Earthquake Zone: The site is not located in an earthquake zone.

Wetlands Classification: None

Adjacent Land Uses

North:	Commercial
South:	Commercial
East:	Commercial
West:	Commercial CATA

Site Ratings

Access:	Average
Visibility:	Good

Zoning Designation

Zoning Jurisdiction:	City of Lansing
Zoning Classification:	DT-3, Downtown Core
General Plan Designation:	Parking lot
Permitted Uses:	A variety of uses
Zoning Comments:	The intent and purpose of the DT-3 Downtown Core District is to provide primarily a vertical mix of uses with higher density residential housing and office buildings. Ground floor uses should be those that generate pedestrian activity along the street front through the location of doors, windows, and displays. Development in this district is characterized by tall buildings lining urban streets with most or all parking provided on street or in municipal lots or structures. This district accommodates the City's highest intensity and density development.

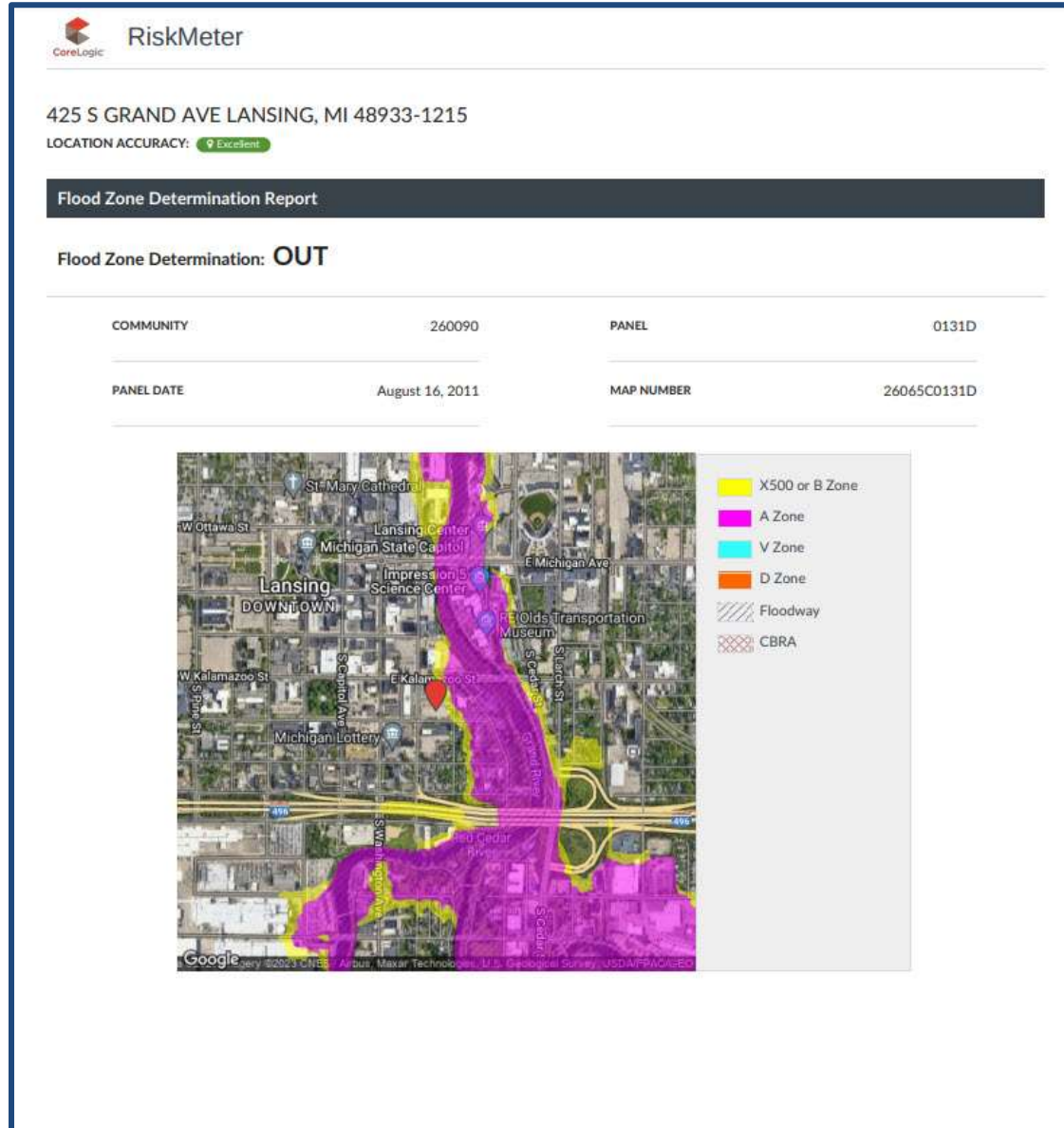
Analysis/Comments on Site

Based on the characteristics above, the site is suitable for a variety of legal uses

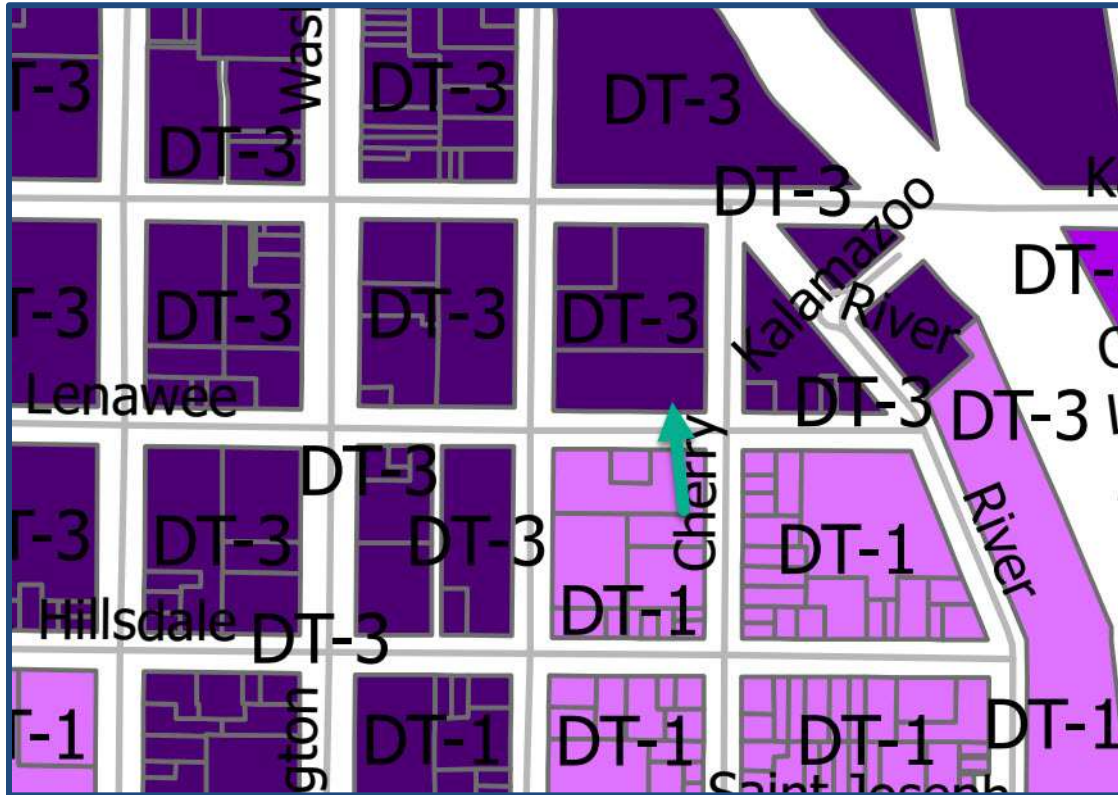
TAX PLAT



FLOOD MAP



ZONING MAP



Legend

R-1 - Residential	R-6B - Urban Residential	MX-1 - Mixed-Use Neighborhood Center	IND-1 - Suburban Industrial
R-2 - Residential	R-MX - Mixed Residential	MX-2 - Mixed-Use Community Center	IND-2 - General Industrial
R-3 - Residential	MFR - Multi-Family Residential	MX-3 - Mixed-Use District Center	IND-3 - Urban Industrial
R-4 - Urban Edge Residential	R-AR - Residential Adaptive Reuse	DT-1 - Urban Edge	INST-1 - Suburban Institutional
R-5 - Urban Residential	SC - Suburban Commercial	DT-2 - Urban Flex	INST-2 - Urban Institutional
R-6A - Urban Residential	MX-C - Mixed-Use Urban Corridor	DT-3 - Downtown Core	

Assessment and Tax Data

Assessment Methodology

Property assessments are initially established by the local assessor and are intended to reflect 50% of the "true cash value" (also known as market value) of the property on the Tax Day, December 31, of each year. The local assessment is then subject to equalization, which results in the property's State Equalized Value (S. E. V.).

To determine the current year's capped value, the assessor is required to multiply the prior year's capped assessment by the CPI increase (inflation rate multiplier). The lesser of the S. E. V. and capped assessed value is the current year's taxable value for that property. When a transfer of ownership occurs, the next year's taxable value is generally based on the S.E.V. that had been calculated annually. The actual sale price must not be the sole basis of the new S.E.V. for that property.

Each property assessed for real estate tax purposes in the State of Michigan has a S.E.V., capped value, and a taxable value. Generally, the capped value is lower, reflecting long-term ownership. The S.E.V. is to represent 50% of true cash value. This appraisal has used the S.E.V. (assessed value) for calculating the real estate taxes. Real property taxes are determined on the basis of a tax rate per thousand dollars of S.E.V. (assessed value).

Assessed Values and Property Taxes

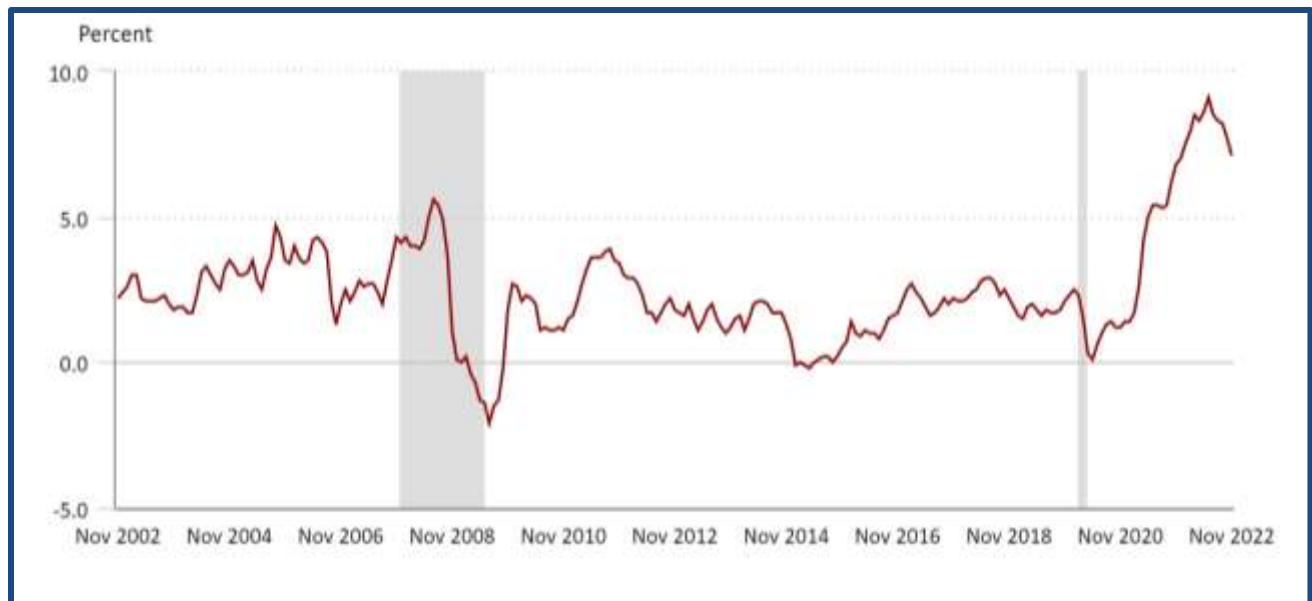
The property is owned by the city and is tax exempt.

Market Analysis

Inflation

Inflation is perhaps the biggest 2023 concern for CRE markets and investors. High inflation rates are being driven by both demand (stimulus, more businesses opening, high savings rates) and supply factors (labor shortages and supply chain disruptions). While at the highest rate in 30 years, inflation will likely stay high for the next year. The following table presents historical inflations rates:

ANNUAL CPI RATE OF CHANGE



Source: U.S. Bureau of Labor Statistics

The November 2022 CPI reading was an annual rate of 7.1%, down from the annual rate of 9.0% in June, a pace not seen since 1990. Because of the unique nature of the causes of this rate of inflation, the demand outlook does not point to accelerating inflation over the medium term, which is most important for the overall economic outlook and for decision makers at the Federal Reserve. Market participants anticipate that the Fed will continue to hike interest rates in early 2023 to combat inflation. The biggest risk is that unexpected runaway inflation would be damaging to the economy and negatively affect commercial property markets. However, this is not the expected scenario and elevated inflation can have a net positive impact on commercial property values.

Interest Rates

To combat inflation, the Federal Reserve raised the federal funds rate by 25 basis points in March 2022, reflecting the first increase since 2018. However, this increase had little to no impact in year over year inflation and the Federal Reserve raised rates by an additional 50 basis points in May 2022, followed by 75 basis points in June, July, September, and November 2022. Interest rate increases were moderated in December at 50 basis points in response to CPI rolling over.

Interest rate increases affect capital-intensive industries like real estate. As credit becomes more expensive, investor return requirements increase, which can lead to higher capitalization rates expectations. As inflation persists and the market anticipates additional rate hikes by the Fed, slower growth in CRE pricing and transactions is expected.

In general, nominal (non-inflation adjusted) real estate returns perform well under a variety of rate environments, while inflation-adjusted real estate returns are strongest during periods of stability, according to research done by Trepp. In a March 2022 report on interest rates and commercial real estate, moderate declines or slight increases (0 to 50 basis points) create the strongest returns, with median annual growth at 3.1%. Trepp outlined the following possible impacts of higher interest rates on major CRE sectors:

Multifamily

Issuance in this sector surged in the low-interest-rate environment of 2020 and 2021. Sharply higher interest rates put a dent in issuance in late 2022, as higher borrowing costs reduced demand for debt financing. In the long-term, issuance could rebound. Despite the current trend of declining unemployment and rising income, wage inflation is outpacing price inflation as of now. If this inflation trend continues, consumer demand could be pushed further toward rental properties.

However, the market is currently experiencing a shift away from renting. According to data from the United States Census Bureau, the homeownership rate increased to 65.5% in Q4 2021, a decline from the Q2 2020 peak of 67.9% (a rate height that has yet to be surpassed by those seen post-2008 financial crisis). Additionally, those between the ages of 25 to 29 have increased their homeownership share to 35.4%, up from 34.8% a year earlier, possibly suggesting that younger families are moving away from renting.

Office

The office sector also benefited from the low-interest-rate environment. However, rising interest rates have resulted in an overall drag on growth in 2022 with some companies reducing their projections for future office space needs. With that in mind, landlords have been more willing to lock in tenants at their current rates rather than risk losing them. However, firms are in the midst of the debate over hybrid, in-person, and fully remote expectations from employees, and some are choosing to offload their excess office spaces and either downsize or do away with their in-person spaces for good.

Additionally, rising rates have been problematic when it comes to refinancing. The office market is already in turmoil and rising interest rates are adding to the uncertainty in the market.

Retail

With rising interest rates and a slowing economy, some retailers may curtail plans for growth in response to an up-and-coming potential drop in disposable consumer income. This curtailment may make it more difficult to backfill vacant spaces and lead to consolidation by retailers. Investors could choose to approach 2023 with a more conservative view of retail occupancy going forward.

Lodging

The hotel industry faces challenges from both a supply and demand perspective. CMBS lenders abruptly stopped funding loans when the pandemic took effect in 2020, but, since then lodging loan issuance has picked up. While this seems like good news, the uptick in issuance could prove too fast and there is a potential for the supply to outpace demand. There may not be enough demand to absorb the new supply if consumers and businesses maintain and reduce their levels of spending.

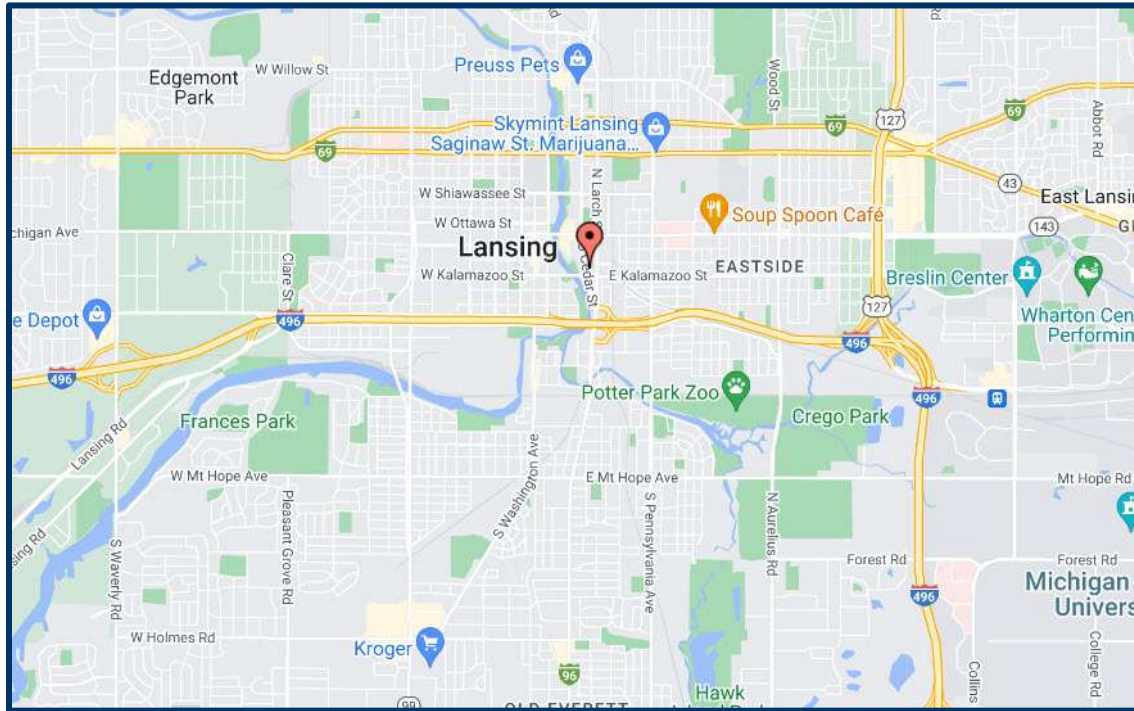
Conclusions

Various market participants will feel the effects of rising interest rates. As highlighted above, each sector of the CRE space will react differently to these rising rates. Ultimately there was some volatility in late 2022 experience across most CRE sectors, which is expected to continue until interest rates moderate.

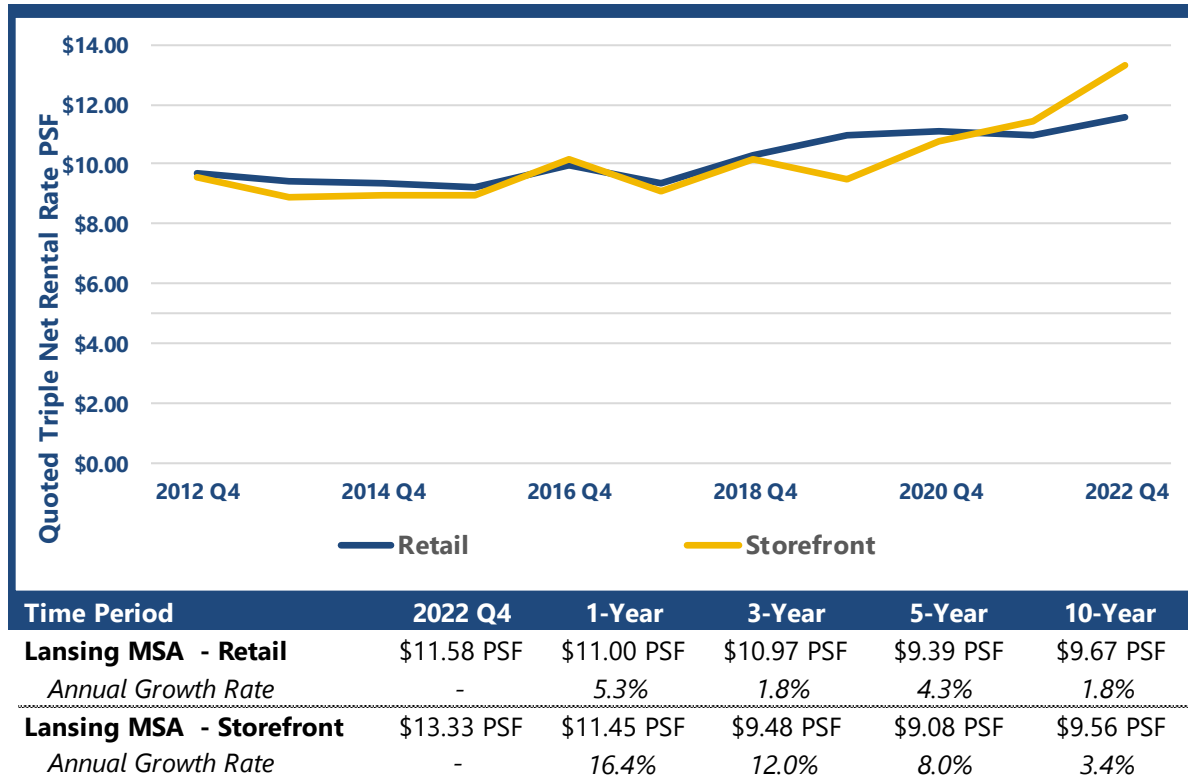
Local Market Performance

Market analysis is a study of market conditions for a specific property type. The following market analysis of the Lansing MSA Retail property market is based on data obtained from the CoStar Group, Inc., a leading provider of real estate information services. The analysis presents the subject property's macro and micro markets and includes a breakdown of Storefront space. The following is the Lansing MSA retail market map, as presented by CoStar Group, Inc.:

COSTAR SUBMARKET MAP



LANSING MSA - QUOTED RENTAL RATE TRENDS



Source: CoStar Group, Inc.

Lansing MSA - Retail

The Lansing MSA had a 2022 4th Quarter average quoted rental rate of \$11.58 per square foot for Retail space, compared to \$11.00 in the 2021 4th Quarter, or a 5.3% increase over the prior year. This was higher than the long-term trend.

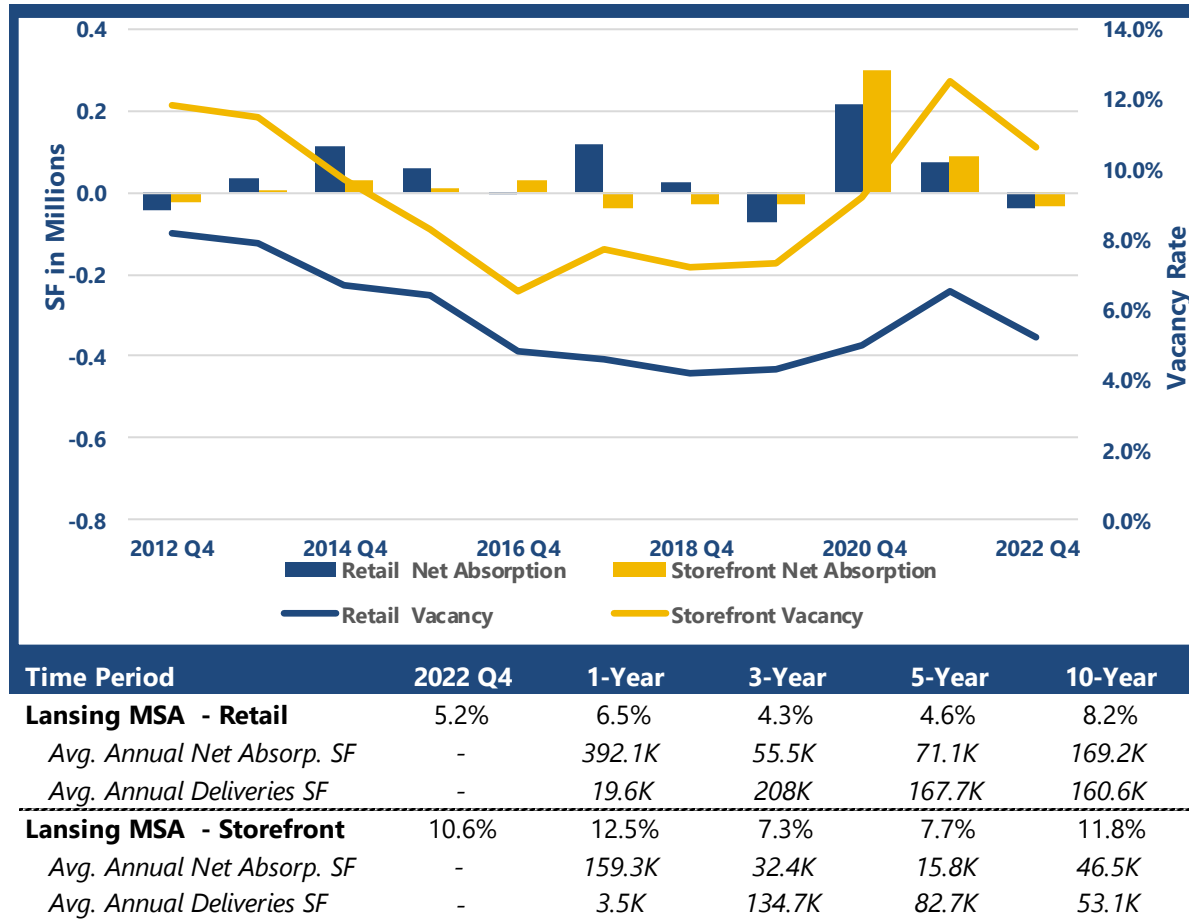
Lansing MSA - Storefront

The Lansing MSA had a 2022 4th Quarter average quoted rental rate of \$13.33 per square foot for Storefront space, compared to \$11.45 in the 2021 4th Quarter, or a 16.4% increase over the prior year. This was higher than the long-term trend.

Sector Comparison

The average quoted rental rate for Storefront space was 15.1% higher than retail space and the long-term growth trend was higher.

LANSING MSA - VACANCY AND NET ABSORPTION TRENDS



Source: CoStar Group, Inc.

Lansing MSA - Retail

The Lansing MSA had a 2022 4th Quarter vacancy rate of 5.2% for retail space. Net absorption was positive with 392,133 square feet absorbed in the prior year and 19,582 square feet delivered. This resulted in a vacancy rate decrease of 130 basis points.

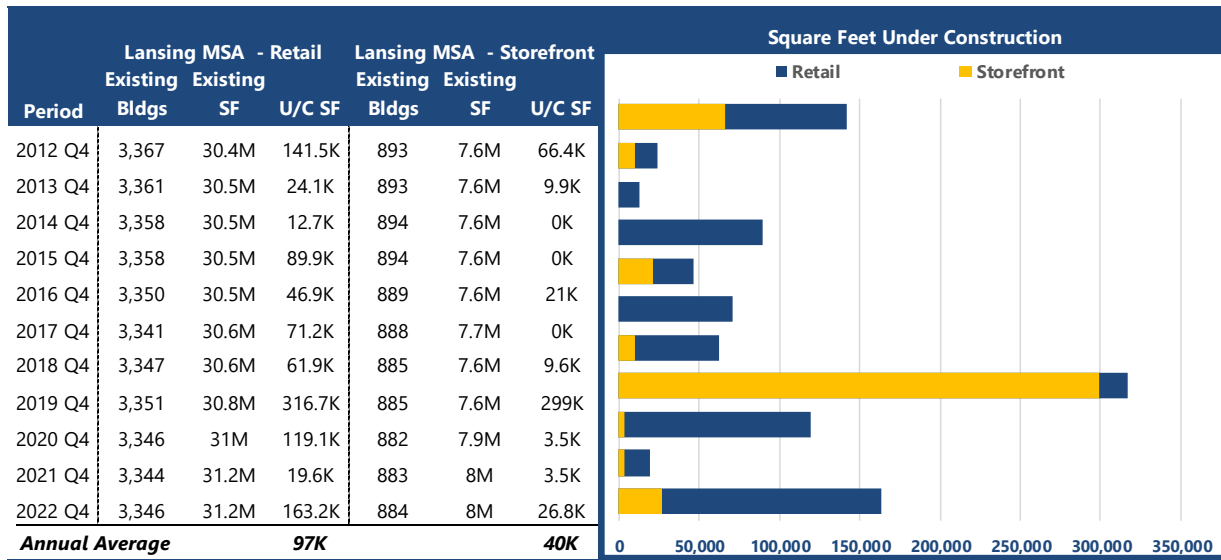
Lansing MSA - Storefront

The Lansing MSA had a 2022 4th Quarter vacancy rate of 10.6% for Storefront space. Net absorption was positive with 159,332 square feet absorbed in the prior year and 3,500 square feet delivered. This resulted in a vacancy rate decrease of 190 basis points.

Sector Comparison

The vacancy rate for Storefront space was higher than retail space. Both sectors had vacancy rates that were relatively consistent with the long-term trend.

LANSING MSA - EXISTING SUPPLY AND CONSTRUCTION TRENDS



Lansing MSA - Retail

There were 3,346 buildings totaling 31.23 million square feet of retail space in the Lansing MSA with 163,163 square feet under construction in the 2022 4th Quarter. New construction represented 0.5% of existing supply.

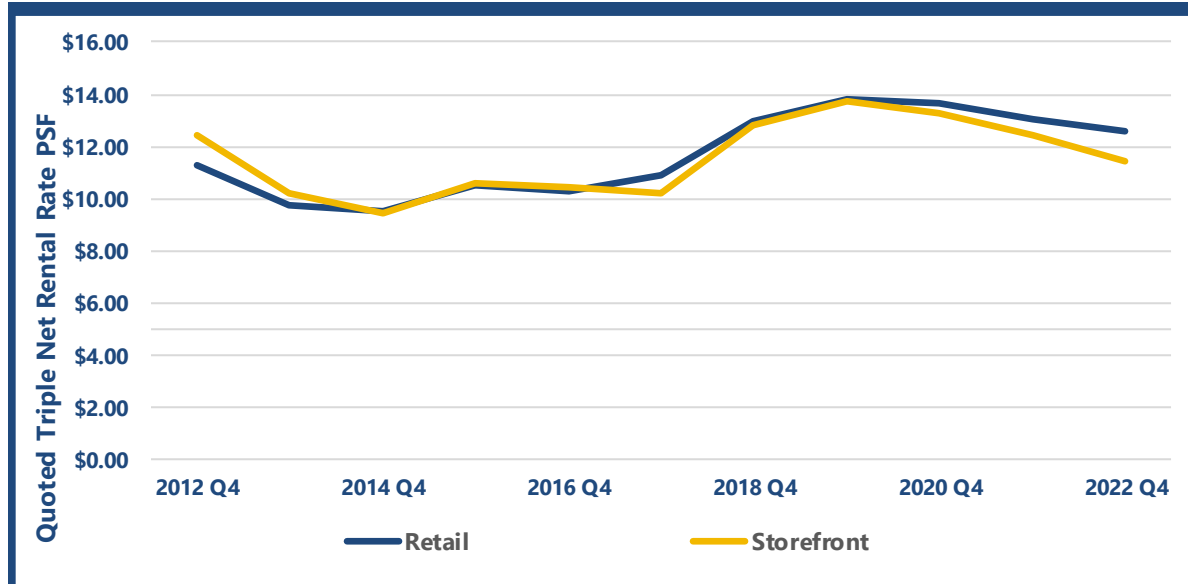
Lansing MSA - Storefront

There were 884 buildings totaling 8 million square feet of Storefront space in the Lansing MSA with 26,800 square feet under construction in the 2022 4th Quarter. New construction represented 0.3% of existing supply.

Sector Comparison

Storefront space represented 25.6% of existing supply and 16.4% of new construction in the 2022 4th Quarter.

CENTRAL LANSING - QUOTED RENTAL RATE TRENDS



Time Period	2022 Q4	1-Year	3-Year	5-Year	10-Year
Central Lansing - Retail	\$12.61 PSF	\$13.03 PSF	\$13.83 PSF	\$10.89 PSF	\$11.26 PSF
Annual Growth Rate	-	-3.2%	-3.0%	3.0%	1.1%
Central Lansing - Storefront	\$11.40 PSF	\$12.46 PSF	\$13.76 PSF	\$10.17 PSF	\$12.41 PSF
Annual Growth Rate	-	-8.5%	-6.1%	2.3%	-0.8%

Source: CoStar Group, Inc.

Central Lansing - Retail

The Central Lansing had a 2022 4th Quarter average quoted rental rate of \$12.61 per square foot for retail space, compared to \$13.03 in the 2021 4th Quarter, or a 3.2% decrease over the prior year. This was lower than the long-term trend.

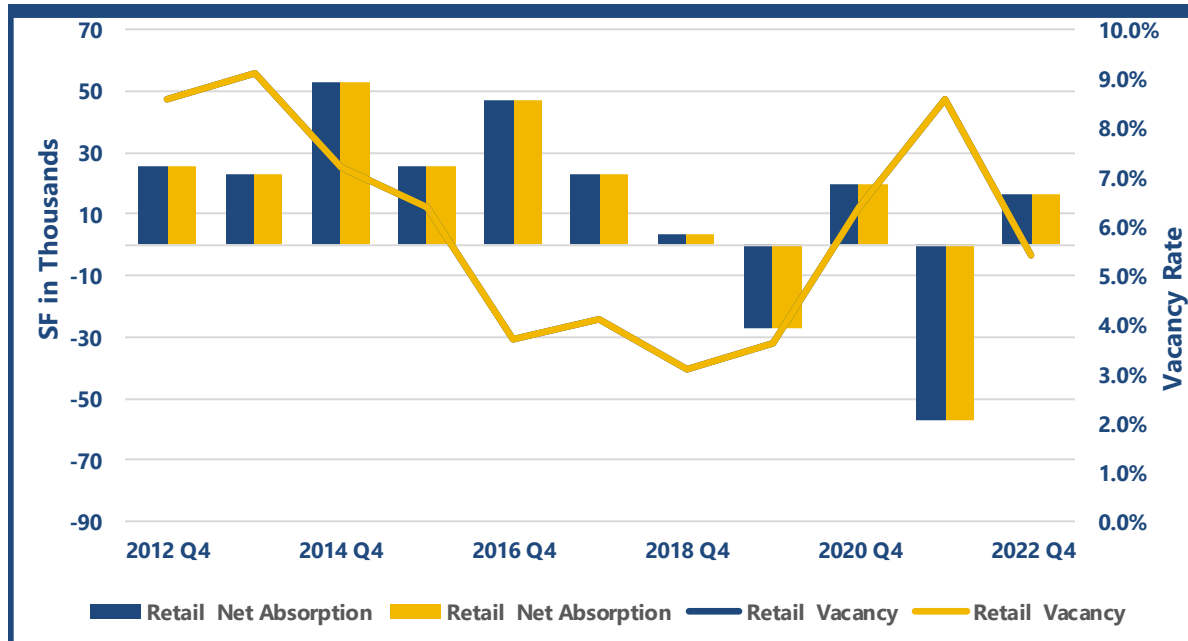
Central Lansing - Storefront

The Central Lansing had a 2022 4th Quarter average quoted rental rate of \$11.40 per square foot for Storefront space, compared to \$12.46 in the 2021 4th Quarter, or a 8.5% decrease over the prior year. This was lower than the long-term trend.

Sector Comparison

The average quoted rental rate for Storefront space was 9.6% lower than retail space and the long-term growth trend was lower.

CENTRAL LANSING - VACANCY AND NET ABSORPTION TRENDS



Time Period	2022 Q4	1-Year	3-Year	5-Year	10-Year
Central Lansing - Retail	5.4%	8.6%	3.6%	4.1%	8.6%
Avg. Annual Net Absorp.	-	228.3K	-38.4K	-10.1K	34.4K
Avg. Annual Deliveries	-	2K	15.5K	16.4K	29.7K
Central Lansing - Retail	5.4%	8.6%	3.6%	4.1%	8.6%
Avg. Annual Net Absorp.	-	228.3K	-38.4K	-10.1K	34.4K
Avg. Annual Deliveries	-	2K	15.5K	16.4K	29.7K

Source: CoStar Group, Inc.

Central Lansing - Retail

The Central Lansing had a 2022 4th Quarter vacancy rate of 5.4% for retail space. Net absorption was positive with 228,342 square feet absorbed in the prior year and 2,000 square feet delivered. This resulted in a vacancy rate decrease of 320 basis points.

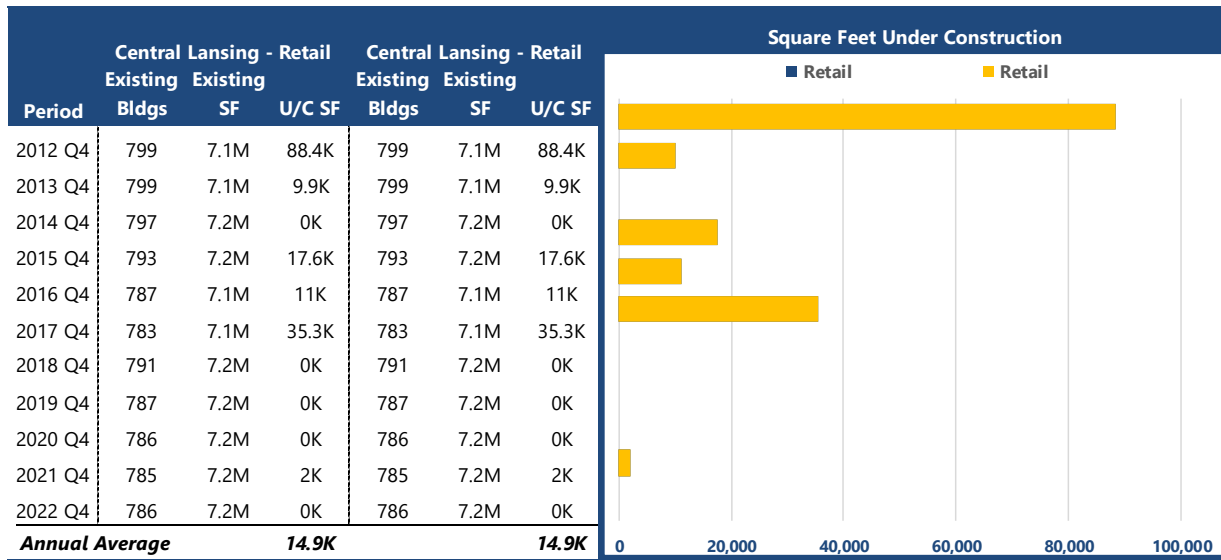
Central Lansing - Retail

The Central Lansing had a 2022 4th Quarter vacancy rate of 5.4% for Storefront space. Net absorption was positive with 228,342 square feet absorbed in the prior year with 2,000 square feet delivered. This resulted in a vacancy rate decrease of 320 basis points.

Sector Comparison

The vacancy rate for Storefront space was similar than retail space. Both sectors had vacancy rates that were relatively consistent with the long-term trend.

CENTRAL LANSING - EXISTING SUPPLY AND CONSTRUCTION TRENDS



Central Lansing - Retail

There were 786 buildings totaling 7.2 million square feet of retail space in the Central Lansing with 0 square feet under construction in the 2022 4th Quarter. No new construction was occurring.

Central Lansing - Retail

There were 786 buildings totaling 7.2 million square feet of Storefront space in the Central Lansing with 0 square feet under construction in the 2022 4th Quarter. No new construction was occurring.

Sector Comparison

Storefront space represented 100.0% of existing supply and no new construction in the 2022 4th Quarter.

Market Analysis Conclusions

The rental rate trends, vacancy rate and absorption trends, and existing supply and new construction levels indicate the market is in equilibrium.

Highest and Best Use Analysis

The Highest and Best Use of a property is the use that is legally permissible, physically possible, and financially feasible which results in the highest value. An opinion of the highest and best use results from consideration of the criteria noted above under the market conditions or likely conditions as of the effective date of value. Determination of highest and best use results from the judgment and analytical skills of the appraiser. It represents an opinion, not a fact. In appraisal practice, the concept of highest and best use represents the premise upon which value is based.

Highest and Best Use As Vacant

The primary determinants of the highest and best use as vacant are (1) Legal permissibility, (2) Physical possibility, (3) Financial feasibility, and (4) Maximum productivity.

Legally Permissible

The subject site is zoned 3, Downtown Core I, which controls the general nature of permissible uses and is appropriate for the location and physical elements of the subject property, providing for a consistency of use with the general neighborhood. The location of the subject property is appropriate for the uses allowed, as noted previously, and a change in zoning is unlikely. There are no known easements, encroachments, covenants or other use restrictions that would unduly limit or impede development.

Physically Possible

The physical characteristics of the subject site are presented in the Site Description and allow for a number of potential uses. Elements such as size, shape, availability of utilities, known hazards (flood, environmental, etc.), and other potential influences were considered. No physical attributes materially limit legally permissible and appropriate development. The most probable use of the site is for commercial/office/residential (mixed use) development, which conforms to the pattern of land use in the immediate area.

Financially Feasible

The probable use of the site for commercial/office/residential (mixed use) development conforms to the pattern of land use in the market area. A review of published yield, rental and occupancy rates suggest that there is a balanced supply and demand is insufficient to support construction costs and ensure timely absorption of additional inventory in this market. Therefore, near-term speculative development of the subject site is not financially feasible.

Maximally Productive

Among the financially feasible uses, the use that results in the highest value (the maximally productive use) is the highest and best use. Considering these factors, the maximally productive use as vacant is to hold for development.

Highest and Best Use As Vacant Conclusion

The conclusion of the highest and best use as vacant is to hold for development.

Analysis of Highest and Best Use as Improved

The primary determinants of the highest and best use of the property As Though Vacant are the issues of (1) Legal permissibility, (2) Physical possibility, (3) Financial feasibility, and (4) Maximum productivity.

Legally Permissible

The subject site is zoned DT-3, Downtown Core which controls the general nature of permissible uses but is appropriate for the location and physical elements of the subject property, providing for a consistency of use with the general neighborhood. The location of the subject property is appropriate for the uses allowed, as noted previously, and a change in zoning is unlikely. There are no known easements, encroachments, covenants or other use restrictions that would unduly limit or impede development.

Physically Possible

The physical attributes allow for a number of potential uses. Elements such as size, shape, availability of utilities, known hazards (flood, environmental, etc.), and other potential influences are described in the Site Description and have been considered. There are no items of a physical nature which would adversely impact development with the legal permitted uses. The subject currently is used as a surface parking lot.

Financially Feasible

The probable use of the site for redevelopment conforms to the pattern of land use in the market area. A review of published yield, rental and occupancy rates suggest that there is a balanced supply and demand is sufficient to support construction costs and ensure timely absorption of additional inventory in this market. Therefore, near-term speculative development of the subject site is financially feasible. The subject site has potential to be developed for a mixed-use building, commercial/residential/office. The location of the subject is attractive and would be able to command rates near the top of the market.

I was provided with historical income and expenses of the parking lot for the past three years. Looking at the options of continued use as a parking lot or redevelopment to office use, it was determined that it is not financially feasible to continue to use the subject as a parking lot.

The Gross Income for the subject the past three years was \$53,223 (2020), \$11,005 (2021), and \$9,793 (2022). Since covid began in 2020, the State of Michigan workers were no longer working in offices and still have not fully returned. This has eliminated the need for parking in the city of Lansing. The income numbers are on the decline and do not support the continued use of a parking lot.

I have considered the additional income the subject would generate during the time that it remains a parking lot (during planning/approval stage). I have decided that this would not contribute to the value of the property as the cost to raze the property would cancel out the additional income that the parking lot generates.

Land Valuation

Methodology

Site Value is most often estimated using the sales comparison approach. This approach develops an indication of market value by analyzing closed sales, listings, or pending sales of properties similar to the subject, focusing on the difference between the subject and the comparables using all appropriate elements of comparison. This approach is based on the principles of supply and demand, balance, externalities, and substitution, or the premise that a buyer would pay no more for a specific property than the cost of obtaining a property with the same quality, utility, and perceived benefits of ownership.

Unit of Comparison

The unit of comparison selected depends on the appraisal problem and nature of the property and is intended to explain or mirror market behavior. The primary unit of comparison in the market and applied in this analysis is price per usable square foot.

Elements of Comparison

Elements of comparison are the characteristics or attributes of properties and transactions that cause the prices of real estate to vary. The primary elements of comparison considered in sales comparison analysis are as follows: (1) property rights conveyed, (2) financing terms, (3) conditions of sale, (4) expenditures made immediately after purchase, (5) market conditions, (6) location and (7) physical characteristics.

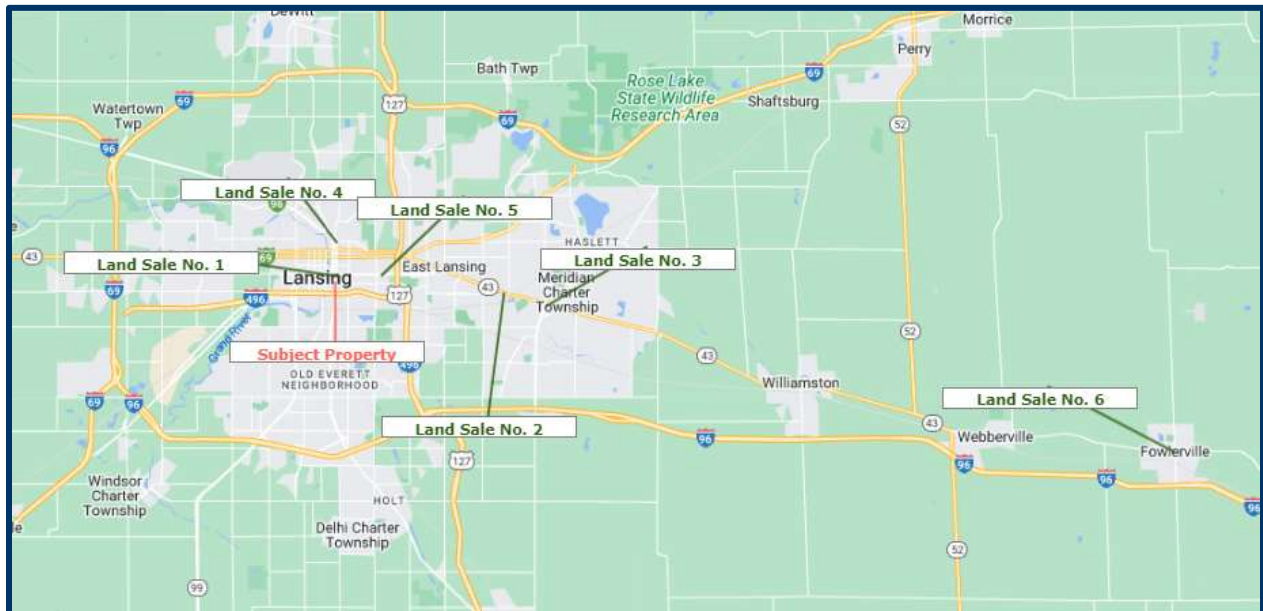
Comparable Sales Data

The market was studied to identify sales and listings of comparable properties with a focus on those that appeal to the most probable buyer of the subject site. These properties typically have similar locations and physical characteristics. Of these transactions, sufficient sales data was available for the following sale comparables, which were analyzed to estimate a unit value for the subject property. The following table summarizes the sale comparables utilized and a map illustrating the location of each in relation to the subject property follows. Details of each comparable follow the location map.

Land Sales Summary

Comp. No.	Date of Sale	Usable Sq. Ft.	Location	Zoning	Sales Price	
					Actual	Per Sq. Ft.
1	May-18	79,323	636 East Michigan Avenue Lansing, Michigan	G-1	\$1,000,000	\$12.61
2	September-21	39,030	2703 E Grand River Ave East Lansing, Michigan	C-2	\$740,000	\$18.96
3	December-22	104,937	4800 Okemos Road Okemos, Michigan	C-3	\$1,775,000	\$16.91
4	November-20	27,770	526, 536 E Cesar Chavez Avenue Lansing, Michigan	F-1	\$185,000	\$6.66
5	September-16	20,125	2216-2224 E Michigan Avenue Lansing, Michigan	C	\$380,000	\$18.88
6	June-21	12,153	130 West Grand River Avenue Fowlerville, Michigan	BC	\$160,000	\$13.17

COMPARABLE SALES MAP



LAND COMPARABLE 1



Property Identification

Property/Sale ID	10210090/534300
Property Type	Commercial
Address	636 East Michigan Avenue
City, State Zip	Lansing, Michigan 48912
County	Ingham
MSA	Lansing-East Lansing
Latitude/Longitude	42.732762/-84.543136
Tax ID	33-01-01-16-42-002

Transaction Data

Sale Date	05-07-2018	Property Rights	Fee Simple
Sale Status	Closed	Financing	Cash to Seller
Grantor	Michigan Ave Development Co LLC	Conditions of Sale	Arms Length
Grantee	600 E Michigan-Lansing LLC	Deed Book/Page	2018-017550
		Sale Price	\$1,000,000
		Adjusted Price	\$1,000,000

Property Description

Gross Acres	1.82	Topography	Level
Gross SF	79,323	Utilities	public water, sewer gas and electricity
Usable Acres	1.82	Drainage	Appears adequate
Usable SF	79,323	Flood Hazard Zone	Zone X (unshaded)
Front Feet	90.00	Earthquake Zone	The site is not located in an Earthquake Zone.
No. of Lots	1	Zoning Jurisdiction	City of Lansing
Proposed Use	Mixed-Use Development	Zoning Code	G-1
Street Access	Average	Zoning Description	Business District
Visibility	Average		
Corner/Interior	Interior		
Shape	Irregular		

Indicators

\$/Gross Acre	\$549,149	\$/Usable SF	\$12.61
\$/Gross SF	\$12.61	\$/FF	\$11,111.11
\$/Usable Acre	\$549,147	\$/Lot	\$1,000,000

Verification

Confirmed With	Assessment Records, Deed, Gillespie Group
Confirmed By	Jennifer Passmore
Confirmation Date	08-23-2018

Remarks

City of Lansing Planning Department confirmed zoning was recently changed to G-1, Business District

There are no sales recorded in the three-year period preceding the transfer or thereafter.

Site was a surface parking lot at the time of sale. The Gillespie Group is the true buyer of the site. One of their representatives confirmed the site is in the process of a zoning change and the proposed use is for commercial development.

LAND COMPARABLE 2



Property Identification

Property/Sale ID	10209401/1621052
Property Type	Commercial
Property Name	O'Reilly Auto Parts
Address	2703 E Grand River Ave
City, State Zip	East Lansing, Michigan 48823
County	Ingham
MSA	Lansing-East Lansing
Latitude/Longitude	42.725905/-84.450669
Tax ID	33-02-02-20-203-012

Transaction Data

Sale Date	09-03-2021	Financing	Cash to Seller
Sale Status	Closed	Conditions of Sale	Arms Length
Grantor	O'Reilly Auto Enterprises LLC	Deed Book/Page	2021-042237
Grantee	EROP LLC	Sale Price	\$740,000
Property Rights	Fee Simple	Sale Conditions Adj.	\$30,000
		Adjusted Price	\$770,000

Property Description

Gross Acres	0.90	Visibility	Good
Gross SF	39,030	Corner/Interior	Corner
Usable Acres	0.90	Shape	Irregular
Usable SF	39,030	Topography	Level
Front Feet	196.00	Earthquake Zone	The site is not located in an Earthquake Zone.
Depth	239.00	Zoning Jurisdiction	Meridian Charter Township
No. of Lots	1	Zoning Code	C-2
Street Access	Adequate	Zoning Description	Commercial
Rail Access	No		
Water/Port Access	No		

Indicators

\$/Gross Acre	\$859,375	\$/Usable SF	\$19.73
\$/Gross SF	\$19.73	\$/FF	\$3,928.57
\$/Usable Acre	\$859,365	\$/Lot	\$770,000

Verification

Confirmed With	Assessing records
Confirmed By	James T. Hartman
Confirmation Date	11-11-2022

Remarks

I have estimated the teardown costs to be \$30,000.

Sale includes a 2,783 square foot restaurant which the buyer plans to demolish.

LAND COMPARABLE 3



Property Identification

Property/Sale ID	11119986/1517664
Property Type	Commercial
Property Name	Retail Building
Address	4800 Okemos Road
City, State Zip	Okemos, Michigan 48864
County	Ingham
MSA	Lansing-East Lansing
Latitude/Longitude	42.720538/-84.426595
Tax ID	33-02-02-21-276-012

Transaction Data

Sale Date	12-14-2022	Financing	Cash to Seller
Sale Status	Closed	Conditions of Sale	Arms Length
Grantor	JOHN HOLDINGS LLC	Sale Price	\$1,775,000
Grantee	OKEMOS CONSOLIDATED DRAIN	Post Sale Expenses	\$100,000
Property Rights	Fee Simple	Adjusted Price	\$1,875,000

Property Description

Gross Acres	2.65	Shape	Slightly Irregular
Gross SF	115,434	Topography	Level
Usable Acres	2.41	Utilities	All customary utilities
Usable SF	104,937	Drainage	Appears adequate
Front Feet	318.09	Flood Hazard Zone	A and B
Depth	335.00	Earthquake Zone	Not located in Earthquake zone
No. of Lots	1	Use Designation	Commercial
Street Access	Good	Zoning Jurisdiction	Meridian Township
Rail Access	No	Zoning Code	C-3
Water/Port Access	No	Zoning Description	Commercial
Visibility	Average		
Corner/Interior	Interior		

Indicators

\$/Gross Acre	\$707,547	\$/Usable SF	\$17.87
\$/Gross SF	\$16.24	\$/FF	\$5,894.56
\$/Usable Acre	\$778,325	\$/Lot	\$1,875,000

Verification

Confirmed With	Sales contract, public record
Confirmed By	Blake Damerow
Confirmation Date	01-28-2021

Remarks

Property is currently improved with a 13,567 square foot furniture store that was constructed in 1976. The broker indicated that the buyer, intends to raze the existing building. Demolition costs have been estimated at \$7.00, which totals \$94,969, rounded to \$100,000.

Site is located on a parcel bordering Meijer parking lot. The site has restrictions from Meijer for Drug Stores, Discount (Dollar stores), Grocery Store, Coffee Shop, liquor Store, Bar or Tavern, Gas station, car wash, massage parlors and other noxious uses.

