Charrette Planning for Urban Space Leaders

September 13 | 12:30pm – 3:30pm

Moderator:
Jennifer Brown, Flatiron

Speakers:
Wayne R. Beyea, NCI Interim Director and Trainer
Bill Lennertz, Founder and NCI Lead Trainer
please silence your mobile phones
please take the session survey
download the app & join the conversation
NCI Collaboration by Design

Mission
NCI is a program at MSU dedicated to transforming the way people work together by building capacity for collaboration.

Purpose
NCI trains and supports professionals and community leaders in the NCI Charrette System. Through research and publications NCI continues to bring innovation to the process of transformative collaboration.
NCI Collaboration by Design Services

- Trainings, Coaching, Facilitation
  - Vancouver, November 14 - 16
  - Chicago, October 24 - 27
  - Miami, Harvard
  - Custom trainings available
The Charrette Handbook
The Essential Guide to Design-Based Public Involvement
Three Big Challenges to Collaboration

- Lack of Trust
- Fear of Change
- Specialty Silos
Lack of trust undermines a creative process
Change is hard for everyone
Each piece of the community development puzzle protects its domain

- residential
- zoning
- transit
- transit
- open space
- utilities
- engineering
- marketing
- construction
- public space
- political
- architecture
- affordability
- retail
- density
- sales
- financing
- parking
What is a real NCI Charrette?

An NCI Charrette is NOT:
- A one-day workshop
- A marathon involving everyone all the time

NCI Charrette IS:
- Co-design
- 3 feedback loops
- Collaborative, multi-disciplinary
- Results in a detailed feasible plan

Drawn for The Washington Post, 1988, by Roger K. Lewis, FAIA, Professor, U. Maryland School of Architecture
Origin of the term “charrette”

At the École des Beaux Arts in Paris during the 19th century, proctors circulated a cart, or “la charrette,” to collect final drawings while the students frantically put finishing touches on their work.

La Charrette, by Alexis Lemaistre c.1889
1. Identify and connect with the people
Who are “the people”?

- Decision makers
- Those who may supply valuable information
- Those historically left out of planning process
- Those who will be affected by the outcome
- Those who have power to promote the project
- Those who have power to block the project
2. Build trust and empathy
3. Co-design - the Process and the Product
The Charrette Design Team

- A multi-disciplinary team of specialists **entrusted** to carry on the design process on behalf of the stakeholders
3. Co-design – embedding people in the design process
Charrette Feedback Loops
The Three Transformative Moments

alternative concepts → preferred alternatives → test → preferred plan

loop 1 → loop 2 → loop 3
Co-Design Tool - Vision Wall
Co-Design Tool
Mindmapping for Strategic Planning
Co-Design Tool
Tactical Urbanism
Co-Design Tool
Charrette Pin-up Review
Co-Design Tool
Charrette Hands-on Workshop
Co-Design Tool
Web-based Participation
4. Implement
The NCI Charrette System Saves Time and Money

NCI Charrette System

- public mtg.
- 4-7 day charrette
- public mtg.
- approval

Conventional Planning Process

- public mtg.
- public mtg.
- public mtg.
- public mtg.
- public mtg.
- public mtg.
- approval

2 months
4 months
6 months
8 months
10 months
12 months
NCI Charrette System
Tools and Techniques
Stakeholder Levels of Involvement

- **Primary Stakeholders**: More involved
- **Secondary Stakeholders**: Less involved
- **General Stakeholders**: All are involved at key decision points
The NCI Charrette System

- Charrette Preparation
- Charrette
- Plan Implementation
The Charrette System Phases

1. Project Assessment and Organization
   Stakeholder Research, Education, Involvement
   Base Data Research and Analysis
   Feasibility Studies and Research
   Charrette Logistics
   **1-9 months**

2. Organization, Education, Vision
   Alternative Concepts Development
   Preferred Plan Synthesis
   Plan Development
   Production and Presentation
   **2-4 months**

3. Project Status Communications
   Product Refinement
   Presentation and Product Finalization
   **plan implementation**
NCI Charrette System Ongoing Feedback

