

CAMPBELL FIELD

Neighborhood Description

The Campbell Field neighborhood was substantially built-out in the residential area bound by Barclay Street, Hackley Avenue, Seaway Drive, and Laketon Avenue by the time it was annexed into the City of Muskegon in 1967. As such, the Campbell Field is unique in that it was largely developed under different regulations than the majority of neighborhoods in Muskegon today.

West of Barclay lies the campus of one of the two high schools within the city limits, as well as a number of large garden apartment complexes.

Once anchored by a sprawling factory located just south of Sherman Boulevard, the majority of which is now gone, Campbell Field today is surrounded primarily by busy commercial corridors that serve the broader Muskegon area. Streets like Henry, Laketon, and Sherman are among the city's major traffic arteries and connect to neighboring municipalities.

Ruddiman Creek defines the west side of the neighborhood, and its tributaries wind through some of the residential developments in the neighborhood. The creek, its tributaries, and Campbell Field constitute the majority of public open space and parks in the neighborhood.

Zoned Land Use

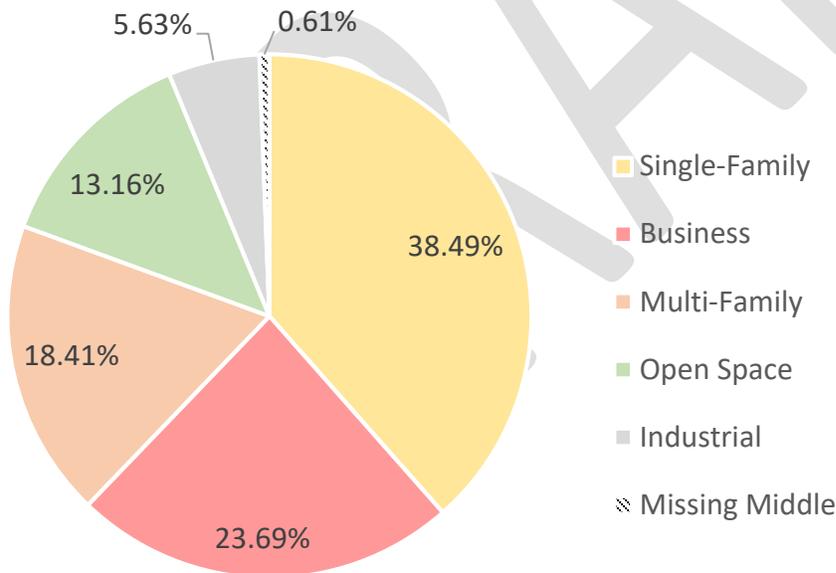


Chart 1: Campbell Field zoned land use as a percentage of the neighborhood's total land area

Campbell Field decent mix of zoning classifications with a majority of its land zoned for single-family detached housing. Business zones comprise just under a quarter of the neighborhood's total land area, primarily along major streets at the periphery of the neighborhood, but with some smaller pockets of commercial land uses internal to the neighborhood. A significant percentage of land zoned for multiple-family residential uses has resulted in the development of a number of large garden apartment complexes

in Campbell Field. Zoning districts preserving open space are limited to Ruddiman Creek and surrounding natural areas, as well as the parks in the neighborhood. Less than 1% of land is zoned to allow for missing middle housing types.

Housing Stock

The Campbell Field neighborhood consists of single-family detached homes as well as a number of large garden apartment complexes. The commercial areas in the neighborhood are rarely buffered from residential areas, with many commercial uses located immediately adjacent to areas of single-family detached housing.

The housing stock varies widely in design, with much of it having been built under different regulations that predate its incorporation into the City of Muskegon.

Commercial Inventory

- Commercial Corridors Sherman Boulevard Commercial Corridor (south side in Henry Street Commercial Corridor (Laketon to Sherman) Laketon Avenue Commercial Corridor
- Interior Commercial Buildings

Industrial Inventory

- Industrial Corridors 701 W. Laketon
2360 Henry, 761 Alberta, 710 Pulaski

Parks/Recreational Opportunities

The Park, Recreation, and Community Facilities chapter of the Master Plan will discuss the Campbell Field neighborhood's parks in more detail.

