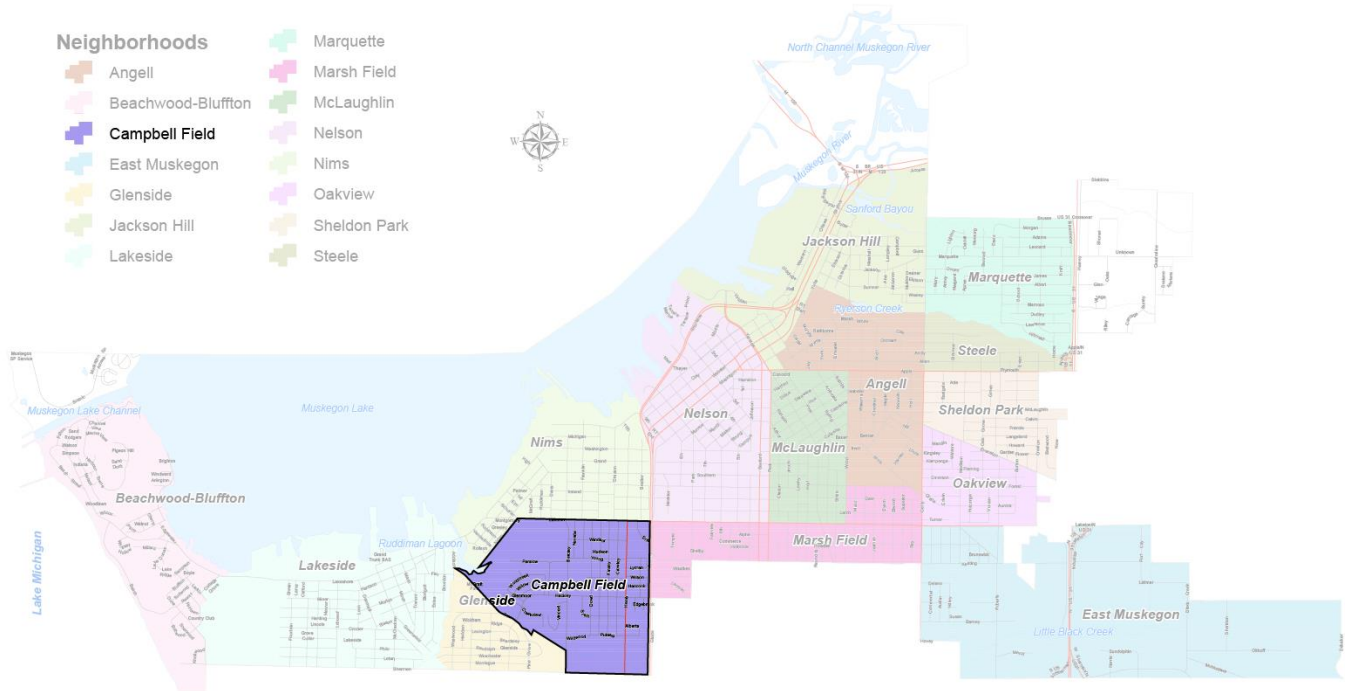


# Campbell Field

City of Muskegon  
Neighborhood Association Map



## Neighborhood Description

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

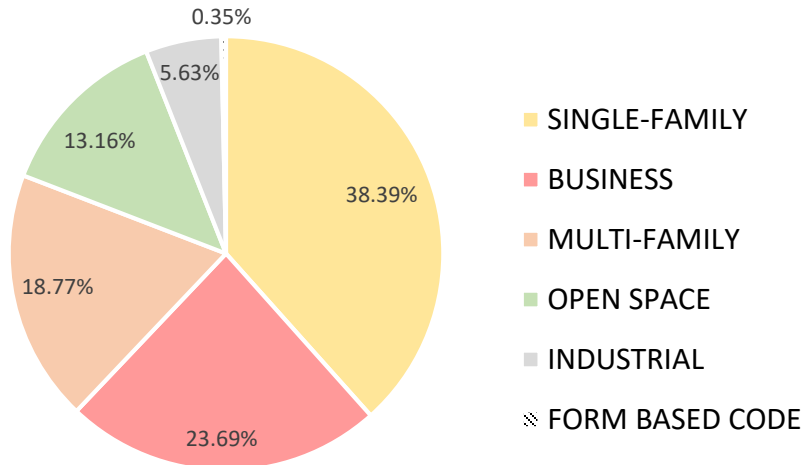
West of Barclay lies the campus of one of the two high schools within the city limits, as well as a number of large garden apartment complexes.