Community Engagement
Base Data Collection

Review & Revise

Project Start-up
Intensive

Public Kick-off
Meeting

Public Topical
Workshops

Multiple Day
Charrette

Final Public
Meeting
The NCI Charrette System
Phase One: Charrette Preparation
Phase One: Charrette Preparation

- people
- ready
- data
- place
Stakeholders Unique Viewpoints

- Elected officials
- Neighbors
- Urban designers
- Transportation engineers
- Fire Chief
- Developer
- Business owners
- Environmentalists

Unique Perspectives and Roles in Community Development and Planning
# Stakeholder Analysis

<table>
<thead>
<tr>
<th>Viewpoint</th>
<th>Person / Affiliation</th>
<th>Issues</th>
<th>Win</th>
<th>Level</th>
<th>Outreach Strategy</th>
<th>Charrette Participation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elected Official</td>
<td>Lucinda Wallis, Capital County</td>
<td>25 years of controversy, with nothing to show. Wallis is the project “champion.”</td>
<td>A plan and codes agreed upon by the developer, and the neighborhood. A bulletproof public process. A national exemplar project.</td>
<td>Primary</td>
<td>Email, phone</td>
<td>Daily Team Meetings</td>
</tr>
<tr>
<td>Elected Official</td>
<td>Percival Moccasin, Capital County</td>
<td>Concerned about project costs. Interested in a non-controversial outcome.</td>
<td>A project that can be approved and supported by neighbors.</td>
<td>Primary</td>
<td>Email, phone</td>
<td>Public Meetings</td>
</tr>
<tr>
<td>Neighborhood Activists</td>
<td>Carrie Snodgras, Kris Tal, Terry Jensen, Medford District Improvement Association</td>
<td>Deep distrust of County Supervisors and staff. Traffic, visual impacts, property values, safety.</td>
<td>Minimal traffic impacts, maximum housing, low buildings across from neighborhood, pedestrian access, local retail only, no increase in transit parking. The County must keep its promise and build the regional trail.</td>
<td>Secondary</td>
<td>Emails, letters</td>
<td>Separate Meeting</td>
</tr>
<tr>
<td>Neighboring Commercial Owners</td>
<td>Katrina Moskawitz, Hollywood Boosters</td>
<td>Workers have limited local services.</td>
<td>Compatible uses with existing business, amenities for office workers, traffic management.</td>
<td>Secondary</td>
<td>Emails, letters</td>
<td>Separate Meeting</td>
</tr>
<tr>
<td>Developer</td>
<td>Tom Bates, Dick Bernard, Big Sky Development</td>
<td>Last development proposal failed.</td>
<td>Economic and market feasible plan.</td>
<td>Primary</td>
<td>Email, phone</td>
<td>Daily Team Meetings and Reviews</td>
</tr>
</tbody>
</table>
# Charrette System Road Map

<table>
<thead>
<tr>
<th>Phase/Activity</th>
<th>Phase 1 – Research, Education, Charrette Preparation</th>
<th>Phase 2 Charrette</th>
<th>Phase 3 – Plan Implementation</th>
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</thead>
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<tr>
<td></td>
<td>January</td>
<td>February</td>
<td>March</td>
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<tr>
<td>Project Management</td>
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<td>Project Start-up Meeting</td>
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<td>Project Management Team Meetings</td>
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<td>Guiding Principles</td>
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<td>Conceptual Sketching and Testing</td>
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<td>Stakeholder Outreach &amp; Engagement</td>
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<td>PR-Media Campaign</td>
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<td>Attend Neighborhood Meeting</td>
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<td>Public Kick-off Meeting</td>
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<td>Bus Tour</td>
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<td>Stakeholder Interviews</td>
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<td>Educational Events</td>
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<td>Base Data</td>
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<td>Economics</td>
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<td>Market Research and Analysis</td>
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<td>Economic Model</td>
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<td>Transportation</td>
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<td>Transportation Existing Conditions</td>
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<td>Transportation Model</td>
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<td>Environmental</td>
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<td>Context Assessment</td>
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<td>Civil</td>
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<td>Site Analysis</td>
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<td>Charrette Logistics</td>
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<td>Pre-charrette Project Brief</td>
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<td>Secure Venues</td>
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<td>Secure Equipment and Food</td>
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<td>Product Refinement</td>
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<td>Follow-up Project Public Meetings</td>
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<td>Approvals</td>
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- **in-house meeting**
- **ongoing task or deliverable**
- **public meeting**
- **deliverable/benchmark**
Co-Design Lexicon