LAND COMPARABLE 4



Property Identification

Property/Sale ID	11209997/1573802
Property Type	Commercial
Address	526, 536 E Cesar Chavez Avenue
City, State Zip	Lansing, Michigan 48906
County	ingham
MSA	Lansing-East Lansing
Latitude/Longitude	42.747185/-84.544906
Tax ID	33-01-01-09-427-041 & 051

Transaction Data

Sale Date	11-06-2020	Financing	Cash to Seller
Sale Status	Closed	Conditions of Sale	Arms Length
Grantor	Bell David W & Jill L	Sale Price	\$185,000
Grantee	526 Chavez LLC	Adjusted Price	\$185,000
Property Rights	Fee Simple		

Property Description

Gross Acres	0.64	Shape	Rectangular
Gross SF	27,770	Topography	Level
Usable Acres	0.64	Utilities	All Available
Usable SF	27,770	Drainage	Assumed adequate
No. of Lots	1	Flood Hazard Zone	None
Street Access	Good	Earthquake Zone	None
Rail Access	No	Zoning Jurisdiction	City of Lansing
Water/Port Access	No	Zoning Code	F-1
Visibility	Average	Zoning Description	Commercial
Corner/Interior	Interior		

Indicators

\$/Gross Acre	\$290,192	\$/Usable SF	\$6.66
\$/Gross SF	\$6.66	\$/Lot	\$185,000
\$/Usable Acre	\$290,192		

Verification

Confirmed With	Assessing records & Jill Bell
Confirmed By	Cameron Clark
Confirmation Date	01-25-2022

Remarks

At the time of sale, The building was in poor condition. The highest and best use is for future development. One building vacant and boarded up. To raise the building would be paid for from rent and salvage of the buildings. the land area is 27,770 square feet and the sale price per square foot is \$6.66.

Sale is confirmed by Terry Oetzel

LAND COMPARABLE 5



Property Identification

Property/Sale ID	10936301/1407087
Property Type	Mixed Use Land
Address	2216-2224 E Michigan Avenue
City, State Zip	Lansing, Michigan 48912
County	Ingham
MSA	Lansing-East Lansing
Latitude/Longitude	42.733332/-84.519393
Tax ID	33-01-01-14-304-391, 33-01-01-14-304-401

Transaction Data

Sale Date	09-23-2016	Financing	Cash to Seller
Sale Status	Closed	Conditions of Sale	Arms Length
Grantor	AB Group	Sale Price	\$380,000
Grantee	2200 Block INC	Adjusted Price	\$380,000
Property Rights	Fee Simple		

Property Description

Gross Acres	0.46	Shape	Rectangular
Gross SF	20,125	Topography	Level
Usable Acres	0.46	Utilities	Public water and sewer, natural gas, and electricity.
Usable SF	20,125	Zoning Jurisdiction	City of Lansing
Front Feet	160.00	Zoning Code	C
Visibility	Average		
Corner/Interior	Corner		

Indicators

\$/Gross Acre	\$822,511	\$/Usable SF	\$18.88
\$/Gross SF	\$18.88	\$/FF	\$2,375.00
\$/Usable Acre	\$822,499		

Verification

Confirmed With Assessing records
Confirmed By Cameron Clark
Confirmation Date 06-07-2019

Remarks

Tear-down for new mixed use development

LAND COMPARABLE 6



Property Identification

Property/Sale ID	11186525/1558659
Property Type	Commercial
Address	130 West Grand River Avenue
City, State Zip	Fowlerville, Michigan 48836
County	Livingston
MSA	Ann Arbor
Latitude/Longitude	42.660832/-84.074070
Tax ID	4705-10-201-067

Transaction Data

Sale Date	06-28-2021	Financing	Cash to Seller
Sale Status	Closed	Conditions of Sale	Arms Length
Grantor	FXS PROPERTIES LLC	Deed Book/Page	2021-028053
Grantee	COOKE CAPITAL LLC	Sale Price	\$160,000
Property Rights	Fee Simple	Adjusted Price	\$160,000

Property Description

Gross Acres	0.28	Visibility	Average
Gross SF	12,153	Corner/Interior	Corner
Usable Acres	0.28	Shape	Rectangular
Usable SF	12,153	Topography	Level
Front Feet	118.00	Utilities	All customary utilities
Depth	103.00	Drainage	Appears adequate
No. of Lots	1	Flood Hazard Zone	Zone X
Proposed Use	Mixed use	Use Designation	Mixed Use
Street Access	Average	Zoning Jurisdiction	Village of Fowlerville
Rail Access	No	Zoning Code	BC
Water/Port Access	No	Zoning Description	Business Center

Indicators

\$/Gross Acre	\$573,477	\$/Usable SF	\$13.17
\$/Gross SF	\$13.17	\$/FF	\$1,355.93
\$/Usable Acre	\$573,477	\$/Lot	\$160,000

Verification

Confirmed With	public record, closing statement
Confirmed By	Blake Damerow

Remarks

The owner will be construction a two-story mixed-use building containing retail and residential space.

Land Sales Comparison Analysis

When necessary, adjustments were made for differences in various elements of comparison, including property rights conveyed, financing terms, conditions of sale, expenditures made immediately after purchase, market conditions, location, and other physical characteristics. If the element in comparison is considered superior to that of the subject, a negative adjustment was applied. Conversely, a positive adjustment was applied if inferior. A summary of the elements of comparison follows.

Transaction Adjustments

Transaction adjustments include: (1) real property rights conveyed, (2) financing terms, (3) conditions of sale, and (4) expenditures made immediately after purchase. These items, which are applied prior to the market conditions and property adjustments, are discussed as follows:

Real Property Rights Conveyed

Real property rights conveyed influence sales prices and must be considered when analyzing a sale comparable. The property rights appraised reflect the fee simple interest. All of the sale comparables conveyed the same interest; therefore, no adjustments were required.

Financing Terms

The transaction price of one property may differ from that of an identical property due to different financial arrangements. Sales involving financing terms that are not at or near market terms require adjustments for cash equivalency to reflect typical market terms. A cash equivalency procedure discounts the atypical mortgage terms to provide an indication of value at cash equivalent terms. All of the sale comparables involved typical market terms by which the sellers received cash or its equivalent and the buyers paid cash or tendered typical down payments and obtained conventional financing at market terms for the balance. Therefore, no adjustments for this category were required.

Conditions of Sale

When the conditions of sale are atypical, the result may be a price that is higher or lower than that of a normal transaction. Adjustments for conditions of sale usually reflect the motivations of either a buyer or a seller who is under duress to complete the transaction. Another more typical condition of sale involves the downward adjustment required to a comparable property's for-sale listing price, which usually reflects the upper limit of value. Comparable 2 required and upward adjustment of 4.1%

Expenditures Made Immediately After Purchase

A knowledgeable buyer considers expenditures required upon purchase of a property, as these costs affect the price the buyer agrees to pay. Such expenditures may include: costs to demolish and remove any portion of the improvements, costs to petition for a zoning change, and/or costs to remediate environmental contamination. The details of each adjustment are in the remarks of the respective sales profile.

Market Conditions Adjustment

Market conditions change over time because of inflation, deflation, fluctuations in supply and demand, or other factors. Changing market conditions may create a need for adjustment to comparable sale transactions completed during periods of dissimilar market conditions.

Discussions with market participants and a review of market data indicated overall market conditions for vacant land properties have been improving with recent transactions confirming this trend. An annual adjustment factor of 2.00% was applied to each comparable to account for changes in market conditions.

Property Adjustments

Property adjustments are usually expressed quantitatively as percentages or dollar amounts that reflect the differences in value attributable to the various characteristics of the property. In some instances, however, qualitative adjustments are used. These adjustments are based on locational and physical characteristics and are applied after transaction and market conditions adjustments. The reasoning for the property adjustments made to each sale comparable follows. The discussion analyzes each adjustment category deemed applicable to the subject property.

Location

Location adjustments may be required when the locational characteristics of a comparable are different from those of the subject. These characteristics can include general neighborhood characteristics, proximity to major thoroughfares, proximity to employment centers and amenities, neighboring properties, and accessibility. The subject site is located the north side of Kalamazoo Street, between Larch and Cedar Streets with good access and good visibility. Comparables were adjusted upward for being in inferior locations. Comparables were adjusted downward for being in more desirable locations.

Size

The size adjustment addresses variance in the physical size of the comparables and that of the subject, as a larger parcel typically commands a lower price per unit than a smaller parcel. This inverse relationship is due, in part, to the principle of "economies of scale." Larger comparables are adjusted upward and smaller comparables are adjusted downward.

Corner Exposure

Tracts with major corner exposure typically command higher prices in the marketplace, as opposed to mid-block or interior locations. For retail users, the hard corner of an intersection may be marketed to a fairly large pool of small users (e.g. service stations, fast food restaurants, etc.) for sale. Interior parcels were adjusted upward 10%

Zoning

The highest and best use of sale comparables should be very similar to that of the subject property. When comparables with the same zoning as the subject are lacking or scarce, parcels with slightly different zoning, but a highest and use similar to that of the subject may be used as comparables. These comparables may require an adjustment for differences in utility if the market supports such adjustment. No adjustments were required.

Summary of Adjustments

A summary of the adjustments made to the sale comparables is presented in the following table:

LAND SALES ADJUSTMENT GRID

Subject		Sale # 1	Sale # 2	Sale # 3	Sale # 4	Sale # 5	Sale # 6
Sale ID		534300	1621052	1517664	1573802	1407087	1558659
Date of Value & Sale	February-23	May-18	September-21	December-22	November-20	September-16	June-21
Unadjusted Sales Price		\$1,000,000	\$740,000	\$1,775,000	\$185,000	\$380,000	\$160,000
Usable Square Feet	43,560	79,323	39,030	104,937	27,770	20,125	12,153
Unadjusted Sales Price per Usable Sq. Ft.		\$12.61	\$18.96	\$16.91	\$6.66	\$18.88	\$13.17
Transactional Adjustments							
Property Rights Conveyed	<i>Fee Simple</i>	<i>Fee Simple</i>	<i>Fee Simple</i>	<i>Fee Simple</i>	<i>Fee Simple</i>	<i>Fee Simple</i>	<i>Fee Simple</i>
Adjusted Sales Price		\$12.61	\$18.96	\$16.91	\$6.66	\$18.88	\$13.17
Financing Terms	<i>Cash to Seller</i>	<i>Cash to Seller</i>	<i>Cash to Seller</i>	<i>Cash to Seller</i>	<i>Cash to Seller</i>	<i>Cash to Seller</i>	<i>Cash to Seller</i>
Adjusted Sales Price		\$12.61	\$18.96	\$16.91	\$6.66	\$18.88	\$13.17
Conditions of Sale	<i>Typical</i>	<i>Arms Length</i>	<i>Arms Length</i>	<i>Arms Length</i>	<i>Arms Length</i>	<i>Arms Length</i>	<i>Arms Length</i>
Adjustment		-	4.1%	-	-	-	-
Adjusted Sales Price		\$12.61	\$19.73	\$16.91	\$6.66	\$18.88	\$13.17
Expenditures after Sale				\$100,000			
Adjustment		-	-	5.6%	-	-	-
Adjusted Sales Price		\$12.61	\$19.73	\$17.87	\$6.66	\$18.88	\$13.17
Market Conditions Adjustments							
Elapsed Time from Date of Value		<i>4.82 years</i>	<i>1.49 years</i>	<i>0.21 years</i>	<i>2.31 years</i>	<i>6.44 years</i>	<i>1.67 years</i>
Market Trend Through	February-23	9.6%	3.0%	0.4%	4.6%	12.9%	3.3%
Analyzed Sales Price		\$13.82	\$20.32	\$17.94	\$6.97	\$21.31	\$13.61
Physical Adjustments							
Location	<i>425 South Grand Avenue</i>	<i>636 East Michigan Avenue</i>	<i>2703 E Grand River Ave</i>	<i>4800 Okemos Road</i>	<i>526, 536 E Cesar Chavez Avenue</i>	<i>2216-2224 E Michigan Avenue</i>	<i>130 West Grand River Avenue</i>
	<i>Lansing, Michigan</i>	<i>Lansing, Michigan</i>	<i>East Lansing, Michigan</i>	<i>Okemos, Michigan</i>	<i>Lansing, Michigan</i>	<i>Lansing, Michigan</i>	<i>Fowlerville, Michigan</i>
Adjustment		-	-10.0%	-5.0%	10.0%	-	15.0%
Size	<i>43,560 sf</i>	<i>79,323 sf</i>	<i>39,030 sf</i>	<i>104,937 sf</i>	<i>27,770 sf</i>	<i>20,125 sf</i>	<i>12,153 sf</i>
Adjustment		5.0%	-	10.0%	-	-5.0%	-5.0%
Corner Exposure	<i>Double Corner</i>	<i>Interior</i>	<i>Corner</i>	<i>Interior</i>	<i>Interior</i>	<i>Corner</i>	<i>Corner</i>
Adjustment		10.0%	-	10.0%	10.0%	-	-
Adjustment		-	-	-	-	-	-
Zoning	<i>DT-3</i>	<i>G-1</i>	<i>C-2</i>	<i>C-3</i>	<i>F-1</i>	<i>C</i>	<i>BC</i>
Adjustment		-	-	-	-	-	-
Net Physical Adjustment		15.0%	-10.0%	15.0%	20.0%	-5.0%	10.0%
Adjusted Sales Price per Usable Square Foot		\$15.89	\$18.28	\$20.63	\$8.36	\$20.25	\$14.97

Conclusion

The land comparables were adjusted based on pertinent elements of comparison with the unadjusted and adjusted unit sales prices presented in the following table:

Land Sale Statistics

Metric	Unadjusted	Analyzed	Adjusted
Min. Sales Price per Usable Square Foot	\$6.66	\$6.97	\$8.36
Max. Sales Price per Usable Square Foot	\$18.96	\$21.31	\$20.63
Median Sales Price per Usable Square Foot	\$15.04	\$15.88	\$17.09
Mean Sales Price per Usable Square Foot	\$14.53	\$15.66	\$16.40

Comparable 4 was considered an outlier and given less weight. Based on the adjusted prices, a unit value near the upper middle of the adjusted range, or \$17.50 per usable square foot, was estimated for the subject site. Applying this to the subject land area resulted in a market value of \$760,000.

Based on this analysis, the land value indication is summarized as follows:

Land Value Conclusion

Reasonable Adjusted Comparable Range

43,560 square feet x \$16.00 psf = \$696,960

43,560 square feet x \$19.00 psf = \$827,640

Market Value Opinion

43,560 square feet x **\$17.50 psf** = **\$760,000**

(Rounded)

Reconciliation

Summary of Value Indications

The indicated values from the approaches used and my concluded market values for the subject property are summarized in the following table.

Value Indications	
Approach to Value	As Is
Sales Comparison - Land Only	\$760,000
Cost	Not Developed
Income Capitalization	Not Developed
Value Conclusion	
Component	As Is
Value Type	Market Value
Real Property Interest	Fee Simple
Effective Date of Value	February 28, 2023
Value Conclusion	\$760,000
	\$17.45 psf

To reach a final opinion of value, the reliability and relevance of each value indication was considered based upon the quality of the data and applicability of the assumptions underlying each approach. Given the availability and reliability of data within the Sales Comparison Approach, this approach was given primary weight in reconciling to the final value conclusions. Furthermore, retail properties such as the subject property are typically purchased by investors, who primarily rely upon the methods employed by the Sales Comparison Approach.

Exposure Time and Marketing Period

Based on statistical information about days on market, escrow length, and marketing times gathered through national investor surveys, sales verification, and interviews of market participants, marketing and exposure time estimates of 6 to 12 months and 6 to 12 months, respectively, are considered reasonable and appropriate for the subject property.

General Assumptions and Limiting Conditions

This appraisal is subject to the following general assumptions and limiting conditions:

1. The legal description – if furnished to us – is assumed to be correct.
2. No responsibility is assumed for legal matters, questions of survey or title, soil or subsoil conditions, engineering, availability or capacity of utilities, or other similar technical matters. The appraisal does not constitute a survey of the property appraised. All existing liens and encumbrances have been disregarded and the property is appraised as though free and clear, under responsible ownership and competent management unless otherwise noted.
3. Unless otherwise noted, the appraisal will value the property as though free of contamination. Valbridge Property Advisors | Southern Michigan will conduct no hazardous materials or contamination inspection of any kind. It is recommended that the client hire an expert if the presence of hazardous materials or contamination poses any concern.
4. The stamps and/or consideration placed on deeds used to indicate sales are in correct relationship to the actual dollar amount of the transaction.
5. Unless otherwise noted, it is assumed there are no encroachments, zoning violations or restrictions existing in the subject property.
6. The appraiser is not required to give testimony or attendance in court by reason of this appraisal, unless previous arrangements have been made.
7. Unless expressly specified in the engagement letter, the fee for this appraisal does not include the attendance or giving of testimony by Appraiser at any court, regulatory or other proceedings, or any conferences or other work in preparation for such proceeding. If any partner or employee of Valbridge Property Advisors | Southern Michigan is asked or required to appear and/or testify at any deposition, trial, or other proceeding about the preparation, conclusions or any other aspect of this assignment, client shall compensate Appraiser for the time spent by the partner or employee in appearing and/or testifying and in preparing to testify according to the Appraiser's then current hourly rate plus reimbursement of expenses.
8. The values for land and/or improvements, as contained in this report, are constituent parts of the total value reported and neither is (or are) to be used in making a summation appraisal of a combination of values created by another appraiser. Either is invalidated if so used.
9. The dates of value to which the opinions expressed in this report apply are set forth in this report. We assume no responsibility for economic or physical factors occurring at some point at a later date, which may affect the opinions stated herein. The forecasts, projections, or operating estimates contained herein are based on current market conditions and anticipated short-term supply and demand factors and are subject to change with future conditions. Appraiser is not responsible for determining whether the date of value requested by Client is appropriate for Client's intended use.
10. The sketches, maps, plats and exhibits in this report are included to assist the reader in visualizing the property. The appraiser has made no survey of the property and assumed no responsibility in connection with such matters.
11. The information, estimates and opinions, which were obtained from sources outside of this office, are considered reliable. However, no liability for them can be assumed by the appraiser.

12. Possession of this report, or a copy thereof, does not carry with it the right of publication. Neither all, nor any part of the content of the report, or copy thereof (including conclusions as to property value, the identity of the appraisers, professional designations, reference to any professional appraisal organization or the firm with which the appraisers are connected), shall be disseminated to the public through advertising, public relations, news, sales, or other media without prior written consent and approval.
13. No claim is intended to be expressed for matters of expertise that would require specialized investigation or knowledge beyond that ordinarily employed by real estate appraisers. We claim no expertise in areas such as, but not limited to, legal, survey, structural, environmental, pest control, mechanical, etc.
14. This appraisal was prepared for the sole and exclusive use of the client for the function outlined herein. Any party who is not the client or intended user identified in the appraisal or engagement letter is not entitled to rely upon the contents of the appraisal without express written consent of Valbridge Property Advisors | Southern Michigan and Client. The Client shall not include partners, affiliates, or relatives of the party addressed herein. The appraiser assumes no obligation, liability or accountability to any third party.
15. Distribution of this report is at the sole discretion of the client, but third-parties not listed as an intended user on the face of the appraisal or the engagement letter may not rely upon the contents of the appraisal. In no event shall client give a third-party a partial copy of the appraisal report. We will make no distribution of the report without the specific direction of the client.
16. This appraisal shall be used only for the function outlined herein, unless expressly authorized by Valbridge Property Advisors |Southern Michigan.
17. This appraisal shall be considered in its entirety. No part thereof shall be used separately or out of context.
18. Unless otherwise noted in the body of this report, this appraisal assumes that the subject property does not fall within the areas where mandatory flood insurance is effective. Unless otherwise noted, we have not completed nor have we contracted to have completed an investigation to identify and/or quantify the presence of non-tidal wetland conditions on the subject property. Because the appraiser is not a surveyor, he or she makes no guarantees, express or implied, regarding this determination.
19. The flood maps are not site specific. We are not qualified to confirm the location of the subject property in relation to flood hazard areas based on the FEMA Flood Insurance Rate Maps or other surveying techniques. It is recommended that the client obtain a confirmation of the subject property's flood zone classification from a licensed surveyor.
20. If the appraisal is for mortgage loan purposes 1) we assume satisfactory completion of improvements if construction is not complete, 2) no consideration has been given for rent loss during rent-up unless noted in the body of this report, and 3) occupancy at levels consistent with our "Income and Expense Projection" are anticipated.
21. It is assumed that there are no hidden or unapparent conditions of the property, subsoil, or structures which would render it more or less valuable. No responsibility is assumed for such conditions or for engineering which may be required to discover them.

22. Our inspection included an observation of the land and improvements thereon only. It was not possible to observe conditions beneath the soil or hidden structural components within the improvements. We inspected the buildings involved, and reported damage (if any) by termites, dry rot, wet rot, or other infestations as a matter of information, and no guarantee of the amount or degree of damage (if any) is implied. Condition of heating, cooling, ventilation, electrical and plumbing equipment is considered to be commensurate with the condition of the balance of the improvements unless otherwise stated. Should the client have concerns in these areas, it is the client's responsibility to order the appropriate inspections. The appraiser does not have the skill or expertise to make such inspections and assumes no responsibility for these items.
23. This appraisal does not guarantee compliance with building code and life safety code requirements of the local jurisdiction. It is assumed that all required licenses, consents, certificates of occupancy or other legislative or administrative authority from any local, state or national governmental or private entity or organization have been or can be obtained or renewed for any use on which the value conclusion contained in this report is based unless specifically stated to the contrary.
24. When possible, we have relied upon building measurements provided by the client, owner, or associated agents of these parties. In the absence of a detailed rent roll, reliable public records, or "as-built" plans provided to us, we have relied upon our own measurements of the subject improvements. We follow typical appraisal industry methods; however, we recognize that some factors may limit our ability to obtain accurate measurements including, but not limited to, property access on the day of inspection, basements, fenced/gated areas, grade elevations, greenery/shrubbery, uneven surfaces, multiple story structures, obtuse or acute wall angles, immobile obstructions, etc. Professional building area measurements of the quality, level of detail, or accuracy of professional measurement services are beyond the scope of this appraisal assignment.
25. We have attempted to reconcile sources of data discovered or provided during the appraisal process, including assessment department data. Ultimately, the measurements that are deemed by us to be the most accurate and/or reliable are used within this report. While the measurements and any accompanying sketches are considered to be reasonably accurate and reliable, we cannot guarantee their accuracy. Should the client desire more precise measurement, they are urged to retain the measurement services of a qualified professional (space planner, architect or building engineer) as an alternative source. If this alternative measurement source reflects or reveals substantial differences with the measurements used within the report, upon request of the client, the appraiser will submit a revised report for an additional fee.
26. In the absence of being provided with a detailed land survey, we have used assessment department data to ascertain the physical dimensions and acreage of the property. Should a survey prove this information to be inaccurate, upon request of the client, the appraiser will submit a revised report for an additional fee.
27. If only preliminary plans and specifications were available for use in the preparation of this appraisal, and a review of the final plans and specifications reveals substantial differences upon request of the client the appraiser will submit a revised report for an additional fee.

28. Unless otherwise stated in this report, the value conclusion is predicated on the assumption that the property is free of contamination, environmental impairment or hazardous materials. Unless otherwise stated, the existence of hazardous material was not observed by the appraiser and the appraiser has no knowledge of the existence of such materials on or in the property. The appraiser, however, is not qualified to detect such substances. The presence of substances such as asbestos, urea-formaldehyde foam insulation or other potentially hazardous materials may affect the value of the property. No responsibility is assumed for any such conditions, or for any expertise or engineering knowledge required for discovery. The client is urged to retain an expert in this field, if desired.
29. The Americans with Disabilities Act ("ADA") became effective January 26, 1992. We have not made a specific compliance survey of the property to determine if it is in conformity with the various requirements of the ADA. It is possible that a compliance survey of the property, together with an analysis of the requirements of the ADA, could reveal that the property is not in compliance with one or more of the requirements of the Act. If so, this could have a negative effect on the value of the property. Since we have no direct evidence relating to this issue, we did not consider possible noncompliance with the requirements of ADA in developing an opinion of value.
30. This appraisal applies to the land and building improvements only. The value of trade fixtures, furnishings, and other equipment, or subsurface rights (minerals, gas, and oil) were not considered in this appraisal unless specifically stated to the contrary.
31. No changes in any federal, state or local laws, regulations or codes (including, without limitation, the Internal Revenue Code) are anticipated, unless specifically stated to the contrary.
32. Any income and expense estimates contained in the appraisal report are used only for the purpose of estimating value and do not constitute prediction of future operating results. Furthermore, it is inevitable that some assumptions will not materialize and that unanticipated events may occur that will likely affect actual performance.
33. Any estimate of insurable value, if included within the scope of work and presented herein, is based upon figures developed consistent with industry practices. However, actual local and regional construction costs may vary significantly from our estimate and individual insurance policies and underwriters have varied specifications, exclusions, and non-insurable items. As such, we strongly recommend that the Client obtain estimates from professionals experienced in establishing insurance coverage. This analysis should not be relied upon to determine insurance coverage and we make no warranties regarding the accuracy of this estimate.
34. The data gathered in the course of this assignment (except data furnished by the Client) shall remain the property of the Appraiser. The appraiser will not violate the confidential nature of the appraiser-client relationship by improperly disclosing any confidential information furnished to the appraiser. Notwithstanding the foregoing, the Appraiser is authorized by the client to disclose all or any portion of the appraisal and related appraisal data to appropriate representatives of the Appraisal Institute if such disclosure is required to enable the appraiser to comply with the Bylaws and Regulations of such Institute now or hereafter in effect.

35. You and Valbridge Property Advisors | Southern Michigan both agree that any dispute over matters in excess of \$5,000 will be submitted for resolution by arbitration. This includes fee disputes and any claim of malpractice. The arbitrator shall be mutually selected. If Valbridge Property Advisors | Southern Michigan and the client cannot agree on the arbitrator, the presiding head of the Local County Mediation & Arbitration panel shall select the arbitrator. Such arbitration shall be binding and final. In agreeing to arbitration, we both acknowledge that, by agreeing to binding arbitration, each of us is giving up the right to have the dispute decided in a court of law before a judge or jury. In the event that the client, or any other party, makes a claim against Valbridge Property Advisors | Southern Michigan or any of its employees in connections with or in any way relating to this assignment, the maximum damages recoverable by such claimant shall be the amount actually received by Valbridge Property Advisors | Southern Michigan for this assignment, and under no circumstances shall any claim for consequential damages be made.
36. Valbridge Property Advisors | Southern Michigan shall have no obligation, liability, or accountability to any third party. Any party who is not the "client" or intended user identified on the face of the appraisal or in the engagement letter is not entitled to rely upon the contents of the appraisal without the express written consent of Valbridge Property Advisors | Southern Michigan. "Client" shall not include partners, affiliates, or relatives of the party named in the engagement letter. Client shall hold Valbridge Property Advisors | Southern Michigan and its employees harmless in the event of any lawsuit brought by any third party, lender, partner, or part-owner in any form of ownership or any other party as a result of this assignment. The client also agrees that in case of lawsuit arising from or in any way involving these appraisal services, client will hold Valbridge Property Advisors | Southern Michigan harmless from and against any liability, loss, cost, or expense incurred or suffered by Valbridge Property Advisors | Southern Michigan in such action, regardless of its outcome.
37. The Valbridge Property Advisors office responsible for the preparation of this report is independently owned and operated by Southern Michigan. Neither Valbridge Property Advisors, Inc., nor any of its affiliates has been engaged to provide this report. Valbridge Property Advisors, Inc. does not provide valuation services, and has taken no part in the preparation of this report.
38. If any claim is filed against any of Valbridge Property Advisors, Inc., a Florida Corporation, its affiliates, officers or employees, or the firm providing this report, in connection with, or in any way arising out of, or relating to, this report, or the engagement of the firm providing this report, then (1) under no circumstances shall such claimant be entitled to consequential, special or other damages, except only for direct compensatory damages, and (2) the maximum amount of such compensatory damages recoverable by such claimant shall be the amount actually received by the firm engaged to provide this report.
39. This report and any associated work files may be subject to evaluation by Valbridge Property Advisors, Inc., or its affiliates, for quality control purposes.
40. Acceptance and/or use of this appraisal report constitutes acceptance of the foregoing general assumptions and limiting conditions.
41. The global outbreak of a "novel coronavirus" (known as COVID-19) was officially declared a pandemic by the World Health Organization (WHO). It is currently unknown what direct, or indirect, effect, if any, this event may have on the national economy, the local economy or the market in which the subject property is located. The reader is cautioned, and reminded that the conclusions presented in this appraisal report apply only as of the effective date(s) indicated. The appraiser makes no representation as to the effect on the subject property of this event, or any event, subsequent to the effective date of the appraisal.

Certification

In Michigan, appraisers are required to be licensed/certified and are regulated by the Michigan Department of Licensing and Regulatory Affairs, P.O. Box 30018, Lansing, Michigan 48909. James T. Hartman, MAI, SGA, AI-GRS is currently licensed as a Certified General Real Estate Appraiser with the State of Michigan, Number 1205005950. Mr. Hartman is also licensed in the State of Indiana, the State of Ohio, and the State of Illinois.

James T. Hartman, MAI, SGA, AI-GRS is a member of the Society of Golf Appraisers (SGA). The Society of Golf Appraisers is an organization of real estate appraisers and consultants specializing in the valuation, market analysis, and feasibility analysis of golf courses and golf related properties.

The undersigned does hereby certify that to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the property that is the subject of this report, and no personal interest with respect to the parties involved.
- I have not performed any services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- My engagement in this assignment is not contingent upon developing or reporting predetermined results.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event related to the intended use of this appraisal.
- My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the *Uniform Standards of Professional Appraisal Practice*.
- As of the date of this report, James T. Hartman, MAI, SGA, AI-GRS has completed the continuing education program for Designated Members of the Appraisal Institute.
- I have made a personal inspection of the property that is the subject of this report.
- A thorough research project whose objective has been the discovery, confirmation, inspection, and analysis of data pertinent to this valuation situation has been completed.

- Blake R. Damerow, limited real estate appraiser with the State of Michigan, License Number 1201076491, provided significant real property appraisal assistance to the person signing this certification. Mr. Damerow assisted in the subject property inspection and description, neighborhood analysis and description, research and verification of comparable sales, approaches to value, and final reconciliation.
- The reported analyses, opinion, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics & Standards of Professional Appraisal Practice of the Appraisal Institute and the Uniform Standards of Professional Appraisal Practice.
- The appraiser signing this report is competent to complete the assignment. The appraiser has the knowledge and experience to complete the assignment competently or has disclosed the lack of knowledge and/or experience to the client, taken all steps necessary or appropriate to complete the assignment competently and has described in the report the lack of knowledge and/or experience and the steps taken to complete the assignment competently.
- The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives. The reported analyses, opinions, and conclusions were developed, and this report has been prepared in conformity with Title XI of the Federal Financial Institutions Reform Recovery, and Enforcement Act of 1989 (FIRREA) and its regulations, as well as the Uniform Standards of Professional Appraisal Practice of the Appraisal Foundation and the Appraisal Institute. This report is intended to comply with the above requirements. The definition of market value is intended to follow the market value definition as per F.D.I.C.'s final rule of FIRREA - 12 C.F.R., § 323.2.

This appraisal is not to be used by the addressee or any recipient as a part of a presentation of a real estate syndicate.

A real estate syndicate means a general or limited partnership, joint venture, unincorporated association or similar organization formed for the purpose of, and engaged in, investment for gain from an interest in real property, including but not limited to, a sale, exchange, trade or development of real property, on behalf of others, or, which is required to be registered with the United States Securities and Exchange Commission or any state regulatory agency, which regulates investments made as a public offering.



James T. Hartman, MAI, SGA, AI-GRS
Certified General Real Estate Appraiser
State of Michigan, License # 1205005950
jhartman@valbridge.com

JTH:BRD/mns
File #MI01-23-0042

Addenda

Glossary

Subject Photographs

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Glossary

Definitions are taken from the Dictionary of Real Estate Appraisal, 5th Edition (Dictionary), the Uniform Standards of Professional Appraisal Practice (USPAP) and Building Owners and Managers Association International (BOMA).

Absolute Net Lease

A lease in which the tenant pays all expenses including structural maintenance, building reserves, and management; often a long-term lease to a credit tenant. (Dictionary)

Additional Rent

Any amounts due under a lease that is in addition to base rent. Most common form is operating expense increases. (Dictionary)

Amortization

The process of retiring a debt or recovering a capital investment, typically through scheduled, systematic repayment of the principal; a program of periodic contributions to a sinking fund or debt retirement fund. (Dictionary)

As Is Market Value

The estimate of the market value of real property in its current physical condition, use, and zoning as of the appraisal date. (Dictionary)

Base (Shell) Building

The existing shell condition of a building prior to the installation of tenant improvements. This condition varies from building to building, landlord to landlord, and generally involves the level of finish above the ceiling grid. (Dictionary)

Base Rent

The minimum rent stipulated in a lease. (Dictionary)

Base Year

The year on which escalation clauses in a lease are based. (Dictionary)

Building Common Area

The areas of the building that provide services to building tenants but which are not included in the rentable area of any specific tenant. These areas may include, but shall not be limited to, main and auxiliary lobbies, atrium spaces at the level of the finished floor, concierge areas or security desks, conference rooms, lounges or vending areas food service facilities, health or fitness centers, daycare facilities, locker or shower facilities, mail rooms, fire control rooms, fully enclosed courtyards outside the exterior walls, and building core and service areas such as fully enclosed mechanical or equipment rooms. Specifically excluded from building common areas are; floor common areas, parking spaces, portions of loading docks outside the building line, and major vertical penetrations. (BOMA)

Building Rentable Area

The sum of all floor rentable areas. Floor rentable area is the result of subtracting from the gross measured area of a floor the major vertical penetrations on that same floor. It is generally fixed for the life of the building and is rarely affected by changes in corridor size or configuration. (BOMA)

Certificate of Occupancy (COO)

A statement issued by a local government verifying that a newly constructed building is in compliance with all codes and may be occupied.

Common Area (Public) Factor

In a lease, the common area (public) factor is the multiplier to a tenant's useable space that accounts for the tenant's proportionate share of the common area (restrooms, elevator lobby, mechanical rooms, etc.). The public factor is usually expressed as a percentage and ranges from a low of 5 percent for a full tenant to as high as 15 percent or more for a multi-tenant floor. Subtracting one (1) from the quotient of the rentable area divided by the useable area yields the load (public) factor. At times confused with the "loss factor" which is the total rentable area of the full floor less the useable area divided by the rentable area. (BOMA)

Common Area Maintenance (CAM)

The expense of operating and maintaining common areas; may or may not include management charges and usually does not include capital expenditures on tenant improvements or other improvements to the property.

CAM can be a line-item expense for a group of items that can include maintenance of the parking lot and landscaped areas and sometimes the exterior walls of the buildings. CAM can refer to all operating expenses.

CAM can refer to the reimbursement by the tenant to the landlord for all expenses reimbursable under the lease. Sometimes reimbursements have what is called an administrative load. An example would be a 15 percent addition to total operating expenses, which are then prorated among tenants. The administrative load, also called an administrative and marketing fee, can be a substitute for or an addition to a management fee. (Dictionary)

Condominium

A form of ownership in which each owner possesses the exclusive right to use and occupy an allotted unit plus an undivided interest in common areas.

A multiunit structure, or a unit within such a structure, with a condominium form of ownership. (Dictionary)

Conservation Easement

An interest in real property restricting future land use to preservation, conservation, wildlife habitat, or some combination of those uses. A conservation easement may permit farming, timber harvesting, or other uses of a rural nature to continue, subject to the easement. In some locations, a conservation easement may be referred to as a conservation restriction. (Dictionary)

Contributory Value

The change in the value of a property as a whole, whether positive or negative, resulting from the addition or deletion of a property component. Also called deprival value in some countries. (Dictionary)

Debt Coverage Ratio (DCR)

The ratio of net operating income to annual debt service ($DCR = NOI/Im$), which measures the relative ability to a property to meet its debt service out of net operating income. Also called Debt Service Coverage Ratio (DSCR). A larger DCR indicates a greater ability for a property to withstand a downturn in revenue, providing an improved safety margin for a lender. (Dictionary)

Deed Restriction

A provision written into a deed that limits the use of land. Deed restrictions usually remain in effect when title passes to subsequent owners. (Dictionary)

Depreciation

- 1) In appraising, the loss in a property value from any cause; the difference between the cost of an improvement on the effective date of the appraisal and the market value of the improvement on the same date. 2) In accounting, an allowance made against the loss in value of an asset for a defined purpose and computed using a specified method. (Dictionary)

Disposition Value

The most probable price that a specified interest in real property is likely to bring under the following conditions:

- Consumption of a sale within a exposure time specified by the client;
- The property is subjected to market conditions prevailing as of the date of valuation;

- Both the buyer and seller are acting prudently and knowledgeably;
- The seller is under compulsion to sell;
- The buyer is typically motivated;
- Both parties are acting in what they consider to be their best interests;
- An adequate marketing effort will be made during the exposure time specified by the client;
- Payment will be made in cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- The price represents the normal consideration for the property sold, unaffected by special or creative financing or sales concessions granted by anyone associated with the sale. (Dictionary)

Easement

The right to use another's land for a stated purpose. (Dictionary)

EIFS

Exterior Insulation Finishing System. This is a type of exterior wall cladding system. Sometimes referred to as dry-vit.

Effective Date

The date at which the analyses, opinions, and advice in an appraisal, review, or consulting service apply. 2) In a lease document, the date upon which the lease goes into effect. (Dictionary)

Effective Gross Income (EGI)

The anticipated income from all operations of the real property after an allowance is made for vacancy and collection losses and an addition is made for any other income. (Dictionary)

Effective Rent

The rental rate net of financial concessions such as periods of no rent during the lease term and above- or below-market tenant improvements (TIs). (Dictionary)

EPDM

Ethylene Diene Monomer Rubber. A type of synthetic rubber typically used for roof coverings. (Dictionary)

Escalation Clause

A clause in an agreement that provides for the adjustment of a price or rent based on some event or index. e.g., a provision to increase rent if operating expenses increase; also called an expense recovery clause or stop clause. (Dictionary)

Estoppel Certificate

A statement of material factors or conditions of which another person can rely because it cannot be denied at a later date. In real estate, a buyer of rental property typically requests estoppel certificates from existing tenants. Sometimes referred to as an estoppel letter. (Dictionary)

Excess Land

Land that is not needed to serve or support the existing improvement. The highest and best use of the excess land may or may not be the same as the highest and best use of the improved parcel. Excess land may have the potential to be sold separately and is valued separately. (Dictionary)

Expense Stop

A clause in a lease that limits the landlord's expense obligation, which results in the lessee paying any operating expenses above a stated level or amount. (Dictionary)

Exposure Time

1) The time a property remains on the market. 2) The estimated length of time the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal; a retrospective estimate based on an analysis of past events assuming a competitive and open market. (Dictionary)

Extraordinary Assumption

An assumption, directly related to a specific assignment, which, if found to be false, could alter the appraiser's opinions or conclusions. Extraordinary assumptions presume as fact otherwise uncertain information about physical, legal, or economic characteristics of the subject property; or about conditions external to the property such as market conditions or trends; or about the integrity of data used in an analysis. (Dictionary)

Fee Simple Estate

Absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat. (Dictionary)

Floor Common Area

Areas on a floor such as washrooms, janitorial closets, electrical rooms, telephone rooms, mechanical rooms, elevator lobbies, and public corridors which are available primarily for the use of tenants on that floor. (BOMA)

Full Service (Gross) Lease

A lease in which the landlord receives stipulated rent and is obligated to pay all of the property's operating and fixed expenses; also called a full-service lease. (Dictionary)

Going Concern Value

- The market value of all the tangible and intangible assets of an established and operating business with an indefinite life, as if sold in aggregate; more accurately termed the market value of the going concern.
- The value of an operating business enterprise. Goodwill may be separately measured but is an integral

component of going-concern value when it exists and is recognizable. (Dictionary)

Gross Building Area

The total constructed area of a building. It is generally not used for leasing purposes (BOMA)

Gross Measured Area

The total area of a building enclosed by the dominant portion (the portion of the inside finished surface of the permanent outer building wall which is 50 percent or more of the vertical floor-to-ceiling dimension, at the given point being measured as one moves horizontally along the wall), excluding parking areas and loading docks (or portions of the same) outside the building line. It is generally not used for leasing purposes and is calculated on a floor by floor basis. (BOMA)

Gross Up Method

A method of calculating variable operating expense in income-producing properties when less than 100 percent occupancy is assumed. The gross up method approximates the actual expense of providing services to the rentable area of a building given a specified rate of occupancy. (Dictionary)

Gross Retail Sellout

The sum of the appraised values of the individual units in a subdivision, as if all of the units were completed and available for retail sale, as of the date of the appraisal. The sum of the retail sales includes an allowance for lot premiums, if applicable, but excludes all allowances for carrying costs. (Dictionary)

Ground Lease

A lease that grants the right to use and occupy land. Improvements made by the ground lessee typically revert to the ground lessor at the end of the lease term. (Dictionary)

Ground Rent

The rent paid for the right to use and occupy land according to the terms of a ground lease; the portion of the total rent allocated to the underlying land. (Dictionary)

HVAC

Heating, ventilation, air conditioning. A general term encompassing any system designed to heat and cool a building in its entirety.

Highest and Best Use

The reasonably probable and legal use of vacant land or an improved property that is physically possible, appropriately supported, financially feasible, and that results in the highest value. The four criteria the highest and best use must meet are 1) legal permissibility, 2) physical possibility, 3) financial feasibility, and 4) maximally profitability. Alternatively, the probable use of land or improved –specific

with respect to the user and timing of the use—that is adequately supported and results in the highest present value. (Dictionary)

Hypothetical Condition

That which is contrary to what exists but is supposed for the purpose of analysis. Hypothetical conditions assume conditions contrary to known facts about physical, legal, or economic characteristics of the subject property; or about conditions external to the property, such as market conditions or trends; or about the integrity of data used in an analysis. (Dictionary)

Industrial Gross Lease

A lease of industrial property in which the landlord and tenant share expenses. The landlord receives stipulated rent and is obligated to pay certain operating expenses, often structural maintenance, insurance and real estate taxes as specified in the lease. There are significant regional and local differences in the use of this term. (Dictionary)

Insurable Value

A type of value for insurance purposes. (Dictionary)
(Typically this includes replacement cost less basement excavation, foundation, underground piping and architect's fees).

Investment Value

The value of a property interest to a particular investor or class of investors based on the investor's specific requirements. Investment value may be different from market value because it depends on a set of investment criteria that are not necessarily typical of the market. (Dictionary)

Just Compensation

In condemnation, the amount of loss for which a property owner is compensated when his or her property is taken. Just compensation should put the owner in as good a position as he or she would be if the property had not been taken. (Dictionary)

Leased Fee Interest

A freehold (ownership interest) where the possessory interest has been granted to another party by creation of a contractual landlord-tenant relationship (i.e., a lease). (Dictionary)

Leasehold Interest

The tenant's possessory interest created by a lease. (Dictionary)

Lessee (Tenant)

One who has the right to occupancy and use of the property of another for a period of time according to a lease agreement. (Dictionary)

Lessor (Landlord)

One who conveys the rights of occupancy and use to others under a lease agreement. (Dictionary)

Liquidation Value

The most probable price that a specified interest in real property should bring under the following conditions:

- Consummation of a sale within a short period.
- The property is subjected to market conditions prevailing as of the date of valuation.
- Both the buyer and seller are acting prudently and knowledgeably.
- The seller is under extreme compulsion to sell.
- The buyer is typically motivated.
- Both parties are acting in what they consider to be their best interests.
- A normal marketing effort is not possible due to the brief exposure time.
- Payment will be made in cash in U.S. dollars or in terms of financial arrangements comparable thereto.
- The price represents the normal consideration for the property sold, unaffected by special or creative financing or sales concessions granted by anyone associated with the sale. (Dictionary)

Loan to Value Ratio (LTV)

The amount of money borrowed in relation to the total market value of a property. Expressed as a percentage of the loan amount divided by the property value. (Dictionary)

Major Vertical Penetrations

Stairs, elevator shafts, flues, pipe shafts, vertical ducts, and the like, and their enclosing walls. Atria, lightwells and similar penetrations above the finished floor are included in this definition. Not included, however, are vertical penetrations built for the private use of a tenant occupying office areas on more than one floor. Structural columns, openings for vertical electric cable or telephone distribution, and openings for plumbing lines are not considered to be major vertical penetrations. (BOMA)

Market Rent

The most probable rent that a property should bring in a competitive and open market reflecting all conditions and restrictions of the lease agreement including permitted uses, use restrictions, expense obligations; term, concessions, renewal and purchase options and tenant improvements (TIs). (Dictionary)

Market Value

The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the

consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated;
- b. Both parties are well informed or well advised, and acting in what they consider their own best interests;
- c. A reasonable time is allowed for exposure in the open market;
- d. Payment is made in terms of cash in United States dollars or in terms of financial arrangements comparable thereto; and
- e. The price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Market Value As If Complete

Market value as if complete means the market value of the property with all proposed construction, conversion or rehabilitation hypothetically completed or under other specified hypothetical conditions as of the date of the appraisal. With regard to properties wherein anticipated market conditions indicate that stabilized occupancy is not likely as of the date of completion, this estimate of value shall reflect the market value of the property as if complete and prepared for occupancy by tenants.

Market Value As If Stabilized

Market value as if stabilized means the market value of the property at a current point and time when all improvements have been physically constructed and the property has been leased to its optimum level of long-term occupancy.

Marketing Time

An opinion of the amount of time it might take to sell a real or personal property interest at the concluded market value level during the period immediately after the effective date of the appraisal. Marketing time differs from exposure time, which is always presumed to precede the effective date of an appraisal. (Advisory Opinion 7 of the Standards Board of the Appraisal Foundation and Statement on Appraisal Standards No. 6, "Reasonable Exposure Time in Real Property and Personal Property Market Value Opinions" address the determination of reasonable exposure and marketing time). (Dictionary)

Master Lease

A lease in which the fee owner leases a part or the entire property to a single entity (the master lease) in return for a stipulated rent. The master lessee then leases the property to multiple tenants. (Dictionary)

Modified Gross Lease

A lease in which the landlord receives stipulated rent and is obligated to pay some, but not all, of the property's operating and fixed expenses. Since assignment of expenses

varies among modified gross leases, expense responsibility must always be specified. In some markets, a modified gross lease may be called a double net lease, net net lease, partial net lease, or semi-gross lease. (Dictionary)

Operating Expense Ratio

The ratio of total operating expenses to effective gross income (TOE/EGI); the complement of the net income ratio, i.e., $OER = 1 - NIR$ (Dictionary)

Option

A legal contract, typically purchased for a stated consideration, that permits but does not require the holder of the option (known as the optionee) to buy, sell, or lease real property for a stipulated period of time in accordance with specified terms; a unilateral right to exercise a privilege. (Dictionary)

Partial Interest

Divided or undivided rights in real estate that represent less than the whole (a fractional interest). (Dictionary)

Pass Through

A tenant's portion of operating expenses that may be composed of common area maintenance (CAM), real estate taxes, property insurance, and any other expenses determined in the lease agreement to be paid by the tenant. (Dictionary)

Potential Gross Income (PGI)

The total income attributable to real property at full occupancy before vacancy and operating expenses are deducted. (Dictionary)

Prospective Future Value Upon Completion

Market value "upon completion" is a prospective future value estimate of a property at a point in time when all of its improvements are fully completed. It assumes all proposed construction, conversion, or rehabilitation is hypothetically complete as of a future date when such effort is projected to occur. The projected completion date and the value estimate must reflect the market value of the property in its projected condition, i.e., completely vacant or partially occupied. The cash flow must reflect lease-up costs, required tenant improvements and leasing commissions on all areas not leased and occupied.

Prospective Future Value Upon Stabilization

Market value "upon stabilization" is a prospective future value estimate of a property at a point in time when stabilized occupancy has been achieved. The projected stabilization date and the value estimate must reflect the absorption period required to achieve stabilization. In addition, the cash flows must reflect lease-up costs, required tenant improvements and leasing commissions on all unleased areas.

Replacement Cost

The estimated cost to construct, at current prices as of the effective appraisal date, a substitute for the building being appraised, using modern materials and current standards, design, and layout. (Dictionary)

Reproduction Cost

The estimated cost to construct, at current prices as of the effective date of the appraisal, an exact duplicate or replica of the building being appraised, using the same materials, construction standards, design, layout, and quality of workmanship and embodying all of the deficiencies, superadequacies, and obsolescence of the subject building. (Dictionary)

Retrospective Value Opinion

A value opinion effective as of a specified historical date. The term does not define a type of value. Instead, it identifies a value opinion as being effective at some specific prior date. Value as of a historical date is frequently sought in connection with property tax appeals, damage models, lease renegotiation, deficiency judgments, estate tax, and condemnation. Inclusion of the type of value with this term is appropriate, e.g., "retrospective market value opinion." (Dictionary)

Sandwich Leasehold Estate

The interest held by the original lessee when the property is subleased to another party; a type of leasehold estate. (Dictionary)

Sublease

An agreement in which the lessee (i.e., the tenant) leases part or all of the property to another party and thereby becomes a lessor. (Dictionary)

Subordination

A contractual arrangement in which a party with a claim to certain assets agrees to make his or her claim junior, or subordinate, to the claims of another party. (Dictionary)

Substantial Completion

Generally used in reference to the construction of tenant improvements (TIs). The tenant's premises are typically deemed to be substantially completed when all of the TIs for the premises have been completed in accordance with the plans and specifications previously approved by the tenant. Sometimes used to define the commencement date of a lease.

Surplus Land

Land that is not currently needed to support the existing improvement but cannot be separated from the property and sold off. Surplus land does not have an independent highest and best use and may or may not contribute value to the improved parcel. (Dictionary)

Triple Net (Net Net Net) Lease

A lease in which the tenant assumes all expenses (fixed and variable) of operating a property except that the landlord is responsible for structural maintenance, building reserves, and management. Also called NNN, triple net lease, or fully net lease. (Dictionary)

(The market definition of a triple net lease varies; in some cases tenants pay for items such as roof repairs, parking lot repairs, and other similar items.)

Usable Area

The measured area of an office area, store area or building common area on a floor. The total of all the usable areas or a floor shall equal floor usable area of that same floor. The amount of floor usable area can vary over the life of a building as corridors expand and contract and as floors are remodeled. (BOMA)

Value-in-Use

The value of a property assuming a specific use, which may or may not be the property's highest and best use on the effective date of the appraisal. Value in use may or may not be equal to market value but is different conceptually. (Dictionary)

Photographs of Subject Property











Assessment Records

425 S GRAND AVE LANSING, MI 48933 (Property Address)
Parcel Number: 33-01-01-16-452-023



Item 1 of 2 1 Image / 1 Sketch

Property Owner: CITY OF LANSING

Summary Information

- > Assessed Value: \$0 | Taxable Value: \$0
- > 2 Building Department records found
- > Property Tax information found
- > 13 Invoices Found, Amount Due: 0.00

Owner and Taxpayer Information

Owner	CITY OF LANSING PARKING SERVICES 219 N GRAND AVE LANSING, MI 48933-1307	Taxpayer	SEE OWNER INFORMATION
--------------	--	-----------------	-----------------------

General Information for Tax Year 2022

Property Class	202 COMMERCIAL-VACANT	Unit	33 CITY OF LANSING - INGHAM
School District	LANSING PUBLIC SCHOOL DIST	Assessed Value	\$0
MAP #	B -0134 -0022	Taxable Value	\$0
TOP TEN	Not Available	State Equalized Value	\$0
NEW PERMITS	Not Available	Date of Last Name Change	06/04/2018
USER ALPHA 3	Not Available	Notes	Not Available
Historical District	Not Available	Census Block Group	Not Available
TYPE CODE	Not Available	Exemption	No Data to Display

Principal Residence Exemption Information

Homestead Date 12/30/1997

Principal Residence Exemption	June 1st	Final
2022	0.0000 %	0.0000 %

Previous Year Information

Year	MBOR Assessed	Final SEV	Final Taxable
2021	\$0	\$0	\$0
2020	\$0	\$0	\$0
2019	\$0	\$0	\$0

Land Information

Zoning Code	G-1 BUS	Total Acres	1.000
Land Value	\$0	Land Improvements	\$25,011
Renaissance Zone	No	Renaissance Zone Expiration Date	No Data to Display
ECF Neighborhood	0225-DOWNTOWN OFFICES	Mortgage Code	No Data to Display
Lot Dimensions/Comments	132X165 132X165	Neighborhood Enterprise Zone	No

Lot(s)	Frontage	Depth
No lots found.		
Total Frontage: 0.00 ft		Average Depth: 0.00 ft

Legal Description

LOTS 5, 6, 7 & 8 BLOCK 134 ORIG PLAT

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Sale Date	Sale Price	Instrument	Grantor	Grantee	Terms of Sale	Liber/Page
08/26/2008	\$940,000.00	WD	CENTER FOR THE ARTS INC	CITY OF LANSING	03-ARM'S LENGTH	L3318-P801

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Excerpts from Zoning Ordinance

1243.11. - DT-3 Downtown Core.

Figure 40



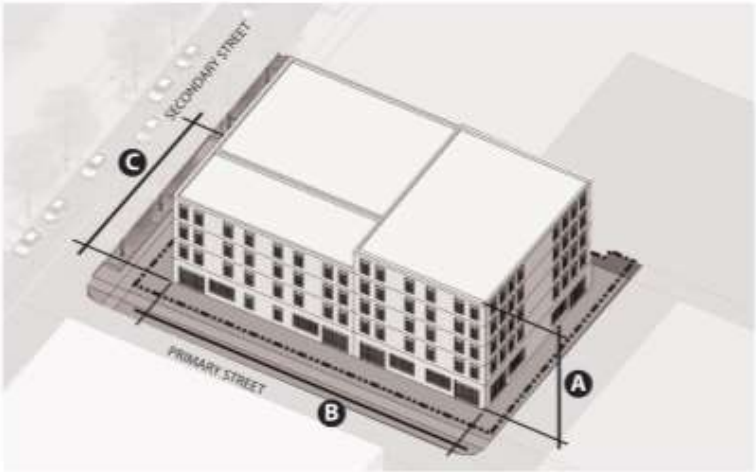
1243.11.01. - DT-3 intent.

The intent and purpose of the DT-3 Downtown Core District is to provide primarily a vertical mix of uses with higher density residential housing and office buildings. Ground floor uses should be those that generate pedestrian activity along the street front through the location of doors, windows, and displays. Development in this district is characterized by tall buildings lining urban streets with most or all parking provided on street or in municipal lots or structures. This district accommodates the City's highest intensity and density development.

(Ord. No. 1295, § 1, 11-29-21)

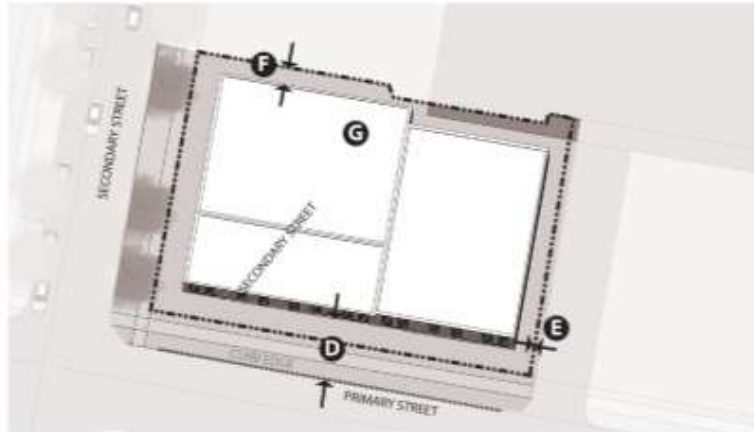
1243.11.02. - DT-3 site layout requirements.

