



# City of Lathrup Village

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## Master Plan Update

### 2014



Prepared by the City of Lathrup Village Planning Commission

With assistance from Clearzoning, Inc.  
[www.clearzoning.com](http://www.clearzoning.com)

Approved by the Planning Commission  
September 9, 2014  
Adopted by City Council: November 17, 2014

# Acknowledgements

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## Where We've Been

# 2009

The 2009 Master plan described initiatives for the City. Since then, the City has been actively engaged in implementing the Plan's strategies:

### COMPLETED:

**Zoning Ordinance Revisions.** Six existing "suburban-style" business-oriented zoning districts were replaced with five new business and mixed-use zones, including a Village Center district.

**Update Development & TIF Plans.** The Downtown Development Authority (DDA) updated their plans to reflect improvements needed for Southfield Road and the Village Center.

**Community Walkability Study.** The City's 2010 Complete Streets Plan and related Ordinance support the development of a transportation network that meets the needs of all users.

### INITIATED:

**Design Plan for Southfield Road.** The City continues to work with the Road Commission for Oakland County (RCOC) to amend the Southfield Road boulevard plan to incorporate corridor enhancements consistent with the City's vision for a more walkable community, including on-street parking areas, pedestrian crossings, traffic signalization, corridor lighting, and geometric changes to the roadway.

**The Village Center.** The City has developed a design concept for the Village Center, which has been refined as more information is available. Further design efforts are dependent on roadway plans for Southfield Road.

**Joint Pathway with the City of Southfield.** The Complete Streets Plan recommends pursuing additional recreational opportunities and connections with Southfield.

**Mass Transit.** The City Council placed the question of financial participation in the regional SMART bus system on the August 2014 ballot. If it passes, the SMART buses will once again make stops within the City.

**Land Banking.** The DDA has started selective acquisition of property along Southfield Road for redevelopment. Further acquisition priorities should include buildings and properties considered "strategic" due to location and proximity to the proposed Village Center.

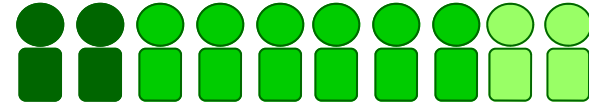
### OUTSTANDING:

**Tree Preservation & Protection.** A tree preservation, protection and replacement ordinance would manage this resource, require the timely replacement of trees, and determine the reasonableness and replacement of trees slated for removal.

More: Chapter 3 (Master Plan Goals)

## Where We Are

"Survey Says!" 8 of 10 Residents say Quality of Life is "Above Average" or "Excellent" The other 2 said "Average"



77 residents completed the Master Plan Update Survey

### Community Events



### Diversity



### City Services



CENTRAL LOCATION

What do residents think are the City's greatest assets?

*Curb Appeal*

### Challenges



Outdated business district



Traffic



- No cohesion in business district
- Southfield Road Streetscape (lack)



Due to the Great Recession, City housing values have decreased significantly over the past six years. However, Multiple Listing Service (MLS) data shows:

- 2012 average home sale price: \$106,494
- 2013: \$152,477
- 2014: \$154,933 (January—April 2014)

More: Chapter 2 (Existing conditions) and 3 (public input)

## DEMOGRAPHICS: 2010 US CENSUS DATA

### Key Findings:

- 2010 Population: 4,035 (declined slightly from 2000, projected to continue)
- Median age: 45.8 (increase from 40.5)
- The City, along with the region, state, and rest of the US, will be aging. By 2040, nearly one quarter of the City's population will be over 65
- Population becoming more diverse
- Residents continue to be highly educated, with nearly 50% having a Bachelor's degree
- The majority of the City's housing units are single family residential; most are owner-occupied
- The majority of homes in the City were built prior to 1970, with over half built before 1960. Homes continue to stay in good repair and make a significant contribution to the City's community character.

### Key Plan Findings

- The 2013 Market Study found a need for 75-210 senior housing units, 75,000 retail space, entertainment, and medical office space.
- A variety of housing options is needed for current and future City residents; more dense infill housing should be encouraged in the mixed use and Village Center areas. Smaller housing units with lower maintenance needs will help residents "age in place."
- Zoning regulations should be updated in support of housing and commercial redevelopment options. A focus is needed on how to address parking.
- The City should continue work with road agencies to improve the transportation network, focusing on improving connectivity and mobility.
- The Village Center should include civic functions as well as open space. Placemaking strategies include both the creation of spaces as well as programming of space.
- The City should explore opportunities to develop the Village Center, including road network development and public-private partnerships that may involve municipally-owned property.
- Code enforcement is critical to halting deterioration of the Southfield Road corridor.

More: Chapters 4-6 (Housing, Transportation, and Commercial Corridor)

## Where We're Going

# 2014

The 2014 Master plan builds upon the 2009 vision and existing conditions. It describes continuing and new initiatives for the City as summarized below:

### MASTER PLAN GOALS:

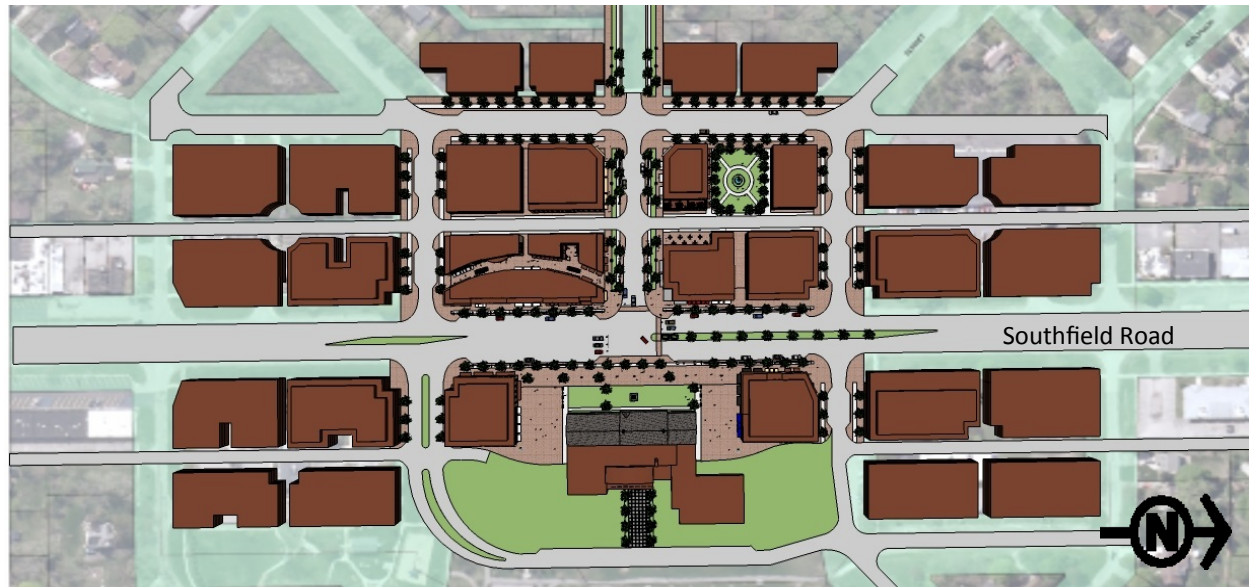
1. **Create a Village Center.** Redevelop properties in the historic center of the City, transforming this area from suburban strip-style development into a mixed use, multiple story, walkable downtown for the City. Include residential housing, retail, restaurants, office, and entertainment uses.
2. **Improve the appearance of other commercial areas** Attractive curb appeal will improve the City's image and attract new business and residents.
3. **Support economic vitality throughout the City.** Assist local business development through job creation, improved property values, and the provision of needed goods and services for City residents.
4. **Improve connectivity in the City.** Promote the independence and health of all City residents by improving transportation options within the City. Unite all quadrants of the City by improving vehicular and non-motorized transportation access.
5. **Support placemaking efforts.** Identify and pursue opportunities to create a sense of place in the City of Lathrup Village, building upon the City's identity as a diverse, caring, and welcoming community that has events and activities for all ages.
6. **Preserve and protect the quality and character of residential neighborhoods.** Encourage preservation and maintenance of existing homes in neighborhoods as well as encourage a variety of new housing that is compatible with existing residential neighborhoods.

**Future Land Use Map Changes.** The Master Plan identifies changes in land use that will help guide land use policy and decision making, including a designation for parking behind Southfield Road properties; the development of a Village Center road network; and the inclusion of civic uses in the Village Center.

More: Chapter 7 (Future Land Use)



**Refined 2012 Village Center Concept**

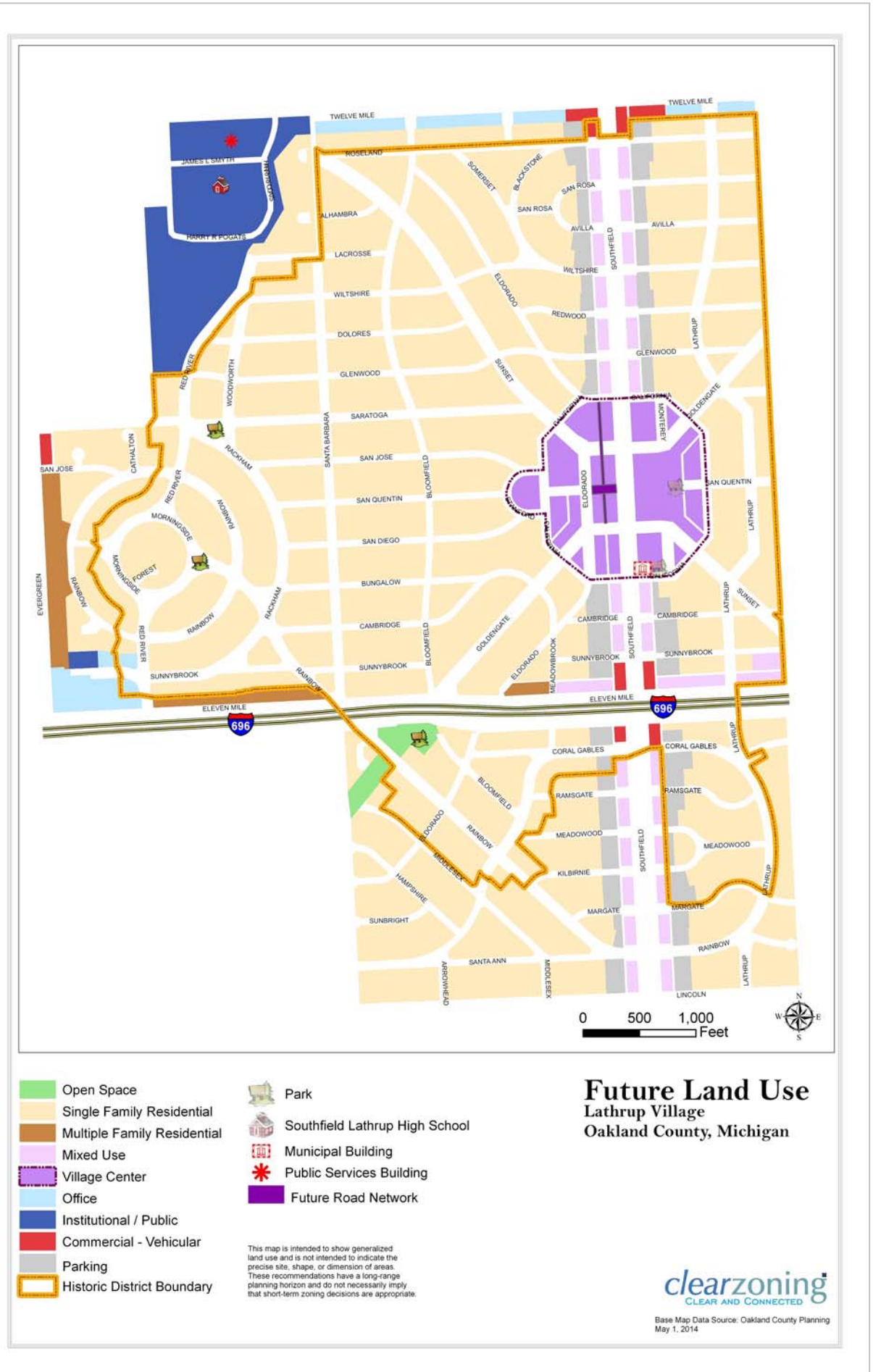


The refined 2012 Village Center Concept incorporates additional public space and narrow median on Southfield Rd. These images were presented to the community at a meeting at the Annie Lathrup school in June 2012. This concept will be subject to further refinement as an implementation item once the Southfield Road cross-section is finalized. (Anticipated 2015-16)

**Lathrup Village | Village Center**



The 2014 Master Plan Update envisions mixed use development in the Southfield Road Corridor and in the Village Center. Precedent images suggest how mixed use might look, with commercial uses on the ground floor and housing on upper levels.





# one.

## Why We Plan

How We Create Better Places to Live, Work, and Play

**T**he City of Lathrup Village's Master Plan Update represents an opportunity to affirm the course for new development and redevelopment of the City as identified and described in the 2009 Master Plan. This Plan contains the community's vision, goals, objectives, and strategies.

The Master Plan addresses future land use, housing, transportation, and community development and other community features in a coordinated fashion. It portrays a clear statement of community goals and objectives, establishes a vision of the future, and includes plans to achieve the vision. If followed carefully, the Master Plan will have a lasting impact on the built and natural environment. Decisions made when the Plan is developed will likely be implemented over many years.

The Master Plan is long-range in its view and intended to guide development in the City over a period of 10 to 20 years. It is reviewed and/or updated every five years, as required by state law (Michigan Planning Enabling Act of 2008). The information and concepts presented in the Master Plan are used to guide local decisions on public and private uses of land and the provision of public facilities and services. A sound Master Plan promotes a land use pattern that is consistent with a community's goals. It establishes long-range, general policies in a coordinated, unified manner, which can be continually referred to in decision-making.



Illustration of Village Center concept created by Clearzoning in 2012. Southfield Road runs south to north in the foreground. A new road is proposed to run west off Southfield and facilitate redevelopment of this area.

### WHAT IS INCLUDED IN A MASTER PLAN UPDATE?

A Master Plan Update considers current demographic data and land use as well as demographic and economic projections to determine what, if any, impact there may be on land use in the community. Important elements for this Update include:

- **Housing:** What is the City's current housing supply? How does it meet the needs of the City's current residents? How might the housing needs of the community change over the next 5-10-20 years? Is the current shape of housing adequate?
- **Transportation:** In 2010, the City prepared an access management plan to understand road safety issues on Southfield Road. The following year, the City created a Complete Streets Plan that defined the City's transportation network and identified strategies to improve that network for all users. During that time and in the years that followed, the Road Commission for Oakland County has been studying how to improve Southfield Road in light of the vision the City of Lathrup Village has for a revitalized commercial corridor and new Village Center. How do current plans for Southfield Road

impact the City’s transportation network? Are there any updates or refinements needed that should be incorporated in the Master Plan?

- **Village Center & Commercial Development:** the 2009 Master Plan illustrated a new vision for the revitalization of the Southfield Road corridor that centered on the “hub of the wheel” as the intentionally designed, yet unrealized Village Center for the City. Since then, that vision has been refined, Zoning Ordinance standards created, and design guidelines adopted that set up a framework for redevelopment in the Village Center. How do demographic and economic conditions impact this vision in 2013? How does the pattern of development over time and ownership of property today influence when, where, and how revitalization occurs?

**The Master Plan is a set of policies and strategies to enhance and improve a community over a long planning horizon.**

### RELATIONSHIP BETWEEN THE MASTER PLAN AND ZONING ORDINANCE

Zoning is a regulatory mechanism for controlling the classification and regulation of land use. It has the force of law. The Zoning Ordinance controls land uses based on today’s conditions.