START-UP  CO-DESIGN  ACTION

Sprint  

Quarter  

Half  

Full Charrette

NCL w/Doug Farr, Sustainable Nation
Building Empathy and Trust in Planning

- Interviews
- Walking tours
- Neighborhood meetings
- Topical workshops
- Social media
1.5 Charrette Logistics

**Tool:** Studio Logistics and Set-up

**Purpose:** To provide a functional space for charrette team work and public participation

**Process:** The charrette manager works with local staff to organize all charrette logistics to support a sustained, focused effort.
The Charrette

Charrette Preparation  Charrette  Plan Implementation
Charrette Roles and Process

Charrette Team

• A multi-disciplinary team of specialists entrusted to carry on the design process on behalf of the stakeholders
Charrette Roles and Process

The Stakeholder’s Role

• Stakeholders provide vision, input and review at key moments during scheduled and impromptu, meetings
• *They are not there all the time!*
Charrette Work Cycles

public meeting vision

public meeting review

open house review

public meeting confirmation

alternative concepts

preferred plan

plan development
Michigan Avenue/Grand River Avenue Charrette, East Lansing
2.1 Organization, Education, Vision

**Tool:** Charrette Public Meeting #1

**Purpose:**
- Inspire a sense of “an historic moment”
- Explain the people, project and process
- Provide key technical background
- Cover relevant planning principles
- Solicit a project vision from the public

**Process:**
- Brief presentation by team
- Small table public workshop
- Report back
Charrette Public Meeting #1
Michigan Avenue / Grand River Avenue Vision Charrette

Opening Session: May 1, 2013
Role Playing Exercise
Michigan / Grand Avenue Corridor
Character Area: Downtown Lansing / Stadium
“Food for Thought”
visualizing change

Spring Hill, Mobile, Alabama - today
visualizing change

Spring Hill, Mobile, Alabama - tomorrow
town-building in America

Ferndale, Northern Humboldt County
transit

Hull Street
Richmond, VA
walkable streets

Pass

Fail

NPD Prerequisite 1
connected and open community

Rome = 1029.2 intersections / sq. mile
Tysons Corner = 48 intersections/ sq. mile

Pass

Fail

NPD Prerequisite 3
more intersections = more routes, less CO$_2$

Source: LUTAQH final report, King County ORTP, 2005
History Lesson
MAJOR INDIAN TRIBES AND TRAILS
- 1760
1859
Grand River Avenue, East Lansing, 1920s

Courtesy MSU archives
Building on Past Work
Regional Policy: strengthen urban centers, preserve agriculture & open space
Green Infrastructure Vision: Greening Mid Michigan
Economic Basics
Strong Base of TOD-Supportive Industries in the Region

- Other Industries
- Retail, Accommodation, and Food Services
- Public Administration
- Health Care & Social Assistance
- Educational Services
- Knowledge-Based Industries

Source: US Census LEHD
Exercises
Co-Design Tool - Design Thinking Canvas
Vision Wall
Urban Form Preference Exercise (low tech)
Urban Form Preference Exercise
(high tech)

1. Love it!
2. Indifferent
3. Hate it!
Visioning Exercise
Visioning session at the middle school
Targeted Area Mapping
Targeted Area Mapping
### Valores

1. La diversidad debe ser adaptada en todas sus formas
2. Cooperación, un espíritu de cooperación para lograr los mejores resultados
3. Diversidad
4. Ofrecer un currículum diverso. Más allá de los académicos, empezar en ECE. (Teatro, danza, arte, banda, tecnología)
5. Unidad – un sentido de unidad donde todos en la comunidad trabajan juntos para lograr el éxito académico.
6. Expectativas altas generan un compromiso y responsabilidad para los estudiantes y la comunidad.
7. Un currículo robusto y riguroso.
8. Éxito para todos los niños
9. El valor de la educación como una ventana para entender al mundo
10. Escuelas de la vecindario de alto rendimiento que reflejen la diversidad del vecindario y la comunidad en los estudiantes y en la comunidad escolar.