Figure 41



(a) BUILDING MASSING		
A. Minimum height	25'	2 stories
Maximum height:	None	
Required corner massing	When site is a corner lot, the primary and secondary frontages at the corner must be occupied by building elevations for the first 20 feet of each frontage from the corner	

Figure 42



(b) BUILDING PLACEMENT	
B. Build-to-line	Five feet as measured from the property line. The Zoning Administrator may approve: 1. A setback of ten feet from the inside edge of the sidewalk, provided that the additional space is dedicated to outdoor seating and/or public art. 2. A setback of zero feet from the inside edge of the sidewalk, provided that the existing or proposed sidewalk is at least ten feet in width.
C. Minimum side setback	0'
D. Minimum rear setback	0'
E. Maximum lot coverage	100%

(c) PARKING	
Required parking spaces	No required parking.

Allowed surface parking locations	On-street parking; On-site: Rear yards only. Side yard parking allowed upon written approval of Zoning Administrator.
Parking lot spaces	Number of parking spaces shall not exceed what would otherwise be required per Section 1254.03 Parking facilities subject to special land use permit. See <u>Chapter 1262</u> .
Parking lot setback/screening	Property and parking lot setback/screening per <u>Chapter 1252</u> .

(Ord. No. 1295, § 1, 11-29-21)

Letter of Engagement

From: Frayer, Shelbi
Sent: Thursday, February 9, 2023 5:21 PM
To: James T. Hartman
Subject: Re: Appraisal Estimates

Thanks for the quick reply! Please get started, let me know if you need anything.

Get [Outlook for iOS](#)

From: James T. Hartman <jhartman@valbridge.com>
Sent: Thursday, February 9, 2023 4:47:03 PM
To: Frayer, Shelbi <Shelbi.Frayer@lansingmi.gov>
Subject: RE: [EXTERNAL] Appraisal Estimates

The fee and timing to appraise each of these three properties is:

- 23-0040 • Parking Lot 49/49a \$3,000 and 25 days (old file # 18-0121e)
23-0041 • City Hall \$4,000 and 25 days (old file # 21-0321)
23-0042 • Lot 1 (behind baryames) Grand Ave/Lenawee \$3,000 and 25 days. (old file # 17-0084)

Thanks
Jim



James T. Hartman, MAI, SGA, AI-GRS
Senior Managing Director,
Valbridge Property Advisors | Southern Michigan

2127 University Park Dr., Ste. 390
Okemos, MI 48864
Office: 517-336-0001 ext 308

Detroit office:
1420 Washington Blvd.
Detroit, Michigan 48226
Office 313-986-3313

Grand Rapids office:
109 E. Main Street
Zeeland, Michigan 49464
Office: 616-550-9882



National Coverage. Local Knowledge. Valuation Independence
Sent from [Mail](#) for Windows 10

From: Frayer, Shelbi
Sent: Thursday, February 9, 2023 2:32 PM
To: James T. Hartman
Subject: Appraisal Estimates

Hi James,

I have several appraisals that need "refreshing." I have attached copies of the old ones for your reference.

Could you give me a cost estimate for you to reappraise the following properties?

- Parking Lot 49/49a
- 520 S Washington - 22-0172
- City Hall
- Lot 1 (behind baryames) Grand Ave/Lenawee

Also, do you have a time estimate to complete these? Thanks for your help!

Shelbi Frayer
Deputy Mayor/Chief Strategy Officer
City of Lansing – Office of Mayor Andy Schor
124 W. Michigan Ave. | Lansing, MI 48933
C: 517-881-3410 | E: Shelbi.Frayer@lansingmi.gov
For scheduling assistance: Dana.Smith@lansingmi.gov
[Website](#) | [Facebook](#) | [Twitter](#) | [Instagram](#)



Qualifications of Appraisers

James T. Hartman, MAI, SGA, AI-GRS

Senior Managing Director

Valbridge Property Advisors | Southern Michigan

Education:

Bachelor of Arts Degree
College of Business
Financial Administration
Michigan State University, East Lansing, MI

License:

In Michigan, appraisers are required to be licensed/certified and are regulated by the Michigan Department of Licensing and Regulatory Affairs, P.O. Box 30018, Lansing, Michigan 48909. James T. Hartman is currently licensed as a Certified General Real Estate Appraiser with the State of Michigan, License #1205005950, with the State of Indiana, License #CG40600034, with the State of Ohio, License #2007005970, and with the State of Illinois, License #553.002225.

Real Estate Appraisal Curriculum, Appraisal Institute:

Classes:

- Basic Valuation
- Real Estate Appraisal Principles
- Residential Valuation
- Standards of Professional Practice, Part A
- Standards of Professional Practice, Part B
- Standards of Professional Practice, Part C
- Income Capitalization, Part A
- Income Capitalization, Part B
- Case Studies in Real Estate Valuation
- Report Writing and Valuation Analysis
- Highest & Best Use and market Analysis
- Business Practices and Ethics
- 7-Hour National USPAP Update Course
- Valuation of Conservation Easements
- Fundamentals of Separating Real Property, Personal Property, and Intangible Business Assets
- Review Theory – General
- Supervisory Appraiser/Trainee Course
- Uniform Appraisal Standards for Federal Land Acquisitions: Practical Applications

Scope of Work: Expanding your Range of Services

Seminars: Demonstration Appraisal Report Writing
Regulation of Financial Information Sharing & Information Brokering
REITS and the Role of the Real Estate Professional
Partial Interest Valuation – Divided
Appraisal Symposium – Real Estate Underwriting
Still Standing – The US Real Estate Market
Michigan Appraising Licensing Law and Rules
Appraisal Consulting: A Solutions Approach for Professionals
Supervising Appraisal Trainees
Land Valuation Adjustments Workshop
Analyzing Distressed Real Estate
Market Analysis and the Site to Do Business
Valuation & Litigations Services SIG Kick-Off – SIG2006
Fair Housing
Introduction to International Valuation Standards
Environmental Solutions for Commercial RE Transactions
Spotlight on USPAP: Common Errors and Issues
Michigan Economy 2009
Appraising Convenience Stores
Michigan Economy 2010
Spotlight on USPAP – Appraisal Review
Analyzing Distressed Real Estate
Spotlight on USPAP: Agreement for Services-Instructions
Loss Prevention program for Real Estate Appraisers
Liability Issues for Appraisers Performing Litigation & Other Non-Lender Work
Small Hotel/Motel Valuation
Government and the Housing Market
Introduction to Green Buildings: Principles & Concepts
Appraising Automobile Dealerships

Other Seminars/Courses:

Historic Preservation Conference: Incentives for Historic Preservation in Detroit - IPED
Michigan Tax Tribunal Contemporary Issues – Oakland University
LEED for New Construction and Major Renovations Technical Review Workshop - USGBC
Understanding the Impact of the Interagency Appraisal and Evaluation Guidelines for Appraisers and Lenders
Advanced Computer Applications for Appraisers – Valbridge Property Advisors
Fractional Interest Valuation – Valbridge Property Advisors

Appraisal Assignments:

Performed a variety of appraisal assignments including appraisals of vacant land, subdivisions, industrial buildings, hotels, golf courses, resorts, shopping centers, bowling/family entertainment centers, manufactured home communities, elderly care facilities, condominium construction and conversion, restaurants, and office buildings.

Counseling Services:

Economic feasibility and market studies for golf courses, hotels, apartments, multi-tenant office buildings, multi-tenant shopping centers and elderly care facilities.

Professional Recognition:

2000-1	Advisory Board, West Michigan Branch, Great Lakes Chapter, Appraisal Institute
2001	Awarded MAI designation by the Appraisal Institute
2002	Vice-Chair, West Michigan Branch, Great Lakes Chapter, Appraisal Institute
2002	Public Relations Committee, Great Lakes Chapter, Appraisal Institute
2002	General Comprehensive Exam Subcommittee, Standard Setting Panel, Appraisal Institute
2003	Chair, West Michigan Branch, Great Lakes Chapter, Appraisal Institute
2003	Region III Representative Alternate, Great Lakes Chapter, Appraisal Institute
2004	Director, Great Lakes Chapter, Appraisal Institute
2004-22	General Comprehensive Exam Subcommittee, Appraisal Institute
2004	Real Estate Appraiser Exam Content Expert, Bureau of Commercial Services Department of Labor & Economic Growth, State of Michigan
2006	Secretary, Great Lakes Chapter, Appraisal Institute
2007	Treasurer, Great Lakes Chapter, Appraisal Institute
2008	Awarded SGA designation from The Society of Golf Appraisers
2008	Vice President, Great Lakes Chapter, Appraisal Institute
2008-9	Region III Representative, Great Lakes Chapter, Appraisal Institute
2009	President, Great Lakes Chapter, Appraisal Institute
2009-10	Vice Chair, General Comprehensive Exam Panel, Appraisal Institute
2009	Awarded MRICS designation from the Royal Institution of Chartered Surveyors
2010	Past President (Board of Directors) Great Lakes Chapter, Appraisal Institute
2010	Region III Representative, Great Lakes Chapter, Appraisal Institute
2011-14	Chair, General Comprehensive Exam Panel, Appraisal Institute
2014-15	Secretary, The Society of Golf Appraisers
2014	Awarded AI-GRS designation from Appraisal Institute
2014-22	Member, State of Michigan Board of Real Estate Appraisers
2016-17	President, Society of Golf Appraisers
2015-19	Vice Chair, General Comprehensive Exam Panel, Appraisal Institute
2016-21	Vice Chair, State of Michigan Board of Real Estate Appraisers
2021-22	Chair, State of Michigan Board of Real Estate Appraisers



Blake R. Damerow

Appraiser

Valbridge Property Advisors | Southern Michigan

Education:

Davenport University
Bachelor of Business Administration

License:

In Michigan, appraisers are required to be licensed/certified and are regulated by the Michigan Department of Licensing and Regulatory Affairs, P.O. Box 30018, Lansing, Michigan 48909. Blake R. Damerow is currently licensed as a Limited Real Estate Appraiser with the State of Michigan, License #1201076491.

Appraisal Assignments:

A variety of appraisal assignments including appraisals of residential, commercial, industrial, and mixed-use properties for federally related mortgage transactions, private estates, and tax purposes.

Types of Assignments:

Single Family Residences	Apartments
2-4 Family Residences	Assisted Living Facilities
Convenience Stores/Gas Stations	Golf Courses
Industrial/Warehouse	Hotels/Motels
Office Buildings	Retail Buildings
Residential Subdivisions	Shopping Centers
Vacant Land	Going Concern



Valbridge

PROPERTY ADVISORS



FAST FACTS

COMPANY INFORMATION

- Valbridge is the largest independent commercial property valuation and advisory service firm in North America.
 - Total number of MAI-designated appraisers (200+ on staff)
 - Total number of office locations (80+ across the U.S.)
 - Total number of staff (675+ strong)
- Valbridge covers the entire U.S. from coast to coast.
- Valbridge specializes in appraising all types of real property.
- Valbridge provides independent valuation services. We are NOT owned by a brokerage firm or investment company.
- Every Valbridge office is overseen by a senior managing director who holds the MAI designation of the Appraisal Institute.
- Valbridge is owned by local offices.
- Valbridge welcomes single-property assignments as well as portfolio, multi-market, and other bulk-property engagements.

Valbridge Property Advisors, Inc.

2240 Venetian Court
Naples, FL 34109
Phone: 888.981.2029



valbridge.com



Valbridge

PROPERTY ADVISORS

INDEPENDENT VALUATIONS
FOR A VARIABLE WORLD

ALABAMA

3100 Lorna Rd., Ste. 201
Birmingham, AL 35216
(205) 440-2998

4732 Woodmere Blvd.
Montgomery, AL 36106
(334) 277-5077

ARIZONA

6061 E. Grant Rd.
Tucson, AZ 85712
(520) 321-0000

CALIFORNIA

4915 Calloway Dr., Ste. 101
Bakersfield, CA 93312
(661) 587-1010

1306 Higuera St.
San Luis Obispo, CA 93401
(805) 544-2472

2813 Coffee Rd., Ste. E-2
Modesto, CA 95355
(209) 569-0450

825 Colorado Blvd., Ste. 243
Los Angeles, CA 90041
(626) 486-9327

1370 N. Brea Blvd., Ste. 255
Fullerton, CA 92835
(714) 449-0852

99 S. Lake Ave., Ste. 21
Pasadena, CA 91101
(626) 744-0428

3090 Fite Cir., Ste. 202
Sacramento, CA 95872
(916) 361-2509

55 South Market St., Ste. 1210
San Jose, CA 95113
(408) 279-1520

3160 Crow Canyon Pl.
San Ramon, CA 94583
(925) 327-1660

COLORADO

23272 Two Rivers Rd., Ste. 101
Basalt, CO 81621
(970) 340-1016

COLORADO (CONT'D)

5345 Arapahoe Ave., Ste. 7
Boulder, CO 80303
(303) 867-1935

7445 E. Peakview Ave.
Centennial, CO 80111
(303) 867-1933

1099 Main Avenue, Ste. 311
Durango, CO 81301
(970) 340-1016

CONNECTICUT

17 Covewood Dr.
Norwalk, CT 06853
(860) 246-4606

15 Concord St.
Glastonbury, CT 06033
(860) 246-4606

FLORIDA

10950 San Jose Blvd.
Jacksonville, FL 32223
(904) 608-2948

301 Almeria Ave., Ste. 350
Coral Gables, FL 33134
(305) 639-8029

734 Rugby St.
Orlando, FL 32804
(407) 493-6426

2711 Poinsettia Ave.
West Palm Beach, FL 33407
(561) 833-5331

2240 Venetian Ct.
Naples, FL 34109
(239) 514-4646

2601 West Horatio St. Unit 6
Tampa, FL 33609
(321) 228-6488

GEORGIA

2675 Paces Ferry Rd., Ste. 145
Atlanta, GA 30339
(404) 354-2331

IDAHO

1875 N. Lakewood Dr., Ste. 100
Coeur d'Alene, ID 83814
(208) 292-2965

IDAHO (CONT'D)

1459 Tyrell Ln., Ste. B
Boise, ID 83706
(208) 336-1097

ILLINOIS

566 W. Lake St., Ste. 240
Chicago, IL 60661
(312) 429-0132

INDIANA

820 Fort Wayne Ave.
Indianapolis, IN 46204
(317) 687-2747

KANSAS

10990 Quivira Rd., Ste. 100
Overland Park, KS 66210
(913) 451-1451

KENTUCKY

9000 Wessex Pl., Ste. 306
Louisville, KY 40222
(502) 585-3651

LOUISIANA

2030 Dickory Ave., Ste. 200
Elmwood, LA 70123
(504) 541-5100

MARYLAND

11100 Dovedale Ct.
Marriottsville, MD 21104
(443) 333-5525

MASSACHUSETTS

260 Bear Hill Rd., Ste. 106
Waltham, MA 02451
(781) 790-5645

MICHIGAN

1420 Washington Blvd.
Detroit, MI 48226
(313) 986-3313

2127 University Park Dr.
Okemos, MI 48864
(517) 336-0001

MINNESOTA

255 E. Kellogg Blvd., Ste. 102A
St. Paul, MN 55101
(651) 370-1475

CORPORATE OFFICE

2240 Venetian Court, Naples, FL 34109
Phone: (239) 325-8234 | Fax: (239) 325-8356

Each Valbridge office is independently owned and operated.



valbridge.com

Summer 2021

MISSISSIPPI

1010 Ford St.
Gulfport, MS 39507
(228) 604-1900

224 Avalon Cir., Ste. C
Brandon, MS 39047
(601) 853-0736

501 Highway 12 W., Ste. 150-M
Starkville, MS 39759
(662) 617-2350

MISSOURI

1118 Hampton Ave., Ste. 208
St. Louis, MO 63139
(314) 255-1323

NEVADA

3034 S. Durango Dr., #100
Las Vegas, NV 89117
(702) 242-9369

6490 S. McCarran Blvd., #51
Reno, NV 89509
(775) 204-4100

NEW JERSEY

2740 Route 10 West, Ste. 204
Morris Plains, NJ 07950
(973) 970-9333

3500 Route 9 South, Ste. 202
Howell, NJ 07731
(732) 807-3113

NEW YORK

325 West 38th St. Ste. 702
New York, NY 10018
(212) 268-1113

NORTH CAROLINA

5950 Fairview Rd., Ste. 405
Charlotte, NC 28210
(704) 376-5400

412 E. Chatham St.
Cary, NC 27511
(919) 859-2666

OHIO

1655 W. Market St., Ste. 130
Akron, OH 44313
(330) 899-9900

8291 Beechmont Ave., Ste. B
Cincinnati, OH 45255
(513) 785-0820

1422 Euclid Ave., Ste. 616
Cleveland, OH 44115
(216) 367-9690

OKLAHOMA

6666 S. Sheridan Rd., Ste. 104
Tulsa, OK 74133
(918) 712-9992

5909 NW Expy., Ste. 104
Oklahoma City, OK 73132
(405) 603-1553

PENNSYLVANIA

150 S. Warner Rd., Ste. 440
King of Prussia, PA 19406
(215) 545-1900

4701 Baptist Rd., Ste. 304
Pittsburgh, PA 15227
(412) 881-6080

SOUTH CAROLINA

1250 Fairmont Ave.
Mt. Pleasant, SC 29464
(843) 884-1266

11 Cleveland Ct.
Greenville, SC 29607
(864) 233-6277

920 Bay St., Ste. 26
Beaufort, SC 29902
(843) 884-1266

TENNESSEE

3500 Ringgold Rd., Ste. 3
Chattanooga, TN 37412
(423) 206-2677

213 Fox Rd.
Knoxville, TN 37922
(865) 522-2424

756 Ridge Lake Blvd., Ste. 225
Memphis, TN 38120
(901) 753-6977

5205 Maryland Way, Ste. 300
Brentwood, TN 37027
(615) 369-0670

TEXAS

2731 81st St.
Lubbock, TX 79423
(806) 744-1188

901 Mopac Expy. S., Bldg. 1, Ste. 300
Austin, TX 78746
(737) 242-8585

10210 North Central Expy., Ste. 115
Dallas, TX 75231
(214) 446-1611

974 Campbell Rd., Ste. 204
Houston, TX 77024
(713) 467-5858

TEXAS (CONT'D)

9901 IH-10 West, Ste. 1035
San Antonio, TX 78230
(210) 227-6229

UTAH

527 E. Pioneer Rd., Ste. 240
Draper, Utah 84020
(801) 262-3388

20 North Main
St. George, UT 84770
(435) 773-6300

321 N. County Blvd., Ste. D
American Fork, UT 84003
(801) 492-0000

VIRGINIA

656 Independence Pkwy., Ste. 220
Chesapeake, VA 23320
(757) 410-1222

4914 Fitzhugh Ave.
Richmond, VA 23230
(757) 345-0010

5107 Center St., Ste. 2B
Williamsburg, VA 23188
(757) 345-0010

WASHINGTON

8378 W. Grandridge Blvd., Ste. 110-D
Kennewick, WA 99336
(509) 221-1540

25923 Washington Blvd., NE., Ste. 300
Kingston, WA 98346
(360) 649-7300

324 N. Mullan Rd.
Spokane Valley, WA 99206
(509) 747-0999

WISCONSIN

12660 W. North Ave.
Brookfield, WI 53005
(262) 782-7990

COMMERCIAL PROPERTY BUY AND SELL AGREEMENT

Dated: August 24, 2023

Effective Date: August 24, 2023

1. PURCHASER'S OFFER.

The undersigned: Boji Group, LLC, whom may form an entity prior to the closing of this agreement and assign this agreement to that entity ("Purchaser"), hereby offers to buy from the City of Lansing, a Michigan municipal corporation, (the "Seller") Parking Lot #1, located at 425 South Grand Avenue in Lansing, Michigan with Parcel # 33-01-01-16-452-023, including all of Seller's right, title and interest in property.

Legal Description: See Attached Exhibit A

The property includes all buildings, improvements, appurtenances, fixtures, air, oil, gas and mineral rights, all tenements, hereditaments, privileges together with any land lying in the bed of any adjacent street, avenue, alleys, or rights-of-way and the personal property owned by Seller and used in connection with the operation of the property, all warranties and guaranties express or implied issued to Seller in connection with any improvements to the property or personal property (hereinafter collectively called the "Property"), subject only to the "Permitted Exceptions", and under the following terms and conditions.

2. PURCHASE PRICE.

The purchase price for the real property is Seven Hundred Sixty Thousand and 00/100 Dollars (\$760,000.00), subject to performance by Purchaser of the closing obligations specified in Section 17, and by Seller of the closing obligations specified in Section 16 below.

3. TERMS OF PAYMENT.

The Purchaser shall pay the full purchase price to Seller by wire transfer or certified funds upon execution and delivery of the Covenant Deed at closing, subject only to the Permitted Exceptions.

4. SURVEY.

Within fifteen (15) business days following the Effective Date of this Agreement, Seller will provide Purchaser with copies of all surveys of the Property in its possession. Purchaser shall be responsible for, at its cost, obtaining any survey (the "Survey") it desires and to satisfy the Title Company's requirements to remove any exception that is not a Permitted Exception from the Title Policy.

5. CLOSING ADJUSTMENTS.

The following adjustments, including to the purchase price, if applicable, shall be made between the parties after the close of business on the Closing Date. Purchaser shall receive a credit or assume responsibility, as the case may be, for amounts attributable to time periods following the closing date:

- a. Prepaid rent and additional rent (as defined in this paragraph);
- b. Intentionally omitted;
- c. Prepaid insurance and utility deposits will be credited to Purchaser; and
- d. Security deposits will be assigned to Purchaser for holding and maintenance.

6. SPECIAL ASSESSMENTS/TAXES.

- a. All special assessments which are or become a lien on the Property on or before the Closing Date shall be paid by Seller. All special assessments which will become a lien on the Property after the Closing Date shall be paid by Purchaser.
- b. Purchaser shall be responsible for paying all transfer fees and taxes on the Covenant Deed delivered to Purchaser.
- c. Purchaser acknowledges that the Property is currently tax exempt. Upon purchase by Purchaser, the Property will be placed on the tax rolls for the tax year of purchase. Purchaser will be solely responsible for payment of tax obligations.

7. TITLE INSURANCE.

Purchaser, at its sole costs and expense, shall obtain upon the Closing Date an ALTA owner's policy of title insurance, without standard exceptions, and containing zoning, access and comprehensive endorsements (the "Endorsements"), insuring the Purchaser is vested with good, fee simple, marketable and insurable title to the Property, subject only to the Permitted Exceptions, covering the Property in the amount of the purchase price (the "Title Policy"). The issuance of the Title Policy shall be a condition to Purchaser's obligation to close this transaction.

- a. Title Commitment. Within five (5) business days following the Effective Date of this Agreement, Seller shall cause to be issued and delivered to Purchaser a commitment (hereinafter referred to as the "Commitment"), for the Title Policy to be issued on the Closing Date by the title company, First American Title (the "Title Company") in the full amount of the purchase price. The Title Company shall deliver to Purchaser copies of all items set forth therein as exceptions or defects of title to permit Purchaser to review the state of title to

the Property, including, but not limited to tax appeals, tax liens and financing statements. All standard exceptions to coverage shall be deleted by the Title Company. Purchaser shall have the right to require such additional endorsements to the Title Policy as Purchaser's counsel may reasonably require, at Purchaser's expense. The Purchaser shall pay the premium for the Title Policy at or before closing.

- b. Objections To Title. The Purchaser shall have thirty (30) days from the date it receives the Commitment to notify Seller in writing of Purchaser's objections to any exceptions, other than Permitted Exceptions. If Purchaser objects to Seller's title as disclosed by the Commitment within the time and in the manner required by this section, Seller shall have thirty (30) days after receiving written notice of the particular defect(s) claimed either: (1) to remedy the title defects to the satisfaction of the Purchaser, or (2) to obtain a Commitment for title insurance "insuring over" the defect(s) in title. If Seller fails or refuses to remedy the defect(s), or obtain a Commitment for title insurance "insuring over" the defect(s) in title, then Purchaser may elect, so long as the election is made prior to the Closing Date to either proceed to closing, taking title subject to the defect(s) without reduction of the purchase price, or to instruct the Title Company to return the Deposit to the Purchaser in full termination of this Agreement and thereafter neither party shall have any further rights or obligations under this Agreement.
- c. Permitted Exceptions. Subject to Purchaser's rights under sections 9a and 9b above, the Property shall be conveyed to Purchaser subject only to the following Exceptions, all of which shall be "Permitted Exceptions":
 - (i) Those Exceptions which are affirmatively approved by the Purchaser in writing;
 - (ii) Those Exceptions which the Title Insurer will "insure over" with affirmative coverage that is acceptable to Purchaser in writing;
 - (iii) Easements for water, sanitary sewer, storm sewer, electricity, telephone, and other utility purposes, if any, which do not interfere with Purchaser's intended use of the Property; and
 - (iv) Real estate taxes subject to the tax proration provisions of this Agreement.

8. CONVEYANCE.

- a. Upon performance by Purchaser of the closing obligations specified herein, including in Section 17 below, Seller shall convey fee simple, marketable title to the Property to Purchaser by Covenant Deed free and clear of all liens, defects and encumbrances, except for the Permitted Exceptions.
- b. This conveyance is subject to Lansing Building Authority approval, prior to the date of conveyance.

9. REPRESENTATIONS. WARRANTIES AND COVENANTS OF SELLER.

Except as otherwise set forth in this Agreement, Seller represents and warrants to Purchaser as follows:

- a. Seller is the fee title owner of the Property;
- b. There are no unrecorded or undisclosed legal or equitable interest in the Property owned or claimed by any party other than Seller;
- c. Seller is not aware of any proposed assessments or any public improvements affecting the Property which have been ordered to be made and/or which have not been completed, assessed and paid for as of the Effective Date;
- d. Seller has not received any notice of, and has no knowledge of, any existing or threatened condemnation, eminent domain proceeding, or any action of a similar kind or any change, redefinition, or other modification of the zoning classification which would affect the Property;
- e. Seller is not currently a party to any proceedings under any applicable bankruptcy, reorganization, insolvency, or similar laws;
- f. Seller shall deliver to Purchaser, on or before the Closing Date, currently executed tenant estoppel certificates in form acceptable to Purchaser covering any of the Property that has been leased, each with a full and complete copy of the lease attached;
- g. Seller's interest in the Real Property shall be transferred to Purchaser on the Closing Date, free from liens, encumbrances, claims of others, except for the Permitted Exceptions;
- h. Performance of the obligations of Seller under this Agreement will not violate any contract, indenture, statute, ordinance, judicial or administrative order or judgment applicable to Seller or the Property;
- i. There is no litigation or proceeding pending, or to Seller's knowledge threatened, against or involving Seller or Property, and Seller does not know or have reason to know of any ground for any such litigation or proceeding, which could have a material adverse impact on Purchaser or Purchaser's title to and use of the Property, either before or after closing;
- j. Seller shall continue to operate the Property in the ordinary course of business and maintain the Property in its current condition and repair during the interim period between the acceptance of this Agreement and the Closing Date, except to the extent such operating and repair is Tenant's responsibility under any lease;

- k. If a statement(s) of income and expense with respect to the operation of the Property is (are) attached as Exhibit B, such statement(s) is (are) accurate for the period(s) designated;
- l. Copies of all written leases, if any, shall be supplied to Purchaser by Seller within fifteen (15) days after Effective Date:
 - (i) All of the leases are in full force and effect; no party is in default thereunder, and no leases have been modified, amended or extended, except as provided in the written leases;
 - (ii) No renewals or extension options have been granted;
 - (iii) No tenant has an option to purchase the Property;
 - (iv) The rents set forth are being collected on a current basis and there are no arrearages in excess of one month;
 - (v) Any security deposits will be credited to Purchaser at time of closing;
 - (vi) No real estate brokerage commission will be payable under any existing arrangement upon exercise of any option or other right to extend or renew the term of any lease;
 - (vii) Prior to the Closing Date, Seller (1) shall not amend or modify a Lease without the prior written consent of the Purchaser; (2) shall fully perform and observe all requirements of any Lease to be performed by Seller and shall not enter into any contracts or agreements relating to the operation or maintenance of the Property which would or could survive the Closing Date; (3) shall not plat, restrict or encumber, or permit to be platted, restricted or encumbered any portion of the Property, and (4) shall not grant any licenses, easements or other uses affecting any portion of the Property or to place or permit or to be placed on, or removed or permit to be removed from, the Property, any buildings, structures or other improvements of any kind except as expressly authorized under the Lease.
- m. Seller is without actual knowledge as to the presence of any toxic or hazardous substances or any underground storage tanks on the Property;
- n. To the best of Seller's actual knowledge, the Property is properly zoned for its current use. Seller has not initiated, nor is Seller participating in, any action for a change or modification in the current subdivision, site plan, zoning or other land use permits for the Property and Seller has no knowledge that the Property may be rezoned; and
- o. Seller will not intentionally take or cause to be taken any action which would cause any of the representations or warranties contained in this Agreement to be untrue as of Closing.

10. WARRANTIES OF PURCHASER.

Except as otherwise provided in this Agreement, Purchaser represents and warrants to Seller as follows:

- a. Purchaser is familiar with the physical condition of the Property and upon expiration of the Due Diligence Period agrees to accept the Property "as is" subject to reasonable use, wear and tear between the date of this Agreement and the Closing Date;
- b. The performance of the obligations of Purchaser under this Agreement will not violate any contract, indenture, statute, ordinance, judicial or administrative order or judgment applicable to Purchaser;
- c. There is no litigation or proceeding pending, or to Purchaser's knowledge threatened, against or involving Purchaser, and Purchaser does not know or have reason to know of any ground for any such litigation or proceeding, which could have an adverse impact on Seller or Seller's interest under this Agreement;
- d. In entering into this Agreement, Purchaser has not relied upon any written or verbal representations or warranties made by or on behalf of Seller unless same are expressly set forth in this Agreement; and
- e. The person executing this Agreement on behalf of Purchaser warrants and represents that said person is duly authorized by Purchaser to execute this Agreement and bind Purchaser to the terms of this Agreement.

11. DAMAGE TO PROPERTY.

If between the date of this Agreement and the Closing Date, all or any part of the Property is damaged by fire or natural elements or other causes beyond Seller's control which cannot be repaired prior to the Closing Date, or any part of the Property is taken pursuant to any power of eminent domain, Seller shall immediately notify Purchaser of such occurrence, and Purchaser may terminate this Agreement by written notice to the other within fifteen (15) days after the date of damage or notice of taking. If Purchaser exercises the right to terminate this Agreement under this Section 11, the Good Faith Deposit shall be returned to Purchaser and this Agreement shall be null and void. If Purchaser does not elect to terminate this Agreement, there shall be no reduction of the purchase price and at closing, Seller shall assign to Purchaser whatever rights Seller may have with respect to any insurance proceeds or eminent domain award.

12. CLOSING.

Sale shall be closed as promptly as practical after all necessary documents have been prepared, on a date agreed to in writing by the Purchaser and Seller, but in any event not later than ninety (90) days after expiration of the Due Diligence Period as same may be extended, unless otherwise agreed to in writing by Purchaser and Seller ("Closing Date"). If sale is not closed by the Closing Date, this Agreement may be terminated at the option of Seller.

13. POSSESSION.

- a. Seller shall grant to Purchaser possession of the Property upon completion of the closing, subject to all existing leases and rights of tenants then in possession, which existing leases are more fully described in the attached Exhibit C.
- b. Purchaser acknowledges that Seller currently leases the Property on a month-to-month basis to tenants who use the Property for parking. For a period of sixty (60) days after the Closing Date, or such additional reasonable time as is necessary for the Seller, not to exceed one hundred twenty (120) days, Seller will work with such tenants to terminate the various leases and assist the tenants with arranging alternate parking. After such period, Seller will promptly take any additional actions reasonably necessary to terminate such parking and allow the Purchaser to prepare the Property for development.
- c. Purchaser acknowledges it is a condition of this Agreement that Purchaser commits to develop the Property within thirty-six (36) months from the Closing Date; otherwise the Seller will have the right to retake ownership and possession of the Property. Upon such failure to develop the Property, Purchaser agrees that it will take all such actions necessary to deed the Property back to the Seller, free and clear of any liens and restrictions that would restrict Seller's use of the Property, except as agreed to in writing by the Seller.

14. SELLER'S CLOSING OBLIGATIONS.

In advance of closing, Seller shall deliver the following to Purchaser:

- a. The Covenant Deed as specified in Section 8 of this Agreement;
- b. An assignment by Seller of Seller's interest in all leases which shall contain an assumption by Purchaser of Seller's obligations arising after the closing, together with the original or a true copy of each lease;
- c. A notice to any tenants advising the tenants of the sale and directing that future payments be made to Purchaser; and
- d. Any other documents required by this Agreement to be delivered by Seller.

Seller shall pay for all costs required to convey clear title.

15. PURCHASER'S CLOSING OBLIGATIONS.

At closing, Purchaser shall deliver to Seller the following:

- a. The cash portion of the purchase price specified in Section 2 above in the form of a wire transfer in U.S. currency, as adjusted by the costs, apportionments and assignments in accordance with this Agreement;
- b. The assumption by Purchaser of the obligations of Seller under the Leases and other contracts; and
- c. Any other documents required by this Agreement to be delivered by Purchaser.

16. ENVIRONMENTAL.

During the Due Diligence Period (as defined further herein) or any extension thereof, Purchaser may, at its expense, conduct a Phase I environmental site assessment of the Property in accordance with ASTM International Standard Practice E1527-13 ("Phase I") and such further sampling and testing of soil, groundwater, soil vapor, indoor air, or any other environmental medium or building component at the Property ("Phase II Work"). Purchaser and its environmental consultant shall have the right to interview representatives of Seller who have knowledge of conditions and events relevant to the operating history or environmental condition of the Property. If the Property is a "facility" within the meaning of Part 201 of the Michigan Natural Resources and Environmental Protection Act, MCL 324.20101 et seq. ("Part 201"), or determined to be contaminated property within the meaning of any environmental statute, Purchaser may, at Purchaser's expense, prepare and submit to the Michigan Department of Environment, Great Lakes & Energy a "baseline environmental assessment," or "BEA," pursuant to Section 26 of Part 201, MCL 324.20126. Purchaser may also, at its expense, prepare a plan ("Due Care Plan") to meet due care obligations at the Property imposed under Section 7a of Part 201, MCL 324.20107a. If any environmental condition disclosed by the environmental assessment is unacceptable to Purchaser, then, Purchaser may terminate this Agreement, in which case the Good Faith Deposit shall be returned to Purchaser. If it is determined by Purchaser to be necessary to file the BEA, the date for closing shall be extended by sixty (60) days.

It is hereby acknowledged that neither Purchaser, nor its assignee, assumes any responsibility or liability that Seller may have as a result of the environmental condition of the Property that may be imposed upon Seller by any state, federal or local law, rule, regulation or ordinance (including, but without limitation, a requirement to report, assess, investigate, abate and/or remediate the Property), resulting from a release of petroleum product or hazardous substance (as defined under CERCLA, 42 U.S.C. Section 9601 et seq.) upon the Property during Seller's ownership or operation of the Property, and Seller shall be

responsible for compliance with any such requirement, if any.

17. PURCHASER'S CONTINGENCIES.

This offer and the obligations of Purchaser hereunder are contingent upon Purchaser's receipt and satisfactory review and approval of the following all of which must be satisfactory to Purchaser in its sole and absolute discretion:

- a. Survey, the Title Commitment and Title Policy;
- b. Inspection of the Property by Purchaser by a licensed contractor and/or inspector of Purchaser's choice. Purchaser shall have the right to enter upon the Property during reasonable business hours for purposes of inspections and tests;
- c. Purchaser obtaining all necessary site plan and land use approvals for its intended use of the Property from all governmental entities having jurisdiction over the Property and the Property being appropriately zoned for Purchaser's intended use;
- d. All easements and restrictions;
- e. Phase I and II environmental assessments and Baseline Environmental Assessment if determined necessary;
- f. All legal and financial documents, leases, service contracts and other documentation;
- g. Available public incentives;
- h. Representations and warranties contained herein are accurate and correct as of the date of Closing with the same force and effect as those such representations and warranties that have been made on such date;
- i. Purchaser's receipt at its own costs and expense of an engineering report or study to its satisfaction of the Property, including, but without limitation, that its soil condition and drainage is suitable for Purchaser's intended developmental use;
- j. Legal description of the Property - Exhibit A; and
- k. All laws, ordinances, rules, and regulations which govern the Property.

It is agreed that in the event Purchaser is not satisfied with any one or more of the above in its sole and absolute discretion, and Purchaser does not notify Seller of the removal of the above contingencies within 180 days of the Effective Date of this Agreement ("Due

Diligence Period”), then this Agreement shall be null and void. Purchaser shall be entitled to a full and prompt refund of its Good Faith Deposit, less reasonable expenses, and neither party shall have any further liability to the other. If Purchaser does so notify Seller of the removal of all the above contingencies, this sale shall be closed as promptly as practical, and before the Closing Date, after all necessary documents have been prepared.

18. ACCESS TO PROPERTY.

Purchaser and its agents and representatives shall have the right, during normal business hours and after reasonable advance notice, to enter upon the Property during the Due Diligence Period for the purpose of conducting such inspections, investigations and studies as Purchaser deems reasonably necessary. Purchaser’s access to the Property shall be subject to the rights of tenants and Purchaser shall not unreasonably disturb any of the tenants in conducting any inspections, tests and studies. In the event of any physical damage to the Property resulting from the exercise by Purchasers of its rights under this paragraph, Purchaser shall restore the Property to its condition prior to incurring such damage.

19. NOTICES.

All notices, requests, demands or other communications required or permitted to be given under this Agreement shall be in writing and deemed to have properly given: (i) two (2) days after the due date of mailing, if mailed by certified mail, postage prepared return receipt requested, directed to the parties at the addresses set forth below; or (ii) on the date of actual delivery (or refusal) if personally delivered or served upon the party to be given notice hereunder; or (iii) one (1) day after the date of delivery to an overnight courier service with all fees prepaid, directed to the parties at the addresses set forth below; or (iv) upon receipt by the sending party of successful transmissions, if sent by facsimile or electronic transmission, to the parties at the facsimile numbers or e-mail addresses set forth below.

To the SELLER:

City of Lansing Department of Economic
Development and Planning
Attn: Jordan Hankwitz
316 N Capitol Avenue, Suite D-1
Lansing, MI 48933
Phone: (517) 483-4060

With a copy to:

Office of the City Attorney
124 W. Michigan Ave., 5th Fl.
Lansing, MI 48933
Phone: (517) 483-4320

To the PURCHASER:

Boji Group, LLC
Attn: John N. Hindo
132 N. Old Woodward Ave.
Birmingham, MI 48009
Phone: (248) 909-9416
JHindo@bojigroup.com

With a copy to:

Attorney for Purchaser
Mekani Orow Mekani Shallal & Hindo PC
Attn: Alexander J. Shallal, Esq.
Phone: (248) 223-9830
alex@momshlaw.com

20. ADDITIONAL ACTS.

Seller shall provide to Purchaser within fifteen (15) days of the Effective Date, complete copies of the following; (1) all existing site assessments, environmental reports, engineering reports, soil, radon, hazardous substance, termite or other tests, studies or reports; (2) all plans, surveys and specifications for the Property; (3) copies of contracts and service agreements affecting the Property which will not be terminated by Seller prior to closing; (4) itemized and inventory of all personal property owned by Seller and used in connection with the operations of the Property; (5) current rent roll, current tenant ledger, current delinquent report and all leases (with any and all amendments and all tenant correspondence); (6) full set of plans, working drawings including, but not limited to, all changes, updates and as-built; (7) any other relevant useful information Purchaser may request.

Purchaser and Seller agree to execute and deliver such additional documents and to perform such additional acts as may become reasonably necessary to effectuate the transfer contemplated by this Agreement.

21. ENTIRE AGREEMENT.

This Agreement contains the entire agreement of the parties with respect to the sale of the Property. All contemporaneous or prior negotiations have been merged into this Agreement. This Agreement may be modified or amended only by written instrument signed by the parties of this Agreement. This Agreement shall be governed by and construed in accordance with the laws of the State of Michigan.

22. PURCHASER'S DEPOSIT.

Within three (3) business days of the Effective Date of this Agreement, Purchaser shall deposit \$5,000.00 evidencing Purchaser's good faith (the "Good Faith Deposit"), said Good Faith Deposit to be deposited with the Title Company ("Escrow Agent") trust account, in accordance with current State of Michigan licensing regulations, and apply as part of the purchase price. If title is not marketable or insurable, or if the Purchaser does not remove the

contingences pursuant to paragraph 19 above, or if Purchaser terminates this Agreement pursuant to other terms and conditions expressly written herein, or any other contingencies as specified, which cannot be met, this Good Faith Deposit will be refunded forthwith. In the event of default by the Purchaser, the Good Faith Deposit may be forfeited as liquidated damages to Seller and shall be the sole remedy for Seller. In the event of any default by Seller hereunder, the Purchaser may, in addition to any other remedies that may be available to it as law or equity, elect to enforce the terms of this Agreement. In the event Purchaser seeks to enforce the terms of this Agreement, Purchaser shall be entitled to specific performance. All remedies are cumulative.

23. EFFECTIVE DATE.

The Effective Date of this Agreement shall be the later of (a) the date on which Seller executes this Agreement, or (b) the date of a written acceptance (by either Seller or Purchaser) of the final counteroffer submitted by the other party.

The Effective Date shall be entered in the upper left-hand corner of the first page of this Agreement and shall be initialed and acknowledged by both parties.

24. OTHER PROVISIONS.

A Purchaser and Seller represent and warrant to each other that negotiations relative to this Agreement and the transactions contemplated hereby have been carried on by the parties without the assistance of any broker, finder or other originator who is entitled to a fee or other compensation or commission for such services. Seller assumes full responsibility for any commission due.

25. ASSIGNMENT.

Purchaser may assign its rights under this Agreement with written approval from Seller, provided, however, that such assignment does not relieve the original Purchaser under this Agreement from liability under this Agreement.

26. CONFIDENTIALITY.

All leases, surveys, environmental reports, inspection reports and other information provided by Seller or Seller's agents, attorneys, consultants, accountants, and experts shall be deemed confidential information which Purchaser agrees not to disclose to third parties (except for Purchaser's agents, attorneys, consultants, accountants and other professional advisors) without Seller's prior written consent.

Seller further agrees that Seller will not disclose the fact that discussions or negotiations are taking place concerning this transaction except on a need-to-know basis only, including but not limited to the process for all Necessary Governmental Approvals (defined below).

27. NECESSARY GOVERNMENT APPROVALS.

After the Effective Date, as a condition to any obligation of Seller to close this transaction, Seller will submit this transaction for review and recommendation by its Planning Commission and subsequently for review and approval by the Lansing City Council, pursuant to Lansing City Charter and Codified Ordinances ("Necessary Government Approvals"). The recommendation of the Planning Commission and approval of Lansing City Council are independent, and may be given or withheld at the sole and unreviewable discretion of each body. If Lansing City Council does not approve this transaction, then Seller shall have no obligation to close this transaction, the Good Faith Deposit shall be returned to Purchaser, and this Agreement shall be null and void.

28. LIST OF EXHIBITS (which may or may not be attached).

- Exhibit A - Legal Description
- Exhibit B - Statement of Income and Expenses
- Exhibit C - Leases

The parties have executed this Agreement effective on the date and year first above written as the Effective Date.

*[The remainder of this page is intentionally left blank.
Signatures are contained on the following page]*

PURCHASER:

Boji Group, LLC

By: Ron J. Boji
Ron J. Boji
Its: President

SELLER:

City of Lansing

By: Andy Schor
Andy Schor
Its: Mayor

Approval as to Form:

By: PS/762
Its: Assistant City Attorney

076492.000039 4870-1988-2096.6

Signature Page – City of Lansing Lot #1 Buy Sell Agreement

CITY OF LANSING
NOTICE OF PUBLIC HEARING

Act-4-2023 Sale of City-owned Property, 425 S Grand Ave.

The Lansing City Council will hold a public hearing on Monday, October 30, 2023 at 7:00 p.m., in the Tony Benavides Lansing City Council Chambers, 10th Floor City Hall, 124 W. Michigan Ave., Lansing, Michigan, to consider a resolution selling the parcel at 425 S Grand Ave., commonly known as Parking Lot 1.

Details of the sale are on file with the City Clerk's Office and are available at Ninth Floor, City Hall, 124 West Michigan Ave. or www.lansingmi.gov/clerk. For more information about this sale, phone City Council Offices on City business days, Monday through Friday, between 8 a.m. and 5 p.m. at 483-4177.

If you are interested in this matter, please attend the public hearing or send a representative. Written comments will be accepted between 8 a.m. and 5 p.m. on City business days if received before 5 p.m., on the day of the Public Hearing at the City Clerk's Office, Ninth Floor, City Hall, 124 West Michigan Ave., Lansing, MI 48933 or email city.clerk@lansingmi.gov.

Chris Swope, Lansing City Clerk, MMC/CMMC

www.lansingmi.gov/Clerk

www.facebook.com/LansingClerkSwope

ORDINANCE # _____

AN ORDINANCE OF THE CITY OF LANSING, MICHIGAN, PROVIDING FOR THE REZONING OF A PARCEL OF REAL PROPERTY LOCATED IN THE CITY OF LANSING, MICHIGAN AND FOR THE REVISION OF THE DISTRICT MAPS ADOPTED BY SECTION 1246.02 OF THE CODE OF ORDINANCES.

The City of Lansing ordains:

Section 1. That the district maps adopted by and incorporated as Section 1242.02 of the Code of Ordinances of the City of Lansing, Michigan be amended to provide as follows:

To change the zoning classification of the property described as follows:

Case Number:	Z-9-2023
Parcel Number's:	33-01-01-28-103-098
Addresses:	Vacant parcel south of 1917 Osband Avenue
Legal Descriptions:	Lots 21 & 22, Rockford Subdivision from "IND-2" General Industrial to "R-6A" Urban Detached Residential.

Section 2. All ordinances or parts of ordinances inconsistent with the provisions hereof are hereby repealed.

Section 3. This ordinance was duly adopted by the Lansing City Council on _____, 2023, and a copy is available in the office of the Lansing City Clerk, 9th Floor, City Hall, 124 W. Michigan Avenue, Lansing, MI 48933.

Section 4. This ordinance shall take effect on the 30th day after enactment.

PASSAGE OF ORDINANCE

An Ordinance of the City of Lansing, Michigan, providing for the Rezoning of parcels of real property located in the City of Lansing, Michigan and for the revision of the district maps adopted by section 1242.02 of the Code of Ordinances.

Z-9-2023: Osband Avenue, Parcel No.: 33-01-01-28-103-098, Rezoning from "IND-2" General Industrial to "R-6A" Urban Detached Residential

Is read a second time by its title. The Ordinance was reported from the Committee on Development & Planning and is on the order of immediate passage.

COUNCIL MEMBER	YEAS	NAYS
BROWN	☐	☐
DANIELS	☐	☐
GARZA	☐	☐
HUSSAIN	☐	☐
JACKSON	☐	☐
SPADAFORE	☐	☐
SPITZLEY	☐	☐
WOOD	☐	☐
☐ ADOPTED	☐ FAILED	

BY THE COMMITTEE ON DEVELOPMENT & PLANNING

RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

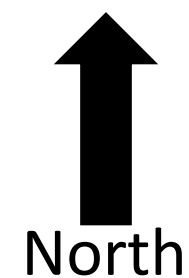
Resolved by the City Council of the City of Lansing that a public hearing be set for Monday, , 2023, at 7 p.m. in City Council Chambers, 10th Floor, Lansing City Hall, 124 W. Michigan Avenue, Lansing, Michigan, for the purpose of approving and/or opposing the Ordinance for rezoning:

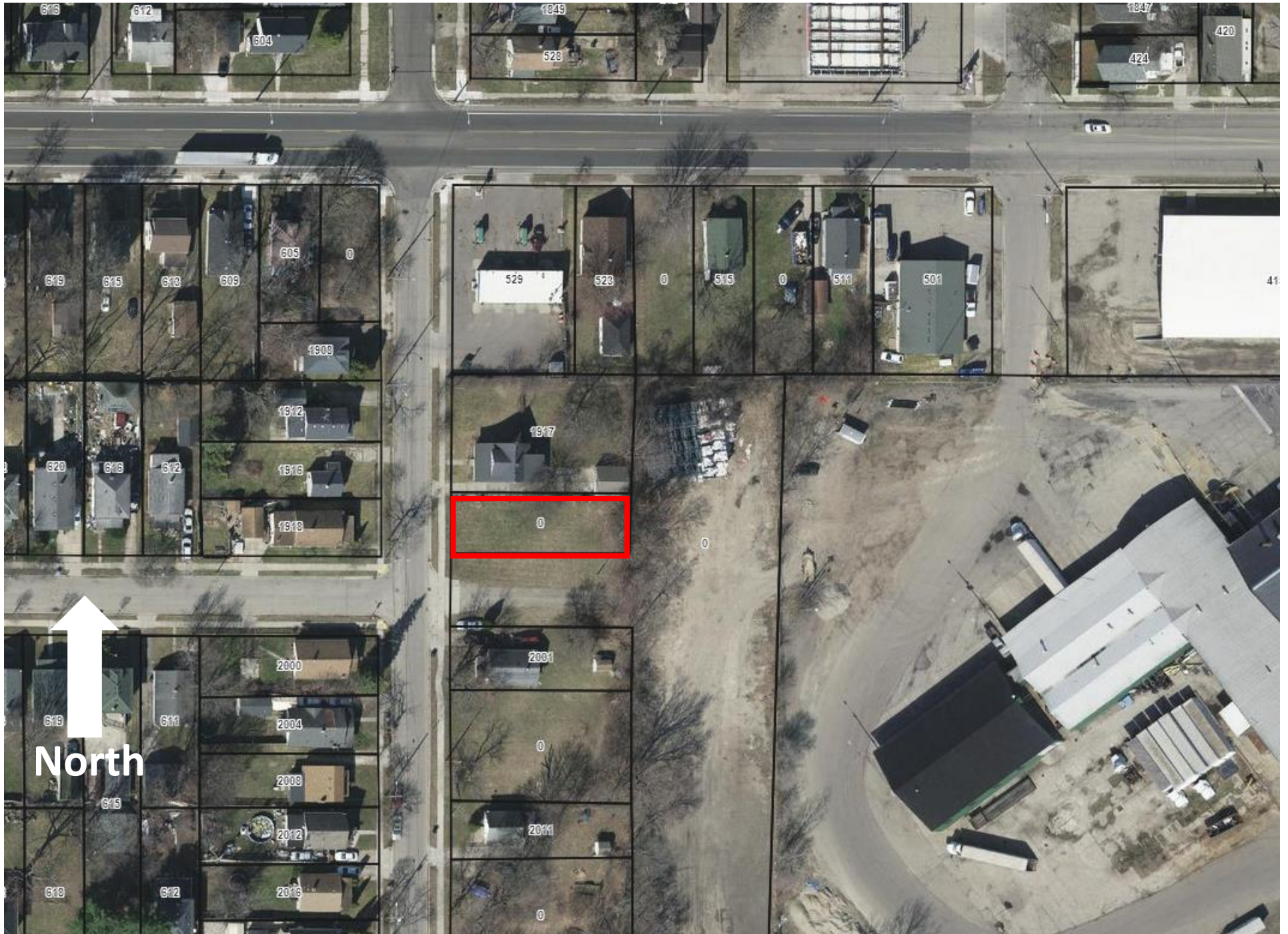
Z-9-2023: Osband Avenue, Parcel No.: 33-01-01-28-103-098, , Rezoning from “IND-2” General Industrial to “R-6A” Urban Detached Residential



Zoning Districts

- R-1 - Suburban Detached Res.
- R-2 - Suburban Detached Res.
- R-3 - Suburban Detached Res.
- R-4 - Urban Detached Res.
- R-5 - Urban Detached Res.
- R-6A - Urban Detached Res.
- R-6B - Urban Detached Res.
- R-MX - Residential Mix
- MFR - Multi-Family Residential
- R-AR - Residential Adaptive Reuse
- S-C - Suburban Corridor
- MX-C - Mixed-Use Corridor
- MX-1 - Mixed-Use Neighborhood Center
- MX-2 - Mixed-Use Community Center
- MX-3 - Mixed-Use District Center
- IND-1 - Suburban Industrial
- IND-2 - General Industrial
- IND-3 - Urban Industrial
- INST-1 - Suburban Institution
- INST-2 - Urban Institution





Z-9-2023

Vacant parcel south of 1917 Osband Avenue

**Rezoning from “IND-2” General Industrial to
“R-6A” Urban Detached Residential**

At its October 3, 2023, meeting, the Planning Commission voted 4-0 to recommend approval of Z-9-2023, a request to rezone the vacant property located immediately south of 1917 Osband Avenue to permit the construction of a single-family residential dwelling on the property.

No comments were received at the public hearing held by the Planning Commission at its October 3, 2003, meeting. The staff recommendation is to approve the rezoning based upon consistency with the existing zoning and land use patterns in the area.

GENERAL INFORMATION

APPLICANT/OWNER:	Stephanie Williams 5740 Wise Road Lansing, MI 48911
REQUESTED ACTIONS:	Rezone the vacant lot south of 1917 Osband Avenue from “IND-2” General Industrial to “R-6A” Urban Residential
EXISTING LAND USE:	Vacant
EXISTING ZONING:	“IND-2” General Industrial
PROPOSED ZONING:	“R-6A” Urban Residential District
PROPERTY SIZE:	40’ x 121.5’ = 4,860 square feet – .11 acres
SURROUNDING LAND USE:	N: Single-Family Residential S: Access to industrial uses to the east E: Industrial W: Single-Family Residential
SURROUNDING ZONING:	N: “R-6A” Urban Detached Residential S: “IND-2” General Industrial E: “IND-2” General Industrial W: “R-6A” Urban Detached Residential
MASTER PLAN:	The Design Lansing Comprehensive Plan designates the subject property for “Research and Development” land use. Osband Avenue is designated as a local road.

DESCRIPTION:

This is a request to rezone the vacant property (parcel #: 33-01-01-28-103-098) located south of 1917 Osband Avenue. Legally described as:

Lot 23, Rockford Subdivision

from “IND-2” General Industrial to “R-6A” Urban Detached Residential. The purpose of the rezoning is to permit the construction of a single-family residential home on the subject property.