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 busiest and connect Muskegon’s 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.

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## Zoned Land Use



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

Campbell Field contains a 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 with such zones located 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 led to the development of garden apartment complexes, but about 25 acres of land zoned for multi-family housing remains undeveloped. Less than 1% of land is zoned to allow for missing middle housing. Zoning districts preserving open space are limited to Ruddiman Creek and surrounding natural areas, as well as the parks in the neighborhood.

## Housing Choice

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 low-density housing.

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

Recent rezoning requests point to a demand for greater housing choice not presently available within the neighborhood.

## Commercial Inventory

**Hackley Avenue and Barclay Street Intersection** – Centrally located in Campbell Field, this small business district offers neighborhood-serving retail supported by surrounding multi-family housing. Commercial growth in this area has limited remaining space, but allowing accessory commercial units in the area could help meet future demand for new businesses or expansion of existing businesses.

**Sherman Boulevard and Henry Street Commercial Corridors** – Residents can reach many of their day-to-day needs at these nearby corridors, however, both are very automobile-oriented both in design and businesses. Pedestrian infrastructure improvements could make the area more accessible to nearby residents.

**Laketon Avenue Commercial Corridor** – Many buildings in the area between Barclay Street and Seaway Drive experience high-turnover rates and are starting to show signs of deterioration. Some of the commercial difficulties may also be attributed to fast moving traffic and a wide street with few, safe crossing points.

## Industrial Inventory

701 W. Laketon Avenue – This 16-acre property has rail access and space for expansion. Some out-lots were created for commercial uses, and additional commercial out-lots may be beneficial.

2360 Henry Street, 761 Alberta Avenue, 710 Pulaski Avenue – A small cluster of industrial properties.

## Parks/Recreational Opportunities

Campbell Field neighborhood parks, community gardens, public/private park and open spaces, etc.:

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

## Community Nodes

Hackley Avenue and Barclay Street Intersection – While the majority of commercial and civic uses line the major streets that define the neighborhood’s edges, 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 low-density residential areas east of Barclay. Limited space is available for expansion of this node, but more efficient use of existing, commercially-zoned land and flexible land use regulations that allow for accessory commercial units could meet future demand.

Henry Street and Wilson Avenue – Although situated on busy Henry, the area around Wilson provides more neighborhood-serving businesses, with several home offices and studios. Many of these home businesses are located on the west side of Henry along with a few commercial buildings, but their current residential zoning designation makes financing and reinvestment difficult. Existing commercial buildings should be zoned to allow such and legalizing accessory commercial units on residential properties may increase the vitality of this area.

## Transportation

The Transportation and Mobility section of the Master Plan contains further discussion and recommendations. Major Streets in the Campbell Field Neighborhood include:

- Sherman Boulevard
- Laketon Avenue
- Henry Street
- Barclay Street
- Hackley Avenue

Possible road diets could occur on Sherman, Laketon, Henry, Barclay, and Hackley.

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. 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 the citywide network of off-street trails. Internal to the neighborhood, local streets generally serve as good bicycling routes.

Public transportation serving the neighborhood includes 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.

## Blight/Beautification



*Uninteresting/blank walls on industrial/commercial properties make for a bland commercial district.*



*Street trees are lacking along the Laketon commercial corridor.*

## Historic Preservation

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

## **Significant Redevelopment Properties**

1189, 1213, and 1249 W. Hackley Avenue – Accounting for a combined 12+ acres of land, these properties have redevelopment potential in reuse of the existing school building should it ever close, as well as a considerable amount of vacant land to the sides and rear of the existing building. The property is currently zoned for single-family residential development, which complicates reuse of the existing school building.

1940 W. Parslow Drive – This 25-acre property is currently zoned for multi-family residential and surrounded by similar land uses.