The Master Plan is not an ordinance, it does not change the zoning of anyone’s property, and it does not have the force of law. It is a set of policies and strategies to enhance and improve a community over a long planning horizon. While the Zoning Ordinance and Zoning Map regulate current and proposed land use, the Master Plan and its maps and policy statements are intended to guide land use decision-making for 10-20 years. The Master Plan is a community’s “vision,” while the zoning ordinance governs the path to that vision. State law requires that the zoning ordinance be based on a plan. Therefore, the Master Plan forms the basis upon which



The community engaged in the planning process at a meeting at the former Annie Lathrup School in June 2012.

zoning decisions are made. With a valid Master Plan in place, zoning decisions consistent with the plan and ordinance are presumed by the courts to be valid.

**The Future Land Use Plan Map shows generalized land use and does not indicate precise size, shape or dimension of parcels of land.** In addition, the recommendations of the Land Use Plan have a long-range planning horizon and do not necessarily imply that short-range rezoning is appropriate.

### THE PLANNING PROCESS

The Master Plan Update process began with an inventory and analysis of existing conditions. The Planning Commission reviewed the City’s regional setting, development history, existing land use, and population characteristics. Problems, opportunities, and community assets were identified.

Upon completion of the existing conditions analysis, the Planning Commission reached out to the public for input through an online survey and Community Open House. Representatives from a variety of interests within the community were invited to a meeting on December 10, 2013 to discuss planning issues in the City. This input, as well as the experience of City officials, helped inform goals and objectives that guide the “Plan” elements of the Master Plan.

Finally, the Planning Commission updated its plan for Land Use, with focus on thoroughfares, housing, and commercial development. Recommendations for plan implementation are included in each of the Plan chapters.

By working closely with the residents, business owners, planning experts, and surrounding communities,

the City of Lathrup Village has developed a plan that attempts to balance the competing interests that affect land use decisions. These include jobs and tax base on one side and protection of quality of life and natural resources on the other. Through careful implementation of the plan, the City can build on its tax base and provide for high-quality new growth, while preserving community character, and protecting the overall health, safety and welfare of its citizens.

### **ROLE OF CITY BOARDS & COMMISSIONS**

There are three main bodies that influence the development and implementation of the City's Master Plan:

- **City Council:** Legislative body that passes laws and sets policy for the City. The City Council approved the 2009 Master Plan that defined a new direction for the Southfield Road Corridor and a new Village Center. In 2010, the City Council adopted a new Zoning Ordinance that provides a legal framework for redevelopment as envisioned in the Master Plan.
- **Downtown Development Authority (DDA):** Implements plans and policies in the DDA district. The DDA funded the Village Center concept plans that refine the Master Plan's direction for the Village Center.
- **Planning Commission:** Recommends policy relating to land use and is the approving body for development and redevelopment. The Planning Commission developed the new Zoning Ordinance and design guidelines to help property owners/developers visualize specific elements and standards for Village Center development. The Planning Commission also prepared a Complete Streets plan that plans for improvements to the City's transportation network.

In 2012, these three bodies held their first joint meeting to review and coordinate implementation strategies aimed at realizing the Village Center. In 2013, these groups met twice to discuss progress and continue the forward motion. In February 2013, the boards met to assess progress and learn more about the Main Street Oakland County program. The City made application to the County, who administers this national program aimed

at downtown revitalization through historic preservation and economic development. The City was accepted into this program at the "associate" level, giving the boards, commissions, and volunteers the opportunity to access training and resources dedicated to downtown revitalization.

In November 2013, the Joint Meeting served as a kickoff to the Master Plan process by exploring the existing conditions and demographic projections for the City. The results of this joint meeting will help guide the Planning Commission as that body leads the Master Plan Update process. Generally, the members in attendance at the meeting identified the following issues:

- **Housing:** While the City should give serious consideration to the housing needs of older adults in the community, efforts should also be made to attract younger people and families to the City. The issue of school quality (both perception and reality) is commonly identified as a serious concern for the community.
- **Transportation:** Currently, the regional public transit, the Suburban Mobility Authority for Regional Transportation (SMART) operates in Macomb, Oakland and Wayne Counties. While SMART is supported by federal and state funding as well as fares, its local contributions come through a transit property tax millage from opt-in communities. While the SMART lines run through the City of Lathrup Village, they do not stop in the City. Several members at the joint meeting feel that public transit is a need that the City should begin addressing.
- **Village Center:** The City is doing a good job at making proactive changes to the regulatory framework and procedures that impact development. Additionally, the corridor would benefit from business retention and recruitment activities. New economic opportunities may present themselves as the City's population ages as well.
- **Other issues:** The demographics show that the City is becoming more diverse. The City may wish to explore what impact that may have on local government, community sustainability, and civic engagement, if any.

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## Existing Conditions

### Understanding Demographics, the Economy, and Land Uses

According to Michigan law, communities are required to review their Master Plans every five years. This provides a good opportunity for communities to assess their demographics, identify trends, and understand how land uses are changing. While the Master Plan is a long-range document, with a vision of 20 years or more, it is not a rigid, set-in-stone document. Its underlying values should be confirmed and refined as time passes. This required review also gives the public an opportunity to get engaged in the planning process.

#### POPULATION

Since the last Master Plan was adopted in 2009, the US Census was updated and released. The 2010 population for Lathrup Village was 4,075, down from 4,236 in 2000. The Southeast Michigan Council of Governments (SEMCOG) projects the City's population will continue to decline, potentially to 3,588 residents by 2040.

The number of households has decreased over the past ten years as well, from 1,621 to 1,610. Household size has decreased slightly from 2.6 to 2.53 persons. The City's 4,075 residents are split fairly evenly between males and females. Males comprise 47.98% of the City's population, down about 1% from 2010, while females increased from 51.06% to 52.02%.

Figure 1: Population Forecast

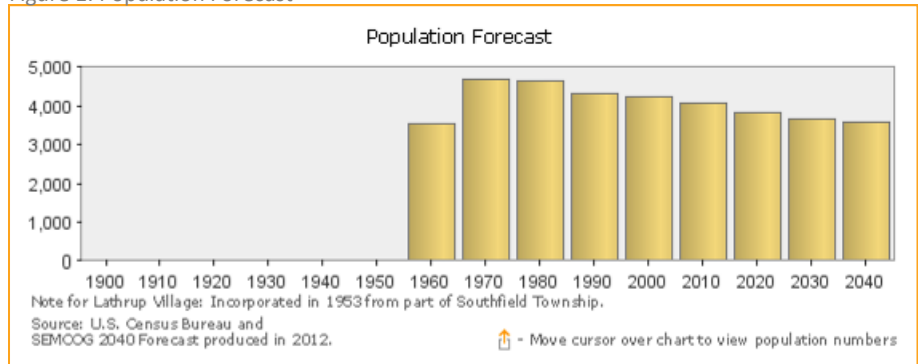
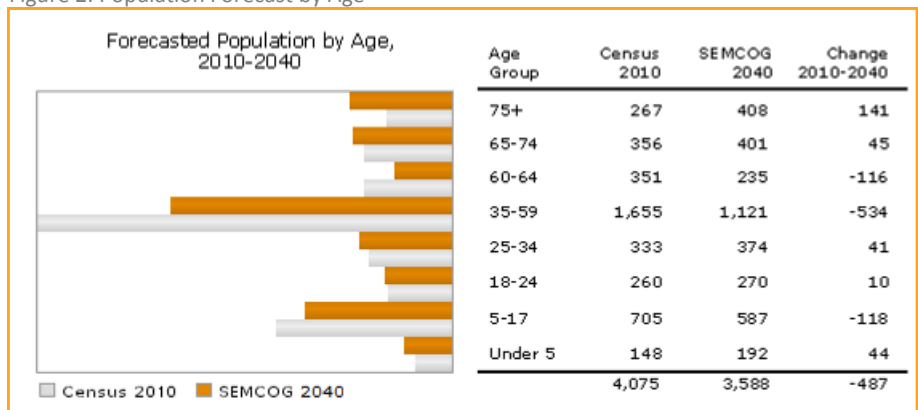


Figure 2: Population Forecast by Age



While the City's population decreases (see Fig. 1), there is an increase in one segment of the population: adults aged 65 and over. In 2010, the Census reports the median age increased from 40.5 to 45.8 years. SEMCOG projects that this trend will continue—in Lathrup Village as well as in the region and the country (see Fig. 2). In Oakland County, the 65+ population rose from 134,959 in 2000 to 159,124 in 2010; SEMCOG projects this population segment to nearly double to 305,579 by 2040. This increase in the senior population is not only due to the aging Baby Boomer segment, but also is due to our population living longer and a lower overall birth rate.

In addition to growing older, the population is also

becoming more diverse. The number of Non-Hispanic whites has decreased from 46.3% to 33.7%, while the black population has increased from 49.7% to 60.9%. Asian, multi-racial, and “other” races have collectively increased from 3.3% of the population to 4.8% of the population.

Comparing this demographic data to the City’s neighbors (See Fig. 3), it is evident that the trends in Lathrup Village from 2000 to 2010 are consistent with trends in the region. However, SEMCOG forecasts a continued decline in Lathrup Village’s population through 2040, while neighboring communities and the region see very small population increases.

## HOUSING

In 2014, Oakland County Equalization identified 1,747 residential parcels in the City of Lathrup Village, an increase of 17 parcels since 2000. US Census data suggests that roughly 90% of housing units were owner-occupied. The majority of housing in the City continues to be single family dwellings. Due to the economic downturn that hit the region hard, the housing values have decreased significantly over the past six years. Oakland County Equalization finds a 33% decrease in assessed value and a 41% decrease in the average sales price of a Lathrup Village home.

Despite the decrease of the past ten years, it seems that housing values seem to be bouncing back slowly. A 2014 snapshot of Multiple Listing Service (MLS) data shows that the City’s average home sale price in 2012 was \$106,494 and rose to \$152,477 in 2013. The trend continues so far into 2014 with the average sale price of a home between January and April of \$154,933.

Figure 3: Population by Community

Population by Community/Region					
	2000	2010	% change	2040 Projection	% change
<b>Lathrup Village</b>	4,236	4,075	-3.80%	3,588	-12.0%
<b>Berkley</b>	15,531	14,970	-3.60%	15,345	2.5%
<b>Southfield</b>	78,322	71,758	-8.40%	72,418	0.9%
<b>Oakland County</b>	1,194,156	1,202,362	0.70%	1,246,863	3.7%

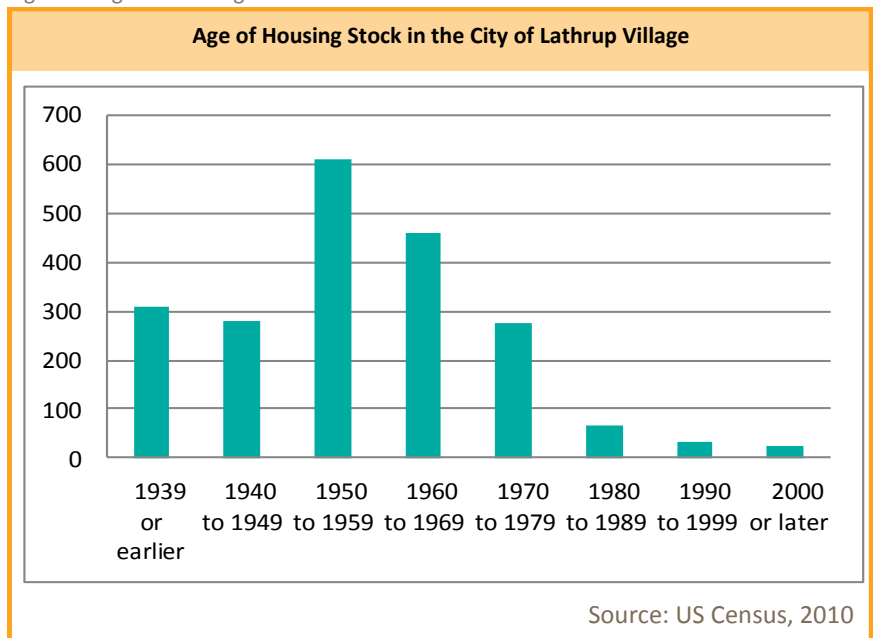
Source: SEMCOG

Figure 4: Housing Values

Housing Values			
	2000	2014	% change
<b>Lathrup Village Assessed Value</b>	\$84,670	\$56,600	-33%
<b>Average Selling Price: Lathrup Village</b>	\$186,868	\$108,455	-41%
<b>Oakland County Average Assessed Value</b>	Waiting for Oakland Co. data		
<b>Average Selling Price: Oakland County</b>	Waiting for Oakland Co. data		

Source: Oakland County Equalization (May 1, 2014)

Figure 5: Age of Housing Stock



The majority of homes in the City were built prior to 1970, with over half built before 1960. Homes continue to stay in good repair and make a significant contribution to the City’s community character.



## Historic District

The 2009 Master Plan describes the Historic District as a significant influence on the past, present, and future of the community.

Developed in the 1920's, the physical layout of the City mirrors many of the older village and city plans developed during the Garden City Movement. The plan is based on a radial pattern, which focuses on the village center at the confluence of Southfield Road and California Drive (See Fig. 6). California Drive is an octagon so it has two intersections with Southfield Road at either end of the village center. Major streets emanate from the center, which gives Lathrup Village its historic character and appeal.

The City pursued historic district status in the mid-1990's, and the Lathrup Village Historic District was formally recognized and approved by the U.S. Secretary of the Interior on March 16, 1998. The Lathrup Village Historic District includes 1,081 contributing properties and 132 non-contributing properties (see Fig. 7).

According to the information submitted with the City's application, the historic district is predominantly residential in character and comprises the majority of the City. Louise Lathrup developed Lathrup Townsite as a planned community between the years 1924 and 1963. In 1953, Lathrup Townsite was incorporated as the City of Lathrup Village. Predominant architectural styles within the district include late 19th and 20th century Colonial Revival, Tudor Revival, and Mission/Spanish-architecture.

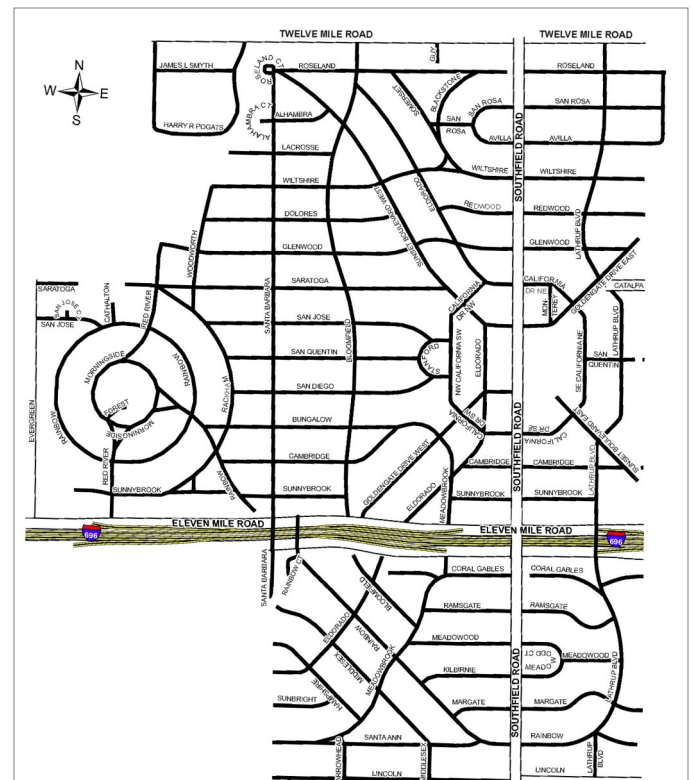
In 1929, a plan was advanced for the development of Sunset Boulevard as a major regional arterial road to connect the City of Pontiac with the City of Detroit. Part of that arterial road, Sunset Boulevard, ran through the Lathrup Townsite. The regional connector was never implemented. However, Sunset Boulevard remains an important connector through Lathrup Village, connecting the North Central and Northwest areas of the city.