COMPATIBILITY WITH SURROUNDING LAND USE:

The subject property is located in an area that is predominantly single family residential. The adjoining property to the north and all of the properties to the west are single family and are zoned “R-6A” Urban Detached Residential. In addition, there are two properties along the east side of Osband Avenue, south of the subject property that area zoned for and contain single family residential homes. As evidenced by the attached zoning map, there is an inconsistent zoning and land use pattern along the east side of Osband Avenue and along W. Mt. Hope Avenue. The lots in

this area that are zoned “IND-2” are too small to accommodate any type of industrial development and thus, there does not seem to be any reason to retain the industrial zoning. The proposed residential zoning will ensure that development of the subject property, and other vacant lots in the area, should the City receive more requests for rezonings, will not negatively impact the existing residential uses. If a proposal were to be presented at some point in the future that involved assembling lots on the east side of Osband Avenue for an industrial development, rezoning the subject property and the other residentially zoned lots along Osband and Mt. Hope to “IND-2” would be given a favorable staff recommendation. In the meantime, accommodating new residential homes seems to be the most appropriate use of the subject property.

COMPLIANCE WITH MASTER PLAN:

The Design Lansing Comprehensive Plan designates the subject property for “Research and Development” land use. While the single-family residential use allowed under the proposed “R-6A” zoning would not be compatible with the research and development land use designation, it would be consistent with proper planning and zoning principles in general by eliminating an inconsistent zoning pattern in the area and ensuring that new development will not negatively impact existing residential uses along the east side of Osband Avenue.

IMPACT ON VEHICULAR AND PEDESTRIAN TRAFFIC:

The proposed rezoning will have no negative impacts on vehicular or pedestrian traffic. In fact, a single-family home will produce the least amount of traffic of any use that could potentially be established on the property.

IMPACT ON PUBLIC FACILITIES:

Construction of the new home will require the applicant to connect to all relevant public facilities (sanitary sewer, water, electric, etc.) all of which are available to serve the site.

ENVIRONMENTAL IMPACT:

The proposed single-family home will have no negative impacts on the natural environment as it is the least intensive use that could occupy the property. There is a 60% lot coverage restriction (all impervious surfaces) in the proposed “R-6A” zoning district. There is no lot coverage restriction in the existing “IND-2” zoning.

IMPACT ON FUTURE PATTERNS OF DEVELOPMENT:

The applicant’s request will not negatively impact the development pattern in the area which is characterized by a mix of industrial and single-family residential uses. The proposed rezoning will merely allow the construction of a single-family home on the subject property, consistent with the use of the adjoining property to its north, the residential neighborhood to the west and 2 of the 4 lots to its south. It will also not set a negative precedent for future rezoning requests in the area. Staff would provide a favorable recommendation to rezoning the other industrially zoned lots to the south in the 2000 block of Osband Avenue to “R-6A” if the owners were to make those requests. This would actually be encouraged as it would eliminate an inconsistent zoning pattern and eliminate the potential for incompatible land uses along the east side of Osband Avenue.

SUMMARY

This is a request by Stephanie Williams to rezone the vacant property (parcel #: 33-01-01-28-103-098) located south of 1917 Osband Avenue. Legally described as:

Lot 23, Rockford Subdivision

from “IND-2” General Industrial to “R-6A” Urban Detached Residential. The purpose of the rezoning is to permit the construction of a single-family residential home on the subject property.

The findings of fact, as outlined in this staff report, support a positive recommendation for the requested rezoning. The proposed “R-6A” zoning and single-family home will be consistent with the general zoning and land use pattern in the area. In addition, the proposed home will have no negative impacts on traffic, the environment, or future patterns of development in the area.

RECOMMENDATIONS

Pursuant to the findings described above, the following motion is offered for the Planning Commission’s consideration:

“I make a motion to recommend approval of Z-9-2023 to rezone the vacant .11-acre parcel of land located immediately south of 1917 Osband Avenue from “IND-2” General Industrial to “R-6A” Urban Detached Residential.”

Respectfully Submitted,

**Susan Stachowiak
Zoning Administrator**

Resolution #2023-###

By the Committee on Development and Planning
Resolved by the City Council of the City of Lansing

Resolved by the City Council of the City of Lansing that a public hearing be set for Monday, _____, 2023, at 7 p.m. in City Council Chambers, 10th Floor, Lansing City Hall, 124 W. Michigan Avenue, Lansing, Michigan, for the purpose of approving and/or opposing the Ordinance for rezoning:

Z-9-2023: Osband Avenue, Parcel No.: 33-01-01-28-103-098, Rezoning from
"IND-2" General Industrial to "R-6A" Urban Detached Residential

**CITY OF LANSING
NOTICE OF PUBLIC HEARING**

**Z-9-2023, Vacant lot south of 1917 Osband Avenue
Rezoning from “IND-2” General Industrial to
“R-6A” Urban Detached Residential**

The Lansing City Council will hold a public hearing on Monday, , 2023 at 7:00 p.m. in Council Chambers, 10th Floor, Lansing City Hall, 124 W. Michigan Avenue, Lansing, Michigan to consider a request to rezone the vacant property (parcel #: 33-01-01-28-103-098) located south of 1917 Osband Avenue from “IND-2” General Industrial to “R-6A” Urban Detached Residential. The purpose of the rezoning is to permit the construction of a single-family residential home on the subject property.

For more information, please call Lansing City Council at 517-483-4177. If you are interested in this matter, please attend the public hearing or send a representative. Written comments will be accepted between 8 a.m. and 5 p.m. on City business days if received before 5 p.m., Monday, 2023 at the City Clerk’s Office, Ninth Floor, City Hall, 124 West Michigan Ave., Lansing, MI 48933 or email city.clerk@lansingmi.gov.

Chris Swope, City Clerk

Resolution #2023-###

By the Committee on Ways and Means
Resolved by the City Council of the City of Lansing

WHEREAS, in May of 2023, the City of Lansing applied for the Recycling Infrastructure Grant to fund a new front-load recycling truck; and

WHEREAS, on September 7, 2023, the City of Lansing received notification from the State of Michigan's Department of Environment, Great Lakes and Energy, that the City received the 2023 grant; and

WHEREAS, The City of Lansing was awarded \$300,000.00 requiring an estimated match of \$100,000; and

WHEREAS, the funded work must be completed by September 30, 2026; and

WHEREAS, the funds will be used for the purchase of a front-load recycling truck; and

WHEREAS, the Public Service Department is requesting acceptance of the Recycling Infrastructure Grant; and

WHEREAS, the Administration and the City Council recognize the importance of providing recycling services to Lansing businesses and residents who live in apartments and other multi-family dwellings.

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves acceptance of the grant in the total amount of \$300,000 for the purposes of purchasing a front-load recycling truck;

BE IT FINALLY RESOLVED, the Administration is authorized to receive the funds, create the necessary accounts, and make necessary transfers for administration in accordance with the requirements of the grantor.



LANSING CITY COUNCIL

GRANT INFORMATION FORM

(Required for all grant applications and acceptances)

REFERRAL DATE:

GRANT NAME: 2023 Recycling Infrastructure, Michigan Department of Environment, Great Lakes and Energy

DEPARTMENT: Public Service

CONTACT PERSON (INCLUDE EMAIL AND PHONE): Lori Welch, lori.welch@lansingmi.gov, 517-243-5668

APPLICATION DATE: May 19, 2023

AWARD DATE: September 7, 2023

GRANT CYCLE: 9/7/23-9/30/26

Check One: Annual ☒ One-Time

FUND AMOUNT: \$300,000

(Breakdown below should total this amount)

GOODS & SERVICES \$300,000

PERSONNEL

CONSTRUCTION \$0.00

LAND \$0.00

OTHER (Training)

CITY MATCH (IF APPLICABLE): \$100,000

GRANT PAYS FOR: Front-load recycling truck

FUND ALLOCATIONS (Please describe the purpose of the grant and allowable uses):

Grant funds will be used to purchase a front-load recycling vehicle, allowing us to service large roll off/dumpster style containers that larger commercial and multi-family properties often use for recycling.



RECYCLING INFRASTRUCTURE GRANT AGREEMENT

BETWEEN THE

MICHIGAN DEPARTMENT OF ENVIRONMENT, GREAT LAKES, AND ENERGY
AND **CITY OF LANSING**

This Grant Agreement ("Agreement") is made between the Michigan Department of Environment, Great Lakes, and Energy (EGLE), **Materials Management Division** ("State"), and **City of Lansing** ("Grantee").

The purpose of this Agreement is to provide funding in exchange for work to be performed for the project named below. Legislative appropriation of Funds for grant assistance is set forth in **Public Act No. 0166 of 2022**. This Agreement is subject to the terms and conditions specified herein.

PROJECT INFORMATION:

Project Name: CART, Rollin' With The Changes	Project #: INF-23-001
Amount of grant: \$300,000.00	% of grant state 100 / % of grant federal 0
Amount of match: \$75,000.00 = 20%	PROJECT TOTAL: \$375,000.00 (grant plus match)
Start Date (executed by EGLE):	End Date: 9/30/2026

GRANTEE CONTACT INFORMATION:

Name/Title: Lori Welch, Sustainability Manager
Organization: City of Lansing
Address: 124 W Michigan Ave
City, State, ZIP: Lansing, MI 48933
Phone Number: 517-243-5668
Fax Number: N/A
E-Mail Address: lori.welch@lansingmi.gov
Federal ID Number (Required for Federal Funding): 38-6004628
Grantee DUNs/UEI Number (Required for Federal Funding): VARBEGGYV751
SIGMA Vendor Number: CV0047782

STATE'S CONTACT INFORMATION:

Name/Title: Jeffry Krcmarik, Recycling Specialist

Division/Bureau/Office: Materials Management Division (MMD)

Address: 7953 Adobe Road

City, State, ZIP: Kalamazoo, MI 49009

Phone Number: 269-615-2912

Fax Number: N/A

E-Mail Address: KrcmarikJ@michigan.gov

The individuals signing below certify by their signatures that they are authorized to sign this Agreement on behalf of their agencies and that the parties will fulfill the terms of this Agreement, including any attached appendices, as set forth herein.

FOR THE GRANTEE:

Signature	Name/Title	Date
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FOR THE STATE:

Signature	Elizabeth M. Browne, Director, MMD Name/Title <i>elg</i> 09/07/23	Date
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I. PROJECT SCOPE

This Agreement and its appendices constitute the entire Agreement between the State and the Grantee and may be modified only by written agreement between the State and the Grantee.

(A) The scope of this project is limited to the activities specified in Appendix A and such activities as are authorized by the State under this Agreement. Any change in project scope requires prior written approval in accordance with Section III, Changes, in this Agreement.

(B) By acceptance of this Agreement, the Grantee commits to complete the project identified in Appendix A within the time period allowed for in this Agreement and in accordance with the terms and conditions of this Agreement.

II. AGREEMENT PERIOD

Upon signature by the State, the Agreement shall be effective from the Start Date until the End Date on page 1. The State shall have no responsibility to provide funding to the Grantee for project work performed except between the Start Date and the End Date specified on page 1. Expenditures made by the Grantee prior to the Start Date or after the End Date of this Agreement are not eligible for payment under this Agreement.

III. CHANGES

Any changes to this Agreement other than budget line-item revisions less than 20 percent of the budget line item shall be requested by the Grantee or the State in writing and implemented only upon approval in writing by the State. The State reserves the right to deny requests for changes to the Agreement or to the appendices. No changes can be implemented without approval by the State.

IV. GRANTEE DELIVERABLES AND REPORTING REQUIREMENTS

The Grantee shall submit deliverables and follow reporting requirements specified in Appendix A of this Agreement.

(A) The Grantee must complete and submit quarterly financial and progress reports according to a form and format prescribed by the State and must include supporting documentation of eligible project expenses. These reports shall be due according to the following:

Reporting Period	Due Date
January 1 – March 31	April 30
April 1 – June 30	July 31
July 1 – September 30	Before October 15*
October 1 – December 31	January 31

*Due to the State's year-end closing procedures, there will be an accelerated due date for the report covering July 1 – September 30. Advance notification regarding the due date for the quarter ending September 30 will be sent to the Grantee.

If the Grantee is unable to submit a report in early October for the quarter ending September 30, an estimate of expenditures through September 30 must be submitted to allow the State to complete its accounting for that fiscal year.

The forms provided by the State shall be submitted to the State's contact at the address on page 1. All required supporting documentation (invoices, proof of payment, etc.) for expenses must be included with the report.

(A) The Grantee shall provide a final project report in a format prescribed by the State. The Grantee shall submit the final status report, including all supporting documentation for expenses, along with the final project report and any other outstanding products within 30 days from the End Date of the Agreement.

(B) All products shall acknowledge that the project was supported in whole or in part by EGLE Recycling Program, per the guidelines provided by the program.

V. GRANTEE RESPONSIBILITIES

(A) The Grantee agrees to abide by all applicable local, state, and federal laws, rules, ordinances, and regulations in the performance of this grant.

(B) All local, state, and federal permits, if required, are the responsibility of the Grantee. Award of this grant is not a guarantee of permit approval by the State.

(C) The Grantee shall be solely responsible to pay all applicable taxes and fees, if any, that arise from the Grantee's receipt or execution of this grant.

(D) The Grantee is responsible for the professional quality, technical accuracy, timely completion, and coordination of all designs, drawings, specifications, reports, and other services submitted to the State under this Agreement. The Grantee shall, without additional compensation, correct or revise any errors, omissions, or other deficiencies in drawings, designs, specifications, reports, or other services.

(E) The State's approval of drawings, designs, specifications, reports, and incidental work or materials furnished hereunder shall not in any way relieve the Grantee of responsibility for the technical adequacy of the work. The State's review, approval, acceptance, or payment for any of the services shall not be construed as a waiver of any rights under this Agreement or of any cause of action arising out of the performance of this Agreement.

(F) The Grantee acknowledges that it is a crime to knowingly and willingly file false information with the State for the purpose of obtaining this Agreement or any payment under the Agreement, and that any such filing may subject the Grantee, its agents, and/or employees to criminal and civil prosecution and/or termination of the grant.

VI. USE OF MATERIAL

Unless otherwise specified in this Agreement, the Grantee may release information or material developed under this Agreement, provided it is acknowledged that the State funded all or a portion of its development.

The State, and federal awarding agency, if applicable, retains a royalty-free, nonexclusive, and irrevocable right to reproduce, publish, and use in whole or in part, and authorize others to do so, any copyrightable material or research data submitted under this grant whether or not the material is copyrighted by the Grantee or another person. The Grantee will only submit materials that the State can use in accordance with this paragraph.

VII. ASSIGNABILITY

The Grantee shall not assign this Agreement or assign or delegate any of its duties or obligations under this Agreement to any other party without the prior written consent of the State. The State does not assume responsibility regarding the contractual relationships between the Grantee and any subcontractor.

VIII. SUBCONTRACTS

The State reserves the right to deny the use of any consultant, contractor, associate, or other personnel to perform any portion of the project. The Grantee is solely responsible for all contractual activities performed under this Agreement. Further, the State will consider the Grantee to be the sole point of contact with regard to contractual matters, including payment of any and all charges resulting from the anticipated Grant. All subcontractors used by the Grantee in performing the project shall be subject to the provisions of this Agreement and shall be qualified to perform the duties required.

IX. NON-DISCRIMINATION

The Grantee shall comply with the Elliott Larsen Civil Rights Act, 1976 PA 453, as amended, MCL 37.2101 *et seq.*, the Persons with Disabilities Civil Rights Act, 1976 PA 220, as amended, MCL 37.1101 *et seq.*, and all other federal, state, and local fair employment practices and equal opportunity laws and covenants that it shall not discriminate against any employee or applicant for employment, to be employed in the performance of this Agreement, with respect to his or her hire, tenure, terms, conditions, or privileges of employment, or any matter directly or indirectly related to employment, because of his or her race, religion, color, national origin, age, sex, height, weight, marital status, or physical or mental disability that is unrelated to the individual's ability to perform the duties of a particular job or position. The Grantee agrees to include in every subcontract entered into for the performance of this Agreement this covenant not to discriminate in employment. A breach of this covenant is a material breach of this Agreement.

X. UNFAIR LABOR PRACTICES

The Grantee shall comply with the Employers Engaging in Unfair Labor Practices Act, 1980 PA 278, as amended, MCL 423.321 *et seq.*

XI. LIABILITY

(A) The Grantee, not the State, is responsible for all liabilities as a result of claims, judgments, or costs arising out of activities to be carried out by the Grantee under this Agreement, if the liability is caused by the Grantee, or any employee or agent of the Grantee acting within the scope of their employment or agency.

(B) Nothing in this Agreement should be construed as a waiver of any governmental immunity by the Grantee, the State, its agencies, or their employees as provided by statute or court decisions.

XII. CONFLICT OF INTEREST

No government employee, or member of the legislative, judicial, or executive branches, or member of the Grantee's Board of Directors, its employees, partner agencies, or their families shall benefit financially from any part of this Agreement.

XIII. ANTI-LOBBYING

If all or a portion of this Agreement is funded with federal funds, then in accordance with 2 CFR 200, as appropriate, the Grantee shall comply with the Anti-Lobbying Act, which prohibits the use of all project funds regardless of source, to engage in lobbying the state or federal government or in litigation against the State. Further, the Grantee shall require that the language of this assurance be included in the award documents of all subawards at all tiers.

If all or a portion of this Agreement is funded with state funds, then the Grantee shall not use any of the grant funds awarded in this Agreement for the purpose of lobbying as defined in the State of Michigan's lobbying statute, MCL 4.415(2). "Lobbying" means communicating directly with an official of the executive branch of state government or an official in the legislative branch of state government for the purpose of influencing legislative or administrative action." The Grantee shall not use any of the grant funds awarded in this Agreement for the purpose of litigation against the State. Further, the Grantee shall require that language of this assurance be included in the award documents of all subawards at all tiers.

XIV. DEBARMENT AND SUSPENSION

By signing this Agreement, the Grantee certifies that it has checked the federal debarment/suspension list at www.SAM.gov to verify that its agents, and its subcontractors:

- (1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or the state.
- (2) Have not within a three-year period preceding this Agreement been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction, as defined in 45 CFR 1185; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property.
- (3) Are not presently indicted or otherwise criminally or civilly charged by a government entity (federal, state, or local) with commission of any of the offenses enumerated in subsection (2).
- (4) Have not within a three-year period preceding this Agreement had one or more public transactions (federal, state, or local) terminated for cause or default.
- (5) Will comply with all applicable requirements of all other state or federal laws, executive orders, regulations, and policies governing this program.

XV. AUDIT AND ACCESS TO RECORDS

The State reserves the right to conduct a programmatic and financial audit of the project, and the State may withhold payment until the audit is satisfactorily completed. The Grantee will be required to maintain all pertinent records and evidence pertaining to this Agreement, including grant and any required matching funds, in accordance with generally accepted accounting principles and other procedures specified by the State. The State or any of its duly authorized representatives must have access, upon reasonable notice, to such books, records, documents, and other evidence for the purpose of inspection, audit, and copying. The Grantee will provide proper facilities for such access and inspection. All records must be maintained for a minimum of five years after the final payment has been issued to the Grantee by the State.

XVI. INSURANCE

(A) The Grantee must maintain insurance or self-insurance that will protect it from claims that may arise from the Grantee's actions under this Agreement.

(B) The Grantee must comply with applicable workers' compensation laws while engaging in activities authorized under this Agreement.

XVII. OTHER SOURCES OF FUNDING

The Grantee guarantees that any claims for reimbursement made to the State under this Agreement must not be financed by any source other than the State under the terms of this Agreement. If funding is received through any other source, the Grantee agrees to delete from Grantee's billings, or to immediately refund to the State, the total amount representing such duplication of funding.

XVIII. COMPENSATION

(A) A breakdown of costs allowed under this Agreement is identified in Appendix A. The State will pay the Grantee a total amount not to exceed the amount on page 1 of this Agreement, in accordance with Appendix A, and only for expenses incurred and paid. All other costs necessary to complete the project are the sole responsibility of the Grantee.

(B) Expenses incurred by the Grantee prior to the Start Date or after the End Date of this Agreement are not allowed under the Agreement, unless otherwise specified in Appendix A.

(C) The State will approve payment requests after approval of reports and related documentation as required under this Agreement.

(D) The State reserves the right to request additional information necessary to substantiate payment requests.

(E) Payments under this Agreement may be processed by Electronic Funds Transfer (EFT). The Grantee may register to receive payments by EFT at the SIGMA Vendor Self Service web site (<https://sigma.michigan.gov/webapp/PRDVSS2X1/AltSelfService>).

(F) An amount equal to 5 percent of the grant award will be withheld by the State until the project is completed in accordance with Section XIX, Closeout, and Appendix A.

(G) The Grantee is committed to the match percentage on page 1 of the Agreement, in accordance with Appendix A. The Grantee shall expend all local match committed to the project by the End Date on page 1 of the Agreement.

XIX. CLOSEOUT

(A) A determination of project completion, which may include a site inspection and an audit, shall be made by the State after the Grantee has met any match obligations, satisfactorily completed the activities, and provided products and deliverables described in Appendix A.

(B) Upon issuance of final payment from the State, the Grantee releases the State of all claims against the State arising under this Agreement. Unless otherwise provided in this Agreement or by State law, final payment under this Agreement shall not constitute a waiver of the State's claims against the Grantee.

(C) The Grantee shall immediately refund to the State any payments in excess of the costs allowed by this Agreement.

XX. CANCELLATION

This Agreement may be canceled by the State, upon 30 days written notice, due to Executive Order, budgetary reduction, other lack of funding, upon request by the Grantee, or upon mutual agreement by the State and Grantee. The State may honor requests for just and equitable compensation to the Grantee for all satisfactory and eligible work completed under this Agreement up until 30 days after written notice, upon which time all outstanding reports and documents are due to the State and the State will no longer be liable to pay the grantee for any further charges to the grant.

XXI. TERMINATION

(A) This Agreement may be terminated by the State as follows.

(1) Upon 30 days written notice to the Grantee:

- a. If the Grantee fails to comply with the terms and conditions of the Agreement, or with the requirements of the authorizing legislation cited on page 1, or the rules promulgated thereunder, or other applicable law or rules.
- b. If the Grantee knowingly and willingly presents false information to the State for the purpose of obtaining this Agreement or any payment under this Agreement.
- c. If the State finds that the Grantee, or any of the Grantee's agents or representatives, offered or gave gratuities, favors, or gifts of monetary value to any official, employee, or agent of the State in an attempt to secure a subcontract or favorable treatment in awarding, amending, or making any determinations related to the performance of this Agreement.
- d. If the Grantee or any subcontractor, manufacturer, or supplier of the Grantee appears in the register of persons engaging in unfair labor practices that is compiled by the Michigan Department of Licensing and Regulatory Affairs or its successor.
- e. During the 30-day written notice period, the State shall withhold payment for any findings under subparagraphs a through d, above and the Grantee will immediately cease charging to the grant and stop earning match for the project (if applicable).

(2) Immediately and without further liability to the State if the Grantee, or any agent of the Grantee, or any agent of any subcontract is:

- a. Convicted of a criminal offense incident to the application for or performance of a State, public, or private contract or subcontract;
- b. Convicted of a criminal offense, including but not limited to any of the following: embezzlement, theft, forgery, bribery, falsification, or destruction of records, receiving stolen property, or attempting to influence a public employee to breach the ethical conduct standards for State of Michigan employees;
- c. Convicted under State or federal antitrust statutes; or
- d. Convicted of any other criminal offense that, in the sole discretion of the State, reflects on the Grantee's business integrity.
- e. Added to the federal or state Suspension and Debarment list.

(B) If a grant is terminated, the State reserves the right to require the Grantee to repay all or a portion of funds received under this Agreement.

XII. IRAN SANCTIONS ACT

By signing this Agreement, the Grantee is certifying that it is not an Iran linked business, and that its contractors are not Iran linked businesses, as defined in MCL 129.312.

PROJECT-SPECIFIC REQUIREMENTS – APPENDIX A

GRANT APPLICATION; PROJECT SCOPE

Statement of Work

The Grantee agrees to undertake, perform, and complete the following project:

Increase commercial and multifamily recycling through expansion of the City of Lansing recycling fleet, purchase of larger recycling containers, development of marketing and educational materials and optimizing routes through the addition of a fleet management software.

Deliverables

- Purchase and deploy new front load truck.
- Develop bid for marketing firm.
- Contract marketing firm to develop educational materials and drive program engagement.
- Develop fleet management software bid.
- Increase route efficiency by integrating fleet management software into recycling program.
- Utilize new promotional and educational materials to recruit new commercial and multifamily accounts.
- Submit quarterly reports to EGLE.
- Submit final report to EGLE.

Timeline

Task	Expected Start	Expected Completion
Specify, quote and order new front load truck	Within 2 weeks of grant agreement execution	April 2025
Deployment of new truck	May 2025	
Develop bid for marketing firm	Within 2 months of grant agreement execution	March 2024
Specify, quote and order dumpster containers	Within 2 weeks of grant agreement execution	December 2023
Develop software bid	Within 2 months of grant agreement execution	March 2024
Engagement process	April 2024	January 2025
Development of educational materials	January 2025	April 2025
Develop promotional materials and begin recruitment of new accounts	October 2024	Ongoing
Quarterly Reports		See section IV of Grant Agreement
Final Report		Upon Project Completion

GRANT REIMBURSEMENT PROCESS

The Grantee is responsible for the payment of all eligible costs necessary to complete the project. The Grantee shall submit reimbursement requests to the State which specify the time period covered by the reimbursement request and the payments made by the Grantee during the time period. Grant reimbursements will be for up to 80 percent of the documented purchase expenditures, not to exceed the awarded grant amount, less a 5 percent retention amount that will be released upon approval of the final report. The final report is due six months after the infrastructure item(s) have been purchased, installed, and/or constructed, but no later than September 30, 2026. Grantees must agree to supply data related to the project for up to five years from the project end date as requested by EGLE.

All grants are paid through a reimbursement process. All grantees will submit proof of payment (i.e., canceled checks, ACH, wire transfer confirmations, bank statements, etc.) and proof of receipt of goods to EGLE proving that the vendor has been paid prior to receiving reimbursement from the grant program. Reimbursement must be requested in conjunction with required, quarterly progress reports. Total payment made to the Grantee by the State shall not exceed the amount identified in this grant agreement. Any costs associated with the project that exceed the awarded grant amount shall be the responsibility of the Grantee.

The Grantee is responsible for ensuring that all partner entities fulfill their commitments under the grant proposal.

The Grantee is responsible for ensuring that all products requiring reimbursement acknowledge that the project was supported in whole or in part by the EGLE Recycling Grant Program.

RECAPTURE: The Grantee is hereby notified and hereby acknowledges that the Grant is subject to recapture and that the Grantee will incur an obligation to repay the Grant (the "Recapture Obligation") immediately, in full, if:

- a. it fails to comply with the entirety of the grantee's grant application attached, including all budget, tasks, and timeline;
- b. it sells, exchanges, or disposes of any equipment described in this Agreement without the Grantor's written approval; or
- c. the State of Michigan determines that there has been a default under the Agreement and seeks reimbursement.

In the event that the Grantee becomes liable for a Recapture Obligation, it shall satisfy the Recapture Obligation within the time specified in the written notice thereof to the Grantee by the Grantor.

The Grantee's obligation under this sub-section shall survive five years beyond the term of this Agreement.

REPORTING REQUIREMENTS

The Grantee shall comply with all reporting requirements of the State during the Agreement Period. A reporting calendar can be found in Section IV of the boilerplate agreement language.

QUARTERLY REPORTS

The Grantee shall submit the final quarterly status and financial report, including all supporting documentation for expenses, by September 30, 2026.

Quarterly progress and financial reports must be submitted at least every three months during the Agreement Period, even if no funds were expended. Provide the following narrative using the numbers and headings listed below:

I. SUMMARY OF ACTIONS TAKEN DURING THE CURRENT PERIOD

- A. Describe the tasks completed and how project funds were expended during the time period covered by the report. If no funds were expended during the current period, include a statement to that effect, along with an explanation and a description of tasks completed during the period.
- B. If any products were developed during the time period covered by the report, include a copy of the products with the report.

II. SUMMARY OF ACCOMPLISHMENTS DURING THIS PERIOD

- A. Goals and objectives as set forth in the grant application and grant contract. List the project's stated goals and objectives and describe how the project is meeting them.
- B. Additional project accomplishments not included in original project goals and objectives.
- C. Project data: Provide any data collected during the current period, as described in the grant application incorporated with this contract. Attach available documentation which supports the data. If the data provided covers a previous reporting period, specify the dates which the data is from.

III. SUMMARY OF REMAINING ACTIONS TO BE TAKEN

- A. Describe the remaining tasks to be completed and indicate whether or not these tasks will be completed within the approved project schedule. For tasks which will not be completed within the approved project schedule, discuss the reasons for the delay and provide the revised task completion date.

IV. PROBLEMS ENCOUNTERED DURING THIS PERIOD

- A. Identify any problems encountered during the current reporting period and explain how they were resolved. Describe the impact these problems have had or will have on project design, completion, and operations. If at any time the Grantee becomes aware that any materials collected or processed in association with grant purchases are being disposed, the Grantee must immediately notify EGLE and must document the issue in the next quarterly report.

The Grantee must also submit for EGLE review the steps that will be taken to address the issue and the expected timeframe for resolution.

V. ADDITIONAL COMMENTS

- A. Provide any additional comments relevant to the status of the project and its operations.

VI. FINANCIAL DOCUMENTATION

- A. Provide required documentation for funds expended during the reporting period, including proof of payment and proof of receipt of goods.

FINAL PROJECT REPORT

The purpose of the final project report is to provide the State with data on your project and a narrative discussion about your project, including an evaluation of the project to date. The final report is due six months after the infrastructure item(s) have been purchased and/or constructed, but no later than February 28, 2027. Retained funds will be forfeited by the Grantee if the final report is not accepted.

Identify the time period covered by the final project report. Provide the following narrative information using the numbers and headings listed below:

I. PROJECT DESCRIPTION

- A. Provide a description of the project funded.
 - i. Provide a 4-5 sentence summary of the project.
 - ii. Include any news articles and/or photographs as appropriate.
 - iii. Include the date project operations began and a discussion of the current status of project operations.
- B. List and explain the steps involved in completing the project, from planning through implementation to ongoing operations. Include the dates of major project activities and events.
- C. List and discuss other entities (e.g., companies, nonprofit groups, local units of government) that played a role in planning and implementing the project and briefly describe their role. Describe any formal agreements that were entered into as a part of project implementation.

II. PROJECT COSTS: Provide the following information regarding costs required to implement the project:

- A. Provide the dollar amounts and a description of all program related capital costs which have been incurred during the time period covered by this report. Identify the specific dates these costs were incurred.
- B. For the time period covered by this report, provide the dollar amounts and a description of all additional costs (beyond match) required to complete the project. Identify the specific dates these costs were incurred.
- C. For the time period covered by this report, provide the dollar amount and a description of the costs needed to operate the project.

D. Describe the funding mechanisms utilized to operate and maintain the project activities.

III. PROJECT EVALUATION

- A. Goals and Objectives. Summarize each of the project's goals and objectives as stated in your original proposal. Discuss (in both narrative and numerical terms) how well you are meeting each goal and objective. For each goal or objective that is not being met, discuss why.
- i. If the project goals and objectives have changed from those that were originally established, discuss how and why. Also, discuss how these changes have impacted the final project.
 - ii. Recovery/Access/Participation Goals: As a part of the above discussion of project goals and objectives, identify the increase in either volume collected (in tons or cubic yards per year) by material type, or geographical access/population served that the project is currently achieving. If the project is not meeting its goals, provide a discussion on why these goals are not being met. Also, indicate what steps you are taking in order to meet the stated goals in the future, and provide a timeframe for meeting these goals.
- B. Discuss any project accomplishments not included in the project's original goals and objectives.
- C. Discuss the economic impact the project has had on the local economy. Include information on new jobs created and sustained and any other relevant economic information.
- D. List and describe all significant problems encountered during project implementation, including any cost overruns, institutional barriers, local issues, etc. Describe how the problems were addressed and resolved. Describe any impact these problems had in project design, implementation and/or ongoing operations.
- E. Describe the most successful components of the project and explain why you think they are successful.
- F. Describe the least successful components of the project and explain why you think they are not successful.
- G. Lessons Learned. Discuss any conclusions you have made about the technical and economic feasibility of carrying out a similar project. Identify what you would do differently if you were to carry out a similar project, and why.
- H. Provide a description of the motivation for pursuing this grant opportunity and how the need for the project was identified.

IV. ADDITIONAL COMMENTS

- A. Provide any additional information relevant to the status of the project and its operations.
- B. Provide a description of opportunities that you may have identified after implementing this grant.

The quarterly and final project report must be signed by the authorized contact person for the project. Indicate any name, address, or telephone number changes for the contact person and/or the project.

Submit the quarterly and final project reports to the attention of the State's contact at the following email address: EGLE-RecyclingGrant@michigan.gov

If you need this information in an alternate format, contact EGLE-Accessibility@Michigan.gov or call 800-662-9278.

EGLE does not discriminate on the basis of race, sex, religion, age, national origin, color, marital status, disability, political beliefs, height, weight, genetic information, or sexual orientation in the administration of any of its programs or activities, and prohibits intimidation and retaliation, as required by applicable laws and regulations. Questions or concerns should be directed to the Nondiscrimination Compliance Coordinator at EGLE-NondiscriminationCC@Michigan.gov or 517-249-0906.

This form and its contents are subject to the Freedom of Information Act and may be released to the public.

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Attachment A Budget Proposal

FY23 Infrastructure Program City of Lansing



MICHIGAN DEPARTMENT OF ENVIRONMENT, GREAT LAKES, AND ENERGY
MATERIALS MANAGEMENT DIVISION
RECYCLING INFRASTRUCTURE
FINANCIAL STATUS REPORT

Grantee / Vendor Name: **City of Lansing**

Vendor Number: **CV0047782**

Project Name: **CART, Rollin' With The Changes**

Grant Given Number: **TBD**

Contract Date From: To: **9/30/2025**

Contact Name: **Lori Welch** Contact Number: **517-243-5668**

Contact Email: lori.welch@lansingmi.gov

Category	Category Number	Amount
Salary and Benefits	1	
Contractual	2	
Equipment	3	\$ 375,000
Supplies	4	
Travel	5	
Category Subtotal		\$ 375,000
INDIRECT BUDGET		
	Percentage	
	0%	\$ -
PROJECT BUDGET		
Total		\$ 375,000
MATCH BUDGET		
	Percentage	
Total	20%	\$ 75,000.00
GRANT BUDGET		
Total		\$ 300,000

Resolution #2023-###

By the Committee on Ways and Means
Resolved by the City Council of the City of Lansing

WHEREAS, the City of Lansing is named as defendant in a workers' compensation action, WC 2062876-01339, involving alleged work-related injuries/illnesses;

WHEREAS, it is proposed that the action be resolved by virtue of entering into a settlement agreement, in which, the City of Lansing would agree to pay Plaintiff the sum of FIFTY-SIX THOUSAND (\$56,000.00) in exchange for a complete redemption and release of the City from any past, present, and future liability regarding any alleged injuries/illnesses whatsoever;

WHEREAS, the proposed settlement is recommended by the Mayor, the Human Resources Department, the City of Lansing's Fund Administrator, and the City Attorney.

NOW, THEREFORE, BE IT RESOLVED that the Lansing City Council hereby approve payment of FIFTY-SIX THOUSAND (\$56,000.00) pursuant to said proposed settlement agreement as a full and final settlement of said action.

BE IT FINALLY RESOLVED that the Law Department is authorized to prepare and execute the requisite documents to complete settlement of the aforementioned lawsuit.



City of Lansing

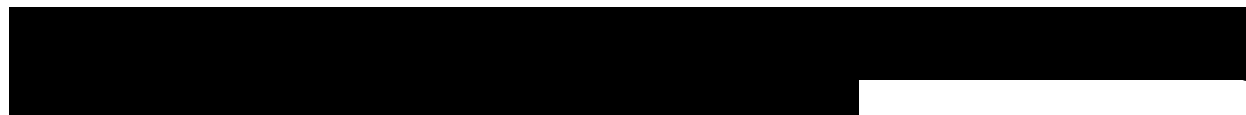
OFFICE OF THE CITY ATTORNEY

TO: Ways and Means Committee

FROM: F. Joseph Abood, Chief Deputy City Attorney

DATE: September 28, 2023

RE: WC Settlement 2062876-01339, Privileged and Confidential



CompOne Administrators, Inc. has evaluated this claim for settlement. We have negotiated a settlement of \$56,000.00 to release all past, present, and future claims against the City of Lansing.

The Mayor, the Law Department and the Department of Human Resources support the recommendation for settlement and the Department of Human Resources advises that funds are available in the Workers Compensation Claims account. We are requesting your approval of the redemption of this case.

Please contact this office as soon as possible with any concerns you may have regarding the redemption of this claim.

cc: Elizabeth O'Leary, Human Resources Director
Kathy Woodman, Health & Wellness Administrator

Resolution #2023-###

By the Committee on Public Safety
Resolved by the City Council of the City of Lansing

WHEREAS, the Code Compliance Officer has determined that the building located at 3301 TURNER ST., Parcel # 33-01-01-04-105-151 legally described as LOT 84 FAIRFIELD GARDENS SUB., City of Lansing, is an unsafe or dangerous building as defined in Section 108.1 of the International Property Maintenance Code as adopted by Lansing Codified Ordinance 1460.01, and the Housing Law of Michigan, and the building was red tagged on January 18, 2017; and

WHEREAS, a hearing was held by the Lansing Demolition Board on May 25, 2023, at which the Hearing Officer determined that said building was an unsafe and dangerous building and ordered the building demolished or made safe by June 25, 2023; and

WHEREAS, said Hearing Officer filed a report of their findings and order with the City Council and requested the City Council to take appropriate action under the Lansing Codified Ordinances and the Housing Law of Michigan; and

WHEREAS, the Housing Law of Michigan and Lansing Codified Ordinances require a hearing be conducted to give the property owner an opportunity to show cause why a dangerous structure should not be demolished or otherwise made safe; and

WHEREAS, the City Council held a public show cause hearing on Monday, _____, 2023, to review the findings and the order of the Hearing Officers, and the owners were notified in writing of said hearing and had an opportunity to appear and show cause why said building should not be demolished or otherwise made safe; and

WHEREAS, the Code Compliance Office has determined that compliance with the order of the Lansing Demolition Hearing Board Officer has not occurred.

NOW, THEREFORE, BE IT RESOLVED that the owner(s) of 3301 Turner Street, as legally described above, are hereby directed to comply with the order of the Hearing Officers to demolish or otherwise make safe the said building within 30 days from the date of this resolution, _____, 2023.

BE IT FURTHER RESOLVED that the property owner(s) is hereby notified that this order must be appealed within twenty days pursuant to MCL 125.542 and should the owners fail to comply with the Hearing Officers' order for demolition or make safe, the Code Compliance Officer is hereby directed to proceed with demolition of said building.

BE IT FURTHER RESOLVED, whether demolition is accomplished by said property owner or the City, that appropriate seeding and restoration of property take place to avoid run-off to adjacent properties.

BE IT FURTHER RESOLVED that if the demolition is accomplished by the City, the cost of such demolition shall be a lien against the real property and shall be reported to the City Assessor.

BE IT FURTHER RESOLVED that the owners in whose name the property appears upon the last local tax assessment record shall be notified by the City Assessor of the amount of such cost by first class mail at the address shown on the records. Upon the owner's failure to pay the same within thirty (30) days after mailing by the City Assessor of the notice of the amount thereof, the amount of said costs shall be a lien and shall be filed and recovered as provided by law and the lien shall be collected and treated in the same manner as provided for property tax liens under the general property tax act.

BE IT FINALLY RESOLVED that should the owner fail to pay the total amount owing within thirty (30) calendar days from the date that the notice was mailed by the City Assessor's office, the costs incurred by the City shall be a lien on the property and shall be recovered in the same manner for which tax liens are collected under the general property tax laws of the State of Michigan and the City of Lansing.

Building Residential Permit | PB23-0115**Property Information**

33-01-01-04-105-151	3301 TURNER ST	Subdivision:	
	LANSING MI, 48906	Lot:	Block:

Name Information

Owner:	HALLETT DAVID J & KIMBERLY S	Phone:	(517) 703 3858
Occupant:		Phone:	
Applicant:	Masterwork LLC	Phone:	(517) 708 8652
Contractor:	Masterwork LLC	Phone:	(517) 708 8652
Licensee:	Masterwork LLC	Phone:	(517) 708 8652
License Issued:	08/03/2017		
License Expires:	05/31/2026		

Permit Information

Date Issued:	06/06/2023	Date Expires:	03/19/2024	Status:	ISSUED
--------------	------------	---------------	------------	---------	--------

Work Description:

new roof & shingles- new windows - reinforce or replace all structural elements damaged by fire - new bath & kitchen - new insulation & drywall -
new flooring & trim - complete paint

Stipulations:**Frame (After Tear Out) Inspection | Scott Webb**

Status:	Completed	Result:	Disapproved
Scheduled:	09/21/2023 12:30 PM	Completed:	09/21/2023 03:06 PM

Comments:

Frame(AfterTearOut)InspeWe discussed that the damaged portions and damaged lumber will all be removed and new will be built on the existing foundation.
You'll need to submit drawings showing all framing and anchorage details of the new portion being built. Those details can be added to the plans you already submitted.
Existing foundation needs to be exposed on the interior with any repairs made and openings to be supported per the 2015 Michigan Residential Code.
All work to be exposed for inspections.

Fee Information

Standard Item	Res - Building Permit Fee	85,000.00	700.00
Standard Item	ResideResidential Plan Review > \$3,000	700.00	140.00

CITY OF LANSING DEMOLITION HEARING BOARD	ORDER TO MAKE SAFE, DEMOLISH OR MAINTAIN BUILDING OR STRUCTURE	FILE NO. D2023-010
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Matter of the building/structure at 3301 TURNER ST. which is a ☒ dwelling ☐ garage ☐ other

1. Date of hearing: MAY 25, 2023 Hearing Officers: DAVE MUYLLE, JOSEPH VITALE

2. WALTER ALLEN, Code Compliance INTERIM MANAGER of the City of Lansing, has filed a copy of a notice that the subject building/structure is dangerous. The copy of the notice is attached.

THE HEARING OFFICER FINDS THAT:

3. Notice of this hearing was properly served on the
☐ rental registration owner(s)
☒ Owner's or party in interest on City tax assessment record
4. The building/structure ☒ is ☐ is not a dangerous building as defined in MCL 125.539, specifically (see attached)
5. ☒ The building/structure has remained unoccupied for 180 consecutive days or more and is not listed for sale, lease or rent with a licensed real estate broker.
6. ☐ The building/structure has been substantially destroyed by ☒ fire ☐ wind ☐ flood
☐ other:
7. The state equalized value of the building/structure is \$30,356.00
8. The cost to repair the building or structure to make it safe is \$104,088.60
9. The real estate is described as follows:

Parcel Number: 33 01 01 04 105 151

LOT 84 FAIRFIELD GARDENS SUB, City of Lansing

IT IS ORDERED THAT:

10. ☐ The matter is closed.

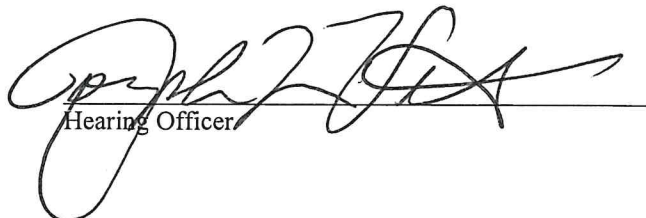
☒ The building/structure shall be made safe or demolished on or before June 25, 2023

☐ The case be tabled until _____.

☐ The building or structure shall be demolished on or before _____ if not made safe as ordered herein.

☐ (If finding #5 is made) The exterior of the building shall be maintained, including
☐ lawns, trees and shrubs ☐ paint on structure ☐ other _____ on or before _____.

5/25/23
Date


Hearing Officer

3301 TURNER ST.

- Original Red Tag Date

- 1/18/2017

- Submitted Into Make Safe Or Demolish Process

- 4/11/2023

- Property Vacant/Repairs Exceed Building SEV

- Property vacant more than 180 days
 - Repairs exceed building SEV

- Title Information

- HALLETT DAVID J & KIMBERLY S

3301 TURNER ST.

Property Value Information

- SEV

- \$44,400.00 (*as of 7/31/2023*)

- Structure

- \$78,818.00 (*as of 7/31/2023*)

- Land

- \$10,038.00 (*as of 7/31/2023*)

- Estimate of Repairs

- \$104,088.60

3301 TURNER ST.

Housing Code Correction Letters

- Code Compliance Inspection Date

- 01/18/2023

- Code Compliance Letter Written

- 01/18/2018

- Code Compliance Due Date

- 02/17/2018

3301 TURNER ST.

Demolition Board Actions

- Demolition Board Show Cause Hearings

- 5/25/2023

- Order by Demolition Board

- MS or D by 06/25/2023

- Request Sent To City Council for Show Cause Hearing

- 10/04/2023

3301 TURNER ST.

City Council Actions

- Show Cause Hearing Held
 - 00/00/00
- Public Safety Committee Meeting
 - 00/00/00
- Resolution passed by City Council
- Extension Requested By Owner

3301 TURNER ST.

General Comments

- NEW OWNER AS OF 7/25/2023 HAD FRAMING INSPECTION DONE ON 9/21/2023 DISAPPROVED

RECOMMENDATIONS

● FOR NEW CASES:

- Recommend time frame for MS or D. This requires a resolution be passed by City Council –
 - 60 days for regular demolitions
 - 30 days for fire-damaged demolitions
- Table case – Stays at PS Committee level for future review.

● FOR EXTENSION REQUESTS:

- Grant extension if requested. Requires new resolution be passed by City Council.
- Deny extension requested. Case will proceed in demo process and be sent out to bid for demolition.

● FOR TABLED CASES:

- Recommend time frame for MS or D. This requires a resolution be passed by City Council –
 - 60 days for regular demolitions
 - 30 days for fire-damaged demolitions
- Return case to table – Stays at PS Committee level for future review.

**CITY OF LANSING - DEMOLITION BOARD
REPORT FOR CITY COUNCIL
CASE OVERVIEW SHEET**

ADDRESS:	3301 TURNER ST.
PARCEL NUMBER:	33 01 01 04 105 151

SHOW CAUSE HEARING DATE:	
DEMOLITION CASE FILE #:	D2023-010

LISTED TAXPAYER:	COVIC MILIVOJE
INTERESTED PARTIES:	COVIC MILIVOJE
SEV INFORMATION:	\$44,400.00
LAND VALUE:	\$10,038.00
BUILDING VALUE:	\$78,818.00
LOT SIZE:	45 X 150

HOUSING CODE VIOLATION LTR:	1/18/2017
ORIGINAL RED TAG DATE:	1/18/2017
ZONING:	"A"
ESTIMATE OF REPAIRS:	\$104,088.60
PICTURES:	YES
OTHER:	

LEGAL DESCRIPTION:	LOT 84 FAIRFIELD GARDENS SUB
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ORDER OF DEMOLITION BOARD

DEMOLITION BOARD MEETING DATE:	MAY 25,2023
ORDER:	MAKE SAFE OR DEMOLISH JUNE 25,2023
REASON/CONDITIONS:	UNSAFE FIRE DAMAGED
HEARING OFFICER:	JOSEPH VITALE

CURRENT CITY COUNCIL ACTIVITY

REQUEST FOR SHOW CAUSE SENT:	10/4/2023
SHOW CAUSE HEARING DATE:	
PUBLIC SAFETY COMMITTEE WILL REVIEW:	

CURRENT PERMIT ACTIVITY

BUILDING:	HAD INSPECTION 9/21/203 DISAPPROVED
ELECTRICAL:	EXPIRED
MECHANICAL:	NA
PLUMBING:	NA
DEMOLITION:	NA

Resolution #2023-###

By the Committee on Public Safety
Resolved by the City Council of the City of Lansing

WHEREAS, the Lansing Code Compliance Officer has declared a certain structure at 3301 TURNER ST., Parcel # 33-01-01-04-105-151, legally described as: LOT 84 FAIRFIELD GARDENS SUB., to be an unsafe and dangerous building and requested the property owner be ordered to demolish or otherwise make safe the structure; and

WHEREAS, the Code Compliance Officer red tagged the said structure on January 18, 2017, and requested the property owner be ordered to demolish or otherwise make safe the structure; and

WHEREAS, on May 25, 2023, the Lansing Demolition Board held a meeting to consider and make a recommendation on whether to declare the structure a dangerous building, as defined in the Housing Law of Michigan (MCL 125.539) and the Lansing Housing and Property Maintenance Code (Ord. 1460.01, et seq.), and ordered the property owner to make safe or demolish the structure by June 25, 2023; and

WHEREAS, the Code Compliance Office has determined that compliance with the order of the Lansing Demolition Hearing Board officer has not occurred; and

WHEREAS, the Housing Law of Michigan and the Lansing Codified Ordinances require that a hearing be conducted to give the property owner an opportunity to show cause why a dangerous structure should not be demolished or otherwise made safe;

NOW, THEREFORE, BE IT RESOLVED that a show cause hearing for Monday, _____, 2023, at 7:00 p.m. in Tony Benavides Lansing City Council Chambers, Tenth Floor, Lansing City Hall, 124 West Michigan Avenue, Lansing, Michigan in consideration of the finding and order of the Lansing Demolition Hearing Board Officer regarding the structure at 3301 Turner Street, as legally described above, to give the owner, or the owner's agent, the opportunity to appear and show cause why the building should not be demolished or otherwise made safe; and to approve, disapprove, or modify the order of the hearing officer to demolish or make safe the subject structure.

BE IT FINALLY RESOLVED that the Lansing City Council requests that the Code Compliance Officer notify the owner(s) of said property of the opportunity to appear and present testimony at the hearing, as required by law.

CITY OF LANSING DEMOLITION HEARING BOARD	ORDER TO MAKE SAFE, DEMOLISH OR MAINTAIN BUILDING OR STRUCTURE	FILE NO. D2023-010
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Matter of the building/structure at 3301 TURNER ST. which is a ☒ dwelling ☐ garage ☐ other

1. Date of hearing: MAY 25, 2023 Hearing Officers: DAVE MUYLLE, JOSEPH VITALE

2. WALTER ALLEN, Code Compliance INTERIM MANAGER of the City of Lansing, has filed a copy of a notice that the subject building/structure is dangerous. The copy of the notice is attached.

THE HEARING OFFICER FINDS THAT:

3. Notice of this hearing was properly served on the
☐ rental registration owner(s)
☒ Owner's or party in interest on City tax assessment record
4. The building/structure ☒ is ☐ is not a dangerous building as defined in MCL 125.539, specifically (see attached)
5. ☒ The building/structure has remained unoccupied for 180 consecutive days or more and is not listed for sale, lease or rent with a licensed real estate broker.
6. ☐ The building/structure has been substantially destroyed by ☒ fire ☐ wind ☐ flood
☐ other:
7. The state equalized value of the building/structure is \$30,356.00
8. The cost to repair the building or structure to make it safe is \$104,088.60
9. The real estate is described as follows:

Parcel Number: 33 01 01 04 105 151

LOT 84 FAIRFIELD GARDENS SUB, City of Lansing

IT IS ORDERED THAT:

10. ☐ The matter is closed.

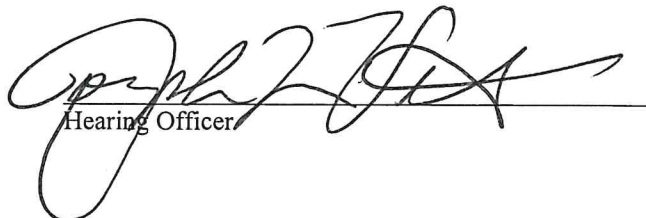
☒ The building/structure shall be made safe or demolished on or before June 25, 2023

☐ The case be tabled until _____.

☐ The building or structure shall be demolished on or before _____ if not made safe as ordered herein.

☐ (If finding #5 is made) The exterior of the building shall be maintained, including
☐ lawns, trees and shrubs ☐ paint on structure ☐ other _____ on or before _____.

5/25/23
Date


Hearing Officer

Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, the Transportation and Non-Motorized Section of the Public Service Department conducted an investigation to determine sight distance and traffic control requirements at the intersection of Madison Street and Sycamore Street, upon the request made by Wade Griffith of 629 W Madison Street; and

WHEREAS, the Transportation and Non-Motorized Section performed a safe approach speed study and revealed a safe approach speed of 12 miles per hour; and

WHEREAS, the Transportation and Non-Motorized Section recommends the installation of a stop sign on Madison Street at Sycamore Street due to the low safe approach speed at this intersection; and

WHEREAS, presented to the Public Service Board and the Board concurs; and

WHEREAS, the minutes containing the Public Service Board's recommendation on this matter are on file with the City Clerk's office; and

WHEREAS, the Mayor concurs with the recommendation of the Public Service Board; and

WHEREAS, the Committee on Public Safety reviewed the report and concurs with the recommendation of the Public Service Board.

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 18-001, thereby authorizing the Transportation Engineer to install a stop sign on Madison Street at Sycamore Street;

BE IT FINALLY RESOLVED that Traffic Control Order No. 18-001 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate signs are installed.

ENGINEERING REPORT #18-001

TRAFFIC CONTROL REQUEST: MADISON STREET AND SYCAMORE STREET

The Transportation and Non-Motorized Section of the Public Service Department conducted an investigation to determine sight distance and traffic control requirements at the intersection of Madison Street and Sycamore Street. This study was conducted in response to a request made by Wade Griffith off 629 W Madison Street.

The intersection of Madison Street and Sycamore Street is a residential three-leg intersection currently controlled by a yield sign on Madison Street. Madison Street is approximately seven blocks long beginning at Sycamore Street and terminating at Grand Avenue. Madison Street is 30 feet wide in this area with unrestricted parking. Sycamore Street is eight blocks long beginning at Ottawa Street and terminating at Brook Street. Sycamore Street is 26 feet wide with unrestricted parking.

A review of the traffic crash records for this intersection indicates there has been one reported crash from January 1, 2013 to December 31, 2017.

A safe approach speed study was performed and revealed a safe approach speed of twelve (12) miles per hour (MPH) due to the hedge in the northeast quadrant of the intersection. This safe approach speed applies to vehicles traveling westbound and southbound into the intersection.

