

CEDAR STREET REVISIONING PROJECT FREQUENTLY ASKED QUESTIONS

Q1: WHY IS THE TOWNSHIP PLANNING FOR CEDAR STREET?

Cedar Street and downtown Holt have been a focal point of Township Planning for more than 20 years. The 2004 Cedar Street Corridor, the 2013 Master Plan, and the 2014 Cedar Street Market Study all supported the redevelopment of Cedar Street. The Realize Cedar Urban Design Framework fills in the gaps and answers the questions unresolved in these efforts. It will be adopted as a Master Plan Amendment.

Q2: DIDN'T THE TOWNSHIP TRY TO REBUILD CEDAR STREET BEFORE?

Yes; however, a lot has changed since then and the Realize Cedar initiative includes updated traffic studies, design solutions, and market data.

New information informing the plan:

- *Holt Road and Aurelius Road are both now three lanes*
- *The previous plan suggested a roundabout at Aurelius Road, which was eventually determined to be an unfeasible strategy*
- *The Realize Cedar effort will realign Keller Road and re-time the signals at Holt Road and Aurelius Road to improve wait times*
- *The Market data provided in 2014 by the Chesapeake Group and panel research conducted by the DDA found that there is a demand for 500-1200 new housing units and as much as 205,000 sq. ft. of retail, if Cedar Street can be designed to support walkable development*

Q3: WILL TAXES GO UP?

The Township has no intention of raising taxes or creating any special assessments to pay for the reconstruction of Cedar Street.

Q4: HOW WILL THE TOWNSHIP FUND THE CEDAR STREET RECOMMENDATIONS?

The Township will use Downtown Development Authority funds to pay for its portion of infrastructure changes. Conservative estimates of approximately 1% growth put the current DDA bond value at approximately \$4 to \$6 million. The Cedar Street project is also eligible for grant funding and Federal dollars. The project will keep tax money in Delhi Township that would otherwise leave the area and potentially bring new funds into the Township.

Q5: WHEN WILL WORK START IF THE TOWNSHIP MOVES FORWARD WITH THE PLAN?

If the Plan moves forward, the Township will begin construction in 2018. The Township will work with residents and business owners to minimize construction impacts.

Q6: IS THE PLAN SUPPORTED BY THE REGION?

The Realize Cedar Project has been coordinated with the Ingham County Road Department and has received the endorsement of the Lansing Economic Area Partnership (LEAP). Other Jurisdictions will be supplied copies of the Plan to review per the State of Michigan requirements when the 63-day review period is authorized.

Q7: CAN CEDAR STREET HANDLE ITS TRAFFIC IN THREE LANES?

Cedar Street currently has 10,550 cars per day. A three lane roadway profile can handle three times that number and even if the township experienced 36% growth in the next 10 to 20 years, Cedar Street would be under 15,000 cars per day. The township has gone beyond Federal Highway Administration guidance and conducted an operations analysis of the Aurelius Road and Holt Road intersection that shows these intersections will be improved if Cedar Street is redesigned as a three lane profile.

Q8: I CURRENTLY HAVE TO WAIT TOO LONG AT HOLT ROAD - CAN THIS PROJECT FIX THAT?

Yes. The operational analysis shows that Holt Road wait times will be reduced.

Q9: I'VE HEARD AURELIUS ROAD IS THE WORST INTERSECTION IN THE REGION – CAN THIS PROJECT FIX THAT?

Yes. Realigning Keller Road will allow signals to be retimed for two-way traffic processing at Aurelius Road and wait times will be reduced.

Q10: WILL PROPERTY VALUE GO UP?

A 2009 CEOs for Cities Study found that homes in walkable neighborhoods were worth \$4,000 to \$34,000 more than their suburban counterparts. It's a good bet.

Q11: CAN ANYTHING BE DONE ABOUT CUT-THROUGH TRAFFIC AT VETERANS DRIVE AND PARK LANE / COOLRIDGE ROAD?

Yes. Reducing the wait times at the Holt Road and Cedar Street intersection is the best way to reduce cut-through traffic. The plan also recommends that Veterans Drive be turned into an alley, or similar, primarily to be used as a driveway to access parking lot areas. The plan states that cut-through traffic should be discouraged.