Two predominant buildings were constructed in the town core area: the Annie Lathrup School and the Town Hall. The Town Hall was eventually demolished in the 1990's as part of a commercial development project. The Annie Lathrup School is the City's only remaining historic structure on Southfield Road.



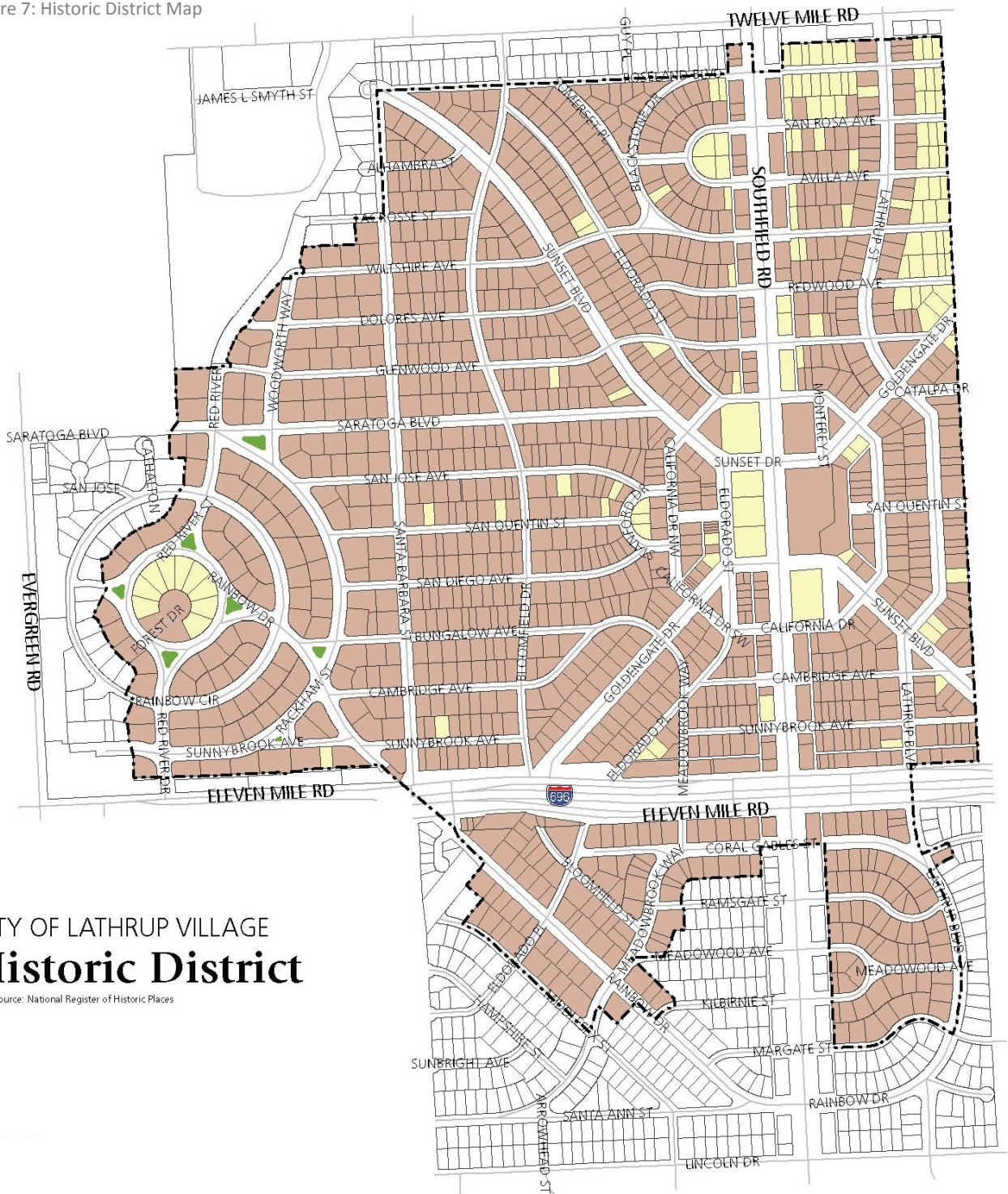
Originally the Annie Lathrup School, this is the last remaining historic structure on Southfield Road. This building is currently vacant.

Figure 6: Street Map



This map of Lathrup Village shows the radial pattern of the streets, which focuses on the center of the community. It is this historic street pattern that has shaped the Village Center concept.

Figure 7: Historic District Map



CITY OF LATHRUP VILLAGE  
**Historic District**

Data Source: National Register of Historic Places

- - - Historic Boundary
- Contributing Property
- Noncontributing Property

Map of Historic District from 2009 Master Plan



## ECONOMY & JOBS

Education is often tied to economic well-being. The residents of Lathrup Village are highly educated, with 95.5% of the population having attained at least a high school degree in 2011 and 49.7% having attained a bachelor’s degree or higher. These figures exceed the rates of Oakland County (92.3% and 42.2% respectively) and those of Michigan (88.4 % and 25.3%) (See Fig. 8)

High levels of educational attainment have led to the City’s elevated median income levels. According to the American Community Survey 5 year estimates (2007-2011), the City’s median income was \$80,664. This exceeds Oakland County’s median income (\$66,466) by nearly \$15,000 and Michigan’s (\$48,669) by over \$30,000.

The City’s poverty level is also impacted by the higher educational attainment of residents. According to the 5 year estimates, only 5.0% of people and 2.5% of families in Lathrup Village lived below the poverty level, which is defined in 2012 as \$11,720 for one person and \$23,492 for a family of four. In comparison, 9.5% of people and 6.7% of families in Oakland County were living below the poverty level and 15.7% of people and 11.1% of people across the state (See Fig 9).

The 2000 US Census identified 2,339 residents over 16 years of age were in the labor force. Of those, 2,259 were employed, almost 97%. By 2010, those in the labor force decreased to 2,314, and of those, 1,984 were employed, about 86%. The decrease is consistent with the economic conditions in the region and country over the past several years. In November, 2013, the State of Michigan reported an unemployment rate (seasonally adjusted) of 8.8%, while the national rate was 7.0%.

Most of those in the workforce commute to work, with 86.4% driving alone in a car, truck, or van. Only 1.3% took public transportation, which does not have any stops within the City limits. 1.4% walked to work, which is an increase from 0.3% in 2000.

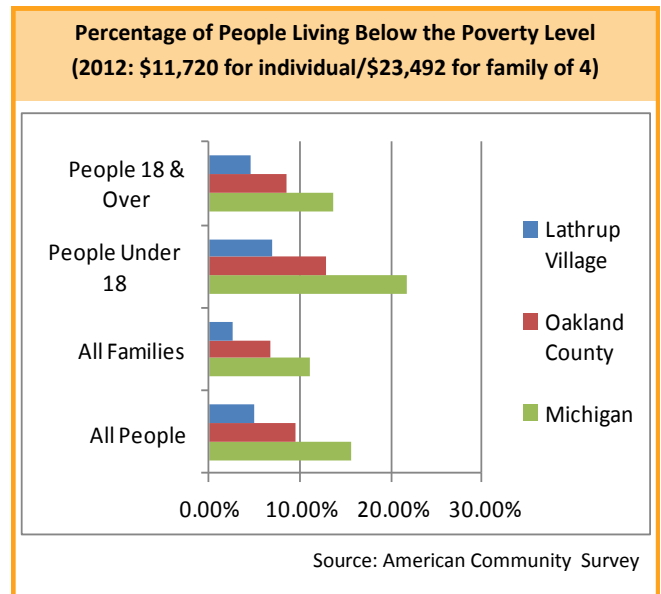
In November 2013, a market study was prepared for the City by The Chesapeake Group. This study contains extensive data on the demographic and market conditions and is discussed in Chapter 6, Commercial Corridor. The full report is included in the appendix. The analysis indicates that there is ample opportunity to expand economic activity in Lathrup Village. These new economic activities will not happen quickly on their own, but will instead require a proactive role by the City.

Figure 8: Educational Attainment Levels

Educational Attainment Levels Percent of persons age 25+, from 2007 - 2011			
Educational Attainment	Lathrup Village	Oakland County	Michigan
Bachelor's Degree or Higher	49.70%	42.20%	25.30%
High School Graduate or Higher	95.50%	92.30%	88.4%

Source: American Community Survey

Figure 9: Poverty Levels



Because of the City’s land pattern and development, new economic development will take place through the redevelopment and reuse of existing properties and structures. Furthermore, this study notes, “long-term economic viability of Lathrup Village will depend upon the Village differentiating itself from surrounding areas to create a sense of place that is distinctive.” Some of the findings, which will be discussed more in the chapters ahead, include the following:

- **Housing:** Smaller housing units with lower maintenance needs are needed to allow residents to age in place; it is estimated that 75 to 210 senior units could be absorbed into the City’s housing market.
- **Retail Opportunities:** There is a potential for 75,000 additional square feet of retail space. Larger amounts of space are possible depending upon niche activity, including “on demand apparel” and potential intertwined with entertainment. Food

service activity could increase, including the extension of farmers' market through the holiday season if space is created indoors.

- **Entertainment:** The quality connections within the region make entertainment development marketable. It is likely to incorporate food service and should include passive and indoor recreation component in the village center.
- **Office uses:** The office focus should be on select professional and business service space. Additional space potential for outpatient medical and urgent care activity is needed.

## TRANSPORTATION

Safety, connectivity and mobility are key transportation issues that must be addressed in the City. Since the previous Master Plan, the City has engaged the Road Commission for Oakland County (RCOC), as well as its neighbors along the Southfield Road corridor in reworking the Road Commission's plan to rebuild Southfield Road. Then, the plan featured a wide boulevard that would extend from Mt. Vernon (approximately 9.5 Mile) to 14 Mile roads—running through Southfield, Southfield Township, Lathrup Village, and Beverly Hills.

Instead, prompted by Lathrup Village's vision of a Village Center and revitalized commercial corridor, the RCOC has been studying alternatives. These alternatives will include context sensitive design alternatives that meet the needs and vision of each of the communities that rely on Southfield Road for transportation of its residents, visitors, and workforce. The City of Lathrup Village continues to work with the RCOC to advocate for a design alternative that improves vehicular and pedestrian safety and circulation, while at the same time encouraging a new vibrant type of redevelopment of property along this important commercial corridor.

Beyond Southfield Road, the City believes it is important to address transportation needs of the City in a comprehensive way. In 2010, the City of Lathrup Village developed its Complete Streets Plan that lays out a framework to knit together the four distinct quadrants of the City. This will be discussed in more detail in the Transportation Chapter.

## REGIONAL SETTING

The City of Lathrup Village is completely surrounded by the City of Southfield. Fig. 10 shows the future land use for areas of Southfield adjacent to Lathrup Village. For the most part, the majority of adjacent future land use is designated "Moderate Density Residential" and includes homes on lots that are 20,000 sq ft or less. This type of development is compatible with the existing and planned land use in Lathrup Village. One other residential land use, "Low Density Multiple Family Residential" abuts Lathrup Village south of 12 Mile Road, east of Evergreen. Southfield indicates this area is for buildings two stories or less in height.

One area that could impact Lathrup Village is the area north of the City along Southfield Road that the City of Southfield designates as the "North Southfield Road Subarea." This area is described as a "Unique area that contains a mixture of multi-cultural retail and services." Southfield's 2009 Comprehensive Plan notes that the objectives for this area include:

- *Establish a land use pattern that characterizes the North Southfield Road Corridor as a unique destination consisting of compatible yet diversified uses.*
- *Plan for a safe, efficient circulation system that provides sufficient access by all modes of transportation between nodes of activity within the corridor and the adjacent residential neighborhoods.*
- *Establish open space and beautification efforts to create an identifiable character for the subarea, which will reflect a pleasant, appealing atmosphere for working, shopping and residing in the north Southfield Road area.*
- *Develop a specific Corridor Overlay Zoning District and consolidate regulations into one concise set of reasonable and consistent standards for new development and redevelopment.*
- *Maintain the diverse, identifiable character of the corridor, while promoting vitality through private sector investment.*
- *Encourage the acquisition, demolition and reuse of those properties that, by virtue of their location, condition, or value, no longer function at their highest economic potential.*

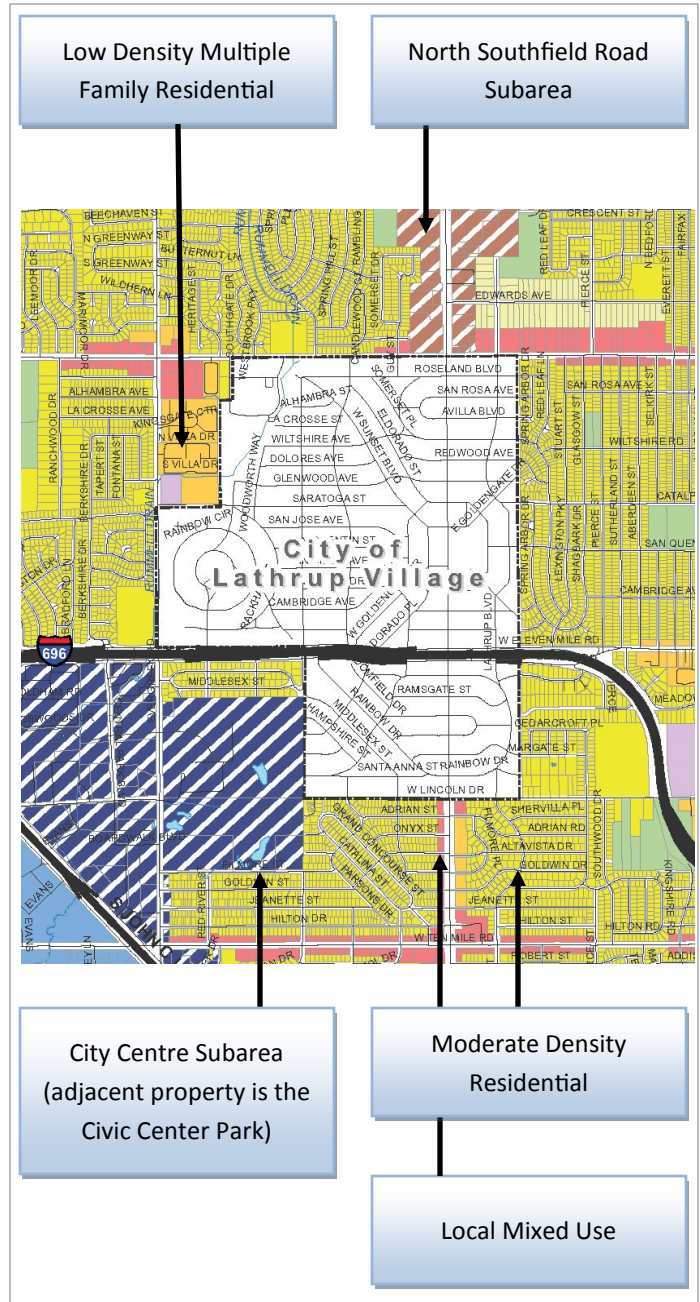
- Enhance the visual and aesthetic qualities of the corridor through streetscape, landscape, roadway improvements and portals.
- Establish the mechanisms necessary to achieve the recommendations for the North Southfield Road Corridor Subarea.