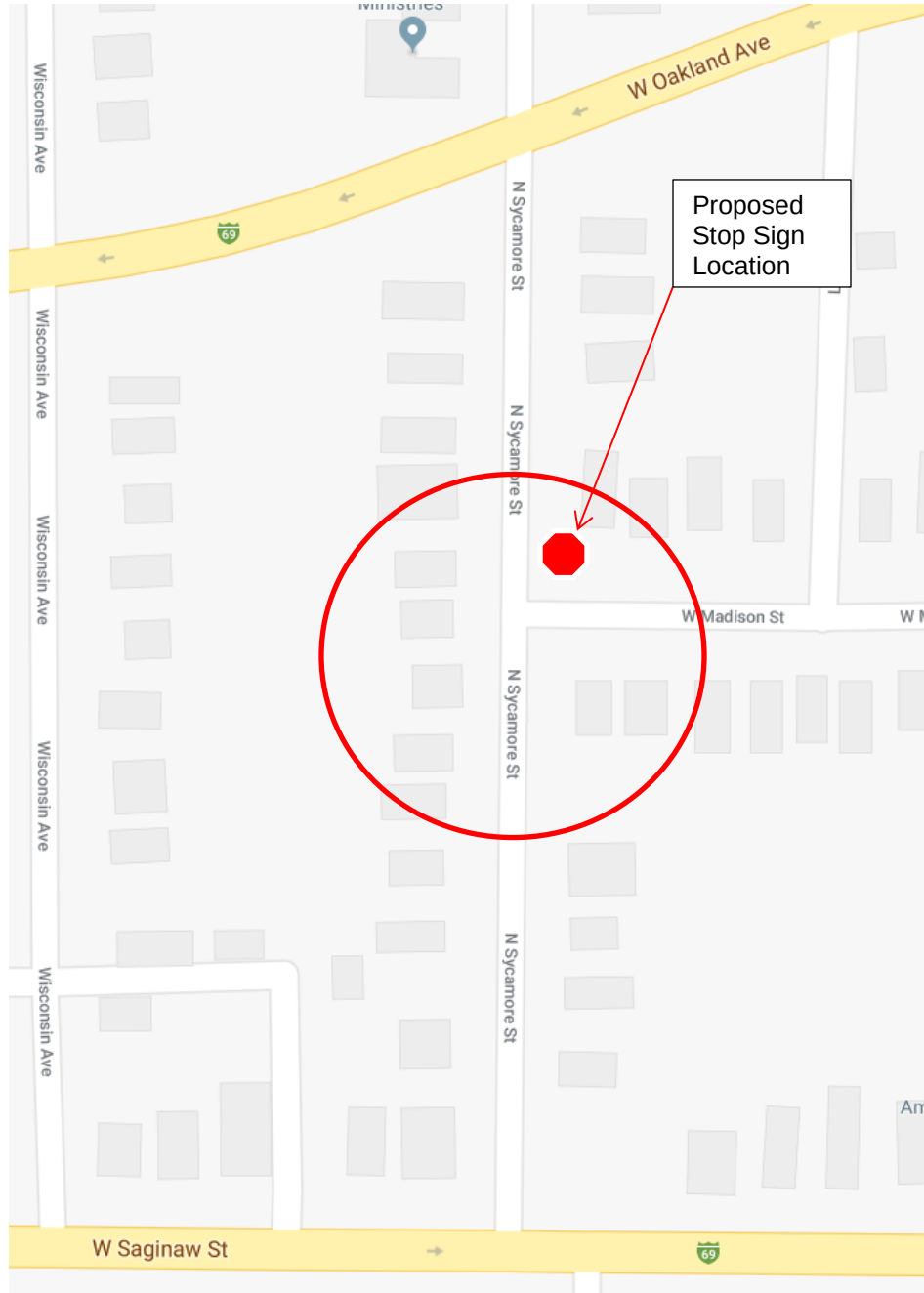
The Transportation and Non-Motorized Section recommends the installation of a stop sign on Madison Street at Sycamore Street due to the low safe approach speed at this intersection.

Public Service Board Action Date:
Passed: _____ Declined: _____

ENGINEERING REPORT #18-001

TRAFFIC CONTROL REQUEST: MADISON STREET AND SYCAMORE STREET

LOCATION DIAGRAM

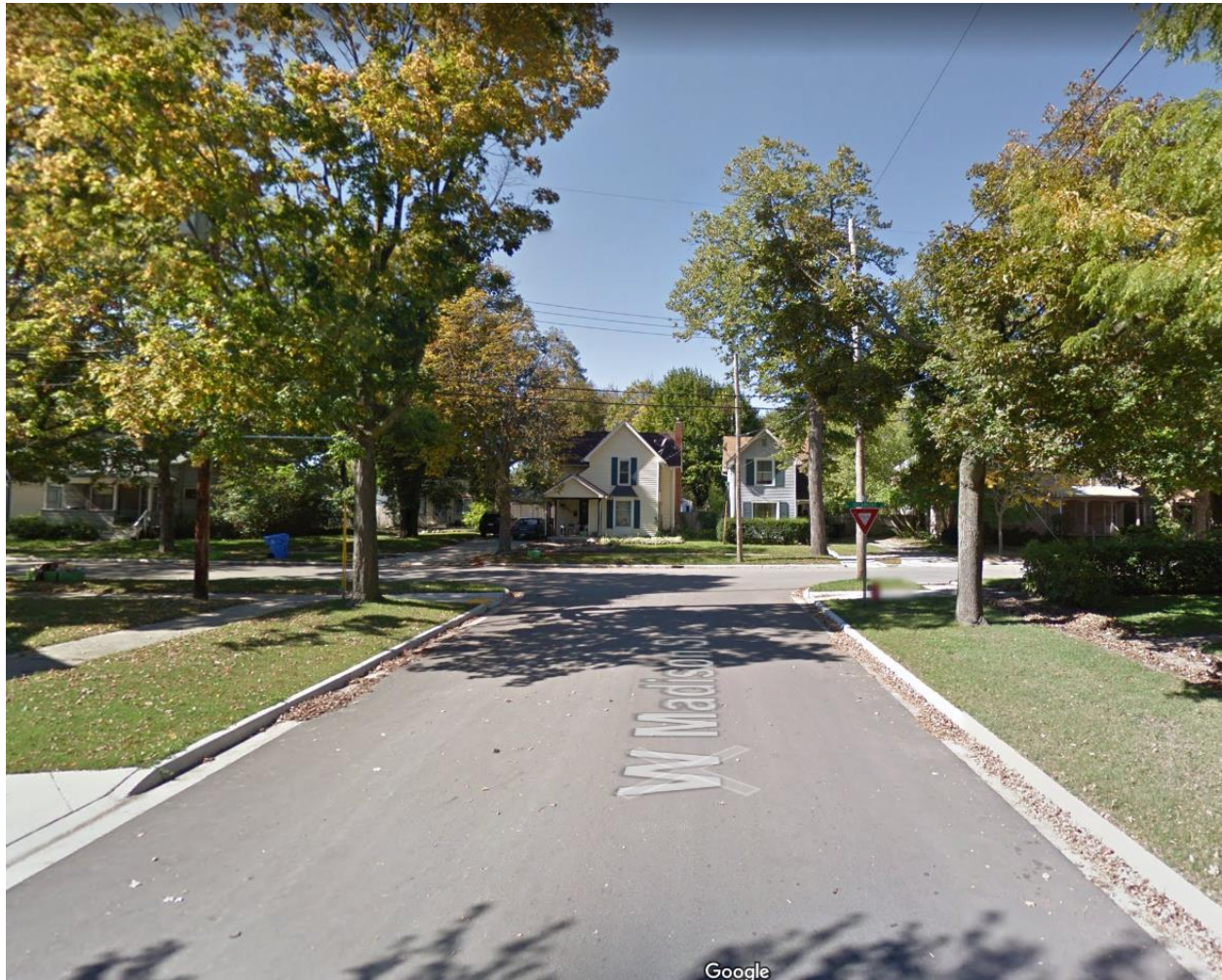


Public Service Board Action Date:
Passed: _____ Declined: _____

ENGINEERING REPORT #18-001

TRAFFIC CONTROL REQUEST: MADISON STREET AND SYCAMORE STREET

STREET VIEW



Public Service Board Action Date:
Passed: _____ Declined: _____

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 18-001

FILE: Madison Street and Sycamore Street

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions at the intersection of Madison Street and Sycamore Street has been made; and as a result of said investigation, it is hereby directed that:

All westbound traffic on MADISON STREET shall be required to stop prior to entering the intersection at SYCAMORE STREET.

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: 07-058

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY: _____

DATE: _____

Andrew K Kilpatrick, P.E.
Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, the Transportation and Non-Motorized Section of the Public Service Department conducted an investigation to determine sight distance and traffic control requirements at the intersection of Keystone Avenue and Enterprise Drive, upon the request by a local business owner; and

WHEREAS, the Transportation and Non-Motorized Section performed a safe approach speed study and revealed a safe approach speed of greater than 40 miles per hour; and

WHEREAS, the Transportation and Non-Motorized Section recommends the installation of a yield sign on Keystone Avenue at Enterprise Drive to assign right-of-way at this intersection; and

WHEREAS, presented to the Public Service Board and the Board concurs; and

WHEREAS, the minutes containing the Public Service Board's recommendation on this matter are on file with the City Clerk's office; and

WHEREAS, the Mayor concurs with the recommendation of the Public Service Board; and

WHEREAS, the Committee on Public Safety reviewed the report and concurs with the recommendation of the Public Service Board.

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 18-059, thereby authorizing the Transportation Engineer to install a yield sign on Keystone Avenue at Enterprise Drive;

BE IT FINALLY RESOLVED that Traffic Control Order No. 18-059 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate sign is installed.

ENGINEERING REPORT #18-003

TRAFFIC CONTROL REQUEST: KEYSTONE AVENUE AND ENTERPRISE DRIVE

The Transportation and Non-Motorized Section of the Public Service Department conducted an investigation to determine sight distance and traffic control requirements at the intersection of Keystone Avenue and Enterprise Drive. This study was conducted in response to a request made by a local business owner via Cityworks service request.

The intersection of Keystone Avenue and Enterprise Drive is a three-leg intersection in a commercial area. Keystone Avenue is approximately five blocks long beginning at Pennsylvania Avenue and terminating at Enterprise Drive. Keystone Avenue is 36 feet wide in this area with unrestricted parking. Enterprise Drive is approximately six blocks long beginning at Aurelius Road and terminating at a north dead end north of Keystone Avenue. Enterprise Drive is 36 feet wide with unrestricted parking on the north leg of the intersection and prohibited parking along both sides of the street on the south leg of the intersection.

A review of the traffic crash records for this intersection indicates there has been one reported crash from January 1, 2013 to December 31, 2017. This reported crash involved a driver that failed to yield the right-of-way.

A safe approach speed study was performed and revealed a safe approach speed of greater than forty (40) miles per hour (MPH). The intersection is free of any major obstructions with building set back approximately 70 feet from the intersecting streets.

The Transportation and Non-Motorized Section recommends the installation of a yield sign on Keystone Avenue at Enterprise Drive to assign right-of-way at this intersection.

Public Service Board Action Date:
Passed: _____ Declined: _____

ENGINEERING REPORT #18-003

TRAFFIC CONTROL REQUEST: KEYSTONE AVENUE AND ENTERPRISE DRIVE

LOCATION DIAGRAM



Public Service Board Action Date:
Passed: _____ Declined: _____

ENGINEERING REPORT #18-003

TRAFFIC CONTROL REQUEST: KEYSTONE AVENUE AND ENTERPRISE DRIVE

STREET VIEW



Public Service Board Action Date:
Passed: _____ Declined: _____

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 18-059

FILE: Keystone Avenue and Enterprise Drive

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions at the intersection of Keystone Avenue and Enterprise Drive has been made; and as a result of said investigation, it is hereby directed that:

All eastbound traffic on KEYSTONE AVENUE shall be required to yield the right-of-way to northbound and southbound traffic on ENTERPRISE DRIVE.

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: n/a

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY:

DATE:

Andrew K Kilpatrick, P.E.
Transportation Engineer

RECEIVED FOR FILING:

SIGNED BY:

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK:

Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, the Transportation and Non-Motorized Section of the Public Service Department conducted an investigation to determine sight distance and traffic control requirements at the intersection of Grant Street and Hamilton Avenue; and

WHEREAS, the Transportation and Non-Motorized Section performed a safe approach speed study and revealed a safe approach speed of 15 miles per hour (MPH); and

WHEREAS, the Transportation and Non-Motorized Section recommends the installation of a yield sign on Grant Street at Hamilton Avenue due to the low safe approach speed; and

WHEREAS, presented to the Public Service Board and the Board concurs; and

WHEREAS, the minutes containing the Public Service Board's recommendation on this matter are on file with the City Clerk's office; and

WHEREAS, the Mayor concurs with the recommendation of the Public Service Board; and

WHEREAS, the Committee on Public Safety reviewed the report and concurs with the recommendation of the Public Service Board.

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 18-056, thereby authorizing the Transportation Engineer to install a yield sign on Grant Street at Hamilton Avenue;

BE IT FINALLY RESOLVED that Traffic Control Order No. 18-056 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate parking signs are installed.

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 18-056

FILE: Grant Street and Hamilton Avenue

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions at the intersection of Grant Street and Hamilton Avenue has been made; and as a result of said investigation, it is hereby directed that:

All southbound traffic on GRANT STREET shall be required to yield the right-of-way to eastbound and westbound traffic on HAMILTON AVENUE.

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: n/a

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY:

DATE:

Andrew K Kilpatrick, P.E.
Transportation Engineer

RECEIVED FOR FILING:

SIGNED BY:

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK:

ENGINEERING REPORT # 18-006

TRAFFIC CONTROL REQUEST: GRANT STREET AND HAMILTON AVENUE

The Transportation and Non-Motorized Section of the Public Service Department conducted an investigation to determine sight distance and traffic control requirements at the intersection of Grant Street and Hamilton Avenue. This study was initiated by the Public Service Department based on site visit where a temporary stop pedestal was found at the intersection.

The intersection of Grant Street and Hamilton Avenue is a three-leg intersection in a residential area. Grant Street is approximately seven blocks long beginning at Tisdale Avenue and terminating at Hamilton Avenue. Grant Street is 26 feet wide in this area with unrestricted parking. Hamilton Avenue is approximately three blocks long beginning at Cedar Street and terminating at Sablain Parkway Avenue. Hamilton Avenue is 30 feet wide with unrestricted parking.

A review of the traffic crash records for this intersection indicates there have been no reported crashes from January 1, 2013 to December 31, 2017.

A safe approach speed study was performed and revealed a safe approach speed of 15 miles per hour (MPH). The intersection contains visual obstructions on the west side of Grant Street near Hamilton Avenue consisting of a hedge and large tree.

The Transportation and Non-Motorized Section recommends the installation of a yield sign on Grant Street at Hamilton Avenue due to the low safe approach speed. A yield sign has been installed for southbound traffic on Grant Street at Hamilton Avenue on a trial basis. (see Location Diagram)

Public Service Board Action Date:
Passed: _____ Declined: _____

ENGINEERING REPORT # 18-006

TRAFFIC CONTROL REQUEST: GRANT STREET AND HAMILTON AVENUE

LOCATION DIAGRAM



Public Service Board Action Date:
Passed: _____ Declined: _____

S:\Public_Service_Staff\Traffic\TB items\3.0 To PS Board\18.11 November 2018\Grant St & Hamilton Ave Traffic Control\REPORT
18-006 Grant St & Hamilton Ave Traffic Control.docx

ENGINEERING REPORT # 18-006

TRAFFIC CONTROL REQUEST: GRANT STREET AND HAMILTON AVENUE

STREET VIEW



Public Service Board Action Date:
Passed: _____ Declined: _____

S:\Public_Service_Staff\Traffic\TB items\3.0 To PS Board\18.11 November 2018\Grant St & Hamilton Ave Traffic Control\REPORT
18-006 Grant St & Hamilton Ave Traffic Control.docx

Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, the Transportation and Non-Motorized Section of the Public Service Department conducted an investigation to determine sight distance and traffic control requirements at the intersection of Cambridge Road and Oxford Road, upon the request by a local resident Paul Hufnagel; and

WHEREAS, the Transportation and Non-Motorized Section performed a safe approach speed study and revealed a safe approach speed of 7 miles per hour (MPH); and

WHEREAS, the Transportation and Non-Motorized Section recommends the installation of a stop sign on Oxford Road where the two road segments merge from Cambridge Road, to assign right-of-way at this intersection; and

WHEREAS, presented to the Public Service Board and the Board concurs, and

WHEREAS, the minutes containing the Public Service Board's recommendation on this matter are on file with the City Clerk's office; and

WHEREAS, the Mayor concurs with the recommendation of the Public Service Board; and

WHEREAS, the Committee on Public Safety reviewed the report and concurs with the recommendation of the Public Service Board.

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 18-057, thereby authorizing the Transportation Engineer to install a stop sign on Oxford Rd where the two road segments merge from Cambridge Rd;

BE IT FINALLY RESOLVED that Traffic Control Order No. 18-057 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate signs are installed.

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 18-057

FILE: Oxford Road (northern segment) and Oxford Road (southern segment)

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions on Oxford Road has been made; and as a result of said investigation, it is hereby directed that:

All westbound traffic on the northern segment of OXFORD ROAD west of Cambridge Road shall be required to stop prior to entering the intersection at the southern segment of OXFORD ROAD west of Cambridge Road.

The following Traffic Control Order(s) is/are hereby rescinded: n/a

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY: _____

DATE: _____

Andrew K Kilpatrick, P.E.
Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

ENGINEERING REPORT #18-011

TRAFFIC CONTROL REQUEST: CAMBRIDGE ROAD AND OXFORD ROAD

The Transportation and Non-Motorized Section of the Public Service Department conducted an investigation to determine sight distance and traffic control requirements at the intersection of Cambridge Road and Oxford Road. This study was conducted in response to a request made by local resident Paul Hufnagel via a Cityworks service request.

The intersection is a three-leg intersection in a residential area that contains an island directing traffic onto Oxford Road from Cambridge Road. Oxford Road is approximately one block long beginning at Nottingham Road and terminating at Cambridge Road. Oxford Road is 24 feet wide at the location of the intersection with unrestricted parking west of the intersection. Cambridge Road is approximately two blocks long beginning at Moors River Drive and ending at Nottingham Road. Cambridge Road is 24 feet wide at the location of the intersection with unrestricted parking to the north and south.

A review of the traffic crash records for this intersection indicates there have been no reported crashes from January 1, 2013 to August 01, 2018.

A safe approach speed study was performed and revealed a safe approach speed of seven (7) miles per hour (MPH). The island in the intersection contains large shrubs that cause visual obstructions to drivers who are merging onto Oxford Road from Cambridge Road. This affects drivers simultaneously entering Oxford Road from Cambridge Road leading to a low safe approach speed.

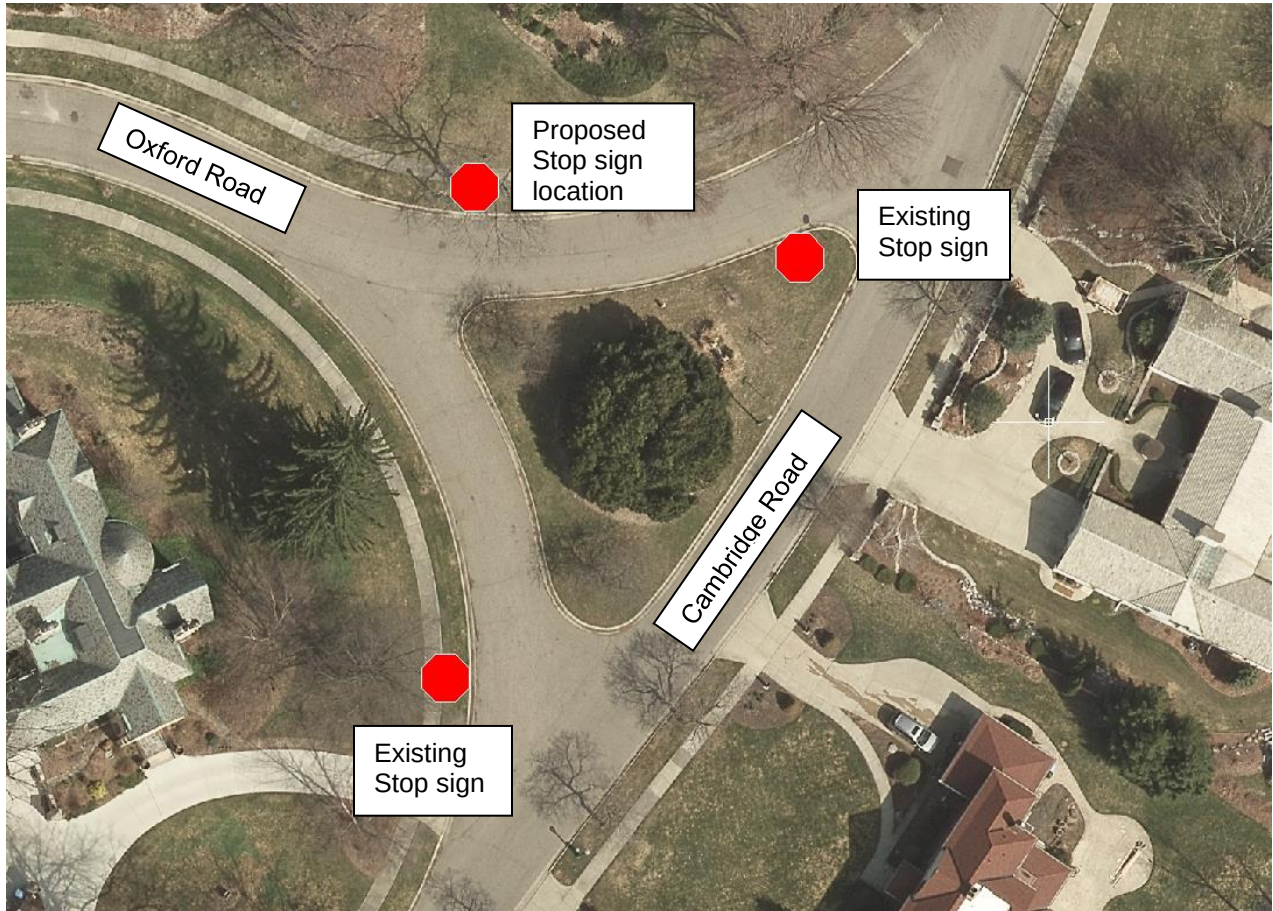
The Transportation and Non-Motorized Section recommends the installation of a stop sign on Oxford Road where the two road segments merge from Cambridge Road, to assign right-of-way at this intersection. A stop sign has been installed at this location on a trial basis.

Public Service Board Action Date:
Passed: _____ Declined: _____

ENGINEERING REPORT #18-011

TRAFFIC CONTROL REQUEST: CAMBRIDGE ROAD AND OXFORD ROAD

LOCATION DIAGRAM



Public Service Board Action Date:
Passed: _____ Declined: _____

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ENGINEERING REPORT #18-011

TRAFFIC CONTROL REQUEST: CAMBRIDGE ROAD AND OXFORD ROAD

STREET VIEW



Public Service Board Action Date:
Passed: _____ Declined: _____

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Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, the Transportation and Non-Motorized Section of the Public Service Department received a request from Stephen Thornburg, a resident at the northeast corner of Hall Street and Thomas Street to install no parking signs along Hall Street near his residence;

WHEREAS, the Transportation and Non-Motorized Section conducted a field investigation and also surveyed the occupants and owners of properties along Hall Street;

WHEREAS, based on the response to the survey and the original request from Stephen Thornburg, a resident, it is recommended that parking be prohibited along the east side of Hall Street from Thomas Street to 91 feet north of Thomas Street;

WHEREAS, the minutes containing the Public Service Board's recommendation on this matter are on file with the City Clerk's office;

WHEREAS, the Mayor concurs with the recommendation of the Public Service Board;

WHEREAS, the Committee on Public Safety reviewed the report and concurs with the recommendation of the Public Service Board;

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 18-046, thereby authorizing the Transportation Engineer to regulate parking along Hall Street;

BE IT FINALLY RESOLVED that Traffic Control Order No. 18-046 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate signs are installed.

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 18-046

FILE: Hall Street

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions along Hall Street has been made; and as a result of said investigation, it is hereby directed that:

On the east side of HALL STREET the following regulations shall apply:

Parking shall be prohibited from Thomas Street to 91 feet north of Thomas Street;

On the west side of HALL STREET the following regulations shall apply:

Parking shall be prohibited from 60 feet north of Thomas Street to Thomas Street;

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: n/a

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY: _____

DATE: _____

Andrew K Kilpatrick, P.E.
Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date _____

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

ENGINEERING REPORT #18-012

PARKING REGULATIONS SURVEY: HALL STREET

The Transportation and Non-Motorized Section of the Public Service Department's Engineering Division received a request from Stephen Thornburg, a resident at the northeast corner of Hall Street and Thomas Street to install no parking signs along Hall Street near his residence. The request was made due to parking by non-residents along Hall Street causing difficulties for the residents along Hall Street.

Hall Street is a 200 foot long street that starts at Thomas Street and ends at the parking lot entrance to the Gier Street Community Center. It is 26 feet wide without curb and gutter and parking is unrestricted along both sides. (see **Existing Parking Regulations**)

A parking survey was sent to property owners / residents along Hall Street from Thomas Street to the north end of Hall Street with the following two options:

Option 1 – Keep parking unrestricted on both sides of Hall Street (no change).

Option 2 – Prohibit parking along both sides of Hall Street.

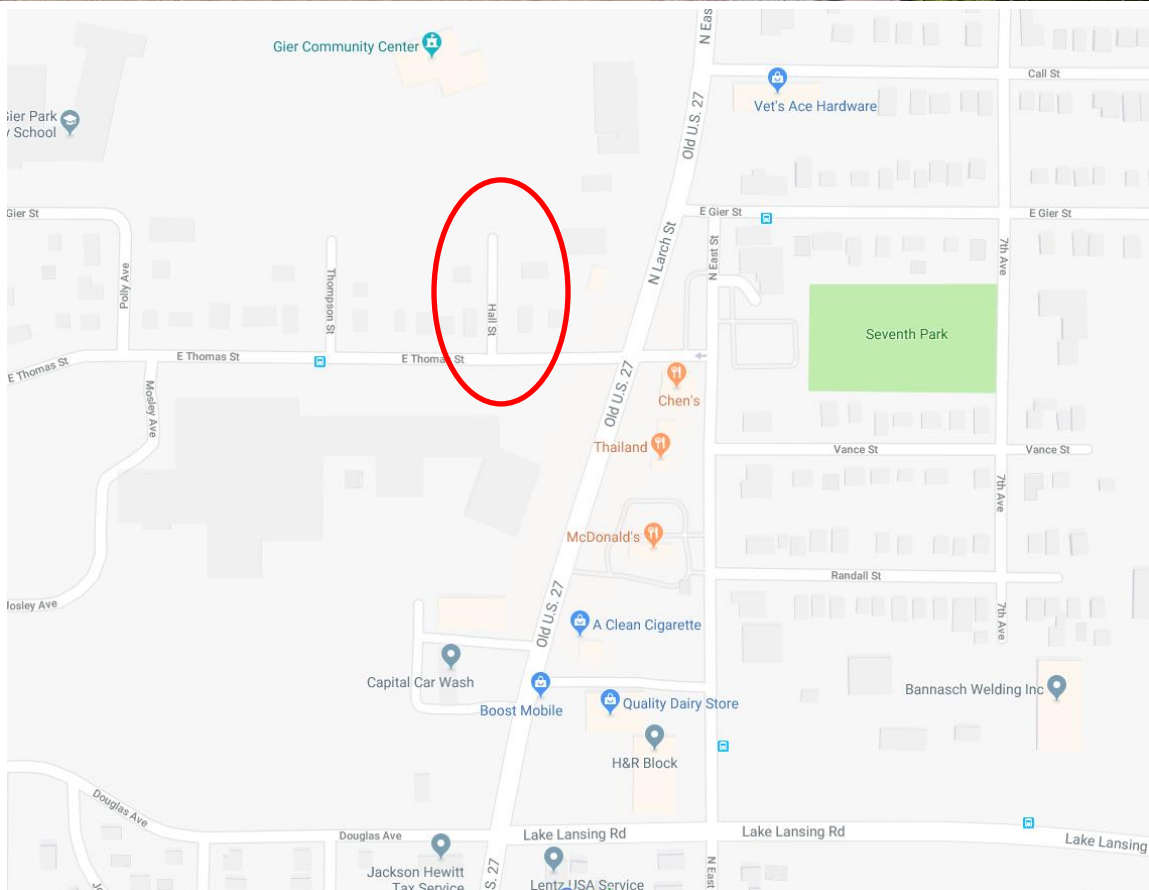
Of the 5 surveys mailed, 3 responses were returned (60%). Of the surveys that were returned, one (33%) was in favor keeping parking unrestricted and two (67%) wrote in a request to prohibit parking along the east side of Hall Street from Thomas Street to 77 feet north of Thomas Street (91' from the center of Thomas Street).

Based on the response to the survey and the original request, it is recommended that parking be prohibited along the east side of Hall Street from Thomas Street to 91 feet north of Thomas Street. The appropriate no parking signs have been installed on a trial basis at this location. (see **Proposed Parking Regulations**)

ENGINEERING REPORT #18-012

PARKING REGULATIONS SURVEY: HALL STREET

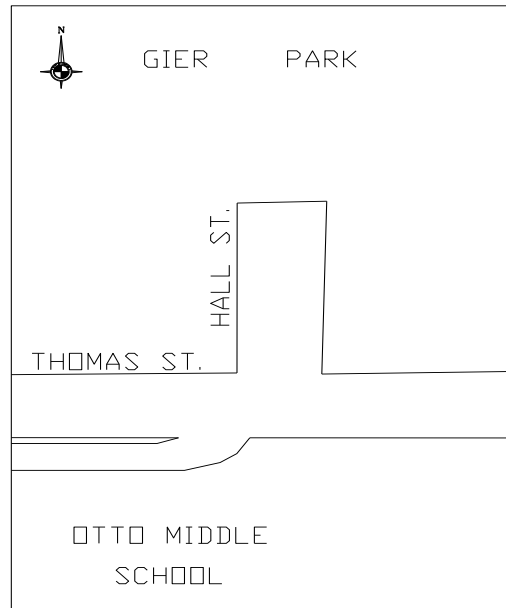
LOCATION DIAGRAM



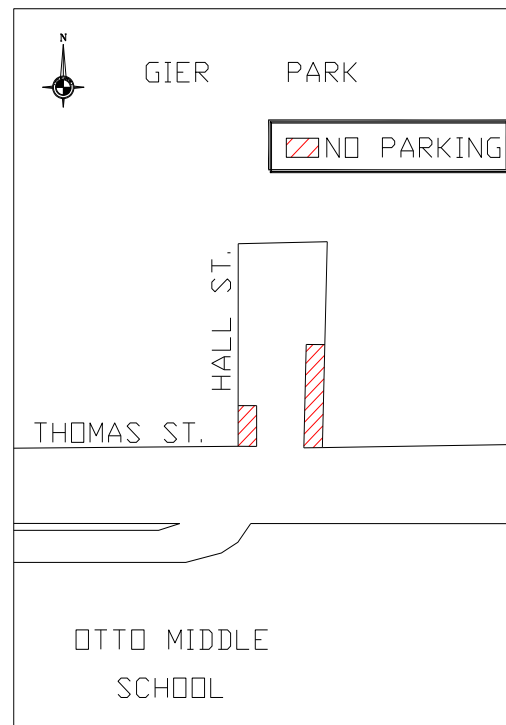
ENGINEERING REPORT #18-012

PARKING REGULATIONS SURVEY: HALL STREET

EXISTING PARKING REGULATIONS



PROPOSED PARKING REGULATIONS



Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, the Transportation and Non-Motorized Section of the Public Service Department received a request from Lou Ann Betts, a resident of R.G. Curtis Avenue, to install no parking signs along R.G. Curtis Avenue;

WHEREAS, the Transportation and Non-Motorized Section conducted a field investigation and also surveyed the occupants and owners of properties along R.G. Curtis Avenue;

WHEREAS, based on the street width and the results of the survey, the Transportation and Non-Motorized Section recommends that parking both the north and south sides of R.G. Curtis Avenue be prohibited;

WHEREAS, the minutes containing the Public Service Board's recommendation on this matter are on file with the City Clerk's office;

WHEREAS, the Mayor concurs with the recommendation of the Public Service Board;

WHEREAS, the Committee on Public Safety reviewed the report and concurs with the recommendation of the Public Service Board;

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 18-044, thereby authorizing the Transportation Engineer to regulate parking along R.G. Curtis Avenue;

BE IT FINALLY RESOLVED that Traffic Control Order No. 18-044 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate signs are installed.

ENGINEERING REPORT # 18-013

TRAFFIC CONTROL REQUEST: R.G. CURTIS AVENUE PARKING SURVEY

The Transportation and Non-Motorized Section of the Public Service Department's Engineering Division received a request from Lou Ann Betts, a resident of R.G. Curtis Avenue, to install no parking signs along R.G. Curtis Avenue. The request was made due to vehicles parking along both sides of R.G. Curtis Avenue which, combined with the narrow street width, was causing difficulties for the residents along R.G. Curtis Avenue.

R.G. Curtis Avenue is three blocks long starting at Washington Avenue and ending at the cul-de-sac approximately 1250 feet west of Washington Avenue. R.G. Curtis Avenue is approximately 18 feet wide without curb and gutter and unrestricted parking along both sides of the street except where prohibited by ordinance. (see **Existing Parking Regulations**)

A parking survey was sent to property owners / residents along R.G. Curtis Avenue with the following two options:

Option 1 – Prohibit parking along one side of R.G. Curtis Avenue

Option 2 – Prohibit parking along both sides of R.G. Curtis Avenue

Of the 62 surveys mailed, 30 responses were returned (50%). Of the surveys that were returned, seven (23%) were in favor of Option 1, twenty-one (70%) were in favor of Option 2 and two (7%) surveys were returned without selecting Option1 or Option 2.

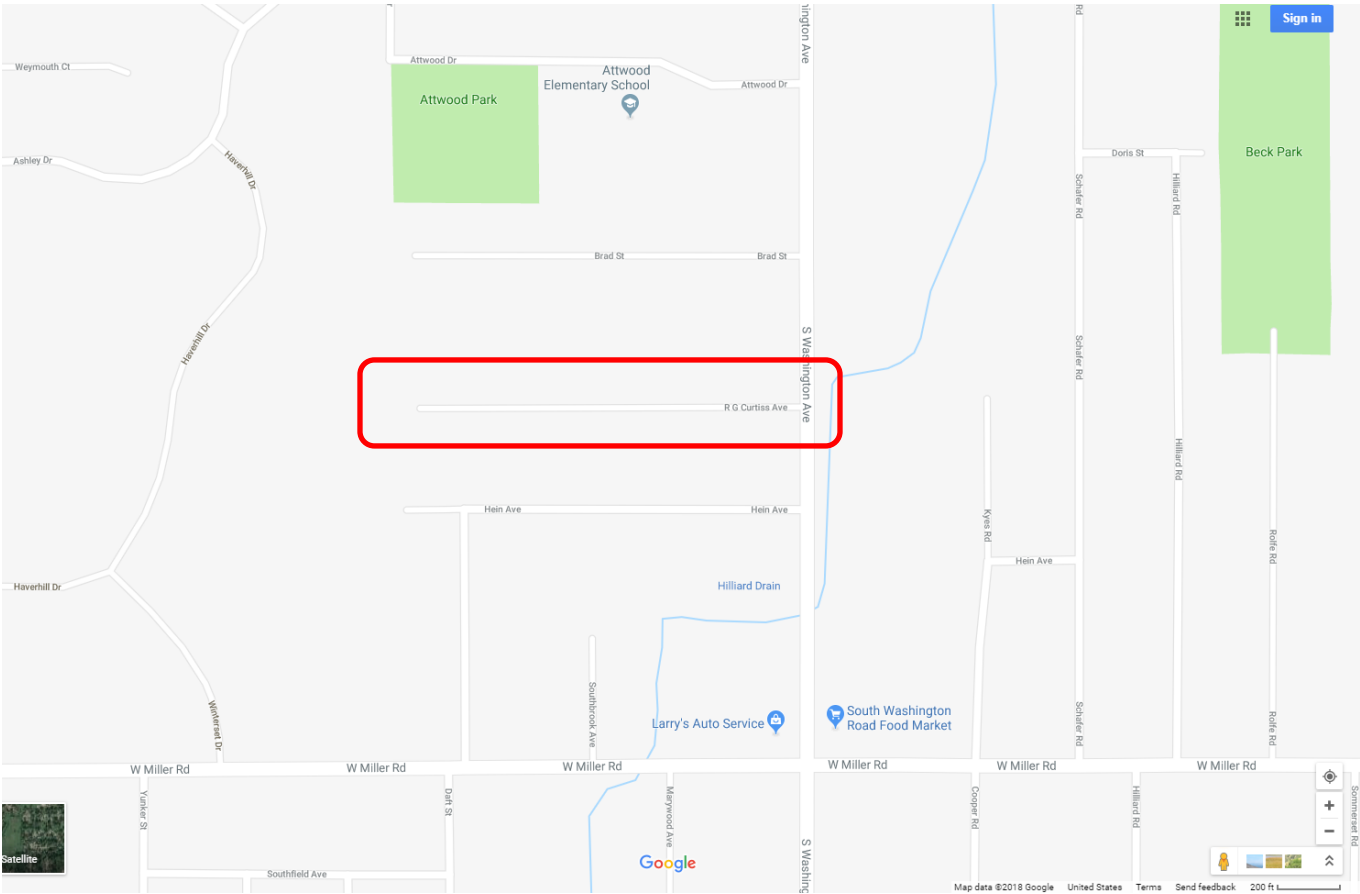
Based on the response to the survey, the resident request, and the narrow street width, it is recommended that parking be prohibited along both sides of R.G. Curtis Avenue. The appropriate no parking signs have been installed along both sides of R.G. Curtis Avenue on a trial basis. (see **Proposed Parking Regulations**)

Public Service Board Action Date:
Passed: _____ Declined: _____

ENGINEERING REPORT # 18-013

TRAFFIC CONTROL REQUEST: R.G. CURTIS AVENUE PARKING SURVEY

LOCATION DIAGRAM



Public Service Board Action Date:
Passed: _____ Declined: _____

September 4, 2018

ENGINEERING REPORT # 18-013

TRAFFIC CONTROL REQUEST: R.G. CURTIS AVENUE PARKING SURVEY

STREET VIEW



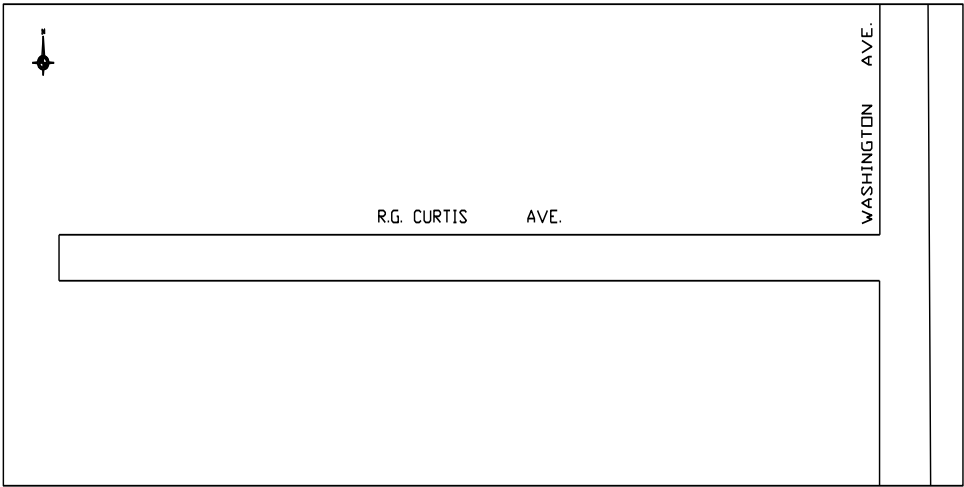
Public Service Board Action Date:
Passed: _____ Declined: _____

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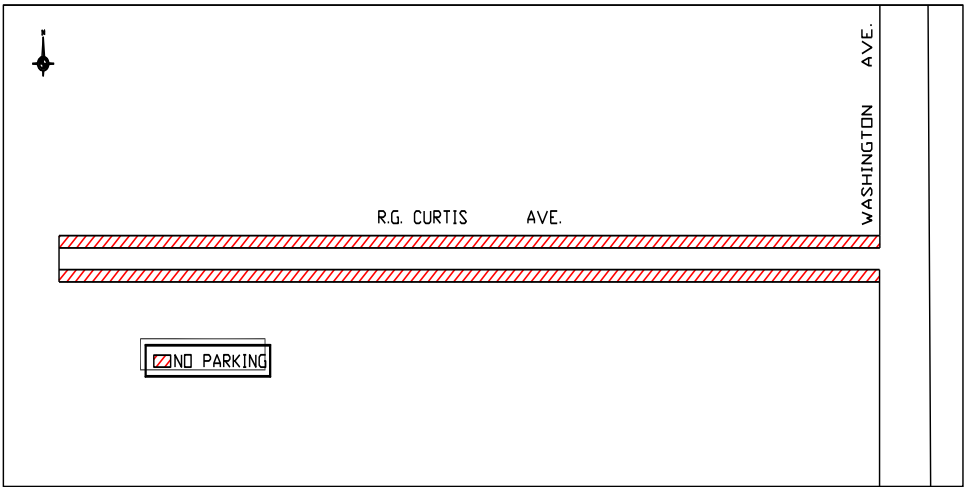
ENGINEERING REPORT # 18-013

TRAFFIC CONTROL REQUEST: R.G. CURTIS AVENUE PARKING SURVEY

EXISTING PARKING REGULATIONS



PROPOSED PARKING REGULATIONS



Public Service Board Action Date:
Passed: _____ Declined: _____

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 18-044

FILE: R G Curtis Avenue

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions along R G Curtis Avenue has been made; and as a result of said investigation, it is hereby directed that:

On the north side of R G CURTIS AVENUE the following regulations shall apply:

Parking shall be prohibited from Washington Avenue to the western end of R G CURTIS AVENUE;

On the south side of R G CURTIS AVENUE the following regulations shall apply:

Parking shall be prohibited from the western end of R G CURTIS AVENUE to Washington Avenue.

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: n/a

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY: _____

DATE: _____

Andrew K Kilpatrick, P.E.
Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date _____

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, the Transportation and Non-Motorized Section of the Public Service Department added bicycle lanes to Mt. Hope Avenue from Moores River Drive to approximately 800 feet east of Pleasant Grove Road in 2015 and extended the three lane configuration with bicycle lanes to Martin L. King Jr. Boulevard in conjunction with current combined sewer overflow (CSO) project; and

WHEREAS, the center turn lane of Mt. Hope Avenue at southbound Martin L. King Jr. Boulevard would transition to an eastbound through lane and the travel lane would continue as a right turn lane. Westbound traffic would be carried in one lane. There would be bike lanes in each direction; and

WHEREAS, westbound traffic on Mt. Hope Avenue at southbound Martin L. King Jr. Boulevard would have one through lane and one right turn lane. Eastbound traffic would have two travel lanes; and

WHEREAS, the City of Lansing analyzed the traffic operations at the Martin Luther King, Jr. Blvd intersections with the current and proposed lane configurations and determined that both would operate acceptably. The analysis was sent to the Michigan Department of Transportation (MDOT) for review and MDOT concurred with the City's analysis; and

WHEREAS, the City of Lansing surveyed property owners along the impacted stretch of Mt. Hope Avenue and attended the Colonial Village Neighborhood association and the South Lansing Farmers Market to gather input on the proposed change and 13 of 15 comments received were in support of the proposed change; and

WHEREAS, the Transportation and Non-Motorized Section recommends that the three lane configuration on Mt. Hope Avenue be extended from the point where it currently ends between Pleasant Grove Road and Boston Boulevard east to southbound Martin Luther King, Jr. Blvd; and

WHEREAS, the minutes containing the Public Service Board's recommendation on this matter are on file with the City Clerk's office; and

WHEREAS, the Mayor concurs with the recommendation of the Public Service Board; and

WHEREAS, the Committee on Public Safety reviewed the report and concurs with the recommendation of the Public Service Board.

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 18-058, thereby authorizing the Transportation Engineer to regulate

traffic along Mt. Hope Avenue;

BE IT FINALLY RESOLVED that Traffic Control Order No. 18-058 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate signs are installed.

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 18-058

FILE: Mount Hope Avenue at Martin Luther King Jr. Boulevard

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions at the intersection of Mount Hope Avenue and Martin L. King Jr Boulevard has been made; and as a result of said investigation, it is hereby directed that:

Vehicular traffic west bound on MOUNT HOPE AVENUE in the northernmost travel lane shall be required to turn right onto north bound MARTIN LUTHER KING JR BOULEVARD;

Vehicular traffic west bound on MOUNT HOPE AVENUE in the second lane from the northernmost curb shall be required to continue west through the intersection at both north bound and south bound MARTIN LUTHER KING JR BOULEVARD;

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: 07-058

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY: _____

DATE: _____

Andrew K Kilpatrick, P.E.
Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

ROADWAY RECONFIGURATION REQUEST
MT HOPE AVENUE BETWEEN 800' EAST OF PLEASANT GROVE AND MLK JR BLVD.

Background

The City of Lansing added bicycle lanes to Mt. Hope Avenue from Moores River Drive to approximately 800' east of Pleasant Grove in 2015 as part of the reconfiguration of Moores River Drive from a four lane boulevard to a two lane roadway with an adjacent pathway. The City is proposing to extend the three lane configuration with bicycle lanes to Martin Luther King, Jr. Boulevard in conjunction with the current combined sewer overflow (CSO) project.

A traffic signal operational analysis was performed for the intersection at the MDOT controlled intersection at Martin Luther King Jr. Blvd (M-99) to determine if traffic operations at this intersection would be adversely affected by the reconfiguration of the roadway in this area.

Existing Configuration

Mt. Hope Avenue, from just east of its western terminus at Moores River Drive to approximately 800' east of the Pleasant Grove intersection is a three lane roadway with bicycle lanes, at which point it transitions to four travel lanes.

Proposed Configuration

The City of Lansing is proposing to extend the three-lane configuration east to Martin Luther King Jr. Blvd. (M-99) during this construction season, and investigate extending this configuration further to the east next year. The MLK Jr. Blvd. intersection would be configured as described below and as shown on the attached graphic.

Mount Hope Avenue at Southbound MLK, Jr. Blvd.:

The center turn lane would transition to an eastbound through lane and the travel lane would continue as a right turn lane. Westbound traffic would be carried in one lane. There would be bike lanes in each direction.

Mount Hope Avenue at Southbound MLK, Jr. Blvd.:

Westbound traffic would have one through lane and one right turn lane. Eastbound traffic would have two travel lanes.

The City of Lansing analyzed the traffic operations at the Martin Luther King, Jr. Blvd intersections with the current and proposed lane configurations and determined that both would operate acceptably. The analysis was sent to the Michigan Department of Transportation (MDOT) for review and MDOT concurred with the City's analysis.

ROADWAY RECONFIGURATION REQUEST
MT HOPE AVENUE BETWEEN 800' EAST OF PLEASANT GROVE AND MLK JR BLVD.

Public Input

The City mailed postcards to all properties along the impacted stretch of Mt. Hope Avenue, sent information out through the weekly neighborhood e-newsletter and attended the Colonial Village Neighborhood association and the South Lansing Farmers Market to gather input on the proposed change. Fifteen verbal or written comments received, of which 13 were in support of the proposed change, one believed the road was fine as is and one was supportive of the proposed change as long as the reconfiguration did not cost more than putting the striping back as is.

Conclusion and Recommendation

The reconfiguration of Mount Hope Avenue would provide a turn lane at the Boston Boulevard intersection as well as a center turn lane and bicycle lanes along the entire section. The roadway reconfiguration would not affect parking.

Signal analysis performed at the Martin Luther King, Jr. Blvd. intersection indicates that traffic will continue to operate at high levels of service with low delays.

The Public Service Department recommends that the three lane configuration on Mt. Hope Avenue be extended from the point where it currently ends between Pleasant Grove Road and Boston Boulevard east to southbound Martin Luther King, Jr. Blvd.

Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, the Transportation and Non-Motorized Section of the Public Service Department conducted a Traffic Signal Removal Study of the intersection of Cesar E. Chavez Avenue and Washington Avenue to determine if the traffic volumes currently meet the Michigan Manual of Uniform of Traffic Control Devices (MMUTCD) Traffic Signal Warrants; and

WHEREAS, the Transportation and Non-Motorized Section study was conducted to determine if the signal should be modernized or removed in conjunction with the Cesar E. Chavez Avenue and Washington Avenue road construction project completed during the 2019 construction season; and

WHEREAS, based on field observations, the Transportation and Non-Motorized Section recommend removing the traffic signal at Cesar E. Chavez Avenue and Washington Avenue due to the fact that the intersection no longer met any of the requirements for signalization; and

WHEREAS, the Public Service Board recommended that an updated pedestrian volume and gap study be conducted; and

WHEREAS, a pedestrian field investigation was conducted in 2019, which indicated low pedestrian volumes and sufficient gaps in traffic; and

WHEREAS, the signal has been removed during the 2019 construction season and stop signs were installed with no issues reported or observed; and

WHEREAS, the minutes containing the Public Service Board's recommendation on this matter are on file with the City Clerk's office; and

WHEREAS, the Mayor concurs with the recommendation of the Public Service Board; and

WHEREAS, the Committee on Public Safety reviewed the report and concurs with the recommendation of the Public Service Board.

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 19-015, thereby authorizing the Transportation Engineer to remove the traffic signal at Cesar E. Chavez Avenue and Washington Avenue and install stop signs on Washington Avenue at Cesar E. Chavez Avenue.

BE IT FINALLY RESOLVED that Traffic Control Order No. 19-015 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate stop signs are installed.

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 19-015

FILE: Cesar E. Chavez Avenue and Washington Avenue

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions at the intersection of Cesar E. Chavez Avenue and Washington Avenue has been made; and as a result of said investigation, it is hereby directed that:

All northbound and southbound traffic on WASHINGTON AVENUE shall be required to stop prior to entering the intersection at CESAR E. CHAVEZ AVENUE.

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: n/a

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY: _____

DATE: _____

Mitchell Whisler
Interim Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

Engineering Report – 19-003
Traffic Control Request: Traffic Signal Removal / Upgrade Study
Cesar E. Chavez Avenue & Washington Avenue

The Engineering Division of the Public Service Department conducted a Traffic Signal Removal/Upgrade Study at the intersection of Cesar E. Chavez Avenue and Washington Avenue to determine if the traffic volumes currently meet the Michigan Manual of Uniform of Traffic Control Devices (MMUTCD) Traffic Signal Warrants. This study was conducted to determine if the signal should be modernized or removed in conjunction with the Cesar E. Chavez Avenue and Washington Avenue road construction project completed during the 2019 construction season.

Existing Roadway Characteristics

The intersection of Cesar E. Chavez Avenue and Washington Avenue is a signalized four leg intersection. Cesar E. Chavez Avenue is a 48 - 54 feet wide, three lane, major street that runs from Pine Street to Oakland Avenue / E. Grand River Avenue. At Washington Avenue, Cesar E. Chavez Avenue has one through-right-turn approach lane, a left-turn approach lane and one acceptance lane in both the eastbound and westbound directions. Washington Avenue north of Cesar E. Chavez Avenue is 47 feet wide and Washington Avenue south of Cesar E. Chavez Avenue is 53 feet wide. Washington Avenue is a one lane, major street in both the northbound and southbound direction. Parking is permitted except in bike lanes on Cesar E. Chavez Avenue and Washington Avenue within the influence area of the intersection. The traffic signal was last modernized in 1997.

Existing Traffic Data:

Both Cesar E. Chavez Avenue and Washington Avenue have had reductions in daily traffic volumes of approximately forty to fifty percent over the past twenty plus years. Current average daily traffic volumes are 3,429 vehicles per day on Cesar E. Chavez Avenue west of Washington Avenue, 5,993 vehicles per day on Cesar E. Chavez Avenue east of Washington Avenue, 1,742 vehicles per day on Washington Avenue north of Cesar E. Chavez Avenue, and 2,636 vehicles per day on Washington Avenue south of Cesar E. Chavez Avenue. A total of one (1) traffic crash has been reported at this intersection within the past five years and none involved bicyclists or pedestrians.

Analysis:

Washington Avenue was reconstructed from Maple Street to a location south of Willow Street. As part of the Complete Streets process, the City reviews all roadway reconstruction projects for vehicle, pedestrian, non-motorized, and signal needs. During the review it was determined that Washington Avenue, between Malcolm X Street and Mt Hope Avenue was overdesigned for the volume of traffic currently traveling this segment of roadway. In addition, this section of Washington Avenue is identified within the transportation section of the City's Master Plan for installation of bike lanes through a five lane to three lane conversion. As a result, the recommended geometrics along Washington Avenue incorporated roadway

Engineering Report – 19-003
Traffic Control Request: Traffic Signal Removal / Upgrade Study
Cesar E. Chavez Avenue & Washington Avenue

narrowing, bike lanes, curb extensions, curb radii and sidewalk ramp modifications. The traffic signal is over 20 years old and would require significant modernization in the near future. Because traffic volumes have reduced significantly, the Transportation and Non-Motorized Section conducted a traffic signal warrant analysis to determine if the traffic signal should be modernized or removed.

The Traffic Signal Warrants found in the MMUTCD were used to evaluate the need for a traffic signal at the intersection of Cesar E. Chavez Avenue and Washington Avenue.

Section 4B of the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) outlines the advantages and disadvantages of Traffic Control Signals and requires a traffic engineering study as the “Basis of Installation or Removal of Traffic Control Signals”. There are eight (8) Traffic Signals Warrants that evaluate the need for a Traffic Control Signal. This section will analyze the Traffic Signal Warrants to verify that traffic conditions at the intersection Baker Street & Washington Avenue continue to satisfy the Warrants for Traffic Signal Control. “If changes in traffic patterns eliminate the need for a traffic control signal, consideration should be given to removing it and replacing it with appropriate alternative traffic control devices, if any are needed.”

Warrant 1, Eight-Hour Vehicular Volume

“The Minimum Vehicular Volumes, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

“The Interruption of Continuous Traffic, Condition B, is intended for applications at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

“It is intended that Warrant 1 be treated as a single warrant. If Condition A is satisfied then the criteria for Warrant 1 is satisfied and Condition B and the combination of Condition A and Condition B are not needed. Similarly, if Condition B is satisfied, then the criteria for Warrant 1 is satisfied and Condition A and the combination of Condition A and Condition B are not needed.

