



City of Lathrup Village

Master Plan Update 2014



Prepared by the City of Lathrup Village Planning Commission

With assistance from Clearzoning, Inc.
www.clearzoning.com

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Public Hearing Notice & Meeting Minutes

Resolution of Adoption

Public Input Survey Summary

2013 Market Study

2010 Complete Streets Plan

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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.

Where We Are



Community Events

Diversity

City Services

Curb Appeal

Challenges

Other challenges:

- Perception of schools
- Code enforcement
- Taxes

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

CENTRAL LOCATION

Outdated business district

Traffic

Other challenges:

- Perception of schools
- Code enforcement
- Taxes

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)

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.

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:

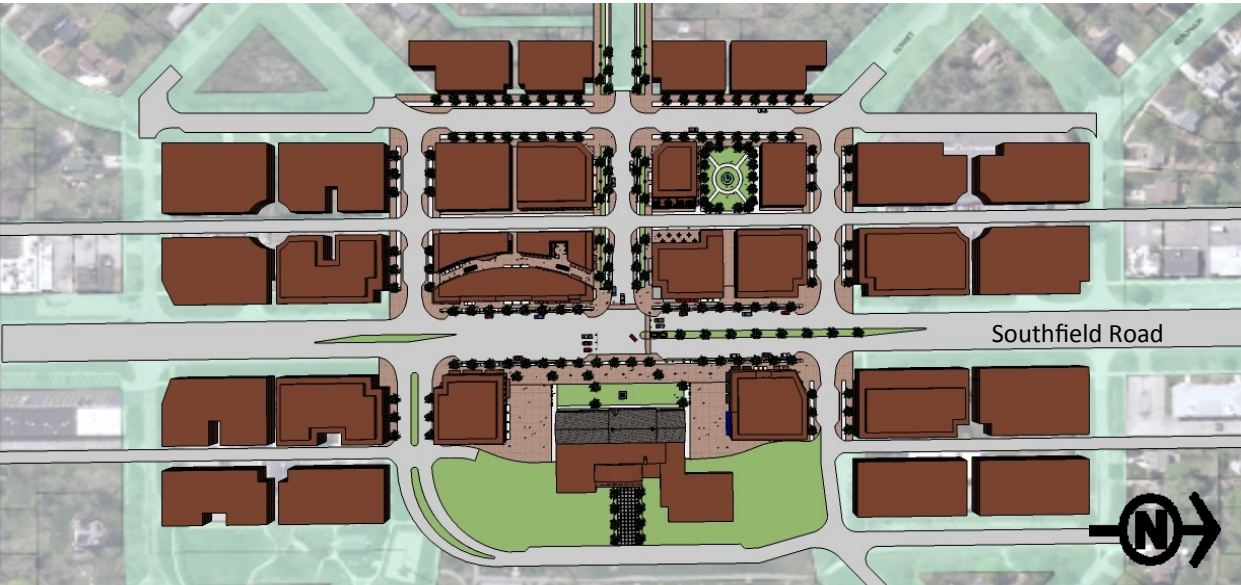
MASTER PLAN GOALS:

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.

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

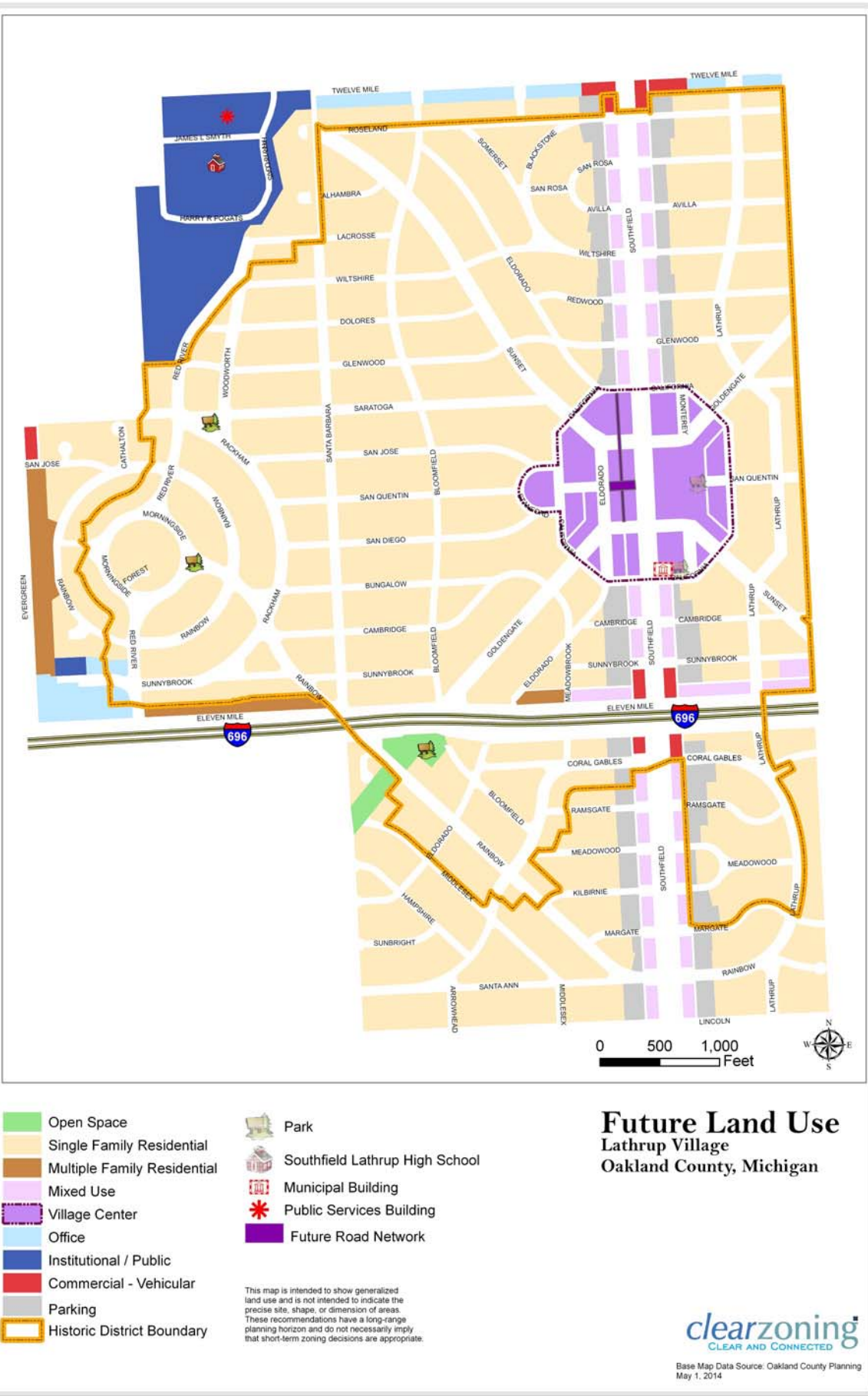


Walkable. Vibrant. Destination.

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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

The 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

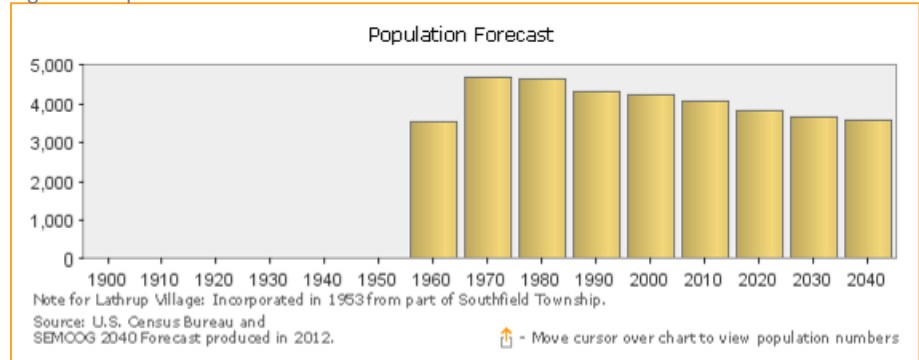
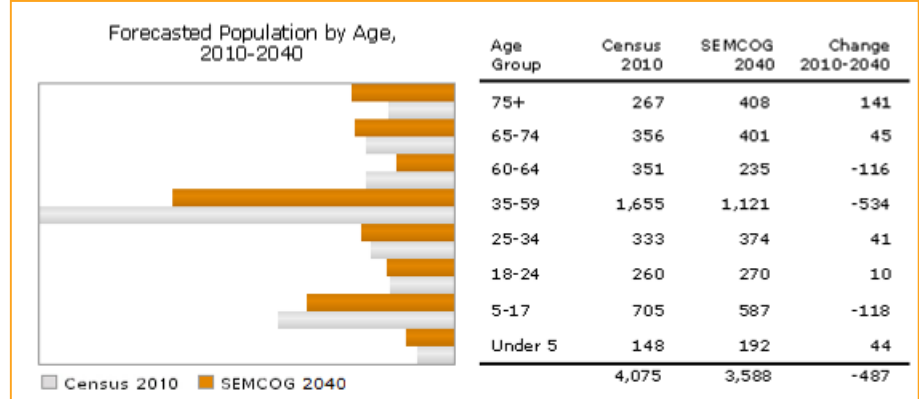


Figure 2: Population Forecast by Age



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
Lathrup Village	4,236	4,075	-3.80%	3,588	-12.0%
Berkley	15,531	14,970	-3.60%	15,345	2.5%
Southfield	78,322	71,758	-8.40%	72,418	0.9%
Oakland County	1,194,156	1,202,362	0.70%	1,246,863	3.7%

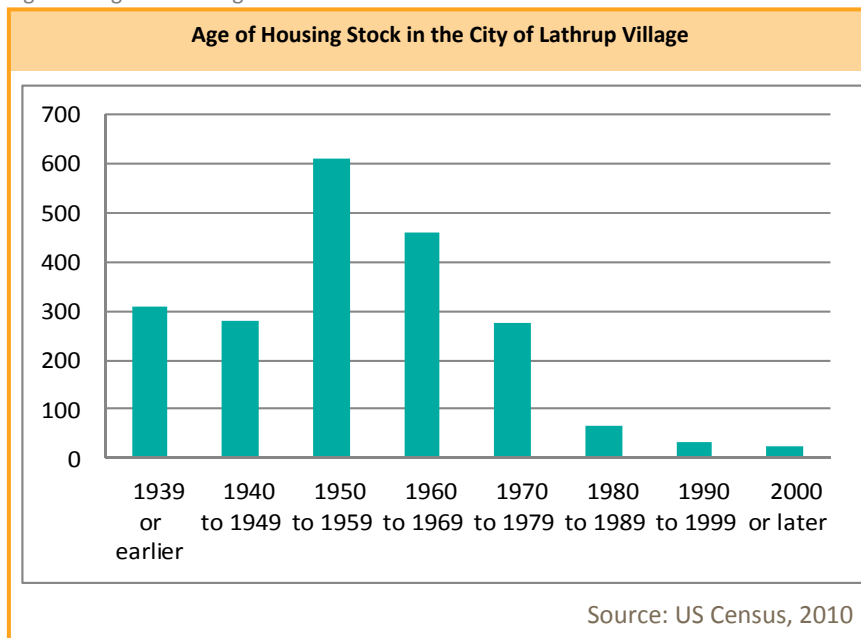
Source: SEMCOG

Figure 4: Housing Values

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

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.

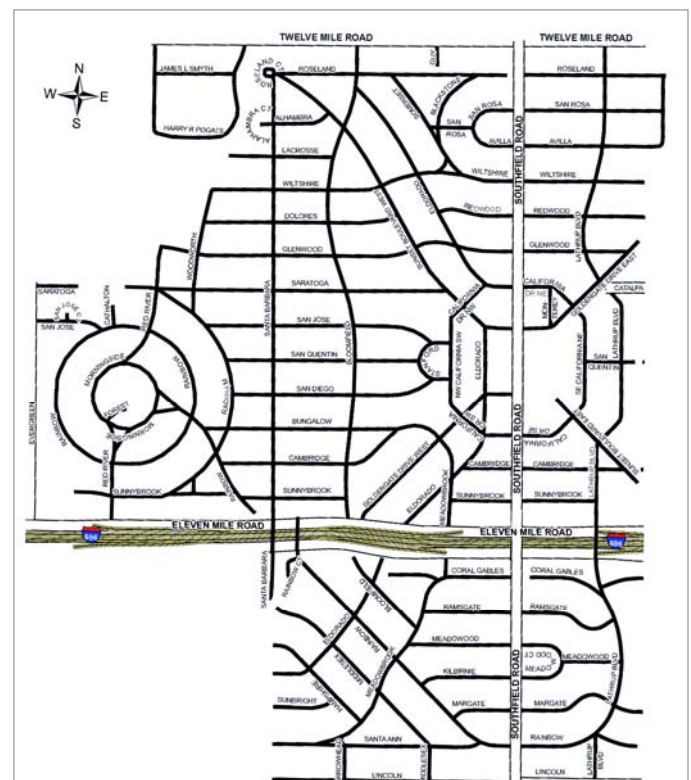
In 1929, a plan was advanced for the development of Sunset Boulevard as a major regional arterial road to connect the City of Pontiac with the City of Detroit. Part of that arterial road, Sunset Boulevard, ran through the Lathrup Townsite. The regional connector was never implemented. However, Sunset 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.



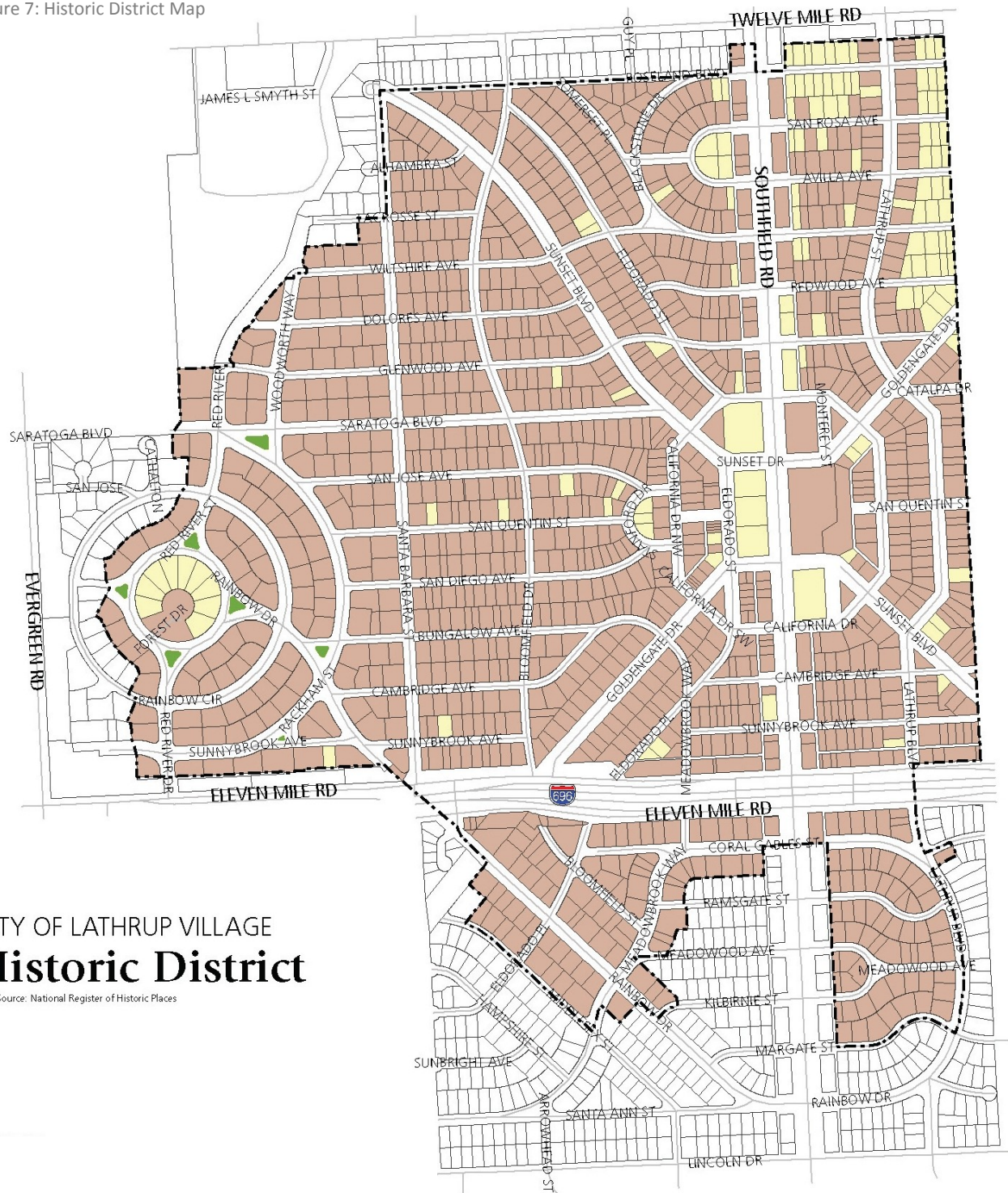
Originally the Annie Lathrup School, this is the last remaining historic structure on Southfield Road. This building is currently vacant.

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.

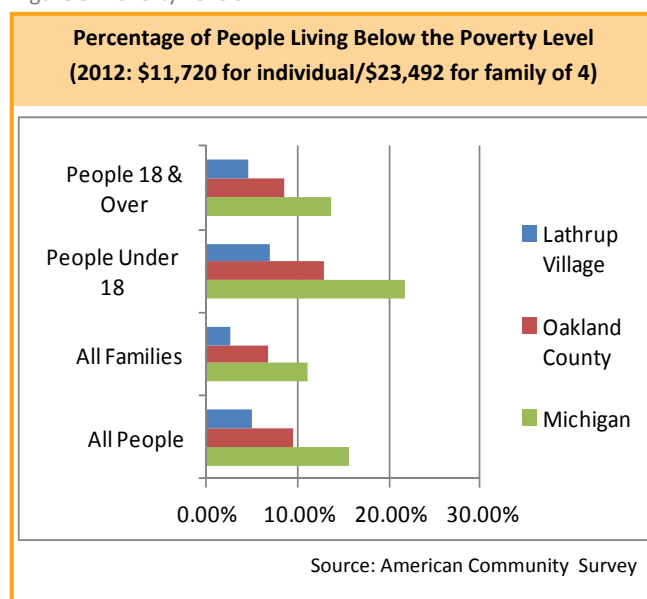
In November 2013, a market study was prepared for the City by The Chesapeake Group. This study contains extensive data on the demographic and market conditions and is discussed in Chapter 6, Commercial Corridor. The full report is included in the appendix. The analysis indicates that there is ample opportunity 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.*

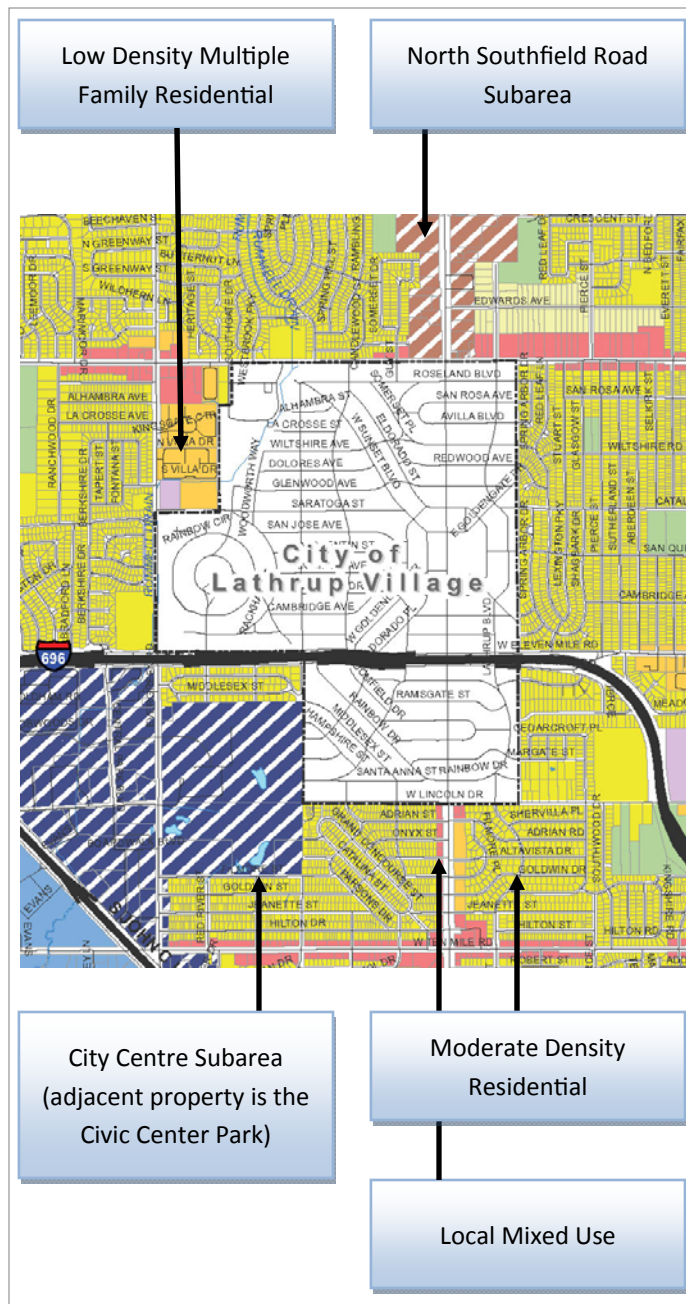
- Enhance the visual and aesthetic qualities of the corridor through streetscape, landscape, roadway improvements and portals.
- Establish the mechanisms necessary to achieve the recommendations for the North Southfield Road Corridor Subarea.

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

Goals 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

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.

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.

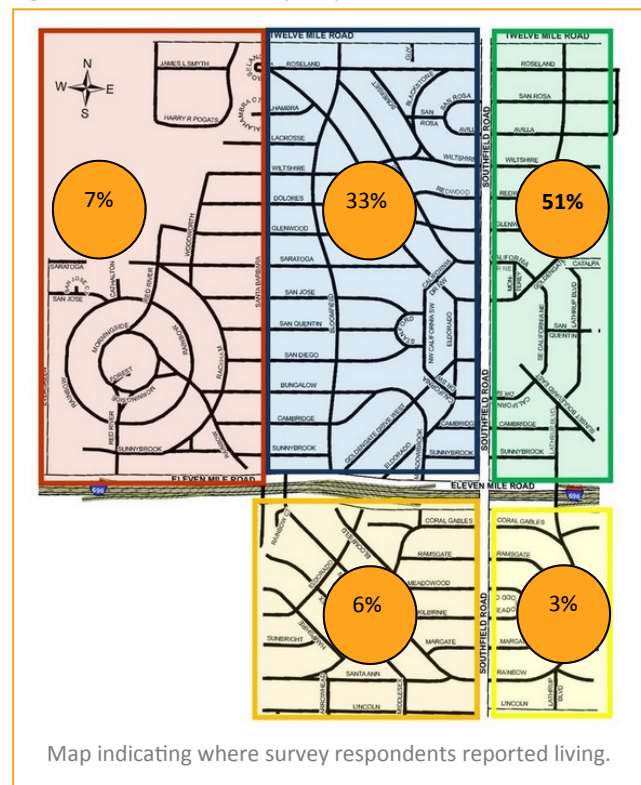
City Services. Respondents were generally satisfied with City services. Police and fire, garbage collection, snow removal, and recycling services received high marks (“excellent” or “above average”), while street maintenance, water & sewer service, and sidewalk maintenance were given “average” ratings.

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.

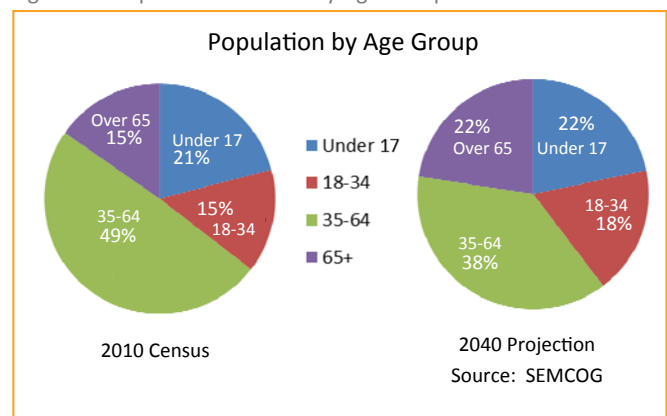
The City has approximately 1,764 residential parcels, according to Oakland County Equalization. Of those, about 93% are single family detached homes. Approximately 52% of the City's land area is comprised of single family residential (with nearly 1/3 of the City's area taken up by road rights-of-way).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



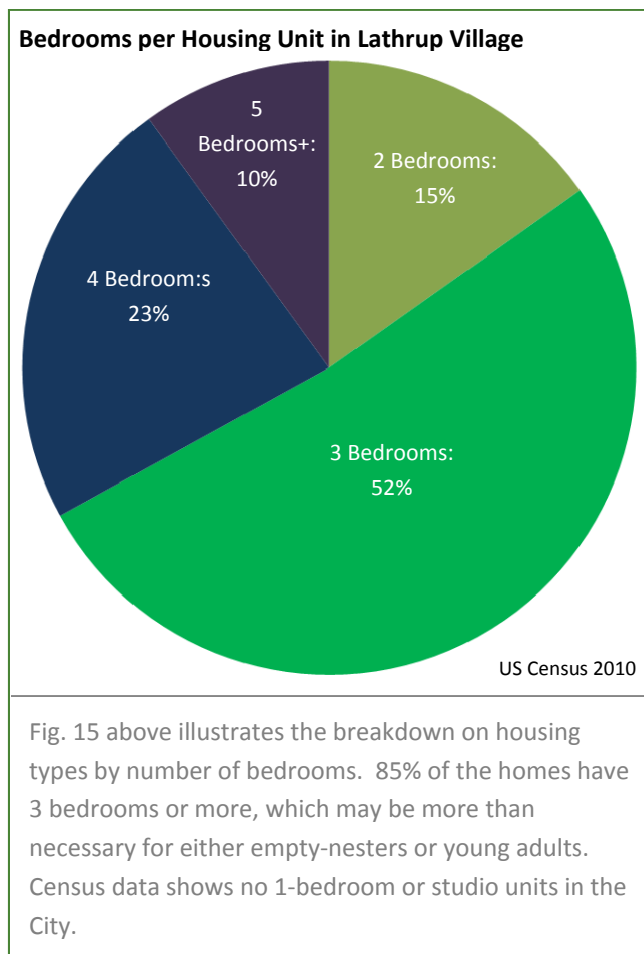
Figure 14: Population Forecast by Age Group



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



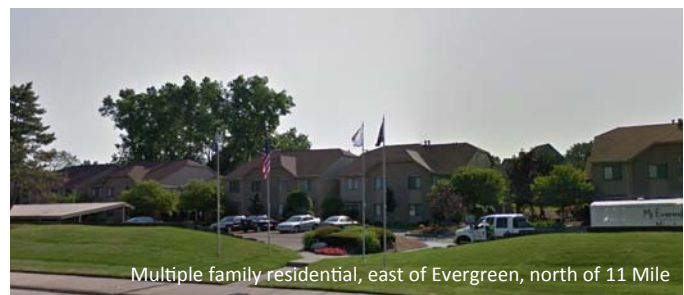
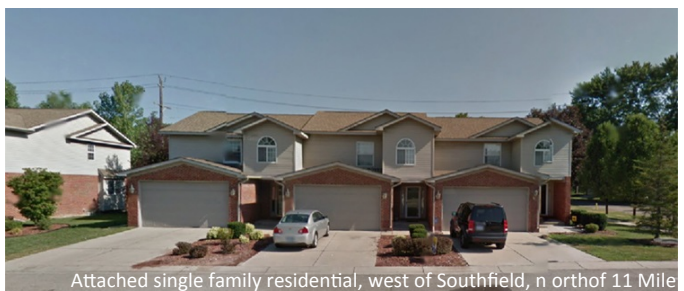
to get started or downsize into a smaller home with low maintenance. To offer options to its current and future residents, Lathrup Village has made zoning changes to accommodate this housing style as a part of envisioned redevelopment in the Village Center and Southfield Road Corridor. Providing alternatives 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

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.

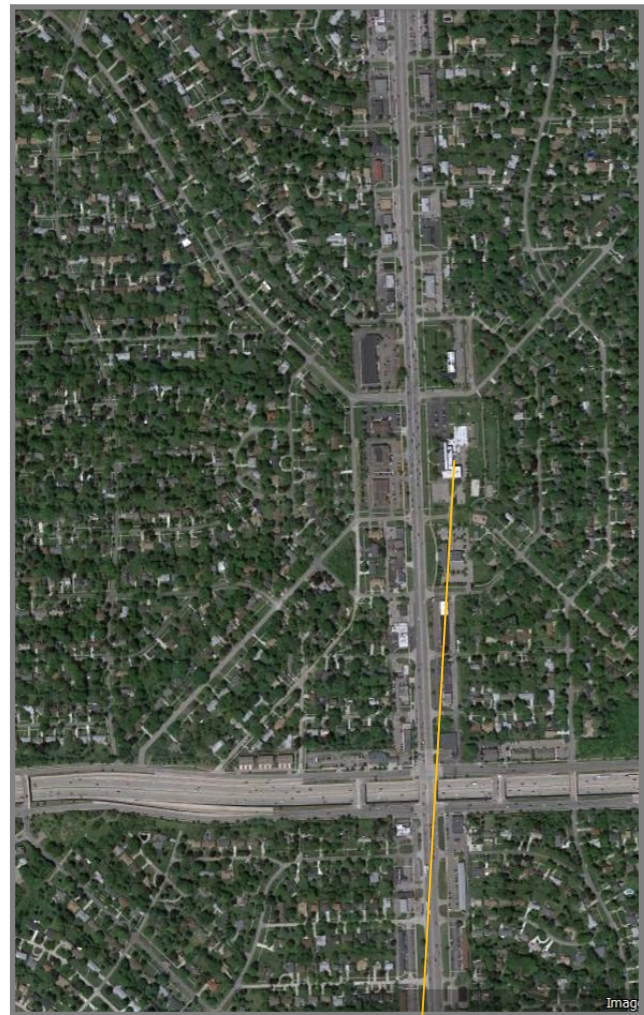
can be turned into different types of commercial uses. The unique shape and high ceiling of the former gym provides great potential for a specially designed restaurant or bar, which enriches social life and entertainment opportunities.

- * 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

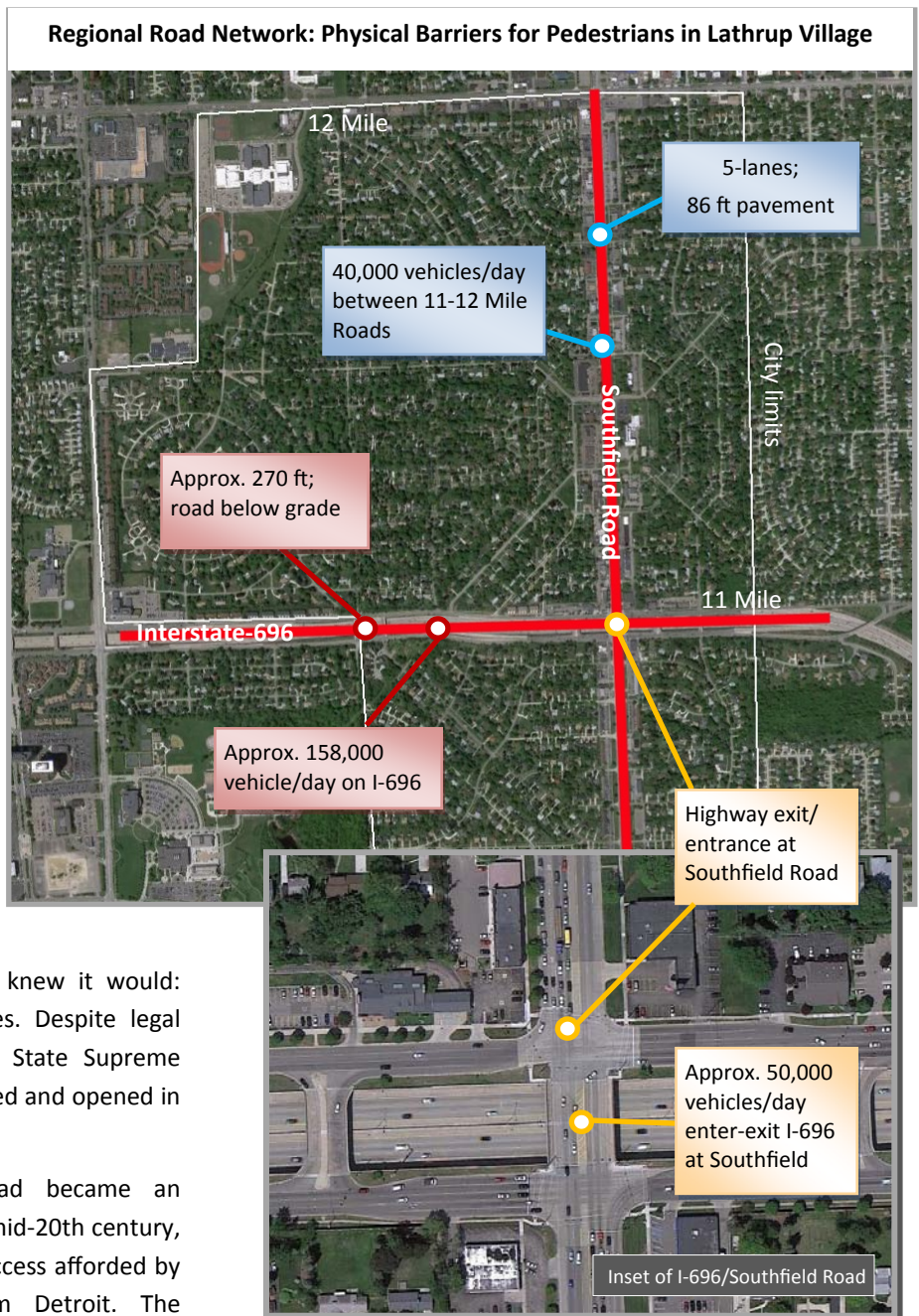
As noted in the 2009 Master Plan, Lathrup Village has developed around a framework of existing roads and streets in a grid and radial pattern reflecting principles of the Garden City movement. Bounded on the north by 12 Mile Road, to the west by Evergreen, to the south by Lincoln Drive and to the east 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.

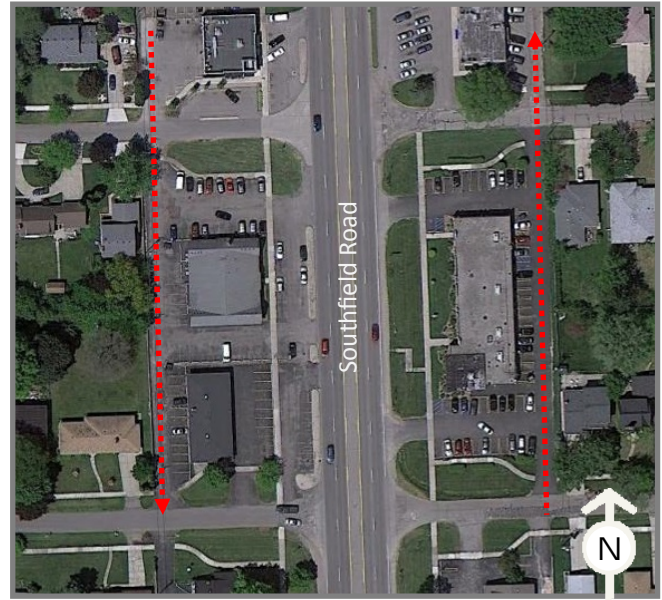
Impending Southfield Road reconstruction included expansion of the roadway and the addition of a large boulevard. The City recognized that road project would do nothing to improve walkability, and would further reinforce the division of the City. In 2009, the City began research and assessment on how 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.

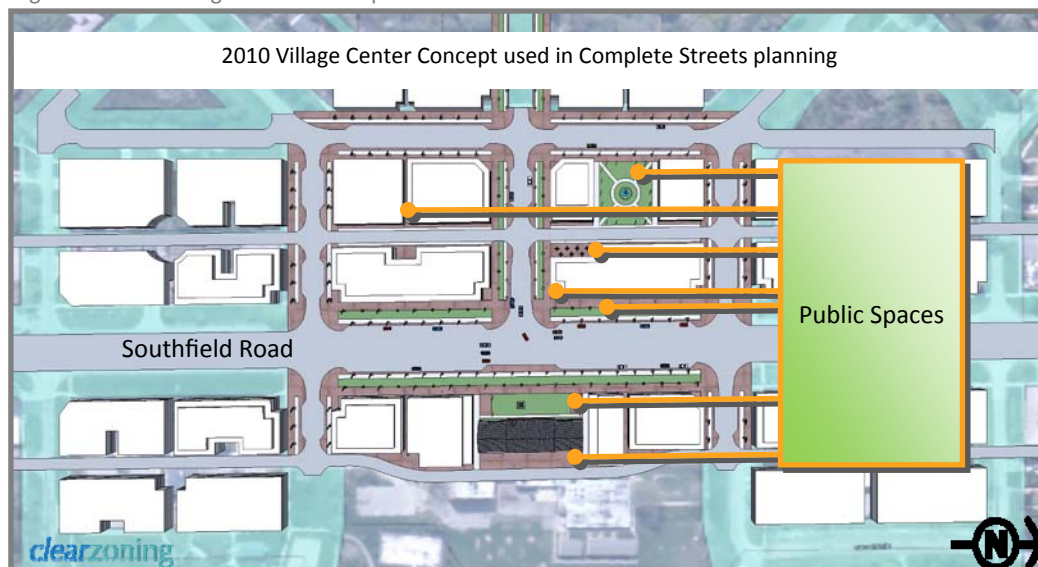
- Direct entering left turns would be permitted at two strategic unsignalized locations: Avilla and Sunnybrook. Both locations would provide ingress to the backage road system, for delivery trucks as well as general traffic. There would no two-way left-turn lanes, thus eliminating many of the current 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.