Southfield notes that the land use in this corridor will consist of “concentrated nodes of activity, primarily commercial and office, compact enough to create critical mass of business activity, with ancillary multiple-family residential uses, similar to the Local Mixed-Use designation.” Further, Southfield suggests that “the maximum size of retail uses should be limited to 75,000 square feet, or mid box uses such as grocers, electronics, office and clothing stores. Big box uses should not be permitted, except as described below, due to the shallow lot depths, proximity to residential uses, and the need to create a synergy of uses.”

Of particular note is the St. Bede Church at the northwest corner of Southfield and 12 Mile Road. Southfield noted that this site has “the ability to be redeveloped as a mixed-use center, if desired by the City.” A Wal-Mart store was unsuccessful in acquiring and developing this site because of its incompatibility with the Comprehensive Plan; however, a new development approved in December 2013 is planned for this area and is more in keeping with this future land use designation. The plan includes the construction of 114 luxury residential units in three-story buildings as well as a freestanding, 5,430-square-foot Applebee’s restaurant and two multi-tenant retail buildings totaling 32,324-square-foot .

Another future land use for the City of Southfield that is adjacent to Lathrup Village is Southfield’s proposed “City Centre” subarea. In this area, which includes the City of Southfield Civic Center and the areas generally bounded by I-696, the Lodge Expressway and Evergreen Road. The Comprehensive Plan notes that the “purpose of this subarea is to establish a framework of objectives and recommendations that will help guide the transformation of the City Centre into a pedestrian-oriented, mixed-use district and create a more meaningful and memorable place that adds to the identity and quality of life in Southfield.” The City’s goal is to “create a daytime, evening and weekend activity center that is easily identifiable, pedestrian-oriented, and incorporates a mix of uses and activities.” Adjacent land use within the City of Lathrup Village will not likely be

Figure 10: Future Land Use in Regional Setting



negatively impacted by new development within the City Centre due to the abutting land’s current use as the 157-acre Civic Center Park.

*Intentionally blank*



# three.

## Public Input & Goals

### Continuing to Move the Community Vision Forward

**G**oals describe the community's vision for the future. Objectives describe how the community can achieve the goals. This Master Plan Update will consider goals and objectives from the existing Master Plan in conjunction with public input and current demographic and economic data to refine goals and objectives for the future.

In the 2009 Community Master Plan for Land Use, the following ideas defined the community's "preferred future." They describe the community's vision for the state of the community in 2017 (10 years from the initial Master Plan input) in terms of "the City will....":

1. *Have a village center with improved businesses and better commercial varieties such as ice cream shops/ parlors and specialty shops. Participants desire an increase in mixed land uses; multiple story buildings with a live/work environment, or where residential use comprises the stories above the commercial/ business uses within the village center area. Residents are able to walk "downtown" to a vibrant center to shop for various items, get a cup of coffee, or eat at a high quality restaurant. The City has become a destination rather than a place to merely pass through.*
2. *Have improved buildings with attractive and complimentary architecture identify the City as an individual community that offers a high quality of life. The buildings are well cared for and landscapes are maintained. Gaudy signs have been removed and architecture is more traditional and unifying. Parking areas for business are improved with more landscaping. Curb appeal improves the City's image, and attracts new business and residents.*



3. *Become a walkable community. Bridges cross Southfield Road, connecting both sides of the road and providing safe access to all. Paths for bicycles and rollerblading are connected throughout residential areas, and connecting to parks and recreational facilities. These new paths are active with joggers, walkers, and other non-motorized/ pedestrian users.*
4. *Retain and build upon its reputation for very high quality K-12 schools attracting new families. There is 100% involvement. Schools are better quality and taxes go down. The community delivers the "Lathrup Promise" to the children of those families that choose to live here. MEAP scores are higher and parents feel good about their children attending schools here.*
5. *Strive to bring improvements to Southfield Road as well as landscaping and updated architecture add to a unique image for Lathrup Village. Distinct "Gateways" are created using landscape architecture and architectural techniques and structures. These gateway areas reinforce the idea of Lathrup Village being a destination for shopping and doing business.*

## 2009 Master Plan Strategies

The 2009 Master plan noted that the vision stated above requires proactive initiatives by the City. The following strategies were initiated in 2009, and the current status of each strategy is noted. Outstanding strategies will be evaluated and incorporated into the Master Plan Update as appropriate :

1. *ZONING ORDINANCE REVISIONS. The ability to facilitate change along Southfield Road will be predicated on revisions to the Zoning Code. The commercial districts, parking, and special provisions (I.e. overlay district) need to be reworked to accommodate suggested height dimensions and land uses. **COMPLETED.***
2. *DEVELOPMENT PLAN AND TIF PLAN. Amend the Downtown Development Authority Development Plan and Tax Increment Financing (TIF) Plan to reflect the proposed improvements recommended for Southfield Road and the redevelopment of the Village Center. **COMPLETED 2011***
3. *COMMUNITY WALKABILITY STUDY. Conduct a walkability study of the entire City to determine locations for sidewalk connections to institutional, community and business activities and evaluate options for pedestrian crossings, future mass transit stops, and ADA access. **COMPLETED***
4. *DESIGN PLAN FOR SOUTHFIELD ROAD. The proposed boulevard project should be designed with local input through the preparation of an design plan. The plan would suggest corridor enhancements, on-street parking areas, pedestrian crossings, traffic signalization, corridor lighting, and geometric changes to the roadway. The City should view the proposed project as a local capital improvement project to effectuate the redevelopment of Southfield Road instead of a regional transportation project. The design plan should extend the entire length of Southfield Road Work with Road Commission for Oakland County. **ONGOING***
5. *THE VILLAGE CENTER. Redevelopment of property bounded by California Drive will require a close working relationship between the City and private*

*property owners. Fortunately, there are not that many property owners within this area which enhances the likelihood of success. However, advancement of the concept will require a proactive approach from the community. **ONGOING***

6. *LAND BANKING. If financially feasible the DDA should selectively acquire property along Southfield Road for redevelopment. Acquisition priorities would include blighted and vacant buildings, obsolete buildings, and properties considered "strategic" due to location and proximity to the proposed Village Center. **ONGOING***
7. *JOINT PATHWAY WITH SOUTHFIELD. In an effort to create a more walkable community and provide additional recreational opportunities, connections should be established to the trailways program that exist in nearby communities. **ONGOING***
8. *MASS TRANSIT. The recent price increase in gasoline is causing individuals and communities to evaluate their energy conservation strategies. Communities along the Woodward Avenue corridor are discussing light rail as a future option to connect their residents with employment, entertainment, and shopping venues in other communities. This plan is suggesting Lathrup Village financial participation in SMART as a first step to provide mass transit options to residents. Further, discussions with other Southfield Road communities should take place to evaluate other mass transit alternatives. **ONGOING***
9. *TREE PRESERVATION AND PROTECTION. Evaluate the need to create a tree preservation, protection and replacement ordinance in the City. The principal asset of the City are the historic residential neighborhoods with their wooded lots and tree-lined streets. A tree preservation, protection and replacement ordinance would manage this resource, require the timely replacement of trees, and determine the reasonableness and replacement of trees slated for removal. **ONGOING***



## Public Input

As the City reviews and considers updates to the Community Master Plan, the results of public input will help guide the process. The Planning Commission used two approaches for gathering public input. On December 10, 2013, a public open house was held in the Community Room at City Hall. In addition, an online survey was available from December 1 through February 28. The full survey summary is included in the Appendix.

**Online Survey.** 77 residents completed the online survey. Of those, most felt that the overall quality of life in Lathrup Village is “excellent” or “above average,” with only 14% of online survey respondents saying the quality of life is “average.” No respondents felt the quality of life was “poor.” However, 20% of respondents felt that the quality of life has “declined” since they moved to the City.

**General Feedback.** The survey asked about the things people liked most and least about the City. The images in Figs. 11-12 illustrate commonly used responses for both questions, with larger words highlighting those used most frequently in the responses.

Online respondents plan on staying put in the City for a while. Most of those responding indicated they either had done home improvements, such as landscaping, additions, or interior remodeling, or they planned on doing so in the next five years. Even when asked what they might look for in their next homes, people generally thought they could find what they wanted in Lathrup Village. Some of their anticipated needs included a smaller home (48%) and a home with less maintenance (44%); however, over half of the respondents indicated they would be seeking a larger home (59%). 34% said they would like to live in an area

Figure 11: Word Cloud of “Likes”



Figure 12: Word Cloud of “Dislikes”



with more transportation options, while the same number said that transportation options didn't apply to them.

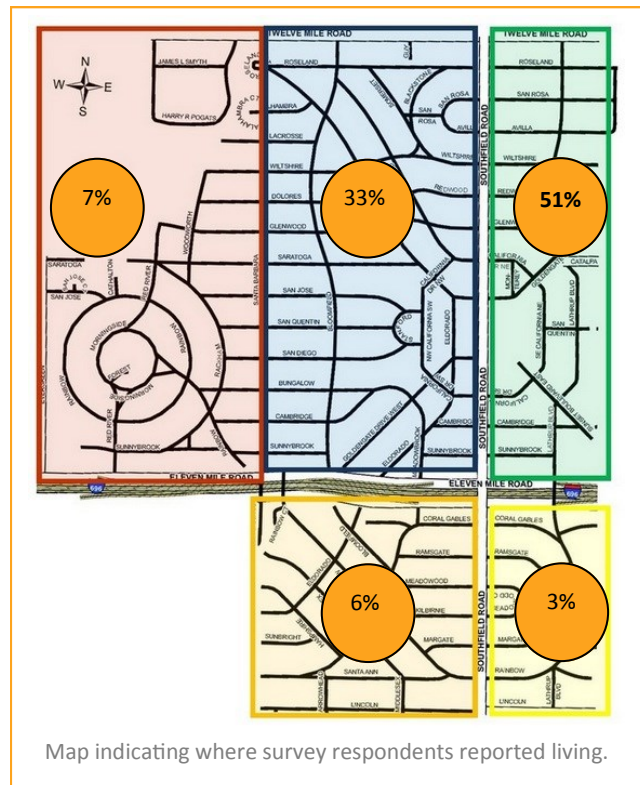
**City Services.** Respondents were generally satisfied with City services. Police and fire, garbage collection, snow removal, and recycling services received high marks (“excellent” or “above average”), while street maintenance, water & sewer service, and sidewalk maintenance were given “average” ratings.

**Transportation.** Southfield Road seems to be the common uniting force for the City residents. Fairly unanimously, people find the traffic frustrating, and the roadway unsafe to cross. It contributes to the City being “unwalkable,” and “unattractive.” One respondent summed it up by saying, “I am trapped in one square mile area due to busy car roads.” This sentiment is clearly shared by other respondents who replied that they “sometimes,” or “rarely” walk or ride a bike to any destinations in the City along Southfield Road or 12 Mile Roads. When asked about walking and/or biking to area locations, about 80% say they “always” or “sometimes” walk or ride to City Hall. About one third ride to the library.

In addition to these observations, it is a fact that Southfield Road and I-696 physically divide the community into four distinct quadrants. This has an impact on civic engagement as well as on public health and the provision of community services. This may be why the overwhelming majority of survey respondents (80%) live north of I-696, with 52% living north of I-696 and east of Southfield Road (see Fig. 13).

The poor condition of Southfield Road negatively impacts the commercial development it serves. When

Figure 13: Location of Survey Respondents



Map indicating where survey respondents reported living.

asked, most respondents identified the commercial development along Southfield Road as “average” or “below average” in terms of building condition, architectural design, property maintenance and variety of retail choices.

**Housing.** People enjoy living in Lathrup Village: over 90% said they will live in the City for at least six more years, while almost half plan on staying sixteen years or more. Residents continue to improve their homes, with several survey respondents indicating they plan to build an addition in the next five years. Many others plan other types of interior remodeling, which shows continuing reinvestment into the residential areas of the City.

When it comes to new development or redevelopment, respondents felt that the housing choices should essentially remain detached single family homes, housing for first time homebuyers, and housing for move-up homebuyers. Attached townhouses are “strongly encouraged” or “encouraged.” Options for older residents, including senior housing, assisted living, and accessory dwellings, are “neither encouraged nor discouraged.”

*“I am trapped in one square mile area due to busy car roads.”*  
*—Lathrup Village resident*

**Commercial development.** More choices are desired for commercial development on Southfield Road, where respondents identified that small-scale retail shops, offices, parks, civic uses (schools, libraries, museums), and mixed development are “strongly encouraged.”

To help improve the appearance of the Southfield Road corridor and entire community, respondents “strongly encourage” street tree planting and regulations on tree preservation, property maintenance, and residential and commercial design guidelines.

**Open House Responses.** Input gleaned at the public open house echoed online survey responses, and those who participated generally agree that the “preferred future” (identified at the beginning of this chapter) is still valid and work implementation efforts should continue. One attendee suggested that the City continue to partner with the Road Commission “to achieve real, long-term solutions for Southfield Road that knits Lathrup back together and becomes the Village Center backbone that we need.” It should be noted that all those who attended the open house also completed the survey.



## Goals & Objectives—2014 Community Master Plan Update

### Updated Goals & Objectives

Using recent public input as well as the “preferred future” and the related strategies created in the 2009 Master Plan, the following updated goals will guide land use policy decisions through the upcoming years. Objectives will be presented in Chapter Eight, following the special plan elements of housing, transportation, and the commercial corridor.

- GOAL 1: Create a Village Center.** Redevelop properties in the historic village center of the City from suburban strip-style development into a mixed use, multiple story, walkable downtown for the City. Provide opportunities for residential housing, retail, restaurants, office, and entertainment uses. Ensure this area reflects the character of the surrounding neighborhoods.
- GOAL 2: Improve the appearance of commercial areas outside the Village Center.** Encourage the improvement of buildings, streetscape, and signage along Southfield and 12 Mile Roads. Improved curb appeal will improve the City’s image and attract new business and residents.
- GOAL 3: Improve connectivity in the City.** Promote the independence and health of all City residents by improving transportation options within the City. Unite all quadrants of the City by improving vehicular and non-motorized transportation access.

- GOAL 4: Continue to nurture the City's identity as a diverse, caring, and welcoming city for those of all ages.** The City enjoys an identity as a community that has quality neighborhoods, parks, a seasonal farmers market, and events and activities for all ages.
- GOAL 5: Preserve and protect the quality and character of residential neighborhoods.** Encourage the preservation and maintenance in neighborhoods that contribute to the charm and identity of the City.
- GOAL 6: Preserve and protect the quality and character of residential neighborhoods, while offering variety of housing options.** Encourage preservation and maintenance of existing homes in neighborhoods that contribute to the charm and identity of the City. Ensure that new housing is compatible with existing residential neighborhoods.



# four.

## Housing

Ensuring needs of residents throughout life cycle

The City's residential neighborhoods, by and large, are what defines the character of Lathrup Village. Most of the City's neighborhoods are included in the Historic District as described on pages 9-10. Maintaining this character has a continuing goal of the City for many years. Key considerations include encouraging ongoing home and yard maintenance, blight enforcement, and tree maintenance and preservation.

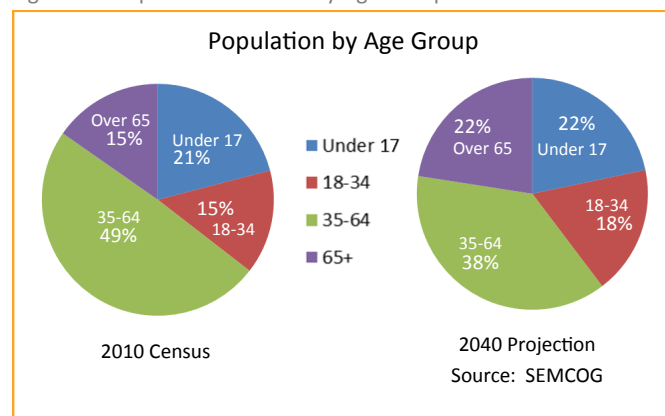
The City has approximately 1,764 residential parcels, according to Oakland County Equalization. Of those, about 93% are single family detached homes. Approximately 52% of the City's land area is comprised of single family residential (with nearly 1/3 of the City's area taken up by road rights-of-way). The US Census reports that in 2010, 93% of all housing was owner-occupied.