### Values - English

1. Diversity embracing in all forms
2. Cooperation, a spirit of cooperation to achieve the best results
3. Diversity
4. Offer diverse curricula, beyond core academics, beginning in ECE (theater, dance, art, band, choir, tech)
5. Unity – a sense of unity where all stakeholders within the community are all working together to achieve academic success.
6. High expectations convey a commitment and responsibility to the students and community.
7. Rigorous and robust curriculum
8. Success for every child
9. The value of education as a window to understand the world
10. High performing neighborhood schools that reflect diversity of neighborhood community in student and teaching populations.
Brainstorm Anywhere + Keypad Polling
Charrette Public Meeting #1: Report Backs
Exit Surveys

Michigan Avenue/ Grand River Avenue Design Charrette

Opening Event – October 22, 2013

Thanks for your help and your ideas!
Please leave this at the sign-in table, or hand it to a member of the planning team.

1. Do you live or work
   - In the Frandor or Sparrow neighborhoods? (Please circle)
     - Live
     - Work
     - Neither

   - In the Michigan Ave / Grand River Ave corridor? (Please circle)
     - Live
     - Work
     - Neither

   If yes, for how long?

2. Which area was the focus of discussion at your table (Please circle)
   - Sparrow neighborhood
   - Frandor neighborhood

3. Of the many ideas heard tonight, which do you think are most useful in achieving your vision?

4. Are there any specific ideas not heard tonight, that you want the planning team to investigate this week?

Additional Comments & Suggestions (continue on back)
Input from Hands-on Design Exercise

Of the many ideas you heard, which ones seem most exciting to you?
(responses from participants at hands-on design workshop on May 1, 2013)

Architectural Character
- At-home to architecture-wide sidewalks and gathering places, less road
- Brownstones, black iron fencing, keep street parking

Attractive Parking
- Maintain a traditional sidewalk

Changing Density
- Rolling development throughout Lansing to Webber/Sacramento; increase density towards
- increased density, mixed-use
- Changing density patterns – adding balance, diversity
- Higher density development
- Connect Rand Lane (old mill) and East Lansing with greater density of residential
- and commercial

Changing Regulations
- Form-based code for entire SEAP region
- Form-based zoning/Business districts

Code Enforcement
- More code enforcement
- Code enforcement on businesses
- East Lansing low/midrise density code enforcement, etc.

Comprehensive Plan
- A comprehensive plan for the region. Place to hear emphasis on natural, resource
- and community assets

Complete Streets
- Complete streets
- Vehicular, bike, pedestrian green spaces and connected walkable spaces for kids, adults,
- families, elderly—Complete streets

Connectivity
- Extend and connect bike trails/bicycles, put pedestrian and cyclists on a level foot
- overpass, underpass, and connect the major thoroughfares to a boulevard type that is often
- viewable
- Complete the trail carrels
- Trail system across regions/corridor
- High-quality connectivity (bike trails)
- Increase trail connectivity in the region and use the rivers

ConnectivitY
- Connect neighborhoods/services (along with more pathways and non-meter
- (and opportunities)
- Intersection tearing
- Connecting friend space from north to south
- Connection between areas
- Connectivity

Complete Streets
- Cultural emphasis (arts/museums/entertainment)
- Promote arms of walk-ability

Economic Development
- More focus on arts and culture as economic development tool

Greener, Tree-lined Streets
- Build complete entryways into new cities or townships

High-Quality Public Spaces
- Focus around the Red Cedar River in the corridor that enhances public spaces
- Public gathering spaces in the corridor
- Ecotourism natural features
- More farmers markets, public gathering spaces, widen sidewalks for use by cafes
- Large fountains around downtown
- Green space, pocket parks, connect trails
- Red Cedar, a natural highlight of feature
- Red Cedar development for recreation

Jobs & Business
- Concentrate commerce
- Diversification of businesses and designation of density hubs
- I am having trouble understanding most of these items because there is no busines
- plus attraction to the idea. It takes more time to get to work. More bus
- job growth/attraction of higher-wage office users to increase tax base.

Keep Rural Character
- Keep the rural character between Meridian and Warren

Keep the Mall
- Don’t let this site ideas about getting rid of the mall. It’s a popular spot for adoles
- cents my age.