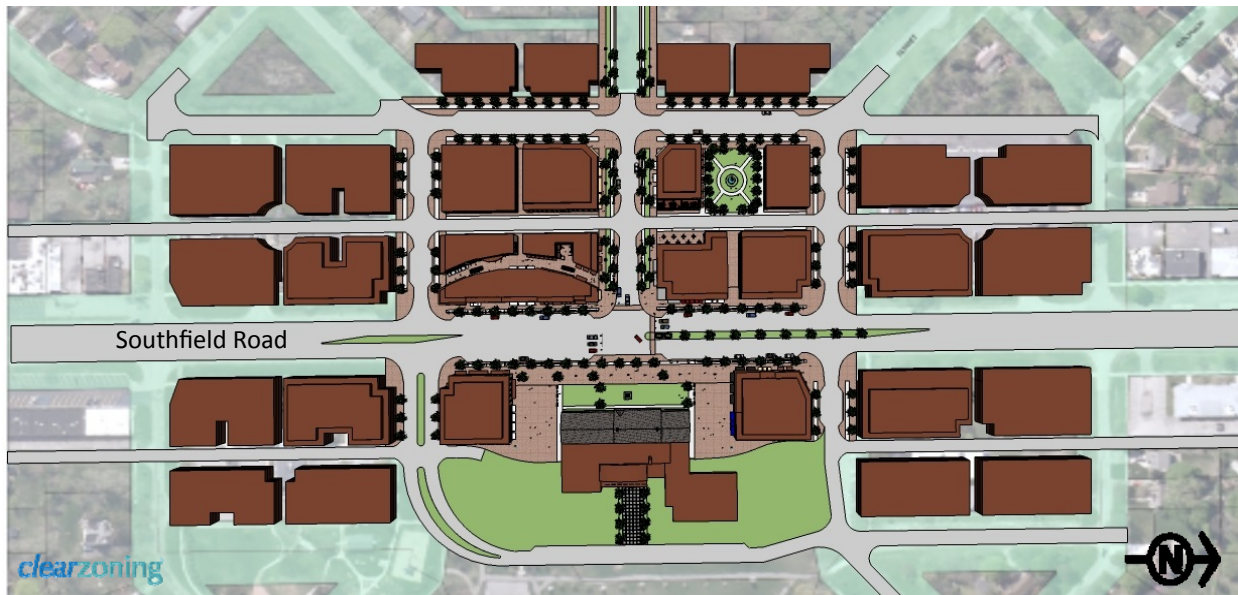
Master Plan Implications

- 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



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.

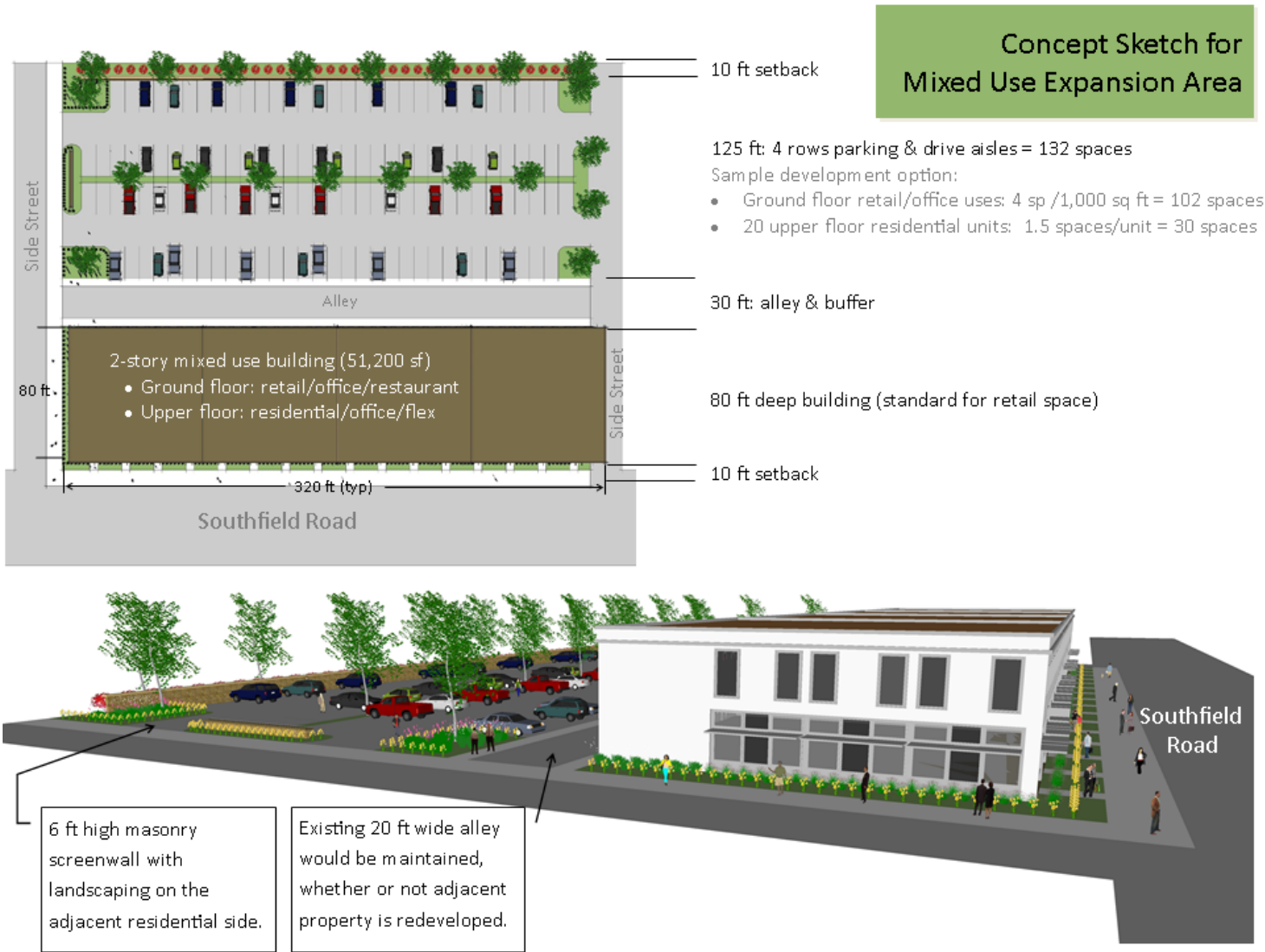
A concept to mitigate this issue involves the optional conversion of property adjacent to Southfield Road properties to be used for parking. This would allow Southfield Road properties to be redeveloped, presenting opportunities for new uses and businesses in the entire corridor.

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



The 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.

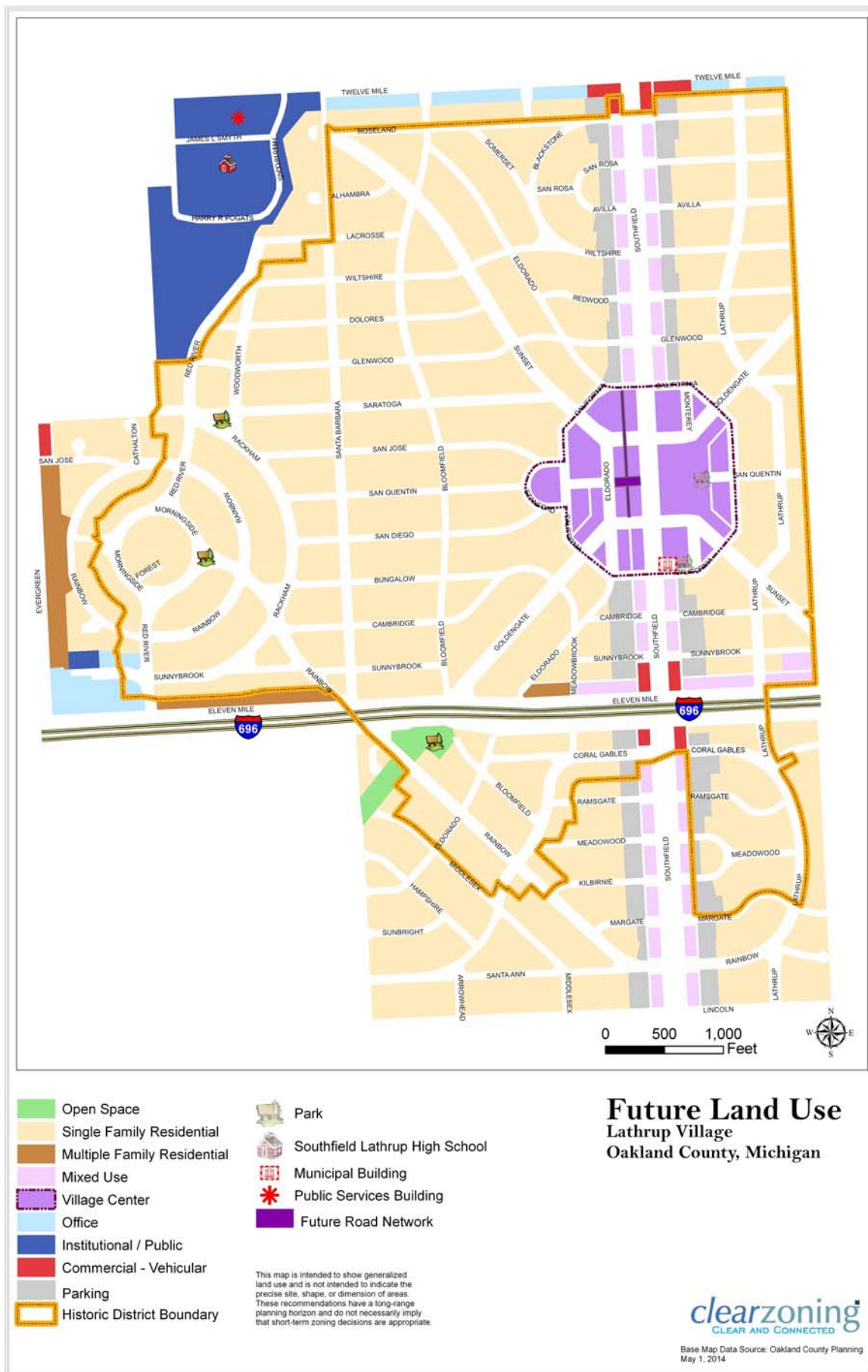
Open Space: These areas accommodate existing public parks, publicly owned open space, and open areas formed by converging rights-of-way. Open space areas within residential developments are classified under the appropriate residential land use category. Open space areas in the Village Center area are 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	Gateway Overlay		
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.



The DDA developed this logo as part of a 2012 branding discovery study.

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.]

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.



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

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

Supplemental Information

Appendix Contents

Resolution of Adoption: City Council & Planning Commission

Public Hearing Notice & Meeting Minutes

Public Input Survey Summary

2013 Market Study

2010 Complete Streets Plan

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: Weeks

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

OBSERVER & ECCENTRIC and HOMETOWN WEEKLY NEWSPAPERS
615 W LAFAYETTE BLVD, DETROIT, MI 48226

BE IT MADE KNOWN THAT THE FOLLOWING ADVERTISEMENT APPEARED IN:

Publication: South Oakland Eccentric
Placed By: City of Lathrup Village
Subject: Notice of PH 2014 Master Plan
Date of Publication: August 24, 2014

Susan Totoraitis (Susan Totoraitis), being duly sworn, deposes
and says that advertising illustrated above/attached was published in the
S. Oakland Eccentric Newspaper on the following date/s/: August 24, 2014,
INVOICE number 210540 and as an authorized employee of the Observer
and Eccentric Media, she knows well the facts stated\herein. Cost: \$86.88.

STATE OF MICHIGAN
Scharlet Wilson
Notary Public of Michigan
Wayne County
Expires 09/12/2019
COUNTY OF Wayne Acting in the County of Wayne

NOTARIZED BY: Scharlet Wilson

(Acting in) Wayne Notary Public in and for said County

Commission expires 9-12-19

All questions may be directed to Charolette Wilson, Classified Advertising
Manager, 586-826-7082, during normal business hours of Monday through
Friday 8:30am until 4:30pm.

Lincoln Hills pro Pesta Michigan PGA runner-up

Scott Hebert beat Matt Pesta by six shots Wednesday to win the 93rd Michigan PGA Professional Championship at Oakland University and Pesta was duly impressed.

“That was a performance for the ages by a Michigan PGA pro,” said Pesta, who pocketed \$4,400 for his runner-up showing. “His first two rounds have to be the best two ever played by a club pro in this state. I’m proud to finish second to him.”

Hebert, the head golf professional at Grand Traverse Resort and Spa, shot a closing even-par 72 on the Sharf course following a course and tournament record 61 Monday on the Sharf and a 65 Tuesday on Katke to finish at 18-under 198.

Pesta, the head teaching pro at Lincoln Hills Golf Course in Birmingham, shot 70 to close at 204, while Kyle Martin of Lochmoor Club in Grosse Pointe Woods shot 67 for 205 and third.

“It was hard to play with that big of a lead,” said Hebert, who started the day with an eight-shot lead and led by as many as nine early in the round. “Right from the start, you are just trying to not make too big of a mistake and at the end I knew I had a big lead and it was just hard to stay focused on putting and go after stuff like I normally would.”

Hebert won \$6,400 for first and will have his name inscribed on the Gilbert A. Currie Trophy for the seventh time.

It capped an eye-popping week in which the 61 set the modern tournament and course record and was also the modern record for a single round in any Michigan PGA Section tournament, including the Michigan Open. His 18-under 198 also tied the all-time tournament record set by J.R. Roth in 2001 at Shanty Creek Resorts (The Legend and Cedar River).

And it was his seventh Michigan PGA Professional title in the last nine years to give him 14 major Michigan PGA Section titles, including six Michigan Open championships and a Tournament of Champions win. That is one off the record of 15 major titles shared by Michigan Golf Hall of Fame members Al Watrous and Roth. Watrous also holds the record for the most Michigan PGA Professional titles with nine.

Hebert, 45, said he will look back on the records with fondness one day, but for now he loves to compete and was especially thrilled with the 61 and the condition of the courses at Oakland University.

“You can’t ask for a better start than that and this is a great place for the championship,” he said. “It was different having to play with a lead like that, but I would start them all that way if I could.”

As for the tournament inside the tournament, nine golfers earned spots in the PGA Professional National Championship later this summer in Philadelphia. Hebert, the 2008 national champion, and Pesta a top 20 national finisher last year, are exempt and already going along with John Traub, the 1980 national champion.

Franklin Hills Country Club pro Josh Fryer just missed qualifying for the national championship, finishing in a tie for 15th place with Kevin Muir from Wyndgate. They each earned \$655 for their efforts.

Other area pros who made the 36-hole, 8-over (152) cut to participate in Wednesday’s finals were Oakland Hills Country Club’s Steve Brady, Birmingham Country Club’s Steven Vecellio and Forest Lake Country Club’s Aaron Bush. Brady and Vecellio each tied for 40th with 224 totals to take home \$472.50. Bush tied for 62nd at 229 and earned \$370.

Red Run Golf Club’s Cody Haughton tied for 68th (153), Stonycroft Hills Club’s Alexander Krumm tied for 77th (154), Forest Lake Country Club’s Dominick Izzo tied for 92nd (156) and Royal Oak Golf Center’s Joel Michaels tied for 101st (159). Red Run Golf Club’s Steve Naelon withdrew after a first-round 84.

RAVENS

Continued from Page B1

three straight wins and a 5-4 record.

As it was, Royal Oak still won more games last year than it had in the previous five seasons combined, when it was 2-43 overall. The Ravens did finish with a 4-3 mark in the OAA Blue Division, which was good for a third-place with North Farmington.

New challenges

Royal Oak now faces new challenges this season as it moves from the OAA Blue Division to the White.

The Ravens’ monster division schedule includes the likes of 13-time state champion Farmington Hills Harrison, defending White Division champ Southfield, burgeoning power Oak Park, longtime power Rochester Adams and defending Blue Division champ Birmingham Seaholm, which accompanied Royal Oak into the White this fall.

“You have to look at it as a challenge that you embrace and not something you run away from,” Chapman said. “You can’t look at it is an excuse to say that these programs are more es-



Conway



According to Royal Oak head coach Tim Chapman, senior running back Noah Kochanski is a “high-intensity guy and a great leader.” PHOTOS BY JOHN STORMZAND | STAFF PHOTOGRAPHER

established, they have these types of players or they are getting recruited by more schools.

“We were put in this division for a reason and that’s our mindset,” he added. “We want to make sure that eventually Royal Oak is one of those programs that other schools look at and say, ‘Wow, we get to move up and we get to play the Royal Oaks of the OAA.’”

Returning senior starters

The Ravens will be led by a small, but hard-core, group of seniors who will fill out the offensive and defensive lines and a host of skill positions.

The returning senior starters include Noah Kochanski (running back/fullback), Cullen Conway (guard/defensive tackle), Oni Tesho (guard, outside lineback-

er), Zach Dozier (guard/defensive line), Isaiah Mann (wide receiver/cornerback), Brandon Gerard (running back/strong safety) and Jacob Haser (tackle/defensive end).

A trio of underclassmen who figure to play prominent roles are Biddle Beerer (quarterback/cornerback), Everett Bateman (running back/inside linebacker) and James Hahn (tight end/outside linebacker).

“We are blessed with some good senior leaders, positive leaders and high-energy guys who will accept nothing but the best and go to all lengths to make sure the job gets done,” Chapman said. “As a group, our seniors are going to lead us and will be at the forefront.

“They are guys who truly want to make a



Junior quarterback Biddle Beerer, a returning starter, is a “proven leader” who has spent a great amount of time in the weight room.

special season of their last year and they are not going to accept anything less from the underclassmen. And the underclassmen have taken real well to it.

“We don’t want it to be just one player emerging,” he added. “We want it to be three, four or five other guys who people are writing about, because you can’t just focus on one player. If we can do that, then we’ll have a

successful season.”

Positive mindset

Royal Oak opens its season at home Friday against MAC member Utica Ford, a squad which has struggled the past couple of seasons with a combined 1-17 record. The Ravens are confidently and positively setting their sights on that game.

“We came in at the beginning of the season

back in January when I first met these young men and came up with the motto ‘respect victory,’” Chapman said. “Basically what that means is that it’s more than just wins on the field – it’s a mindset. You have to have the mindset to excel and expect success.

“We want to move forward. Everything that was in the past is just that, in the past. We want to rebuild tradition and passion. We want to do that with relentless optimism and persistence. We want to do that with preparation and adaptability.”

Chapman is more than ready to get his inaugural season as a head coach underway.

“While some people might look at the first go-around as kind of being wide-eyed and maybe a little nervous, it hasn’t been that for me,” he said. “It’s been a long time waiting for me. And now that it’s here, it’s go-time as far, as I’m concerned.”

American Towers LLC is proposing to increase the ground space for an existing telecommunications tower compound by 12 feet x 30 feet, along with a 30-ft buffer surrounding the current and proposed lease area, at 25286 Grodon Dr, Southfield, Oakland County, MI, Tax Parcel ID 24-20-451-028. American Towers LLC seeks comments from all interested persons on any potential significant impact the proposed action could have on the quality of the human environment pursuant to 47 C.F.R. Section 1.1307, including potential impacts to historic or cultural resources that are listed or eligible for listing in the National Register of Historic Places.

Interested persons may comment or raise concerns about the proposed action by submitting an e-mail to enviro.services@americantower.com. Paper comments can be sent to: American Towers LLC, Attn: Environmental Compliance, 10 Presidential Way, Woburn, MA 01801. Requests or comments should be limited to environmental and historic/cultural resource impact concerns, and must be received on or before 9/17/14. This invitation to comment is separate from any local planning/zoning process that may apply to this project.

Publish: August 17, 2014

LO-0000209275 3x2.5

CITY OF LATHRUP VILLAGE NOTICE OF PUBLIC HEARING (ZONING ORDINANCE TEXT AMENDMENT)

Please take notice that the City of Lathrup Village Planning Commission will hold a public hearing on Tuesday, the 9th day of September, 2014 at 7:00 p.m. in the Community Room (lower level) in the municipal building of the City of Lathrup Village, 27400 Southfield Road, Lathrup Village, Michigan 48076 to hear and record public comments concerning proposed amendments to the City of Lathrup Village Zoning Ordinance, Article 3.0 Zoning Districts Section 3.1.9 Districts Established – MX to allow personal storage facilities as special land uses with a reference to conditions and Article 3.0 Zoning District Section 3.12 Standards by adding section 3.12 to add standards for buildings in the mixed use district.

Any member of the public may express their view on this proposed text amendment in writing, by submitting your written comments to the City Clerk prior to 4:30 p.m. on the date of the hearing, or you may appear in person to express your opinion. Any written communications may be sent to the City Clerk at the address of the City Hall at 27400 Southfield Road, Lathrup Village, Michigan 48076 prior to the hearing. After the public hearing, the Planning Commission may make a recommendation to the City Council on whether the text amendment should be adopted or not.

Yvette Talley
City Clerk
27400 Southfield Road
Lathrup Village, Michigan 48076
(248) 557-2600, ext. 226

Publish: August, 24, 2014

LO-0000210548 3x4

INVITATION TO BID BID NO. 9798 AERIAL LIFT EQUIPMENT ATHENS AND TROY HIGH SCHOOLS TROY SCHOOL DISTRICT

The Troy School District will receive firm, sealed bids for furnishing and delivering new Aerial Lift Equipment at Athens and Troy High Schools, for Troy Schools.

Specifications and proposal forms can be obtained online at <http://www.troy.k12.mi.us>. From the main page click the “Business Services” tab listed under “Departments”, then click “Purchasing” and go into the “Current Bids” tab, scroll down to locate and access the bid document.

Your proposal, and one copy marked **‘BID 9798 Aerial Lift Equipment’** must be delivered no later than 2 p.m., September 8, 2014, Purchasing Department, Troy School District, 4400 Livernois, Troy, Michigan 48098, at which time all bids will be publicly opened and read aloud immediately thereafter. Bid proposals received after this time will not be considered or accepted.

All questions regarding the bid specified, or the bid terms and conditions will be accepted in writing **ONLY** and subsequently answered through an addendum to all interested parties. Any questions must be received no later than noon, Tuesday, September 2, 2014, **at no other time** prior to the bid opening will questions/concerns be addressed or accepted and may be faxed to: 248.823.4013, or emailed as a Word document to: PurchasingOffice@troy.k12.mi.us.

The Troy Board of Education reserves the right to accept or reject any or all bids, either in whole or in part; to award contract to other than the low bidder; to waive any irregularities and/or informalities; and in general to make awards in any manner deemed to be in the best interest of the owner.

Purchasing Department
Troy School District
4400 Livernois
Troy, MI 48098

Publish: August 24, 2014

LO-0000210272 3x4.5

CITY OF LATHRUP VILLAGE NOTICE OF PUBLIC HEARING (MASTER PLAN AMENDMENT)

Please take notice that the City of Lathrup Village Planning Commission will hold a public hearing on Tuesday, the 9th day of September, 2014 at 7:00 p.m. in the Community Room (lower level) in the municipal building of the City of Lathrup Village, 27400 Southfield Road, Lathrup Village, Michigan 48076 to hear and record public comments concerning proposed amendments to the City of Lathrup Village Master Plan. The 2009 Master Plan described initiatives for the City, this 2014 update describes continuing and new initiatives for the City.

Any member of the public may express their view on this proposed Master Plan amendment in writing, by submitting your written comments to the City Clerk prior to 4:30 p.m. on the date of the hearing, or you may appear in person to express your opinion. Any written communications may be sent to the City Clerk at the address of the City Hall at 27400 Southfield Road, Lathrup Village, Michigan 48076 prior to the hearing. After the public hearing, the Planning Commission may make a recommendation to the City Council on whether the Master Plan amendment should be adopted or not.

Yvette Talley
City Clerk
City of Lathrup Village
27400 Southfield Road
Lathrup Village, MI 48076
(248) 557-2600

Publish: August 24, 2014

LO-0000210540 3x4

At 7:00 p.m. the Regular meeting was called to order by Chair Brown on Tuesday, September 9, 2014 in the Community Room of the Municipal Building, 27400 Southfield Road, Lathrup Village, Michigan.

Commissioners Present: Keith Brown, Chair
Charito Hulleza, Secretary
Karen Miller, Resident
Mark Piotrowski, Vice Chair

Staff Present: Martha Potere, Assistant City Administrator
Yvette Talley, City Clerk

Also Present: Assistant City Attorney Scott Baker
Jill Bahm and Rod Arroyo, Clearzoning, Inc.

All present joined in the Pledge of Allegiance.

Roll Call was taken.

PC-51-14 **APPROVAL OF AGENDA**

Motion by Commissioner Miller, seconded by Commissioner Hulleza to approve the agenda as presented.

Motion carried.

PC-52-14 **APPROVAL OF MINUTES**

Motion by Commissioner Hulleza, seconded by Commissioner Piotrowski to approve the minutes of August 12, 2014.

Motion carried.

PC-53-14 **AUDIENCE PARTICIPATION**

There was no audience participation.

PC-54-14 **PUBLIC HEARINGS**

a. 2014 Master Plan Update

Jill Bahm, gave an overview of what is a Master Plan, why we update a Master Plan, key findings since 2009 Master Plan, summary of public input and proposed changes of how implementation happens.

Areas of interest: Housing what is City's current housing supply, how does it meet the needs of residents today, how might the needs of residents change in the future.

Transportation – Improve transportation systems throughout the city and to communicate with Oakland County Road Commission so they understand what the City's goal and vision is.

Commercial Development – Vision for a village center of the community to serve as commerce and civic unity. How does the current demographics and economic projections impact that vision? What can the City do to implement this vision?

Public hearing was opened.

Comments from the public:

Questions were asked about parking on Southfield Rd., improvements to Southfield Rd and if homes would be demolished to create more parking.

Jill Bahm stated, the idea is there would be an opportunity for redevelopment to expand to the east or the west to support redevelopment that may happen on the parcels on Southfield Road. The City recognizes that redevelopment parcels along Southfield Road is very challenging and we need to be able to make property a little deeper on a case by case basis.

Statement was made that plans are always being made but never see the plans come to fruition.

Thomas Bainbridge a DDA board member for 14 years stated, he hoped that plans would be completed in his lifetime. Southfield Road as a City Center project will not come to fruition until Southfield Road has been finished. All we can do at this time make sure the plans are feasible and hope one day we will receive money filtering down from Washington, to the State, to the County and the initiatives at the County will reap the fruition.

The public hearing was closed.

b. Proposed amendments to the City of Lathrup Village Zoning Ordinance, Article 3.0 Zoning Districts Section 3.1.2 District Established-R1.

Public Hearing was opened.

Commissioner Miller stated, how would the process work? Will the City condemn homes and tear them down?

Jill Bahm stated, this is not a case where the City will come in and take homes and sell them to private developers. This is something where a property owner that owns an R-1 zoned property might say to themselves or to a developer, I think the time has come that this home is not what I need it to be anymore and they can use the property as a special land use to accommodate parking. They would go

Jill Bahm stated, it would have to have a ground floor special use for example, a restaurant, retail or office use would have to be provided.

Public Hearing closed.

PC-55-14 ACTION ITEMS

a. 2014 Master Plan Update

Motion by Commissioner Hulleza, seconded by Commissioner Miller to approve the 2014 Master Plan Update.

Motion carried.

b. Proposed amendments to the City of Lathrup Village Zoning Ordinance, Article 3.0

Zoning Districts Section 3.1.2 Districts Established – R1

Motion by Vice Chair Piotrowski, seconded by Commissioner Miller to recommend the proposed amendments to the City of Lathrup Village Zoning Ordinance, Article 3.0 Zoning District Section 3.1.2 Districts Established –R1.

Motion NOT adopted.

c. Proposed amendments to the City of Lathrup Village Zoning Ordinance, Article 3.0

Zoning Districts Section 3.1.9 Districts Established – MX

Motion by Commissioner Miller, seconded by Commissioner Piotrowski to **table** the recommended amendments to the City of Lathrup Village Zoning Ordinance, Article 3.0 Zoning Districts Section 3.1.9 Districts Established-MX.

Motion carried.

PC-56-14 OLD BUSINESS

a. Conceptual Drawings for 28600 Southfield Rd.

Martha Potere, Assistant Administrator stated this is the second conceptual site plan review no action to be taken. Presentation by the Developers and they answered specific questions.

PC-57-14 General Communication and Correspondence

a. DDA Update

Martha Potere, Assistant Administrator reported that our City Administrator, Matthew Baumgarten and Jill Bahm will present the recently updated Master Plan at the Heritage Conference given by Oakland County to be held Friday, September 12, 2014.

b. Planner's Update

Jill Bahm, Clearzoning will present at the Heritage Conference the story of Lathrup Village and how it relates to being a garden city in a remote area away from the big city. The presentation will be a reflection of heritage as well as an update of what the city has been doing over the last several years.

Jill Bahm and Rod Arroyo will present at the Michigan Association of Planning annual conference.

c. Legal Update

None

PC-58-14 ADJOURNMENT

Motion by Commissioner Miller, seconded by Commissioner Hulleza to adjourn this meeting.

Motion carried.

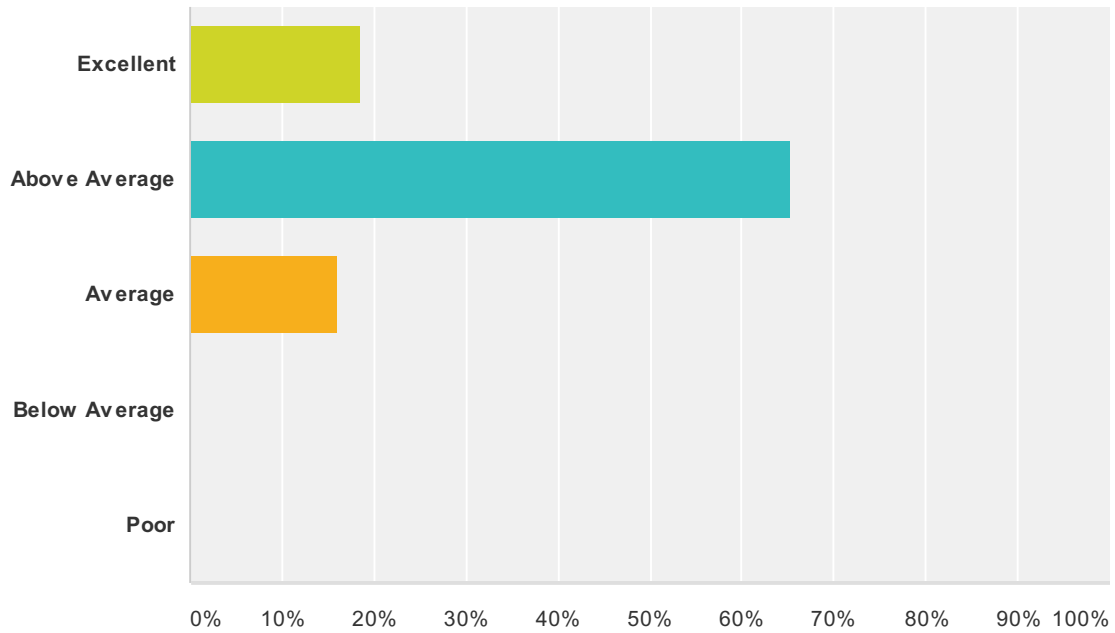
The meeting adjourned at 9:40 p.m.

Submitted by Yvette Talley

Recording Secretary

Q1 The overall quality-of-life in Lathrup Village is:

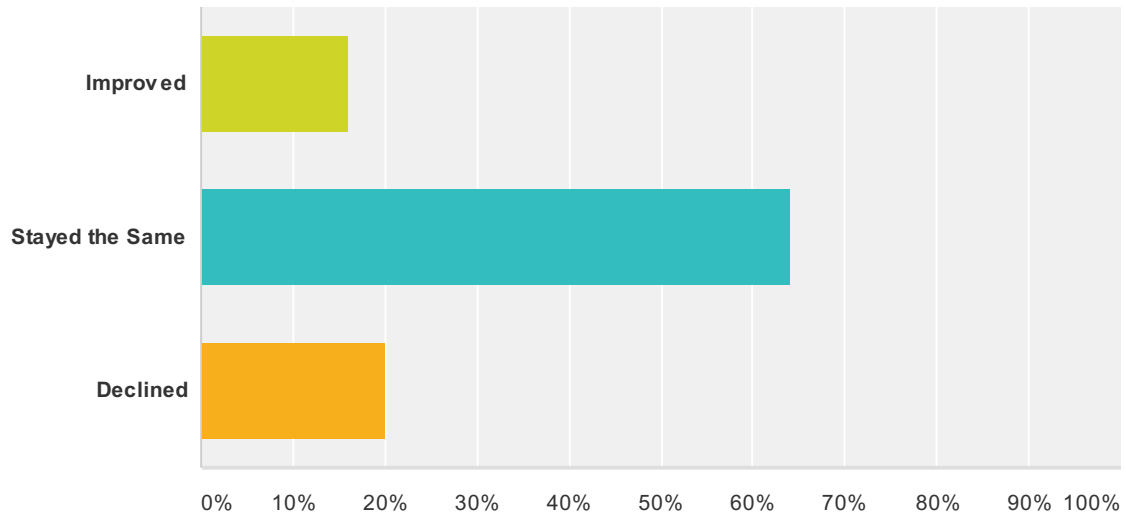
Answered: 75 Skipped: 2



Answer Choices	Responses	
Excellent	18.67%	14
Above Average	65.33%	49
Average	16.00%	12
Below Average	0.00%	0
Poor	0.00%	0
Total		75

**Q2 Since you moved to Lathrup Village,
the quality-of-life in the City has:**

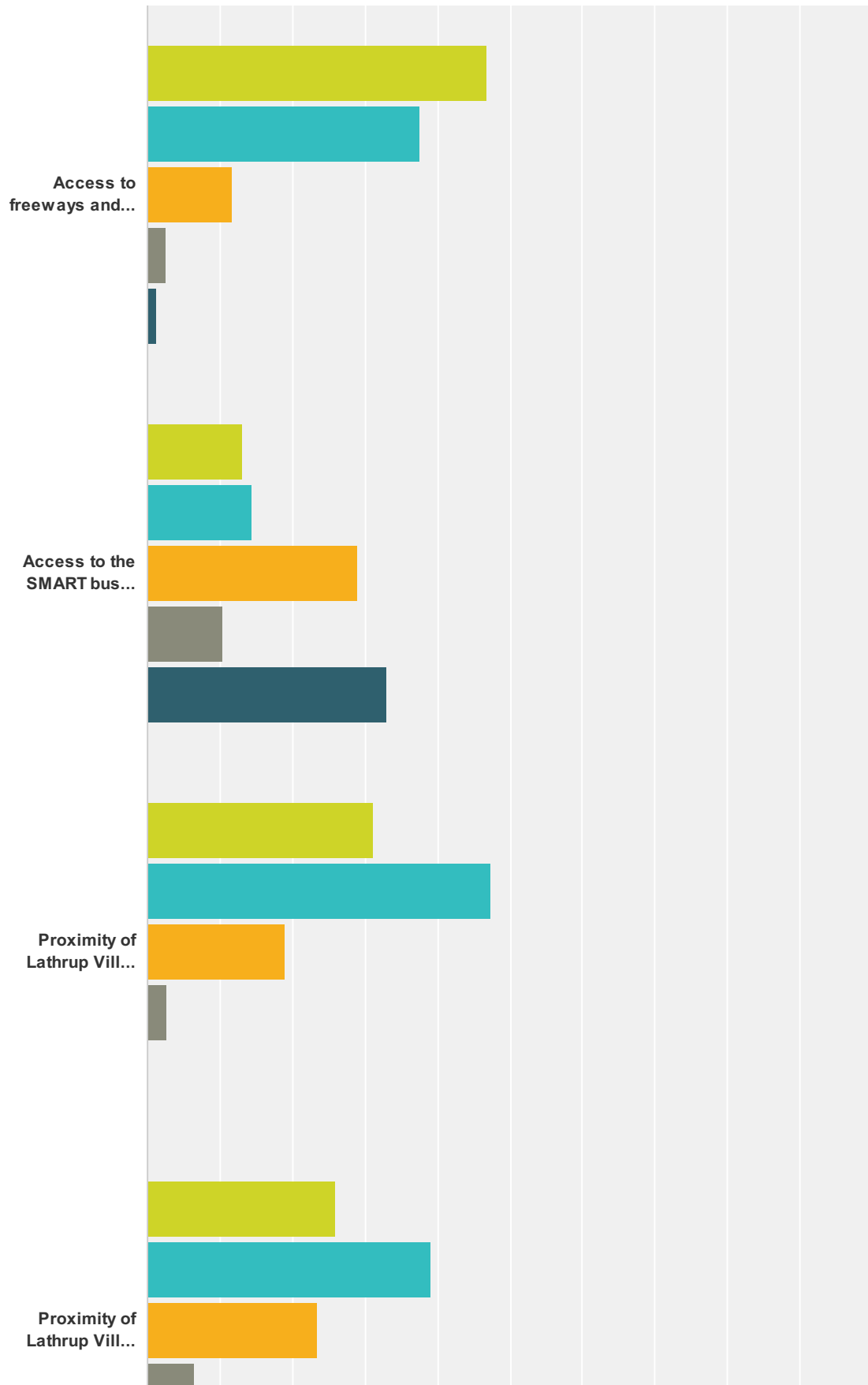
Answered: 75 Skipped: 2



Answer Choices	Responses	
Improved	16.00%	12
Stayed the Same	64.00%	48
Declined	20.00%	15
Total		75

Q3 Please indicate how important each of the following is to you:

Answered: 77 Skipped: 0



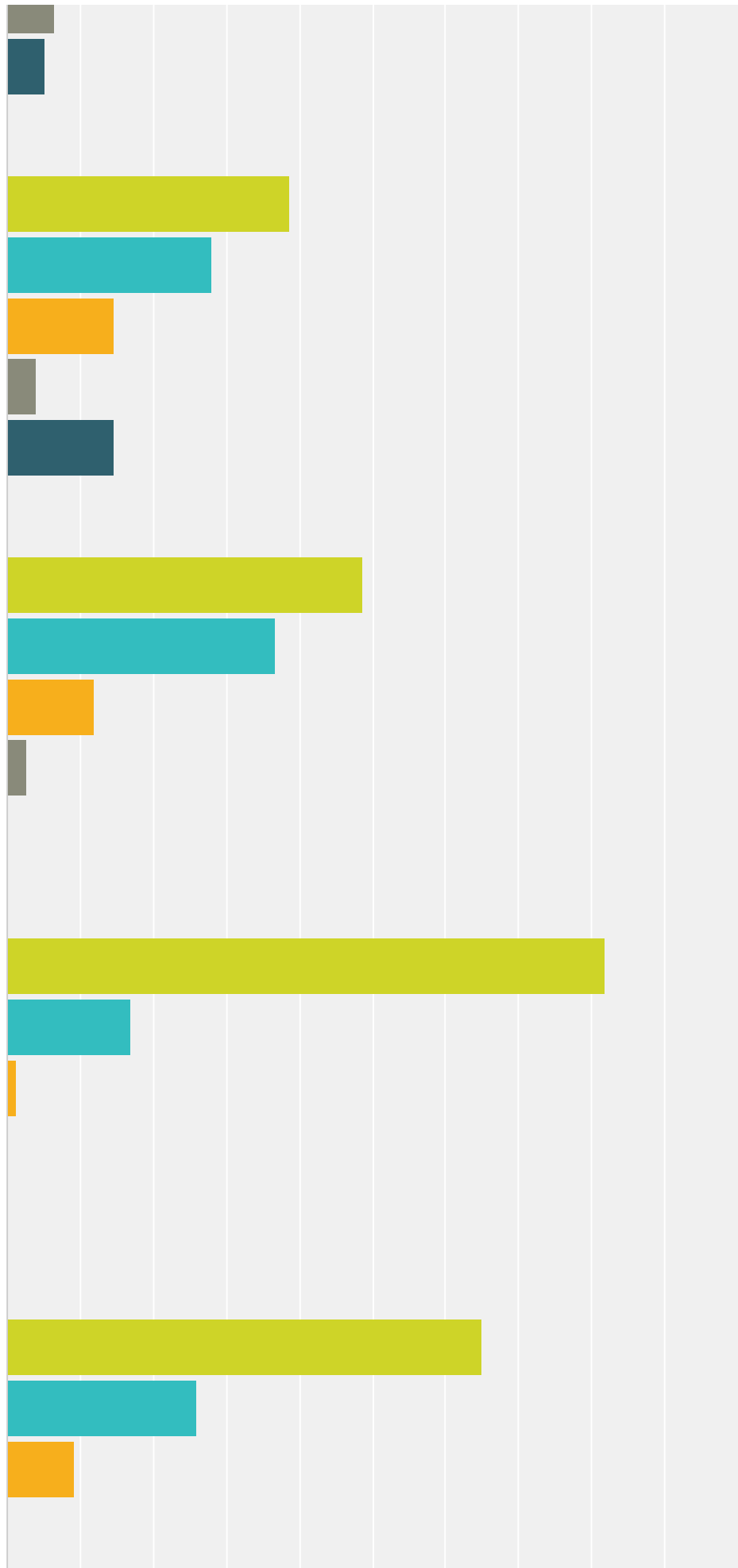
Lathrup Village Master Plan Community Survey 2013

Proximity of
Lathrup Vill...