As noted earlier, the demographics of the City is changing; the population is getting older. Fig. 14 shows how the age distribution will change over the next thirty years. Given that the vast majority of housing units in the City are single family detached homes, the Master Plan Update should consider how to address the housing needs of its residents in the future. The Master Plan will consider how to promote the ongoing maintenance of single family homes and neighborhoods for residents of all ages, from families with children to older adults.

Studies have shown, and it appears to be confirmed in the City's own public input (see Chapter 3), that older adults tend to want to "age in place" in their existing homes. However, new trends in population shifts suggest that younger and older adults alike are interested in vibrant, more urban-style communities.



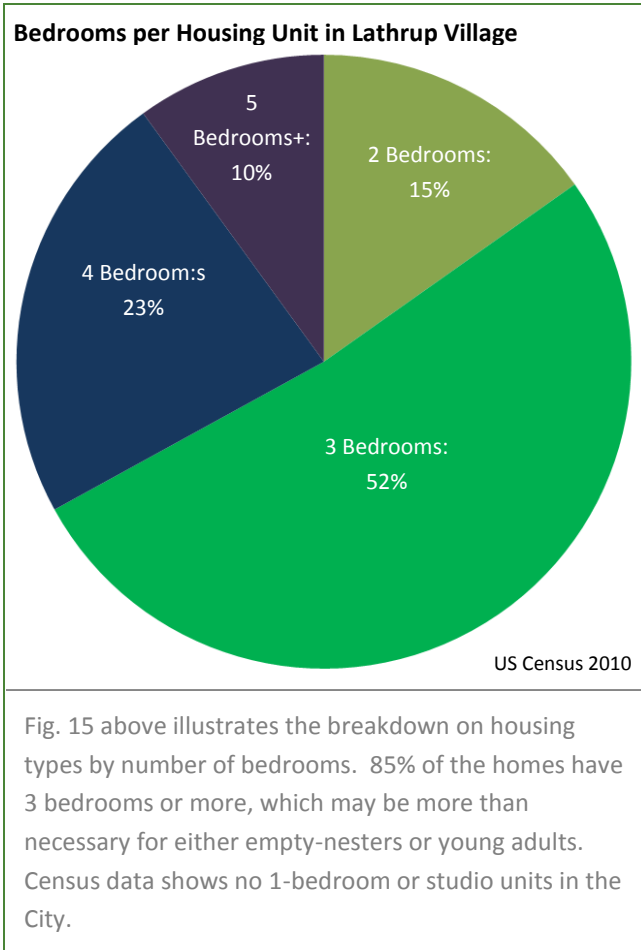
Figure 14: Population Forecast by Age Group



Through public input and previous planning efforts, the City has expressed a need to both retain existing residents as well as attract younger people to the City.

The current composition of the City's housing stock is well-suited for young families with its selection of single family residential homes, the majority of which has three or more bedrooms. However, there are few opportunities for young adults or empty nesters looking

Figure 15: Number of Bedrooms in City Homes



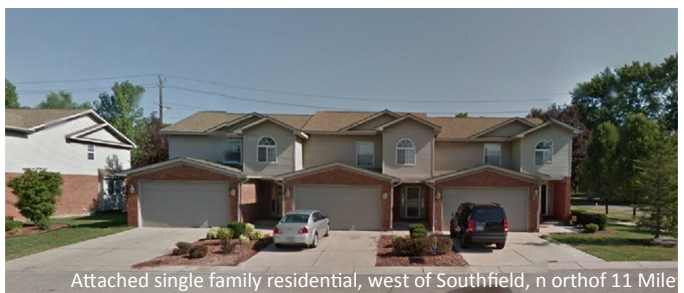
to get started or downsize into a smaller home with low maintenance. To offer options to its current and future residents, Lathrup Village has made zoning changes to accommodate this housing style as a part of envisioned redevelopment in the Village Center and Southfield Road Corridor. Providing alternatives to single family detached housing is a key component of a future Village Center, and also can give older adults the opportunity to “age in community.”

It should be noted that needs of older adults go beyond housing, and include access to transportation, opportunities for socialization, and access to services.

**Aging in Place**

Facilitating current residents to remain in their existing homes will be beneficial to the all residents of Lathrup Village. The US Census reports that about 1/3 of all homeowners have no mortgage on their homes. This means that money not spent on mortgages may increase the potential for spending on other commodities including local goods and services. In addition, older adults often

**Examples of Housing in Lathrup Village**





have the time and inclination to volunteer their time; the City may find it beneficial to tap into their skills and backgrounds. Therefore, Lathrup Village’s ability to keep residents in their homes for as long as possible likely yields returns greater than any additional costs associated with providing services.

Issues related to aging in place include home design and maintenance. The home must be safe and accessible for older residents. Improvements can range from the simple, such as replacing light switches and faucets, to more significant improvements, such as kitchen and bath remodeling. The City should explore ways to educate the community on the elements of Universal Design, which is intended to make spaces that are accessible to all, not only aging adults, but also families with small children.

Another issue for older adults staying in their homes is the ability, often physical, to maintain their homes as they have in the past. There are several actions that can be taken that can help to mitigate the burden. One option would be to identify qualified, quality “handymen” entities that would agree to provide services to local residents at a reduced or fixed cost basis. Utility companies often have maintenance contracts on significant appliances as well. The entities involved would benefit through increased promotion at no cost to them and potentially stable and consistent business.

A second option would be to establish a small local company to furnish services on a fixed price or a variety of services for one monthly price. This would operate much like a condominium association and some homeowners associations around the country; but could cover not just exterior but interior minor maintenance elements as well.

Third, the City is fortunate to have a community organization called the Lathrup Village Time Bank. This local exchange of approximately 140 members can offer residents a variety of services. When a person spends an

**It should be noted that needs of older adults go beyond housing, and include access to transportation, opportunities for socialization, and access to services.**



Lathrup Village Time Bank website:  
[www.lathrupvillagetimebank.org](http://www.lathrupvillagetimebank.org)

hour to do something for an individual or group, they earn a Time Dollar, which can be used to buy an hour of a neighbor’s time or engage in a group activity offered by a neighbor. This organization is likely already serving older adults in the community, and that information could be more widely shared as a way to promote the City’s neighborliness.

### 2013 Market Study

The City of Lathrup Village Downtown Development Authority (DDA) completed a market study in 2013 to understand what redevelopment opportunities may exist within the City. This study, while focusing on retail goods and services, does consider the impact of housing. The complete document is available at City Hall and is posted on the City’s website. However, important excerpts are included here that relate to future land use and policy direction related to housing needs.

The “context” of the study makes the following observations relative to housing needs in the City:

- Birth rates have fallen to the lowest level in the history of the country; fertility rates are at the lowest or near lowest level in history as well; and marriage rates continue to decline and are also at the lowest level in the country’s history.
- The average age of residents continues to increase. “Baby Boomers” are seeking different housing options, shopping experiences and environments than those associated with past generations of seniors.

Understanding the context as noted above, the study

notes that the pace of new housing and redevelopment throughout the country has expanded this past year as market share for different forms of units is evolving. The study recommends that Oakland County, through communities like Lathrup Village, should embrace mixing of uses, modest increases in density and changes in form in order to stay competitive with other parts of the US.

The study predicts that conservatively Lathrup Village could capture between 20 and 100 units of non-

### Mixed Use Development with Housing on Upper Levels



*Wixom, MI (above)*



*Wauwatosa, WI (above and below)*



single family, non-senior, and non-detached housing in the foreseeable future, irrespective of the current zoning and related holding capacity of the land. Initial market successes could result in significant revision of opportunities well beyond one hundred units. Redevelopment of existing properties would be essential given the lack of undeveloped land at present. Furthermore, the compendium of senior or adult housing could be added to the mix with an additional 75 to 210 units absorbable. This idea is supported by Chris Leinberger, author and researcher at the Brookings Institution, who notes that 30-40% of buyers want to live in walkable urban places and only 5-10% is being provided in any given market.

The report suggests that opportunities exist in the City to add retail goods and related services. The amount of square footage that may be supportable varies by the potential number of new housing units that could be also added. With more housing units, additional retail goods and related services are supportable.

Most of the City has been built out and few parcels of undeveloped land is available. As noted earlier, the recent DDA market study suggests that additional housing units, if built, would likely be absorbed by the marketplace. With the City's land use designations of mixed use and village center, there are opportunities for attached single family residential as well as multiple family residential. These may look something like the developments at left.

### Annie Lathrup School: Lathrup Village Redevelopment Report

The City has one highly visible redevelopment parcel that could begin to provide the type of mixed use the City envisions for the Village Center. The former Annie Lathrup School has been vacant for several years and is deteriorating. The school sits on a large parcel on Southfield Road, and is adjacent to City Hall and the community park. This parcel was recently studied by students at the University of Michigan, at the request of the City and the Michigan Economic Development Corporation as part of its Redevelopment Ready Communities program.





Annie School in 1929



Annie School in 2013

The team, led by real estate professor and developer Peter Allen, was comprised of students studying real estate, urban design, urban planning, and architecture. They were advised by Fred Beal of Beal Construction, a firm that specializes in historic rehabilitation. In addition, the City’s DDA, planning consultant, and the property owner, Jeffrey Surnow, participated in this study. The team found that a mixed use rehab of the school that includes housing (see Fig. 16) could be feasible as follows:

**Programming & Recommendations**

- The Annie Lathrup School is a historic anchor: When Louise Lathrup built the school and old town hall in 1926, she envisioned a thriving, beautiful community with peaceful residential neighborhoods surrounding key public buildings on a bustling thoroughfare.
- The best way to redevelop the Annie Lathrup School is to keep the historic facade, while renovating the indoor space and add infill including a mixed of uses with parking on site:
  - \* 1st Floor: Ballroom/Classroom/Gym/Dining hall — Retail/Restaurant/Cafe/Bar. With big windows and easy access to outdoors, these classrooms

Figure 16: Concept for Repurposing Classrooms into Housing



*These conceptual floor plan images illustrate the possibility of transforming and repurposing a historic school into housing.*

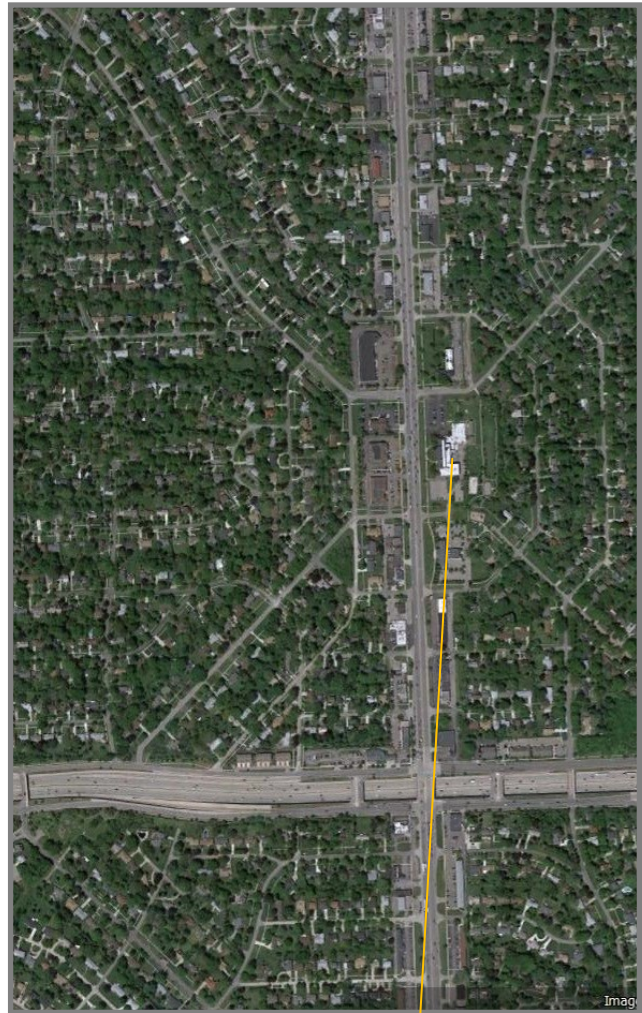
can be turned into different types of commercial uses. The unique shape and high ceiling of the former gym provides great potential for a specially designed restaurant or bar, which enriches social life and entertainment opportunities.

- \* 2nd Floor: Classrooms — Apartments: The ample windows and high ceilings in the old classrooms offer opportunities to create efficiently-sized apartments for singles and empty-nesters.
- Further development could include new construction around the building, which will make the site the new town center for Lathrup Village. To make the full development feasible, there will need to be a reduction for the local parking code.

#### Master Plan Implications

- The City should ensure that there are a variety of housing options to meet the needs of Lathrup Village residents, both now and in the future. It will be important to focus on opportunities to address housing while maintaining the character of the existing single family neighborhoods. More dense infill housing should be allowed in areas designated as mixed use and Village Center.
- There are zoning and land use barriers to providing housing as described above, particularly related to parking requirements. These requirements should be updated to reflect the context of land use, and should include consideration of shared parking and opportunities for public transportation.

*These findings are incorporated into Goals 1, 2 and 6 (see Chapter Eight)*



Former Annie Lathrup School



# five.

# Transportation

Guiding safe and efficient access and mobility for all residents

**A**s noted in the 2009 Master Plan, Lathrup Village has developed around a framework of existing roads and streets in a grid and radial pattern reflecting principles of the Garden City movement. Bounded on the north by 12 Mile Road, to the west by Evergreen, to the south by Lincoln Drive and to the east by Lathrup Boulevard, Lathrup Village is a traditional pre-WW II community embedded within a metropolitan area.

### Transportation Network—History of Southfield Road and I-696

**I-696:** Currently this freeway is a major commuter route linking second and third tier Detroit suburbs between I-275/I-96, I-75 and I-94. Before its construction, however, the I-696 project was controversial. Lathrup Village, Pleasant Ridge, and the Detroit Zoo filed lawsuits in an attempt to stop construction of the freeway, which eventually did what these opponents knew it would: divide neighborhoods and communities. Despite legal battles that eventually ended at the State Supreme Court, the I-696 Freeway was constructed and opened in segments during the 1980s.

**Southfield Road:** Southfield Road became an important north-south roadway in the mid-20th century, with demand for suburban living and access afforded by new federal highways leading from Detroit. The

Figure 17: Regional Road Network Map



Southfield Road Traffic Counts: SEMCOG (2012)  
I-696 Traffic Counts: MDOT (2010)

expansion of Southfield Road to a five lane “super-highway” was heralded by the local leaders of the time, who could not have envisioned that mass transit systems would erode and personal automobile traffic would dominate the landscape (See Fig 17).

### 2008 Master Plan

In 2009, the Master Plan noted that the City, while a suburban community itself, has been adversely impacted by sprawl. Major roads and highways delineate residential areas, increasing cut-through traffic and the need for additional buffering areas and traffic calming techniques to screen and protect residential areas. In addition, and as pointed out from public input, Southfield Road and I-696 fragment the community into four zones (see map at right). Issues raised at the 2007 Visioning Workshop related to transportation included the need for more walkability in the Lathrup Village.