Meridian Mall Town Center
- Make Meridian Mall (multi-use—two stories—department store, canopy of shopping
- Creative redevelopment at Meridian Mall
- Changes in Meridian Township—creating vacant big box stores, greening park
- plans, respectively Meridian Mall

Michigan Ave Main Street
- Improving Michigan Avenue from Sparrow to Housing—reduce noise, retail, restaurants
- Between Downtown (217) closer dormitories, more cohesive, light traffic
- Creating a vibrant life/corridor along Michigan Avenue—neighborhood, quality
- Housing, mixed-use environments, owner/occupancy

Mixed-use, Mixed Housing
- Core concentrated mixed-use, mixed housing types along the corridor
- Multifamily, retail
- Mixed-use development
- Mixed-used development along corridor

Optimize the Rivers
- Make Red Cedar River a focal point
- Diversification of the river
- Accurate the items (Grand & Red Cedar)
- Garnish the river
- Markets as connections
- Enhancing trail systems along the border of East Lansing
- Use of Red Cedar River/Stream as a water feature to attract development
- Red Cedar River Focus for plans of development

Protect Farmland
- Protecting farmland

Rethink Frandor J/127
- Rethink Frandor/multi-use, making Frandor a welcome to city
- Revisit Frandor/area
- J/127 on a gateway
- Frandor walkable urban
- J/127 and Frandor
- Envisioning along J/127, greenery, more attractive into the city
- Frandor to become more of a town center
- Frandor as a gateway
- Gateway across J/127
- Gateway at J/127
- Gateway at J/127
- Redevelop Frandor into urban mixed use center
- Redeveloping Frandor is sustainable

Reimagine City
- US 12/27 business—evolve it
- Developing a Gateway for Lansing / East Lansing, area off J/127
- Start with Frandor to, should be a welcoming area, right now it is divisive
- Make Frandor into more of an urban development
- Reimagine Frandor
- No new Frandor

Rethink Retail
- Better shopping
- Less fast food

Sense of Place
- Mixed-use with a center for arts and culture creating a sense of place in Clemons
- as a historic property/ Clemons Road and Mt Hope
- Specific areas with a sense of place
- Design for sense of place
- Sense of place
- Create a greater sense of place for Lansing Township area especially between
- Sparrow and J/127, for MSU, Beasty/Phoenix

String of Pearls
- “String of pearls” interrupted with lower density development
- “String of pearls” improve Frandor and Meridian Mall, East Lansing CDP
- Defined neighborhoods (beltway district, midtown, etc.)
- Neighborhood ties
- Focus on nodes of development, more mixed use and higher density inter
- spaced with open space and green space
- String of pearls each zone in space, unique
- Build up around nodes
- Develop a consistent “beige” color with a consistent theme but emphasizing the
- quality of pearls” concept with district downtown/temecula feature in distinct
- neighborhoods and cultural areas

Sustainable Design / Energy
- Incorporate for LEED-NB, community, CIPA
- Cards, better farmers markets, xeriscaping
- Sustainable growth
- Revival of softball parking
- Fire/evacuation regulations to support industries and renewable energy production
- Building energy efficient + sustainable in close to dense urban use as possible

Transit
- Increase public transit options; faster, more frequent buses to points of interest
- Make buses easier to use with better schedules (e.g., kiosks, smartphone app)
- Transit connectivity
- Transit center at Meridian Mall
- Multi-modal station near Frandor with bike, trails, bike lockers
- Revise rail corridors
- Design, revise rail corridors at market level
- Connect, link transit rails
- BRT to connect Frandor and campus areas to connect East Lansing for Lans
- Focus on multi-modal transit (bus, bike, trails)
- Connect transit hubs (ISTC, Frandor, MSU, Anthony multi-modal center)