Cultural
activities...

Quality of
City services

Parks, open
space, and...



Lathrup Village Master Plan Community Survey 2013

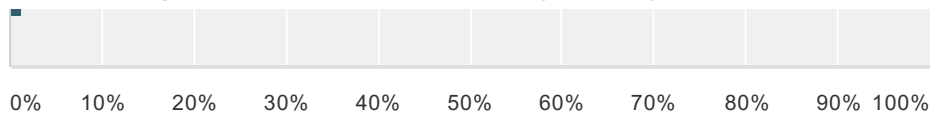
Recreational
programming ...

Quality of
homes and...

Natural
features in...

Historic
resources in...

Lathrup Village Master Plan Community Survey 2013



■ Very Important
 ■ Somewhat Important
 ■ Neither Important Nor Unimportant
■ Somewhat Unimportant
 ■ Not Important

	Very Important	Somewhat Important	Neither Important Nor Unimportant	Somewhat Unimportant	Not Important	Total
Access to freeways and major roads, such as Southfield Road and I-696	46.75% 36	37.66% 29	11.69% 9	2.60% 2	1.30% 1	77
Access to the SMART bus system	13.16% 10	14.47% 11	28.95% 22	10.53% 8	32.89% 25	76
Proximity of Lathrup Village to downtowns in neighboring communities	31.08% 23	47.30% 35	18.92% 14	2.70% 2	0.00% 0	74
Proximity of Lathrup Village to the City of Detroit	25.97% 20	38.96% 30	23.38% 18	6.49% 5	5.19% 4	77
Proximity of Lathrup Village to your workplace	38.67% 29	28.00% 21	14.67% 11	4.00% 3	14.67% 11	75
Cultural activities within Lathrup Village	48.68% 37	36.84% 28	11.84% 9	2.63% 2	0.00% 0	76
Quality of City services	81.82% 63	16.88% 13	1.30% 1	0.00% 0	0.00% 0	77
Parks, open space, and recreational uses in Lathrup Village	64.94% 50	25.97% 20	9.09% 7	0.00% 0	0.00% 0	77
Recreational programming in the City	48.05% 37	36.36% 28	12.99% 10	2.60% 2	0.00% 0	77
Quality of homes and neighborhoods in Lathrup Village	92.21% 71	7.79% 6	0.00% 0	0.00% 0	0.00% 0	77
Natural features in Lathrup Village, such as mature trees	76.32% 58	21.05% 16	1.32% 1	0.00% 0	1.32% 1	76
Historic resources in Lathrup Village, such as historic homes	51.32% 39	36.84% 28	9.21% 7	1.32% 1	1.32% 1	76

#	Other (please specify)	Date
1	cleaness, lower taxes	4/1/2014 11:23 AM
2	neighborliness of it's citizens - important	2/21/2014 2:41 PM
3	small scale of City, so can meet higher percentage of active people in City	2/21/2014 12:30 PM
4	Feeling safe in my home (no break-ins), Very Important!!!	2/14/2014 5:57 PM
5	Personal Safety and Security of LV	1/19/2014 1:45 PM
6	Police protection	1/16/2014 10:19 AM
7	friendliness of neighbors	11/27/2013 6:34 PM
8	Presence of families and young people	11/26/2013 2:05 PM
9	Better Schools	11/26/2013 11:40 AM

Q4 Please list up to three things you like most about the City of Lathrup Village:

Answered: 71 Skipped: 6

Answer Choices	Responses
1.	100.00% 71
2.	97.18% 69
3.	87.32% 62

#	1.	Date
1	location	4/28/2014 10:38 AM
2	community	4/10/2014 8:18 PM
3	homes	4/1/2014 11:23 AM
4	Friendliness of people	3/1/2014 1:03 PM
5	Proximity to everything	3/1/2014 8:14 AM
6	Homes	2/28/2014 7:33 PM
7	The friendly people	2/28/2014 6:56 PM
8	Police department	2/28/2014 5:15 PM
9	Police department	2/28/2014 5:13 PM
10	sense of community	2/28/2014 4:28 PM
11	Police Department is close and I see a patrol car often.	2/28/2014 2:24 PM
12	quaint	2/28/2014 2:24 PM
13	The police department	2/28/2014 2:15 PM
14	Diversity	2/23/2014 11:46 PM
15	neighbor friendly	2/22/2014 4:50 PM
16	small scale	2/21/2014 2:41 PM
17	easy to meet neighbors and make active friends	2/21/2014 12:30 PM
18	The sense of community	2/16/2014 11:35 AM
19	Diversity	2/15/2014 9:05 AM
20	geographic location	2/14/2014 8:13 PM
21	Walkability	2/14/2014 5:57 PM
22	quiet residential streets with trees and diverse houses	2/14/2014 4:08 PM
23	The neighbors	2/14/2014 4:04 PM
24	Location	2/14/2014 12:13 PM
25	Friendliness of many citizens	2/14/2014 10:25 AM
26	Diversity	2/14/2014 9:21 AM
27	Police are very visible	2/14/2014 9:15 AM
28	friendly neighbors	2/2/2014 1:40 AM
29	small town feel	1/26/2014 7:25 AM

Lathrup Village Master Plan Community Survey 2013

30	size	1/24/2014 4:48 PM
31	Excellent and Very Visable Police Department	1/19/2014 1:45 PM
32	Community involvement	1/18/2014 1:01 PM
33	diversity	1/18/2014 11:24 AM
34	The city is very clean.	1/16/2014 10:19 AM
35	snow removal is great	1/13/2014 3:48 PM
36	my house	1/3/2014 1:39 PM
37	Quiet and safe neighborhoods	1/2/2014 4:06 PM
38	small size	12/30/2013 11:28 PM
39	Children's garden	12/28/2013 8:34 PM
40	Nicely designed houses	12/23/2013 1:09 PM
41	Engaging and aware neighbors	12/22/2013 10:09 PM
42	The people	12/22/2013 1:12 PM
43	Small, village-like feeling	12/9/2013 3:04 PM
44	residents-friendliness/neighborliness	12/8/2013 8:56 PM
45	most neighbors	12/7/2013 4:49 PM
46	local police	12/4/2013 7:44 AM
47	Access to freeways	12/4/2013 7:13 AM
48	Quality of the homes	12/3/2013 8:56 PM
49	community and recreation events for residents	12/3/2013 5:54 PM
50	Community	11/28/2013 11:46 PM
51	architecture	11/28/2013 9:54 PM
52	TimeBank	11/27/2013 6:34 PM
53	Sense of communities	11/27/2013 11:38 AM
54	Community activities	11/27/2013 8:54 AM
55	Small town feel	11/26/2013 11:28 PM
56	Historic homes	11/26/2013 11:00 PM
57	friendly	11/26/2013 10:18 PM
58	Family oriented	11/26/2013 6:56 PM
59	beauty of the homes	11/26/2013 5:58 PM
60	The city administration is very oriented to the needs of the residents of Lathrup Village.	11/26/2013 3:33 PM
61	community	11/26/2013 2:34 PM
62	community	11/26/2013 2:28 PM
63	Location within the metro area	11/26/2013 2:05 PM
64	Sense of Community	11/26/2013 11:40 AM
65	The residential quality and trees along residential Streets.	11/26/2013 11:25 AM
66	People	11/26/2013 11:20 AM
67	city services	11/26/2013 11:15 AM
68	Community feel	11/26/2013 9:28 AM
69	My neighbors	11/26/2013 9:10 AM

Lathrup Village Master Plan Community Survey 2013

70	police department	11/26/2013 9:03 AM
71	Safety	11/26/2013 9:02 AM
#	2.	Date
1	uniqueness of home designs (not subdivision)	4/28/2014 10:38 AM
2	homes	4/10/2014 8:18 PM
3	small city	4/1/2014 11:23 AM
4	Location within metro area	3/1/2014 1:03 PM
5	Historic homes	3/1/2014 8:14 AM
6	Trees	2/28/2014 7:33 PM
7	Small community feel	2/28/2014 6:56 PM
8	City services / recreation	2/28/2014 5:15 PM
9	City services / recreation	2/28/2014 5:13 PM
10	small town feel	2/28/2014 4:28 PM
11	The cleanliness of the neighborhood	2/28/2014 2:24 PM
12	quiet	2/28/2014 2:24 PM
13	Concerts in the park	2/28/2014 2:15 PM
14	Trees	2/23/2014 11:46 PM
15	cultural events	2/22/2014 4:50 PM
16	friendliness of citizens	2/21/2014 2:41 PM
17	variety of middle class housing types	2/21/2014 12:30 PM
18	Various organizations that cater to varied interests	2/16/2014 11:35 AM
19	Historic homes	2/15/2014 9:05 AM
20	diversity in the style of homes	2/14/2014 8:13 PM
21	Friendliness of my neighbors	2/14/2014 5:57 PM
22	friendly neighbors	2/14/2014 4:08 PM
23	The homes and yards	2/14/2014 4:04 PM
24	Maturity	2/14/2014 12:13 PM
25	Small town character of many citizens	2/14/2014 10:25 AM
26	Passionate residents	2/14/2014 9:21 AM
27	Recycling program	2/14/2014 9:15 AM
28	small town feel	2/2/2014 1:40 AM
29	access to governmental offices	1/26/2014 7:25 AM
30	response to citizen input	1/24/2014 4:48 PM
31	Individuality of Homes, Streets, Parks, etc.	1/19/2014 1:45 PM
32	Eclectic mixture of home styles	1/18/2014 1:01 PM
33	friendliness	1/18/2014 11:24 AM
34	I love the community fairs and gatherings.	1/16/2014 10:19 AM
35	neighborhood gatherings	1/13/2014 3:48 PM
36	my city services	1/3/2014 1:39 PM
37	Beautiful, unique homes	1/2/2014 4:06 PM

Lathrup Village Master Plan Community Survey 2013

38	access to city government	12/30/2013 11:28 PM
39	Homes	12/28/2013 8:34 PM
40	close to Detroit	12/23/2013 1:09 PM
41	Lathrup Timebank	12/22/2013 10:09 PM
42	The neighborhoods	12/22/2013 1:12 PM
43	Old but well maintained homes, large lots, big trees	12/9/2013 3:04 PM
44	quality and uniqueness of homes	12/8/2013 8:56 PM
45	neighborhood activities	12/7/2013 4:49 PM
46	small community	12/4/2013 7:44 AM
47	Activities within the city	12/4/2013 7:13 AM
48	Neighbors	12/3/2013 8:56 PM
49	Small town 'feeling;.	11/28/2013 11:46 PM
50	community activities	11/28/2013 9:54 PM
51	neighbors	11/27/2013 6:34 PM
52	Activities	11/27/2013 11:38 AM
53	Time Bank	11/27/2013 8:54 AM
54	Historic homes	11/26/2013 11:28 PM
55	conveniently located in metro Detroit area	11/26/2013 10:18 PM
56	Everyone looks out for each other	11/26/2013 6:56 PM
57	friendliness of the neighbors	11/26/2013 5:58 PM
58	Uniqueness of the homes and landscapes	11/26/2013 3:33 PM
59	small town feel	11/26/2013 2:34 PM
60	small town feel	11/26/2013 2:28 PM
61	Strong community orientation and spirit	11/26/2013 2:05 PM
62	Central Location	11/26/2013 11:40 AM
63	Our own Police Deatment	11/26/2013 11:25 AM
64	organizations	11/26/2013 11:20 AM
65	quiet	11/26/2013 11:15 AM
66	Summer activities	11/26/2013 9:28 AM
67	The homes	11/26/2013 9:10 AM
68	history	11/26/2013 9:03 AM
69	Location	11/26/2013 9:02 AM
#	3.	Date
1	large lots/mature trees	4/28/2014 10:38 AM
2	trees	4/1/2014 11:23 AM
3	Mature trees	3/1/2014 1:03 PM
4	Police	3/1/2014 8:14 AM
5	People	2/28/2014 7:33 PM
6	Summer events	2/28/2014 6:56 PM
7	Quality of homes	2/28/2014 5:15 PM

Lathrup Village Master Plan Community Survey 2013

8	Quality of homes	2/28/2014 5:13 PM
9	The city's natural beauty	2/28/2014 2:24 PM
10	awesome city services	2/28/2014 2:24 PM
11	Neighborhood BBQ	2/28/2014 2:15 PM
12	Sidewalks	2/23/2014 11:46 PM
13	Historic Houses	2/22/2014 4:50 PM
14	good locations i.e. between B'ham and downtown Detroit.	2/21/2014 2:41 PM
15	ability to get involved in many activities	2/21/2014 12:30 PM
16	The approachability of community leaders	2/16/2014 11:35 AM
17	People	2/15/2014 9:05 AM
18	dedicated police force	2/14/2014 8:13 PM
19	Seeing the police driving around	2/14/2014 5:57 PM
20	TimeBank	2/14/2014 4:08 PM
21	The location	2/14/2014 4:04 PM
22	People	2/14/2014 12:13 PM
23	Ability to get involved in many city activites	2/14/2014 10:25 AM
24	Great homes	2/14/2014 9:21 AM
25	I feel safe	2/14/2014 9:15 AM
26	proximity to freeway	2/2/2014 1:40 AM
27	friendly city workers	1/26/2014 7:25 AM
28	Overall Community Concern for Well-Being of LV	1/19/2014 1:45 PM
29	Social acceptance of all races, ethnicities and religions	1/18/2014 1:01 PM
30	beautiful neighborhoods	1/18/2014 11:24 AM
31	The city services ie; garbage pick up, snow removal.	1/16/2014 10:19 AM
32	diversity	1/13/2014 3:48 PM
33	Quality city services	1/2/2014 4:06 PM
34	versatile housing	12/30/2013 11:28 PM
35	Friendliness of locals	12/28/2013 8:34 PM
36	Community activities	12/22/2013 10:09 PM
37	The homes	12/22/2013 1:12 PM
38	Loyalty among long-time residents	12/9/2013 3:04 PM
39	trees	12/8/2013 8:56 PM
40	city services, including prompt snow removal	12/7/2013 4:49 PM
41	public services	12/4/2013 7:44 AM
42	Services-leaf program, garbage, police	12/4/2013 7:13 AM
43	City services and activities	12/3/2013 8:56 PM
44	Beauty	11/28/2013 11:46 PM
45	tree-lined streets	11/28/2013 9:54 PM
46	summer concerts in the park	11/27/2013 6:34 PM
47	Houses	11/27/2013 11:38 AM

Lathrup Village Master Plan Community Survey 2013

48	Children's Garden	11/27/2013 8:54 AM
49	Feeling of being in a safe and peaceful community	11/26/2013 6:56 PM
50	cleanliness of the streets and neighborhoods	11/26/2013 5:58 PM
51	Slowly making progress to offer goods and services beyond cell phones, beauty salons, and nails	11/26/2013 3:33 PM
52	ability to volunteer here	11/26/2013 2:34 PM
53	ability to volunteer here	11/26/2013 2:28 PM
54	Unique appearance and natural beauty	11/26/2013 2:05 PM
55	Access to City Offices and Officers	11/26/2013 11:40 AM
56	The friendliness of so may residents willing to help	11/26/2013 11:25 AM
57	Trees	11/26/2013 11:20 AM
58	close to other suburbs	11/26/2013 11:15 AM
59	Neighborhood doesn't look like suburban sprawl	11/26/2013 9:28 AM
60	The freeways being close	11/26/2013 9:10 AM
61	peacefulness	11/26/2013 9:03 AM
62	Maturity of Neighborhood	11/26/2013 9:02 AM

Q5 Please list up to three things you dislike most about the City of Lathrup Village:

Answered: 67 Skipped: 10

Answer Choices	Responses
1.	100.00% 67
2.	89.55% 60
3.	71.64% 48

#	1.	Date
1	property values	4/28/2014 10:38 AM
2	lack of small businesses	4/10/2014 8:18 PM
3	ordinance enforcement of property upkeep	4/1/2014 11:23 AM
4	Southfield schools	3/1/2014 1:03 PM
5	Limited younger families	3/1/2014 8:14 AM
6	Cars coming in area	2/28/2014 7:33 PM
7	Parks not kept up to date	2/28/2014 6:56 PM
8	Schools	2/28/2014 5:15 PM
9	Schools	2/28/2014 5:13 PM
10	seeming decline in services (e.g., leaf pickup)	2/28/2014 4:28 PM
11	The streets are not even	2/28/2014 2:24 PM
12	Lathrup Blvd giving access to non residents to "pass through" our community	2/28/2014 2:15 PM
13	Thru traffic on Lathrup	2/23/2014 11:46 PM
14	poor city services	2/22/2014 4:50 PM
15	no sense of a real Downtown	2/21/2014 2:41 PM
16	major highways dividing City	2/21/2014 12:30 PM
17	Too many 'open access' roads between 12 and 696	2/16/2014 11:35 AM
18	Lack of usable businesses (places to frequent)	2/15/2014 9:05 AM
19	lack of downtown	2/14/2014 8:13 PM
20	the carelessness of the city workers	2/14/2014 5:57 PM
21	traffic on Southfield rd	2/14/2014 4:08 PM
22	The taxes	2/14/2014 4:04 PM
23	Schools	2/14/2014 12:13 PM
24	Ugly appearance of buildings on Southfield Rd	2/14/2014 10:25 AM
25	Southfield Road	2/14/2014 9:21 AM
26	Tringali Sanitation throwing the trash bins in the street	2/14/2014 9:15 AM
27	No curbs separation street from lawn. People often park on the grass in front of my house.	2/2/2014 1:40 AM
28	proximity to Southfield	1/26/2014 7:25 AM
29	Stagnant Condition of Home Value Appreciation	1/19/2014 1:45 PM

Lathrup Village Master Plan Community Survey 2013

30	Southfield road traffic	1/18/2014 1:01 PM
31	declining city services	1/18/2014 11:24 AM
32	Lack of phone coverage at city hall.	1/16/2014 10:19 AM
33	occupancy rate lately	1/13/2014 3:48 PM
34	high traffic down my street	1/3/2014 1:39 PM
35	Lack of fine-dining restaurants	1/2/2014 4:06 PM
36	lack of downtown area	12/30/2013 11:28 PM
37	I am trapped in one square mile area due to busy car roads	12/23/2013 1:09 PM
38	Expense wasted on poor contracts	12/22/2013 10:09 PM
39	Lack of restaurants and bars	12/22/2013 1:12 PM
40	Poor water drainage	12/9/2013 3:04 PM
41	poor code enforcement	12/8/2013 8:56 PM
42	not enough streetlights	12/7/2013 4:49 PM
43	southfield corridor	12/4/2013 7:44 AM
44	Unable to walk to grocery, drug store, etc.	12/4/2013 7:13 AM
45	Division of the city caused by I-696	12/3/2013 8:56 PM
46	Southfield and open access to it	11/28/2013 11:46 PM
47	lack of code enforcement	11/28/2013 9:54 PM
48	lack of downtown	11/27/2013 6:34 PM
49	Traffic	11/27/2013 11:38 AM
50	Limited walking access to stores and businesses	11/27/2013 8:54 AM
51	Less volunteerism than in the past & increased sense of entitlement by many	11/26/2013 11:28 PM
52	No central city area	11/26/2013 11:00 PM
53	Loss of Gardeneers, Supper Club and Home & Garden Tour	11/26/2013 10:18 PM
54	shabbiness of some of the business buildinds along Southfield Rd.	11/26/2013 5:58 PM
55	The bridge over I696 at Southfield Road	11/26/2013 3:33 PM
56	not a walkable town	11/26/2013 2:34 PM
57	not a walkable town	11/26/2013 2:28 PM
58	Lack of a downtown	11/26/2013 2:05 PM
59	There is no community pool	11/26/2013 12:43 PM
60	declining services (mulch as one example)	11/26/2013 11:40 AM
61	Southfield Road bisecting/dividing City	11/26/2013 11:25 AM
62	reduced use of Manicpal building due to hours of operation	11/26/2013 11:20 AM
63	no library or park of our own	11/26/2013 11:15 AM
64	Southfield "road" is completely unsafe to cross	11/26/2013 9:28 AM
65	Not happy at all with the leaf pick up this year	11/26/2013 9:10 AM
66	money spent on recreation director	11/26/2013 9:03 AM
67	Traffic	11/26/2013 9:02 AM
#	2.	Date
1	empty properties along southfield road	4/28/2014 10:38 AM

Lathrup Village Master Plan Community Survey 2013

2	poor infrastructure (roads, sidewalks, storm drainage)	4/10/2014 8:18 PM
3	no downtown	4/1/2014 11:23 AM
4	Condition of roads	3/1/2014 1:03 PM
5	Failing homes and properties	3/1/2014 8:14 AM
6	Break ins	2/28/2014 7:33 PM
7	No good restaurants near by	2/28/2014 6:56 PM
8	Taxes	2/28/2014 5:15 PM
9	Taxes	2/28/2014 5:13 PM
10	not enough local restaurants etc	2/28/2014 4:28 PM
11	Some sinage is not clear. Getting onto 11 mile from Red River is not safe.	2/28/2014 2:24 PM
12	Run down homes	2/28/2014 2:15 PM
13	Outdated businesses	2/23/2014 11:46 PM
14	Southfield Road	2/22/2014 4:50 PM
15	the highways dividing the city in four unconnected quadrants	2/21/2014 2:41 PM
16	less willing to make positive changes in improvements.	2/21/2014 12:30 PM
17	Snow plowing on 'dead end' streets is secondary	2/16/2014 11:35 AM
18	school district	2/14/2014 8:13 PM
19	how the "House-In-The-Woods" and the house behind the Community Church was handled	2/14/2014 5:57 PM
20	lack of "downtown type" retail and business	2/14/2014 4:08 PM
21	The schools	2/14/2014 4:04 PM
22	School taxes	2/14/2014 12:13 PM
23	No sense of a downtown center.	2/14/2014 10:25 AM
24	No sense of place	2/14/2014 9:21 AM
25	Flooding (water collection on the sidewalk)	2/14/2014 9:15 AM
26	downtown-southfield rd appearance not great.	2/2/2014 1:40 AM
27	unable to keep backyard chickens. Other cities allow this.	1/26/2014 7:25 AM
28	Continuous Shortage of Citizenry Involvement in Community Betterment Affairs	1/19/2014 1:45 PM
29	Lack of safe pedestrian access across Southfield Rd.	1/18/2014 1:01 PM
30	All roads are not paved.	1/16/2014 10:19 AM
31	some homes getting ragged	1/13/2014 3:48 PM
32	speeding down my street	1/3/2014 1:39 PM
33	No "downtown area" for shopping and dining	1/2/2014 4:06 PM
34	main and residential streets are dark	12/23/2013 1:09 PM
35	Expense wasted on police	12/22/2013 10:09 PM
36	Traffic	12/22/2013 1:12 PM
37	Ugly commercial areas (except Michigan First)	12/9/2013 3:04 PM
38	high taxes	12/8/2013 8:56 PM
39	sidewalks not cleared of snow or overgrown landscape	12/7/2013 4:49 PM
40	higher tax base	12/4/2013 7:44 AM
41	Inconsistency in services - leaf program	12/4/2013 7:13 AM

Lathrup Village Master Plan Community Survey 2013

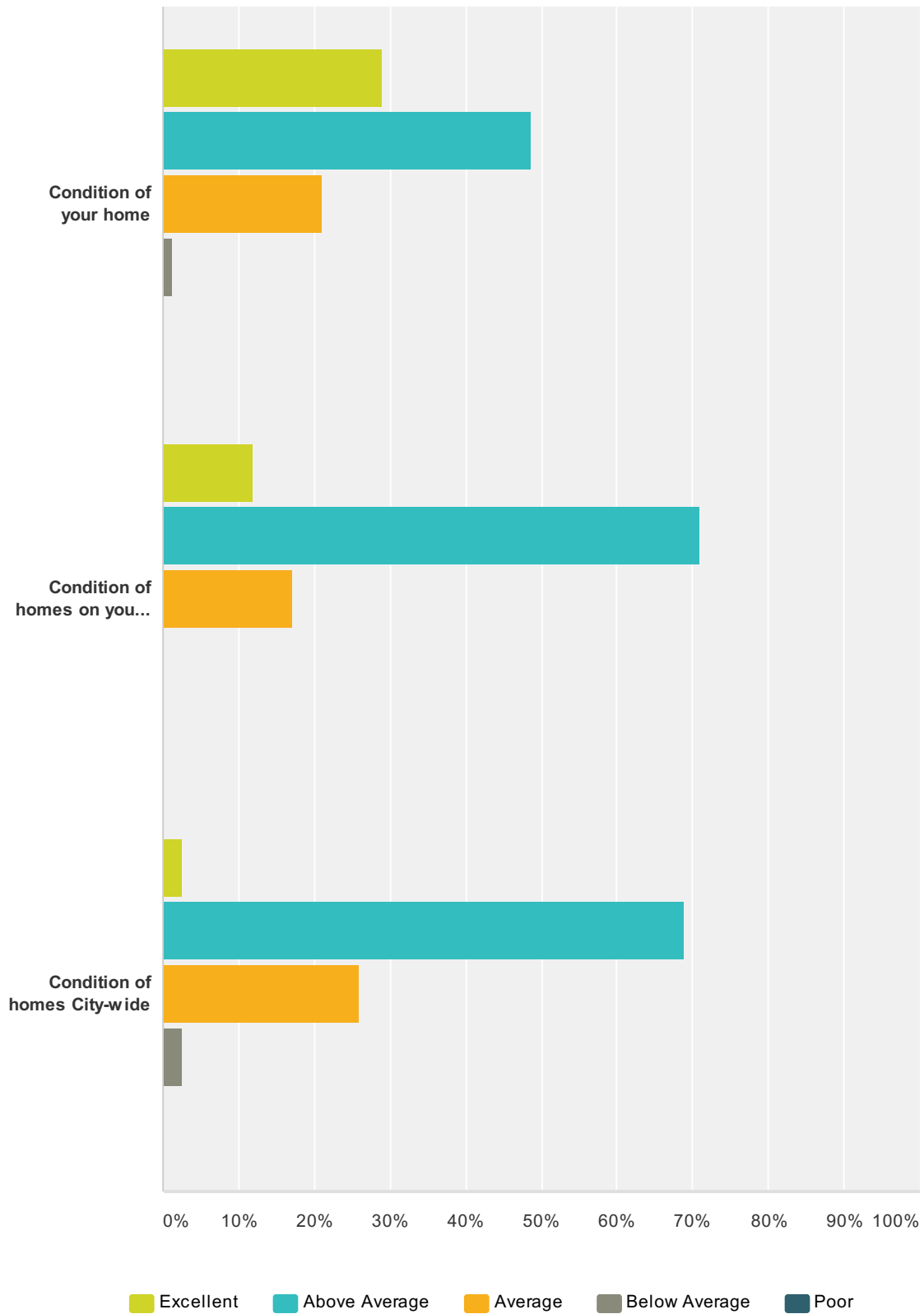
42	Condition of business fronts on Southfield Road	12/3/2013 8:56 PM
43	Division between N. and S. of 696	11/28/2013 11:46 PM
44	Southfield Road	11/28/2013 9:54 PM
45	lack of public transportation	11/27/2013 6:34 PM
46	Some houses are not kept up	11/27/2013 11:38 AM
47	High volume traffic on Southfield Road - should be wider	11/27/2013 8:54 AM
48	high % of African Americans tendency to not join clubs or give to this community as they tend to focus on their church communities	11/26/2013 11:28 PM
49	lack of restaurants	11/26/2013 5:58 PM
50	The lack of a small all year grocery and fresh food market	11/26/2013 3:33 PM
51	need more restaurants	11/26/2013 2:34 PM
52	need more restaurants	11/26/2013 2:28 PM
53	Lack of a supermarket (Hiller's should have moved here)	11/26/2013 2:05 PM
54	There is no summer camp for kids in the summer	11/26/2013 12:43 PM
55	Lack of "downtown type" shopping and activity center	11/26/2013 11:25 AM
56	traffic on Southfield road	11/26/2013 11:20 AM
57	Nothing is walkable	11/26/2013 9:28 AM
58	Lack of the Downtown developement. Build it and they will come.	11/26/2013 9:10 AM
59	traffic at 12 & southfield	11/26/2013 9:03 AM
60	School taxes	11/26/2013 9:02 AM
#	3.	Date
1	lack of local businesses (restaurants, stores, services)	4/28/2014 10:38 AM
2	no downtown	4/10/2014 8:18 PM
3	high taxes	4/1/2014 11:23 AM
4	Lack of sidewalks in some areas	3/1/2014 1:03 PM
5	No downtown-all buildings are Southfield look dated and mismatched	3/1/2014 8:14 AM
6	Garbage pic up	2/28/2014 7:33 PM
7	The speed on Southfield rd through lathrup	2/28/2014 6:56 PM
8	Unpacked roads	2/28/2014 5:15 PM
9	Unpacked roads	2/28/2014 5:13 PM
10	Squirrels	2/28/2014 2:15 PM
11	Dark streets	2/23/2014 11:46 PM
12	Very limited cultural events	2/22/2014 4:50 PM
13	the poor quality of the buildings along Southfield Rd and	2/21/2014 2:41 PM
14	poor quality of buildings and occupants along Southfield Rd	2/21/2014 12:30 PM
15	older demographic (no kids running around)	2/14/2014 8:13 PM
16	The traffic lights at I-696 & Southfield Rds. are chaotic.	2/14/2014 5:57 PM
17	lack of retail and business activity, including restaurants	2/14/2014 4:08 PM
18	The traffic at rush hour	2/14/2014 4:04 PM
19	Unwillingness of City to want to improve and change	2/14/2014 10:25 AM

Lathrup Village Master Plan Community Survey 2013

20	No multi-modal transit infrastructure	2/14/2014 9:21 AM
21	There is no dog park and this is a dog community!	2/14/2014 9:15 AM
22	Lack of a downtown	1/18/2014 1:01 PM
23	No street lights on neighborhood streets.	1/16/2014 10:19 AM
24	roads need paving	1/13/2014 3:48 PM
25	neighbors rarely speak	1/3/2014 1:39 PM
26	Frequent power outages	1/2/2014 4:06 PM
27	Southfield Rd is impossible to cross on foot	12/23/2013 1:09 PM
28	Expense wasted on city hall	12/22/2013 10:09 PM
29	Separation of the 4 quadrants of the City	12/22/2013 1:12 PM
30	Divided by Southfield and freeway	12/9/2013 3:04 PM
31	poor Southfield road presentation	12/8/2013 8:56 PM
32	cracked and uneven sidewalks that make neighborhood walking a challenge	12/7/2013 4:49 PM
33	Many properties neglected	12/4/2013 7:13 AM
34	Traffic on Southfield Road	12/3/2013 8:56 PM
35	Not pretty from Southfield -	11/28/2013 11:46 PM
36	lack of excellent school system and higher taxes	11/27/2013 6:34 PM
37	Busy road	11/27/2013 11:38 AM
38	City events that are on Sundays	11/27/2013 8:54 AM
39	Speeding & blowing through stop signs	11/26/2013 11:28 PM
40	lack of a grocery store or bodega	11/26/2013 5:58 PM
41	Snow and ice removal from state, county road, commercial property associated sidewalks	11/26/2013 3:33 PM
42	need more shops	11/26/2013 2:34 PM
43	need more shops	11/26/2013 2:28 PM
44	Unpaved and/or poorly constructed streets	11/26/2013 2:05 PM
45	The ugly frontage the buildings along Southfield Road convey about Lathrup Village	11/26/2013 11:25 AM
46	Not enough local businesses to frequent, more retail/restaurants	11/26/2013 9:28 AM
47	Worried about snow removal this year	11/26/2013 9:10 AM
48	no fast food places	11/26/2013 9:03 AM

Q6 Please rate each of the following:

Answered: 77 Skipped: 0



	Excellent	Above Average	Average	Below Average	Poor	Total
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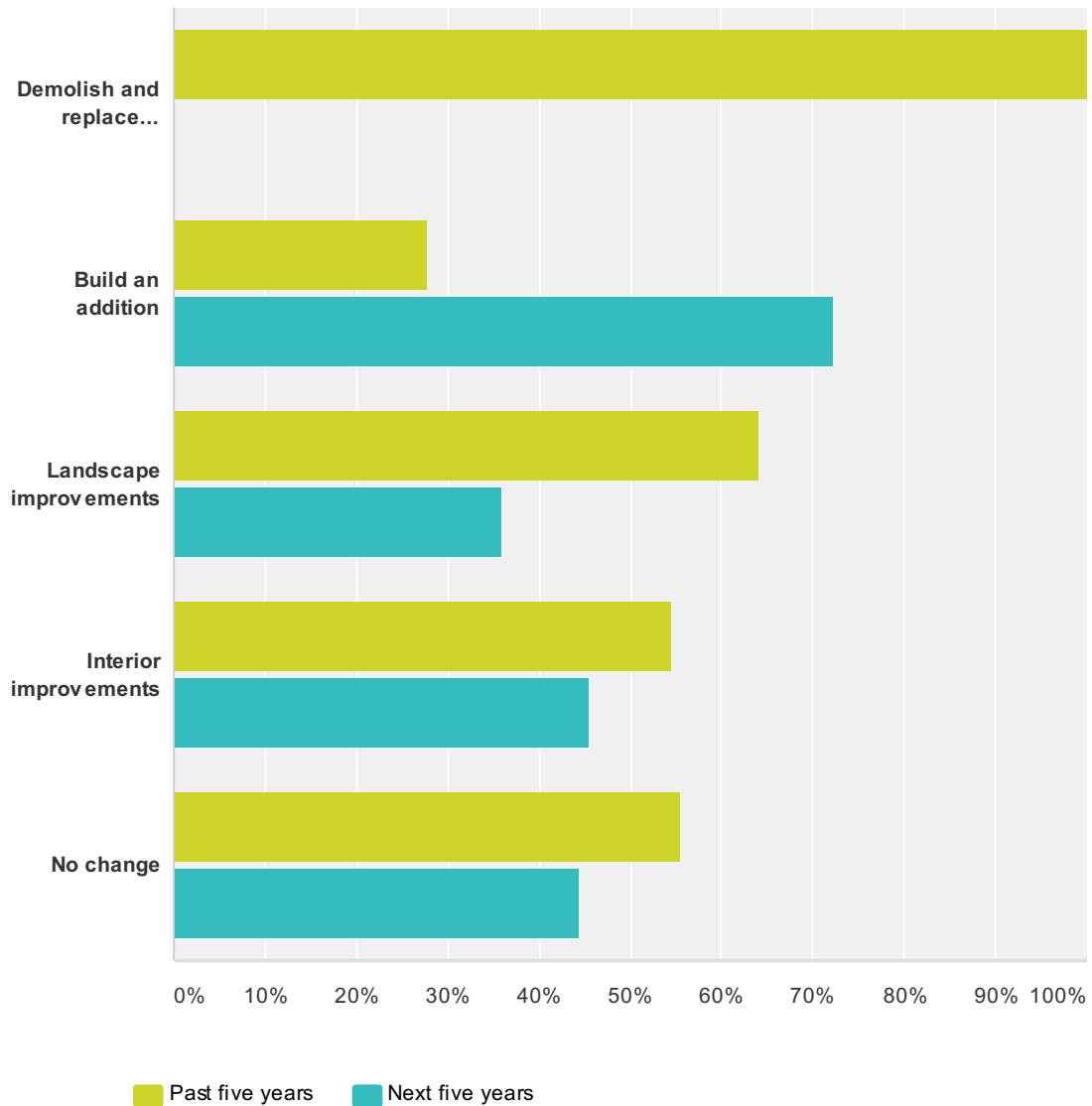
Condition of your home	28.95%	48.68%	21.05%	1.32%	0.00%	77
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Lathrup Village Master Plan Community Survey 2013