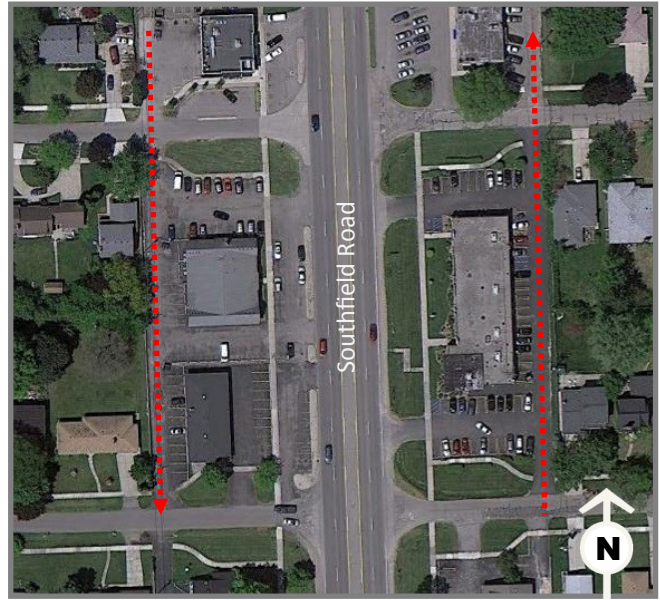
Impending Southfield Road reconstruction included expansion of the roadway and the addition of a large boulevard. The City recognized that road project would do nothing to improve walkability, and would further reinforce the division of the City. In 2009, the City began research and assessment on how it could better improve traffic flow and safety along its portion of Southfield Road, while responding to resident and business owner demands for a more walkable community.

### Access Management Plan

An Access Management Plan was developed for the Southfield Road Corridor in 2010 to address safety and efficiency of the roadway. This plan considered the Village Center concept and contained the following concepts and recommendations (references to the former wide boulevard-based Southfield Road plan have been removed):

- Forty direct-access driveways would be closed, and the remaining intersection spacings would all exceed MDOT’s recommended minimum same-side driveway spacing of 350 feet. Seven side streets would be limited to right-in/right-out operation, and left turns out would be prohibited at two other side streets. The above would sharply reduce both vehicle-vehicle and vehicle-pedestrian conflicts.
- Frontage properties would be served by an extensive

Figure 18: Alley concept from the Access Management Plan



*Dashed red arrows show how alleys (existing in much of the corridor) could be used to promote visits between buildings without forcing vehicles onto Southfield Road. Many driveways could be closed, improving vehicular flow and safety.*

system of two-way “backage,” or alley, roads (through-out) as well as a one-way alley (southbound from Goldengate West) (See Fig. 18). These would connect to streets having signalized access at Southfield Road, thus facilitating easier and safer left turns in and out.

- Motorists would be able to travel between nearby properties without having to wait to enter Southfield Road, drive a short distance, and possibly wait to again leave Southfield Road.
- Four full-service traffic signals are proposed (a net increase of three). The full-service signal at Southfield and Sunset/Goldengate East would be removed, and four new ones would be installed at California SE-SW; a proposed new driveway / future street midway between Goldengate and Sunset; California NE-NW; and Redwood. The spacing between the four new signals would be nominally equal at about 800 feet.
- The uniform spacing between the four proposed full-service signals would facilitate coordinated signal timing, thus reducing stops while maintaining controllable, more uniform speeds. Also, through the City Center, traffic would be able to readily circulate between the two sides of Southfield Road, and no



pedestrian would have to walk more than 400 feet (less than 2 minutes) to reach a signalized pedestrian crossing of that road.

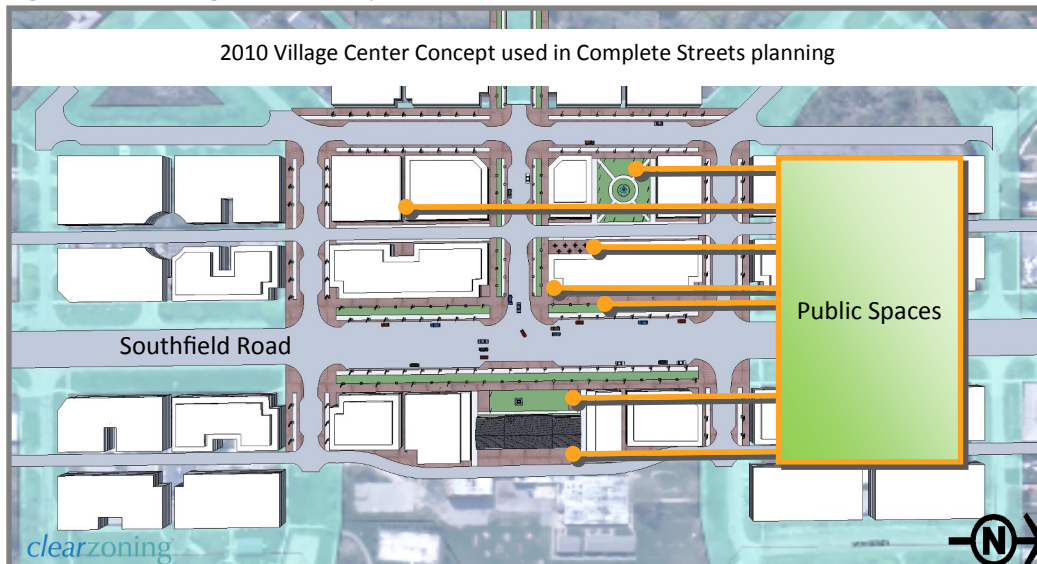
- Direct entering left turns would be permitted at two strategic unsignalized locations: Avilla and Sunnybrook. Both locations would provide ingress to the backage road system, for delivery trucks as well as general traffic. There would no two-way left-turn lanes, thus eliminating many of the current traffic conflicts.
- The right of way contains space for a significant amount of new parking to serve the more intensive land uses envisioned for the Village Center. On-street parking along four blocks of Southfield Road is also proposed, between California SE-SW and California NE-NW.
- If three large landscape median islands were located in the first 1,000 feet south of 12 Mile, it would provide space for attractive entry features for traffic entering Lathrup Village from the north. Further south, there could be several sections of 12-foot-wide landscaped median: about 500 feet spanning Avilla and Wiltshire; 400 feet near Sunset/Goldengate East; 300 feet between westbound 11 Mile and Sunnybrook; and three shorter islands at Glenwood, Sunset/Goldengate West; and Cambridge.

## Village Center Concept

In conjunction with the Access Management Plan, the City developed a conceptual illustration for the Village Center area to assist with roadway planning, Zoning Ordinance development, and discussions with the development community (See Fig. 19). It was anticipated that the City Hall property could be leveraged to spur redevelopment under the right circumstances. The basic building blocks of the network are the preservation of the existing historic building (Annie Lathrup School) and two main roadways that accommodate vehicular traffic with a pedestrian-friendly focus that includes on-street parking, wide sidewalks and abundant landscaping. Key elements in the concept include:

- Southfield Road: The existing 160 ft ROW includes double rows of street trees create a sense of place and makes corridor greener. It could be narrowed to 120 ft of ROW, depending upon the ultimate future road cross-section, which would provide more area for adjacent land development (see Refined 2012 Concept on page 32).
- New Street, “Park Street Promenade”: Features a 100 ft ROW. Again, double rows of street trees create a sense of place and makes corridor greener—more “park-like.” This street will connect the Annie Lathrup School Plaza to the western end of the downtown area.

Figure 19: 2010 Village Center Concept



*Spaces—both public and quasi-public (like courtyards and arcades) - contribute to a sense of place and vibrancy in a downtown environment. They also serve practical purposes, as places for outdoor activities like outdoor dining, civic events, and connecting streets to parking areas. This graphic illustrates a few ways that public spaces might be created in the Village Center.*

- **Public Spaces:** Large and small public spaces provide opportunities for people to gather formally, such as for art fairs, concerts, or other events, as well as informally, for a rest, a chance meeting, or to people-watch.
  - \* **Public square**—a formally designed space that will allow for programmed events as well as informal use. Slightly off the main roadways, this space will be an attraction to draw people into the heart of the Village Center. Access and views into the public square will also add value to the buildings off the main streets.
  - \* **Building setback at the corner of alley and Park Street Promenade** encourages outdoor activity and opens the views and draws people into the Public Square
  - \* **Courtyards and Arcades**—Spaces created by buildings that foster a feeling of intimacy and create a sense of connection from people to place. Arcades are mid-block opportunities to connect the streets and blocks, linking shops and parking areas. Shops may be located off arcades, creating opportunities for lower rents and more diverse shopping experiences. Courtyards provide opportunities for semi-public spaces that offer respite from downtown activity

## Complete Streets

In 2011, the City prepared a Complete Streets Plan, which was included as a supplement to the Master Plan and is included in the Appendix. Complete Streets is a term used to describe a transportation network that includes facilities for vehicles, pedestrians, cyclists, and other legal users. Complete streets provide transportation choices, allowing people to move about their communities safely and easily. In addition to the plan, the City adopted a complete streets ordinance that facilitates the implementation of plan elements in conjunction with other public infrastructure improvements.

**Key components in the Plan include elements to guide the transformation of Southfield Road from a 5-lane automobile-oriented thoroughfare into a safe and efficient roadway that accommodates a variety of users, including pedestrians.** Examples of these elements include:

- **Village Center:** the context of the surrounding area influences the function of the roadway. Roads in this area will feature elements that are more suitable for a denser, walkable urban setting, such as the following:

Precedence images such as those below show how transportation facilities will look in the Village Center: bicycles, bicycle parking, wide sidewalks and streetscape amenities combine to create a vibrant, walkable environment.



In a March 2014 poll by the American Planning Association, 49% of Millennials (aged 21-34) and Baby Boomers (aged 50-65) report that they someday want to live in a walkable community, while only seven percent want to live where they have to drive to most places. 76% of respondents said affordable and convenient transportation options other than cars is at least somewhat important when deciding where to live and work. Findings show that They also believe the best way to make improvements nationally during the next five years is through local economies and investments that make cities, suburbs, small towns and rural areas attractive and economically desirable places to live and work.

- \* Parallel on-street parking
- \* Bike lanes routed into the Village Center
- \* Travel speeds of 35 mph or less
- \* Buildings directly abutting the road right-of-way
- \* Wider sidewalks serving pedestrian activities, including outdoor dining
- \* Streetscape elements including lighting and landscaping
- \* It is anticipated that at least one new street will be constructed in the Village Center, perpendicular to Southfield Road. This street will function as a “collector street,” in this case connecting local streets to the central business district and to minor and principal arterials.
- \* Roads including Eldorado, California (about one block east and west of Southfield Road), and Monterey will link the Village Center with local streets. The street portions of these roads will contain two lanes of traffic as well as two designated bike lanes, and two lanes of parallel on-street parking in the Village Center. These streets will also include space for sidewalks, landscaping, street lighting, and street furniture.
- \* In the Village Center, local streets will provide access to abutting land and consist of all streets that do not belong to one of the higher systems. These streets will typically have formally striped, on-street parallel parking on both sides of the street. The form of the village local streets will be impacted by adjacent land uses, which will be typically more dense than the rest of the City.
- **Backstreets/Alleys.** Backstreets, or alleys, are discussed in the 2010 Access Management Plan. In Lathrup Village, alleys are designated behind buildings along both sides of the Southfield Road Corridor; the framework for these alleys exist and in some cases are currently utilized as a way to move between properties without using Southfield Road. A built-out alley network can accommodate service delivery and provide short block-to-block access for motorists, minimizing travel movements on adjacent roadways.
- **Pedestrian crossings.** Street intersections are typically considered the best locations for pedestrians to cross the street. The best crossings minimize crossing distance, maintain visibility, and allow sidewalk ramps to be placed within the sidewalk. In Lathrup Village, all of the major signalized pedestrian crossings take place where two streets meet or cross. Most crossings

are existing, except for those proposed in the Village center area. A pedestrian-only crossing is proposed along 12 Mile Road and the 11 Mile Road service drives. The existing crossing at Sunset Boulevard will be relocated to where the new road will meet Southfield, and three additional crossings will be added, making it easier for non-motorized travelers to cross this major roadway.

### Southfield Road Update

As of May 2014, the Road Commission for Oakland County (RCOC) continues to prepare an Environmental Assessment for the entire Southfield Road project area. The study to date includes six alternatives and the RCOC anticipates moving one of those alternatives forward in 2015. Eventual road reconstruction is anticipated by 2024.

### Master Plan Implications

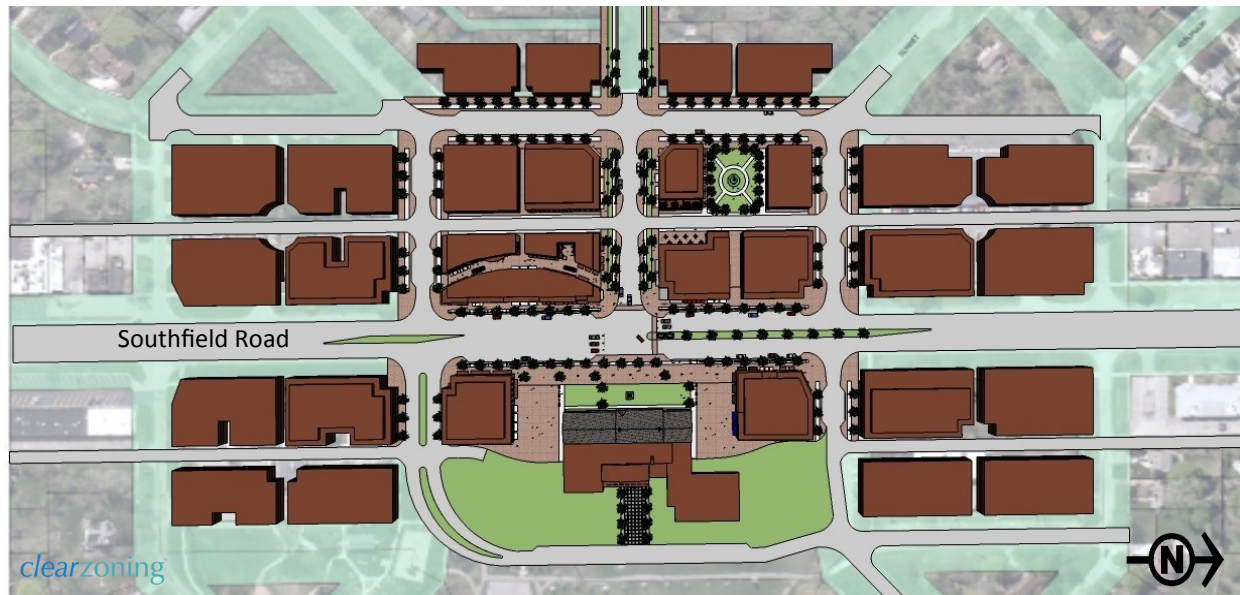
- The City should continue working with road agencies on improvements to the transportation network with consideration for all users. Southfield Road and I-696 are significant physical boundaries that divide the City. Efforts to improve connectivity and mobility should be pursued.
- The City should continue to implement improvements to the existing sidewalk network through the Capital Improvements Plan.
- The City should explore opportunities to facilitate the development of the Village Center through initiation of the street network.
- Given the 10-year+ timeframe for Southfield Road reconstruction, the City should pursue Complete Streets and Access Management Plan strategies that could be reasonably addressed in the interim.
- The City should continue to explore narrowing the ROW of Southfield Road to 120 ft within the Village Center area to provide opportunities for additional economic development.

*These findings are incorporated into Goals 1, 2 and 4 (see Chapter Eight)*



Figure 20: 2012 Village Center Concept

### Refined 2012 Village Center Concept



Refined 2012 Village Center Concept incorporates additional public space and narrow median on Southfield Rd. These images were presented to the community at a meeting at the Annie Lathrup school in June 2012.