Walkable & Bikeable
- Better access to walkable streets in downtown Clemons
- Better pedestrian access from neighborhoods
- Bridging the gaps, improving walkability, bike-ability
- Plan public bike trails
- Improve safety for bikes and pedestrians
- Improve/slow non-motorized paths across 127, Lake Linden, Saginaw, and
- Michigan are not safe, much less inviting to non-motorized users
- Non-motorized recommendations
- Walkability
- Connectivity, walkability, bike paths, improving urban use
- Increased awareness non-motorized network
- To be Lansing walking, more street with parking behind / human scale
designs
- Walkability—Bringing it to the corridor
- Walkability
- Redesign connectivity—trails, sidewalk enhancements etc.
- Walkable, bikeable, completely do Michigan Avenue
- Pedestrian and bike-friendly
- Maintain already existing infrastructure especially sidewalks and parking

Of the many ideas you heard, which ones seem most exciting to you?
Input from Hands-on Design Exercise

Of the many ideas you heard, which ones seem most exciting to you?
2.2 Alternative Concepts Development

Cornerstones:

- Restore balance of transportation & placemaking
- Create distinct, character-rich places, linked by transit
- Protect rural views & reinforce historic towns
- Fill in vacant lots, with street-oriented designs
- Unlock private investment: smart rules, improvements
- Rethink suburban strip into memorable town centers
- Make it all walkable and bike-able by design
Charrette Work Cycles

- Public meeting: vision
- Public meeting: review
- Open house: review
- Public meeting: confirmation

Alternative concepts
Preferred plan
Plan development
Three Co-Design Feedback Loops

loop 1

alternative concepts

preferred alternatives

loop 2

test

preferred plan

loop 3
Tuesday – Feedback loop #1
Wednesday – Feedback loop #2
Collaboration by Design
Thursday – Feedback loop #3
2.5 Production and Presentation

**Tool:** Final Charrette Public Meeting

**Purpose:** Illustrate and explain the complete plan drawings and supportive data, inform and inspire all participants to support their plan

**Process:**
- Charrette team presentation
  - project summary, charrette log, evolution of plan, final plan
- Q&A and public input
- Open house
Michigan / Grand River VISION charrette

1. Opening Event
   Wednesday, May 1st, 6pm, The Lansing Center
   333 E. Michigan Ave, Lansing

2. Open Design Studio
   Thursday – Monday, May 2nd – May 6th, 10am – 7pm
   333 E. Grand River Ave, East Lansing

3. Open House at the Design Studio
   Sunday, May 5th, 3pm – 5pm
   333 E. Grand River Ave, East Lansing

4. Work-in Progress Presentation
   Tuesday, May 7th, 6:30pm, Hannah Community Center
   819 Abbot Road, East Lansing
Did you attend any of these events this past week?

1. one
2. two
3. three
4. four or more
cornerstones

- restore balance of transportation & placemaking
- create distinct, character-rich places, linked by transit
- protect rural views & reinforce historic towns
- fill in vacant lots, with street-oriented designs
- unlock private investment: smart rules, improvements
- rethink suburban strip into memorable town centers
- make it all walkable and bike-able by design
Economic Conclusions and Strategy

- The Lansing region’s employment composition is promising for supporting TOD.
- The planned BRT corridor connects the Lansing region’s largest and densest job concentrations and several of the region’s most important institutions (Downtown/capital, Sparrow Hospital, MSU, etc.)
- The corridor’s job concentrations provide a strong base for further growth, but only if public policy is deliberately focused on spurring employment growth along the corridor rather than in the region’s numerous low-cost greenfield development opportunity sites.
"a string of pearls"

Michigan Avenue / Grand River Avenue Corridor
meridian

c change over time
meridian

change over time
Grand River Avenue near Okemos: Existing Conditions
“devil’s triangle” intersection
### HCM Signalized Intersection Capacity Analysis