Engineering Report – 19-003
Traffic Control Request: Traffic Signal Removal / Upgrade Study
Cesar E. Chavez Avenue & Washington Avenue

Condition A – Minimum Vehicular Volume									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
<u>Major Street</u>	<u>Minor Street</u>	<u>100%^a</u>	<u>80%^b</u>	<u>70%^c</u>	<u>56%^d</u>	<u>100%^a</u>	<u>80%^b</u>	<u>70%^c</u>	<u>56%^d</u>
1.....	1.....	500	400	350	280	150	120	105	84
2 or more...	1.....	600	480	420	336	150	120	105	84
2 or more...	2 or more...	600	480	420	336	200	160	140	112
1.....	2 or more...	500	400	350	280	200	160	140	112
Condition B – Minimum Vehicular Volume									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
<u>Major Street</u>	<u>Minor Street</u>	<u>100%^a</u>	<u>80%^b</u>	<u>70%^c</u>	<u>56%^d</u>	<u>100%^a</u>	<u>80%^b</u>	<u>70%^c</u>	<u>56%^d</u>
1.....	1.....	750	600	525	420	75	60	53	42
2 or more...	1.....	900	720	630	504	75	60	53	42
2 or more...	2 or more...	900	720	630	504	100	80	70	56
1.....	2 or more...	750	600	525	420	100	80	70	56

^a Basic minimum hourly volume

^b Used for combination of Condition A and B after adequate trial of other remedial measures

^c May be used when major-street speed exceeds 40 mph or in an isolated community with a population less than 10,000

^d May be used for a combination of Condition A and B after adequate trial of other remedial measures when major-street speed exceeds 40 mph or in an isolated community with a population less than 10,000

Engineering Report – 19-003
Traffic Control Request: Traffic Signal Removal / Upgrade Study
Cesar E. Chavez Avenue & Washington Avenue

The table below summarizes the traffic volumes collected on the approaches to the intersection under study for traffic signal removal:

Intersection of Cesar E. Chavez Avenue and Washington Avenue:

Hour	Cesar E. Chavez Ave (EB)	Cesar E. Chavez Ave (WB)	Washington Ave (NB)	Washington Ave (SB)	Cesar E. Chavez Ave Volumes (Both Approaches)	Washington Ave (highest approach volume)	Satisfies Condition A or B
01:00	10	26	9	6	36	9	No
02:00	7	15	5	2	22	5	No
03:00	7	13	3	2	20	3	No
04:00	5	9	2	2	14	2	No
05:00	8	9	3	2	17	3	No
06:00	17	28	6	8	45	8	No
07:00	25	66	18	14	91	18	No
08:00	73	137	57	34	210	57	No
09:00	83	163	82	50	246	82	No
10:00	93	165	73	44	258	73	No
11:00	88	167	81	50	255	81	No
12:00	94	175	115	39	269	115	No
13:00	128	246	123	58	374	123	No
14:00	109	243	111	58	352	111	No
15:00	117	237	99	51	354	99	No
16:00	142	286	127	64	428	127	No
17:00	143	306	151	81	449	151	No
18:00	136	313	173	71	449	173	No
19:00	83	218	104	37	301	104	No
20:00	62	133	74	29	195	74	No
21:00	39	104	64	24	143	64	No
22:00	35	82	42	18	117	42	No
23:00	31	61	28	13	92	28	No
24:00	17	40	12	8	57	12	No

The preceding table of existing traffic volumes at the intersection of Cesar E. Chavez Avenue and Washington Avenue do not satisfy Condition A or Condition B of Warrant 1 for any hour of the average day. Additionally, the existing traffic volumes do not meet the combination of Condition A and Condition B which allows 80% of the existing volumes to be used to determine if Warrant 1 is satisfied when neither Condition A or Condition B are met using 100% of the existing traffic volume. (See Appendix 1-A).

Warrant 2, Four-Hour Vehicular Volume

“The need for traffic signal control shall be considered if an engineering study finds that, for each of any four hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hours on the higher volume minor-street approach (one direction only) all fall above the applicable curve in figure 4C-1 for the existing

Engineering Report – 19-003
Traffic Control Request: Traffic Signal Removal / Upgrade Study
Cesar E. Chavez Avenue & Washington Avenue

combinations of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these four hours.

The traffic volumes collected at this intersection does not meet Warrant 2, Four-Hour Vehicular Volume criteria, for any hour of an average day at the intersection of Cesar E. Chavez Avenue and Washington Avenue. (See Appendix 2-A).

Warrant 3, Peak Hour

The Peak-hour Warrant is intended for use at a location where traffic conditions are such that for a minimum of one hour of an average day, the minor street suffers undue delay when entering or crossing the major street.

The need for traffic signal control shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

- A. If all three of the following conditions exist for the same 1 hour of an average day:
 - i. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a Stop sign equals or exceeds : 4 vehicle-hours for a one-lane approach; or 5 vehicle-hours for a two-lane approach, and
 - ii. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and
 - iii. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

There is one lane for the minor street approach to the major street at this intersection. The stop delay of the minor street at this intersection is 4.1 vehicle hours. This meets the required 4 vehicle-hours for a one-lane approach as required under Warrant 3A, condition i.

The peak-hour side street volumes on the minor street are 100 vehicles and do not meet criteria of 150 vehicles per hour (vph) as required under Warrant 3A, condition ii.

The total entering volume for all approaches during the peak-hour of the side street is 693 vehicles. This meets the required 650 vph as required under Warrant 3A, condition iii.

All three conditions must be met for Warrant 3A in order to consider the need for a traffic signal. Because Condition ii is not met, Warrant 3A is not met.

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Cesar E. Chavez Avenue & Washington Avenue

- B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

A review of existing plotted traffic volumes at this intersection revealed that no plotted point fell above the graphed line for any hour of the average day. (See Appendix 3 - A)

The existing traffic volumes at the intersection of Cesar E. Chavez Avenue and Washington Avenue do not meet the criteria of the Warrant 3, Peak Hour Warrant.

Warrant 4, Pedestrian Volume

The need for a traffic signal based may be considered where pedestrian volume crossing the major street at an intersection or mid-block location during an average day is: 100 or more for each of any four hours; or 190 or more during any one hour.

The pedestrian activity at the intersection of Cesar E. Chavez Avenue and Washington Avenue intersection is minimal during the weekday. However, there is a parking lot on southeast corner of the intersection that serves as overflow parking for the Bethlehem Temple Church located on the west side of Washington Avenue. During church services, pedestrian activity is higher.

The pedestrian activity at Cesar E. Chavez Avenue and Washington Avenue does not exceed 100 pedestrian for each of any four hours; and since the peak pedestrian activity resulting from the church's activities is primarily on Sunday during worship the criteria for 190 pedestrians during any one hour of an average day is not met.

Pedestrian activity at the intersection of Cesar E. Chavez Avenue and Washington Avenue is minimal and therefore Warrant 4, Pedestrian Volume, has not been satisfied.

Warrant 5, School Crossing

The School Crossing Warrant does not apply because the intersection of Cesar E. Chavez Avenue and Washington Avenue does not serve as a school crossing or established school walking route.

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Traffic Control Request: Traffic Signal Removal / Upgrade Study
Cesar E. Chavez Avenue & Washington Avenue

Warrant 6, Coordinated Signal System

The Coordinated Signal System Warrant, or Progressive Movement Warrant, is satisfied when: On a two-way street, adjacent signals do not provide the necessary degree of platooning and the proposed or adjacent signals could constitute a progressive signal system.

The installation of a signal according to this warrant should not be considered where the resultant spacing is less than 1000 feet.

Although platooning would be increased with a signal at Washington Avenue, the one at Turner Street is only 685 feet away and would provide adequate platooning for the corridor.

Warrant 7, Crash Experience

“The need for a Traffic Control Signal shall be considered if an engineering study finds that all of the following criteria are met:

- A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and
- B. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and
- C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both the 80 percent columns of condition A (see Table, p.2), or the vph in both of the 80 percent columns of Condition B (see Table, p.3) exists on the major-street and the high-volume minor street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be on the same approach for during each of the 8 hours.

A review of reported traffic crash data for last five years (2014 – 2018) at the intersection of Cesar E. Chavez Avenue and Washington Avenue indicated a low incident of accidents at this intersection. This data is summarized in the table below:

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Traffic Control Request: Traffic Signal Removal / Upgrade Study
Cesar E. Chavez Avenue & Washington Avenue

Cesar E. Chavez Avenue and Washington Avenue Crash Data Table

Year	Crash Totals	Correctable Crashes*
2014	0	0 (0 injury)
2015	0	0 (0 injury)
2016	0	0 (0 injury)
2017	1	0 (1 injury)
2018	0	0 (0 injury)
Total	1	0 (1 injury)

*Potentially Correctable Accidents by Traffic Signal Installation

There has been no 12 month period within the last five years where there have been 5 or more reported accidents at this intersection, which is currently under traffic signal control.

Criteria A and B cannot be analyzed since this intersection is already signalized. However, Criteria C is not satisfied. The 80% approach volumes for a two-lane approach on both streets do not meet the established minimums in condition A or B.

Warrant 7, Crash Experience, has not been satisfied as not all conditions have been met. No further analysis is required.

Warrant 8, Roadway Network

This warrant applies to an intersection of two major routes. Warrant 8 is satisfied when one or both of the following criteria are met:

- A. Has a total existing, or immediately projected, entering volume of at least 1,000 vehicles during the peak hour and has five-year projected volumes, based on an engineering study, which meet one or more of Warrants 1, 2, and 3.
- B. Has a total existing or immediately projected entering volume of at least 1,000 vehicles for each of any five hours of a non-normal business day (Saturday and/or Sunday).

Although Cesar E. Chavez Avenue and Washington Avenue are designated as major streets, criteria A and B are not satisfied and Warrant 8 is not met.

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Traffic Control Request: Traffic Signal Removal / Upgrade Study
Cesar E. Chavez Avenue & Washington Avenue

Summary

Based on the signal warrant analysis and the need for modernization of the traffic signal, the traffic signal was removed during 2019 construction and stop signs installed for northbound and southbound Washington Avenue. Current field observations, post signal removal, have observed sufficient gaps in eastbound and westbound traffic to allow Washington Avenue traffic to enter Cesar E. Chavez Avenue as well as allow pedestrians to cross.

Recommendation

The Public Service Department recommends keeping the current two-way stop on Washington Avenue at Cesar E. Chavez Avenue and making the traffic control permanent.

Engineering Report – 19-003
Traffic Control Request: Traffic Signal Removal / Upgrade Study
Cesar E. Chavez Avenue & Washington Avenue

APPENDIX 1-A

EIGHT HOUR VEHICULAR VOLUME WARRANT 1: Cesar E. Chavez Ave. and
Washington Ave.

Michigan Manual of Uniform Traffic Control Devices Worksheet for Signal Warrants (Section 4C) Prepared by Parsons Brinckerhoff for the 2005 Edition of the MMUTCD			
Intersection: Grand River Ave & Washington Ave			
City: LANSING			
Date: 9/27/2019	Performed by: PAL		
Warrant 1 – Eight-Hour Vehicular Volume			
Number of lanes of moving traffic for moving traffic on each approach:			
Major Street:	1	Minor Street:	1
Which percentage of the original volume do you wish to use: <u>100%</u> (enter %)			
(The percentage must be 100%, 80%, 70% or 56%)			
Vehicles per hour on major street (total of both approaches):			
Time	Major Volume	Minor Volume	Meets Warrant
00:01 - 01:00	36	10	No
01:00 - 02:00	22	5	No
02:00 - 03:00	20	4	No
03:00 - 04:00	14	4	No
04:00 - 05:00	17	2	No
05:00 - 06:00	45	5	No
06:00 - 07:00	91	17	No
07:00 - 08:00	210	48	No
08:00 - 09:00	246	58	No
09:00 - 10:00	258	48	No
10:00 - 11:00	255	61	No
11:00 - 12:00	269	63	No
12:00 - 13:00	374	94	No
13:00 - 14:00	352	83	No
14:00 - 15:00	354	98	No
15:00 - 16:00	428	93	No
16:00 - 17:00	449	100	No
17:00 - 18:00	449	87	No
18:00 - 19:00	301	62	No
19:00 - 20:00	195	63	No
20:00 - 21:00	143	49	No
21:00 - 22:00	117	34	No
22:00 - 23:00	92	23	No
23:00 - 00:00	57	14	No
Total Hours Met		<u>0</u>	
Is the intersection using the reduced volume criteria based on speed or population? YES			
A. Is the Minimum Vehicular Volume Warrant Met?			No
B. Is the Interruption of Continuous Traffic Met?			No
Combination of Warrants A and B Criteria Met?			No
(Use only when Conditions A and B are both not satisfied)			

Engineering Report – 19-003
Traffic Control Request: Traffic Signal Removal / Upgrade Study
Cesar E. Chavez Avenue & Washington Avenue

APPENDIX 2-A

FOUR HOUR VOLUME WARRANT 2: Cesar E. Chavez Ave. and Washington Ave.

Michigan Manual of Uniform Traffic Control Devices Worksheet for Signal Warrants (Section 4C) Prepared by Parsons Brinckerhoff for the 2005 Edition of the MMUTCD																																									
Intersection: Grand River Ave & Washington Ave City: LANSING																																									
Warrant 2 – Four-Hour Vehicular Volumes The Four Hour Volume Warrant is satisfied when each of any four hours of an average day plotted on a chart for the major street (both directions) and the higher volume of one direction of the minor street all fall above the curve in Figure 4C-1 of MMUTCD. The charts below are for the major street and the minor street. Figure 4C-2 may be used if the 85th percentile speed of the major street exceeds 40 mph or when the intersection lies within the built-up area of an isolated community having a population less than 10,000. Four Hour volume warrant - Major and Minor Streets for Urban Locations <table border="1" style="margin: 10px auto; border-collapse: collapse;"><caption>Approximate data points from Figure 4C-2</caption><thead><tr><th>Major Street Vehicles per Hour</th><th>Two or more on one, one street on the other (Red)</th><th>One on both streets (Green)</th><th>Two or more on both streets (Purple)</th><th>Minor Street (Blue)</th></tr></thead><tbody><tr><td>0</td><td>-</td><td>-</td><td>-</td><td>0</td></tr><tr><td>500</td><td>380</td><td>300</td><td>450</td><td>100</td></tr><tr><td>1000</td><td>150</td><td>100</td><td>200</td><td>100</td></tr><tr><td>1500</td><td>80</td><td>80</td><td>120</td><td>100</td></tr><tr><td>2000</td><td>80</td><td>80</td><td>120</td><td>100</td></tr><tr><td>2500</td><td>80</td><td>80</td><td>120</td><td>100</td></tr><tr><td>3000</td><td>80</td><td>80</td><td>120</td><td>100</td></tr></tbody></table> ■ Minor Street — One on both streets — Two or more on one, one street on the other — Two or more on both streets		Major Street Vehicles per Hour	Two or more on one, one street on the other (Red)	One on both streets (Green)	Two or more on both streets (Purple)	Minor Street (Blue)	0	-	-	-	0	500	380	300	450	100	1000	150	100	200	100	1500	80	80	120	100	2000	80	80	120	100	2500	80	80	120	100	3000	80	80	120	100
Major Street Vehicles per Hour	Two or more on one, one street on the other (Red)	One on both streets (Green)	Two or more on both streets (Purple)	Minor Street (Blue)																																					
0	-	-	-	0																																					
500	380	300	450	100																																					
1000	150	100	200	100																																					
1500	80	80	120	100																																					
2000	80	80	120	100																																					
2500	80	80	120	100																																					
3000	80	80	120	100																																					

Engineering Report – 19-003
Traffic Control Request: Traffic Signal Removal / Upgrade Study
Cesar E. Chavez Avenue & Washington Avenue

APPENDIX 3-A

PEAK HOUR WARRANT 3B: Cesar E. Chavez Ave. and Washington Ave.

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
Prepared by Parsons Brinckerhoff for the 2005 Edition of the MMUTCD

Intersection: Grand River Ave & Washington Ave
City: LANSING

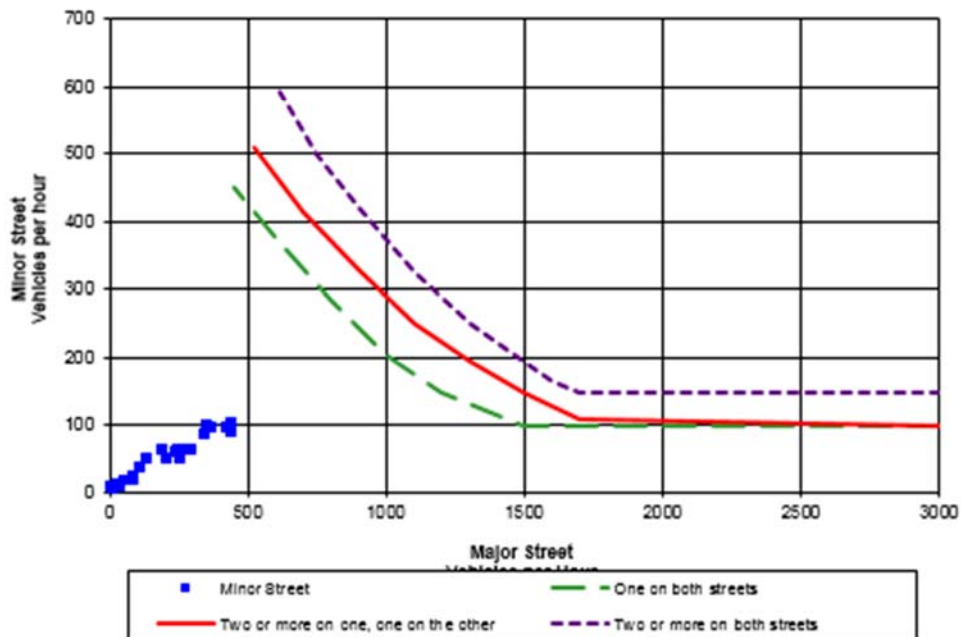
Warrant 3B – Peak Hour

The peak hour volume warrant is also intended for application when traffic conditions are such that for one hour of the day minor street traffic suffers undue traffic delay in entering or crossing the main street.

The peak hour volume warrant is satisfied when the plotted point representing vehicles per hour on the higher volume minor street for one hour falls above the curve in Figure 4C-3.

Figure 4C-4 may be used if the 85th percentile speed of the major street exceeds 40 mph or when the intersection lies within a built-up area of an isolated community having a population less than 10,000.

**Peak Hour volume warrant - Major and Minor Streets
for Urban Locations - Warrant 3B**



Warrant 3 CANNOT be used because of Peak Hour Delay requirements.
(see Warrant 3A for more details).

Can the Peak Hour Volume Warrant be used? NO
Is Peak Hour Volume Warrant Met? NO

Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, the Engineering Division of the Public Service Department Has conducted a Traffic Signal Removal/Upgrade Study at the intersection of Cesar E. Chavez Avenue and High Street to determine if the traffic volumes currently meet the Michigan Manual of Uniform of Traffic Control Devices (MMUTCD) Traffic Signal Warrants;

WHEREAS, the Traffic Signal Removal/Upgrade Study was conducted as part of an overall evaluation of the Traffic Signal System to determine if the signal should be modernized or removed as a result of recent traffic volume reductions;

WHEREAS, the Engineering Division's study determined the existing traffic volumes at the intersection of Cesar E. Chavez Avenue and High Street do not meet current MMUTCD Traffic Signal Warrants;

WHEREAS, field observations determined the placement of the traffic signal in flash on Cesar E. Chavez Avenue at High Street would improve traffic operations at the intersection;

WHEREAS, The Engineering Division has received no complaints from businesses or residents since the signal was placed in flash on May 6, 2019;

WHEREAS, there have been no reported accidents at this intersection since the signal was placed in flash;

WHEREAS, Based on the observations and no public concern, the City of Lansing's Transportation Section recommends the permanent removal of the traffic signals with stop signs installed on High Street requiring all High Street traffic to stop prior to entering the intersection at Cesar E. Chavez Avenue;

WHEREAS, the Public Service Board has reviewed and voted unanimously to recommend the removal of traffic signals and the installation of stop signs on High Street at the Cesar E Chavez Avenue and High Street intersection;

WHEREAS, the draft minutes for the Public Service Board containing their review of this matter are on file with the City Clerk's office;

WHEREAS, the Mayor concurs with the recommendation of the Engineering Division;

WHEREAS, the Committee on Public Safety reviewed the report and concurs with the recommendation of the Administration;

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 20-07, thereby authorizing the Transportation Engineer to install stop signs on High Street at the High Street and Cesar E. Chavez Avenue intersection;

BE IT FINALLY RESOLVED that Traffic Control Order No. 20-07 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate signs are installed.

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 20-07

FILE: Cesar E. Chavez Avenue and High Street

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions at the intersection of Cesar E. Chavez Avenue and High Street has been made; and as a result of said investigation, it is hereby directed that:

All traffic on HIGH STREET shall stop prior to entering the intersection at CESAR E. CHAVEZ AVENUE.

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: n/a

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY:

DATE: _____

Mitchell Whistler
Interim Transportation Engineer

RECEIVED FOR FILING:

SIGNED BY:

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

Engineering Report – 19--12
Traffic Signal Study Removal
Cesar E. Chavez Avenue & High Street

The Transportation Section has reviewed the intersections of Cesar E. Chavez Avenue and High Street for removal of the traffic signal as part of an overall evaluation of the Traffic Signal System. The intersection of Grand River & High Street was identified as a candidate for possible traffic signal removal due to reduction in traffic volumes along both High Street and Cesar E. Chavez Avenue. The Transportation Section conducted a traffic signal removal study of Cesar E. Chavez Avenue and High Street and the results of this study are summarized below.

Background

Cesar E. Chavez Avenue and High Street

Cesar E. Chavez Avenue is a two-way, two-lane roadway from Oakland Avenue to the intersection of Cesar E. Chavez Avenue and New York Avenue. Grand River from New York Avenue to High Street is a two-way three lane roadway, one eastbound lane, one westbound through lane, and one westbound left turn lane at Pennsylvania Avenue. Cesar E. Chavez Avenue west of Pennsylvania Avenue is a four-lane roadway, one eastbound through lane, one eastbound right turn lane, one westbound through-left lane, and one through-right lane. The roadway width of Cesar E. Chavez Avenue Varies in width, 46 feet wide east of Pennsylvania Avenue 54 feet west of Pennsylvania Avenue.

The speed limit on Cesar E. Chavez Avenue is 30 MPH from Oakland Avenue to Larch Street.

High Street is a two two-lane 30-foot roadway north of Cesar E. Chavez Avenue. The south leg of High Street is offset 40 feet to the west of the north leg. The south leg of High Street is a two way two-lane roadway. The speed limit on both legs of High Street is 25 MPH.

The traffic signal at this intersection controls vehicles on Cesar E. Chavez Avenue and vehicles on the north

Three legs of Cesar E. Chavez Avenue and High Street intersection are currently controlled by a traffic signal, the north, east and west legs. The south leg of the intersection is controlled by a stop sign supplemented with overhead flashing red signal indications and a disappearing legend, no left-turn case sign which is activated between the hours of 06:00 and 22:00.

Traffic and pedestrian volumes on High Street have dropped below the threshold of the Traffic Signal Warrants of the Michigan Manual of Uniform Traffic Control Devices (MMUTCD).

Engineering Report – 19--12
Traffic Signal Study Removal
Cesar E. Chavez Avenue & High Street

Traffic volume counts were collected on Cesar E. Chavez Avenue and on High Street during the month of March 2015. The daily traffic volumes are summarized in the table below.

Northbound High Street	Southbound High Street	Eastbound Cesar E. Chavez Avenue	Westbound Cesar E. Chavez Avenue
119 vehicles/day	940 vehicles/day	3025 vehicles/day	4950 vehicle/day

The MMUTCD Traffic Signal Warrant #1, Eight-Hour Vehicular Volume:

The Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

Condition A—Minimum Vehicular Volume									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%	80%	70%	56% _d	100%	80% _b	70% _c	56% _d
1.....	1.....	500	400	350	280	150	120	105	84
2 or more...	1.....	600	480	420	336	150	120	105	84
2 or more...	2 or more ...	600	480	420	336	200	160	140	112
1.....	2 or more	500	400	350	280	200	160	140	112

The traffic volumes collected at the intersection of Grand River & High Street do not meet the minimum traffic volumes for any hour for an average day. (See Appendix 1)

Engineering Report – 19--12
Traffic Signal Study Removal
Cesar E. Chavez Avenue & High Street

Warrant 2, Four-Hour Vehicular Volume:

The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

The need for a traffic control signal shall be considered if an engineering study finds that, for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) all fall above the applicable curve in Figure 4C-1 for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these 4 hours.

The traffic volumes collected at the intersection of Cesar E. Chavez Avenue and High Street reveal that no plotted traffic volumes fall above the corresponding graphed line. Therefore the current traffic volumes at the intersection of Cesar E. Chavez Avenue and High St satisfy this warrant. (See Appendix 2)

Warrant 3, Peak Hour

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time. The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

A. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:

- 1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach; or 5 vehicle-hours for a two-lane approach, and*
- 2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and*
- 3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.*

B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

Engineering Report – 19--12
Traffic Signal Study Removal
Cesar E. Chavez Avenue & High Street

The traffic volumes collected at the intersection of Cesar E. Chavez Avenue and High Street, when plotted on do not lay above the corresponding line for any hour of the average day. Therefore the Peak Hour warrant is not satisfied (*See APPENDIX 3*)

Warrant 4, Pedestrian Volume

The Pedestrian Volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

A. The pedestrian volume crossing the major street at an intersection or midblock location during an average day is 100 or more for each of any 4 hours or 190 or more during any 1 hour; and

B. There are fewer than 60 gaps per hour in the traffic stream of adequate length to allow pedestrians to cross during the same period when the pedestrian volume criterion is satisfied. Where there is a divided street having a median of sufficient width for pedestrians to wait, the requirement applies separately to each direction of vehicular traffic.

The Pedestrian Volume signal warrant shall not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 90 m (300 ft), unless the proposed traffic control signal will not restrict the progressive movement of traffic.

If this warrant is met and a traffic control signal is justified by an engineering study, the traffic control signal shall be equipped with pedestrian signal heads conforming to requirements set forth in Chapter 4E.

The estimated pedestrian volumes crossing near the intersection of Cesar E. Chavez Avenue and High Street does not meet criteria A or B and therefore Warrant 4 is not satisfied.

Warrant 5, School Crossing and Warrant 6, Coordinated Signal System are Warrants do not have applicable criteria to be considered for the intersection of Cesar E. Chavez Avenue and High Street.

Engineering Report – 19--12
Traffic Signal Study Removal
Cesar E. Chavez Avenue & High Street

Warrant 7, Crash Experience

The Transportation Section staff has reviewed the reported crashes at the intersection of Cesar E. Chavez Avenue and High Street, between January 1, 2010 and December 31, 2014, to determine the type and frequency of accidents at this location. The following conditions must be met to satisfy Warrant 7:

A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and

B. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and

C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

There were eight reported crash in the 5-year study period (2014 to 2018). Three of these crashes were angle crashes and one head-on left crash that are susceptible to correction by the installation of a traffic signal at this location. An Evaluation of the crash history from May 2019 through November 2019, there has no reported crashed at the intersection while the traffic signal was in flashing operation. Based on the Crash history at the intersection of Cesar E. Chavez Avenue and High Street does not meet the criteria of Warrant 7.

Warrant 8, Roadway Network is not applicable for this intersection.

The Transportation Section staff directed the Board of Water & Light Traffic Signal Crew to place the traffic signal at the intersection of Grand River & High Street into flashing operation, yellow for Cesar E. Chavez Avenue Street and red for High Street on May 6, 2019, to evaluate the impacts on motorist and pedestrian traveling along these two streets. To date the Traffic Section has not received any negative feedback from residents or businesses in the area of the intersection. There have been no reported accidents after the signal has been placed in flashing operation.

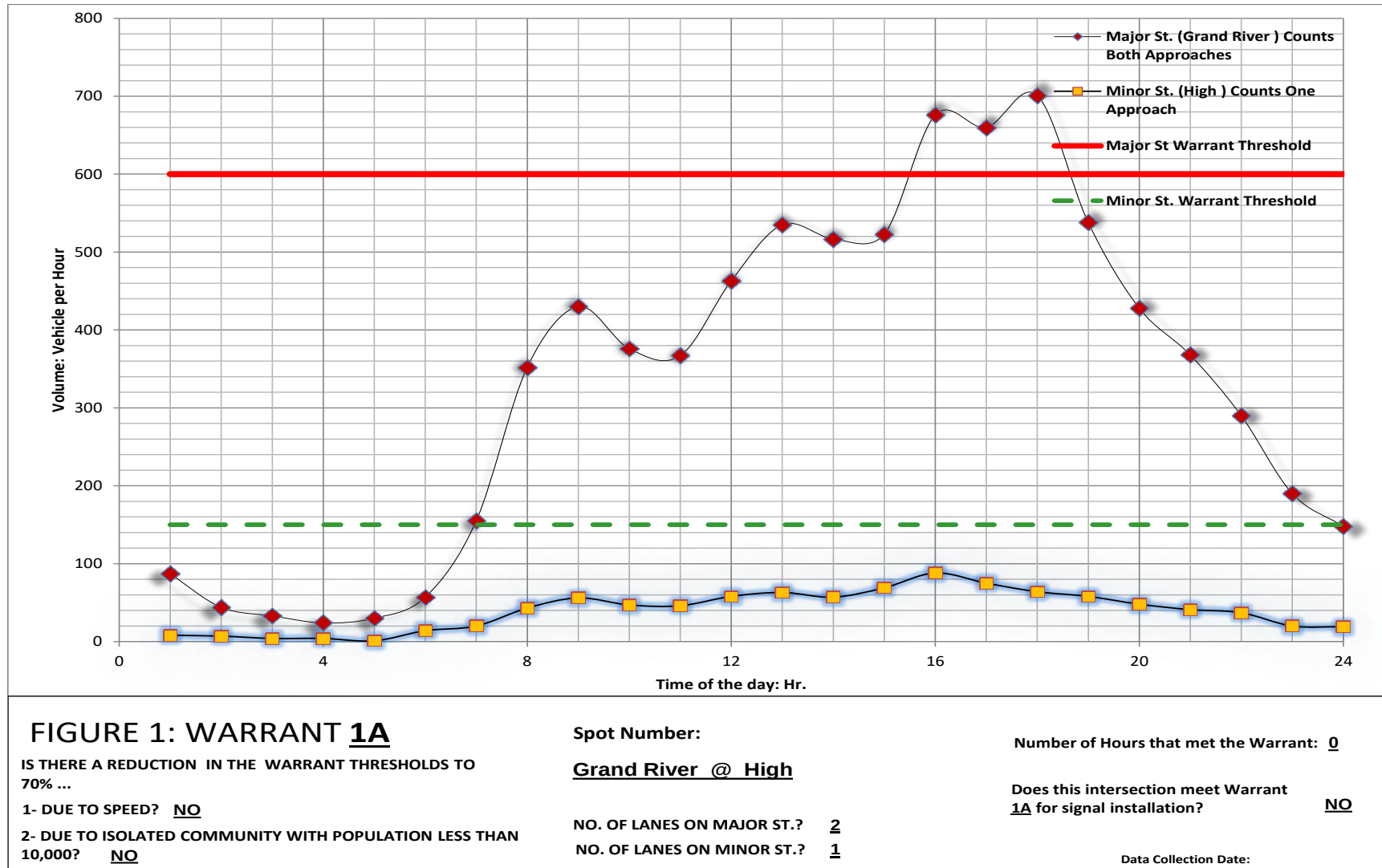
Engineering Report – 19--12
Traffic Signal Study Removal
Cesar E. Chavez Avenue & High Street

Conclusion

Traffic and pedestrian volumes as well as current traffic conditions no longer warrant a traffic signal at this location. The Transportation Section staff recommends the removal of the Traffic Signal at the intersection of Cesar E. Chavez Avenue and High Street and install stop signs on High Street requiring all High Street traffic to stop prior to entering the intersection at Cesar E. Chavez Avenue, because the traffic and pedestrian volume, and traffic conditions at the intersection no longer warrants for a traffic signal at this location.

**Engineering Report – 19--12
Traffic Signal Study Removal
Cesar E. Chavez Avenue & High Street**

APPENDIX - 1A



Engineering Report – 19--12
Traffic Signal Study Removal
Cesar E. Chavez Avenue & High Street

APPENDIX – 1B

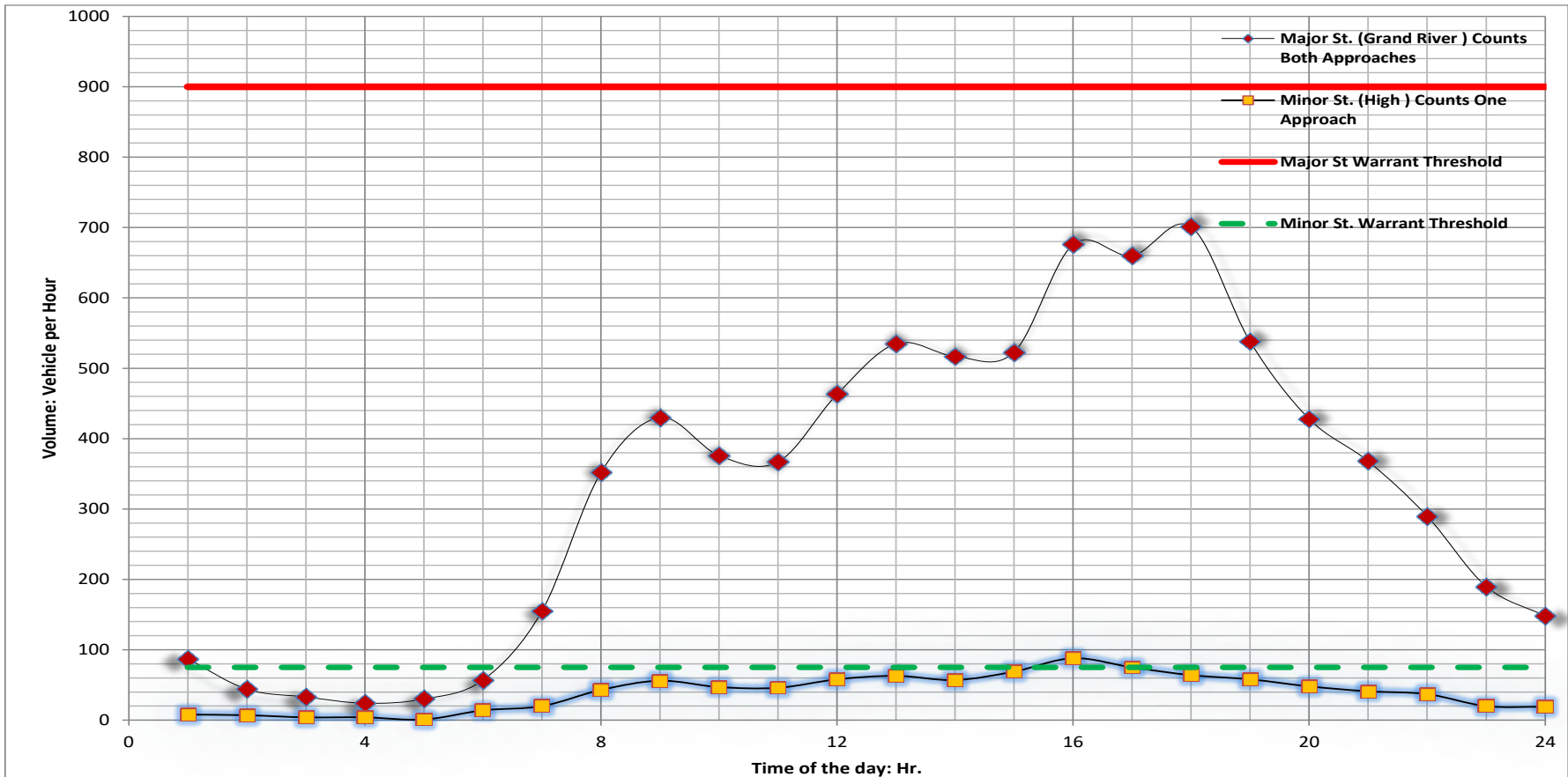


FIGURE 1: WARRANT 1B

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 70% ...

1- DUE TO SPEED? NO

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number:

Grand River @ High

NO. OF LANES ON MAJOR ST.? 2

NO. OF LANES ON MINOR ST.? 1

Number of Hours that met the Warrant: 0

Does this intersection meet Warrant 1B for signal installation? NO

Data Collection Date:

Engineering Report – 19--12 Traffic Signal Study Removal Cesar E. Chavez Avenue & High Street

APPENDIX – 1A & B

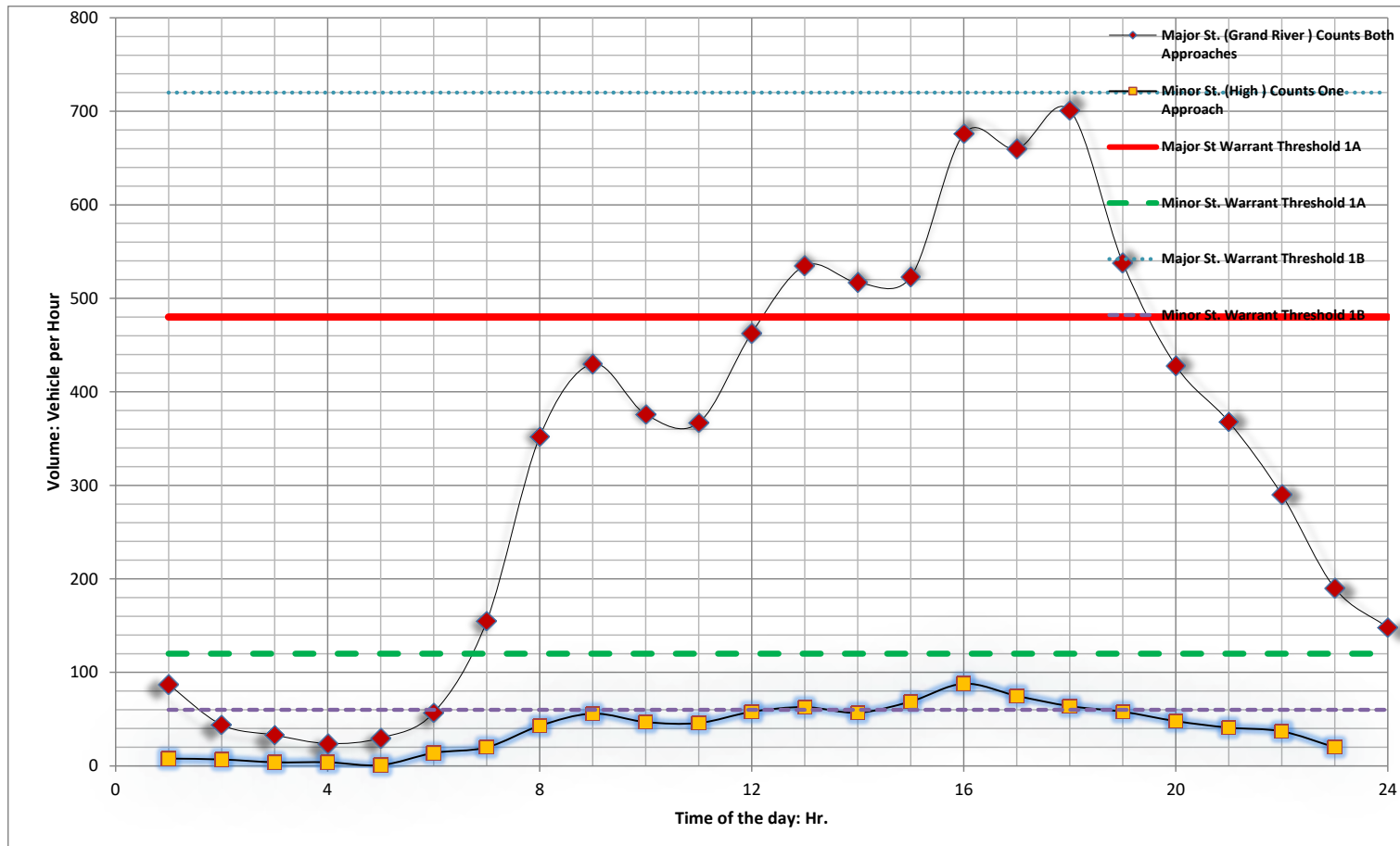


FIGURE 3: WARRANT 1A&B

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 56% ...

1- DUE TO SPEED? NO

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number:

Grand River @ High

NO. OF LANES ON MAJOR ST.? 2

NO. OF LANES ON MINOR ST.? 1

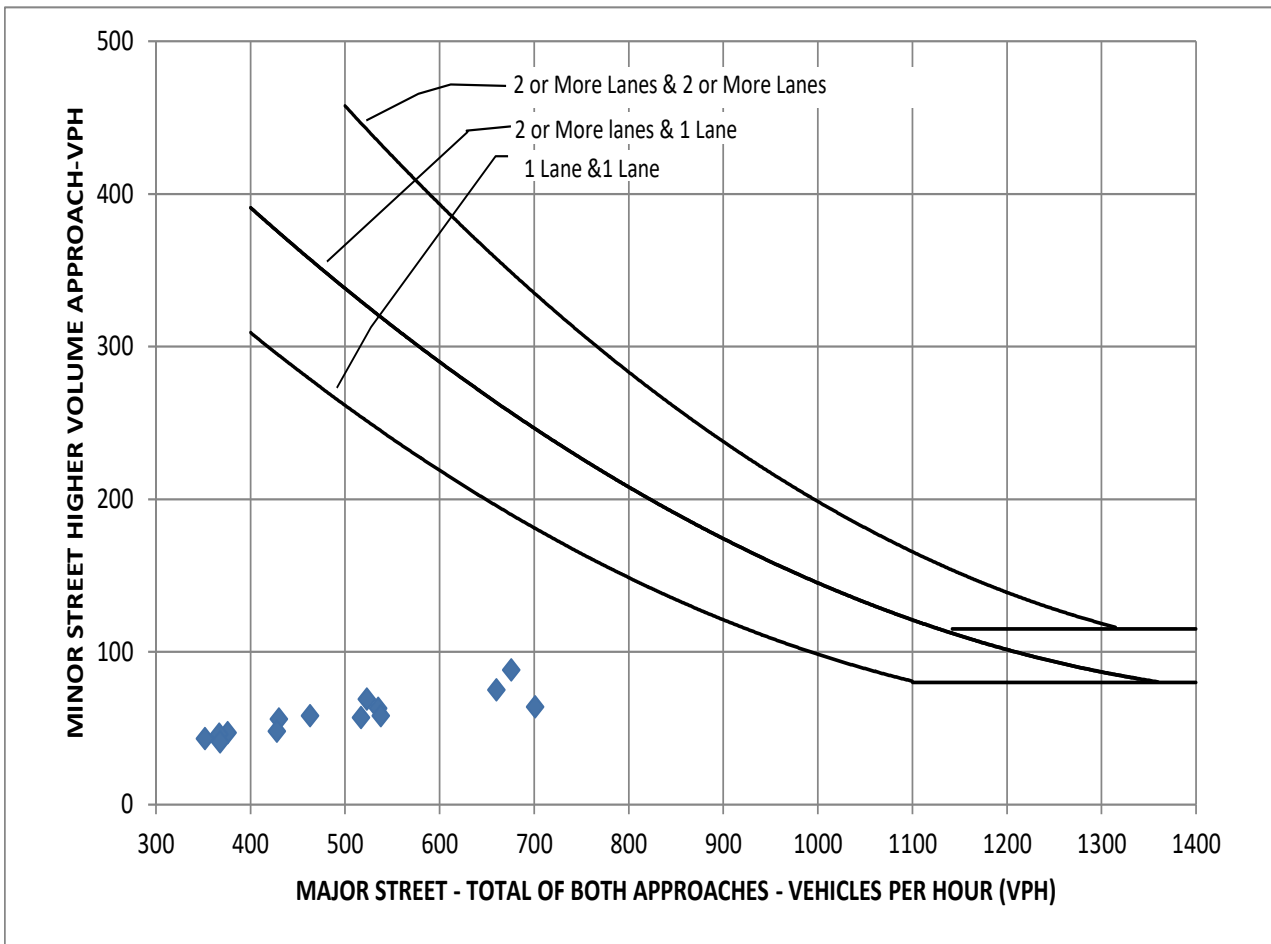
Number of Hours that met the Warrant: 0

Does this intersection meet Warrant 1A&B for signal installation? NO

Data Collection Date:

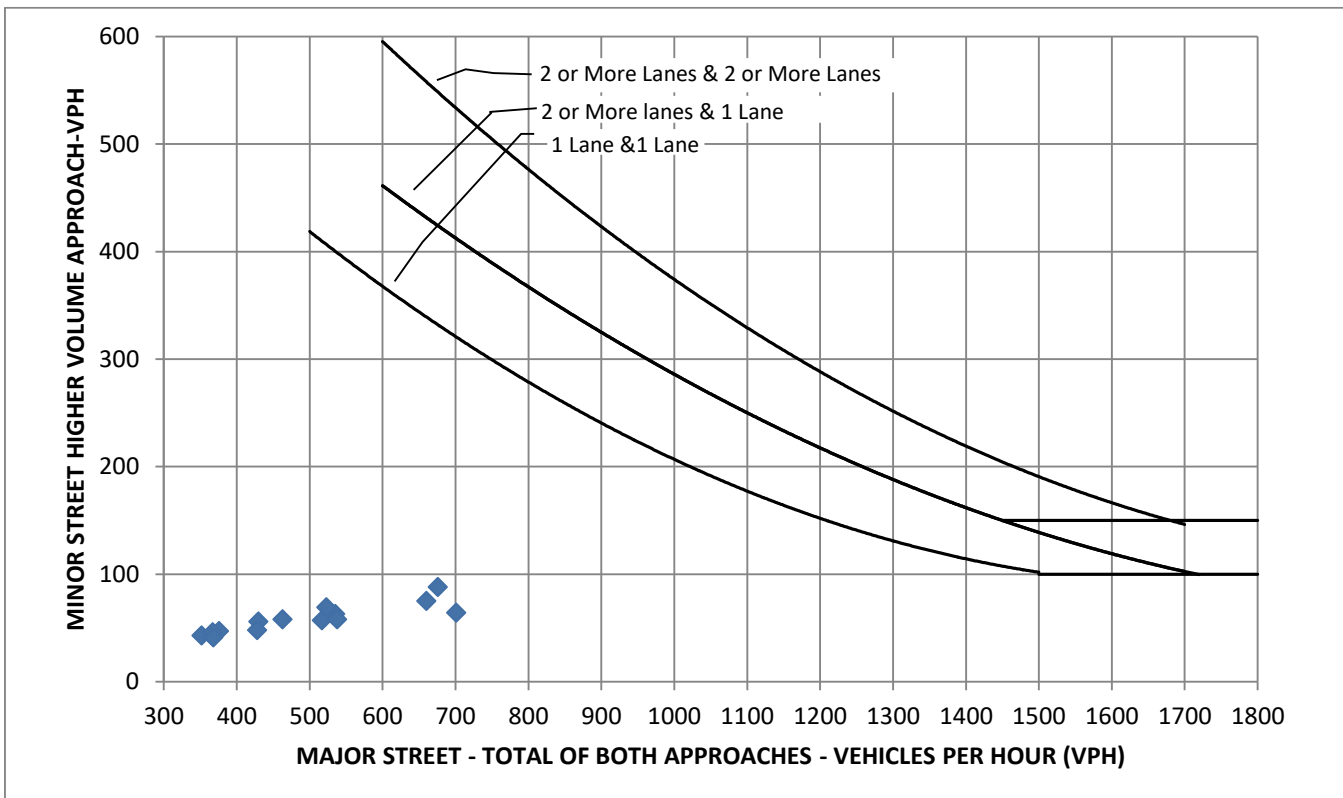
Engineering Report – 19--12
Traffic Signal Study Removal
Cesar E. Chavez Avenue & High Street

APPENDIX – 2



Engineering Report – 19--12
Traffic Signal Study Removal
Cesar E. Chavez Avenue & High Street

APPENDIX – 3



Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, Sparrow Hospital requested approval from the City of Lansing to install a traffic signal at the intersection of Michigan Avenue with the driveway to the current professional building and associated parking structure, based on a proposed addition of another professional building and parking structure just west of their current facilities; and

WHEREAS, Sparrow Hospital also requested approval for the installation of a pedestrian signal adjacent to the overhead pedestrian bridge. This request was made based on the fact that the overhead pedestrian crossing does not connect to a public part of the hospital on the north side; and

WHEREAS, the Transportation and Non-Motorized Section conducted a traffic signal warrant study of the intersection of Michigan Avenue and the driveway (formerly Jones Street) based on data provided by Sparrow's traffic consultant, Traffic Engineering Associates (TEA) and data from the Capital Area Transportation Authority's Bus Rapid Transit (BRT) environmental assessment study; and

WHEREAS, the analysis performed by the Transportation and Non-Motorized Section indicates that the warrants in the Manual on Uniform Traffic Control Devices are not met for a signal at the intersection of Michigan Avenue and the Sparrow Plaza driveway, or for the requested pedestrian signal east of this intersection, under existing or proposed future conditions; and

WHEREAS, the distances between the signals at Pennsylvania Avenue and Holmes Street and the minimal impacts to traffic operations on Michigan Avenue, a signal at the Sparrow Plaza driveway and a pedestrian signal just to the east of this driveway would be permitted as long as it is coordinated with the signals at Holmes and Pennsylvania; and

WHEREAS, the cost for installation and maintenance of the signal would be the responsibility of Sparrow Hospital as long as the crossing was primarily for the use of Sparrow employees and patients; and

WHEREAS, the Public Service Board, concurs with the recommendation of the Public Service Department;

WHEREAS, the minutes containing the Public Service Board's recommendation on this matter are on file with the City Clerk's office;

WHEREAS, the Mayor concurs with the recommendation of the Public Service Board;

WHEREAS, the Committee on City Operations reviewed the report and concurs with the recommendation of the Public Service Board;

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic

Control Order No's. 18-006 and 18-007, thereby authorizing the Transportation Engineer to a traffic signal and pedestrian signal on Michigan Avenue at the Sparrow Hospital Cancer Center;

BE IT FINALLY RESOLVED that Traffic Control Order No's. 18-006 and 18-007 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate signals are installed.

**CITY OF LANSING
TEMPORARY TRAFFIC CONTROL ORDER**

ORDER NUMBER: 18-007

FILE: Michigan Avenue and Sparrow Health System Pedestrian Crossing

In accordance with Ordinance Number 761 as amended, an investigation of the traffic conditions at the intersection of Michigan Avenue and the Sparrow Health System has been made; and as a result of said investigation, it is hereby directed that:

All traffic at the intersection of MICHIGAN AVENUE and the SPARROW HEALTH SYSTEM, 475 feet east of Bingham Street, shall be controlled by a pedestrian actuated traffic signal.

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: n/a

This order shall expire 90 days from the date of filing.

ISSUED BY:

DATE: July 14, 2017

Andrew Kilpatrick, P.E.
Transportation Engineer

RECEIVED FOR FILING: July 14, 2017

SIGNED BY:

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: July 14, 2017

**CITY OF LANSING
TEMPORARY TRAFFIC CONTROL ORDER**

ORDER NUMBER: TCO 18-006

FILE: Michigan Avenue and Sparrow Health System Driveway

In accordance with Ordinance Number 761 as amended, an investigation of the traffic conditions at the intersection of Michigan Avenue and the Sparrow Health System Driveway has been made; and as a result of said investigation, it is hereby directed that:

All traffic at the intersection of MICHIGAN AVENUE and the SPARROW HEALTH SYSTEM DRIVEWAY, 415 feet east of Bingham Street, shall be controlled by a traffic signal.

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: n/a

This order shall expire 90 days from the date of filing.

ISSUED BY:

DATE: July 14, 2017

Andrew Kilpatrick, P.E.
Transportation Engineer

RECEIVED FOR FILING: July 14, 2017

SIGNED BY:

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: July 14, 2017

REPORT FROM THE SECRETARY #15-005
TRAFFIC CONTROL REQUEST: Michigan Avenue & Sparrow Plaza Drive

Sparrow Hospital requested approval from the City to install a traffic signal at the intersection of Michigan Avenue with the driveway to the current professional building and associated parking structure, based on a proposed addition of another professional building and parking structure just west of their current facilities. It also requested approval for the installation of a pedestrian signal adjacent to the overhead pedestrian bridge. This request was made based on the fact that the overhead pedestrian crossing does not connect to a public part of the hospital on the north side. The Transportation & Non-Motorized Section of the Public Service Department conducted a traffic signal warrant study of the intersection of Michigan Avenue and the driveway (formerly Jones Street) based on data provided by Sparrow's traffic consultant, Traffic Engineering Associates (TEA) and data from the Capital Area Transportation Authority's Bus Rapid Transit (BRT) environmental assessment study.

Currently the intersection of Michigan Avenue and Sparrow Plaza driveway is controlled by a stop sign. All Sparrow traffic is required to stop prior to entering the intersection at Michigan Avenue.

The intersection of Michigan Avenue and Sparrow Plaza driveway is proposed to be a four-legged intersection. The drive on the north side of Michigan Avenue will provide access to the Emergency Room, Sparrow's Valet Area and patient drop-off/pick up area, and Sparrow parking ramp. The drive on the south side would provide access to Sparrow's existing professional building and parking structure and the proposed Cancer Center and new parking structure. Michigan Avenue is a five-lane roadway with curb & gutter and a 30 mile per hour speed limit that serves as a major arterial to and from the Downtown area. The traffic speeds on the Sparrow driveways are expected to be less than 20 miles per hour due to the geometry of the area.

Staff reviewed the traffic volumes on Michigan Avenue at the professional building driveway for both the morning and afternoon peaks under both existing and proposed future conditions, based on data provided by TEA and data collected for the CATA BRT study. These data were used to evaluate traffic conditions along Michigan Avenue, between Pennsylvania Avenue and Holmes Road.

TRAFFIC SIGNAL WARRANT ANALYSIS

Warrant 1, Eight-Hour Vehicular Volume

The intersection was reviewed to see if it met the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) Minimum Vehicular Volume warrant (Warrant #1 Condition A) for traffic signal installation. This warrant is satisfied when, for any eight hours of an average day, the traffic volume for both approaches on a two lane approach for the major street is 600 vehicles per hour (VPH) and for the higher volume, minor street, two-lane approach the traffic volume is 200 VPH. TEA provided projected peak hour volumes for the Sparrow Plaza drive approaches. The north drive approach is projected to have 43 vehicles per hour (VPH) and 46 VPH in the AM & PM peaks respectively. The south drive approach is anticipated to have 27 VPH and 107 VPH in the AM & PM peaks, respectively.

REPORT FROM THE SECRETARY #15-005
TRAFFIC CONTROL REQUEST: Michigan Avenue & Sparrow Plaza Drive

The Michigan Avenue traffic volume exceeds the required major street traffic volume of 600 VPH for 16 hours of a typical day, 8:00 AM to 11:00 PM. The minor street (driveway volumes), highest volume of either approach, 107 VPH in the PM peak, does not meet the minimum criteria of 200 VPH to satisfy the criteria of the Eight-Hour Vehicle Warrant.

The intersection was reviewed to see if it met the MMUTCD Interruption of Continuous Traffic warrant (Warrant #1 condition B) for traffic signal installation. This warrant would only apply if the speed limit or 85th percentile speed on the major exceeds 40 MPH. The 85th percentile speed on Michigan Avenue is 35 MPH and therefore this warrant is not applicable.

Warrant 2 – Four hour Warrant

The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

The need for a traffic control signal shall be considered if an engineering study finds that, for each of any four hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) all fall above the applicable curve in the Manual on Uniform Traffic Control Devices for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these four hours.

The BRT Traffic Study collected traffic volumes at the Sparrow Plaza drive between the hours of 6:00 AM to 9:00 AM and between the hours of 2:00PM and 7:00 PM on September 16, 2014. The highest traffic volume on either minor leg of this intersection was 47 vehicles. TEA projected 43 vehicles per hour in the AM peak hour and 107 vehicles in the PM peak hour entering the proposed intersection during the PM peak hour. When plotting the existing and projected traffic volumes on the Four Hour Warrant graph against the existing traffic volumes on Michigan Avenue, no data point fell above the line for the two lane approach. Therefore, traffic volumes at this intersection do not satisfy the Four Hour Warrant.