See map denoting location of all parks, community gardens, public/private park and open spaces, etc. Campbell Field parks/recreation opportunities below:

- Campbell Field
- Optimists Park/Beidler Street Tot Lot (removed)
- Ruddiman Creek and tributaries

Civic Buildings

- Schools 1145 W. Laketon Avenue
1213 W. Hackley Avenue
- Faith Based Institutions 1875 Hudson Street
951 W. Laketon Avenue

Neighborhood Center

While the majority of commercial and civic uses line the major streets that define the outer edges of the neighborhood, Campbell Field's geographic center is closer to the intersection of Barclay and Hackley. A number of businesses see regular patronage near this intersection, and the surrounding apartment

complexes offer a larger and more proximate customer base than is primarily found in the lower-density single-family housing east of Barclay.

Historically, neighborhood centers could be found along Henry Street and Laketon Avenue but auto-centric street design has made these places much less desirable for foot traffic. Additionally, decades of zoning regulations have encouraged businesses that may not always provide services deemed beneficial to residents of the immediate neighborhood. If these corridors were to again be made popular destinations and gathering places for Campbell Field residents, a concentration of land uses more typical of a neighborhood center would be desirable.

Transportation

The Transportation and Mobility chapter of the Master Plan will contain further discussion and recommendations.

- Public Right-of-Way
 - o Major Streets: Sherman, Laketon, Henry, Barclay, Hackley
 - o Possible Road Diets: Sherman, Laketon, Henry, Barclay, Hackley
 - o Alleys: Alleys are in generally decent condition, with overgrowth being cited as the most frequent maintenance issue. A map of alley locations and conditions in the Oakview neighborhood is in production.
 - o Sidewalk Network: The sidewalk network is very incomplete throughout the residential areas of the Campbell Field neighborhood, but fairly well-connected – though uncomfortable in some places – in the commercial areas.
- Non-motorized transportation: The Lakeshore Trail and the Laketon Trail are separated from the Campbell Field neighborhood, but in relatively close proximity; a number of different on-street routes are possible, but little is provided in terms of bike facilities to connect the neighborhood to these established off-street trails. Internal to the neighborhood, local streets generally serve as good bicycling routes.
- Public Transportation: MATS Route 1, 22, and Go2 Service
- The neighborhood is well connected to the city-wide street network via major streets like Sherman, Laketon, Henry, Barclay, and Hackley. There is also convenient access to the regional highway system, Seaway Drive (BR-31), via Sherman, Laketon, and Hackley.

Historic Preservation

The Campbell Field neighborhood does not presently contain any designated historic districts, sites listed on the National Register of Historic Places, or sites listed on the State Historic Register. The neighborhood does contain some older structures that could be historically significant.

More specific recommendations will be discussed in the Historic Preservation chapter of the Master Plan.

Key Redevelopment Properties

701 W. Laketon
856 Pulaski
1221 W. Laketon

1249 W. Hackley
1940 W. Parslow
846 Wilson, 2250 Dowd, 2358 Dowd, and 2369 Hudson (publicly-owned vacant residential lots)

Findings and Action Steps

Finding 1: More and varied housing options could be located within walking distance of neighborhood parks.

Action Step 1.1: Identify areas where redevelopment of key properties could contribute positively to the popularity of neighborhood parks and put more residents within walking distance of a park.

Finding 2: Henry Street is likely oversized for the amount of traffic it carries, and is designed in a way that is unsafe for all road users, uncomfortable for those not in a vehicle, and detrimental to the quality of life in the neighborhood.

Action Step 2.1: Review traffic counts on the four-lane section of Henry through the neighborhood to determine if this number of lanes is warranted.

Finding 3: Hackley Avenue/Glenside Boulevard between Beardsley Avenue and Seaway Drive is likely oversized for the amount of traffic it carries.