Condition of your home	25.00% 22	75.00% 37	25.00% 16	1.92% 1	9.09% 0	76
Condition of homes on your street	11.84% 9	71.05% 54	17.11% 13	0.00% 0	0.00% 0	76
Condition of homes City-wide	2.60% 2	68.83% 53	25.97% 20	2.60% 2	0.00% 0	77

Q7 Please indicate which of the following improvements you have made to your home in the past five years, or are considering making in the next five years:

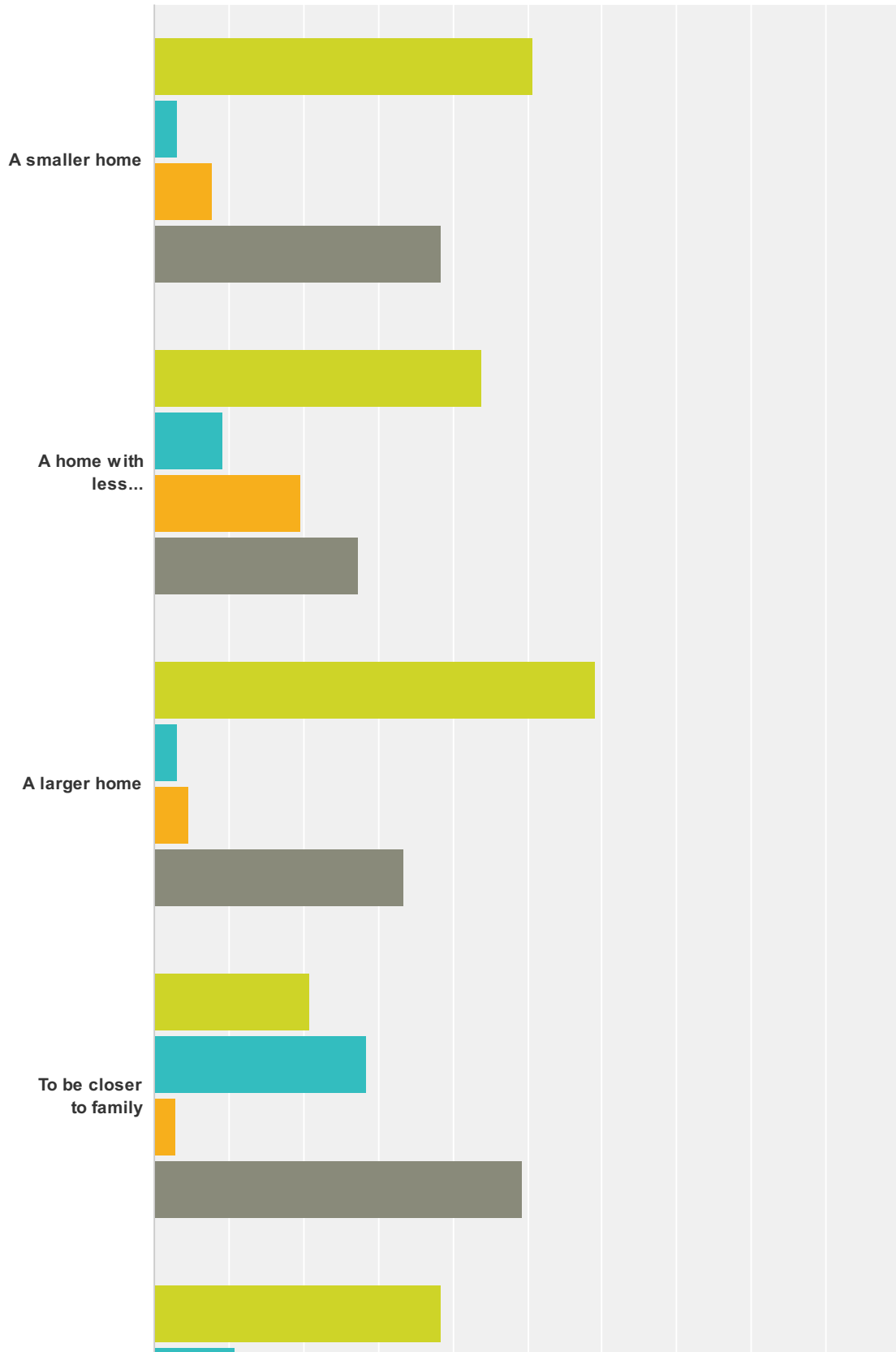
Answered: 75 Skipped: 2



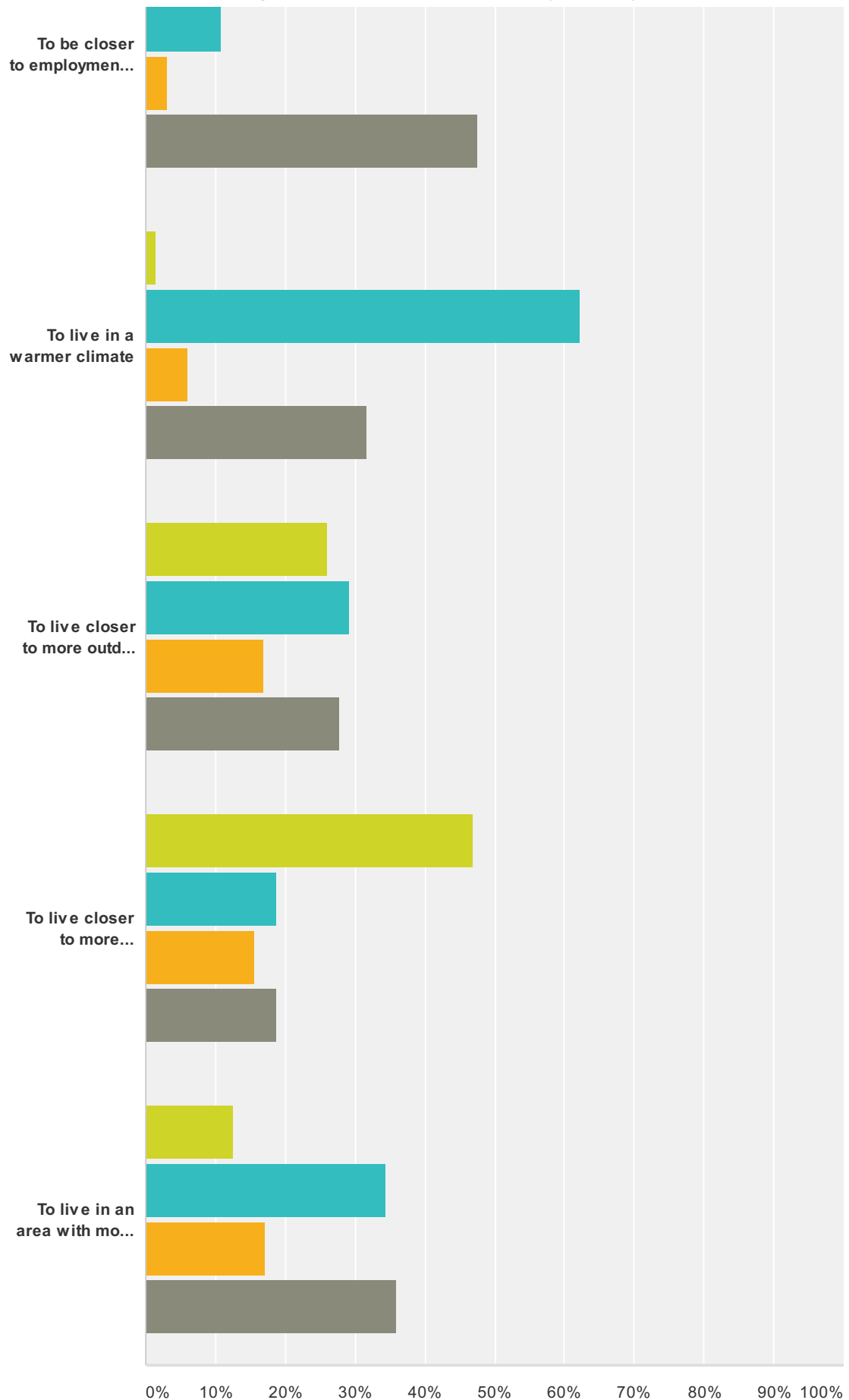
	Past five years	Next five years	Total
Demolish and replace existing home	100.00% 1	0.00% 0	1
Build an addition	27.78% 5	72.22% 13	18
Landscape improvements	64.06% 41	35.94% 23	64
Interior improvements	54.41% 37	45.59% 31	68
No change	55.56% 5	44.44% 4	9

**Q8 Does Lathrup Village provide what you want as you look for your next home?
Check as many of the responses below as you think, "I will want...."**

Answered: 70 Skipped: 7



Lathrup Village Master Plan Community Survey 2013



■ I can get that in LV
 ■ I cannot get that in LV
 ■ Not sure if I can get that in LV

■

Lathrup Village Master Plan Community Survey 2013

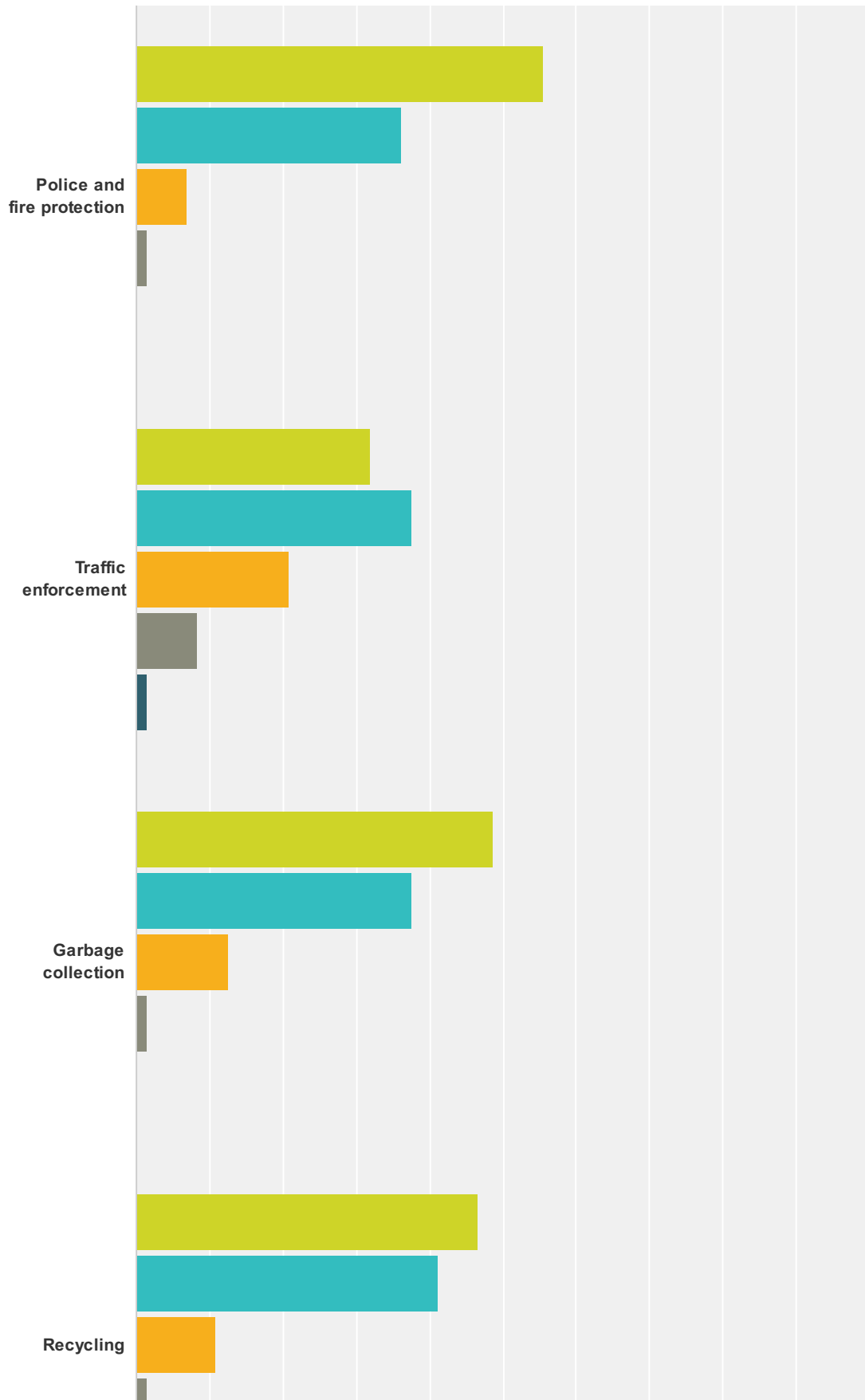
■ N/A

	I can get that in LV	I cannot get that in LV	Not sure if I can get that in LV	N/A	Total Respondents
A smaller home	50.77% 33	3.08% 2	7.69% 5	38.46% 25	65
A home with less maintenance on home/yard	43.94% 29	9.09% 6	19.70% 13	27.27% 18	66
A larger home	59.09% 39	3.03% 2	4.55% 3	33.33% 22	66
To be closer to family	20.90% 14	28.36% 19	2.99% 2	49.25% 33	67
To be closer to employment or school	38.46% 25	10.77% 7	3.08% 2	47.69% 31	65
To live in a warmer climate	1.52% 1	62.12% 41	6.06% 4	31.82% 21	66
To live closer to more outdoor recreation opportunities	26.15% 17	29.23% 19	16.92% 11	27.69% 18	65
To live closer to more cultural opportunities	46.88% 30	18.75% 12	15.63% 10	18.75% 12	64
To live in an area with more transportation options	12.50% 8	34.38% 22	17.19% 11	35.94% 23	64

#	Other (please specify)	Date
1	I didn't really understand this question	2/28/2014 7:00 PM
2	My next home (retirement home) should be in a intellectually stimulating environment (like a college town) where there are lots of cultural events to attend, theatre, museums, music.	2/14/2014 6:09 PM
3	Warmer climate??	2/14/2014 9:24 AM
4	not moving anytime soon	2/2/2014 1:51 AM
5	Convenient and more, restaurants/eateries	1/19/2014 1:55 PM
6	move to a loft with a balcony--cannot get that in LV	12/8/2013 9:01 PM
7	I am not going to buy another home	11/27/2013 6:51 PM
8	Please ask for a vote for Smart/Semta to serve in Lathrup	11/26/2013 11:51 AM

Q9 Please rate each of the following City services:

Answered: 73 Skipped: 4



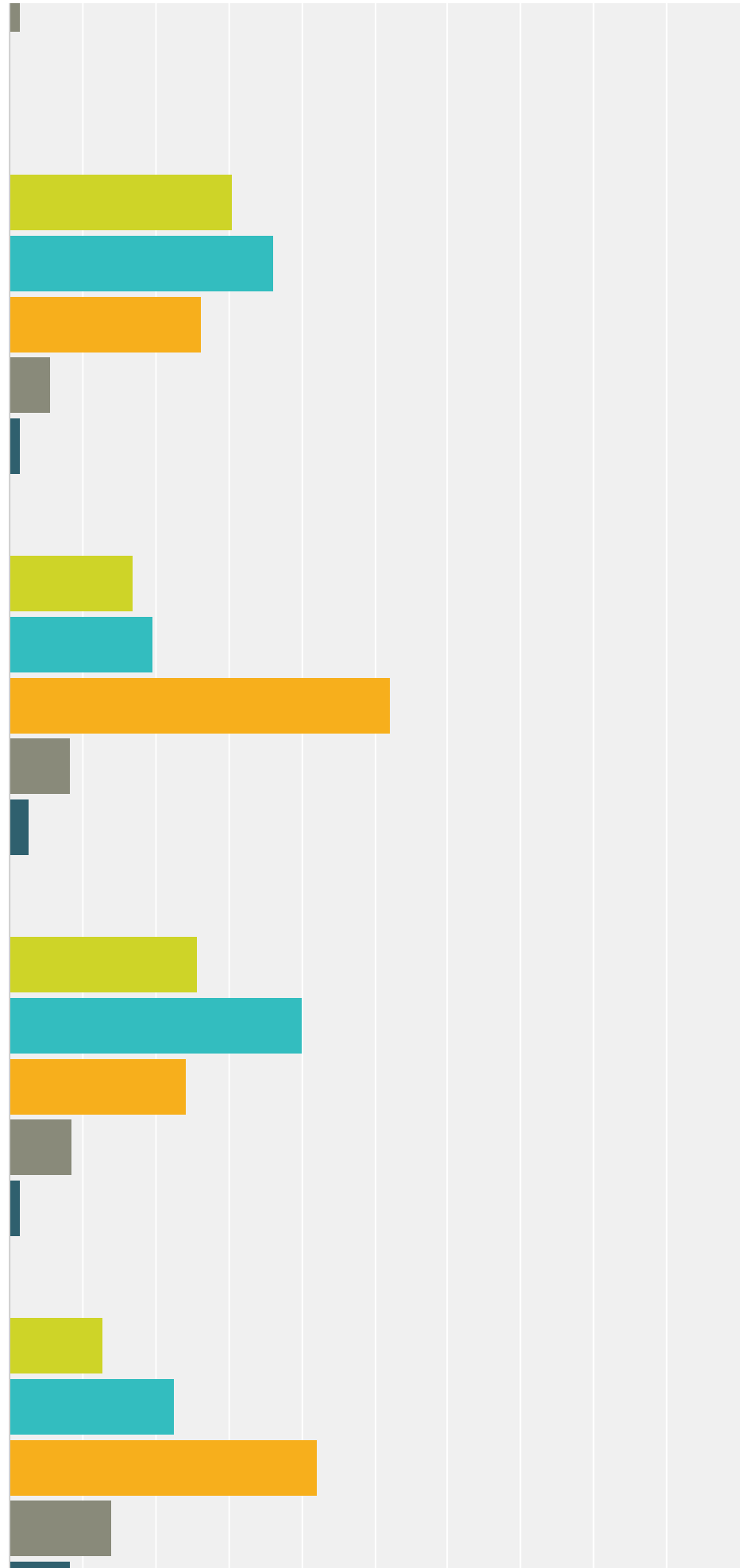
Lathrup Village Master Plan Community Survey 2013

Post Office

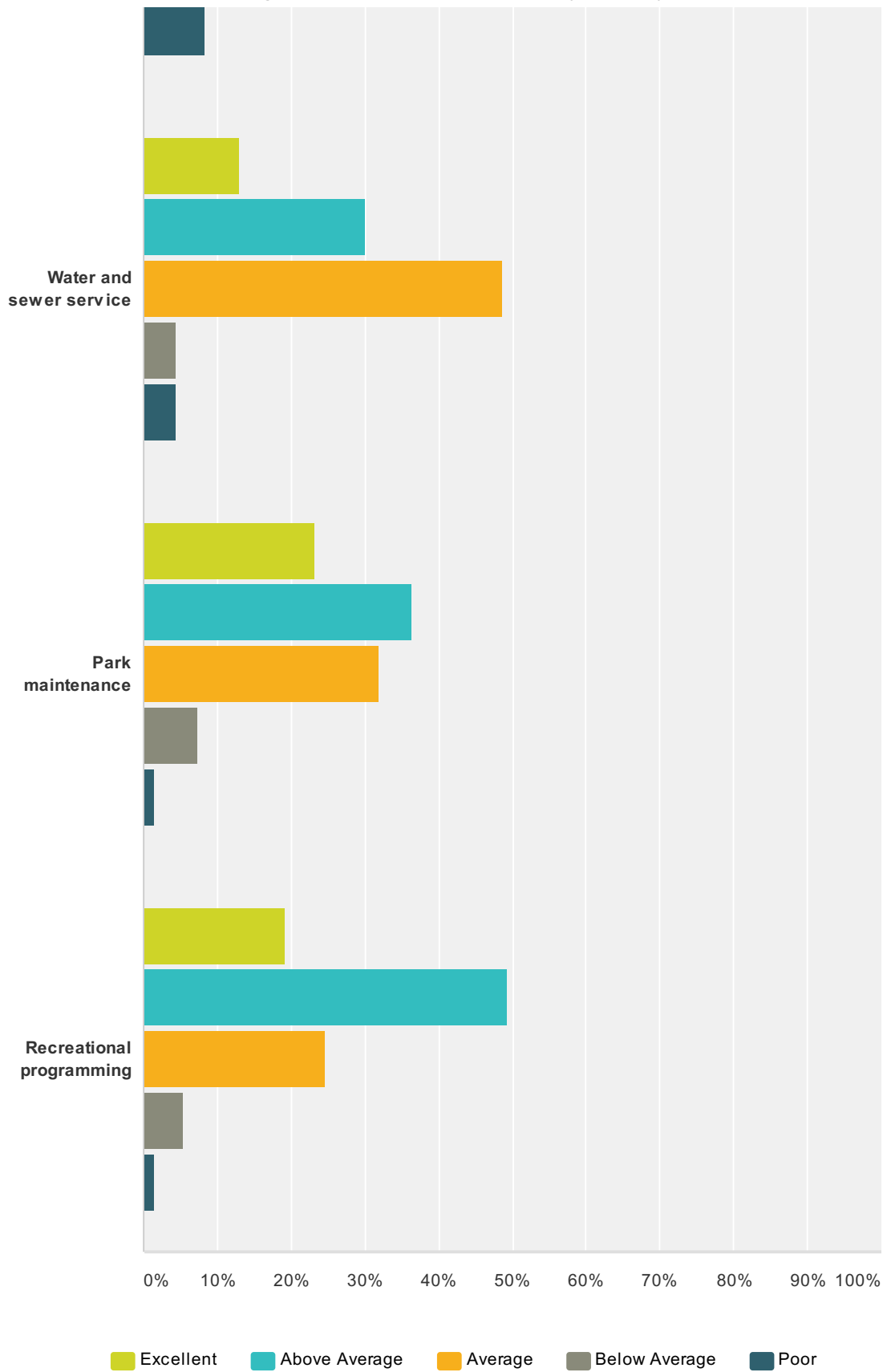
Street
maintenance

Snow removal

Sidewalk
maintenance



Lathrup Village Master Plan Community Survey 2013



	Excellent	Above Average	Average	Below Average	Poor	Total
Police and fire protection	55.56% 40	36.11% 26	6.94% 5	1.39% 1	0.00% 0	72

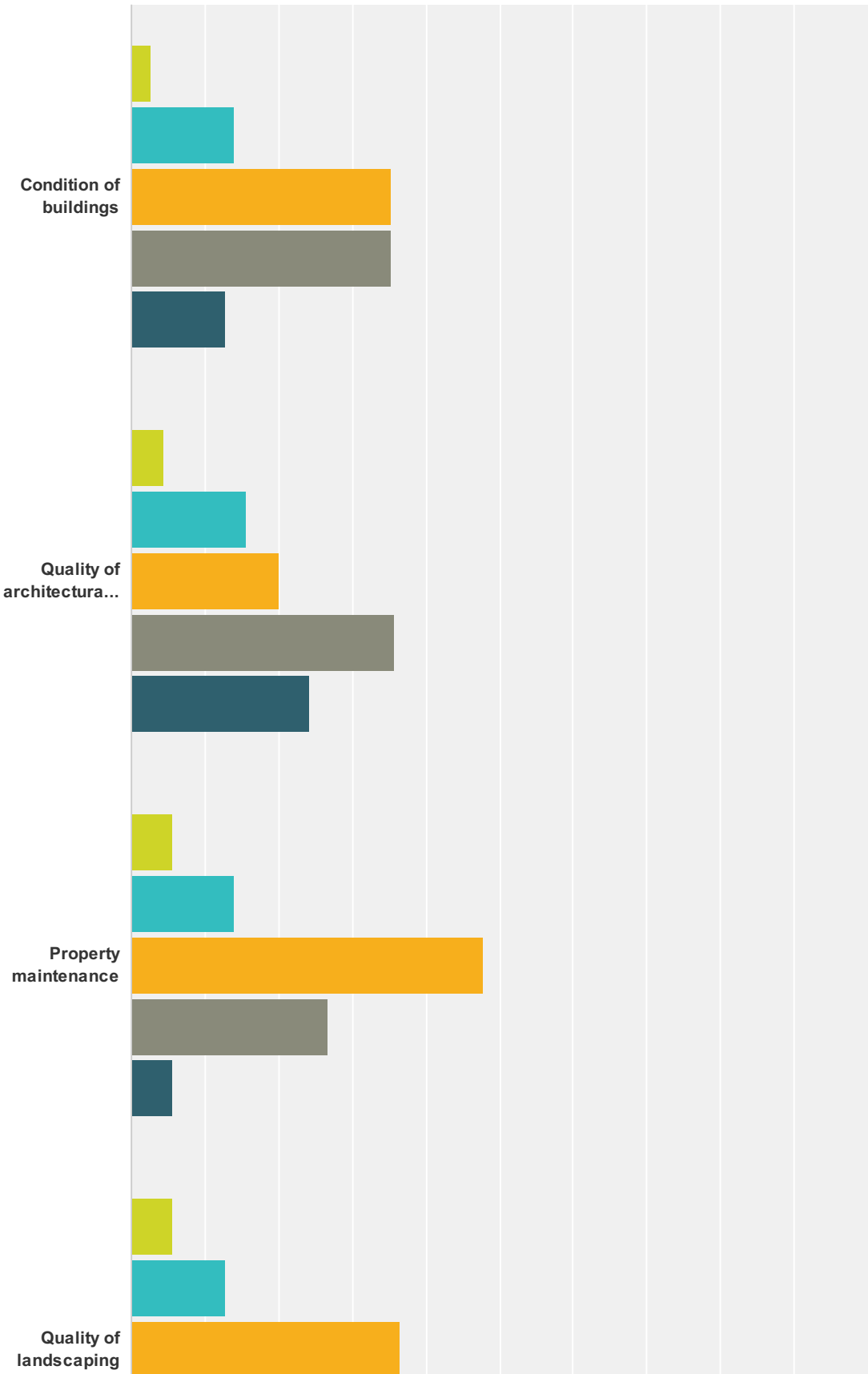
Traffic enforcement	31.94%	37.50%	20.83%	8.33%	1.39%	34
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Lathrup Village Master Plan Community Survey 2013

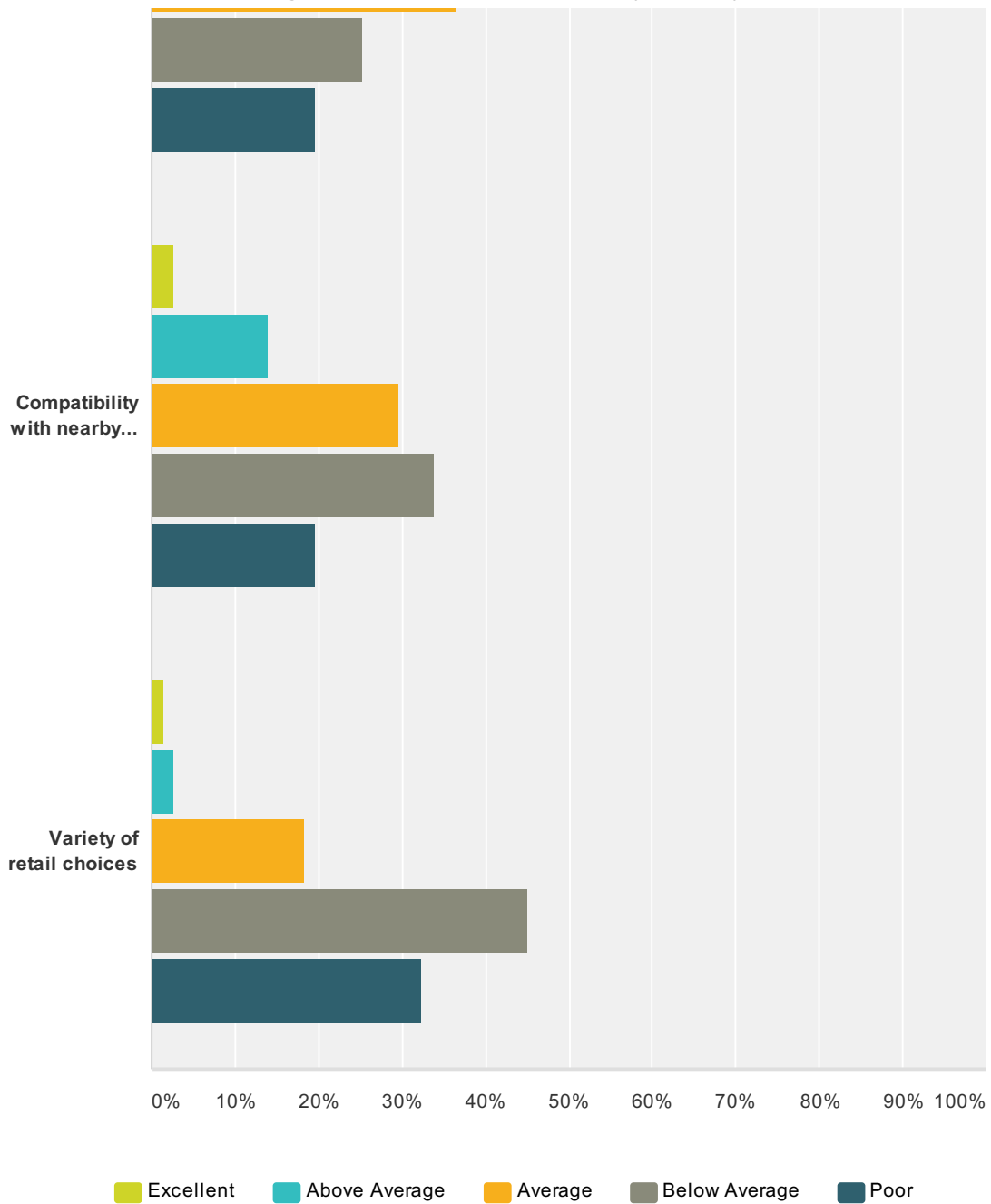
Service	2013 23	2012 27	2011 15	2010 6	2009 1	72
Garbage collection	48.61% 35	37.50% 27	12.50% 9	1.39% 1	0.00% 0	72
Recycling	46.58% 34	41.10% 30	10.96% 8	1.37% 1	0.00% 0	73
Post Office	30.56% 22	36.11% 26	26.39% 19	5.56% 4	1.39% 1	72
Street maintenance	16.90% 12	19.72% 14	52.11% 37	8.45% 6	2.82% 2	71
Snow removal	25.71% 18	40.00% 28	24.29% 17	8.57% 6	1.43% 1	70
Sidewalk maintenance	12.68% 9	22.54% 16	42.25% 30	14.08% 10	8.45% 6	71
Water and sewer service	12.86% 9	30.00% 21	48.57% 34	4.29% 3	4.29% 3	70
Park maintenance	23.19% 16	36.23% 25	31.88% 22	7.25% 5	1.45% 1	69
Recreational programming	19.18% 14	49.32% 36	24.66% 18	5.48% 4	1.37% 1	73

Q10 Please rate the following aspects of commercial and office development on Southfield Road in Lathrup Village:

Answered: 72 Skipped: 5



Lathrup Village Master Plan Community Survey 2013



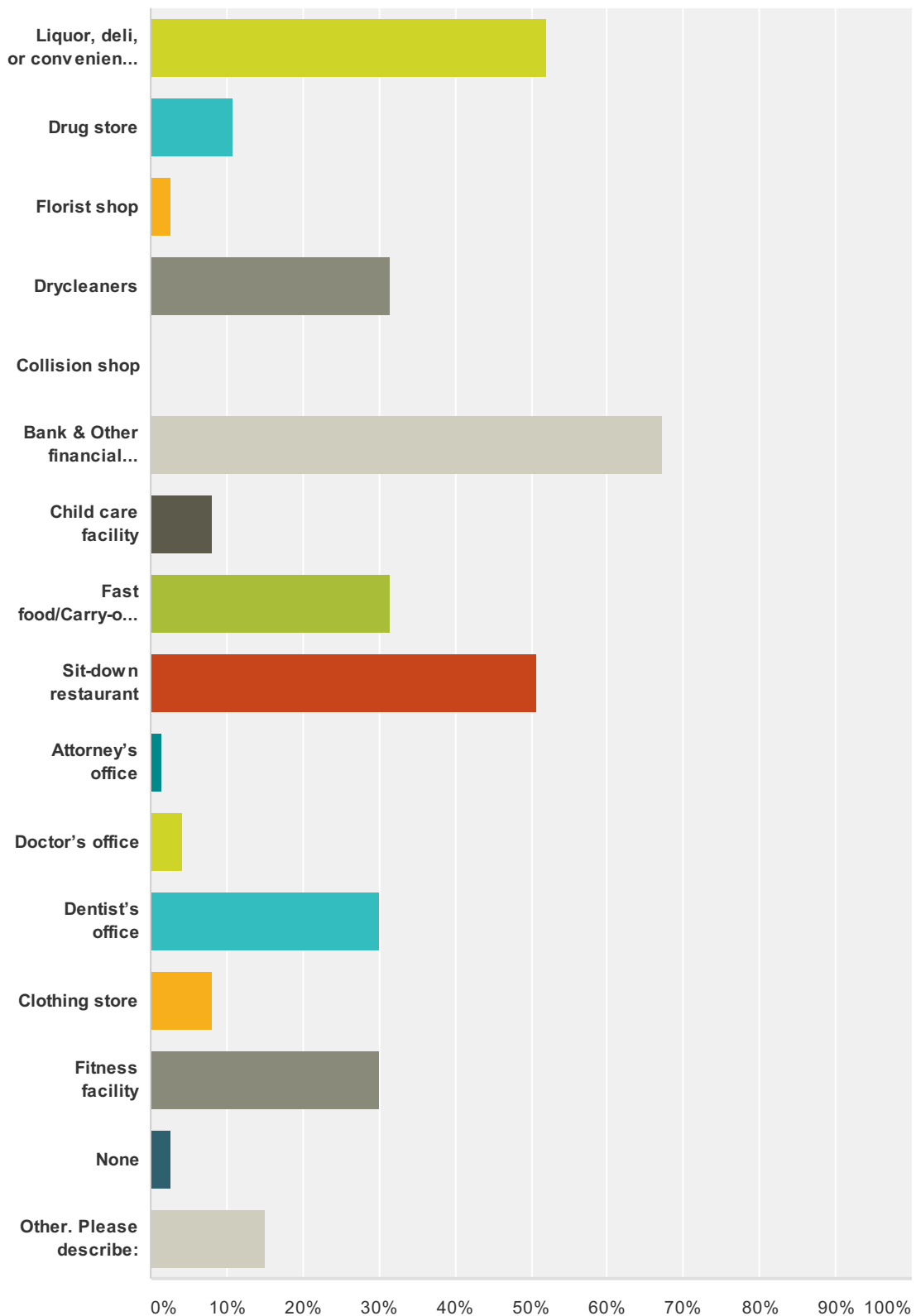
	Excellent	Above Average	Average	Below Average	Poor	Total
Condition of buildings	2.82% 2	14.08% 10	35.21% 25	35.21% 25	12.68% 9	71
Quality of architectural design	4.29% 3	15.71% 11	20.00% 14	35.71% 25	24.29% 17	70
Property maintenance	5.63% 4	14.08% 10	47.89% 34	26.76% 19	5.63% 4	71
Quality of landscaping	5.63% 4	12.68% 9	36.62% 26	25.35% 18	19.72% 14	71
Compatibility with nearby homes	2.82% 2	14.08% 10	29.58% 21	33.80% 24	19.72% 14	71
Variety of retail choices	1.41% 1	2.82% 2	18.31% 13	45.07% 32	32.39% 23	71

Lathrup Village Master Plan Community Survey 2013

#	Other (please specify)	Date
1	parking is in ROW and does not meet parking requirements	2/21/2014 2:53 PM
2	almost all are outdated, and must be replaced to meet current codes	2/21/2014 12:47 PM
3	Sidewalks in front of the Panera strip are horrible. From question 9, the US Post Office (48076) Employees are the worst; unfriendly, spend more time talking amongst themselves than to the customers, long waits.	2/14/2014 6:09 PM
4	need grocery stores, ice cream , coffee shop, bakery,etc	2/14/2014 4:19 PM
5	Lack of adequate parking at businesses.	1/19/2014 1:55 PM
6	I would like to see the quality of landscaping go up. Driving down Southfield Road is boring. I often vere off the main road and take the side streets home, just for the scenery.	1/16/2014 10:27 AM
7	Public buildings look great. Commercial buildings typically look old and tired.	11/28/2013 11:53 PM
8	They present a terrible "image" of Lathrup Village.	11/26/2013 11:51 AM
9	Only one restaurant	11/26/2013 9:05 AM

Q11 Which of the following businesses located in Lathrup Village do you regularly patronize? Please check all that apply.