Warrant 3 – Peak hour

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. The threshold to consider installing a traffic control signal at an intersection such as Michigan Avenue and the proposed drive is a delay of five vehicle-hours during any hour of the day.

After simulating the projected volumes in Synchro 9, the expected vehicle delay was reported to be 0.71 vehicles-hours. Therefore, the Peak Hour Warrant has not been satisfied.

REPORT FROM THE SECRETARY #15-005
TRAFFIC CONTROL REQUEST: Michigan Avenue & Sparrow Plaza Drive

Warrant 4 – Pedestrian Volume Warrant

The Pedestrian Volume signal warrant requires a minimum of 107 pedestrian crossings per hour over four hours, or 133 in a single hour. Based on the pedestrian data collected for CATA's bus rapid transit study, only 57 pedestrians crossed Michigan Avenue over the eight hours for which data were collected, with a maximum of 12 pedestrians crossing during the highest hour. The existing pedestrian volumes do not meet the pedestrian volumes. Based on the existence of the overhead pedestrian bridge at this location, it is not anticipated that pedestrian volumes will increase to the point of meeting this warrant with the proposed development on the south side of Michigan Avenue.

Warrant 5 – School Crossing

Although Eastern High School is located approximately one block north of the site, this intersection is not a designated school crossing and therefore this warrant is not applicable.

Warrant 6 – Coordinated Signal System

This warrant should be applied not where the resultant sign spacing of traffic control signals would be less than 1000 feet. The nearest traffic control signal is Holmes Road and Michigan Avenue approximately 750 feet west of this intersection. The traffic control signal at the intersection of Michigan Avenue Pennsylvania Avenue is approximately 600 feet to the east of this intersection.

The need for a traffic control signal shall be considered if an engineering study finds that one of the following criteria is met:

A. On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.

B. On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.

The traffic signals along the Michigan Avenue corridor provide sufficient platooning of traffic through the area of this intersection, that it would not improve but may hinder the platooning of traffic through this corridor. Therefore, the Coordinated Signal System Warrant has not been satisfied.

Warrant 7 – Crash Experience

The intersection was reviewed to see if it met the MMUTCD Crash Experience warrant for traffic signal installation. The warrant is satisfied when: 1) five or more reported accidents of a type correctable by the installation of a traffic signal occurred within a

REPORT FROM THE SECRETARY #15-005
TRAFFIC CONTROL REQUEST: Michigan Avenue & Sparrow Plaza Drive

twelve-month period; 2) there exists a volume of vehicular or pedestrian traffic not less than 80 percent of the requirements specified by the Minimum Vehicular Volume, the Interruption of Continuous Traffic, or Minimum Pedestrian Volume warrants; and 3) the traffic signal installation will not seriously disrupt progressive traffic flow. A review of the accident records from January 1, 2012, through December 31, 2014, for the intersection Michigan Avenue and the Proposed Drive shows no reported accidents during this period in the area of this intersection. The Crash Experience Warrant has not been met for the last three years.

Warrant 8 – Roadway Network

This warrant is applicable to the intersection of two major routes. Sparrow's proposed drive does not meet the classification of a major route and therefore this warrant is not applicable.

Operational Considerations

The reconfigured drives would provide full access on the north side of Michigan Avenue. On the south side of Michigan Avenue, all northbound traffic would be required to turn right onto eastbound Michigan Avenue.

Synchro analysis (see the table below) shows that traffic delay would increase with the installation of a traffic signal for all approaches. The average delay increase to Michigan Avenue as well as to traffic on the driveways would increase by no more than five seconds per vehicle.

Michigan Avenue & Sparrow Driveway Average Delay (seconds/vehicle)

	Northbound		Southbound	
Time Period	Unsignalized	Signalized	Unsignalized	Signalized
AM Peak	14	16	26	30
PM Peak	22	25	19	20

REPORT FROM THE SECRETARY #15-005
TRAFFIC CONTROL REQUEST: Michigan Avenue & Sparrow Plaza Drive

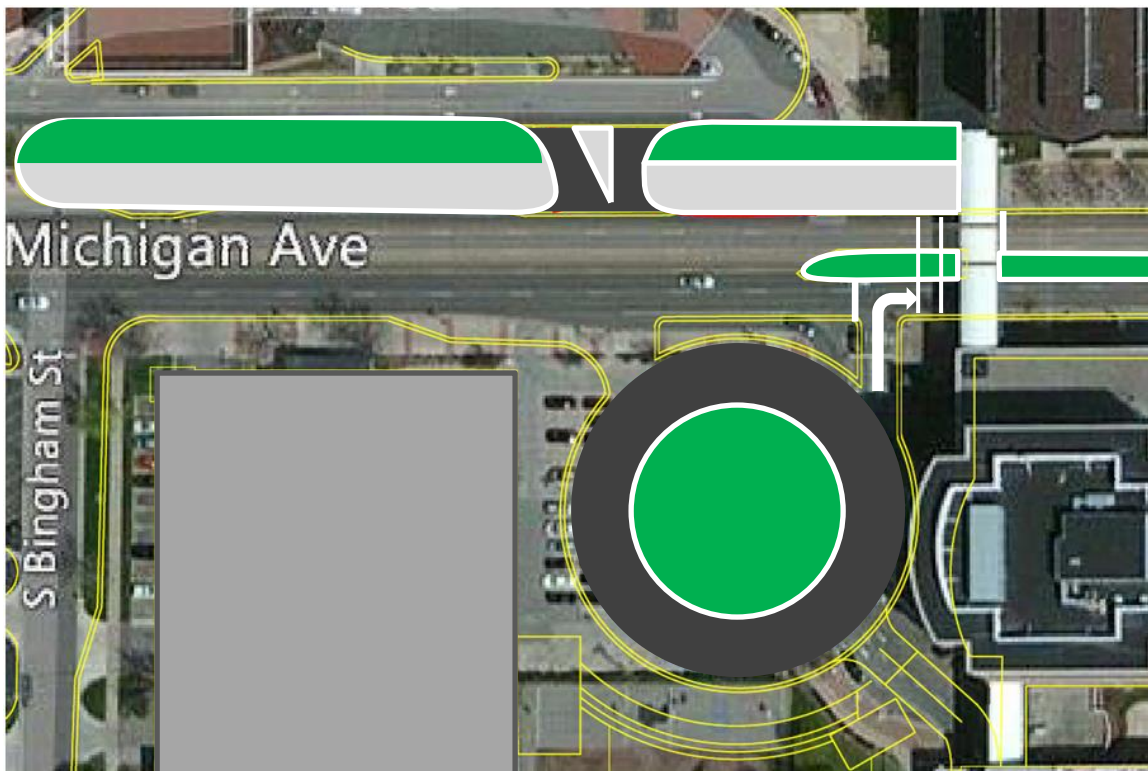
RECOMMENDATIONS AND CONCLUSIONS:

The analysis performed by the Transportation and Non-Motorized Section indicates that the warrants in the Manual on Uniform Traffic Control Devices are not met for a signal at the intersection of Michigan Avenue and the Sparrow Plaza driveway, or for the requested pedestrian signal east of this intersection, under existing or proposed future conditions.

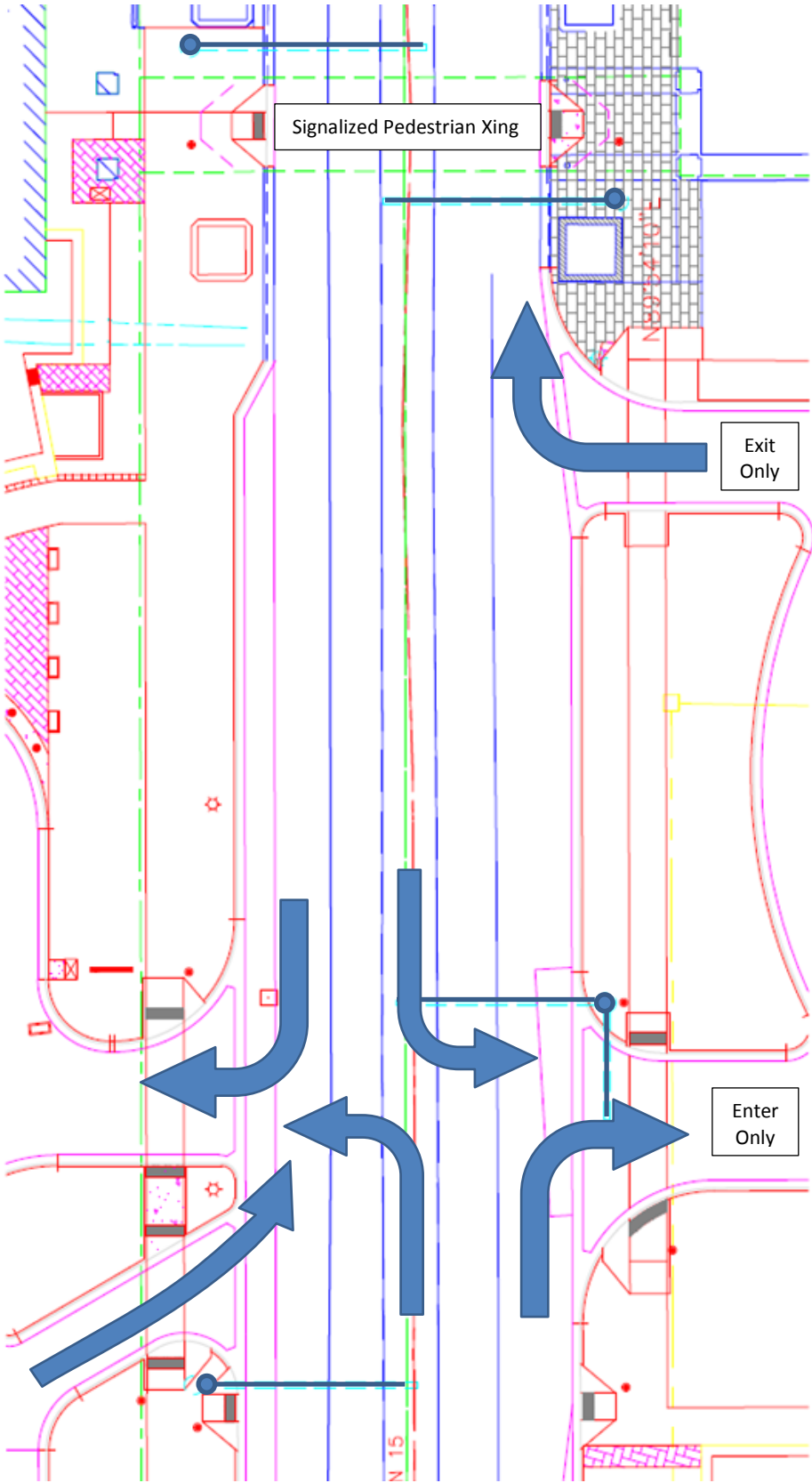
Due to the distances between the signals at Pennsylvania Avenue and Holmes Street and the minimal impacts to traffic operations on Michigan Avenue, a signal at the Sparrow Plaza driveway and a pedestrian signal just to the east of this driveway would be permitted as long as it is coordinated with the signals at Holmes and Pennsylvania.

Cost for installation and maintenance of the signal would be the responsibility of Sparrow Hospital as long as the crossing was primarily for the use of Sparrow employees and patients. If Bus Rapid Transit is implemented in the future, this signal would remain in place and serve the station that is assumed to be located between the overhead pedestrian bridge and Holmes Street.

The recommended alignment of the signalized locations is shown on the following page.



REPORT FROM THE SECRETARY #15-005
TRAFFIC CONTROL REQUEST: Michigan Avenue & Sparrow Plaza Drive



Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, the Transportation and Non-Motorized Section of the Public Service Department received a request to upgrade the existing yield signs at the intersection of Donald Street and Everettdale Avenue to stop signs; and

WHEREAS, the Transportation and Non-Motorized Section conducted an investigation to determine sight distance and traffic control requirements at the intersection of Donald Street and Everettdale Avenue; and

WHEREAS, based on this study the Transportation and Non-Motorized Section recommends that the existing yield signs on Everettdale Avenue at Donald Street be upgraded to stop signs due to the safe approach speed at this intersection and the occurrence of four reported crashes (including fail to yield type crashes) at this intersection during the most recent five year period; and

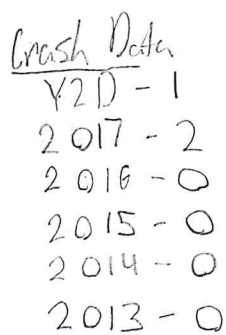
WHEREAS, the minutes containing the Public Service Board's recommendation on this matter are on file with the City Clerk's office; and

WHEREAS, the Mayor concurs with the recommendation of the Public Service Board; and

WHEREAS, the Committee on Public Safety reviewed the report and concurs with the recommendation of the Public Service Board.

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 23-16, thereby authorizing the Transportation Engineer to regulate traffic at the intersection of Donald Street and Everettdale Avenue;

BE IT FINALLY RESOLVED that Traffic Control Order No. 23-16 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate signs are installed.



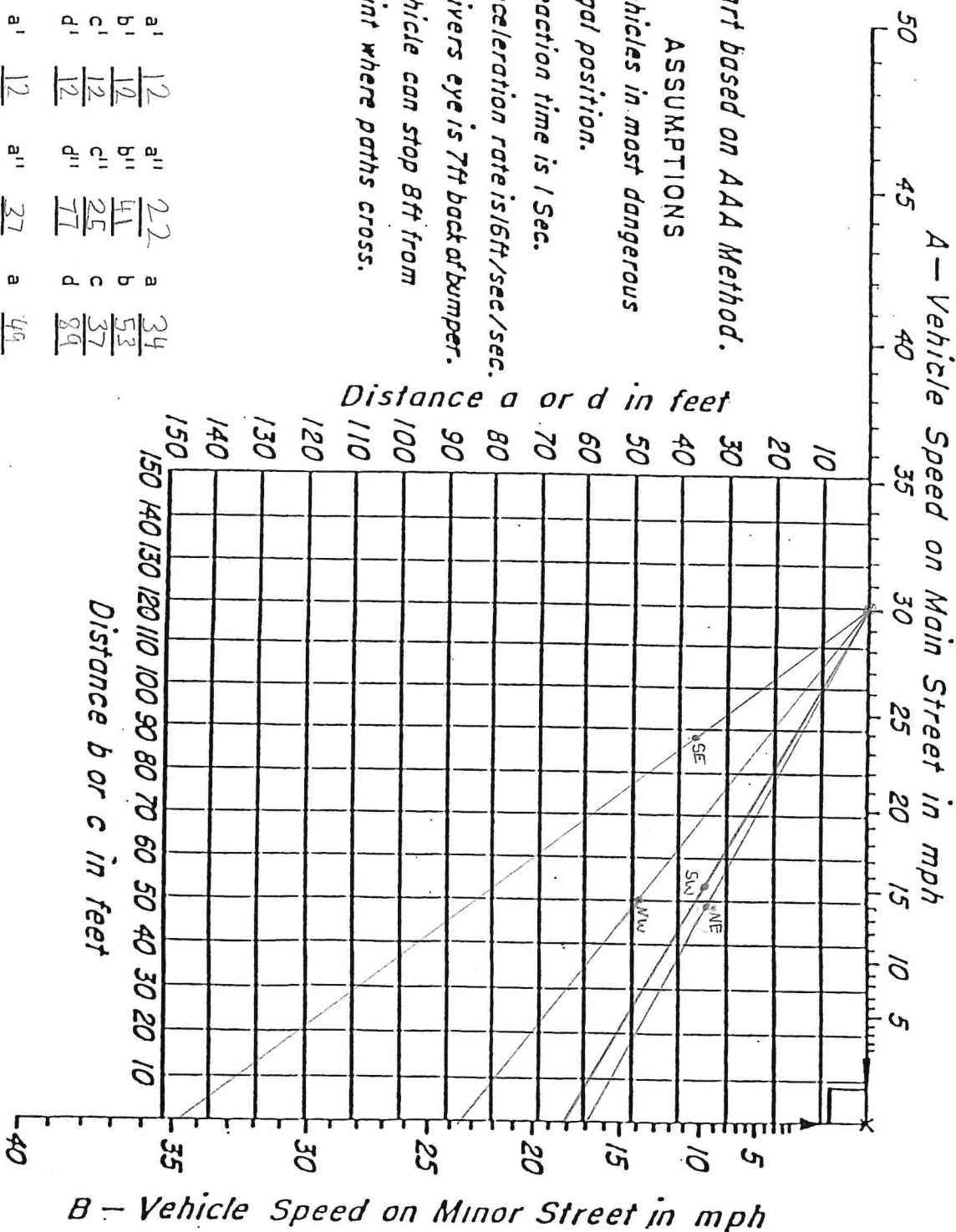
Page 288 of 366

Major Street: Donald St Minor Street: Everett Dale Ave

Chart based on AAA Method.

ASSUMPTIONS

1. Vehicles in most dangerous legal position.
2. Reaction time is 1 Sec.
3. Deceleration rate is 16ft/sec/sec.
4. Drivers eye is 7ft back of bumper.
5. Vehicle can stop 8ft from point where paths cross.



Quadrant

SW	a' $\frac{12}{12}$	a'' $\frac{22}{41}$	a $\frac{34}{53}$
	b' $\frac{12}{12}$	b'' $\frac{25}{37}$	b $\frac{37}{49}$
SE	c' $\frac{12}{12}$	c'' $\frac{25}{37}$	c $\frac{49}{50}$
	d' $\frac{12}{12}$	d'' $\frac{25}{37}$	d $\frac{50}{50}$
NE	a' $\frac{12}{12}$	a'' $\frac{27}{22}$	a $\frac{49}{34}$
	b' $\frac{12}{12}$	b'' $\frac{22}{22}$	b $\frac{34}{34}$
NW	c' $\frac{12}{12}$	c'' $\frac{37}{37}$	c $\frac{49}{49}$
	d' $\frac{12}{12}$	d'' $\frac{38}{38}$	d $\frac{50}{50}$

Safe approach speed chart.

Analyst Adam/ac
Date Oct 2018

ENGINEERING REPORT #18-027

TRAFFIC CONTROL REQUEST: DONLAD STREET AND EVERETTTDALE AVENUE

The Transportation and Non-Motorized Section of the Public Service Department received a request to upgrade the existing yield signs at the intersection of Donald Street and Everettdale Avenue to stop signs. In response to the request, staff conducted an investigation to determine sight distance and traffic control requirements at the intersection, and reviewed reported traffic crash history at this location.

The intersection of Donald Street and Everettdale Avenue is a four-leg intersection in a residential area. Donald Street is approximately eight blocks long beginning at Jewell Avenue and ending at Syringa Drive. Donald Street is 26 feet wide with curb and gutter. Parking is prohibited along the east side of Donald Street north of Everettdale Drive and unrestricted along the west side of Donald Street north of Everettdale Drive, parking is also unrestricted along both the east and west sides of Donald Street south of Everettdale Avenue. Everettdale Avenue is approximately two blocks long beginning at Stafford Avenue and ending at Cedar Street. Stratford Avenue is 26 feet wide with curb and gutter and unrestricted parking.

A review of the traffic crash records for this intersection indicates there have been four reported crashes from January 1, 2016 to December 31, 2020 involving vehicles at this intersection. These four crashes were angle type / intersection crashes, three of these crashes involved a driver that failed to yield the right of way.

A safe approach speed study was performed and revealed a safe approach speed of seventeen (17) miles per hour (MPH) due to the house at the northeast quadrant of the intersection.

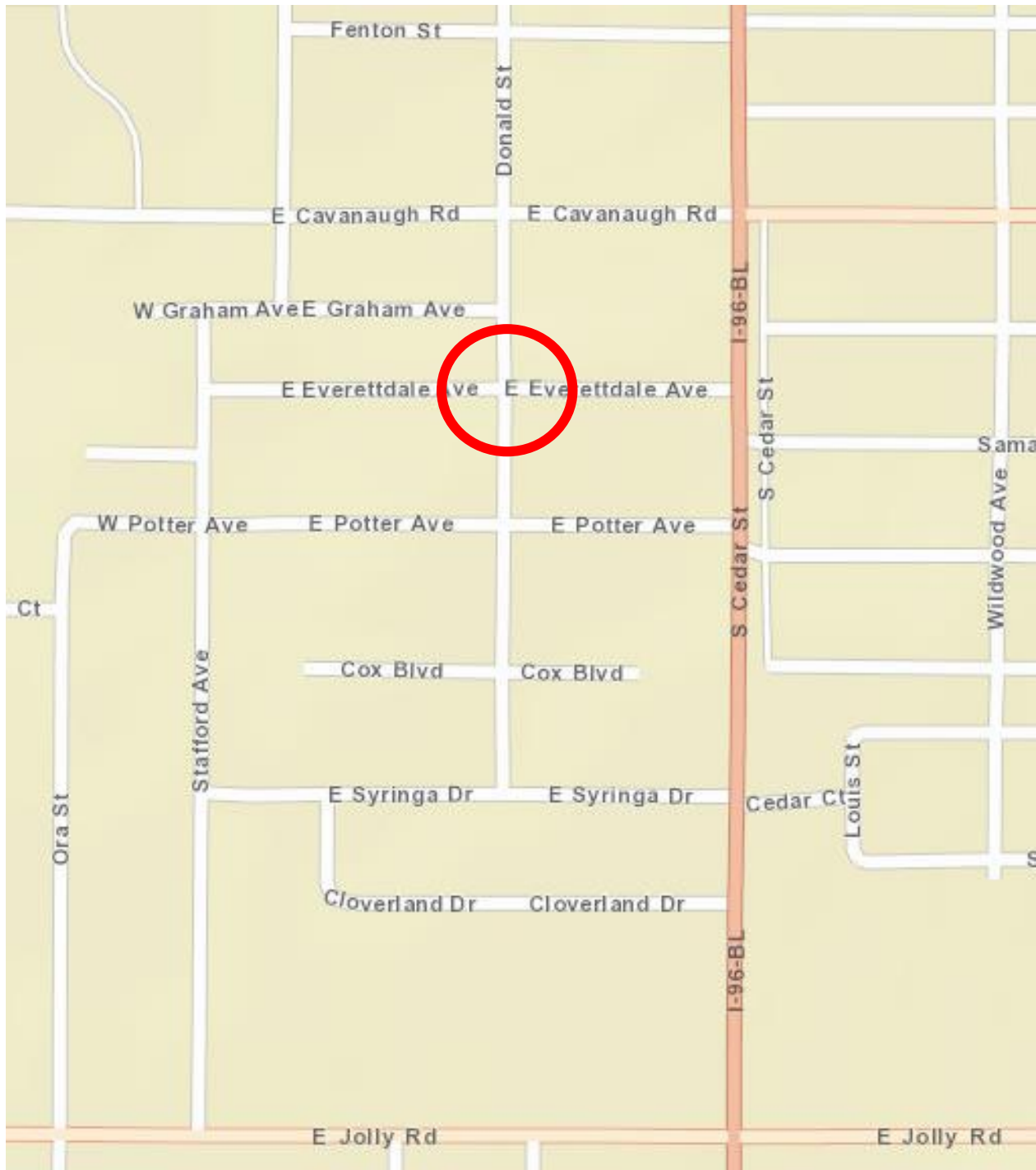
The Transportation and Non-Motorized Section of the Public Service Department recommends upgrading the existing yield signs to stop signs at this intersection due to the safe approach speed and the occurrence of four reported crashes (including fail to yield type crashes) at this intersection during the most recent five year period.

Public Service Board Action Date:
Passed: _____ Declined: _____

ENGINEERING REPORT #18-027

TRAFFIC CONTROL REQUEST: DONLAD STREET AND EVERETTTDALE AVENUE

LOCATION DIAGRAM



Public Service Board Action Date:
Passed: _____ Declined: _____

December 8, 2021

ENGINEERING REPORT #18-027

TRAFFIC CONTROL REQUEST: DONLAD STREET AND EVERETTTDALE AVENUE

EAST BOUND STREET VIEW



WEST BOUND STREET VIEW



Public Service Board Action Date:
Passed: _____ Declined: _____

ENGINEERING REPORT #18-027

TRAFFIC CONTROL REQUEST: DONLAD STREET AND EVERETTTDALE AVENUE

NORTH BOUND STREET VIEW



SOUTH BOUND STREET VIEW

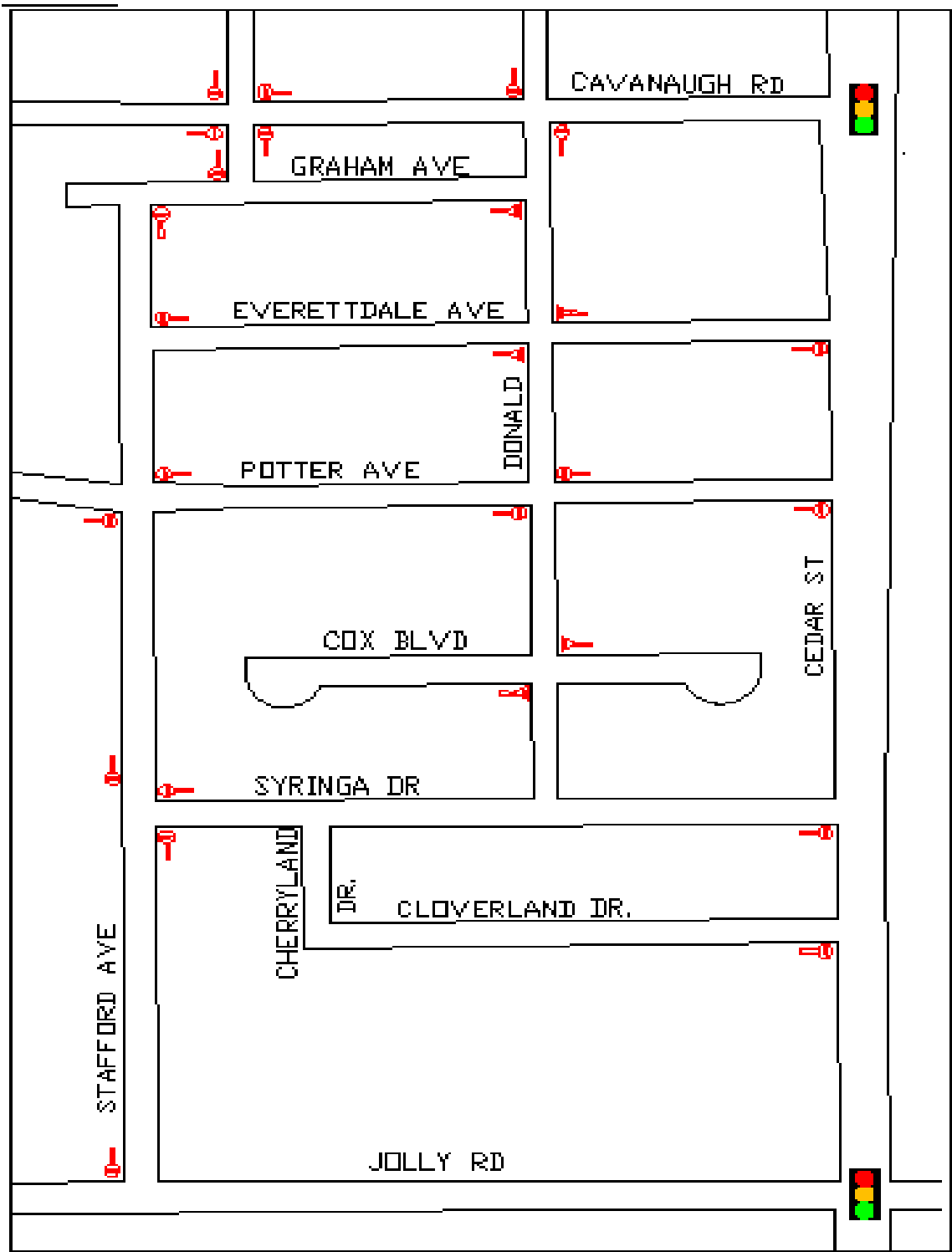


Public Service Board Action Date:
Passed: _____ Declined: _____

ENGINEERING REPORT #18-027

TRAFFIC CONTROL REQUEST: DONLAD STREET AND EVERETTTDALE AVENUE

CURRENT TRAFFIC CONTROL MAP



Public Service Board Action Date:
Passed: _____ Declined: _____

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 23-16

FILE: Donald Street and Everettdale Avenue

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions at the intersection of Donald Street and Everettdale Avenue has been made; and as a result of said investigation, it is hereby directed that:

All eastbound and westbound traffic on DONALD STREET shall be required to stop prior to entering the intersection at EVERETTDALE AVENUE;

The existing yield control at this intersection shall be rescinded.

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: n/a

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY:

DATE:

Mitchell Whisler
Interim Transportation Engineer

RECEIVED FOR FILING:

SIGNED BY:

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, based on a request from Mr. MacConnell via Cityworks, the Transportation and Non-Motorized Section of the Public Service Department conducted an investigation to determine sight distance and traffic control requirements at the intersection of Glenn Street and Alley; and

WHEREAS, based on the results of the study, the Transportation and Non-Motorized Section recommends the installation of a stop sign on Glenn Street at Alley; and

WHEREAS, the minutes containing the Public Service Board's recommendation on this matter are on file with the City Clerk's office; and

WHEREAS, the Mayor concurs with the recommendation of the Public Service Board; and

WHEREAS, the Committee on Public Safety reviewed the report and concurs with the recommendation of the Public Service Board.

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 20-02, thereby authorizing the Transportation Engineer to install a stop sign on Glenn Street at Alley;

BE IT FINALLY RESOLVED that Traffic Control Order No. 20-02 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate sign is installed.

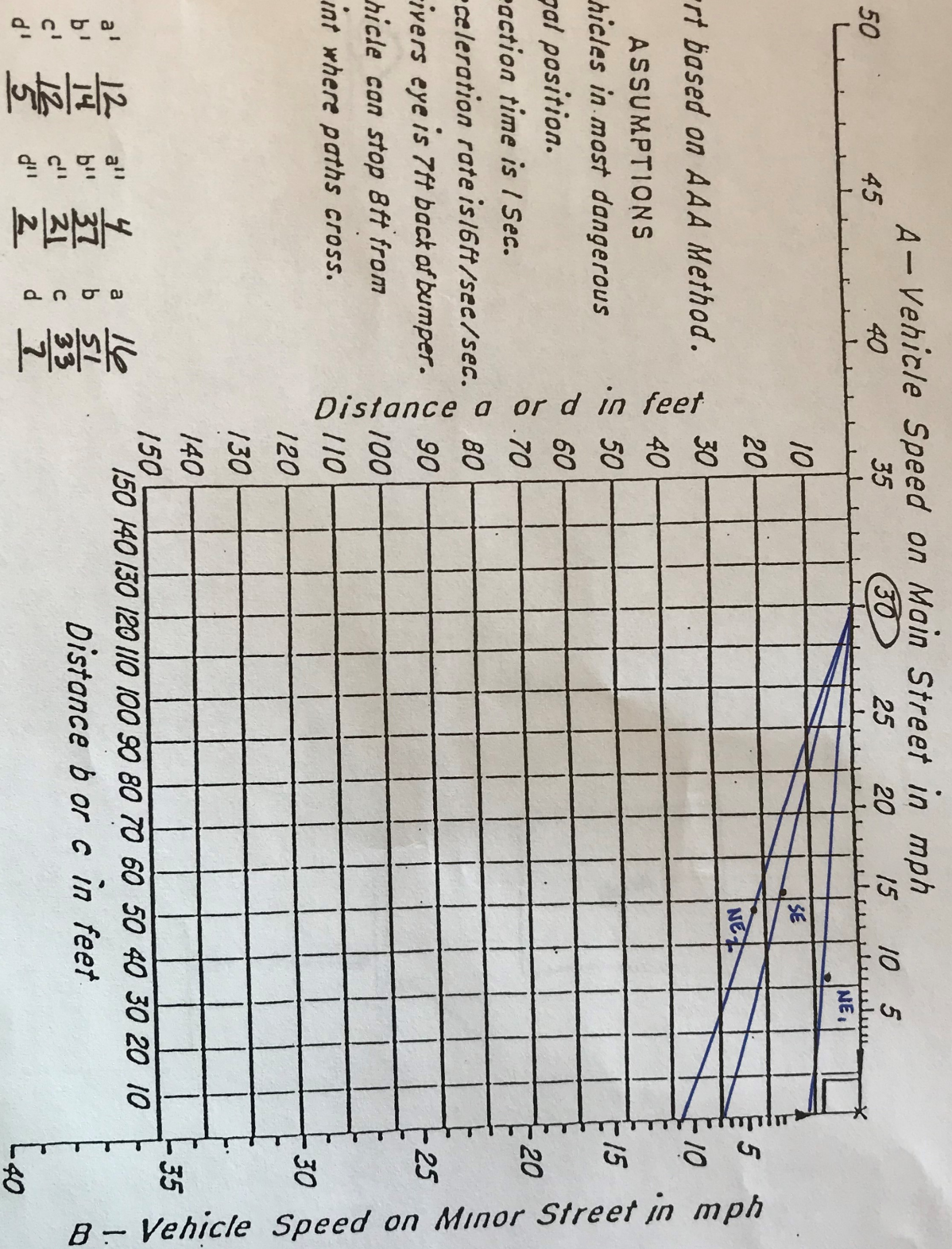
Major Street: Away

Minor Street: Green St

Chart based on AAA Method.

ASSUMPTIONS

1. Vehicles in most dangerous legal position.
2. Reaction time is 1 Sec.
3. Deceleration rate is 16 ft/sec/sec.
4. Drivers eye is 7 ft back of bumper.
- 5 Vehicle can stop 8 ft from point where paths cross.



Quadrant

SE

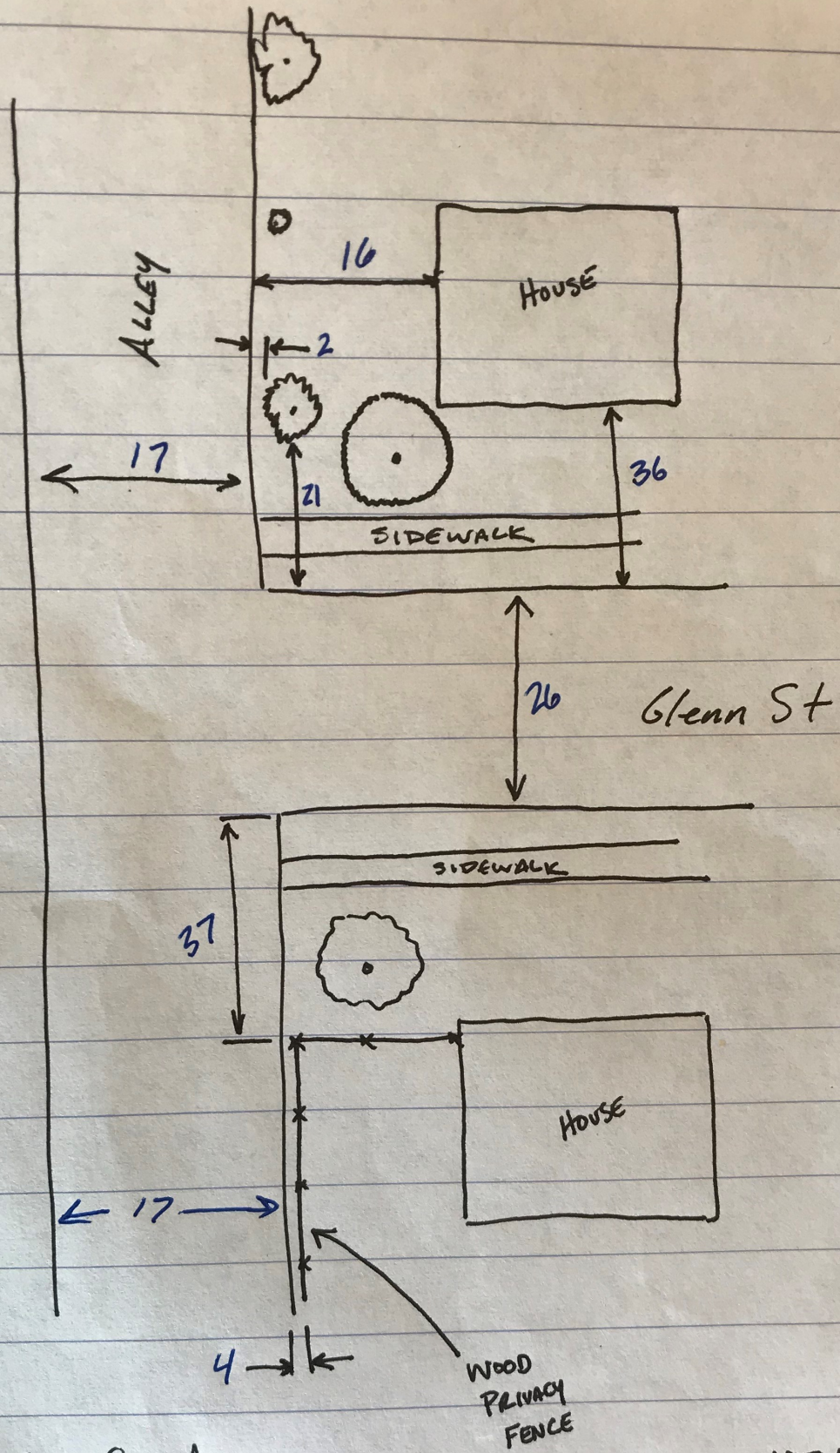
NE1

NE2

a'	b'	c'	d'	a'	b'	c'	d'	a	b	c	d
12	14	12	5	4	37	21	2	14	51	33	7
12	14	12	5	4	37	21	2	14	51	33	7
12	14	12	5	4	37	21	2	14	51	33	7

Safe approach speed chart.

Analyst A. Miller
Date 5-6-20



LOCATION: GLENN ST + ALLEY

DATE: 5-6-20

CRASH HISTORY: 0 IN Last 5yrs 2019-2015

NOTE:

- Curb + Gutter on Glenn Street only.
- Unrestricted parking along both streets

* WORKS SERVICE REQUEST # 130308

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 20-02

FILE: Glenn Street and Alley

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions at the intersection of Glenn Street and Alley has been made; and as a result of said investigation, it is hereby directed that:

All westbound traffic on GLENN STREET shall stop prior to entering the intersection at ALLEY.

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: n/a

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY: _____

DATE: _____

Mitchell Whistler
Interim Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

ENGINEERS REPORT #20-01

TRAFFIC CONTROL REQUEST: GLENN STREET AT ALLEY

The Transportation and Non-Motorized Section conducted an investigation to determine sight distance and traffic control requirements at the intersection of Glenn Street and the north – south Alley east of Westmoreland Avenue. This study was conducted in response to Cityworks service request #130308 made by a “Mr. MacConnell”.

The intersection of Glenn Street and the Alley is a three-leg, uncontrolled intersection. Glenn Street begins at Princeton Avenue and ends at the north south Alley. Glenn Street then picks up from the Alley for a short distance to Westmoreland Avenue. Glenn Street is 26 feet wide with curb and gutter and a relatively flat grade near the intersection. Parking is unrestricted along both the south and north sides of the street. The Alley is approximately one block long beginning at Theodore Street and ending at Glenn Street. The Alley is approximately 17 feet wide with no curb or gutter and a relatively flat grade near the intersection. Parking is unrestricted along both the east and west sides of the street.

A safe approach speed study was performed and revealed a safe approach speed of zero (0) miles per hour (MPH) due to the tree in the northeast quadrant of the intersection.

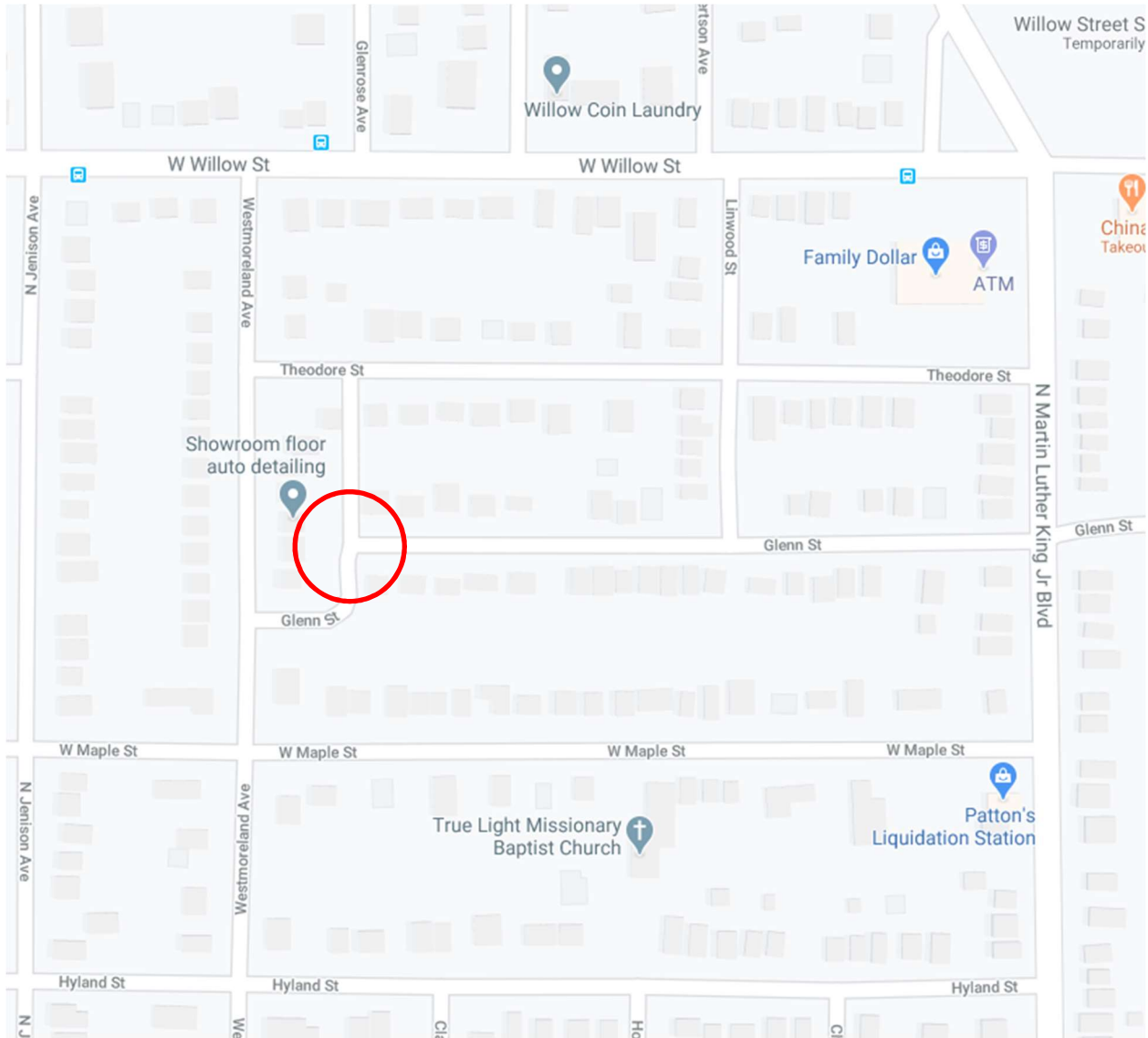
A review of the traffic crash records for this intersection indicates there have been no reported crashes in the last five years from January 1, 2015 to December 31, 2019.

The Transportation and Non-Motorized Section recommends the installation of a stop sign for Westbound Glenn Street at the Alley due to the safe approach speed at this intersection.

ENGINEERS REPORT #20-01

TRAFFIC CONTROL REQUEST: GLENN STREET AT ALLEY

LOCATION DIAGRAM



ENGINEERS REPORT #20-01

TRAFFIC CONTROL REQUEST: GLENN STREET AT ALLEY

WB Glenn Street looking north



ENGINEERS REPORT #20-01

TRAFFIC CONTROL REQUEST: GLENN STREET AT ALLEY

WB Glenn Street looking south



Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, as part of the project at 513 West Ionia Street the angular metered parking spaces along the south side of the 500 block of West Ionia Street were removed;

WHEREAS, the Transportation and Non-Motorized Section staff gathered existing roadway conditions and parking regulations along the 400 – 600 blocks of West Ionia Street; and

WHEREAS, based on the existing parking regulations and traffic conditions Transportation and Non-Motorized Section staff have updated the existing Traffic Control Orders and recommends that the proposed parking regulations be made permanent; and

WHEREAS, the minutes containing the Public Service Board's recommendation on this matter are on file with the City Clerk's office; and

WHEREAS, the Mayor concurs with the recommendation of the Public Service Board; and

WHEREAS, the Committee on Public Safety reviewed the report and concurs with the recommendation of the Public Service Board.

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 20-03, 20-04 and 20-05, thereby authorizing the Transportation Engineer to regulate parking along West Ionia Street from Sycamore Street to Walnut Street;

BE IT FINALLY RESOLVED that Traffic Control Order No. 20-03, 20-04 and 20-05 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate signs are installed.

ENGINEERING REPORT #20-02

500 WEST IONIA STREET PARKING REGULATIONS

As part of the project at 513 West Ionia Street the angular metered parking spaces along the south side of the 500 block of West Ionia Street were removed. This report is part of an effort to update the existing parking regulations along the 500 block of West Ionia Street.

Ionia Street is classified as a City Major street from Pine Street to Chestnut Street **and** is 30 feet wide with curb and gutter.

Original parking regulations (prior to the project completion):

Parking along the north side of Ionia Street from Chestnut Street to Pine Street is prohibited.

Parking along the south side of Ionia Street from Pine Street to 127 feet east of Pine Street is prohibited. From 127 feet east of Pine Street to 347 feet east of Pine Street no vehicle shall remain parked in the parking meter zone for a period exceeding two (2) hours between the hours of 8:00 AM and 6:00 PM, Monday through Friday. Parking from 347 feet east of Pine Street to Chestnut Street is prohibited.

Proposed parking regulations (post project completion / existing):

Parking along the north side of Ionia Street from Chestnut Street to Pine Street shall be prohibited.

Parking along the south side of Ionia Street shall be prohibited from Pine Street to 273 feet east of Pine Street;

No vehicle shall remain parked in the parking meter zone for a period exceeding two (2) hours between the hours of 8:00 AM and 6:00 PM, Monday through Friday, from 273 feet east of Pine Street to 66 feet west of Chestnut Street;

Parking shall be prohibited from 66 feet west of Chestnut Street to Chestnut Street;

It is recommended that the proposed parking regulations detailed above be made permanent. Furthermore, the existing Traffic Control Order (TCO) for the 500 block of West Ionia Street was part of a TCO that includes parking regulations for the 400, 500 and 600 blocks of West Ionia Street. This existing TCO will be rescinded and replaced by separate single block TCO's for each of these three blocks.

ENGINEERING REPORT #20-02

500 WEST IONIA STREET PARKING REGULATIONS

500 block West Ionia Street - STREET VIEW (before project)



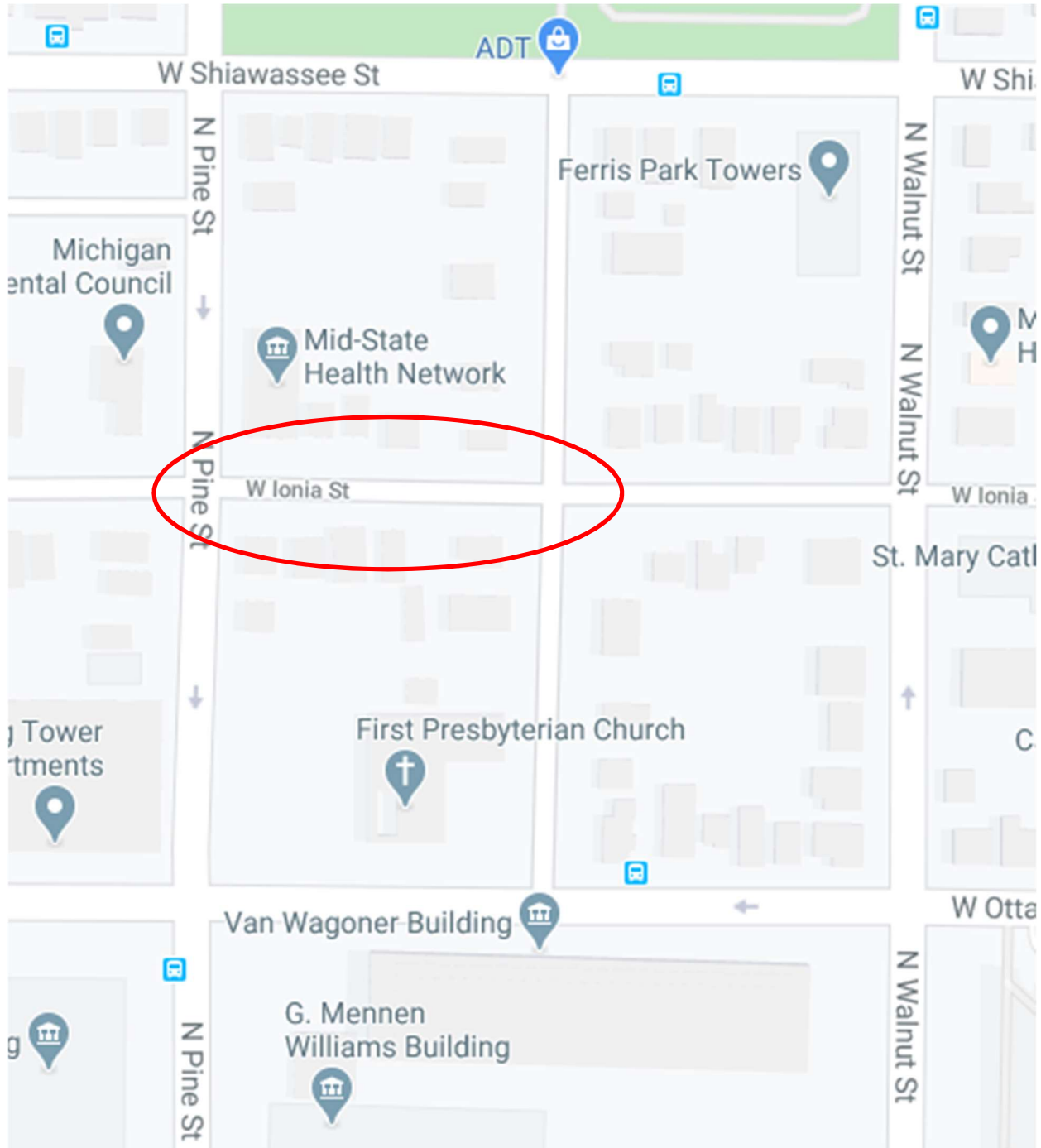
500 block West Ionia Street - STREET VIEW (after project / existing)



ENGINEERING REPORT #20-02

500 WEST IONIA STREET PARKING REGULATIONS

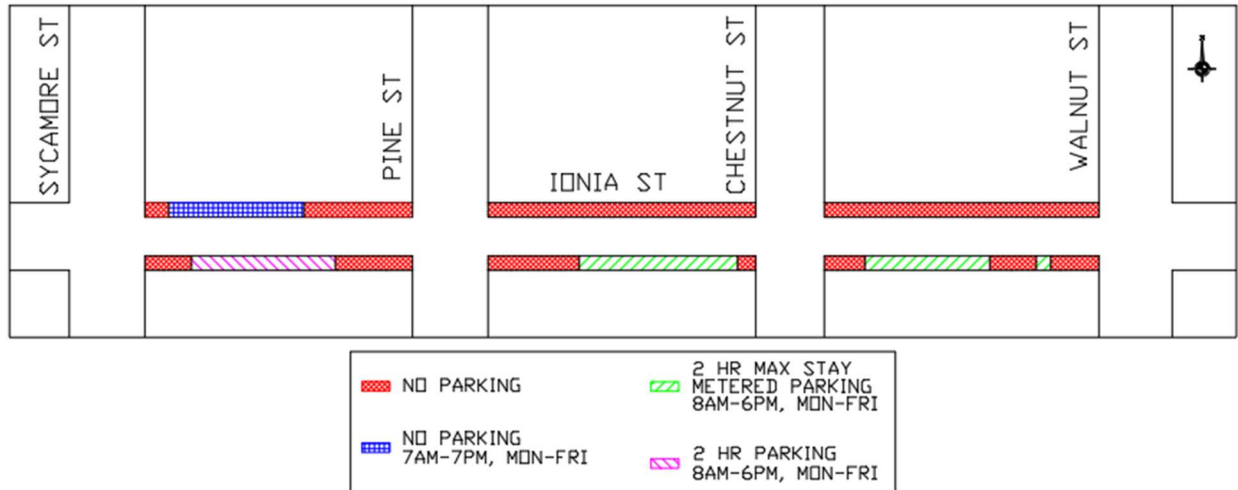
LOCATION DIAGRAM



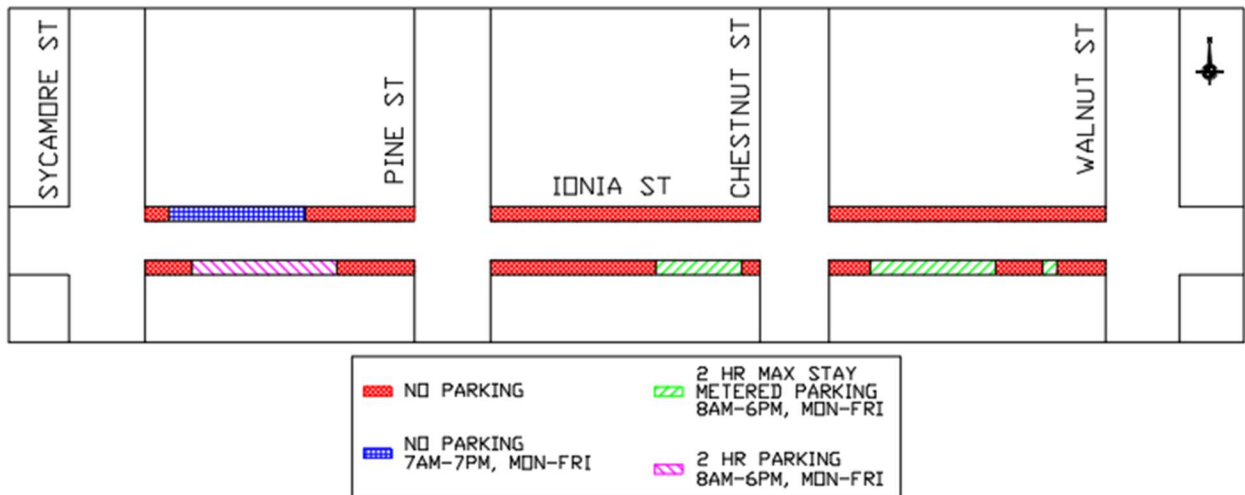
ENGINEERING REPORT #20-02

500 WEST IONIA STREET PARKING REGULATIONS

EXISTING PARKING REGULATIONS



PROPOSED PARKING REGULATIONS



**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 20-03

FILE: 400 West Ionia Street

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions along Ionia Street from Chestnut Street to Walnut Street has been made; and as a result of said investigation, it is hereby directed that:

On the north side of IONIA STREET the following regulations shall apply:

Parking shall be prohibited from Walnut Street to Chestnut Street;

On the south side of IONIA STREET the following regulations shall apply:

Parking shall be prohibited from Chestnut Street to 57 feet east of Chestnut Street;

No vehicle shall remain parking in the parking meter zone for a period exceeding two (2) hours between the hours of 8:00 AM and 6:00 PM, Monday through Friday, from 57 feet east of Chestnut Street to 230 feet east of Chestnut Street;

Parking shall be prohibited from 230 feet east of Chestnut Street to 295 feet east of Chestnut Street;

No vehicle shall remain parked in the parking meter zone for a period exceeding two (2) hours between the hours of 8:00 AM and 6:00 PM, Monday through Friday, from 295 feet east of Chestnut Street to 315 feet east of Chestnut Street;

Parking shall be prohibited from 315 feet east of Chestnut Street to Walnut Street;

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded:
99-053

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY: _____

DATE: _____

Mitchell Whisler
Interim Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 20-04

FILE: 500 West Ionia Street

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions along Ionia Street from Pine Street to Chestnut Street has been made; and as a result of said investigation, it is hereby directed that:

On the north side of IONIA STREET the following regulations shall apply:

Parking shall be prohibited from Chestnut Street to Pine Street;

On the south side of IONIA STREET the following regulations shall apply:

Parking shall be prohibited from Pine Street to 273 feet east of Pine Street;

No vehicle shall remain parked in the parking meter zone for a period exceeding two (2) hours between the hours of 8:00 AM and 6:00 PM, Monday through Friday, from 273 feet east of Pine Street to 66 feet west of Chestnut Street;

Parking shall be prohibited from 66 feet west of Chestnut Street to Chestnut Street;

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded:
99-053

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY: _____

DATE: _____

Mitchell Whisler
Interim Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date

Chris Swope

City Clerk

DATE OF FILING WITH CITY CLERK: _____

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 20-05

FILE: 600 West Ionia Street

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions along Ionia Street from Sycamore Street to Pine Street has been made; and as a result of said investigation, it is hereby directed that:

On the north side of IONIA STREET the following regulations shall apply:

Parking shall be prohibited from Pine Street to 151 feet west of Pine Street;

Parking shall be prohibited between the hours of 7:00 AM and 7:00 PM, Monday through Friday, from 151 feet west of Pine Street to 339 feet west of Pine Street;

Parking shall be prohibited from 339 feet west of Pine Street to Sycamore Street;

On the south side of IONIA STREET the following regulations shall apply:

Parking shall be prohibited from Sycamore Street to 65 feet east of Sycamore Street;

No vehicle shall remain parked for a period exceeding two (2) hours between the hours of 8:00 AM and 6:00 PM, Monday through Friday, from 65 feet east of Sycamore Street to 265 feet east of Sycamore Street;

Parking shall be prohibited from 265 feet east of Sycamore Street to Pine Street;

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded:
99-053

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY: _____

DATE: _____

Mitchell Whisler
Interim Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, based on Cityworks service request #133278 submitted by the Lansing Police Department, the Transportation and Non-Motorized Section of the Public Service Department conducted an investigation to determine sight distance and traffic control requirements at the intersection of Herbert Street and Wilson Street; and

WHEREAS, based on the results of the study, the Transportation and Non-Motorized Section recommends the installation of a yield sign on Herbert Street at Wilson Street; and

WHEREAS, the minutes containing the Public Service Board's recommendation on this matter are on file with the City Clerk's office; and

WHEREAS, the Mayor concurs with the recommendation of the Public Service Board; and

WHEREAS, the Committee on Public Safety reviewed the report and concurs with the recommendation of the Public Service Board.