Figure 21: 2012 Village Center Concept Precedent Images



**Walkable. Vibrant. Destination.**



# Commercial Corridor

Improving redevelopment opportunities for a mix of uses

In 2012, the City refined its concept for the Village Center Area with input from the owner of the Annie Lathrup School and feedback from residents (see Fig 20-21 on previous page). The updated concept maintains the framework for the Village Center with the street and sidewalk network, and adds in additional public space behind the school and a narrow median on Southfield Road to facilitate pedestrian crossings.

The DDA's 2013 market study was intended to define opportunities and suggest implementation strategies for the City to engage redevelopment as well as to retain and recruit businesses to the commercial areas of the City, particularly the Village Center.

As noted in Chapter 4, the context of the study is that there are demographic and other changes within the United States and Michigan that impact the current and future opportunities for Lathrup Village. In addition to those mentioned in Chapter 4, additional changes relating to commercial development include:

- Manufacturing is changing significantly through changing technology, technology application and the introduction of new materials. Manufacturing changes will impact retail and related space in significant ways in the future. More buying will be based on "on demand" production methods.
- In the short-term, countering the previous two factors is the trend among major box stores and others to fulfill online orders from stores versus warehouses.
- Higher education costs continue to rise.

In addition to the national trends and patterns impacting Lathrup Village, there are significant local patterns, including but not limited to those that follow:

- The regional economy as well as the areas around Lathrup Village, like many communities, suffered economically during the "Great Recession." Unemployment and under-employment levels continue to thwart other growth and economic changes.
- The demographics of the surrounding area and to a lesser extent within Lathrup Village have changed. The population has aged; depressed or declined housing values impacted local revenues; and increases in demand for certain goods and services is occurring while creating demand in other components of the local economy is diminishing.

Multiple analyses, including a comparative assessment or gap analysis and demand forecasting, were performed to define current and future opportunities for Lathrup Village. To determine additional potential uses without bias, the property must be placed within (a) the context of the larger geographic area or market, and (b) the local population. The overall purpose of both analyses is to define opportunities and niches that are un-met and under-served or could potentially be successful at present or in the near future in Lathrup Village.

## Summary of Findings

Growth in housing units and households will result in increased demand for retail goods and related services. However, countering the increased demand for goods and services generated from household growth will be increased growth of online sales, at least in the foreseeable future, and technological change that will result in changes in required inventories within “bricks and mortar” operations. The study does find additional demand for retail goods and related services, as well as entertainment uses, and office space. The conclusion of the study is:

### Housing

- Market rate units from a low of 20 to as many as 90.
- Adult/Senior housing units ranging from 75 to 210.
- Adult compendium care housing from three levels of assisted, through nursing care, through hospice.
- There could be a range of or various physical forms other than single-family detached.

### Retail

- Potential for 75,000 square feet of space.
- Larger amounts of space are possible depending upon niche activity and potential intertwined with entertainment.
- Food service activity and the extension of farmers' market through the holiday season if space created indoors, niche apparel additions from "on demand" production.

**Entertainment.** The quality transportation system connections within the region make entertainment development marketable; however, there is little to no probability of such development without a configuration in a town/village center development.

- About 60,000 square feet could be supported in a “village center” area.
- Must capture regional market share.
- Likely to incorporate food service.
- Should include passive and indoor recreation component in the village/town center.

## Office and “Flex” Space

- Range from 14,000 to 130,000 square feet capturable in Lathrup Village.
- Focus on select professional and business service space.
- Additional space potential for outpatient medical and urgent care activity.

**Study Implications for the Master Plan.** Increasing services for residents and an expanded tax base will not likely be significant given the existing configuration and deteriorating condition of certain properties. With no "green fields" or virgin land remaining, new opportunities require reuse of existing structures/properties.

- One ripe opportunity for redevelopment in the City is at the vacant "Annie Lathrup School" property. This site can be defined as a negative influence on Lathrup Village as the buildings continue to deteriorate. While the redevelopment of this site has its own challenges, given the historic nature of the structures, the size and shape of the parcel will help facilitate site design and layout.
- Another contributing factor to the deteriorating conditions along Southfield Road is in the road right-of-way area that is typically used as parking throughout the corridor. These areas are in rough shape, yet significant improvements to these areas is out of the hands of property owners as well as the City, and these conditions have to be changed. Options likely include diminishing the right-of-way, gaining enhancement and maintenance control over that portion of the right-of-way, or having the State and County invest dollars in its improvement. The latter, if that is the path upon which Lathrup Village continues, cannot wait five to ten years.

In addition to the physical needs of the corridor, the City should also be considering the following:

- Rethinking code application, enforcement procedures and the relationship between taxes and property revenues (considering formulas more closely related to residential) could be of significant benefit to Lathrup Village over time.

- While technically Lathrup Village is a city, many stakeholders envision it as a "village" or a small community which it is in terms of land mass and population. The City should continue to reinforce this identity. Such an identity is critical for visitors to instantly recognize when they have entered or left Lathrup Village and be impressed and comfortable when in it.
- The City must continue to mitigate the impact of deteriorating properties through strict code enforcement, irrespective of occupancy status
- The City should continue to identify opportunities for placemaking activities—whether public or semi-public (such as outdoor dining for restaurants, art displays, or unique retail events)
- The frontage along Southfield for most of its length in the City was built in a different era and is no longer compatible with modern commercial needs. The depth of the parcels zoned for commercial is often inadequate to support modern site and structure design. Addressing this issue means creating select parcels with greater depth, affording demolition of existing structures while preserving the character of surrounding areas through limited infringement of residential area integrity.

A concept to mitigate this issue involves the optional conversion of property adjacent to Southfield Road properties to be used for parking. This would allow Southfield Road properties to be redeveloped, presenting opportunities for new uses and businesses in the entire corridor.

If properly screened and landscaped, this parking area would serve as a buffer between more intense commercial uses and the adjacent residential neighborhoods. Images on this page provide examples of the types of development that would be appropriate in this corridor. A graphic that illustrates this concept ("Mixed Use Expansion Area") is presented on the following page (See Fig. 22).

*These findings are incorporated into Goals 1, 2, 3, 4 and 5 (see Chapter Eight)*





Figure 22: Concept Sketch for Mixed Use Expansion Area

## Concept Sketch for Mixed Use Expansion Area



**T**he Future Land Use Plan Map, provided on page 39, is a representation of the City's preferred land use arrangement. The map identifies general locations for various uses envisioned by the Planning Commission. The Master Plan is a guide for local decisions regarding land use. The recommendations in the Land Use Plan do not necessarily imply that rezoning is imminent. Rather, the recommendations set a long-range planning goal.

Illustrated on the Future Land Use Plan Map (Fig. 23) are the following future land use categories: Single Family Residential, Multiple Family Residential, Mixed Use, Commercial Vehicular, Office, Village Center, Institutional, Parking and Open Space. Descriptions of these categories are provided below:

**Single Family Residential:** Residential land uses account for the largest land use category in the 2009 Master Plan; there is no change to the category, except to note that there will likely be opportunities for new single family residential, in the form of attached single family residential dwellings, in the Village Center and mixed use areas.

**Multiple Family Residential:** The 2009 Master Plan had limited areas designated for multiple family uses, located primarily along 11 Mile Road and Evergreen Road. Again, this plan considers that there are opportunities to increase the provision of multiple family residential in conjunction with redevelopment along the Southfield Road Corridor, in both the Village Center and mixed use areas.

**Mixed Use:** The 2009 Master Plan identified the blocks north of the Village Center and blocks south of 11 Mile

Road as mixed use, to be redeveloped with residential, office, and "lower trip-generation retail businesses." In addition to this designation, the 2009 plan identified the two blocks south of the Village Center as "commercial-pedestrian." These two blocks were areas intended to "accommodate uses which do not generate a constant flow of traffic on the site for business." This update considers these two blocks a natural extension of the Village Center, similar to the blocks to the north, and designates most of the Southfield Road Corridor (except the Village Center and mile road intersections) as Mixed Use.

**Commercial Vehicular:** The intent of the Commercial - Vehicular category is to serve transient customers creating higher trip generation to the commercial site. These areas are located along Southfield Road at the intersections of 11 Mile Road and 12 Mile Road. The uses envisioned within this land use class would include retail; restaurant; service businesses, such as banks, professional offices; and gas stations. No changes are proposed for this land use category.

**Office:** This land use category is reserved exclusively for professional office use. These areas are located along 12 Mile Road where professional offices are currently located and at the northeast corner of 11 Mile Road and Evergreen Road.

**Village Center:** The village center encompasses all of the segments of the California Drive octagon and, as a result, establishes a concentrated area for commercial and civic activities. It is envisioned that there will be a mix of public and private property, including residential, office, retail, restaurant, entertainment, gathering spaces, and recreation areas. The final configuration of Southfield

Road will dictate the size and development footprint of the area. It is anticipated that the internal road network will be developed to continue the alley system and the conceptual "Park Street Promenade." The current civic facilities are intended to remain in the Village Center area, but may be leveraged or reconfigured to accommodate the redevelopment as envisioned for a vibrant, compact, pedestrian-oriented downtown area.

**Institutional:** Schools, churches, and public facilities are regarded as institutional land uses, and therefore are spread throughout the City in order to provide services to a wide range of residents.

**Parking:** These areas were classified as "Mixed Use Expansion Areas" in the 2009 Master Plan. Located behind Southfield Road properties, these areas were to serve uses in the commercial corridor while providing opportunities for attached single family residential dwellings. However, further assessment of these areas resulted in the understanding that both parking and residential would be difficult to develop, and would not be a significant benefit to the redevelopment of Southfield Road parcels. Instead, these areas would best only serve as rear parking areas, with ample landscape screening to buffer adjacent residential neighborhoods. The redevelopment of Southfield Road properties would be directed to the Southfield Road frontage. The protection of historic structures should be evaluated when implementing this type of development.

**Open Space:** These areas accommodate existing public parks, publicly owned open space, and open areas formed by converging rights-of-way. Open space areas within residential developments are classified under the appropriate residential land use category. Open space areas in the Village Center area are included in the Village Center land use category, recognizing the value of open space in a downtown environment. No changes have been identified for adding or subtracting open space. The City currently has four developed park properties:

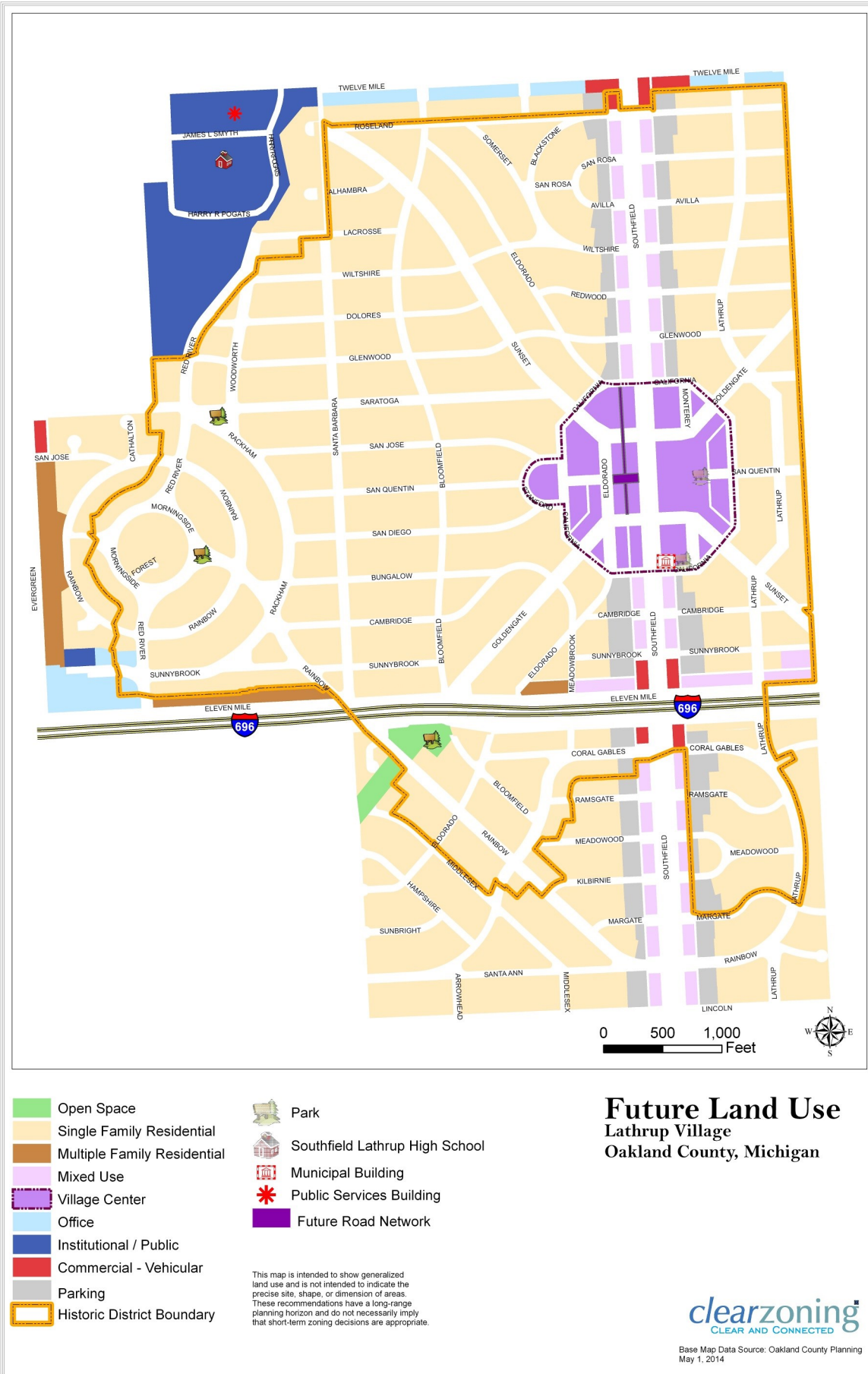
- Annie Lathrup Park: Approximately two acres in size, Annie Lathrup Park has a 1/4 mile walking / jogging asphalt pathway, with a large center grassy area, two out-door skating rinks with benches and trash cans.
- Goldengate Park: Located south of the Interstate 696

highway that divides the City of Lathrup Village into north and south sections, Goldengate Park was developed in 1989 and is approximately 2 1/2 acres. Its amenities include a walking path that leads into and out of the residential areas, four designated play ground areas, two bench swings, picnic tables, grills, trash cans, split rail fencing, and a small parking lot.

- Lathrup Village Municipal Park: Located directly behind the City's Municipal Building, the Lathrup Village Municipal Park encompasses approximately two acres. The park has a picnic shelter with brick BBQ and electric capabilities, picnic tables, playground equipment, children's garden, gazebo with electric service, brick paver walkway, large grassy open area, ample parking, and close to the municipal building for restrooms.
- Sarrackwood Park: Situated between Saratoga, Rackham and Woodworth Way streets, Sarrackwood Park is approximately 3/4 of an acre. This park has playground equipment, picnic tables, trash cans, split rail fencing, and a small garden area.
- Dorothy Warren Pocket Park, on Morningside Street.



Figure 23: Future Land Use Map



## Zoning Plan and Matrix

The Zoning Plan is intended to guide short-term implementation of the long-term recommendations illustrated on the Future Land Use Map. The intent of the Zoning Plan is not to identify all areas that would require rezoning to be consistent with the Plan. Rather, the Zoning Plan highlights specific key or priority areas where existing zoning is significantly lacking appropriate standards or would inhibit development in accordance with the Master Plan.