Answered: 73 Skipped: 4



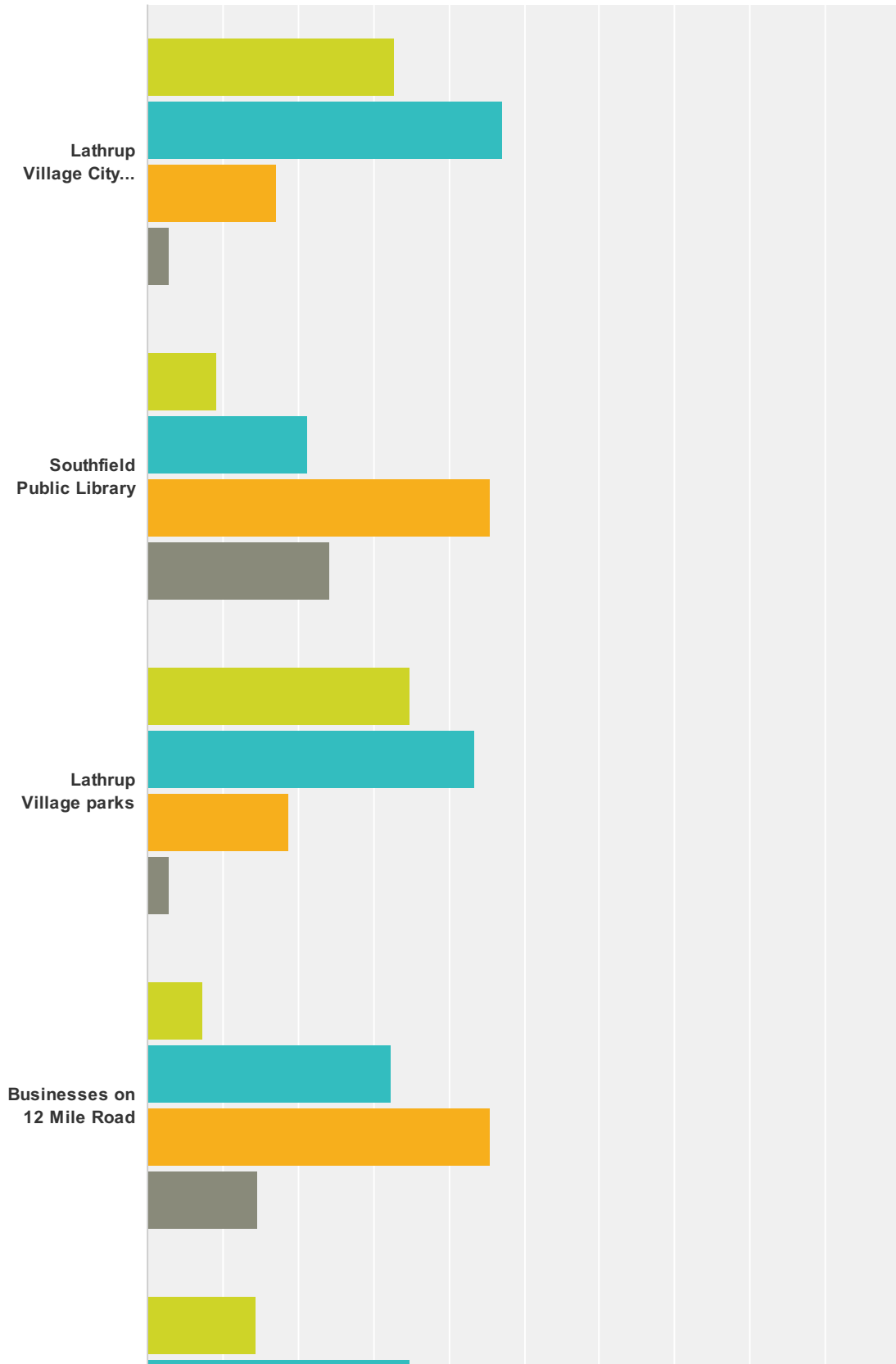
Lathrup Village Master Plan Community Survey 2013

Answer Choices	Responses
Liquor, deli, or convenience grocery store	52.05% 38
Drug store	10.96% 8
Florist shop	2.74% 2
Drycleaners	31.51% 23
Collision shop	0.00% 0
Bank & Other financial services	67.12% 49
Child care facility	8.22% 6
Fast food/Carry-out restaurant	31.51% 23
Sit-down restaurant	50.68% 37
Attorney's office	1.37% 1
Doctor's office	4.11% 3
Dentist's office	30.14% 22
Clothing store	8.22% 6
Fitness facility	30.14% 22
None	2.74% 2
Other. Please describe:	15.07% 11
Total Respondents: 73	

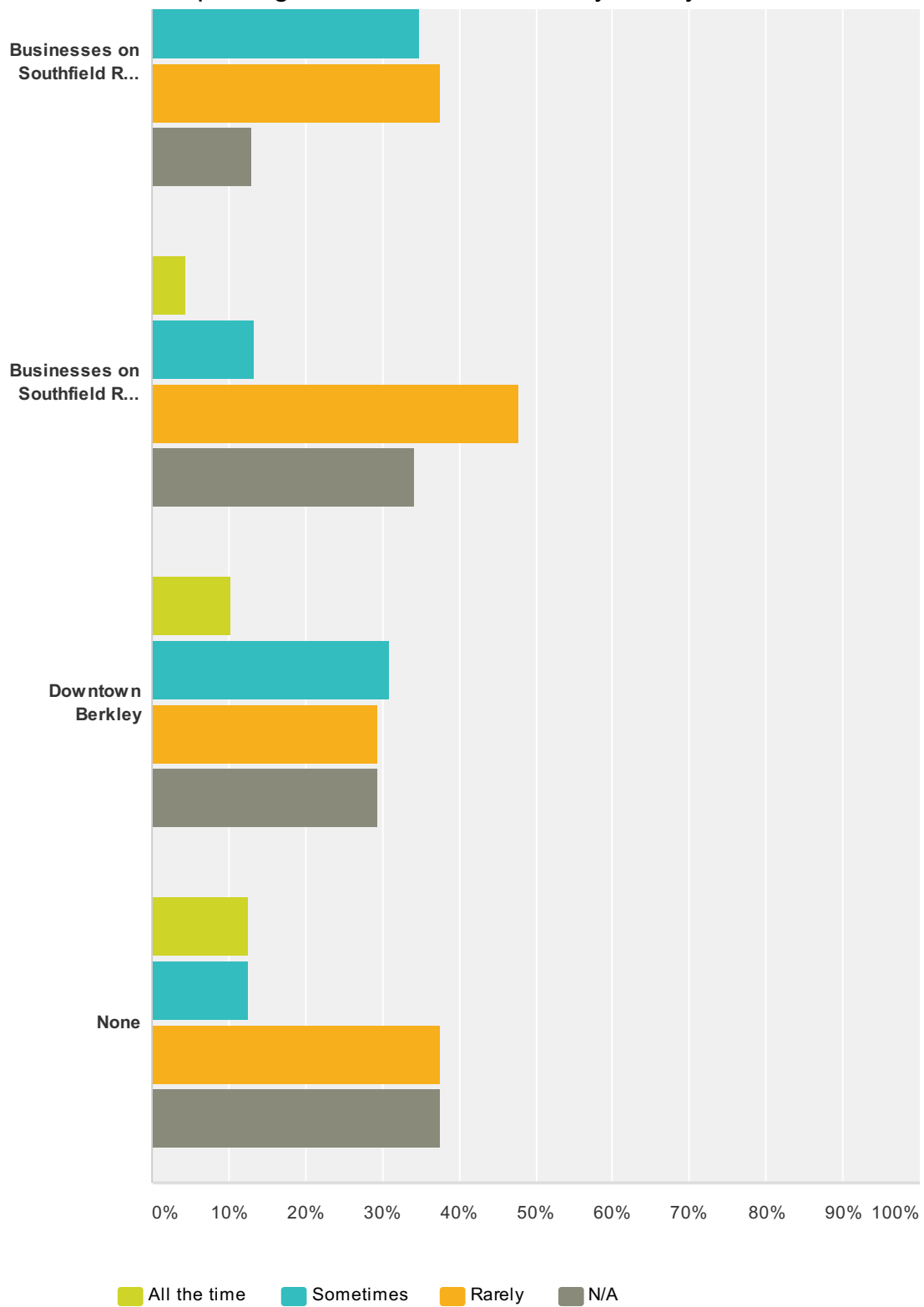
#	Other. Please describe:	Date
1	Post Office	2/21/2014 2:53 PM
2	many on above list do NOT exist.	2/21/2014 12:47 PM
3	Post Office, Discount Tire	2/14/2014 4:19 PM
4	Copy Center., Tire, Post Off	2/14/2014 10:34 AM
5	Post Office	2/14/2014 9:18 AM
6	Gas Station (12 MI & Southfld. Rd.	1/19/2014 1:55 PM
7	Hardware store	1/16/2014 10:27 AM
8	Panera bakery	12/23/2013 1:14 PM
9	alterations	12/4/2013 7:47 AM
10	Nail salon	12/4/2013 7:20 AM
11	Copy Facility (Fed-Ex-Kinkos) - some you list DO NOT exist in Lathrup	11/26/2013 11:51 AM

Q12 How often do you access the following nearby destinations by walking or by bicycle, rather than in your car? Please check all that apply.

Answered: 73 Skipped: 4



Lathrup Village Master Plan Community Survey 2013



	All the time	Sometimes	Rarely	N/A	Total
Lathrup Village City Hall	32.86% 23	47.14% 33	17.14% 12	2.86% 2	70
Southfield Public Library	9.09% 6	21.21% 14	45.45% 30	24.24% 16	66
Lathrup Village parks	34.78% 24	43.48% 30	18.84% 13	2.90% 2	69
Businesses on 12 Mile Road	7.35% 4	32.35% 22	45.50% 30	14.71% 10	42

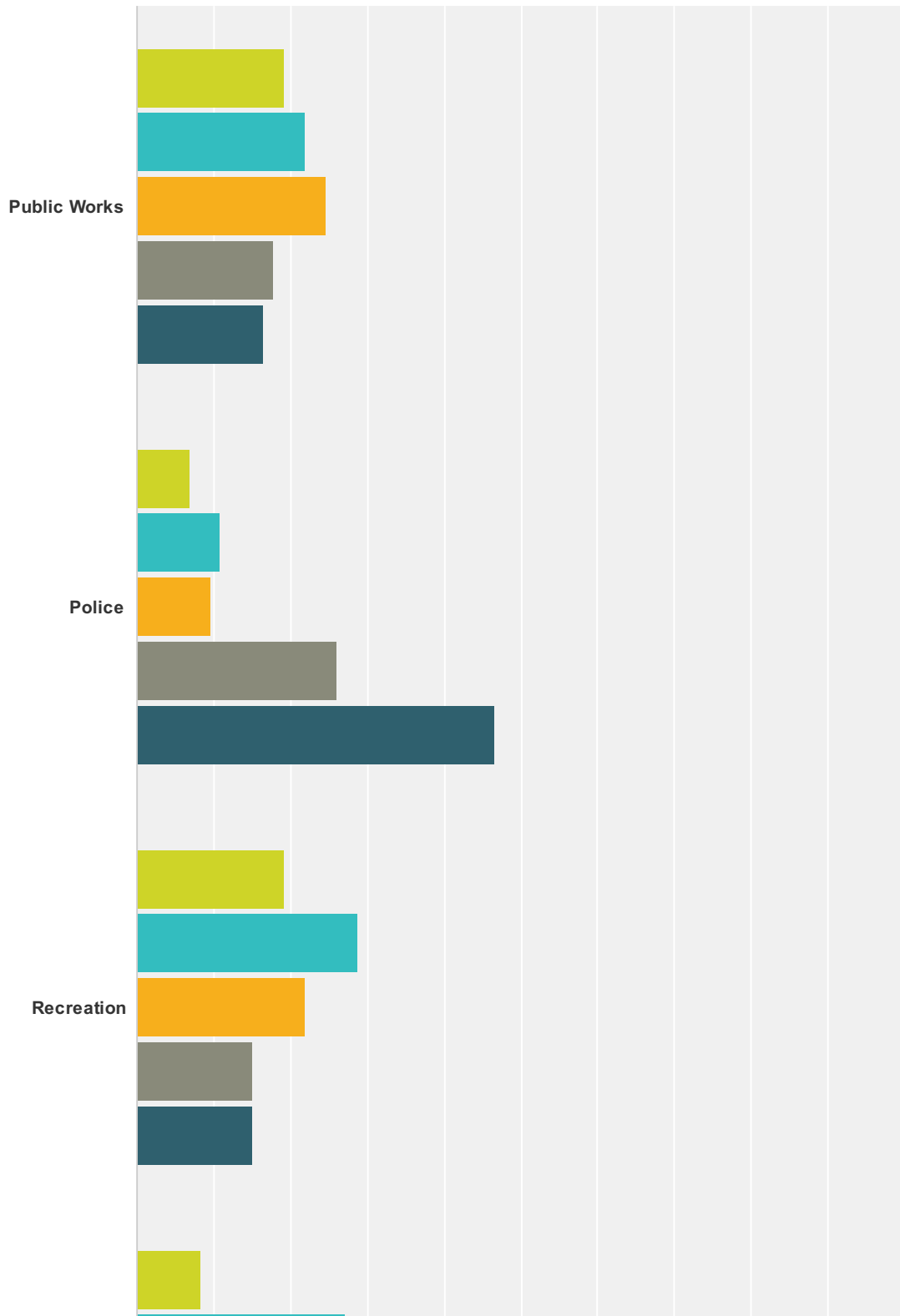
Lathrup Village Master Plan Community Survey 2013

Businesses on 12 mile road	11.55% 5	32.55% 22	45.55% 31	10.35% 10	68
Businesses on Southfield Road north of I-696	14.49% 10	34.78% 24	37.68% 26	13.04% 9	69
Businesses on Southfield Road south of I-696	4.48% 3	13.43% 9	47.76% 32	34.33% 23	67
Downtown Berkley	10.29% 7	30.88% 21	29.41% 20	29.41% 20	68
None	12.50% 1	12.50% 1	37.50% 3	37.50% 3	8

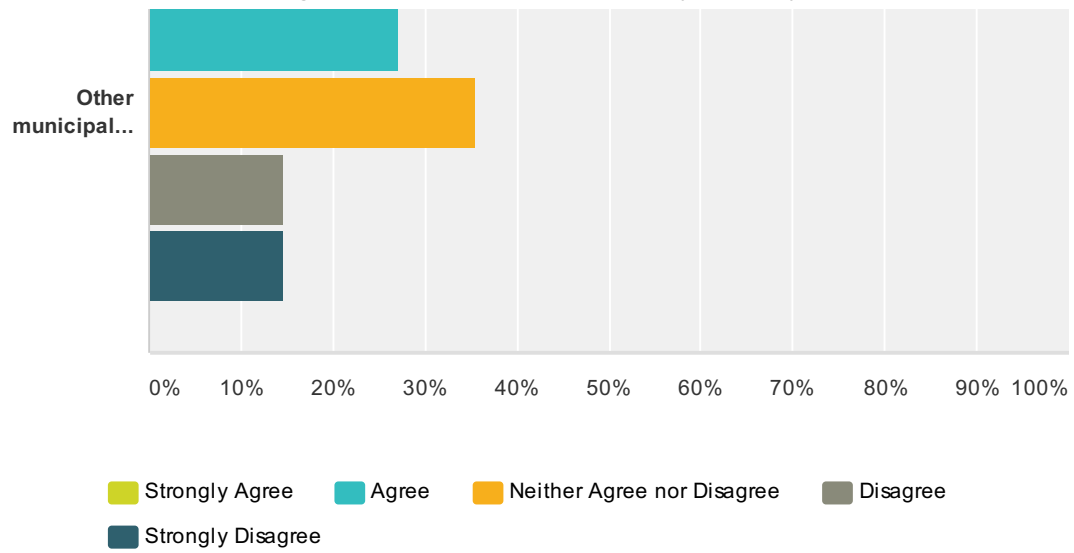
#	Other. Please Describe:	Date
1	Crossing Southfield is dangerous-too many cars driving fast.	3/1/2014 8:20 AM
2	Only kebob kebob	2/28/2014 7:00 PM
3	Post Office	11/26/2013 11:51 AM

Q13 Should Lathrup Village pursue opportunities to partner with neighboring communities to provide the following municipal services. Please indicate the extent to which you agree or disagree with partnering to provide each type of service:

Answered: 73 Skipped: 4



Lathrup Village Master Plan Community Survey 2013



	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Total
Public Works	19.18% 14	21.92% 16	24.66% 18	17.81% 13	16.44% 12	73
Police	6.85% 5	10.96% 8	9.59% 7	26.03% 19	46.58% 34	73
Recreation	19.18% 14	28.77% 21	21.92% 16	15.07% 11	15.07% 11	73
Other municipal functions	8.33% 4	27.08% 13	35.42% 17	14.58% 7	14.58% 7	48

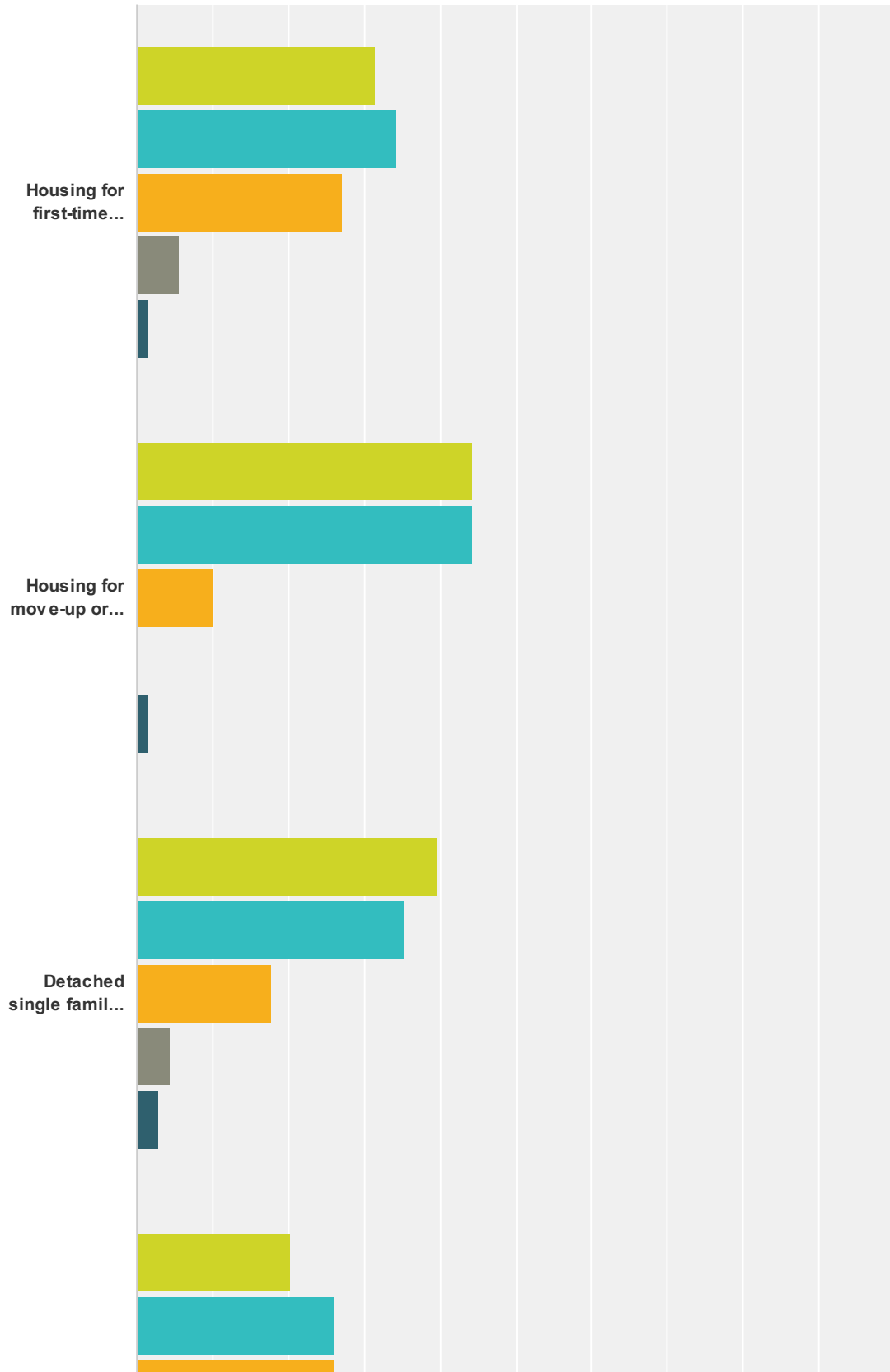
Q14 If you selected "Other" which municipal service did you have in mind?

Answered: 11 Skipped: 66

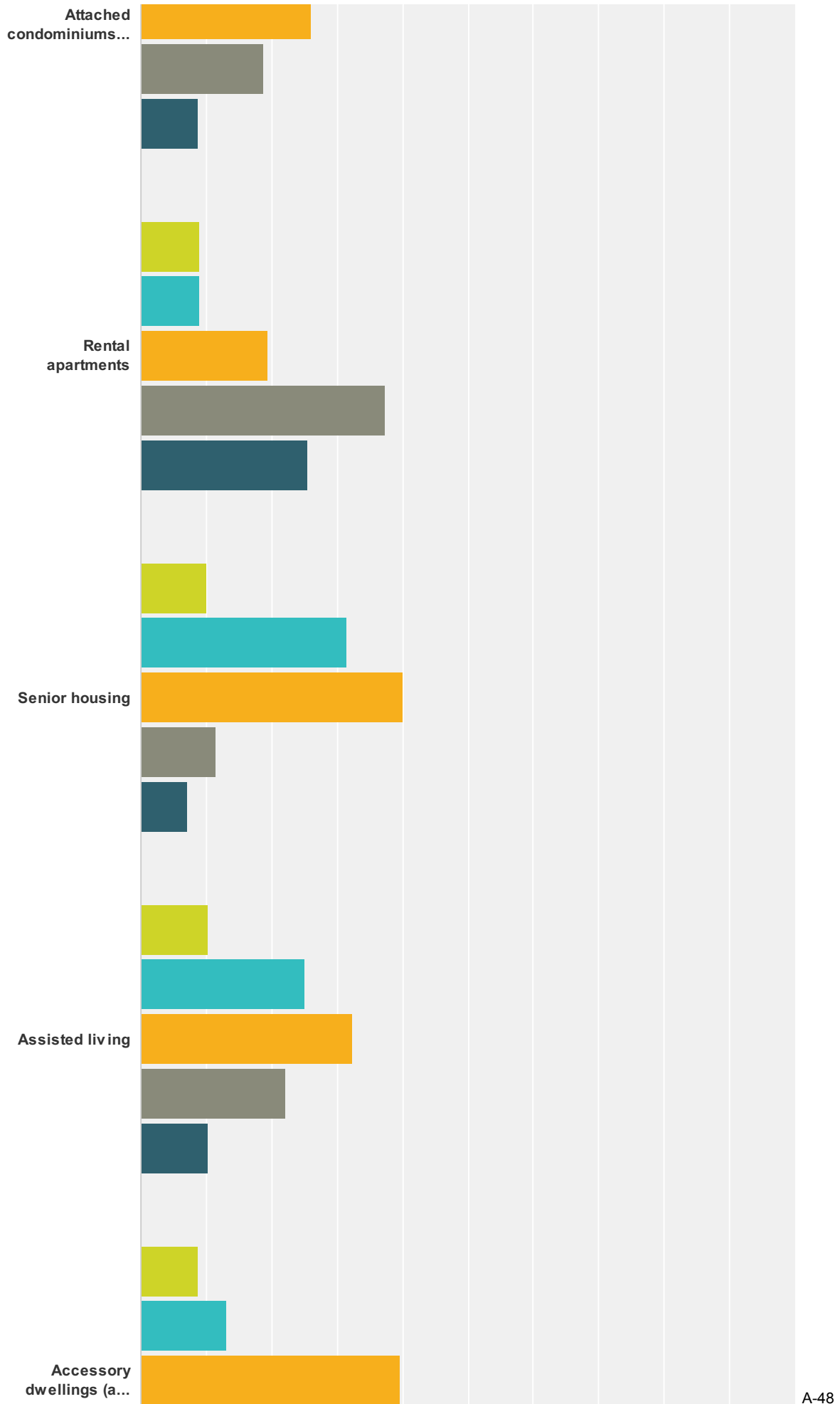
#	Responses	Date
1	Fire	2/21/2014 2:53 PM
2	Planning, DDA	2/21/2014 12:47 PM
3	Administration	2/14/2014 4:19 PM
4	Economic development efforts	2/14/2014 9:24 AM
5	Public library - other than the Southfield library.	1/26/2014 7:29 AM
6	1) Recreational, 2) Road & Highway Repair	1/19/2014 1:55 PM
7	school	12/23/2013 1:14 PM
8	Partnering ok for fire and usage of library and recreational FACILITIES	12/9/2013 3:13 PM
9	Cable	12/4/2013 7:20 AM
10	fire, whatever else saves money	11/27/2013 6:51 PM
11	our leaf pick-up this year was very poor. they need help from other communities.	11/26/2013 6:06 PM

Q15 Please indicate the extent to which you would encourage or discourage the following types of residential development in Lathrup Village in the future:

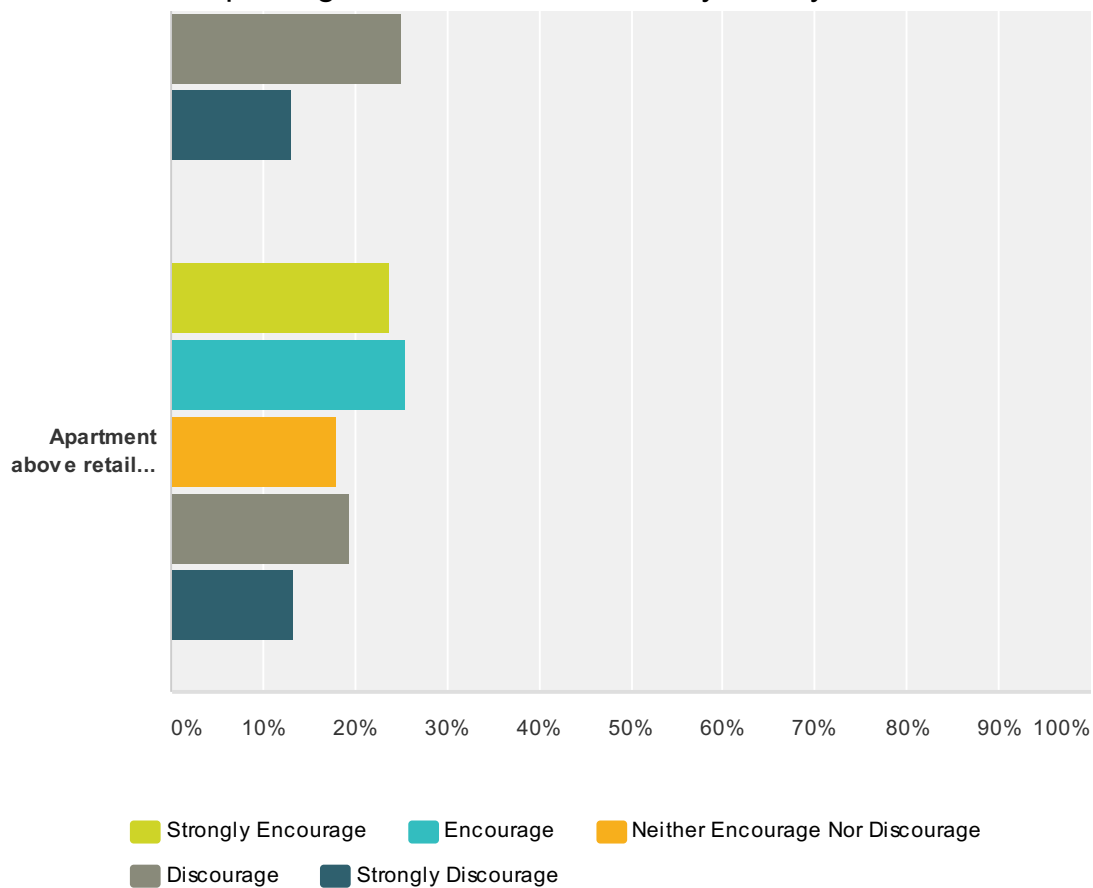
Answered: 70 Skipped: 7



Lathrup Village Master Plan Community Survey 2013



Lathrup Village Master Plan Community Survey 2013

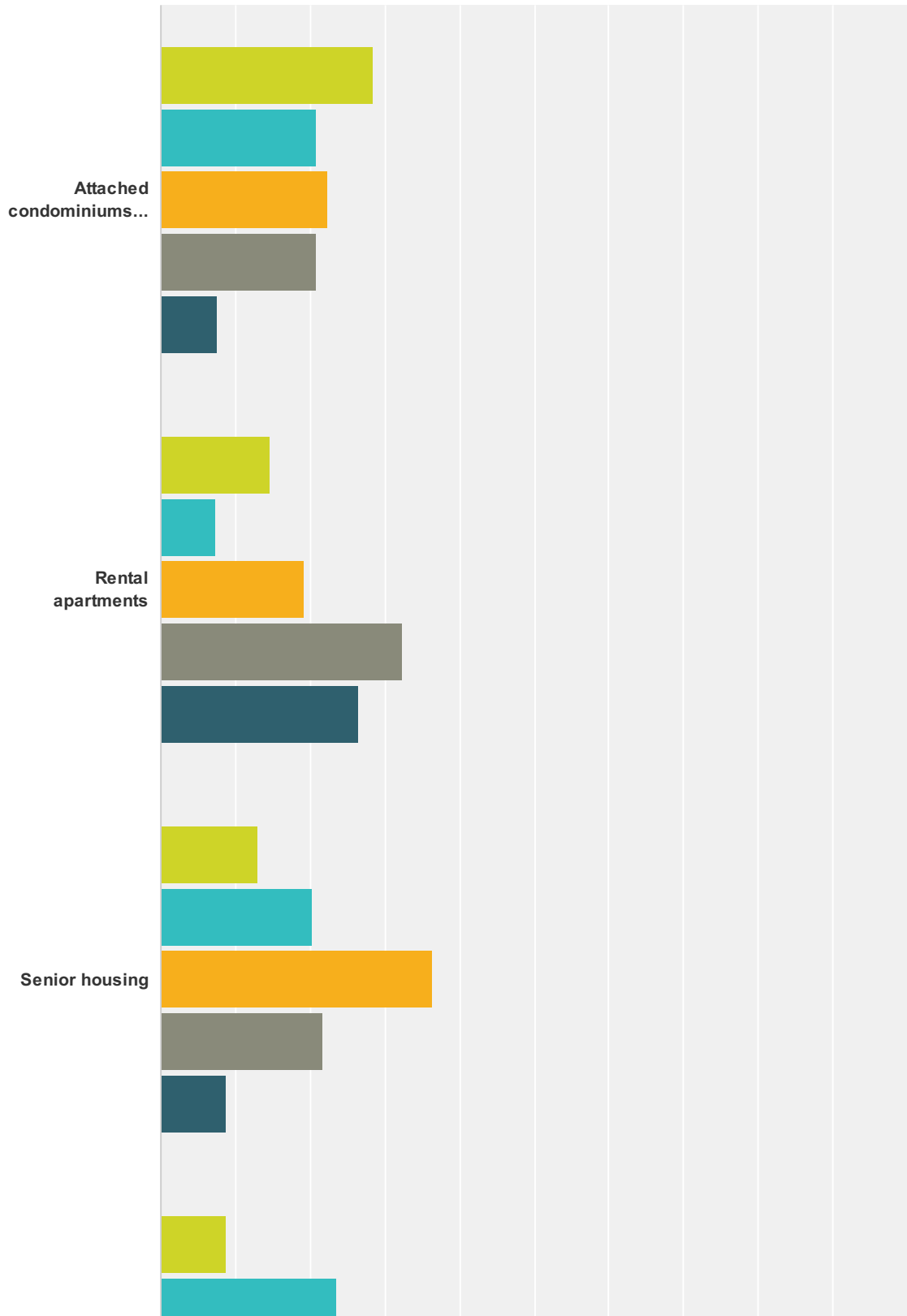


	Strongly Encourage	Encourage	Neither Encourage Nor Discourage	Discourage	Strongly Discourage	Total
Housing for first-time homebuyers	31.43% 22	34.29% 24	27.14% 19	5.71% 4	1.43% 1	70
Housing for move-up or second-time homebuyers	44.29% 31	44.29% 31	10.00% 7	0.00% 0	1.43% 1	70
Detached single family homes	39.71% 27	35.29% 24	17.65% 12	4.41% 3	2.94% 2	68
Attached condominiums/townhouses	20.29% 14	26.09% 18	26.09% 18	18.84% 13	8.70% 6	69
Rental apartments	8.96% 6	8.96% 6	19.40% 13	37.31% 25	25.37% 17	67
Senior housing	10.00% 7	31.43% 22	40.00% 28	11.43% 8	7.14% 5	70
Assisted living	10.29% 7	25.00% 17	32.35% 22	22.06% 15	10.29% 7	68
Accessory dwellings (aka "Granny Flats")	8.82% 6	13.24% 9	39.71% 27	25.00% 17	13.24% 9	68
Apartment above retail or office uses	23.88% 16	25.37% 17	17.91% 12	19.40% 13	13.43% 9	67

#	Other (please specify)	Date
1	High Rise apartments and condominium buildings	2/21/2014 2:06 PM
2	tall apartment building as a Symbol of Lathrup	2/14/2014 4:28 PM
3	BUILD the condominiums and the will sell!!!!!!	11/26/2013 9:19 AM

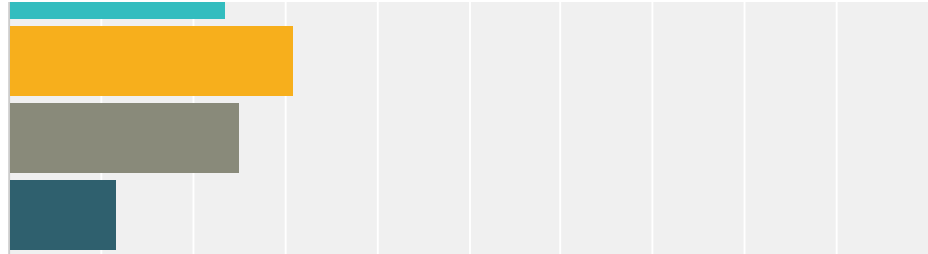
Q16 Please indicate the extent to which you would encourage or discourage the following land uses along the City's Southfield Road frontage, if this area were to be redeveloped in the future:

Answered: 71 Skipped: 6

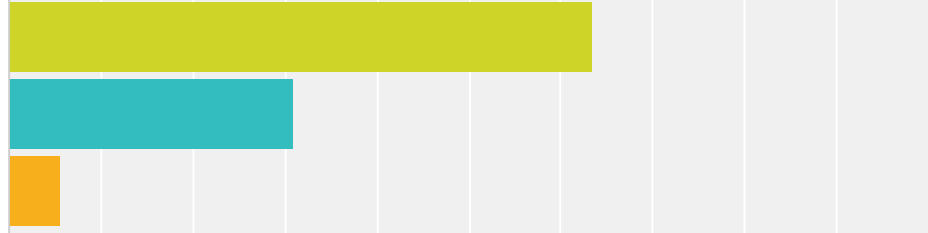


Lathrup Village Master Plan Community Survey 2013

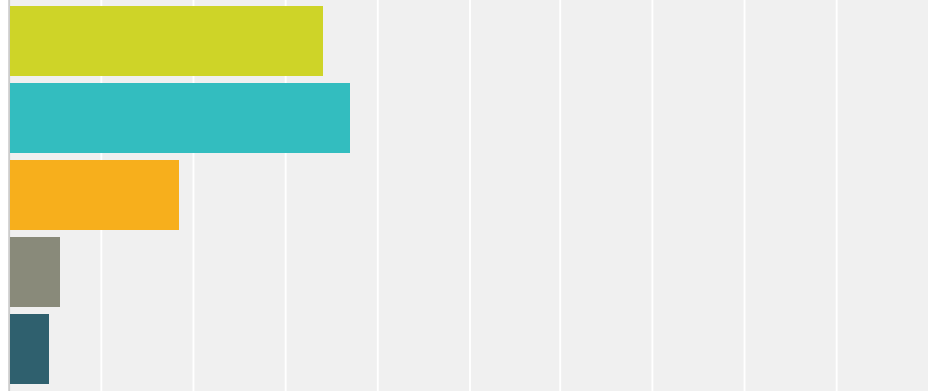
Assisted living



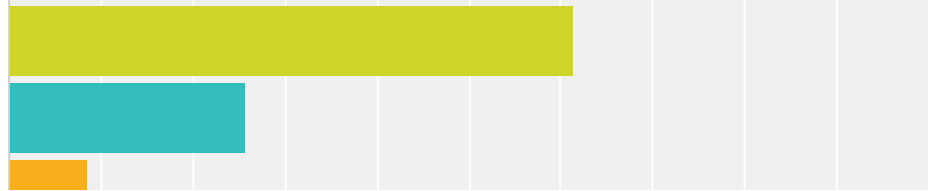
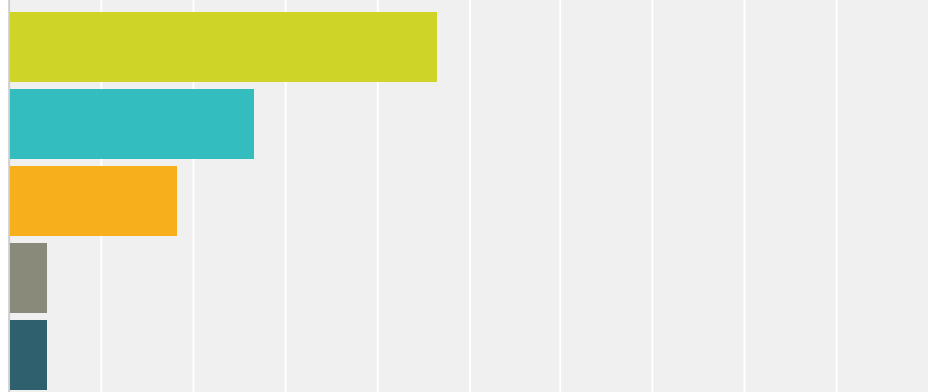
Small-scale
retail shops