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 20-16, thereby authorizing the Transportation Engineer to install a yield sign on Herbert Street at Wilson Street;

BE IT FINALLY RESOLVED that Traffic Control Order No. 20-16 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate sign is installed.

**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 20-16

FILE: Herbert Street and Wilson Street

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions at the intersection of Herbert Street and Wilson Street has been made; and as a result of said investigation, it is hereby directed that:

All westbound traffic on HERBERT STREET shall yield the right-of-way to northbound and southbound traffic on WILSON STREET.

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: n/a

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY:

DATE: _____

Mitchell Whistler
Interim Transportation Engineer

RECEIVED FOR FILING:

SIGNED BY:

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

ENGINEERS REPORT #20-04

TRAFFIC CONTROL REQUEST: HERBERT STREET & WILSON STREET

The Transportation and Non-Motorized Section conducted an investigation to determine sight distance and traffic control requirements at the intersection of Herbert Street and Wilson Street. This study was conducted in response to Cityworks service request #133278 submitted by the Lansing Police Department.

The intersection of Herbert Street and Wilson Street is a three-leg, uncontrolled intersection. Herbert Street begins at Baker Street and ends at Mount Hope Avenue. Herbert Street is 30 feet wide with curb and gutter and a relatively flat grade near the intersection at Wilson Street. Parking is unrestricted along both the east and west sides of the street near this intersection.

Wilson Street begins at Cedar Street and ends at Herbert Street. Wilson Street is 25 feet wide with curb and gutter and a relatively flat grade near the intersection at Herbert Street. Parking is unrestricted along both the north and south sides of the street near this intersection.

A safe approach speed study was performed and revealed a safe approach speed of eighteen (18) miles per hour (MPH) due to the house in the southeast quadrant of the intersection.

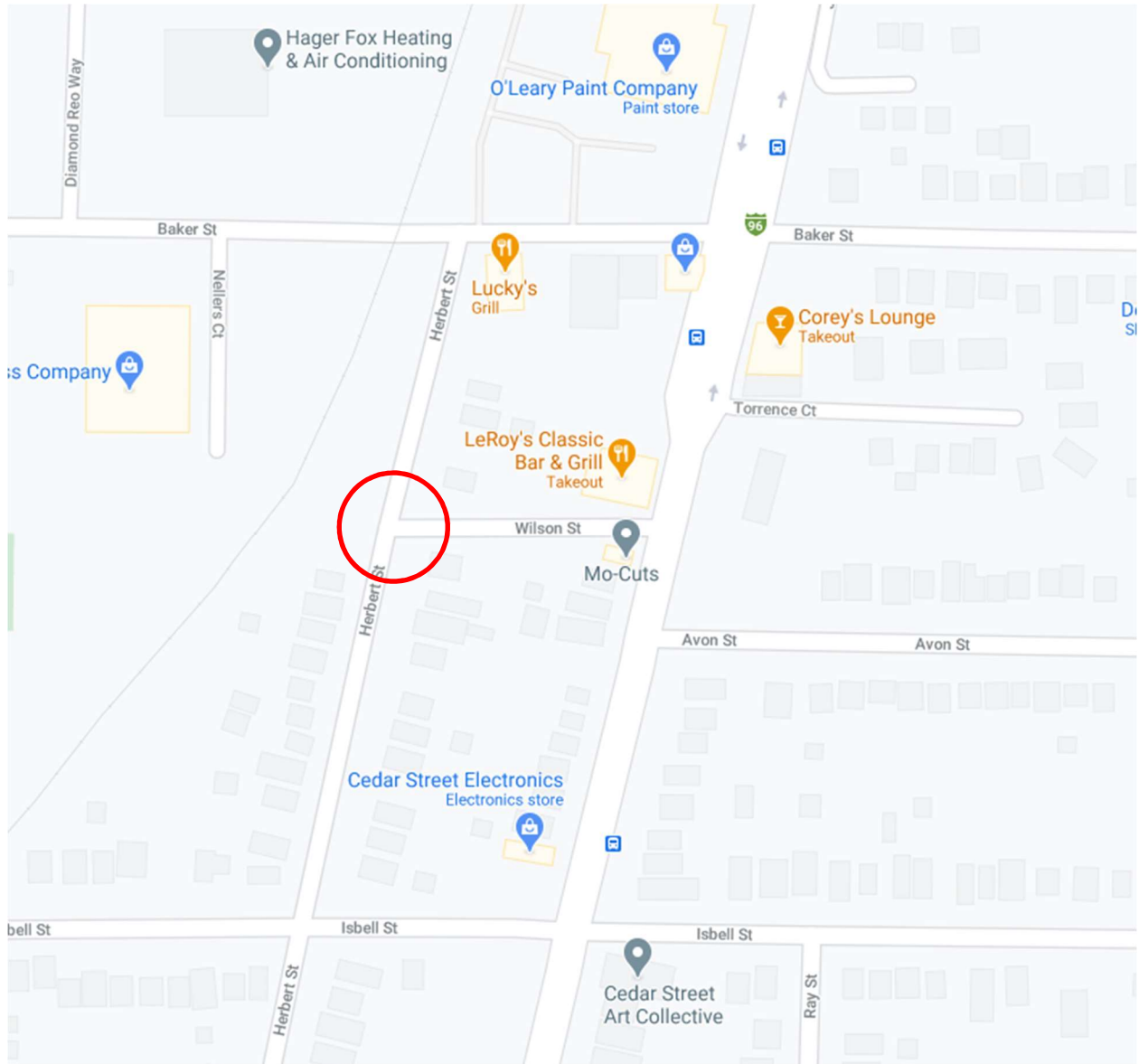
A review of the traffic crash records for this intersection indicates there have been no reported crashes in the last five years from January 1, 2015 to December 31, 2019.

The Transportation and Non-Motorized Section recommends that a yield sign be installed for westbound Wilson Street at Herbert Street due to the safe approach speed at this intersection.

ENGINEERS REPORT #20-04

TRAFFIC CONTROL REQUEST: HERBERT STREET & WILSON STREET

LOCATION DIAGRAM



ENGINEERS REPORT #20-04

TRAFFIC CONTROL REQUEST: HERBERT STREET & WILSON STREET

WB Wilson Street looking north



WB Wilson Street looking south



Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, based on Cityworks service request #136536 submitted by a resident, the Transportation and Non-Motorized Section of the Public Service Department conducted an investigation to determine sight distance and traffic control requirements at the intersection of Lindberg Drive and Shubel Avenue; and

WHEREAS, based on the results of the study, the Transportation and Non-Motorized Section recommends the installation of a stop sign on Shubel Avenue at Lindbergh Drive; and

WHEREAS, the minutes containing the Public Service Board's recommendation on this matter are on file with the City Clerk's office; and

WHEREAS, the Mayor concurs with the recommendation of the Public Service Board; and

WHEREAS, the Committee on Public Safety reviewed the report and concurs with the recommendation of the Public Service Board.

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 22-07, thereby authorizing the Transportation Engineer to install a stop sign on Shubel Avenue at Lindbergh Drive;

BE IT FINALLY RESOLVED that Traffic Control Order No. 22-07 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate sign is installed.

ENGINEERS REPORT #21-06

TRAFFIC CONTROL REQUEST: LINDBERGH DRIVE AND SHUBEL AVENUE

The Transportation and Non-Motorized Section conducted an investigation to determine sight distance and traffic control requirements at the intersection of Lindbergh Drive and Shubel Avenue. This study was conducted in response to Cityworks service request # 136536 submitted by Sarah Smith, contact information: sarahsmith@gmail.com

The intersection of Lindbergh Drive and Shubel Avenue is an uncontrolled three-leg intersection. Lindbergh Drive is four blocks long and begins at Pennsylvania Avenue and ends Mount Hope Avenue. Lindbergh Drive is 30 feet wide with curb and gutter and with a relatively flat grade at the intersection at Shubel Avenue. Parking is unrestricted along the north and south sides of the street and except where prohibited along the south side of the street just from the east curb line to 100 feet east of Shubel Avenue (existing No Parking This Side of Sign).

Shubel Avenue is four blocks long and begins at Lindbergh Drive and ends at Mount Hope Avenue. Shubel Avenue is 28 feet wide with curb and gutter and a relatively flat grade at the intersection at Lindbergh Drive. Parking is unrestricted along the east side and prohibited along the west side of the street near this intersection.

A safe approach speed study was performed and revealed a safe approach speed of ten (10) miles per hour (MPH) due to the trees and shrubs in the southwest quadrant of the intersection.

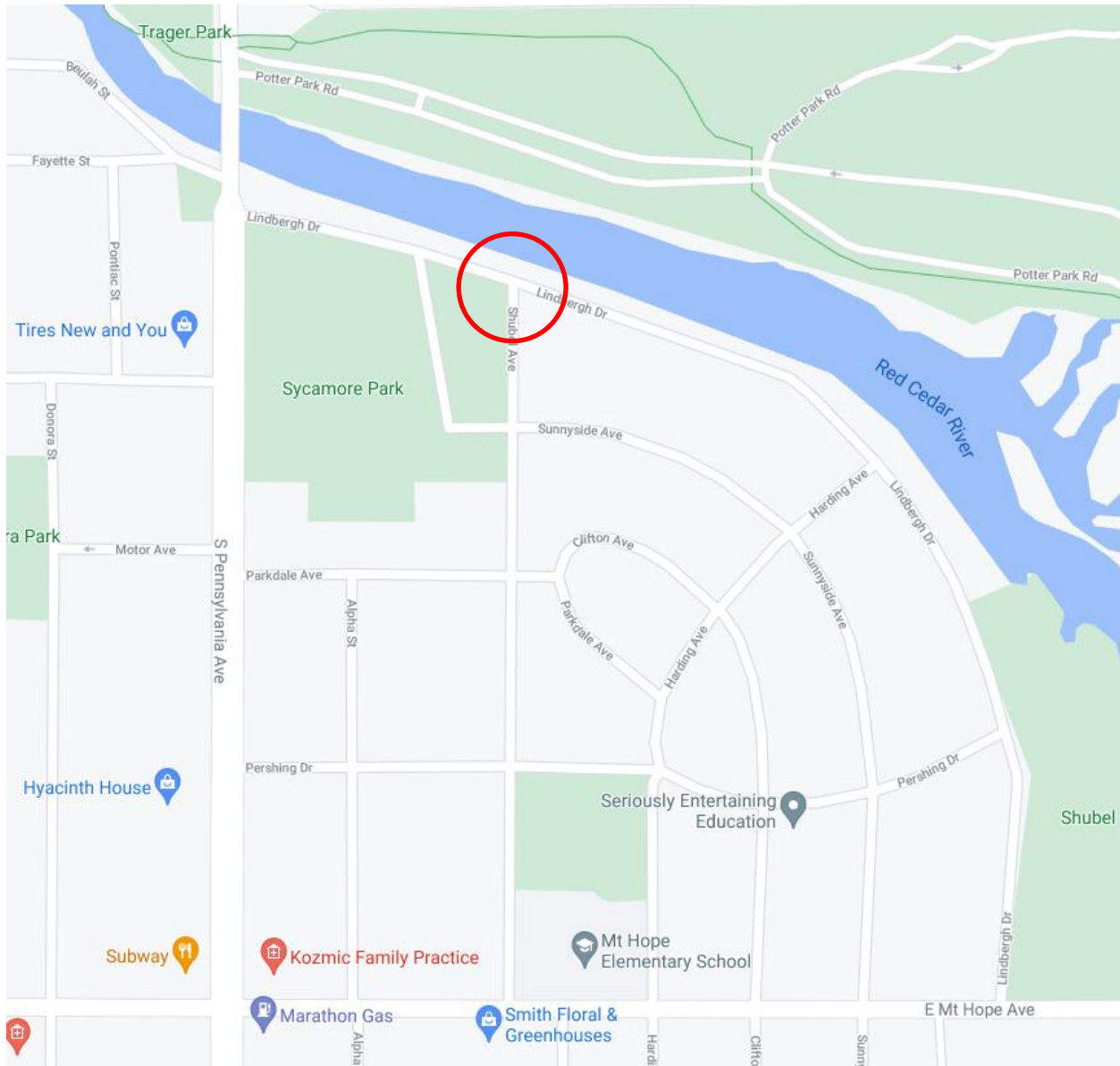
A review of the traffic crash records for this intersection indicates there have no (0) reported crashes in the last five years from January 1, 2016 to December 31, 2020.

The Transportation and Non-Motorized Section recommends that a stop sign be installed for northbound traffic on Shubel Avenue at Lindbergh Drive due to the safe approach speed and to assign right of way at this intersection.

ENGINEERS REPORT #21-06

TRAFFIC CONTROL REQUEST: LINDBERGH DRIVE AND SHUBEL AVENUE

LOCATION DIAGRAM



ENGINEERS REPORT #21-06

TRAFFIC CONTROL REQUEST: LINDBERGH DRIVE AND SHUBEL AVENUE

Northbound Shubel Avenue at Lindbergh Drive looking east



Northbound Shubel Avenue at Lindbergh Drive looking west

ENGINEERS REPORT #21-06

TRAFFIC CONTROL REQUEST: LINDBERGH DRIVE AND SHUBEL AVENUE



**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 22-07

FILE: Lindbergh Drive and Shubel Avenue

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions at the intersection of Lindbergh Drive and Shubel Avenue has been made; and as a result of said investigation, it is hereby directed that:

All northbound traffic on SHUBEL AVENUE shall be required to stop prior to entering the intersection at LINDBERGH DRIVE.

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: n.a.

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY: _____

DATE: _____

Mitchell Whisler
Interim Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, based on Cityworks service request #138659 submitted anonymously, the Transportation and Non-Motorized Section of the Public Service Department conducted an investigation to determine sight distance and traffic control requirements at the intersection of Greencroft Road and Strathmore Road; and

WHEREAS, based on the results of the study, the Transportation and Non-Motorized Section recommends the installation of a stop sign on Greencroft Rd at Strathmore Rd; and

WHEREAS, the minutes containing the Public Service Board's recommendation on this matter are on file with the City Clerk's office; and

WHEREAS, the Mayor concurs with the recommendation of the Public Service Board; and

WHEREAS, the Committee on Public Safety reviewed the report and concurs with the recommendation of the Public Service Board.

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 22-08, thereby authorizing the Transportation Engineer to install a stop sign on Greencroft Road at Strathmore Road;

BE IT FINALLY RESOLVED that Traffic Control Order No. 22-08 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate sign is installed.

ENGINEERS REPORT #21-14

TRAFFIC CONTROL REQUEST: GREENCROFT ROAD & STRATHMORE ROAD

The Transportation and Non-Motorized Section conducted an investigation to determine sight distance and traffic control requirements at the intersection of Greencroft Road and Strathmore Road. This study was conducted in response to Cityworks Service Request # 138659 submitted anonymously.

The intersection of Greencroft Road and Strathmore Road is an uncontrolled three-leg intersection. Greencroft Road is one block long and begins at Washington Avenue and ends at Strathmore Road. Greencroft Road is 20 feet wide with curb and gutter and with a relatively flat grade at the intersection at Strathmore Road. Parking is prohibited along the east side and unrestricted along the west side of the street.

Strathmore Road is six blocks long and begins at Washington Avenue (north of Kensington Road) and ends at Washington Avenue (north of Greenlawn Avenue). Sparrow Avenue is 26 feet wide with curb and gutter and a relatively flat grade at the intersection at Greencroft Road. Parking is unrestricted along both the north and south sides of the street near the intersection.

A safe approach speed study was performed and revealed a safe approach speed of eight (8) miles per hour due to the spruce tree in the southeast quadrant of the intersection (bottom section of this tree has already been trimmed out presumably by owner).

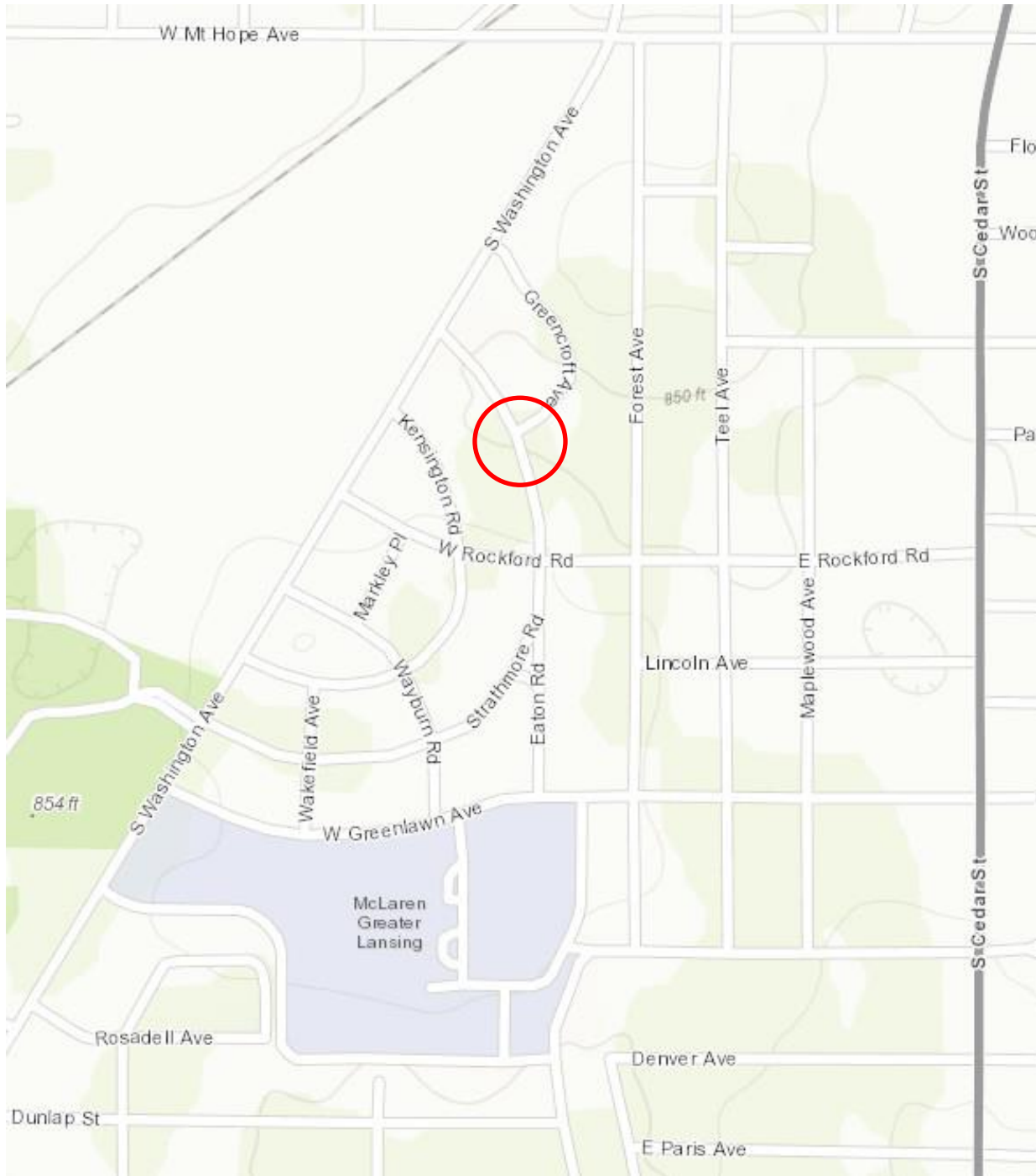
A review of the traffic crash records for this intersection indicates there have been no (0) reported crashes in the last five years from January 1, 2016 to December 31, 2020.

The Transportation and Non-Motorized Section recommends that a stop sign be installed for westbound Greencroft Road at Strathmore Road based on the safe approach speed and to assign right of way at this intersection.

ENGINEERS REPORT #21-14

TRAFFIC CONTROL REQUEST: GREENCROFT ROAD & STRATHMORE ROAD

LOCATION DIAGRAM



ENGINEERS REPORT #21-14

TRAFFIC CONTROL REQUEST: GREENCROFT ROAD & STRATHMORE ROAD

Greencroft Ave looking north



Greencroft Ave looking south

ENGINEERS REPORT #21-14

TRAFFIC CONTROL REQUEST: GREENCROFT ROAD & STRATHMORE ROAD



**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 22-08

FILE: Greencroft Road and Strathmore Road

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions at the intersection of Greencroft Road and Strathmore Road has been made; and as a result of said investigation, it is hereby directed that:

All westbound traffic on GREENCROFT ROAD shall be required to stop prior to entering the intersection at STRATHMORE ROAD.

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: n.a.

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY: _____

DATE: _____

Mitchell Whisler
Interim Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, the Transportation and Non-Motorized Section of the Public Service Department received a request to change the existing parking regulations along Beaver Street between Turner Street and Center Street; and

WHEREAS, the Transportation and Non-Motorized Section provided a parking plan to better meet the needs of property and business owners along Beaver Street; and

WHEREAS, the Transportation and Non-Motorized Section recommends that parking be unrestricted along both the north and south sides of Beaver Street between Turner Street and Center Street except where prohibited; and

WHEREAS, the minutes containing the Public Service Board's recommendation on this matter are on file with the City Clerk's office; and

WHEREAS, the Mayor concurs with the recommendation of the Public Service Board; and

WHEREAS, the Committee on Public Safety reviewed the report and concurs with the recommendation of the Public Service Board.

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 21-31, thereby authorizing the Transportation Engineer to regulate parking along Beaver Street between Turner Street and Center Street;

BE IT FINALLY RESOLVED that Traffic Control Order No. 21-31 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate signs are installed.

ENGINEERS REPORT #21-15

PARKING PROHIBITION REQUEST: BEAVER STREET

The Transportation and Non-Motorized Section received a request via the Parking Services Office on behalf of Ozone's Brewhouse, to allow parking along the north side of Beaver Street.

Based on this request, The Transportation and Non-Motorized Section generated a parking plan to allow for unrestricted parking along the north side of Beaver Street between Turner Street and Center Street except where prohibited by Michigan Vehicle Code.

Beaver Street between Turner Street and Center Street is approximately 30 feet wide with an asphalt surface and curb and gutter. Parking is currently unrestricted along the south side of the street and prohibited along the north side of the street from Center Street to the railroad.

The Transportation and Non-Motorized Section recommends that parking be unrestricted along both the north and south sides of Beaver Street between Turner Street and Center Street except where prohibited by Michigan Vehicle Code

ENGINEERS REPORT #21-15

PARKING PROHIBITION REQUEST: BEAVER STREET



**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 21-31

FILE: Beaver Street

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions along Beaver Street between Turner Street and Center Street has been made; and as a result of said investigation, it is hereby directed that:

On the north side of BEAVER STREET the following regulations shall apply:

Parking shall be prohibited from Center Street to 56 feet west of Center Street;

Parking shall be prohibited from 173 feet west of Center Street to 110 feet east of Turner Street;

Parking shall be prohibited from 73 feet east of Turner Street to Turner Street;

On the south side of CLINTON STREET the following regulations shall apply:

Parking shall be prohibited from Turner Street to 51 feet east of Turner Street;

Parking shall be prohibited from 115 feet east of Turner Street to 168 feet west of Center Street;

Parking shall be prohibited from 71 feet west of Center Street to Center Street;

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: 09-025

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY:

DATE:

Mitchell Whisler
Interim Transportation Engineer

RECEIVED FOR FILING:

SIGNED BY:

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, the Transportation and Non-Motorized Section of the Public Service Department received a request from Parking Services to review the existing parking regulations along the 600 block of South Pine Street;

WHEREAS, the Transportation and Non-Motorized Section conducted a field investigation along Pine Street;

WHEREAS, the existing regulations were found to be inconsistent with parking regulations north of the 600 block;

WHEREAS, the Transportation and Non-Motorized Section replaced the existing parking regulation signs on the east side of the 600 block of South Pine Street with two-hour time limited parking Monday through Friday from 8 AM to 6PM on a trial basis;

WHEREAS, the Transportation and Non-Motorized Section has not received negative response regarding the changes;

WHEREAS, it is recommended that parking on the east side of 600 S Pine Street be limited to two-hours Monday through Friday from 8 AM to 6PM;

WHEREAS, the Public Service Board, by 6-0 vote, concurs with the recommendation of the Public Service Department;

WHEREAS, the minutes containing the Public Service Board's recommendation on this matter are on file with the City Clerk's office;

WHEREAS, the Mayor concurs with the recommendation of the Public Service Board;

WHEREAS, the Committee on City Operations reviewed the report and concurs with the recommendation of the Public Service Board;

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 23-21, thereby authorizing the Transportation Engineer to regulate parking along the 600 block of South Pine Street;

BE IT FINALLY RESOLVED that Traffic Control Order No. 23-21 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate signs are installed.

ENGINEERS REPORT #22-05

PARKING REGULATION REQUEST: 600 SOUTH PINE STREET

The City of Lansing Public Service Department Transportation and Non-Motorized Section received a request from the Parking Services Office to investigate the parking regulations within the 600 block of South Pine Street based on conflicting and confusing traffic signs posted in this block.

The traffic signs along the east side of the 600 block of South Pine Street indicated prohibited parking and permissive parking from 4 PM to 6PM except on Saturday, Sunday and Holidays. Based on historical traffic sign inventory sources stopping, standing or parking was prohibited along the east side of 600 South Pine Street during the hours of 4 PM to 6 PM except for Saturday & Sunday.

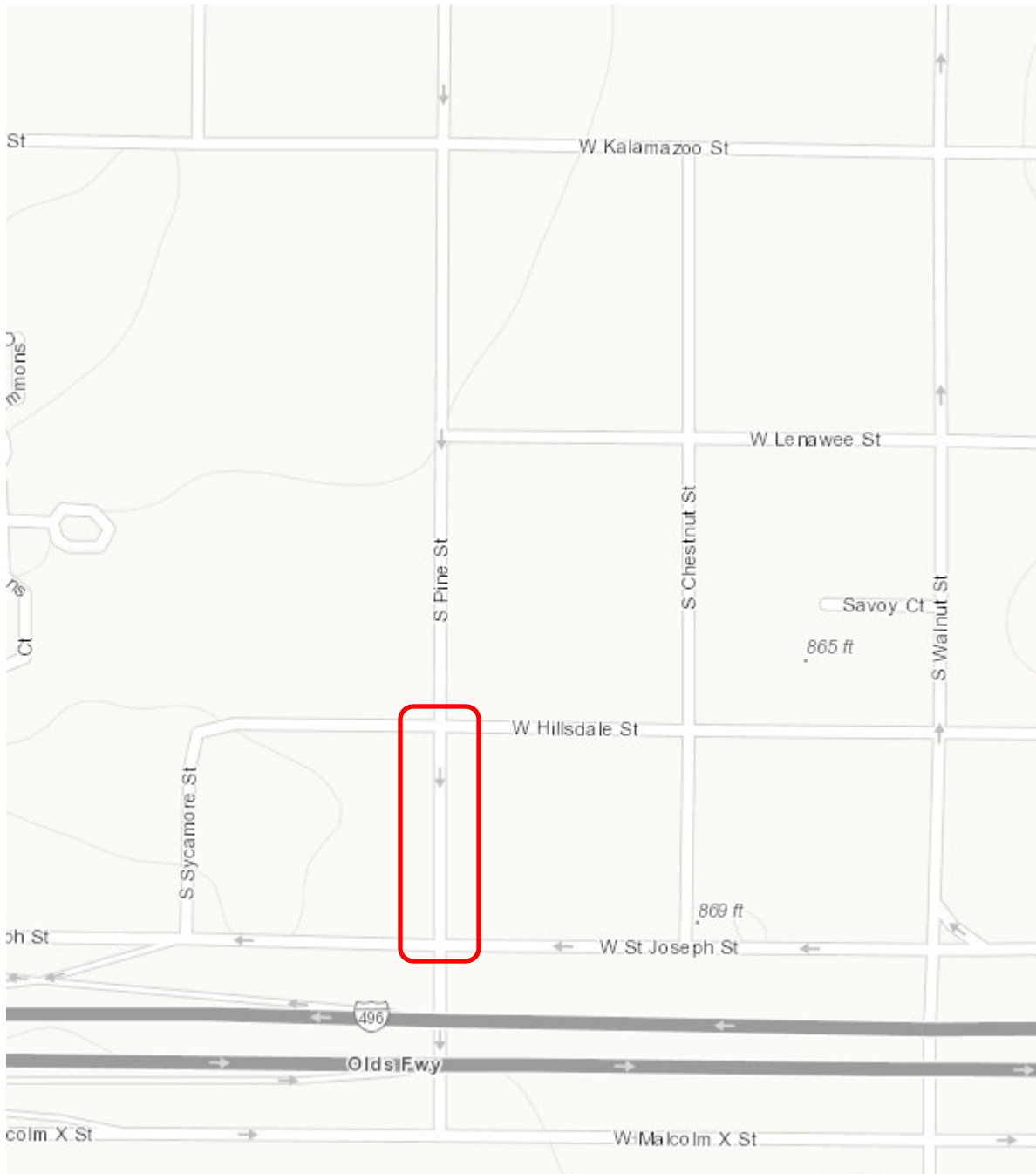
On a trial basis the City of Lansing Public Service Department Transportation and Non-Motorized Section has removed the previously installed parking signs along the east side of 600 South Pine Street and replaced them with two hour parking Monday through Friday from 8 AM to 6 PM signs without any negative comment from area residents or Parking Services Office staff.

The City of Lansing Public Service Department Transportation and Non-Motorized Section recommends that the current parking regulations along the east side of 600 South Pine Street be removed and replaced with time restricted permissive parking with a two hour maximum stay Monday through Friday from 8 AM to 6 PM for consistency with the adjacent blocks of South Pine Street.

ENGINEERS REPORT #22-05

PARKING REGULATION REQUEST: 600 SOUTH PINE STREET

Location Diagram



ENGINEERS REPORT #22-05

PARKING REGULATION REQUEST: 600 SOUTH PINE STREET

600 South Pine Street – Street View



**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 23-21

FILE: Pine Street (600 South)

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions along Pine Street between Hillsdale Street and St. Joseph Street has been made; and as a result of said investigation, it is hereby directed that:

On the east side of PINE STREET the following regulations shall apply:

Parking shall be prohibited from Hillsdale Street to 55 feet south of Hillsdale Street;

No vehicle shall remain parked for a period exceeding two (2) hours between the hours of 8:00 AM and 6:00 PM Monday through Friday from 55 feet south of Hillsdale Street to 155 feet north of St. Joseph Street;

Parking shall be prohibited from 155 feet north of St. Joseph Street to St. Joseph Street;

On the west side of PINE STREET the following regulations shall apply:

Parking shall be prohibited from Hillsdale Street to St. Joseph Street;

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: n/a

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY: _____

DATE: _____

Mitchell Whistler
Interim Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, the Transportation and Non-Motorized Section of the Public Service Department conducted an investigation to determine sight distance and traffic control requirements at the intersection of North Cedar Street and Community Street, upon the request by a resident; and

WHEREAS, the Transportation and Non-Motorized Section performed a safe approach speed study and revealed a safe approach speed of 12 miles per hour; and

WHEREAS, the Transportation and Non-Motorized Section recommends the removal of the existing yield signs and the installation of stop signs on N. Cedar Street at Community Street based on the safe approach speed at this intersection; and

WHEREAS, the Public Service Board, concurs with the recommendation of the Public Service Department;

WHEREAS, the minutes containing the Public Service Board's recommendation on this matter are on file with the City Clerk's office;

WHEREAS, the Mayor concurs with the recommendation of the Public Service Board;

WHEREAS, the Committee on City Operations reviewed the report and concurs with the recommendation of the Public Service Board;

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 23-20, thereby authorizing the Transportation Engineer to install stop signs on N. Cedar Street at Community Street;

BE IT FINALLY RESOLVED that Traffic Control Order No. 23-20 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate signs are installed.

ENGINEERS REPORT #22-09

TRAFFIC CONTROL REQUEST: NORTH CEDAR STREET & COMMUNITY STREET

The Transportation and Non-Motorized Section conducted an investigation to determine sight distance and traffic control requirements at the intersection of North Cedar Street and Community Street. This study was conducted in response to a resident request.

The intersection of North Cedar Street and Community Street is a four-leg intersection controlled by yield signs. North Cedar Street is six blocks long and begins at Sheridan Road and ends at a dead end south of Howe Avenue. North Cedar Street is 21 feet wide without curb and gutter and a slight south to north downhill grade near the intersection at Community Street. Parking is unrestricted along both the east and west sides of the street near this intersection.

Community Street is six blocks long and begins at Walker Street and ends at Garland Street. Community Street is 23 feet wide without curb and gutter and a slight east to west uphill grade near the intersection at North Cedar Street. Parking is unrestricted along both the north and south sides of the street near this intersection.

A safe approach speed study was performed and revealed a safe approach speed of twelve (12) miles per hour (MPH) due to the apartment building / house in the southwest quadrant of the intersection.

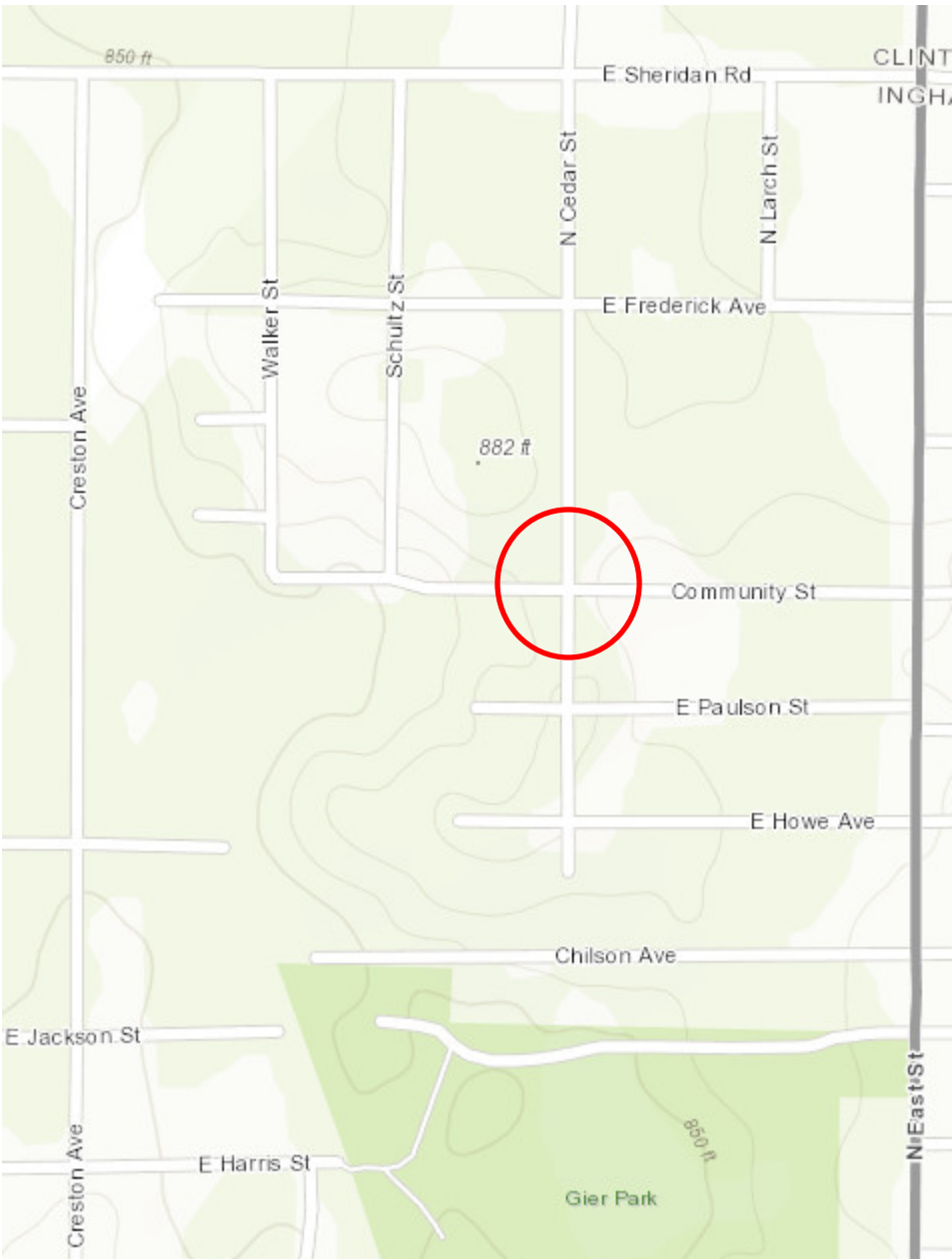
A review of the traffic crash records for this intersection indicates there have been two reported crashes in the last five years from January 1, 2017 to December 31, 2021.

The Transportation and Non-Motorized Section recommends that existing yield signs on North Cedar Street at Community Street be removed and replaced with stop signs due to the safe approach speed at this intersection.

ENGINEERS REPORT #22-09

TRAFFIC CONTROL REQUEST: NORTH CEDAR STREET & COMMUNITY STREET

LOCATION DIAGRAM



ENGINEERS REPORT #22-09

TRAFFIC CONTROL REQUEST: NORTH CEDAR STREET & COMMUNITY STREET

Westbound Community St at N Cedar St



Eastbound Community St at N Cedar St



ENGINEERS REPORT #22-09

TRAFFIC CONTROL REQUEST: NORTH CEDAR STREET & COMMUNITY STREET

Northbound N Cedar St at Communtiy St



Southbound N Cedar St at Communtiy St



**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 23-20

FILE: North Cedar Street and Community Street

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions at the intersection of North Cedar Street and Community Street has been made; and as a result of said investigation, it is hereby directed that:

All northbound and southbound traffic on NORTH CEDAR STREET shall be required to stop prior to entering the intersection at COMMUNITY STREET;

The existing yield control at this intersection shall be rescinded.

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: n/a

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY: _____

DATE: _____

Mitchell Whistler
Interim Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

Resolution #2023-###

By the Committee on City Operations
Resolved by the City Council of the City of Lansing

WHEREAS, the Transportation and Non-Motorized Section of the Public Service Department conducted an investigation to determine sight distance and traffic control requirements at the intersection of Fayette Street and Pontiac Street, upon the request by a resident; and

WHEREAS, the Transportation and Non-Motorized Section performed a safe approach speed study and revealed a safe approach speed of 3 miles per hour; and

WHEREAS, the Transportation and Non-Motorized Section recommends the installation of a stop sign on Pontiac Street at Fayette Street to assign right-of-way at this intersection; and

WHEREAS, the Public Service Board, concurs with the recommendation of the Public Service Department;

WHEREAS, the minutes containing the Public Service Board's recommendation on this matter are on file with the City Clerk's office;

WHEREAS, the Mayor concurs with the recommendation of the Public Service Board;

WHEREAS, the Committee on City Operations reviewed the report and concurs with the recommendation of the Public Service Board;

NOW, THEREFORE, BE IT RESOLVED, that the Lansing City Council approves Traffic Control Order No. 23-19, thereby authorizing the Transportation Engineer to install a stop sign on Pontiac Street at Fayette Street;

BE IT FINALLY RESOLVED that Traffic Control Order No. 23-19 shall become effective when signed by the Transportation Engineer and filed with the City Clerk and the appropriate sign is installed.

ENGINEERS REPORT #22-10

TRAFFIC CONTROL REQUEST: FAYETTE STREET & PONTIAC STREET

The Transportation and Non-Motorized Section conducted an investigation to determine sight distance and traffic control requirements at the intersection of Fayette Street and Pontiac Street. This study was conducted in response to Cityworks Service Request #144264 submitted by a resident.

The intersection of Fayette Street and Pontiac Street is an uncontrolled three-leg intersection. Fayette Street is two blocks long and begins at Pennsylvania Avenue and ends at a dead end west of Ada Street. Fayette Street is 25 feet wide with curb and gutter and a relatively flat grade near the intersection at Pontiac Street. Parking is unrestricted along the north side and prohibited along the south side of the street near this intersection.

Pontiac Street is one block long and begins at Fayette Street and ends at Baker Street. Pontiac Street is 24 feet wide with curb and gutter and a relatively flat grade near the intersection at Fayette Street. Parking is unrestricted along west side and prohibited along the east side of the street near this intersection.

A safe approach speed study was performed and revealed a safe approach speed of three (3) miles per hour (MPH) due to the miscellaneous vegetation in the southwest quadrant of the intersection.

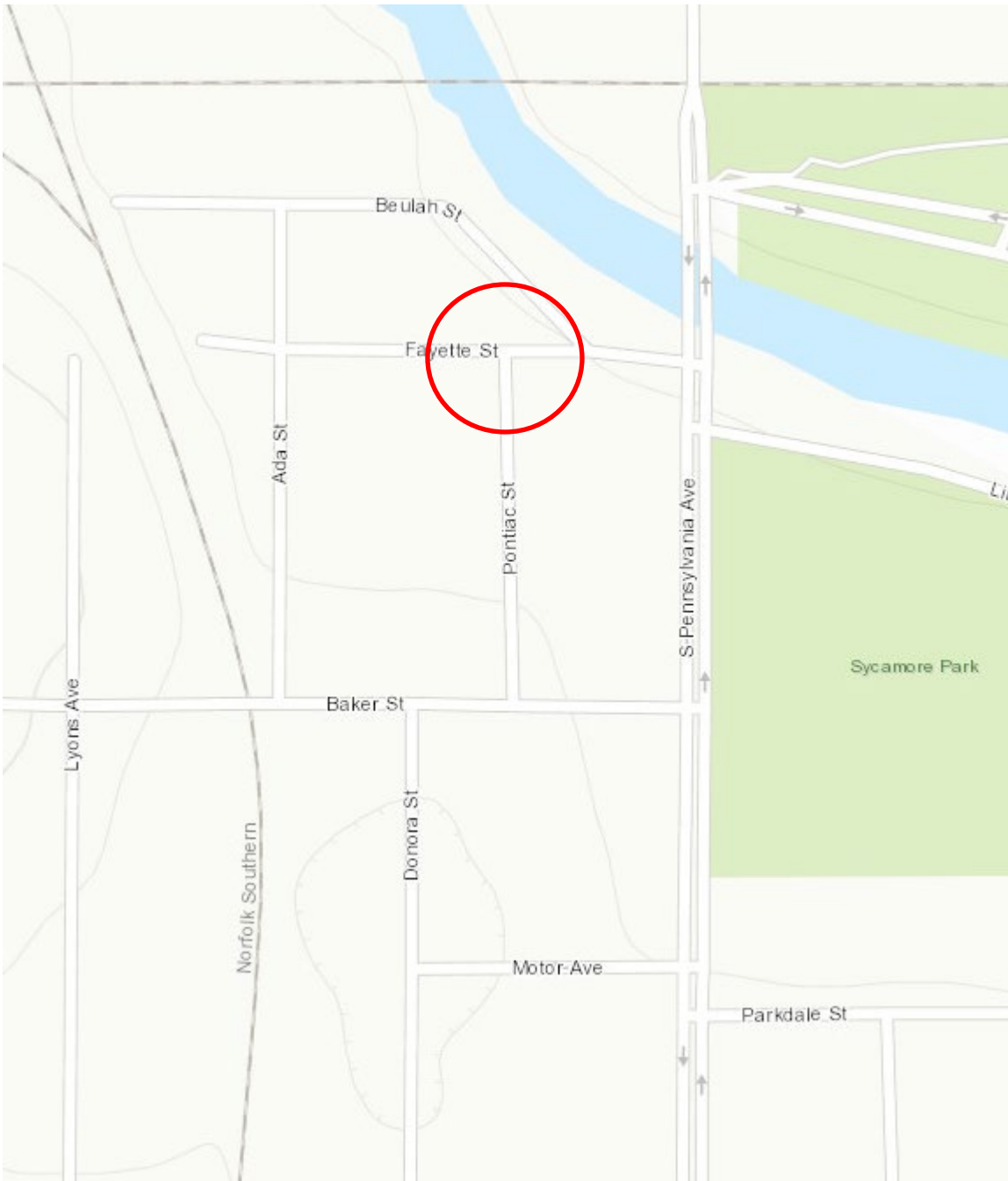
A review of the traffic crash records for this intersection indicates there have been no reported crashes in the last five years from January 1, 2017 to December 31, 2021.

The Transportation and Non-Motorized Section recommends that a stop sign be installed on Pontiac Street at Fayette Street due to the safe approach speed at this intersection.

ENGINEERS REPORT #22-10

TRAFFIC CONTROL REQUEST: FAYETTE STREET & PONTIAC STREET

LOCATION DIAGRAM



ENGINEERS REPORT #22-10

TRAFFIC CONTROL REQUEST: FAYETTE STREET & PONTIAC STREET

Northbound Pontiac St at Fayette St – looking west



ENGINEERS REPORT #22-10

TRAFFIC CONTROL REQUEST: FAYETTE STREET & PONTIAC STREET

Northbound Pontiac St at Fayette St – looking east



**CITY OF LANSING
TRAFFIC CONTROL ORDER**

ORDER NUMBER: 23-19

FILE: Fayette Street and Pontiac Street

In accordance with the Michigan Uniform Traffic Code R 28.1126 Rule 126, an investigation of the traffic conditions at the intersection of Fayette Street and Pontiac Street has been made; and as a result of said investigation, it is hereby directed that:

All northbound traffic on PONTIAC STREET shall stop prior to entering the intersection at FAYETTE STREET.

Any conflicting traffic regulations on the following Traffic Control Order(s) is/are hereby rescinded: n/a

APPROVED BY THE CITY COUNCIL OF THE CITY OF LANSING ON: _____

ISSUED BY: _____

DATE: _____

Mitchell Whistler
Interim Transportation Engineer

RECEIVED FOR FILING: _____

SIGNED BY: _____

Date

Chris Swope
City Clerk

DATE OF FILING WITH CITY CLERK: _____

From: Elaine M. Womboldt <emwomboldt@comcast.net>

Sent: Monday, October 2, 2023 4:12 PM

To: City Council <City.Council@lansingmi.gov>

Subject: [EXTERNAL] Disappointed, insulted and angry regarding Mayor Schor's Settlement on Logan Square lawsuit.

President Wood and Council Members,

Once again we cannot believe the lack of leadership from Mayor Schor regarding the protection and safety of South Lansing residents.

After the mass shooting that injured 5 kids in the early hours of July 30, 2023. We made national news about this terrible incident. Mayor Schor was all over the news media talking about how he was going to stop gun violence in Lansing. He recommended, the City Council revoke the cabaret license held by Energy Events Center, owner Ryan Cabell.

My husband and I have owned a home near the Logan Square for 52 years and know the history of that property. We heard the gun shots the early morning hours of July 30th. Logan Square has had historic issues of illicit activities, gambling, other issues. The current owners need to be held accountable and responsible to protect and provide safety methods to our neighborhoods. Their ownership history of Logan Square speaks for itself.

When I read the settlement in The Lansing State Journal article, September 29, 2023 I was enraged. More security cameras, that will be monitored by 1 person from 9AM - 4AM. Another joke, 1 security guard will work shifts from 11AM - 7PM.
and a few other "protective methods" that is going to stop gun violence.

It is insulting to my husband and myself that our tax dollars were used for this useless settlement. Logan Square needed to be placed under a receivership to really make a positive safety change and improvement to the property.

We know the Council members were not involved with this settlement but my husband and I are requesting the members of City Council try to find a way to do something about this useless agreement. South Lansing residents deserve better.

Thank you for your time and anything you can do to protect us and bring positive change to South Lansing residents.

Elaine and David Womboldt
4815 Tressa Drive
Lansing, MI 48910

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Public Comment on City Government Matters Registration

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Topic(s) to be addressed TAXES & LBWL

Name (print) Robert T GRAY E-Mail (optional) _____

Address (street, city, zip) 422 DADSDR DR

Company or organization represented, etc. (if applicable) _____

Signature Robert T Gray

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Thank you for your involvement and interest in our City,
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Topic(s) to be addressed Safe Shelter for unhoused LGBTQ+ people

Name (print) Luna Brown E-Mail (optional) victorianodd.705@gmail.com

Address (street, city, zip) 1216 E Kalamazoo St Lansing 48912

Company or organization represented, etc. (if applicable) _____

Signature Luna Brown

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Topic(s) to be addressed Shelters / Warming Centers

Name (print) Julia Miller E-Mail (optional) _____

Address (street, city, zip) 201 N Foster Lansing 48912

Company or organization represented, etc. (if applicable) _____

Signature 

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Topic(s) to be addressed 951 W. Miller Rd.

Name (print) Mary Kay Lawrence E-Mail (optional) _____

Address (street, city, zip) 957 W. Miller Rd.

Company or organization represented, etc. (if applicable) _____

Signature Mary Kay Lawrence

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Topic(s) to be addressed

Campaign Security

Name (print)

Nick Zande

E-Mail (optional)

nizande@gmail.com

Address (street, city, zip)

411 W Willard Ave Lansing, MI 48901

Company or organization represented, etc. (if applicable)

Decentralize Lansing

Signature

Nick Zande

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Topic(s) to be addressed Public Safety

Name (print) Trini Lopez Pehlivanoglu E-Mail (optional) _____

Address (street, city, zip) 3408 Inverary Dr. Lans. 48911

Company or organization represented, etc. (if applicable) _____

Signature Trini Lopez Pehlivanoglu

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Topic(s) to be addressed Tours & CRM

Name (print) Daniel Arnold E-Mail (optional) voice of the unheard

Address (street, city, zip) 535 N. Cedar Lansing MI 48912

Company or organization represented, etc. (if applicable) App # 304 48912

Signature [Signature]

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Topic(s) to be addressed Logan Square

Name (print) Elaine Womboldt E-Mail (optional) emwomboldt@comcast.net

Address (street, city, zip) 4815 Tressa Dr. LANS 48910

Company or organization represented, etc. (if applicable) _____

Signature Elaine M Womboldt

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Topic(s) to be addressed Diversity enriches - disability Rights

Name (print) Norma Bauer E-Mail (optional) _____

Address (street, city, zip) 305 E Jolly Rd. #1 48910 6897

Company or organization represented, etc. (if applicable) _____

Signature Norma N Bauer

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Thank you for your involvement and interest in our City,
Chris Swope, Lansing City Clerk, MiPMC / MMC

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Public Comment on City Government Matters Registration

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Topic(s) to be addressed Homeless issue discussed in Lansing

Name (print) David VASPAR E-Mail (optional) Brian Blue [unclear]

Address (street, city, zip) _____

Company or organization represented, etc. (if applicable) Tomol [unclear]

Signature David Vaspar

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Topic(s) to be addressed No. 28 and City Matter

Name (print) Stan Shuck E-Mail (optional) _____

Address (street, city, zip) 818 Cooper Ave

Company or organization represented, etc. (if applicable) _____

Signature [Signature]

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Topic(s) to be addressed DECLIMINALIZING ENTHEOGENS AND FUNGI

Name (print) NATHANIEL FORD E-Mail (optional) _____

Address (street, city, zip) 2937 KENWICK CIRCLE #6 LANSING, MI

Company or organization represented, etc. (if applicable) LANSING ENTHEOGENS AND PSYCHEDELIC SOCIETY

Signature [Handwritten Signature]

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Topic(s) to be addressed Legalization of Psilosybin

Name (print) Kyle Chipman E-Mail (optional) _____

Address (street, city, zip) N/A

Company or organization represented, etc. (if applicable) L.E.A.P.S.

Signature [Handwritten Signature]

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Topic(s) to be addressed MSOD

Name (print) Michael Mener E-Mail (optional) _____

Address (street, city, zip) 4536 Sylvanwood St Holt, Mi. 48842-1636

Company or organization represented, etc. (if applicable) _____

Signature Michael T. Mener

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