2344-2379 Hudson Street – Over 2 acres of heavily wooded, residential land. Hudson Street is not paved south of Barney Avenue and is inaccessible due to vegetation. Street and infrastructure improvements are needed before infill development can occur. Connecting Pulaski Avenue to Hudson Street and Dowd Street may also be beneficial.

2490 Barclay Street – 10.5 acres of heavily wooded commercial property. Redevelopment is difficult due to the heavy presence of foundry fill.

## **Future Land Use**

See future land use map in Appendix

**Project 1: Improve the sidewalk network throughout the neighborhood.**

Having been largely built-out as part of Muskegon Township, development regulations did not require installation of sidewalks, leading to Campbell Field's very incomplete sidewalk network. Both individual parcels and entire streets lack any sidewalks despite numerous destinations being within walking distance of residents.

Priority for installation of new sidewalks should be guided by input from neighborhood residents, with an eye toward connecting people with popular destinations that are currently difficult to access.

**Action Steps**

- Install sidewalks where needed, prioritizing the locations based on resident input.

**Project 2: Conserve the woodlands abutting Ruddiman Creek.**

The 30-acre property adjacent to Ruddiman Creek is heavily wooded, hosts a variety of wildlife species and contains a natural walking path. Though it is within the McGraft charter park, which itself offers many protections, further changes could aid in preserving the land in its natural state.

The property is currently zoned Open Space Recreation, which allows for uses such as recreational campgrounds and amusement facilities. Rezoning to Open Space Conservation, would restrict almost all uses and developments.