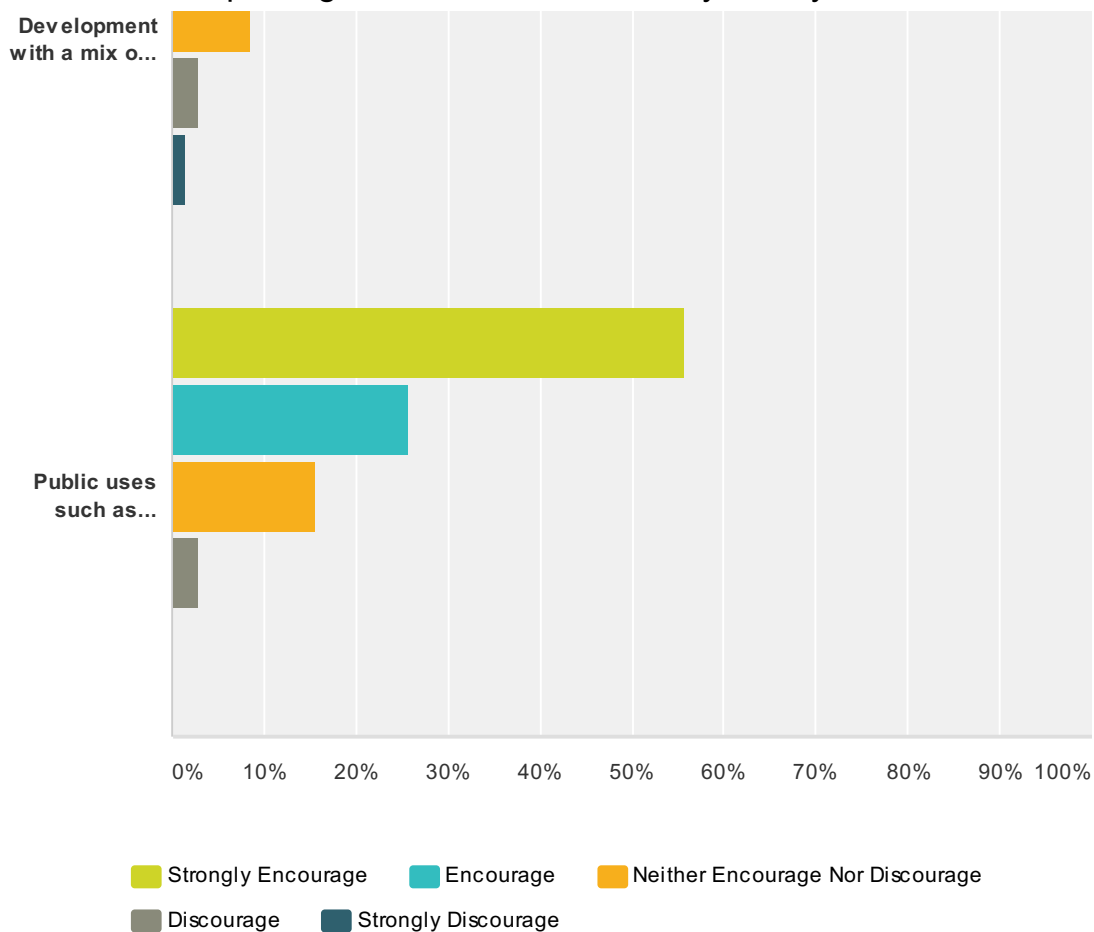
Offices



Parks and open
space



Lathrup Village Master Plan Community Survey 2013



	Strongly Encourage	Encourage	Neither Encourage Nor Discourage	Discourage	Strongly Discourage	Total
Attached condominiums/townhouses	28.36% 19	20.90% 14	22.39% 15	20.90% 14	7.46% 5	67
Rental apartments	14.71% 10	7.35% 5	19.12% 13	32.35% 22	26.47% 18	68
Senior housing	13.04% 9	20.29% 14	36.23% 25	21.74% 15	8.70% 6	69
Assisted living	8.82% 6	23.53% 16	30.88% 21	25.00% 17	11.76% 8	68
Small-scale retail shops	63.38% 45	30.99% 22	5.63% 4	0.00% 0	0.00% 0	71
Offices	34.29% 24	37.14% 26	18.57% 13	5.71% 4	4.29% 3	70
Parks and open space	46.48% 33	26.76% 19	18.31% 13	4.23% 3	4.23% 3	71
Development with a mix of uses, such as townhouses, offices, food, and shops	61.43% 43	25.71% 18	8.57% 6	2.86% 2	1.43% 1	70
Public uses such as schools, libraries, and museums	55.71% 39	25.71% 18	15.71% 11	2.86% 2	0.00% 0	70

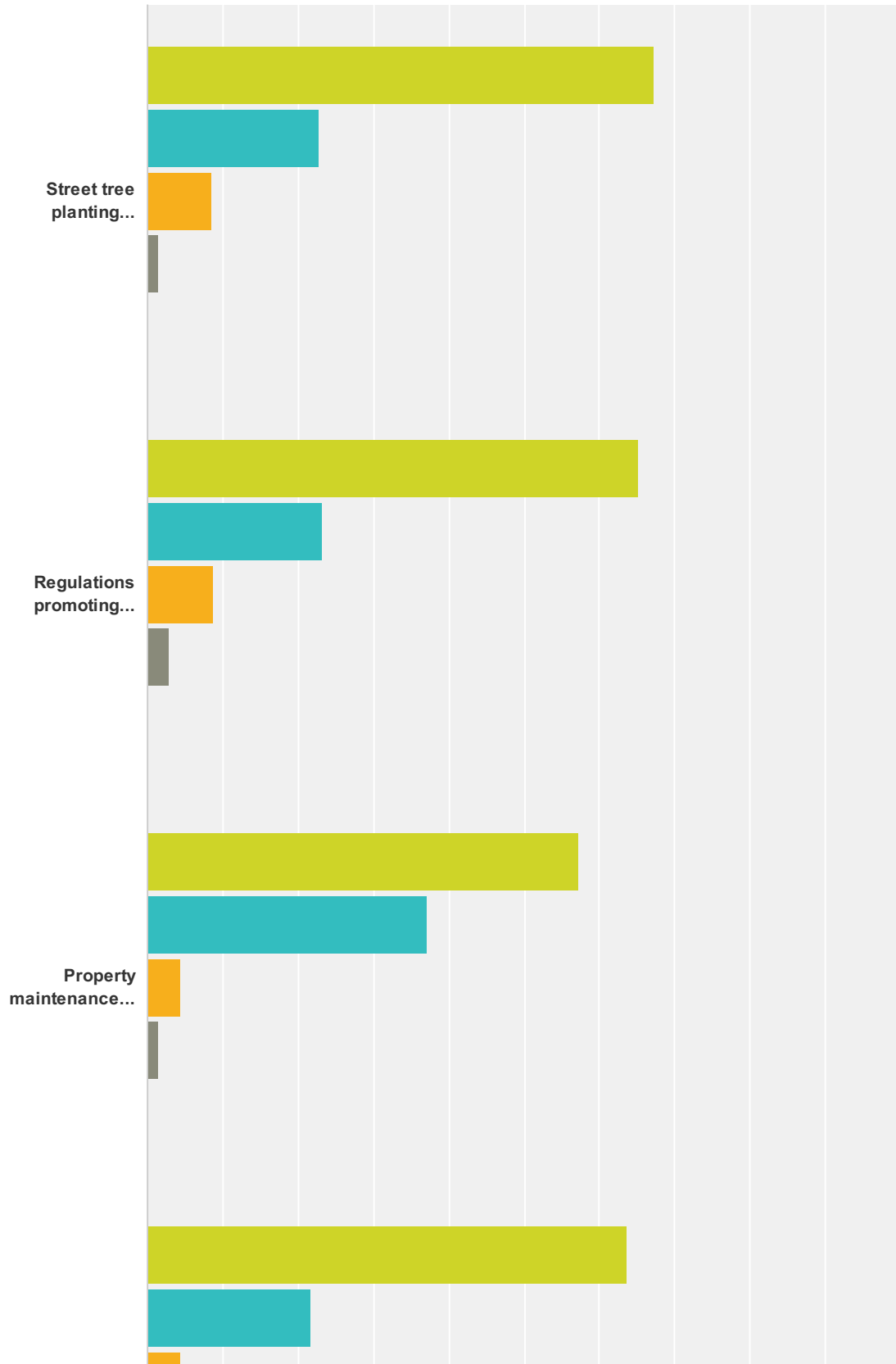
#	Other (please specify)	Date
1	grocery store(s), realtors, Urgent care Medical, Art Galleries	2/14/2014 4:28 PM

Lathrup Village Master Plan Community Survey 2013

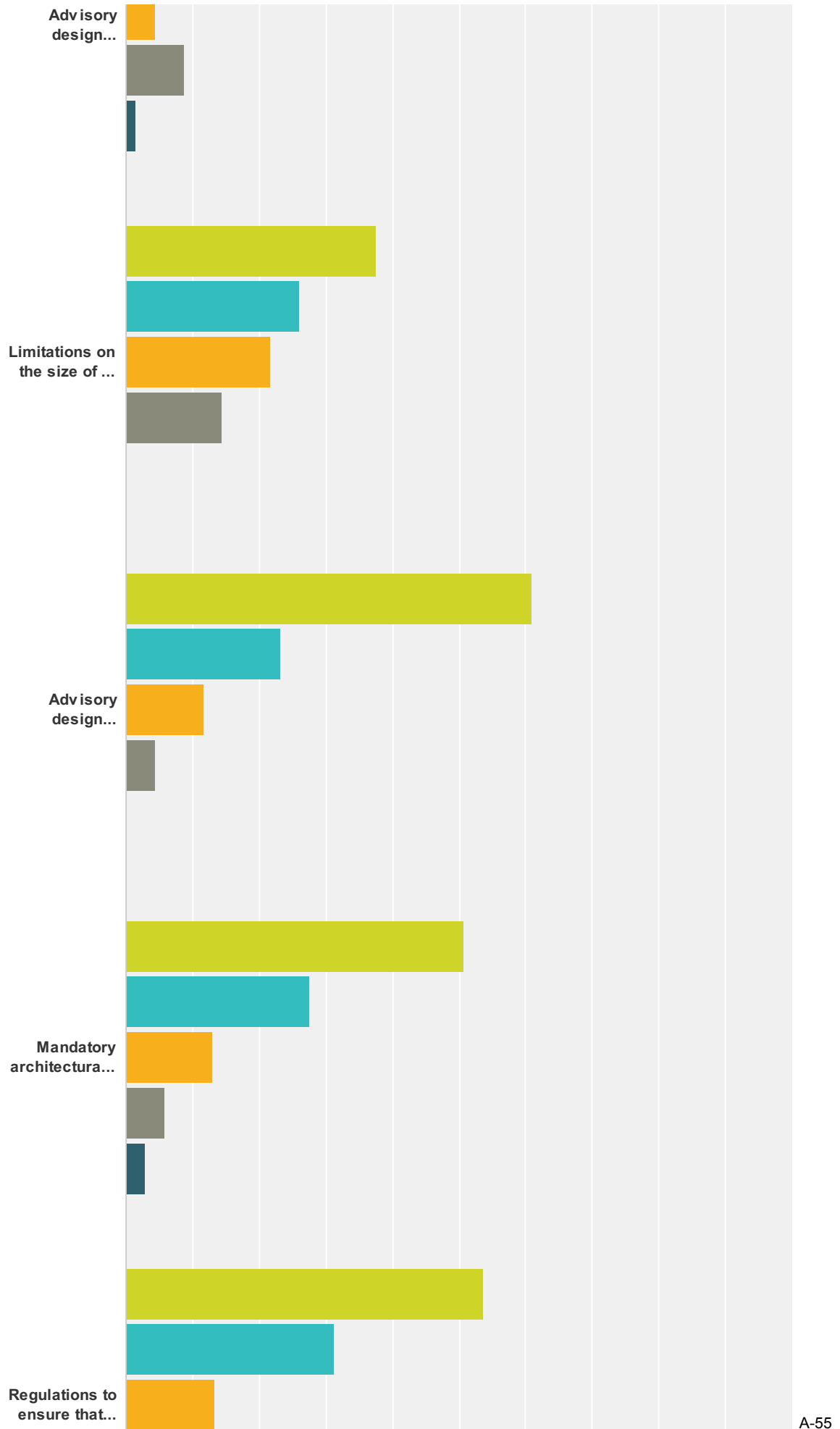
2	vehicular related businesses	2/14/2014 10:44 AM
3	It would be nice to have a few fine restaurants in Lathrup Village. We have a fast food presence but a few fine dining establishments to chose from on a Saturday night would be really nice.	1/16/2014 10:45 AM
4	City Hall type Civic/Government functions	11/26/2013 11:49 AM

Q17 Please indicate the extent to which you would encourage or discourage the following programs and/or regulations in the City of Lathrup Village:

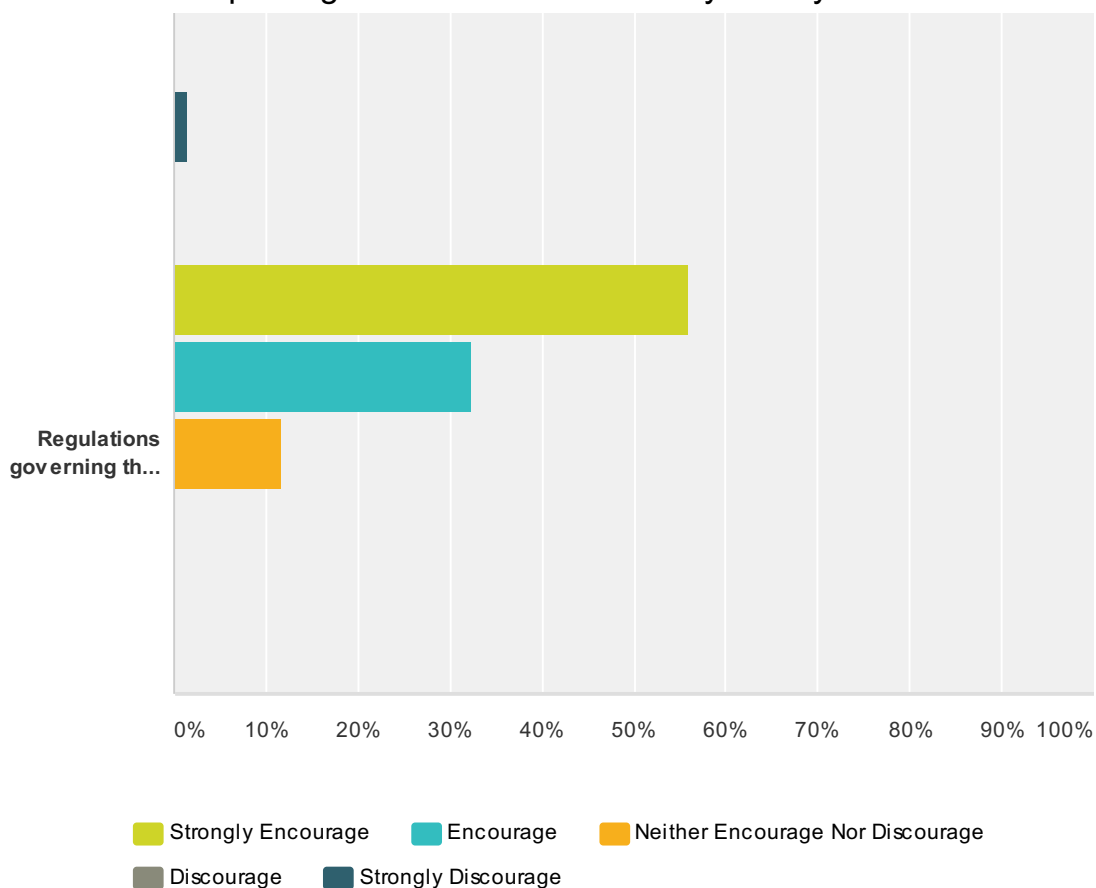
Answered: 70 Skipped: 7



Lathrup Village Master Plan Community Survey 2013



Lathrup Village Master Plan Community Survey 2013



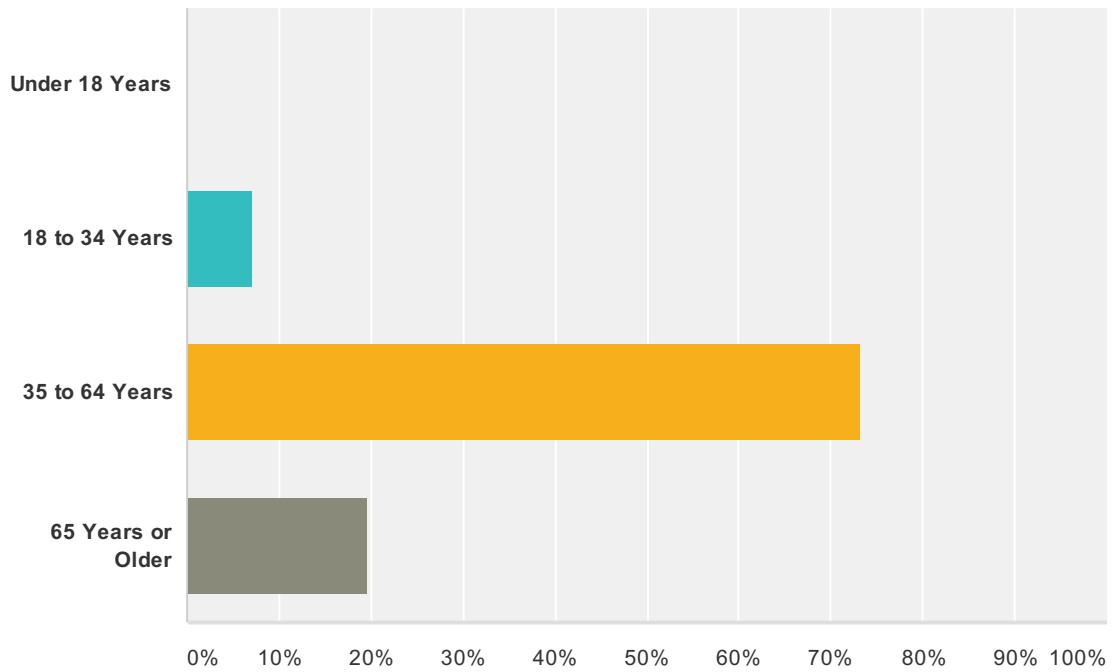
	Strongly Encourage	Encourage	Neither Encourage Nor Discourage	Discourage	Strongly Discourage	Total
Street tree planting programs and regulations protecting street trees	67.14% 47	22.86% 16	8.57% 6	1.43% 1	0.00% 0	70
Regulations promoting preservation of large, specimen, or historic trees	65.22% 45	23.19% 16	8.70% 6	2.90% 2	0.00% 0	69
Property maintenance requirements	57.14% 40	37.14% 26	4.29% 3	1.43% 1	0.00% 0	70
Advisory design guidelines for new homes and residential additions, to promote consistency with established character	63.77% 44	21.74% 15	4.35% 3	8.70% 6	1.45% 1	69
Limitations on the size of new homes and residential additions, consistent with the size of existing homes in the neighborhood	37.68% 26	26.09% 18	21.74% 15	14.49% 10	0.00% 0	69
Advisory design guidelines for commercial and office development	60.87% 42	23.19% 16	11.59% 8	4.35% 3	0.00% 0	69
Mandatory architectural standards regulating the design and materials of commercial and office buildings	50.72% 35	27.54% 19	13.04% 9	5.80% 4	2.90% 2	69
Regulations to ensure that changes to historic buildings/properties are in keeping with historic character	53.73% 36	31.34% 21	13.43% 9	0.00% 0	1.49% 1	67
Regulations governing the placement and appearance of wireless communication towers	55.88% 38	32.35% 22	11.76% 8	0.00% 0	0.00% 0	68

Lathrup Village Master Plan Community Survey 2013

#	Other (please specify)	Date
1	encourage contemporary design standards for new projects	2/21/2014 2:06 PM
2	encourage Quality innovative building design instead of pseudo historic	2/14/2014 10:44 AM
3	Strict Regulations regarding vehicle "storage" on residential streets.	1/19/2014 2:07 PM
4	I'd like to see fewer entrances to Lathrup from 696 , 12 mile and southfield (unless there was a significant upscale increase in sfld businesses).	11/29/2013 12:04 AM
5	Design Guidelines can discourage progress and create "fake looking" buildings and communities	11/26/2013 11:49 AM

Q18 Please indicate your age group:

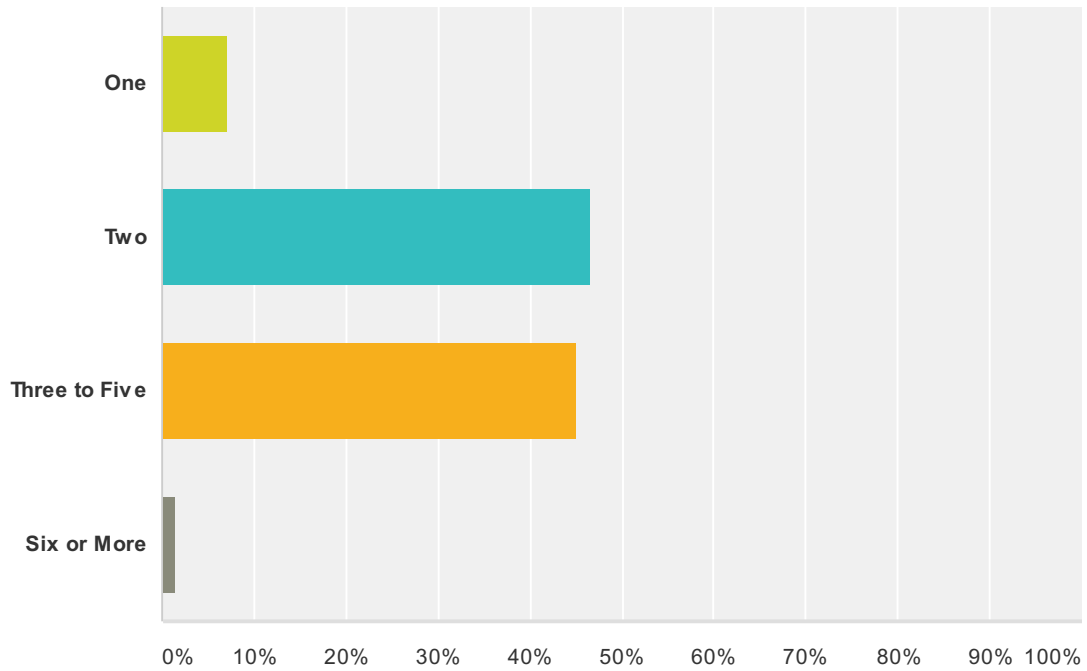
Answered: 71 Skipped: 6



Answer Choices	Responses	
Under 18 Years	0.00%	0
18 to 34 Years	7.04%	5
35 to 64 Years	73.24%	52
65 Years or Older	19.72%	14
Total		71

Q19 Please indicate how many people reside in your home, including yourself:

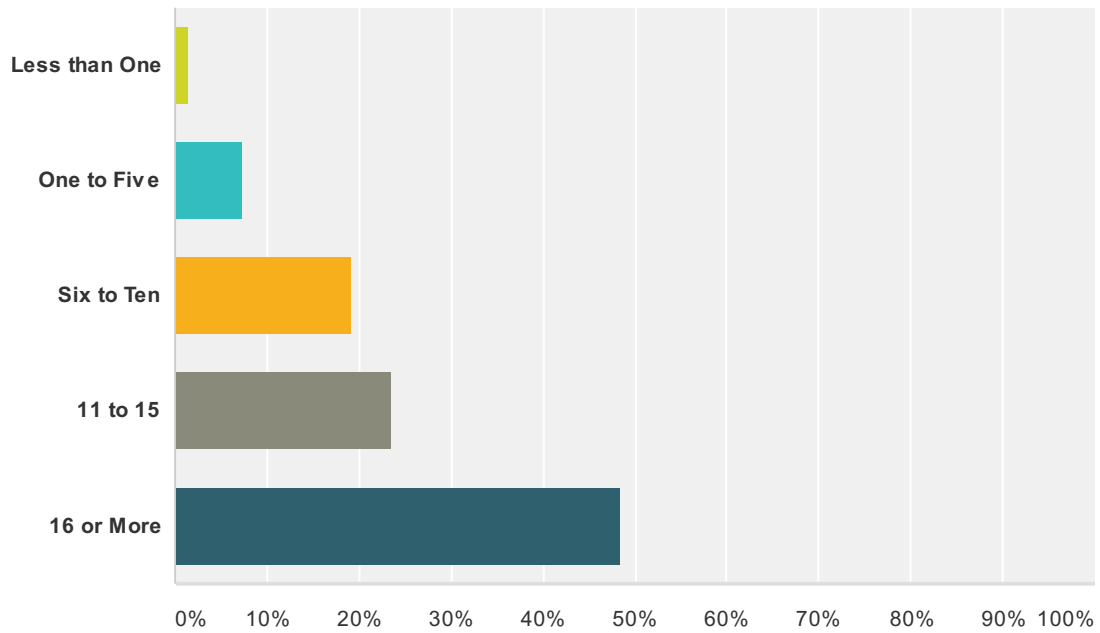
Answered: 71 Skipped: 6



Answer Choices	Responses	
One	7.04%	5
Two	46.48%	33
Three to Five	45.07%	32
Six or More	1.41%	1
Total		71

Q20 Please indicate how much longer (in years) you are likely to live in Lathrup Village:

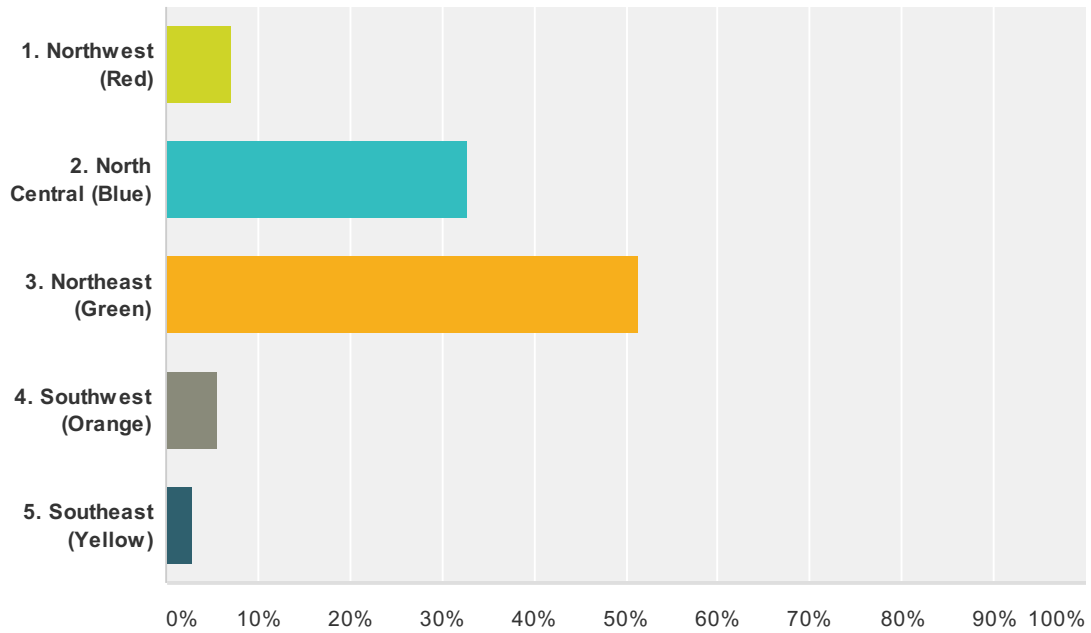
Answered: 68 Skipped: 9



Answer Choices	Responses
Less than One	1.47% 1
One to Five	7.35% 5
Six to Ten	19.12% 13
11 to 15	23.53% 16
16 or More	48.53% 33
Total	68

Q21 Please refer to the map below and indicate where you live:

Answered: 70 Skipped: 7



Answer Choices	Responses
1. Northwest (Red)	7.14% 5
2. North Central (Blue)	32.86% 23
3. Northeast (Green)	51.43% 36
4. Southwest (Orange)	5.71% 4
5. Southeast (Yellow)	2.86% 2
Total	70

Q22 Please provide any additional comments that may assist the City in updating the Lathrup Village Master Plan:

Answered: 21 Skipped: 56

#	Responses	Date
1	better schools	4/1/2014 11:33 AM
2	Need to be associated with a different school district to improve home values and draw younger families to the village. Southfield schools aren't appealing to home buyers with children.	3/1/2014 8:28 AM
3	Please develop more of a downtown area. Keep the small feel. Please address sewer drain issues.	2/28/2014 7:05 PM
4	Lathrup Village is a hidden gem that needs to maintain its integrity while preserving the ideas of its original concept of a community. Keeping its police department and city services local helps maintain a sense of community. Sharing recreational services opens up opportunities that might not otherwise be available to the young families in this wonderful city. More importantly the city needs to work with the schools and local business in order to make this a more desirable marketplace. I love the character and charm that is unique to LV and it's small town feel nestled within a big sterile Southfield. Our curb appeal should represent that feel as well. Our main arteries are less than appealing. (Southfield Rd, evergreen Rd, as well as the mile roads.	2/28/2014 5:30 PM
5	need to address parking . need to encourage creative solutions vs pseudo historic. Work with the RCOC to create something that encourages crossing instead of a barrier. Try for traffic slowing techniques to slow traffic on Southfield Rd. Add more landscaping along Southfield Rd. Consider "distinctive" street lighting along Southfield Rd to create "sense of place with lights" ala Ann Arbor Downtown. Create a parking authority to deal with new parking so we don't have a sea of cars dividing parking from business and residential. Plant quality trees and landscaping. Encourage better signs. Allow/encourage much taller buildings (9-12 stories) in Village Center to create an "image" and new Village character and density. Create traffic calming techniques to slow traffic and also allow more cars/hour.	2/21/2014 3:26 PM
6	"updating" should NOT discourage contemporary architecture and planning principles. There must be parking included, so that there are not "large seas " of parking, as one finds at large Shopping Centers.	2/21/2014 2:06 PM
7	I would very much like the city to assess the dying elms on Goldengate Drive East. Most are half dead and branches fall off every season. Seems that the city takes care of Lathrup Blvd. trees but not side streets. . . We have a coalition of home-owners that would be willing to contribute to the cost of the new trees if the old dying ones were removed. Call me at 1.248.798.4081 for further questions . . .	2/16/2014 11:44 AM
8	I was very disheartened by the way the city workers butchered the shrubbery along the fence-line in the park behind Annie Lathrup school. I would also like to encourage whomever has the influence over the owner of the Annie Lathrup school buildings, to consider finding a theatre company to move into that structure. The gym has a stage for a performing space and the classrooms would serve as an income-maker for the theatre to teach skills to students. There are many theatre companies in the metro area operating in sub-standard quarters that would love the chance to prosper in a proper and safe environment.	2/14/2014 6:22 PM
9	Encourage the planning consultants to improve our "Village"	2/14/2014 4:28 PM
10	Use progressive quality standards as opposed to regressive limiting standards that may not allow creative inspiring developers and architects to consider Lathrup as places to build.	2/14/2014 10:44 AM
11	I am not a resident of Lathrup Village. I would like a corridor study/implementation plan for Southfield Road as part of the LVMP Update	2/14/2014 9:27 AM
12	Lathrup urgently needs beautification along the Southfield Rd. corridor. This general area also needs to be made much more small business and pedestrian friendly. A boulevard with a grassy median, and east-west crossover foot bridges, would be most welcomed for this area. Perhaps more traffic signals at frequent intervals along Sfld. Rd. would be beneficial to the community as well.	1/19/2014 2:07 PM

Lathrup Village Master Plan Community Survey 2013

13	Southfield road should be pedestrian friendly and should be lined with mixed use buildings and trees. The traffic light changes to enter and leave this Rd should be much shorter.	12/23/2013 1:20 PM
14	Please strengthen code enforcement to keep up properties	12/7/2013 5:01 PM
15	Look to successful communities. r.o. berkley. slow the traffic down - make it more difficult with more lights and slower speeds. encourage cool city businesses. Make Lathrup the envy of all it's sister cities (ie: femdale, hunt. woods, pleasant ridge, r.o.y. beverly hills. GIVE US A DOWNTOWN! pedestrian and bike useable. Not past 696 at first. tie into bev. Hills, r.o b.ham sld rd. corridor. .. SLOW THE CARS, BUILD THE BUSINESSES AND LET US PATRONIZE THEM. . . .	11/29/2013 12:04 AM
16	Find ways to make the community more walkable and bike friendly.	11/27/2013 6:56 PM
17	Close down some streets accessibility to have more cul de sacs. Put cameras at stop signs for ticketing. Enhance 11 Mile with more trees & shrubs. Beautify the front of city hall with significantly more trees landscaping. Enforce that owners pick up after their dogs & disallow homeowners to have those silly signs of no dogs pooping on their lawns: these signs are ugly & misses the point.	11/26/2013 11:46 PM
18	Although I realize space is limited, I am interested in the idea of a "downtown" Lathrup Village (of sorts) along Southfield Rd.	11/26/2013 11:28 PM
19	The southeast and southwest areas of Lathrup Village are under represented in the Master Plan. When you review the traffic that flows through this end of the city we are not doing enough to attract long term commercial development that is attractive to those going to and from work, and are not a nuisance to those living in homes nearby. I like the idea of living spaces over top of commercial enterprises. We need to keep in place the boulevard concept for Southfield, north and south of I696. The bridge over I696 should become a gateway to the heart of the city center district. The bridge should be redressed so that it is pedestrian friendly and attractive. Commercial property signage should be eye friendly to those passing through Lathrup Village. It is very difficult to determine what is in each property without taking your eyes off the road.	11/26/2013 3:54 PM
20	Would love to see a community pool and more summer camps for the kids in Lathrup Villsg. Right now we have to seek those in other communities and pay non residence fees	11/26/2013 12:50 PM
21	Make the best uses and advice of the City Planning consultants, ClearZoning.	11/26/2013 11:49 AM



MARKET ASSESSMENT & STRATEGY FOR LATHRUP VILLAGE, MICHIGAN

November, 2013

**Prepared For:
The Downtown
Development Authority**

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BUILDING A FOUNDATION FOR THE FUTURE

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Introduction

The following document is an analysis defining opportunities and suggested implementation activity for the City of Lathrup Village in Oakland County, Michigan. Its sole purpose or intent is to provide guidance for economic development and related land use planning for Lathrup Village. It was prepared by The Chesapeake Group, Inc. under contract to Lathrup Village's Downtown Development Authority.

The analysis indicates that there is ample opportunity to expand economic activity in Lathrup Village. However, pursuit of economic activity will require a proactive role by the jurisdiction because most expansion is only possible through redevelopment and reuse of existing properties and structures. Furthermore, 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.

The report is based on information gathered through a variety of means including those that follow.

- ✓ Face-to-face or in-person individual interviews with stakeholders.
- ✓ Small focus group sessions with stakeholder interests.
- ✓ A survey of households that reside in Lathrup Village and immediate surrounding areas.
- ✓ Review of secondary available data, such as that from the U.S. Census Bureau.
- ✓ Independent research.
- ✓ Proprietary computer modeling.
- ✓ Experience of The Chesapeake Group's principals involved with the effort.

All estimates of potential in the analyses are conservative in nature, tending to understate demand, opportunities and activity. The estimates and suggested activity are based on conservative assumptions for the markets potentially served. They represent only The Chesapeake Group's opinion based on the analyses and experiences of the organization. Throughout the document, specific names of organizations and businesses are mentioned. This neither reflects an endorsement by The Chesapeake Group, its contractor for the project; nor any expression of interest by the entities.

Context

There are demographic and other changes within the United States and Michigan that impact the current and future opportunities for Lathrup Village. These include but are not limited to those that follow.

- ✓ 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.
- ✓ The 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.
- ✓ 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.

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- ✓ 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 following.

- ✓ 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.

Comparative Assessment or Gap Analysis

The comparative assessment or gap analysis was performed to identify business “gaps” and opportunities. The U.S. Census Bureau provides annual information on business patterns throughout the nation in three different geographical formats. These are at the county, zip code, or Metropolitan Statistical Area level. This analysis includes an assessment of business patterns at the zip code level. Since the populations at the metro area and county are so large compared to the Lathrup Village’s population and the available land area within Lathrup Village is small; analyses at these larger levels was not prudent.

The identified business gaps defined in this process may or may not be appropriate for Lathrup Village because of the nature of operations, scale, or other factors.

It is noted that all population and household estimates upon which the comparisons are made were derived from the same source for comparability. That source was the 2010 U.S. Census Bureau data. For consistency purposes, a single source - the U.S. Census Bureau’s County Business Patterns - was employed to define the business structure and activity within all areas.

The North American Industry Classification System (NAICS) was introduced in 1997 as a more effective business classification system that identifies and groups establishments according to the activities in which they are primarily engaged. NAICS identifies and groups 1,170 different types of “industries” or establishments into twenty major industry sectors ranging from Agriculture (Sector 11) to Public Administration (Sector 92). This analysis examined and extracted data from all twenty sectors for all areas. These twenty sectors follow.

- ✓ Agriculture, Forestry, Fishing and Hunting (Sector 11): Crop and animal production, forestry and logging, fishing, hunting, trapping, support activities for agriculture and forestry.
- ✓ Mining (Sector 21): oil and gas extraction, mining, support activities for mining.
- ✓ Utilities (Sector 22): power generation, transmission, and distribution, water, sewage, and other systems.
- ✓ Construction (Sector 23): building, developing, general contracting, heavy construction, special trade contractors.
- ✓ Manufacturing (Sector 31-33): food, beverage and tobacco product, textile and textile product mills, apparel, leather and allied products, wood product, paper, printing and related support activities, petroleum and coal products, chemicals, plastics and rubber products, nonmetallic mineral products, primary metals, fabricated metal products, machinery, computer and electronic products, electronic equipment, appliances, and components, transportation equipment, furniture and related products.
- ✓ Wholesale Trade (Sector 42): durable and nondurable goods.
- ✓ Retail Trade (Sector 44-45): Motor vehicle and parts, furniture and home furnishings, electronics and appliances, building material and garden equipment and supplies, grocery and beverage, health and personal care, gasoline stations, clothing and accessories, sports, hobby, books and music, general merchandise and miscellaneous store retailers.
- ✓ Transportation and Warehousing (Sector 48-49): air, rail, water, and truck transportation, transit and ground passenger transportation, pipeline transportation, scenic and sightseeing transportation, support activities for transportation, postal service, couriers and messengers, warehousing and storage.
- ✓ Information (Sector 51): Publishing, motion picture and sound recording and exhibition, broadcasting and telecommunications, information services and data processing.
- ✓ Finance and Insurance (Sector 52): Monetary authorities, credit intermediation, securities, commodities, insurance, funds, trusts, and other financial vehicles.
- ✓ Real Estate, Rental and Leasing (Sector 53): Real estate, rental centers and leasing services.
- ✓ Professional, Scientific and Technical Services (Sector 54): Lawyers, accountants, engineers, computer services, veterinary services, etc.
- ✓ Management of Companies and Enterprises (Sector 55): Management, holding companies, corporate and regional offices.
- ✓ Administrative and Support, Waste Management and Remediation Services (Sector 56): Administrative and facilities support services, employment and business support services, travel arrangements, investigative and security systems and other business services.
- ✓ Educational Services (Sector 61): Public sector schools, business, technical, trade schools and instruction.
- ✓ Health Care and Social Assistance (Sector 62): Ambulatory health care services, hospitals, nursing and residential care facilities and social assistance.
- ✓ Arts, Entertainment, and Recreation (Sector 71): Performing arts, spectator sports, museums, historical sites, amusement, gambling and recreation industries.
- ✓ Accommodation and Food Services (Sector 72): Accommodations, food service and drinking places.
- ✓ Other Services (Sector 81): Repair and maintenance, personal and laundry services, and religious, grant making, civic and professional organizations.
- ✓ Public Administration (Sector 92): executive, legislative, and other general government support, justice, public order, and safety activities, administration of human resource programs, administration of environmental quality programs, administration of housing programs, urban planning, and community development, administration of economic programs, space research and technology, national security and international affairs.