Action Step 3.1: Review the striping plan for Hackley Avenue to determine a more appropriate lane width and reevaluate the presence of any on-street parking lanes or turning lanes and whether or not they are warranted.

Action Step 3.2: When it comes time to reconstruct Hackley Avenue, consider the effect of the temporary changes determined in Action Step 4.1 in the design of the street.

Finding 4: Barclay Street between Laketon and Sherman is likely oversized for the amount of traffic it carries, and is designed in a way that encourages speeds unsafe for the neighborhood.

Action Step 4.1: Evaluate the presence of any on-street parking lanes and turning lanes and whether or not they are warranted. If it is determined that there is light usage, consider alternative uses for the pavement that neighborhood residents may find desirable.

Finding 5: It is acknowledged that Sherman, Laketon, and Henry contain many automobile-oriented commercial uses, and as a result, are mainly designed for automobile travel, but commercial districts along the neighborhood's major streets offer undesirable – and often unsafe – pedestrian environments. Many destinations in these areas are within walking or biking distance of neighborhood residents, and could mutually benefit from improving their accessibility to these residents.

Action Step 5.1: Starting with the identified neighborhood centers and public transportation routes, prioritize changes to street design, building placement, building frontage design, and permitted uses to encourage a more pedestrian friendly environment.

Finding 6: The sidewalk network is very incomplete throughout the residential areas of the Campbell Field neighborhood.

Action Step 6.1: Review the neighborhood's success in meeting accessibility standards. Determine the need for additional sidewalks based on direct resident input.

Action Step 6.2: Based on the input gathered from Action Step 6.1, create a construction prioritization plan for any missing sidewalks, damaged sidewalks, or places for improved accessibility.

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Neighborhood Goals

Staff has met with every neighborhood association a number of times to discuss their vision for the future. Below is a list of goals that were heard most frequently. If you have new goals and/or action steps, please list them on the following page.

Goal 1: Expand housing services for homeowners, renters and landlords.

Action Step 1.1 Support new landlords and renters with welcome resources.

Action Step 1.2 Promote good landlords through an incentives and marketing program.

Action Step 1.3 Promote neighborhood beautification by incentivizing property upkeep and blight removal.

Goal 2: Support existing residents and preserve the existing housing stock.

Action Step 2.1: Improve code compliance and enforcement effectiveness.

Action Step 2.2: Provide support for homeowners to update and remodel their homes and properties.

Action Step 2.3: Assist residents in need with maintenance and repairs.

Goal 3: Promote and empower neighborhoods.

Action Step 3.1: Encourage neighborhood stewardship and provide resources to neighborhood organizations.

Action Step 3.2: Promote neighborhood amenities, such as parks and schools.

Action Step 3.3 Increase access to the waterfront for the community as a whole.

Goal 4: Pursue and encourage new housing development opportunities.

Action Step 4.1: Create public/private partnership programs that will assist in the creation of affordable housing units.

Action Step 4.2: Identify areas that are suitable for missing middle housing (rowhomes, duplexes, quadplexes, accessory dwelling units)

Action Step 4.3: Identify potential sites for affordable housing/senior housing near transit and services.

Goal 5: Promote viable neighborhood-scale commercial options within walking distance of residents.

Action Step 5.1: Identify existing commercial buildings located within neighborhoods (not large commercial corridors) and determine which ones are viable for neighborhood scale commercial and which ones would serve the neighborhood better as residential.

Action Step 5.1: Incorporate pedestrian friendly, walkability measures to implement that will allow residents to walk to major commercial corridors.

Action Step 5.3: Provide options in the zoning ordinance to allow for accessory commercial units.

Please complete this survey so staff may better understand neighbor's ideas and concerns.

Name & contact info (optional)

Your neighborhood

Goals for your neighborhood

Proposed ideas to accomplish those goals

Other goals, ideas or concerns you may have for the city as a whole, regardless of neighborhood



