

**Position of the Pinecrest Neighborhood Association Board
Regarding the Caddis Redevelopment Proposal for the Blue Cross Blue Shield
Property on the Southwest Corner of Lake Lansing and Coolidge**

The Pinecrest Neighborhood Association Board of Directors strongly opposes the Caddis proposal for conditional rezoning of the Blue Cross Blue Shield property from B-4 to B-2 for many reasons including the following:

The proposed conditional rezoning does not conform to the East Lansing Comprehensive Plan for development of the site.

The proposed conditional rezoning directly contradicts specific provisions of the B-4 zoning created to maintain and to protect adjacent neighborhoods, to buffer neighborhoods from high volume and high intensity uses, to preserve setbacks, to limit hours of operation, to provide safe pedestrian access, to limit the number of vehicular access points to the facility to reduce the number of points of vehicular conflict, among other issues. The B-4 zone was put in place to limit the intensity of the development, to exclude retail uses, and to focus on office uses that do not have 24/7 operation and do not require all night intensive lighting.

If development occurs under the proposed conditional rezoning the property would then be zoned B-2, a status that includes very few controls that preserve a neighborhood friendly ambience or the look and feel of a neighborhood upon entering the city. The B-2 zone was developed for the urban downtown East Lansing Business District where public parking facilities are available, not for the Northwest Tier.

(Note: The development requirements in the Coolidge Court facility on the southeast corner of Lake Lansing and Coolidge is an example of the city's commitment to protect the neighborhoods impacted. The cul-de-sac at the north end of Rolling Brook exemplifies the city's commitment to address traffic impacts on the neighborhood.)

The proposed conditional rezoning calls for the most intense development available under B-2 zoning, given the type of uses incorporated in the request, including fast food drive thru, hotels, and retail development that caters to fast turnover uses including a large drug store. The effect is to create more traffic, more turns, more potential for pedestrian and bicycle conflicts, and more congestion, all of which are incompatible with neighborhood use.

Businesses in areas within a mile or two contain several pharmacies, several banks, many restaurants, and several hotels. Often these facilities have rapid turnovers. The impact of building a facility that will not outlast the competition means additional vacant buildings. When these facilities fail, what will the next step be?

The Transportation Commission approved a traffic study which is filled with indications of multiple periods of failure based on traffic warrants for intersections. For persons entering the traffic corridors, this study anticipates more trips requiring multiple stop lights, and in some cases multi-minute stops for left turn lanes. It also means more cars idling, adding to global warming. The turn patterns required to exit the proposed facility require persons exiting to

wait, to cross traffic lanes in many cases, to wait for left turn lights, or turn to the right and then turn around in business access roads or through neighborhoods to return to Lake Lansing Road to exit to the east or west. The two pages of recommendations near the conclusion of the traffic study list many problems with the intersection.

The letter of transmittal from the Transportation Commission calls for much more attention to traffic flow on the street and in the development. The letter says a traffic study was completed. It did not document the many questions raised within the study. Review of the recommendations in the study raise concerns about the conclusions and how they were reached.

The on-site wetlands, the impact to wetlands on adjacent properties, the impact of additional ground covered with impervious surfaces raises many more questions about the ability to handle major storm flows and to protect adjacent properties from flooding.

People move to East Lansing with the understanding that their futures will be protected. Persons stepping forward in this discussion are raising serious concerns about the handling of this proposal in the East Lansing City planning process, and whether it has devoted adequate attention to protecting the properties and ways of life of the impacted residents. Anyone who goes through the intersection during peak or near-peak traffic times can well imagine the impact of any redevelopment on the site. Would this redevelopment minimize impact and preserve the neighborhood buffers and protections, or would it introduce more traffic, less beauty, more waiting, and more impact on the value of properties in adjacent neighborhoods. Maintaining the B-4 zone for this site is consistent with the more than 25 year land use zoning designation, the Northwest Tier Study, and the Comprehensive Plans adopted.

We hereby recommend that the East Lansing City Council reject the proposed conditional rezoning for the site at the corner of Lake Lansing and Coolidge Roads.

Board of Directors
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