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The gap analysis compared the business structure of Zip Code Tabulation Area (ZCTA) 48076 which encompasses Lathrup Village and the Southfield area to that associated with other zip code areas and communities that are “similar.” In determining communities for which the comparison can be made, the following criteria were used.

- ✓ The population had to be similar to those associated with the Southfield zip code, since demand for many goods and services are ultimately dependent largely upon the size of the market served.
- ✓ The number of households had to be similar to those associated with the Southfield zip code, since demand for many goods and services are ultimately dependent largely upon the size of the market served.
- ✓ The selected areas all have median household incomes that are comparable to zip code 48076.
- ✓ The zip code areas had to be located in larger metropolitan areas.
- ✓ The selected communities had to be located inland.
- ✓ Transportation and highway access had to be similar.

Based on the criteria, nine communities defined by ZCTA were identified for which the comparison in economic structure was made. These nine communities follow.

20770, Greenbelt, MD
21030, Cockeysville, MD
44143, Cleveland, OH
46234, Indianapolis, IN
46321, Munster, IN

50266, West Des Moines, IA
66215, Lenexa, KS
64151, Kansas City, MO
68144, Omaha, NE

It is noted that Lathrup Village’s population and households represent a small portion of the zip code. In general, Lathrup Village’s population is more affluent than the general population within the zip code.

Table 1 – Population, Household and Income Estimates for Lathrup Village and Zip Code 48076

Area	Population	Households	Median HH Income
Lathrup Village	4,075	1,610	\$80,664
48076	25,386	10,003	\$66,326

Source: Population 2010 Census; Income 2007-2011 American Community Survey

Under-represented “industries” were then defined as those where ZCTA 48076 had a lesser number of businesses than at least seven of the other nine communities. Thus, the number of businesses in zip code 48076 compared to the other communities was below what might be expected. It is further noted that in some cases the under-represented industry differences are great; and in others they are smaller. Once again, under-representation does not mean that the identified categories of businesses are desirable for Lathrup Village.

The following table contains the majority of the “industries” or businesses identified as being under-represented in ZCTA 48076. Twenty-two (22) were identified in total. Highlighted in bold print and with light grey shading are retail and related service operations, professional services often found at the neighborhood level, and entertainment activity.

Table 2 - Under-represented Industries for Zip Code 48076*

Industry Code	Industry Code Description
238160	Roofing contractors
238170	Siding contractors
323110	Commercial lithographic printing
423720	Plumbing equip. merchant wholesalers
442110	Furniture stores
448210	Shoe stores
451120	Hobby, toy, and game stores
512131	Motion picture theaters (except drive-ins)
531320	Offices of real estate appraisers
541330	Engineering services
541350	Building inspection services
561730	Landscaping services
611610	Fine arts schools
621320	Offices of optometrists
713990	All other amusement and recreation industries
722320	Caterers
722410	Drinking places (alcoholic beverages)
811121	Automotive body, paint, and interior repair and maintenance
811310	Commercial machinery repair and maintenance
812112	Beauty salons
812910	Pet care (except veterinary) services
812990	All other personal services

*Developed by the Chesapeake Group, Inc., 2013.

Demand Forecasts

The second methodology employed to define opportunities is demand forecasting. The potential for all goods and services is based on the ability of the market to purchase those goods and services.

To facilitate data that can be used to project demand for goods and services in computer modeling, existing demographic information and trends were reviewed; and a survey of residents was conducted. The focus of the survey was on current spending and activity patterns otherwise not available from other sources. The current spending is used to forecast future spending, with growth in revenues or sales and related supportable space derived from growth in the market. Theoretically, none of the growth in revenues or sales indicated is extracted from any existing operation. The following is also noted.

- ✓ All survey methodologies, including those employed by the U. S. Census Bureau, have inherent biases. Online surveys have a tendency to be biased toward higher income households.
- ✓ Grocery shopping is used as a surrogate for convenience shopping in general; while apparel shopping is used for non-convenience shopping.

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- ✓ Food for home consumption is generally purchased from supermarkets or box operations containing food space.
- ✓ People also purchase food from food service establishments. There is a relationship between the type of food service establishment and the typical price of the meal.
- ✓ There are certain forms of entertainment and recreation which are often associated with food consumption.
- ✓ Regardless of income, most households spend the majority of the income on three basic commodities. These are food, housing or shelter and transportation.

The following is pertinent information derived from secondary sources.

- ✓ The total number of households residing in Lathrup Village did not change significantly between 2000 and 2010 based on Bureau of the Census information. Yet, the number of households without children decreased significantly as the senior population grew. The community is now older than it was a decade or more ago. It could justifiably be described as a "mature" community.

*Table 3- Changes in Key Population Demographics between 2000 and 2010**

Household Types	Census 2000	Census 2010	% Change 2000-2010
With seniors 65+	378	460	21.70%
Without seniors	1,243	1,150	-7.50%
Two or more persons without children	674	760	12.80%
Live alone, 65+	131	135	3.10%
Live alone, under 65	217	225	3.70%
With children	599	490	-18.20%
Total Households	1,621	1,610	-0.70%

*Source: U.S. Bureau of the Census.

- ✓ The racial composition changed to a certain extent over the past decade or more as well, although the change was much smaller than the age change. There was some decline in the non-Hispanic Anglo population and some growth in the non-Hispanic Black or African-American population. Unlike many other areas of the country and certain areas of the region, there was little change in the Hispanic population residing in Lathrup Village.

*Table 4 – Census Bureau Estimates of Non-Hispanic and Hispanic Population Clusters within Lathrup Village**

Race & Hispanic Origin	Census 2000		Census 2010		Change 2000-2010
Non-Hispanic	4,196	99.10%	4,014	98.50%	-0.60%
White	1,963	46.30%	1,373	33.70%	-12.60%
Black	2,106	49.70%	2,481	60.90%	11.20%
Asian	26	0.60%	24	0.60%	0.00%
Multi-Racial	92	2.20%	119	2.90%	0.70%
Other	9	0.20%	17	0.40%	0.20%
Hispanic	40	0.90%	61	1.50%	0.60%
Total Population	4,236	100.00%	4,075	100.00%	0.00%

*Source: U.S. Bureau of the Census.

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- ✓ According to the 2010 Census and the American Community Survey (ACS), the population is highly educated. However, there has been a growth in recent years of the proportion of residents having graduated from high school but with no additional education.

*Table 5 - Education level of Lathrup Village Residents Based on Census Information**

Highest Level of Education (age 25 & over)	5-Yr ACS 2010	% Change 2000-2010
Graduate / Professional Degree	25.40%	0.80%
Bachelor's Degree	27.30%	0.40%
Associate Degree	6.20%	-0.20%
Some College, No Degree	20.70%	-6.40%
High School Graduate	17.00%	7.00%
Did Not Graduate High School	3.40%	-1.80%

*Source: U.S. Bureau of the Census.

- ✓ Reflective of the education level of residents, the poverty level in the community is low even at the beginning of the emergence from the Great Recession.

*Table 6 – Proportion of Population in Poverty**

Poverty	Census 2000		5-Yr ACS 2010		% Change 2000-2010
Persons in Poverty	115	2.70%	172	4.20%	1.50%
Households in Poverty	41	2.50%	58	3.20%	0.70%

*Source: U.S. Bureau of the Census.

- ✓ According to the Southeast Michigan Council of Governments (SEMCOG) and ACS data, Lathrup Village had a daytime population of about 5,000 people in 2010. About 2,000 of these were non-working residents, with the largest proportion being retired or not in the labor force for other reasons.

*Table 7 - Estimates of Employment of Lathrup Village Residents in 2010**

Daytime Population	SEMCOG and ACS 2010
Jobs	2,963
Non-Working Residents	1,999
Age 15 and under	571
Not in labor force	1,151
Unemployed	277
Daytime Population	4,962

*Source: U.S. Bureau of the Census.

- ✓ The ACS indicates an average (median) household income for Lathrup Village of \$81,600 in 2010. Excluding inflation, this reflects a downward trend from 2000, which is not dissimilar to other areas of the country, particularly those in established communities with a growing senior population or those hit hard by the Great Recession.

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*Table 8 - American Community Survey Income Estimates**

Income	5-Yr ACS 2010	Change 2000-2010	Change 2000-2010
Median Household Income (in 2010 dollars)	\$81,607	(\$35,278)	-30.20%
Per Capita Income (in 2010 dollars)	\$40,167	(\$6,949)	-14.70%

*Source: U.S. Bureau of the Census.

- ✓ The Census Bureau estimates that the population remained relatively constant since the 2010.

*Table 9 - Census Bureau Population Estimates**

Geography	1-Apr-10		Population Estimates (as of July 1)	
	Census	Estimates Base	2010	2011
City of Lathrup Village	4,075	4,075	4,077	4,101

*Source: U.S. Bureau of the Census.

- ✓ On the other hand, SEMCOG anticipates a greater than 10% decline in population between 2010 and 2040. The declines anticipated are in school age children (ages 5 to 17) and in those between the ages of 35 and 64.

*Table 10 - Forecasted Population by Age for 2010 and 2040**

Age Group	Census 2010	SEMCOG 2040	Change 2010-2040
75+	267	408	141
65-74	356	401	45
60-64	351	235	-116
35-59	1,655	1,121	-534
25-34	333	374	41
18-24	260	270	10
5-17	705	587	-118
Under 5	148	192	44
Total	4,075	3,588	-487

*Source: SEMCOG.

- ✓ Anticipated by SEMCOG is a continued increase in residents 65 years of age or older through 2040.

*Table 11 – Senior and Youth SEMCOG Projected Population Shifts**

Senior and Youth Population	Census 2000	Census 2010	Change 2000-2010	SEMCOG 2040	Change 2010-2040
65 and over	515	623	21.00%	809	29.90%
Under 18	1,042	853	-18.10%	779	-8.70%
5 to 17	804	705	-12.30%	587	-16.70%
Under 5	238	148	-2.10%	192	29.70%

*Source: SEMCOG.

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- ✓ While SEMCOG anticipates a population decline as previously described, the number of housing units is expected to remain constant through 2040, with some decline in average household size as a result of the continuation of the aging of the population. SEMCOG's estimates are unlikely to consider redevelopment opportunities in Lathrup Village without which Lathrup Village is essentially "built out" at present.

*Table 12 - SEMCOG Population and Housing Unit Projections**

Population and Households	Census 2010	Change 2000-2010	% Change 2000-2010	SEMCOG Dec 2012	SEMCOG 2040
Total Population	4,075	-161	-3.80%	4,069	3,588
Group Quarters Population	0	-23	-100.00%	0	0
Household Population	4,075	-138	-3.30%	4,069	3,588
Housing Units	1,698	51	3.10%	1,698	-
Households (Occupied Units)	1,610	-11	-0.7	1,619	1,471
Residential Vacancy Rate	5.20%	3.60%	-	4.70%	-
Average Household Size	2.53	-0.07	-	2.51	2.4

*Source: SEMCOG.

- ✓ By 2040, SEMCOG anticipates a modest increase in jobs for Lathrup Village as shown in Table 13.

*Table 13 - SEMCOG Job Forecast for Lathrup Village**

Year	2010	2015	2020	2025	2030	2035	2040
Jobs	2,963	3,176	3,275	3,349	3,367	3,430	3,434

*Source: SEMCOG.

- ✓ Table 14 contains SEMCOG's forecast of jobs by Industry. Growth areas include health care and knowledge-based services.

*Table 14 – SEMCOG Forecasted Jobs by Industry**

Forecasted Jobs by Industry	SEMCOG 2010	SEMCOG 2040	Change 2010-2040
Natural Resources, Mining, & Construction	21	9	-12
Manufacturing	59	45	-14
Wholesale Trade	11	3	-8
Transportation, Warehousing, & Utilities			
Retail Trade	190	129	-61
Knowledge-based Services	449	511	62
Services to Households & Firms	335	271	-64
Private Education & Healthcare	1,447	2,029	582
Leisure & Hospitality	148	112	-36
Government	303	325	22
Total	2,963	3,434	471

*Source: SEMCOG.

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- ✓ As noted, very few new units have been built in Lathrup Village since 2000. Reasonable "build out" appears to have occurred by 2002.

*Table 15 - New Privately-Owned Residential Building Permits by Year for Lathrup Village**

Year	2000	2001	2002	2003-05	2006	2007-2012	1-7, 2013
Housing Type	Units	Units	Units	Units	Units	Units	Units
Single Family	16	1	0	None	1	0	0
Two Family	0	0	0		0	0	0
Three and Four Family	0	0	32		0	0	0
Five or More Family	0	0	0		0	0	0
Total	16	1	32		1	0	0

*Source: U.S. Census Bureau.

- ✓ While the number of housing units in Lathrup Village did not grow substantially between 2000 and 2013, Oakland County units did grow. The Great Recession and "housing bubble" did impact the growth rate significantly. However, it did not curtail all new housing activity. Once again, the lack of available "green fields" in Lathrup Village hindered participation in that growth along with other factors.

*Table 16 - New Unit Residential Building Permits for Oakland County**

Units	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013 (6)
Single Family	4654	4205	4386	4728	5017	4050	2004	1135	667	443	959	1266	1880	1069
Two Family	98	78	100	18	40	26	58	12	2	0	4	0	6	0
3 & 4 Family	97	102	119	95	129	39	46	22	15	4	26	11	15	18
5 or + Family	610	850	903	732	1179	523	374	49	117	0	241	0	0	65
Total	5459	5235	5508	5573	6365	4638	2462	1218	801	447	1230	1277	1901	1152

*Source: U.S. Census Bureau

The following are highlights of the survey of resident households which added substantially to the data base on current conditions as well as spending by residents of Lathrup Village and its immediate surround areas.

Sample Demographics

- ✓ 95% of the survey respondents are full-time residents of Lathrup Village.

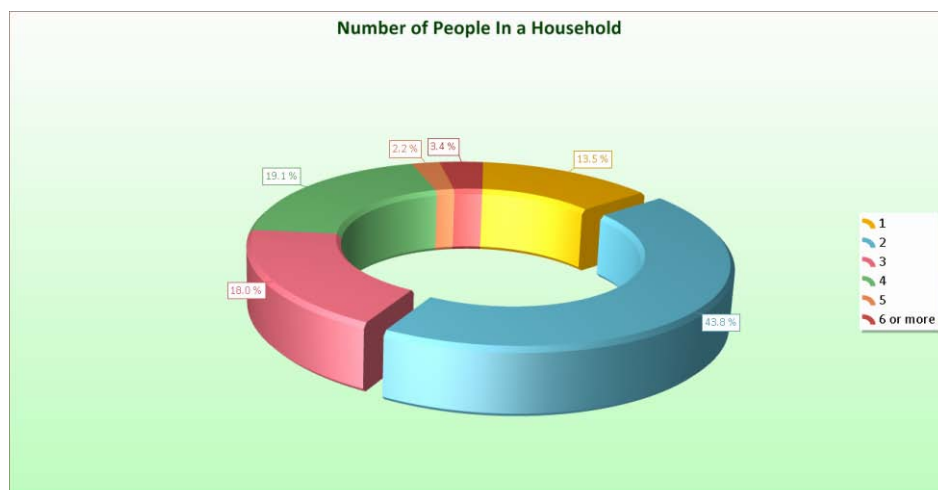
*Table 17 – Status of Resident**

Full or Part Time Resident	Percent
Full-time resident	94.8%
Resident, but live for a month or more in another location	5.2%

*Developed by The Chesapeake Group, Inc., 2013.

- ✓ More than one-half (57%) of the households consist of one or two members.

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*Table 18 - Number of People Living in the Household**

Number Living in Household	Percent
1	13.5%
2	43.8%
3	18.0%
4	19.1%
5	2.2%
6 or more	3.4%

*Developed by The Chesapeake Group, Inc., 2013.

- ✓ About nine out of ten households have no children living in the household that are pre-school age.

*Table 19 - Number of People in Household under 6 Year of Age**

Number under 6	Percent
0	87.8%
1	6.7%
2	4.4%
3	1.1%
4 or more	0.0%

*Developed by The Chesapeake Group, Inc., 2013.

- ✓ Almost two out of every ten households have a primary income earner at least 65 years of age or older. More than four in ten have a primary income earner at least 55 years of age.

*Table 20 - Age of the Primary Income Earner**

Age Category	Percent
Under 25	0.0%
25 to 34	10.5%
35 to 44	14.0%
45 to 54	33.7%
55 to 64	23.3%
65 to 74	11.6%
75 or over	7.0%

*Developed by The Chesapeake Group, Inc., 2013.

- ✓ Roughly 4% of the households contain no one working full-time, correlating with the age cluster of 65 or older.

*Table 21 - Number of People in Household Employed Full-time**

Number Employed Full-time	Percent
0	14.4%
1	38.9%
2	44.4%
3	2.2%
4 or more	0.0%

*Developed by The Chesapeake Group, Inc., 2013.



- ✓ Almost two-thirds of the households have no one employed part-time. Of those that do, the preponderance have only one person.

*Table 22 - Number of People in Household Employed Part-time**

Number Employed Part-time	Percent
0	64.4%
1	24.4%
2	10.0%
3	1.1%
4 or more	0.0%

*Developed by The Chesapeake Group, Inc., 2013.

- ✓ 23% of the households have at least one member employed at two different jobs.
- ✓ About two in ten households have someone who would like to be employed full-time but is not at present.

*Table 23 - Whether Anyone in Household Not Employed or Employed Part-time That Would Like Full-time Employment**

Answer	Percent
No	76.7%
Yes, 1 person	20.0%
Yes 2 or more people	3.3%

*Developed by The Chesapeake Group, Inc., 2013.

- ✓ The overwhelming majority of those that desire full-time employment have at least some college, if not a Bachelors Degree or advanced degrees.

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*Table 24 - Unemployed or Under-employed Education Levels**

Education Level	Percent
Less than high school	2.4%
High school	7.1%
Technical	2.4%
Some college or Associate's Degree	40.5%
Bachelor's Degree	33.3%
Advanced degree	21.4%

*Developed by The Chesapeake Group, Inc., 2013.

- ✓ For the minority that would like to work for-time but are not doing so, reasons include lack of employment near home, lack of jobs at their skill or experience level, insufficient pay and age. It is noted that for those that are actually unemployed, age and pay factors are the dominant reasons.

*Table 25 - Primary Factors for Not Having the Type of Work Wanted**

Factors	Percent
No jobs for my skill or education level available	24.3%
No jobs for my experience level	21.6%
Pay insufficient	24.3%
Age factors	13.5%
Child care issues	10.8%
Lack of employment opportunities near home	43.2%
Lack of transportation	8.1%
Other factors	40.5%

*Developed by The Chesapeake Group, Inc., 2013.

- ✓ The total annual average (mean) household income is estimated at \$112,000. (It is noted that the Census Bureau utilizes median incomes and not mean. Mean income closer reflects the true purchasing power within any market.)

*Table 26 - Total Annual Household Income**

Total Annual Household Income	Percent
Less than \$10,000	0.0%
\$10,000 to \$14,999	1.3%
\$15,000 to \$19,999	1.3%
\$20,000 to \$29,999	1.3%
\$30,000 to \$49,999	2.5%
\$50,000 to \$74,999	13.8%
\$75,000 to \$99,999	20.0%
\$100,000 to \$149,999	33.8%
\$150,000 or more	26.3%

*Developed by The Chesapeake Group, Inc., 2013.

Spending

The following reflects salient spending on the three major household commodities of food, transportation and housing along with other goods and services.

FOOD

- ✓ The average household typically spends just over \$100 weekly on groceries and related merchandise.

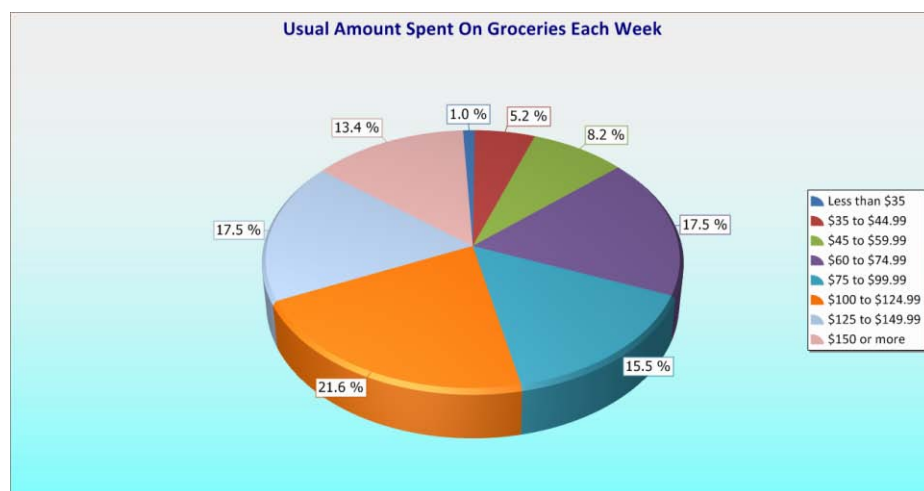


Table 27 - Amount Spent On Groceries in Average Week*

Weekly Grocery Spending	Percent
Less than \$35	1.0%
\$35 to \$44.99	5.2%
\$45 to \$59.99	8.2%
\$60 to \$74.99	17.5%
\$75 to \$99.99	15.5%
\$100 to \$124.99	21.6%
\$125 to \$149.99	17.5%
\$150 or more	13.4%

*Developed by The Chesapeake Group, Inc., 2013.

- ✓ More residents shop at Kroger for groceries and related merchandise than any other store. Meijer, Market Fresh, Hillers and Trader Joe's also capture significant proportions of resident trips.

Table 28 - Name of Store Often Frequented for Grocery Shopping*

Operation	Percent
Kroger's	33.00%
Meijer	14.00%
Market Fresh	12.00%
Hillers	11.00%
Trader Joes	10.00%
Whole Foods	4.00%
Costco	3.00%
Westborn Market	3.00%
Better Health	2.00%
Others	8.00%

*Developed by The Chesapeake Group, Inc., 2013.

- ✓ Most convenience trips associated with grocery shopping are made in Southfield, including those to the 12 Mile corridor as shown in Table 29.

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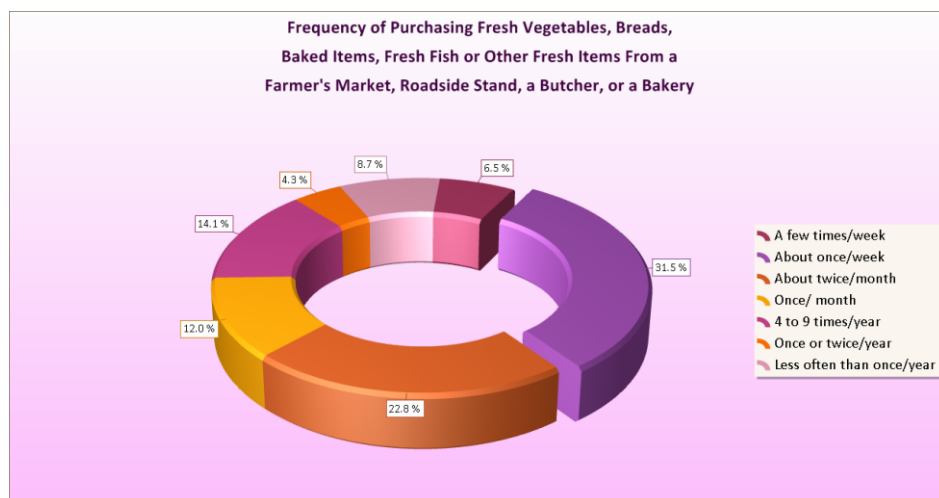
*Table 29 - General Location of the Store**

Location	Percent
Southfield- 12 Mile/Evergreen	25.77%
Southfield- 12 Mile/Telegraph	13.40%
Berkley	12.37%
Beverly Hills- 13 Mile/Southfield	12.37%
Royal Oak	11.34%
Troy	4.12%
Bloomfield	3.09%
Birmingham	2.06%
Novi	2.06%
Others	13.40%

*Developed by The Chesapeake Group, Inc., 2013.

- ✓ In addition to food purchases made at traditional supermarkets and box stores, purchases of fresh products are often made at smaller markets, farmers' markets and other operations. About six in ten households have one or more member making purchases at alternative operations at least twice per month, with the majority making such purchases at least once a week, particularly when seasonal fresh products are available.

*Table 30 - Frequency of Purchases of Fresh Vegetables, Breads, Baked Items, Fish or Other Items From a Farmers' Market, Roadside Stand, Butcher, or Bakery**



Frequency	Percent
A few times/week	6.5%
About once/week	31.5%
About twice/month	22.8%
Once/ month	12.0%
4 to 9 times/year	14.1%
Once or twice/year	4.3%
Less often than once/year	8.7%

*Developed by The Chesapeake Group, Inc., 2013.

- ✓ Fresh produce and fish in season are the two products purchased by the overwhelming majority of residents. On the other hand, significant proportions also purchase breads and other baked goods and meats from non-box store and supermarket operations.

*Table 31 - Items Bought at Such Non-supermarket or Non-box Store Operations**

Product	Percent
Fresh produce in season	89.5%
Fresh fruit in season	88.4%
Fresh or smoked fish	19.8%
breads	41.9%
other baked goods	31.4%
meats	25.6%
other	19.8%

*Developed by The Chesapeake Group, Inc., 2013.

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- ✓ Food is also purchased at food service establishments. As illustrated in Table 32, about 64% of the households have one or more members who purchase lunch at least once a week at food service operations. About 59% make dinner trips with the same frequency.

*Table 32 - Frequency of Lunch and Dinner Outside of the Home at a Food Service Establishment**

Frequency	Percent Lunch	Percent Dinner
A few times/week	31.3%	27.2%
About once/week	32.3%	31.5%
About twice/month	17.2%	21.7%
Once/ month	8.1%	9.8%
4 to 9 times/year	7.1%	5.4%
Once or twice/year	3.0%	3.3%
Less often than once/year	1.0%	1.1%

*Developed by The Chesapeake Group, Inc., 2013.

- ✓ Roughly 52% of the lunch trips and 86% of the dinner trips are made to full-service restaurants by Lathrup Village residents. About 16% make lunch trips to fast food operations. It is noted that the proportion going to full-service operations for lunch is relatively high compared to other communities.

*Table 33 - Preferred Type of Establishment for Lunch and Dinner**

Type of Operation	Percent Lunch	Percent Dinner
Full-service restaurant	51.5%	86.0%
Fast food operation	15.5%	6.5%
All you can eat buffet	2.1%	1.1%
Sub shop	9.3%	0.0%
Deli	11.3%	2.2%
Other	10.3%	4.3%

*Developed by The Chesapeake Group, Inc., 2013.

- ✓ Table 34 includes the names of operations frequented often for lunch.

*Table 34 - Name of Establishment Most Often Frequented for Lunch**

Operation	Percent
Panera	8.14%
Subway	6.98%
Various	6.98%
Beverly Hills Grill	4.65%
Coney Island	4.65%
Jimmy Johns	4.65%
McDonald	4.65%
Olga's	4.65%
Wendy's	4.65%
Cafe kabob	3.49%
Chipotle	3.49%
Pot belly	3.49%
Alex's in Berkley	2.33%
Other	37.21%

*Developed by The Chesapeake Group, Inc., 2013.

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- ✓ The following establishments are frequented for dinner.

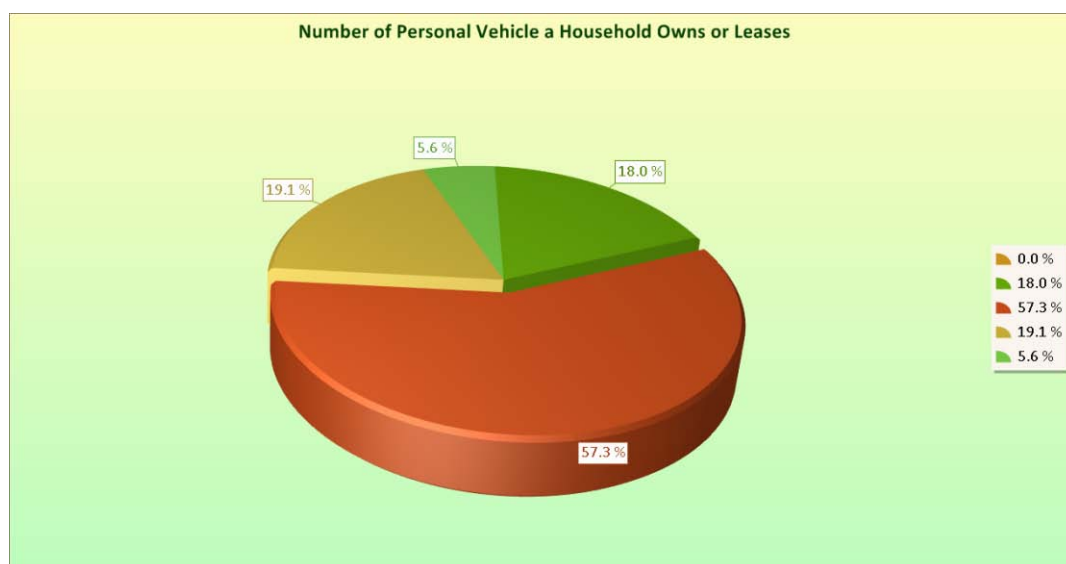
*Table 35 - Name of Establishment Most Often Frequented for Dinner**

Operation	Percent
Various	12.99%
Brady's Tavern	10.39%
Sweet Lorraines	6.49%
Chipotle	5.19%
Salvatore Scallopini	3.90%
7 Bar & Grill	2.60%
Anita's Kitchen	2.60%
Bangkok	2.60%
Bigga	2.60%
J Alexander	2.60%
Mitchell's Fish Market	2.60%
Olive Garden	2.60%
Other	42.86%

*Developed by The Chesapeake Group, Inc., 2013.

TRANSPORTATION

- ✓ Lathrup Village residents are dependent upon private vehicle use for transportation. The survey indicates that virtually all households own or lease at least one personal vehicle, with the majority having two such vehicles.



*Table 36 - Number of Personal Vehicles Owned or Leased in Household**

Number of Vehicles	Percent
0	0.0%
1	18.0%
2	57.3%
3	19.1%
4 or more	5.6%

*Developed by The Chesapeake Group, Inc., 2013.

- ✓ There are correlations between the age of vehicles and maintenance costs and age and vehicle payment amounts. About one-third of the households do not have any vehicle five years or older.

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Table 37 - Number of Vehicles More than Five Years Old*

Number of Vehicles	Percent
0	30.7%
1	42.0%
2	18.2%
3	6.8%
4 or more	2.3%

*Developed by The Chesapeake Group, Inc., 2013.

HOUSING

- ✓ The third major commodity upon which households spend the majority of their income is housing. The overwhelming majority of respondents own the home in which they live. Reflective of some of the previously noted demographics, about one in three households have lived in Lathrup Village at their current address for 20 or more years. About one-third have lived there for 10 to 19 years. It is noted that households that purchased homes during portions of this time period (2000 to 2007) have the highest probability of being "underwater" or having foreclosure issues.

Amount of Time People Have Lived In Their Current Address

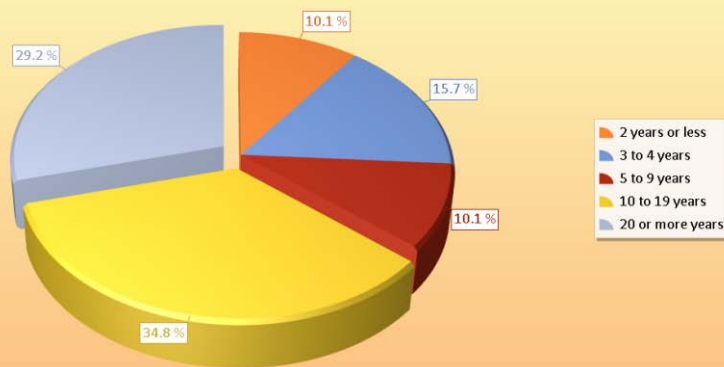


Table 38 - Tenure at Your Current Address in Lathrup Village*

Tenure	Percent
2 years or less	10.1%
3 to 4 years	15.7%
5 to 9 years	10.1%
10 to 19 years	34.8%
20 or more years	29.2%

*Developed by The Chesapeake Group, Inc., 2013.

- ✓ The average (mean) monthly rent or mortgage payment, inclusive of those that have none, is estimated at \$908.00. Excluding those with no payment, the average is \$1,139.00.

Table 39 – Average (Mean) Monthly Rent or Mortgage Payment*

Monthly Rent or Mortgage	Percent
None	20.2%
Less than \$400/month	4.8%
\$400 to \$599/month	2.4%
\$600 to \$799/month	17.9%
\$800 to \$999/month	10.7%
\$1,000 to \$1,249/month	14.3%
\$1,250 to \$1,499/month	17.9%
\$1,500 to \$1,749/month	2.4%
\$1,750 to \$1,999/month	2.4%
\$2,000 to \$2,499/month	4.8%
\$2,500 or more/month	2.4%

*Developed by The Chesapeake Group, Inc., 2013.

- ✓ Because of life-style changes, rental conditions, housing market conditions, employment changes, increase or decrease in family size, changes in physical or fiscal conditions, or for medical or other reasons; about one-fourth of the households believe they will move in the next five years. An additional one-third feel they may move in the next five years.

*Table 40 - Potential to Move in the Next 5 Years**

Answer	Percent
Yes	23.9%
No	43.2%
Maybe	33.0%

*Developed by The Chesapeake Group, Inc., 2013.

- ✓ Hypothetically, if such a move occurred, most believe the move would be to locations outside of Lathrup Village.

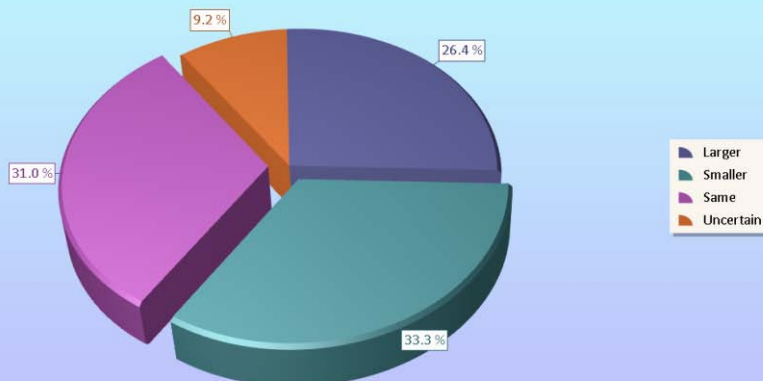
*Table 41 - Move Likely Outside of Lathrup Village**

Answer	Percent
Yes	70.6%
No	10.6%
Uncertain	18.8%

*Developed by The Chesapeake Group, Inc., 2013.

- ✓ It is noted that most see themselves moving to a larger or smaller unit. The probability of finding such a unit in Lathrup Village is small at present.

Likely Size of Next Unit Compared to Current Unit If People Were To Move In the Next 5 Years



*Table 42 - Likely Size of the Next Housing Unit**

Size	Percent
Larger	26.4%
Smaller	33.3%
Same	31.0%
Uncertain	9.2%

*Developed by The Chesapeake Group, Inc., 2013.

OTHER SPENDING

- ✓ About one-third of the residents purchase apparel at Kohl's, Macy's and Target.

*Table 43 - Name of Store Often Frequented for Clothes Shopping**

Store	Percent
Kohl's	10.87%
Macy	10.87%
Target	10.87%
T J Maxx	7.61%
JC Penney	5.43%
Nordstrom	4.35%
Somerset Mall	4.35%
Express	3.26%
Land's End	3.26%
Lane Bryant	3.26%
Online	3.26%
Burlington	2.17%
Dress Barn	2.17%
J Jill	2.17%
Marshalls	2.17%
Old Navy	2.17%
Other	21.74%

*Developed by The Chesapeake Group, Inc., 2013.

Recreational activity is increasingly important and a growing focus within all age groups. Baseball, bowling, bike riding, canoeing or kayaking, diving or swimming, golf, indoor fitness, running and weightlifting are the activities participated with greatest frequency.

Indoor fitness is the activity in which more than one-half of all households have one or more member participate at least a few times per month. The only other activity that approaches this level of participation is cycling. Table 44 contains the sports or recreational activity in which one or more household member participates and the frequency of that participation.