5016: I-69 BL (Saginaw) & Coolidge

10/29/2013

<table>
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<tr>
<th>Movement</th>
<th>EBL</th>
<th>EBT</th>
<th>EBR</th>
<th>WBL</th>
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| Actuated Green, G (s) | 34.6 | 34.6 | 20.0 | 20.0 | 8.9 | 8.9 | 28.9 |
| Effective Green, g (s) | 38.0 | 38.0 | 21.0 | 21.0 | 12.0 | 12.0 | 35.1 |
| Actuated g/C Ratio | 0.48 | 0.48 | 0.26 | 0.26 | 0.15 | 0.15 | 0.44 |
| Clearance Time (s) | 6.4 | 6.4 | 4.0 | 4.0 | 6.1 | 6.1 | 6.1 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Group Cap (vph) | 1862 | 1751 | 949 | 509 | 145 | 294 | 731 |
| v/c Ratio Prot | 0.46 | 0.42 | 0.24 | 0.24 | 0.05 | 0.07 |
| v/c Ratio Perm | 0.06 | 0.14 |
| Uniform Delay, d1 | 20.3 | 19.0 | 28.7 | 28.7 | 30.6 | 30.3 | 16.0 |
| Progression Factor | 0.83 | 1.00 | 0.84 | 0.84 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 9.2 | 6.8 | 13.6 | 21.4 | 7.2 | 2.8 | 2.2 |
| Delay (s) | 26.0 | 25.7 | 37.6 | 45.4 | 37.8 | 33.1 | 18.2 |
| Level of Service | C | C | D | D | C | B |
| Approach Delay (s) | 26.0 | 25.7 | 40.3 | 23.0 |
| Approach LOS | C | C | D | C |

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<td>Analysis Period (min)</td>
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</table>
"devil's triangle" intersection
ranney park
red cedar / frandor

Existing Conditions
red cedar / frandor

What if...?
What if...?
Building with Better Rules

What are Form-Based Codes?
Form-based codes use physical form, rather than separation of land uses, as their organizing principle. They foster predictable results in the built environment and a high quality public realm. 

Is It a Form-Based Code?
You want to evaluate the quality and effectiveness of a form-based code. FBCI provides a useful checklist to help you.

The form of our towns and cities affects the quality of our lives
Click to see the power of simple design rules >

FBCI Courses & Webinars

Featured News & Info
The Frontier of Form-Based Codes
Alan Mammesser, APA Regional Newsletter
Look at innovative new ways to stop sprawl

Do You Want a Form-Based Code?
You want to find a consultant to make a form-based code for your community. FBCI’s sample RFQ will help you and your organizations.

formbasedcodes.org
Do you think the plan is generally on the right track?

1. yes
2. probably yes
3. probably not
4. no
your input needed

Join the conversation to better our community! Visit our MindMixer site.

Use MindMixer to post ideas and discuss with your neighbors.
Phase Three: Plan Implementation
3.1 Project Status Communications

**Tool:** Public Communications

**Purpose:** Continue to inform on the outcome of the charrette, the next steps, and how they can be involved

**Process:** Disseminate information though e-mails, websites, and publications such as *The Town Paper*
3.2 Product Refinement

**Tool:** Document Revision

**Purpose:** Complete the revisions required by the review process

**Process:** Charrette team members complete revisions to their assigned products
3.3 Presentation and Product Finalization

**Tool:** Project Closeout

**Purpose:** Complete the charrette report and code documents required for a feasible plan

**Process:** The charrette manager directs the completion and distribution of documents
3.3 Presentation and Product Finalization

**Tool:** Final Project Public Meetings

**Purpose:** Perform one last feedback loop with the public

**Process:** Hold one or two public meeting on subsequent days
3.3 Presentation and Product Finalization

**Tool:** Educational Sessions

**Purpose:** Build local capacity to implement the plan

**Process:** Presentations and discussions with local staff and officials focused on the implementation aspects of the plan
Principles of the NCI Charrette System
NCI Charrette System Strategies

1. Work collaboratively
2. Design cross-functionally
3. Compress work sessions
4. Communicate in short feedback loops
5. Study the details and the whole
6. Produce a feasible plan
7. Use design to achieve a shared vision and create holistic solutions
8. Conduct a multiple day charrette
9. Hold the charrette on or near the site
Charrette System Strategies

3. Compress work sessions

“Great things happen when you have a plan and not quite enough time.”

Leonard Bernstein
Charrette Feedback Cycles

Participants work in a series of short feedback loops

- Concepts
- Alternatives
- Refinement
- Plan
Charrette System Strategies

5. Study the details and the whole

- Designs at varying scales inform each other and reduce the likelihood that a fatal flaw will be overlooked that could result in costly rework
Charrette System Strategies

7. Use design to achieve a shared vision and create holistic solutions

- Design illustrates the complexity of the problem and can be used to resolve conflict by proposing previously unexplored solutions that represent win/win outcomes.
please take the session survey