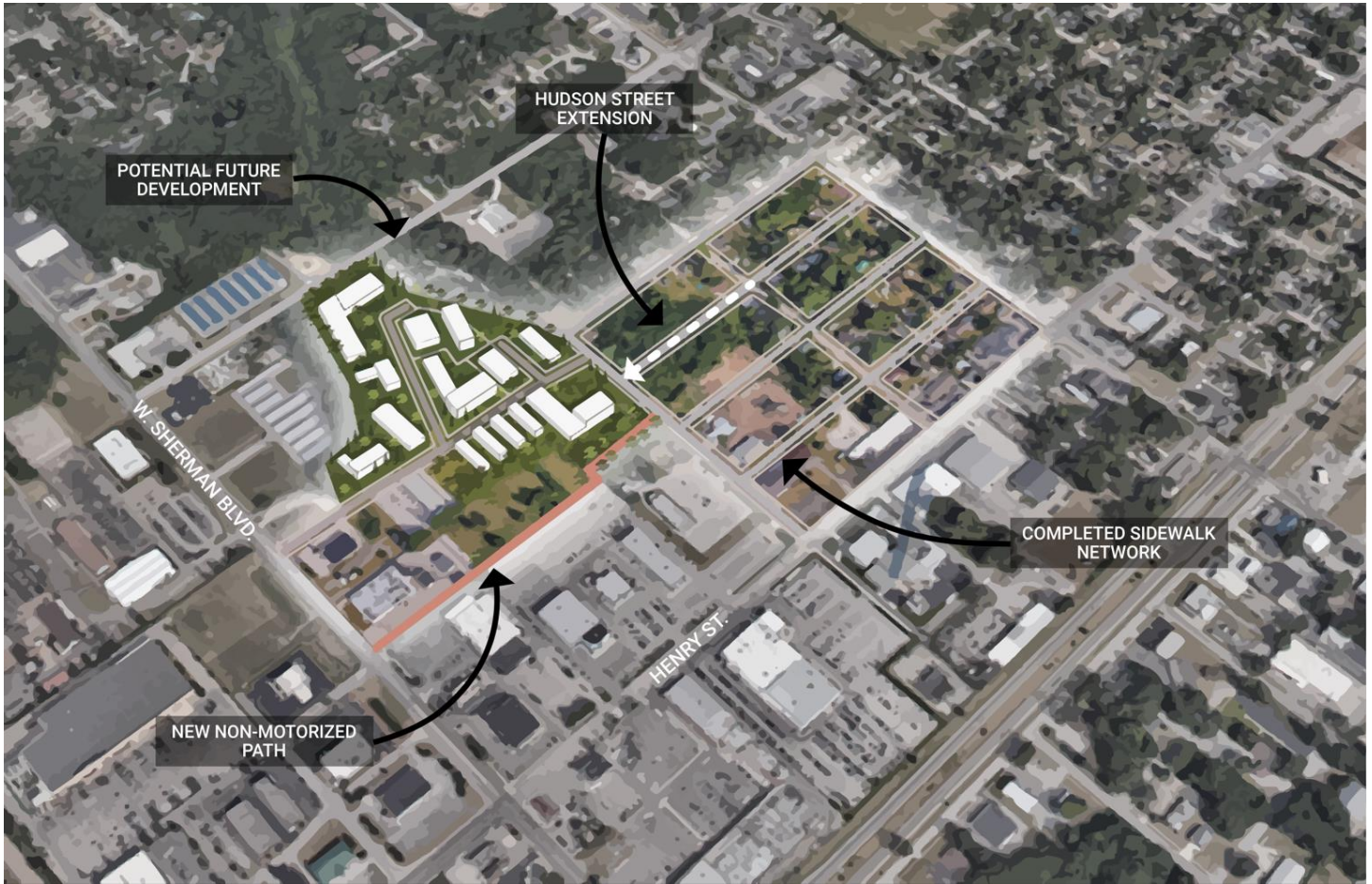
**Action Steps**

- Change the current zoning designation for the parcel from recreation to conservation.
- Improve access to the property and connection to the rest of McGraft Park.



**Project 3: Provide non-motorized transportation options for neighborhood residents to safely access the Sherman Boulevard and Henry Street business corridors.**

The street grid breaks down on the south end of the neighborhood, making it more difficult for residents to access nearby businesses on Sherman Boulevard and Henry Street. A non-motorized connection could lead residents directly to the commercial corridor, but privately-owned property limits public access, rerouting people to Henry. Public easements, or possibly development requirements that require public access could provide residents with alternatives to driving to access these destinations.



*A non-motorized path, expanded network of sidewalks, and potential land for development could transform the connection of neighborhood residents and the Sherman and Henry commercial corridors.*

**Action Steps**

- Contact property owners to discuss property sales or easement agreements to provide a non-motorized path.
- A list of willing property owners is assembled.
- Complete a corridor study for the Sherman and Henry commercial corridors, partnering with neighboring municipalities, where logical.

#### **Project 4: Right-size overbuilt streets throughout the neighborhood.**

Major streets through the neighborhood like Hackley Avenue, Glenside Boulevard, and Henry Street are likely oversized for the amount of traffic they carry. Improving the conditions of these streets for people traveling outside of vehicles would permit safe, comfortable, and convenient access to nearby destinations for residents.

Some of these streets contain many automobile-oriented commercial uses, and as a result, are mainly designed for automobile travel; commercial districts along these streets also serve a wide range of users. Their designs offer undesirable – and often unsafe – environments for all who use them, especially those outside of automobiles.

Many destinations along these streets are within walking or biking distance of neighborhood residents, and could mutually benefit from improved access for these residents.

#### **Action Steps**

- Review traffic counts and conduct feasibility studies on reducing the size of streets that may be considered overbuilt. 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.
- Feasibility studies conducted.
- Appropriate streets will be reduced as funding becomes available.

**Project 5: Pave Hudson Street to Pulaski Avenue and redevelop the vacant lots.**

Hudson Street between Pulaski and Barney Avenue is currently a dead-end street, but connecting it to Dowd Street and Kinsey Street via Pulaski would enable construction of new housing. Over two acres of residentially-zoned land exists on Hudson Street, south of Barney Avenue, but a lack of infrastructure has left this land vacant.

An extension of Hudson Street to the south would connect Pulaski Avenue to Hudson Street and Dowd Street, establishing the street grid in an area where it is lacking.

**Action Steps**

- Obtain a cost estimate for extending Hudson to Pulaski.
- Perform a cost-benefit analysis.

**Project 6: Conduct a feasibility study for redevelopment of the property at 2490 Barclay Street.**

This privately-owned 10.5-acre parcel was once reserved for a second phase of the subdivision development to its west, but was not completed due to contamination. A public/private partnership to complete a redevelopment feasibility study would help to determine the extent of contamination and any associated development restrictions.

**Action Steps**

- Conduct a redevelopment study for the property that includes a baseline environmental assessment and soils report. Consider the feasibility of redeveloping the site or designating it as open space.