Zoning is one of the Township’s most effective tools for implementing the recommendations of the Master Plan; however, there is not always a direct correlation between the Plan’s future land use designations and the Township’s current zoning districts. The reason for this is that the Future Land Use Map represents the Township’s preferred long-range land use arrangement, while the Zoning Ordinance regulates specific use and development of property today. Some of the Plan’s recommendations may spur a need to create new zoning districts and/or amend existing districts. As an implementation tool, the Zoning Matrix illustrates (shown in Fig. 24 below) how the future land use designations generally correspond to the existing zoning districts. It is important to remember that in many cases, zoning amendments would be necessary to be consistent with the intent and recommendations of the Master Plan.

Figure 24: Zoning Matrix

### Zoning Matrix

Future Land Uses	Existing Zoning Districts								Review/Amendment to District Recommended	New Zoning District
	Single Family	Cluster	Multiple Family	Public Service	Office	Commercial Vehicular	Mixed Use	Village Center		
Single Family Residential	⊙	⊙								
Multiple Family Residential			⊙							
Mixed Use							⊙		⊙	
Commercial Vehicular						⊙				
Office					⊙			*	⊙	
Village Center								⊙		
Institutional				⊙						
Parking										⊙
Open Space	N/A									

\*Part of the Office Future Land Use area

# eight.

# Implementation

## Goals, Objectives, and Action Strategies

The 2014 Master Plan Update goals, objectives, and action strategies were developed in consideration of the 2009 Master Plan vision, including the City's accomplishments and ongoing work related to the plan. Strategic efforts of the City Council, DDA, and Planning Commission were incorporated, along with a consideration of existing conditions, the City's recent market study, and public input. The following goals, objectives and action strategies will be prioritized and assigned to the appropriate lead agency within the City for implementation.

**GOAL 1: Create a Village Center. Redevelop properties in the historic center of the City, transforming this area from suburban strip-style development into a mixed use, multiple story, walkable downtown for the City. Provide opportunities for residential housing, retail, restaurants, office, and entertainment uses. Ensure this area reflects the character of the surrounding neighborhoods.**

**Objective 1.1—Public/Private partnerships for Village Center:** Create public/private partnerships to facilitate redevelopment of property bounded by California Drive.

**Action Strategy 1.1.1:** Identify specific key parcels that, when assembled and redeveloped, may leverage additional private investment.

**Action Strategy 1.1.2:** Define the City's role in terms of property acquisition, assembly, and redevelopment. Outline public/private partnership strategy.

**Action Strategy 1.1.3:** Identify funding source(s) and financial mechanisms for public and private investment.

**Objective 1.2—Infrastructure Needs in Village Center:** Define infrastructure needs and develop a strategy for implementation. This may include new or improved roads and utilities.

**Action Strategy 1.2.1:** Conduct an infrastructure audit to understand needs. Prioritize improvements according to the opportunity to leverage private investment through redevelopment .

**Action Strategy 1.2.2:** Identify appropriate funding opportunities for the variety of infrastructure improvements.

**Objective 1.3—Streetscape Standards in Village Center:** Develop streetscape standards to improve public rights-of-way in the Village Center.

**Objective 1.4—Placemaking:** Incorporate placemaking strategies into all development and redevelopment, in conjunction with the principles and vision of the Master Plan, Village Center Concept, and Village Center Design Guidelines.



**GOAL 2: Improve the appearance of commercial areas outside the Village Center. Encourage the Improvement of buildings, streetscape, and signage along Southfield and 12 Mile Roads. Improved curb appeal will improve the City's image and attract new business and residents.**

**Objective 2.1—Property Acquisition along Southfield Road Corridor:** Develop a strategy to facilitate acquisition of property along Southfield Road for redevelopment. Acquisition priorities should include vacant buildings, obsolete buildings, and properties considered "strategic" due to location and proximity to the proposed Village Center. A variety of funding options should be included in this strategy.

**Action Strategy 2.1.1:** Create a survey of structures and incorporate these properties into a list of strategic property acquisitions.

**Action Strategy 2.1.2:** Define the City's role in assembling development sites through strategic land banking.

**Action Strategy 2.1.3:** Identify funding source(s) and financial mechanisms for public and private investment.

**Objective 2.2—Zoning Ordinance Amendments:** Continue to assess the impact of Zoning Ordinance standards and refine as needed to facilitate quality redevelopment needs along the Southfield Road Corridor.

**Objective 2.3—Design Guidelines for Southfield Road Corridor:** Develop design guidelines and zoning standards to direct the improvement and maintenance of buildings and signage.

**Objective 2.4—Streetscape Standards for Southfield Road Corridor:** Develop streetscape standards to improve the appearance of the public right-of-way.

**Objective 2.5—Gateways at City Boundaries:** Create gateways to the City through the creation of distinct "Gateways" that combine landscape architecture and architectural techniques and structures. These gateway areas will reinforce the idea of Lathrup Village being a destination for shopping and doing business.

**Objective 2.6—Parking Solutions for the Corridor:** Identify where parking constraints limit redevelopment opportunities and create strategies to address those constraints.

**Action Strategy 2.6.1:** Assess impact of parking requirements on properties ripe for redevelopment; identify potential problem areas

**Action Strategy 2.6.2:** Explore zoning changes that might improve redevelopment opportunities, while maintaining an appropriate buffer to adjacent residential properties.

**Action Strategy 2.6.3:** Consider the pros and cons of DDA district expansion in terms of meeting the objectives.

**Objective 2.7—Infrastructure Needs in Southfield Road Corridor:** Define infrastructure needs along the Southfield Road Corridor and develop a strategy for implementation. This will include new or improved roads and utilities.

**Action Strategy 2.7.1:** Conduct an infrastructure audit to understand needs. Prioritize improvements according to the opportunity to leverage private investment through redevelopment .

**Action Strategy 2.7.2:** Identify appropriate funding opportunities for the variety of infrastructure improvements.

**GOAL 3: Support economic vitality throughout the City. An improved local economy benefits the community through job creation, improved property values, and the provision of needed goods and services for City residents.**

**Objective 3.1—Dialog with Businesses:** Establish a dialog with existing business owners to understand their needs for growth and redevelopment.

**Action Strategy 3.1.1:** Develop communications tools (i.e., surveys, phone calls, in-person visits) to gather input from business owners. Consider an approach that solicits the positives as well as the challenges.

**Action Strategy 3.1.2:** Evaluate the participation and findings of communication tools and identify strategies to support redevelopment activities.

**Objective 3.2—Make City a Destination:** Promote the City as a destination by attracting destination commercial uses.

**Action Strategy 3.2.1:** Understand what destination commercial uses need to be successful and assess how Lathrup Village can meet those needs now and in the future.

**Action Strategy 3.2.2:** Develop a recruitment strategy that matches key parcels suitable for destination commercial with available property in the City.

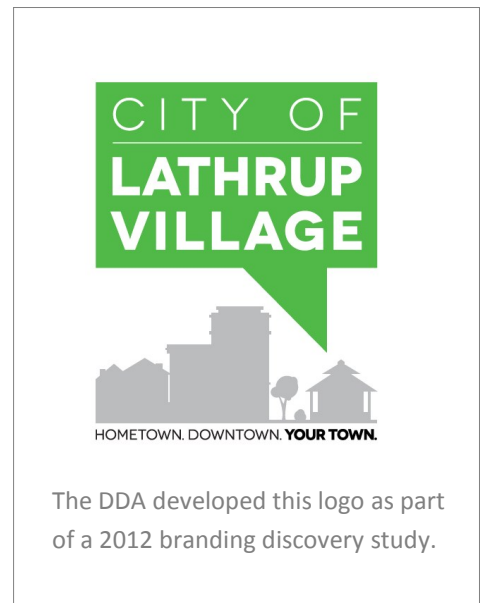
**Action Strategy 3.2.3:** Consider what types of incentives are needed to supplement the assets the City already has to offer new businesses.

**Action Strategy 3.2.4:** Develop strategies to retain existing businesses that fit the recommendations of the market analysis.

**Objective 3.3—Keep City Development Ready:** Continue to improve the City’s development ready process.

**Action Strategy 3.3.1:** Assess the City’s development review process annually for efficiency and effectiveness. Make improvements as needed.

**Action Strategy 3.3.2:** Through proactive marketing efforts, position Lathrup Village as the community of choice for developers that understand the City’s vision.



**GOAL 4: Improve connectivity in the City. Promote the independence and health of all City residents by improving transportation options within the City. Unite all quadrants of the City by improving vehicular and non-motorized transportation access.** [Note: The goals of the 2011 Complete Streets Plan have been incorporated into the following objectives. Additional strategies from that plan will be incorporated into the Action Strategies chapter that follows.]



Improvements are needed throughout the Southfield Road Corridor to improve connectivity and mobility.

**Objective 4.1—Connect all City Quadrants:** Work with the RCOC and MDOT to provide safe crossings for Southfield Road & I-696 that connect all parts of the City.

**Objective 4.2—Southfield Road Improvement Plan:** Work with the Road Commission for Oakland County (RCOC) to complete the environmental assessment and Design Plan for Southfield Road. The proposed road improvement project should be designed in conjunction with the City’s Complete Streets Plan, its Access Management Plan, and local input. The resulting plan should suggest corridor enhancements, on-street parking areas, pedestrian crossings, traffic signalization, corridor lighting, and geometric changes to the roadway.

**Objective 4.3—Non-Motorized Transportation:** Continue to use the Capital Improvement Plan, the Non-Motorized Transportation Plan, and other funding opportunities to make improvements to the City’s existing non-motorized transportation network that connect residential areas, parks and recreational facilities, civic uses, and commercial destinations, pursuant to the City’s Non-Motorized Transportation Plan. Integrate Complete Streets infrastructure and design features into street planning, design, construction, and reconstruction to improve the safety and accessibility of the City’s transportation network.

**Objective 4.4—Public Transportation:** Improve transportation options for residents and business owners by exploring the City’s participation in SMART as a first step to provide mass transit options to residents. Additional steps include discussions with other Southfield Road communities to evaluate other mass transit alternatives as well as promoting and encouraging City residents to take advantage of non-motorized travel options through education and awareness.

**Objective 4.5—Promote Complete Streets in Adjacent Communities:** Advocate for Complete Streets when other jurisdictions plan, design, and construct street projects that impact the City’s transportation network. Work with adjacent communities to establish connections to the trailways program that exist in nearby communities to create a more walkable community and provide additional recreational opportunities.

**Objective 4.6—Improve Comfort and Aesthetics of Pedestrian Environment:** Enhance the experience of non-motorized users by integrating street lighting, furniture, and other amenities as appropriate, given street function and land use context.



**GOAL 5: Support placemaking efforts embodied in goals, objectives, and action strategies for the Village Center and Southfield Road Corridor. Identify and pursue other opportunities to create a sense of place in the City of Lathrup Village, building upon the City’s identity as a diverse, caring, and welcoming community that has events and activities for all ages.**

**Objective 5.1—Recreation Opportunities:** Strengthen and support the City’s recreation opportunities by improving existing parks and continuing to develop engaging programming. Partner with neighborhood and civic groups, private property owners, and adjacent communities where appropriate to provide quality experiences.

**Objective 5.2—Farmers Market:** Seek opportunities to improve the City’s farmers market by retaining popular vendors, drawing new and unique vendors, as well as attracting more shoppers each year. The market fills nutritional needs as well as offers opportunities for civic engagement and strengthens community ties.

**Objective 5.3—Schools:** Support efforts of Southfield Public Schools to engage Lathrup Village families by sharing the district’s educational accomplishments and promoting opportunities for quality education.

**Objective 5.4—Relationships with Neighboring Communities:** Strengthen relationships with adjacent communities to facilitate quality development, regional connectivity, and efficient and effective municipal services.

**GOAL 6: Preserve and protect the quality and character of residential neighborhoods, while offering variety of housing options. Encourage preservation and maintenance of existing homes in neighborhoods that contribute to the charm and identity of the City. Ensure that new housing is compatible with existing residential neighborhoods.**

**Objective 6.1:** Tree preservation & protection. Evaluate the need to create a tree preservation, protection and replacement ordinance in the City. The principal asset of the City are the historic residential neighborhoods with their wooded lots and tree-lined streets. A tree preservation, protection and replacement ordinance would manage this resource, require the timely replacement of trees, and determine the reasonableness and replacement of trees slated for removal

**Objective 6.2:** Maintain quality City services, including, but not limited to leaf and snow removal, and waste and recycling services.

**Objective 6.3:** Assist homeowners with the management of housing costs, including maintenance and utility costs, by encouraging energy and water conservation, alternative energy, and home maintenance services referral. Continue to support and promote the Lathrup Village Time Bank and its opportunities to match homeowner needs with those within the community with related skills.

**Objective 6.4:** Encourage a variety of housing options to meet the needs of young adults, families, and older adults.

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# Appendix

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## Supplemental Information

### Appendix Contents

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Resolution of Adoption: City Council & Planning Commission

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Public Hearing Notice & Meeting Minutes

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Public Input Survey Summary

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2013 Market Study

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2010 Complete Streets Plan

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**RESOLUTION OF ADOPTION**  
**City of Lathrup Village Master Plan Update**  
**By Lathrup Village City Council**

**WHEREAS**, the Lathrup Village City Council may adopt a Master Plan for the physical development of the City, as empowered by the Michigan Planning Enabling Act of 2008, and

**WHEREAS**, the Lathrup Village City Council created the Planning Commission for the purposes stated in the Michigan Planning Enabling Act of 2008, and

**WHEREAS**, Lathrup Village has retained a professional planning and transportation consultant to assist the Planning Commission with the technical studies necessary to update the Master Plan for Lathrup Village, and

**WHEREAS**, the Lathrup Village Planning Commission has held a public hearing on its proposed Master Plan Update, on September 9, 2014 at the Lathrup Village City Hall,

**WHEREAS**, the Planning Commission has adopted the Master Plan Update on November 11, 2014 at the Lathrup Village City Hall and transmitted the Plan to the City Council for their approval,

**NOW THEREFORE BE IT RESOLVED** that the Lathrup Village City Council hereby adopts this Master Plan Update for the City of Lathrup Village, along with the text, maps, charts, graphs, and other descriptive materials contained in the Plan.


Motion by Copus. Supported by Garrett.

**AYES:** Brock, Copus, Garrett, Mannarino Thompson

**NAYS:** Weaks

**ABSENT:** None

**RESOLUTION DECLARED ADOPTED THIS** 17th **DAY OF** November, 2014.

  
\_\_\_\_\_  
Frank Brock, Mayor

**RESOLUTION OF ADOPTION**  
**City of Lathrup Village Master Plan Update 2014**  
**By Lathrup Village Planning Commission**

**WHEREAS**, the Lathrup Village Planning Commission may adopt a Master Plan for the physical development of the City, as empowered by the Michigan Planning Enabling Act of 2008, and

**WHEREAS**, the Lathrup Village City Council created the Planning Commission for the purposes stated in the Michigan Planning Enabling Act of 2008, and

**WHEREAS**, Lathrup Village has retained a professional planning and transportation consultant to assist the Planning Commission with the technical studies necessary to make the Master Plan Update for Lathrup Village, and

**WHEREAS**, the Lathrup Village Planning Commission has held a public hearing on its proposed Master Plan Update, on September 9, 2014 at the Lathrup Village City Hall,

**NOW THEREFORE BE IT RESOLVED** that the Lathrup Village Planning Commission hereby adopts this Master Plan Update for the City of Lathrup Village, along with the text, maps, charts, graphs, and other descriptive materials contained in the Plan.

Motion by Miller Supported by Hulleza

**AYES:** Brown Copus Hulleza Miller Piotrowski

**NAYS:** None

**ABSENT:** None

**RESOLUTION DECLARED ADOPTED THIS** 11th **DAY OF** November, 2014.



Keith Brown, Chairperson