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*Table 44 - Sport or Recreational Activity in Which One or More Household Members Participate**

Answer Options	No Interest	Few/mon.	Once/mon.	6 to 9/year	Once or 2/year	Less often
Archery	79.2%	1.3%	0.0%	1.3%	3.9%	14.3%
Badminton	74.7%	0.0%	0.0%	1.3%	6.7%	17.3%
Baseball	60.8%	8.1%	2.7%	0.0%	9.5%	18.9%
Bowling	43.6%	5.1%	2.6%	9.0%	25.6%	14.1%
Boxing	81.3%	0.0%	1.3%	1.3%	2.7%	13.3%
Bike riding/cycling	16.3%	32.5%	8.8%	16.3%	20.0%	6.3%
Canoe/Kayaking	38.0%	8.9%	3.8%	10.1%	20.3%	19.0%
Cycling	40.5%	18.9%	4.1%	17.6%	9.5%	9.5%
Diving or swimming	29.9%	16.9%	6.5%	23.4%	11.7%	11.7%
Equestrian	75.0%	2.8%	1.4%	0.0%	4.2%	16.7%
Extreme Sports	82.4%	0.0%	0.0%	0.0%	6.8%	10.8%
Fencing	82.7%	1.3%	0.0%	1.3%	1.3%	13.3%
Fishing	66.2%	1.4%	4.1%	4.1%	9.5%	14.9%
Football	75.0%	1.4%	2.8%	5.6%	4.2%	11.1%
Golf	59.7%	7.8%	2.6%	9.1%	5.2%	15.6%
Gymnastics	86.3%	2.7%	2.7%	0.0%	1.4%	6.8%
Handball/racquetball	85.9%	1.4%	1.4%	0.0%	0.0%	11.3%
Hockey or ice hockey	74.3%	4.1%	1.4%	1.4%	4.1%	14.9%
Horse or Dog racing	80.8%	1.4%	0.0%	0.0%	2.7%	15.1%
Ice skating	68.9%	2.7%	2.7%	5.4%	6.8%	13.5%
Indoor fitness	14.3%	59.7%	5.2%	7.8%	9.1%	3.9%
Lacrosse	86.3%	0.0%	1.4%	0.0%	0.0%	12.3%
Lawn bowling	80.3%	2.8%	0.0%	0.0%	7.0%	9.9%
Martial Arts	79.7%	5.4%	1.4%	0.0%	0.0%	13.5%
Motor sports	81.1%	1.4%	0.0%	1.4%	2.7%	13.5%
Roller skating	79.7%	4.1%	0.0%	4.1%	2.7%	9.5%
Rowing	80.8%	0.0%	4.1%	0.0%	1.4%	13.7%
Running	58.9%	17.8%	4.1%	6.8%	2.7%	9.6%
Sailing	68.4%	2.6%	1.3%	1.3%	9.2%	17.1%
Shooting	76.7%	0.0%	2.7%	1.4%	5.5%	13.7%
Soccer	77.0%	5.4%	2.7%	2.7%	1.4%	10.8%
Softball	71.8%	2.8%	0.0%	2.8%	5.6%	16.9%
Surfing	89.0%	0.0%	0.0%	0.0%	1.4%	9.6%
Table tennis	68.1%	4.2%	1.4%	0.0%	5.6%	20.8%
Tennis	68.0%	5.3%	5.3%	1.3%	8.0%	12.0%
Triathlon	82.2%	0.0%	1.4%	0.0%	0.0%	16.4%
Volleyball	68.9%	0.0%	2.7%	4.1%	8.1%	16.2%
Water polo	90.1%	0.0%	0.0%	0.0%	0.0%	9.9%
Weightlifting	66.2%	13.5%	4.1%	4.1%	2.7%	9.5%
Winter sports	53.3%	4.0%	5.3%	9.3%	10.7%	17.3%
Wrestling	86.3%	0.0%	0.0%	0.0%	0.0%	13.7%

*Developed by The Chesapeake Group, Inc., 2013.

ENTERTAINMENT

- ✓ Certain spending on entertainment is often associated with food purchases. One of those is trips to movie theaters. It is noted that almost one-fourth of the households has one or more members making trips to view movies in theaters at least once per month.

*Table 45 - Frequency of Viewing Movies at Theaters**

Frequency	Percent Movies
A few times/week	0.0%
About once/week	3.2%
About twice/month	12.9%
Once/ month	6.5%
4 to 9 times/year	30.1%
Once or twice/year	30.1%
Less often than once/year	17.2%

*Developed by The Chesapeake Group, Inc., 2013.

- ✓ There is relatively strong interest in arts and crafts shows and related events, with more than 10% attending related activity at least once per month.

*Table 46 - Frequency Attend Arts and Craft Shows or Events**

Frequency	Percent Arts/Crafts Shows/Events
A few times/week	0.0%
About once/week	0.0%
About twice/month	3.2%
Once/ month	7.5%
4 to 9 times/year	19.4%
Once or twice/year	44.1%
Less often than once/year	25.8%

*Developed by The Chesapeake Group, Inc., 2013.

- ✓ The frequency of attendance at other collectibles shows is much lower as shown in Table 47.

Table 47 - Frequency Attend Any and All Types of Collectibles Shows?

Frequency	Percent All Collectibles Shows
A few times/week	0.0%
About once/week	0.0%
About twice/month	0.0%
Once/ month	1.1%
4 to 9 times/year	9.8%
Once or twice/year	28.3%
Less often than once/year	60.9%

*Developed by The Chesapeake Group, Inc., 2013.

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- ✓ The type of collectibles in which there is interest is found in Table 48.

*Table 48 - Type of Collectables When Attending Shows**

Collectables	Percent
Antique	22.81%
Pottery	14.04%
None	8.77%
Arts & Crafts	7.02%
Photographs	7.02%
Various	7.02%
Automobiles	5.26%
Jewelry	5.26%
Paintings	5.26%
Furniture	3.51%
Other	10.53%

*Developed by The Chesapeake Group, Inc., 2013.

- ✓ Significant entertainment expenditures are made at professional sporting events as about 11% go to these with regularity, or at least once per month. An additional 20% go to such events four to nine times a month.

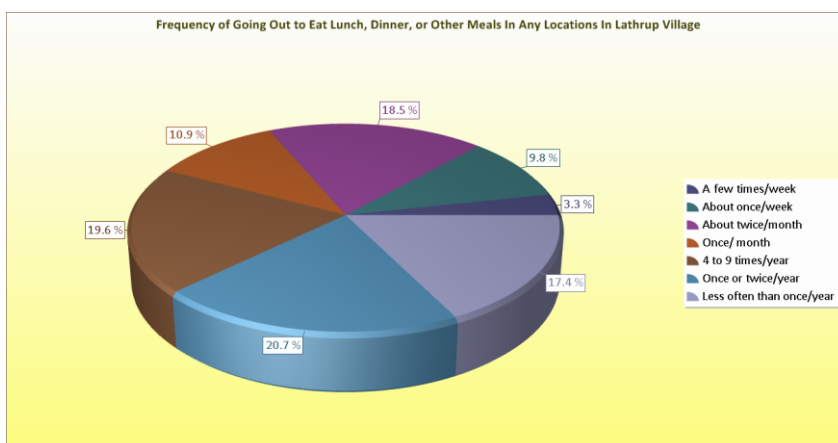
*Table 49 - Frequency of Attendance at Professional Sporting Events**

Answer Options	Percent Profess. Sporting Events
A few times/week	1.1%
About once/week	1.1%
About twice/month	4.5%
Once/ month	4.5%
4 to 9 times/year	19.1%
Once or twice/year	37.1%
Less often than once/year	32.6%

*Developed by The Chesapeake Group, Inc., 2013.

EXPORTATION

- ✓ Many other dollars generated by residents of Lathrup Village are also exported. As illustrated in Table 50 and the related graphic, most of the trips and related spending at food service establishments for lunch and dinner is exported to areas outside of Lathrup Village.



*Table 50 - Frequency of Lunch or Dinner Outside of Lathrup Village**

Frequency	Percent
A few times/week	3.3%
About once/week	9.8%
About twice/month	18.5%
Once/ month	10.9%
4 to 9 times/year	19.6%
Once or twice/year	20.7%
Less often than once/year	17.4%

*Developed by The Chesapeake Group, Inc., 2013.

- ✓ Essentially the entertainment trips and related spending is also exported from Lathrup Village to other communities because of the lack of local opportunity.

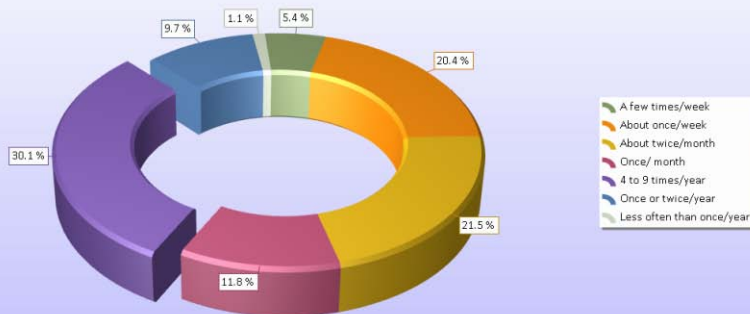
*Table 51 - Frequency Any Form of Entertainment, Including Shows, Activities for Children, Bowling, Skating, or Others in Neighboring Communities**

Frequency	Percent
A few times/week	8.0%
About once/week	18.2%
About twice/month	21.6%
Once/ month	9.1%
4 to 9 times/year	17.0%
Once or twice/year	20.5%
Less often than once/year	5.7%

*Developed by The Chesapeake Group, Inc., 2013.

- ✓ Increasing dollars outflow though internet purchases. About one-fourth of the residents have one or more members that make purchases online at least once a week. Almost one-half make purchases online at least twice per month.

Frequency of Making Purchases "On-line" Or Through Catalogs



*Table 52 - Frequency of Online Purchases**

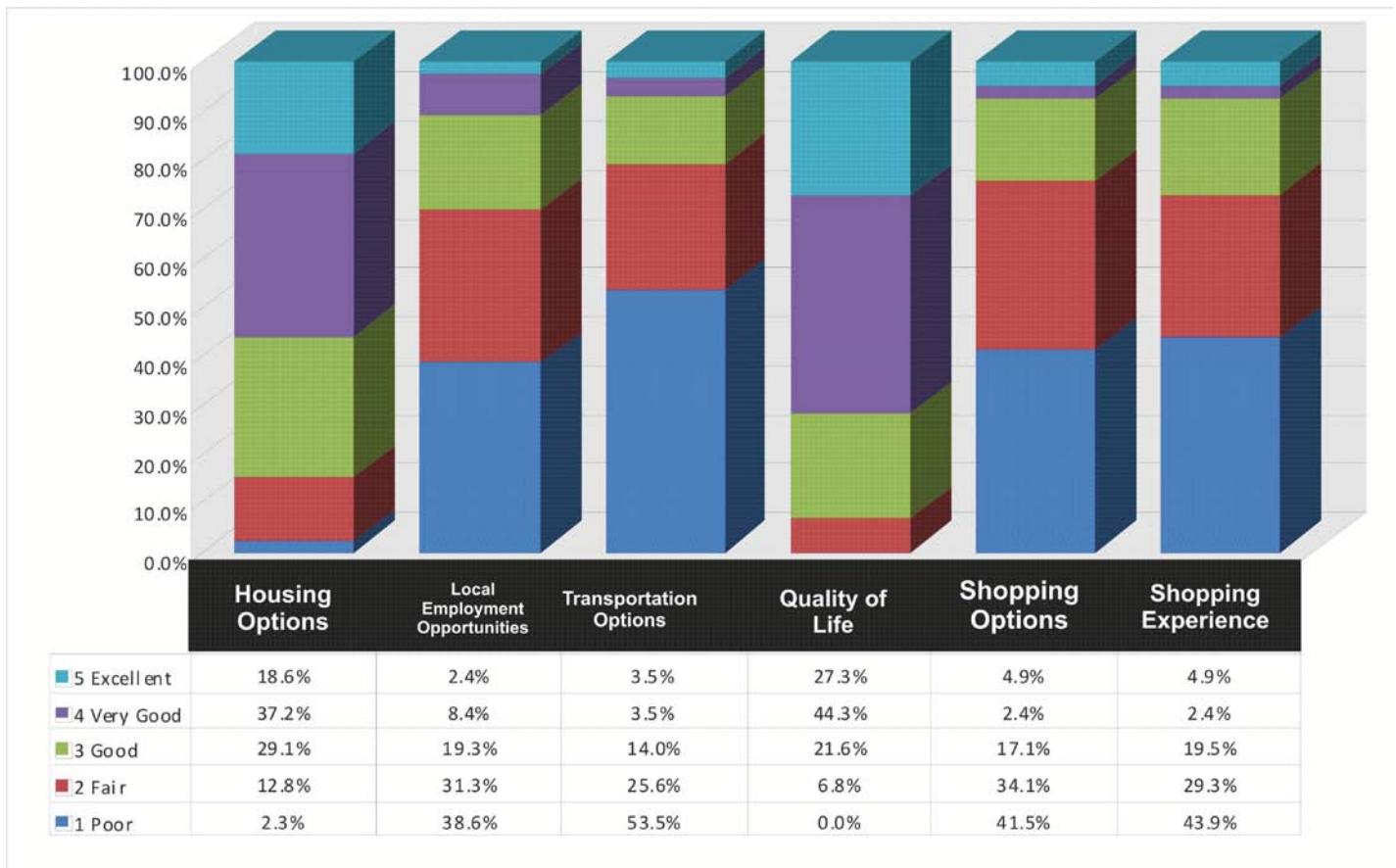
Frequency	Percent
A few times/week	5.4%
About once/week	20.4%
About twice/month	21.5%
Once/ month	11.8%
4 to 9 times/year	30.1%
Once or twice/year	9.7%
Less often than once/year	1.1%

*Developed by The Chesapeake Group, Inc., 2013.

QUALITY OF LIFE AND COMMUNITY

In addition to the demographics and spending information, key issues with respect to living in Lathrup Village that impacts market conditions was obtained. These include housing options, local employment opportunities, transportation options, shopping options and shopping experience. The graphic that follows illustrates the community's perceptions of each.

Market Assessment & Development Strategy



Housing Demand Estimates

As previously defined, Lathrup Village has not added any additional housing units in the past ten years; while Oakland County continued to grow. While conditions have been relatively stable within the Village; in this case the past may not be indicative of the future. Furthermore, the aging of the population in Oakland County and Lathrup Village and youth seeking alternative lifestyles in housing that differ from previous generations could result in added units in Lathrup Village if the proper amenities are provided. Fortunately, the housing trends favor increased density which can support redevelopment.

*Table 53(Repeat of 16) - New Unit Residential Building Permits for Oakland County**

Units	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013 (6)
Single Family	4654	4205	4386	4728	5017	4050	2004	1135	667	443	959	1266	1880	1069
Two Family	98	78	100	18	40	26	58	12	2	0	4	0	6	0
3 & 4 Family	97	102	119	95	129	39	46	22	15	4	26	11	15	18
5 or + Family	610	850	903	732	1179	523	374	49	117	0	241	0	0	65
Total	5459	5235	5508	5573	6365	4638	2462	1218	801	447	1230	1277	1901	1152

*Source: U.S. Census Bureau

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. Unless Oakland County, through communities like Lathrup Village, embraces mixing of uses, modest increases in density and changes in form; Oakland County will lose market share and communities like Lathrup Village will continue to age and show signs of disinvestment.

Market Assessment & Development Strategy

Historically, Oakland County has averaged about 500 non-single-family housing units per year since 2000.

*Table 54 - Total and Annual Average Number of New Units for Oakland County**

Unit	Total from 2000-2012	Average
Single Family	36,463	2,605
Two Family	442	32
Three and Four Family	738	53
Five or More Family	5643	403
Total	43266	3090

*Developed by The Chesapeake Group, Inc., 2013.

There are variations both in numbers and proportion of non-single-family units built in each year as found in Table 55.

*Table 55 – Type of Unit Built by Year from 2000**

Units	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013 (6 m.)
Single Family	85.3%	80.3%	79.6%	84.8%	78.8%	87.3%	81.4%	93.2%	83.3%	99.1%	78.0%	99.1%	98.9%	92.8%
Two Family	1.8%	1.5%	1.8%	0.3%	0.6%	0.6%	2.4%	1.0%	0.2%	0.0%	0.3%	0.0%	0.3%	0.0%
3 & 4 Family	1.8%	1.9%	2.2%	1.7%	2.0%	0.8%	1.9%	1.8%	1.9%	0.9%	2.1%	0.9%	0.8%	1.6%
5 or + Family	11.2%	16.2%	16.4%	13.1%	18.5%	11.3%	15.2%	4.0%	14.6%	0.0%	19.6%	0.0%	0.0%	5.6%

*Developed by The Chesapeake Group, Inc., 2013.

There is no reason to believe that through careful attention to current infrastructure, enhancement of additional infrastructure and supportive regulations that Lathrup Village cannot take advantage of the transformation that is occurring in the housing market and larger economic structure.

It is very conservatively estimated that Lathrup Village could capture between 20 and 100 units of non-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 activity 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.

Retail Goods and Related Services Demand Forecast

The following are the estimates of current and future demand for retail goods and services for Lathrup Village. No consideration given to the existing zoning or holding capacity of the land as with all other estimates in this analysis. Growth in housing units and households will result in increased demand for retail goods and related services. 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. It is also noted that:

- ✓ All sales estimates are in 2013 dollars.
- ✓ Focusing on opportunities associated with growth is important from a public sector perspective since the opportunities will exist in the future and are not derived from any existing operations or activities.
- ✓ There have been some substantial changes nationally in consumer spending in the past five years that are anticipated to remain relatively constant over the next few years. Additional significant changes are anticipated in the future. They include a significant shift away from discretionary spending that impacts what is often termed “shopper goods” categories of retail associated with general merchandise, furniture, apparel and many miscellaneous operations and “on demand” production of many “shopper goods.”

Aggregate retail sales figures represent a compilation of sales associated with ten major categories and the types of operations within those categories. The ten major categories of retail goods and related services follow.

- ✓ Food, such as groceries and related merchandise generally purchased for home preparation or consumption.
- ✓ Eating and drinking, consisting of prepared food and beverages generally consumed on the premises or carried to another location.
- ✓ General merchandise, including variety stores, department stores, and large value oriented retail operators.
- ✓ Furniture and accessories, including appliances and home furnishings.
- ✓ Transportation and utilities, including the sale of new and used automotive and other personal vehicles and parts and basic utilities for the home.
- ✓ Drugstores, including those specializing in health and beauty aids or pharmaceuticals.
- ✓ Apparel and accessories.
- ✓ Hardware & building materials, including traditional hardware stores & garden & home improvement centers.
- ✓ Auto services, including gasoline and vehicle repair.
- ✓ Miscellaneous, including a plethora of retail goods and services ranging from florists to paper goods.

Many of today’s better known operations fall into more than one category. For example, many of the “big box” merchandisers, such as Meijer, have traditional supermarket components within their operations.

A productivity level is the sales per square foot figure essential to pay all costs of operation and provide a reasonable return on investment. Sales productivity levels vary for each sub-category, type of business operation, or store-type. The productivity levels vary from low figures for bowling centers to hundreds or thousands of dollars for others. Supportable space is derived by dividing the amount of sales by the appropriate productivity level. Both the spending patterns and productivity levels are likely to change over time.

Table 56 provides estimates of the supportable square footage of space generated by residents of Lathrup Village at any and all locations both within and outside the boundaries of Lathrup Village. The space generated by residents is a result of their spending at any and all locations for retail goods and services. The figures presented do not factor in any dollars generated by residents from outside of Lathrup Village that may now or in the future shop in Lathrup Village. On the other hand, dollars spent by Lathrup Village residents outside of the jurisdiction’s boundaries have not been excluded. Thus, excluded are both imported and exported dollars.

Two alternatives or options are provided. Option 1 is based on 97 new housing units; and Option 2 is based on 20 units.

Market Assessment & Development Strategy

*Table 56 - Option 1 Primary Market Generated Retail Goods and Related Services Sales, Supportable Square Footage of Space for 2013 and 2023 and Changes in Sales and Space for 2013 through 2023 by Category**

Category	2013 Sales	2023 Sales	2013-23 Sales	2013 Space	2023 Space	2013-23 Space
Food	\$9,145,000	\$9,694,000	\$549,000	17,079	18,104	1,025
Eat/Drink	8,172,000	8,663,000	491,000	20,430	21,658	1,228
General Merchandise	7,429,000	7,875,000	446,000	24,232	25,688	1,455
Furniture	3,269,000	3,465,000	196,000	10,070	10,673	602
Transportation	13,424,000	14,230,000	806,000	39,062	41,407	2,345
Drugstore	3,989,000	4,229,000	240,000	7,978	8,458	480
Apparel	5,787,000	6,135,000	348,000	18,008	19,090	1,081
Hardware	5,743,000	6,088,000	345,000	24,413	25,879	1,466
Vehicle Service	8,231,000	8,726,000	494,000	20,038	21,243	1,203
Miscellaneous	9,101,000	9,647,000	547,000	35,151	37,258	2,116
TOTAL	\$74,290,000	\$78,752,000	\$4,462,000	216,461	229,458	13,001

*Developed by The Chesapeake Group, Inc., 2013.

Table 57 contains the estimates for Option 2.

*Table 57 - Option 1 Primary Market Generated Retail Goods and Related Services Sales, Supportable Square Footage of Space for 2013 and 2023 and Changes in Sales and Space for 2013 through 2023 by Category**

Category	2013 Sales	2023 Sales	2013-23 Sales	2013 Space	2023 Space	2013-23 Space
Food	\$9,145,000	\$9,258,000	\$113,000	17,079	17,290	211
Eat/Drink	8,172,000	8,273,000	101,000	20,430	20,683	253
General Merchandise	7,429,000	7,521,000	92,000	24,232	24,534	300
Furniture	3,269,000	3,309,000	40,000	10,070	10,192	123
Transportation	13,424,000	13,590,000	166,000	39,062	39,545	483
Drugstore	3,989,000	4,039,000	49,000	7,978	8,078	98
Apparel	5,787,000	5,859,000	72,000	18,008	18,231	225
Hardware	5,743,000	5,814,000	71,000	24,413	24,715	301
Vehicle Service	8,231,000	8,333,000	102,000	20,038	20,287	248
Miscellaneous	9,101,000	9,213,000	113,000	35,151	35,583	436
TOTAL	\$74,290,000	\$75,209,000	\$919,000	216,461	219,138	2,678

*Developed by The Chesapeake Group, Inc., 2013.

Tables 58 and 59 that follow on Pages 29 and 30 contain primary market generated retail goods and related services sales, supportable square footage of space for 2013 and 2023 and changes in sales and space for 2013 through 2023 by sub-category or type of operation.

Market Assessment & Development Strategy

*Table 58 - Option 1 Primary Market Generated Retail Goods & Related Services Sales, Supportable Square Footage of Space for 2013 & 2023 & Changes in Sales & Space for 2013 to 2023 by Sub-category or Type of Operation**

Sub-category	2013 Sales	2023 Sales	2013-2023 Sales	2013 Space	2023 Space	2013-2023 Space
Food	\$9,145,000	\$9,694,000	\$549,000	17,079	18,104	1,025
Supermarkets	7,636,075	8,094,490	458,415	12,943	13,719	777
Independents	731,600	775,520	43,920	1,829	1,939	110
Bakeries	201,190	213,268	12,078	671	711	40
Dairies	118,885	126,022	7,137	330	350	20
Others	457,250	484,700	27,450	1,306	1,385	78
Eat/Drink	8,172,000	8,663,000	491,000	20,430	21,658	1,228
General Merchandise	7,429,000	7,875,000	446,000	24,232	25,688	1,455
Dept. Stores	2,629,866	2,787,750	157,884	8,766	9,293	526
Variety Stores	534,888	567,000	32,112	2,057	2,181	124
Jewelry	512,601	543,375	30,774	722	765	43
Sporting Goods/Toys	809,761	858,375	48,614	2,699	2,861	162
Discount Dept.	2,785,875	2,953,125	167,250	9,286	9,844	558
Antiques, etc.	37,145	39,375	2,230	162	171	10
Others	118,864	126,000	7,136	540	573	32
Furniture	3,269,000	3,465,000	196,000	10,070	10,673	602
Furniture	493,619	523,215	29,596	1,592	1,688	95
Home Furnishings	679,952	720,720	40,768	1,943	2,059	116
Store/Office Equip.	516,502	547,470	30,968	1,722	1,825	103
Music Instr./Suppl.	140,567	148,995	8,428	703	745	42
Radios,TV, etc.	1,438,360	1,524,600	86,240	4,110	4,356	246
Transportation	13,424,000	14,230,000	806,000	39,062	41,407	2,345
New/Used Vehicles	4,698,400	4,980,500	282,100	11,746	12,451	705
Tires, Batt., Prts.	5,919,984	6,275,430	355,446	19,733	20,918	1,185
Marine Sales/Rentals	711,472	754,190	42,718	1,923	2,038	115
Auto/Truck Rentals	2,094,144	2,219,880	125,736	5,660	6,000	340
Drugstore	3,989,000	4,229,000	240,000	7,978	8,458	480
Apparel	5,787,000	6,135,000	348,000	18,008	19,090	1,081
Men's and Boy's	758,097	803,685	45,588	1,895	2,009	114
Women's and Girl's	1,921,284	2,036,820	115,536	5,193	5,505	312
Infants	121,527	128,835	7,308	405	429	24
Family	1,608,786	1,705,530	96,744	5,363	5,685	322
Shoes	1,209,483	1,282,215	72,732	4,398	4,663	264
Jeans/Leather	23,148	24,540	1,392	77	82	5
Tailors/Uniforms	104,166	110,430	6,264	521	552	31
Others	40,509	42,945	2,436	156	165	9
Hardware	5,743,000	6,088,000	345,000	24,413	25,879	1,466
Hardware	2,779,612	2,946,592	166,980	11,118	11,786	668
Lawn/Seed/Fertil.	109,117	115,672	6,555	321	340	19
Others	2,854,271	3,025,736	171,465	12,974	13,753	779
Vehicle Service	8,231,000	8,726,000	494,000	20,038	21,243	1,203
Gasoline	2,798,540	2,966,840	167,960	1,930	2,046	116
Garage, Repairs	5,432,460	5,759,160	326,040	18,108	19,197	1,087
Miscellaneous	9,101,000	9,647,000	547,000	35,151	37,258	2,116
Advert. Signs, etc.	145,616	154,352	8,752	530	561	32
Barber/Beauty shop	555,161	588,467	33,367	2,776	2,942	167
Book Stores	418,646	443,762	25,162	1,131	1,199	68
Bowling	209,323	221,881	12,581	2,093	2,219	126
Cig./Tobacco Dealer	63,707	67,529	3,829	127	135	8
Dent./Physician Lab	364,040	385,880	21,880	1,120	1,187	67
Florist/Nurseries	682,575	723,525	41,025	1,606	1,702	97
Laundry, Dry Clean	309,434	327,998	18,598	1,031	1,093	62
Optical Goods/Opt.	218,424	231,528	13,128	624	662	38
Photo Sup./Photog.	627,969	665,643	37,743	1,794	1,902	108
Printing	737,181	781,407	44,307	2,681	2,841	161
Paper/Paper Prod.	391,343	414,821	23,521	1,957	2,074	118
Gifts/Cards/Novel.	1,301,443	1,379,521	78,221	4,338	4,598	261
Newsstands	72,808	77,176	4,376	146	154	9
Video Rent/Sales	1,183,130	1,254,110	71,110	5,916	6,271	356
Others	1,820,200	1,929,400	109,400	7,281	7,718	438
TOTAL	\$74,290,000	\$78,752,000	\$4,462,000	216,461	229,458	13,001

*Developed by The Chesapeake Group, Inc., 2013.

Market Assessment & Development Strategy

*Table 59 - Option 2 Primary Market generated Retail Goods & Related Services Sales, Supportable Square Footage of Space for 2013 & 2023 and Changes in Sales & Space for 2013 to 2023 by Sub-category or Type of Operation**

Sub-category	2013 Sales	2023 Sales	2013-2023 Sales	2013 Space	2023 Space	2013-2023 Space
Food	\$9,145,000	\$9,258,000	\$113,000	17,079	17,290	211
Supermarkets	7,636,075	7,730,430	94,355	12,943	13,102	160
Independents	731,600	740,640	9,040	1,829	1,852	23
Bakeries	201,190	203,676	2,486	671	679	8
Dairies	118,885	120,354	1,469	330	334	4
Others	457,250	462,900	5,650	1,306	1,323	16
Eat/Drink	8,172,000	8,273,000	101,000	20,430	20,683	253
General Merchandise	7,429,000	7,521,000	92,000	24,232	24,534	300
Dept. Stores	2,629,866	2,662,434	32,568	8,766	8,875	109
Variety Stores	534,888	541,512	6,624	2,057	2,083	25
Jewelry	512,601	518,949	6,348	722	731	9
Sporting Goods/Toys	809,761	819,789	10,028	2,699	2,733	33
Discount Dept.	2,785,875	2,820,375	34,500	9,286	9,401	115
Antiques, etc.	37,145	37,605	460	162	164	2
Others	118,864	120,336	1,472	540	547	7
Furniture	3,269,000	3,309,000	40,000	10,070	10,192	123
Furniture	493,619	499,659	6,040	1,592	1,612	19
Home Furnishings	679,952	688,272	8,320	1,943	1,966	24
Store/Office Equip.	516,502	522,822	6,320	1,722	1,743	21
Music Instr./Suppl.	140,567	142,287	1,720	703	711	9
Radios,TV, etc.	1,438,360	1,455,960	17,600	4,110	4,160	50
Transportation	13,424,000	13,590,000	166,000	39,062	39,545	483
New/Used Vehicles	4,698,400	4,756,500	58,100	11,746	11,891	145
Tires, Batt., Prts.	5,919,984	5,993,190	73,206	19,733	19,977	244
Marine Sales/Rentals	711,472	720,270	8,798	1,923	1,947	24
Auto/Truck Rentals	2,094,144	2,120,040	25,896	5,660	5,730	70
Drugstore	3,989,000	4,039,000	49,000	7,978	8,078	98
Apparel	5,787,000	5,859,000	72,000	18,008	18,231	225
Men's and Boy's	758,097	767,529	9,432	1,895	1,919	24
Women's and Girl's	1,921,284	1,945,188	23,904	5,193	5,257	65
Infants	121,527	123,039	1,512	405	410	5
Family	1,608,786	1,628,802	20,016	5,363	5,429	67
Shoes	1,209,483	1,224,531	15,048	4,398	4,453	55
Jeans/Leather	23,148	23,436	288	77	78	1
Tailors/Uniforms	104,166	105,462	1,296	521	527	6
Others	40,509	41,013	504	156	158	2
Hardware	5,743,000	5,814,000	71,000	24,413	24,715	301
Hardware	2,779,612	2,813,976	34,364	11,118	11,256	137
Lawn/Seed/Fertil.	109,117	110,466	1,349	321	325	4
Others	2,854,271	2,889,558	35,287	12,974	13,134	160
Vehicle Service	8,231,000	8,333,000	102,000	20,038	20,287	248
Gasoline	2,798,540	2,833,220	34,680	1,930	1,954	24
Garage, Repairs	5,432,460	5,499,780	67,320	18,108	18,333	224
Miscellaneous	9,101,000	9,213,000	113,000	35,151	35,583	436
Advert. Signs, etc.	145,616	147,408	1,808	530	536	7
Barber/Beauty shop	555,161	561,993	6,833	2,776	2,810	34
Book Stores	418,646	423,798	5,152	1,131	1,145	14
Bowling	209,323	211,899	2,576	2,093	2,119	26
Cig./Tobacco Dealer	63,707	64,491	784	127	129	2
Dent./Physician Lab	364,040	368,520	4,480	1,120	1,134	14
Florist/Nurseries	682,575	690,975	8,400	1,606	1,626	20
Laundry, Dry Clean	309,434	313,242	3,808	1,031	1,044	13
Optical Goods/Opt.	218,424	221,112	2,688	624	632	8
Photo Sup./Photog.	627,969	635,697	7,728	1,794	1,816	22
Printing	737,181	746,253	9,072	2,681	2,714	33
Paper/Paper Prod.	391,343	396,159	4,816	1,957	1,981	24
Gifts/Cards/Novel.	1,301,443	1,317,459	16,016	4,338	4,392	54
Newsstands	72,808	73,704	896	146	147	2
Video Rent/Sales	1,183,130	1,197,690	14,560	5,916	5,988	73
Others	1,820,200	1,842,600	22,400	7,281	7,370	90
TOTAL	\$74,290,000	\$75,209,000	\$919,000	216,461	219,138	2,678

*Developed by The Chesapeake Group, Inc., 2013.

Market Assessment & Development Strategy

In addition to the space generated by residents of the primary market of Lathrup Village, Lathrup Village and all jurisdictions, irrespective of competitive position, seize or capture residents from nearby areas at one time or another or for one purpose or another. The ability to capture sales and space from other markets is dependent upon many factors including those that follow.

- ✓ The transportation linkages and network.
- ✓ Level of competition.
- ✓ Quality of the local offerings.
- ✓ Range of offerings.
- ✓ Quality of the environment, including but not limited to a sense of safety.

In developing estimates of secondary market demand, consideration was given to the preceding factors as well as drive time and distances, growth anticipated in those areas and population densities. The secondary market includes portions of the immediate surrounding community of Southfield. Table 60 defines the demand generated by the residents of this geographic area at any and all locations within their own community as well as elsewhere in locations such as Lathrup Village.

*Table 60 - Secondary Market Generated Retail Goods and Related Services Sales, Supportable Square Footage of Space for 2013 and 2023 and Changes in Sales and Space for 2013 through 2023 by Category**

Category	2013 Sales	2023 Sales	2013-23 Sales	2013 Space	2023 Space	2013-23 Space
Food	\$42,087,000	\$42,497,000	\$410,000	78,599	79,365	766
Eat/Drink	25,456,000	25,704,000	248,000	63,640	64,260	620
General Merchandise	24,244,000	24,480,000	236,000	79,082	79,850	769
Furniture	11,879,000	11,995,000	116,000	36,590	36,946	358
Transportation	43,809,000	44,235,000	427,000	127,478	128,717	1,243
Drugstore	13,019,000	13,146,000	127,000	26,038	26,292	254
Apparel	13,916,000	14,052,000	136,000	43,302	43,727	424
Hardware	16,316,000	16,475,000	159,000	69,359	70,036	676
Vehicle Service	26,862,000	27,124,000	262,000	65,395	66,033	637
Miscellaneous	24,850,000	25,092,000	242,000	95,978	96,915	935
TOTAL	\$242,438,000	\$244,800,000	\$2,363,000	685,461	692,141	6,682

*Developed by The Chesapeake Group, Inc., 2013.

Table 62 that follows on Page 32 contains secondary market generated retail goods and related services sales, supportable square footage of space for 2013 and 2023 and changes in sales and space for 2013 through 2023 by sub-category or type of operation.

Entertainment Spending

The combined primary and secondary market will spend about \$2.18 billion on entertainment in 2013. As with Lathrup Village, the amount of these sales exported is very high primarily as a result of the lack of local opportunities. The spending is conservatively estimated to grow to \$2.32 billion by 2023.

*Table 61 - Entertainment Spending for the Primary and Secondary Markets for 2013 and 2023**

Market	2013 Spending	2023 Spending
Primary	\$7,873,000	\$8,130,000
Secondary	\$21,887,000	\$24,650,000
Oakland Co.	\$2,184,736,000	\$2,326,744,000

*Developed by The Chesapeake Group, Inc., 2013.

Market Assessment & Development Strategy

*Table 62 - Secondary Market Generated Retail Goods and Related Services Sales, Supportable Square Footage of Space for 2013 and 2023 and Changes in Sales and Space for 2013 through 2023 by Sub-category**

Sub-category	2013 Sales	2023 Sales	2013-2023 Sales	2013 Space	2023 Space	2013-2023 Space
Food	\$42,087,000	\$42,497,000	\$410,000	78,599	79,365	766
Supermarkets	35,142,645	35,484,995	342,350	59,564	60,144	580
Independents	3,366,960	3,399,760	32,800	8,417	8,499	82
Bakeries	925,914	934,934	9,020	3,086	3,116	30
Dairies	547,131	552,461	5,330	1,520	1,535	15
Others	2,104,350	2,124,850	20,500	6,012	6,071	59
Eat/Drink	25,456,000	25,704,000	248,000	63,640	64,260	620
General Merchandise	24,244,000	24,480,000	236,000	79,082	79,850	769
Dept. Stores	8,582,376	8,665,920	83,544	28,608	28,886	278
Variety Stores	1,745,568	1,762,560	16,992	6,714	6,779	65
Jewelry	1,672,836	1,689,120	16,284	2,356	2,379	23
Sporting Goods/Toys	2,642,596	2,668,320	25,724	8,809	8,894	86
Discount Dept.	9,091,500	9,180,000	88,500	30,305	30,600	295
Antiques, etc.	121,220	122,400	1,180	527	532	5
Others	387,904	391,680	3,776	1,763	1,780	17
Furniture	11,879,000	11,995,000	116,000	36,590	36,946	358
Furniture	1,793,729	1,811,245	17,516	5,786	5,843	57
Home Furnishings	2,470,832	2,494,960	24,128	7,060	7,128	69
Store/Office Equip.	1,876,882	1,895,210	18,328	6,256	6,317	61
Music Instr./Suppl.	510,797	515,785	4,988	2,554	2,579	25
Radios,TV, etc.	5,226,760	5,277,800	51,040	14,934	15,079	146
Transportation	43,809,000	44,235,000	427,000	127,478	128,717	1,243
New/Used Vehicles	15,333,150	15,482,250	149,450	38,333	38,706	374
Tires, Batt., Prts.	19,319,769	19,507,635	188,307	64,399	65,025	628
Marine Sales/Rentals	2,321,877	2,344,455	22,631	6,275	6,336	61
Auto/Truck Rentals	6,834,204	6,900,660	66,612	18,471	18,650	180
Drugstore	13,019,000	13,146,000	127,000	26,038	26,292	254
Apparel	13,916,000	14,052,000	136,000	43,302	43,727	424
Men's and Boy's	1,822,996	1,840,812	17,816	4,557	4,602	45
Women's and Girl's	4,620,112	4,665,264	45,152	12,487	12,609	122
Infants	292,236	295,092	2,856	974	984	10
Family	3,868,648	3,906,456	37,808	12,895	13,022	126
Shoes	2,908,444	2,936,868	28,424	10,576	10,680	103
Jeans/Leather	55,664	56,208	544	186	187	2
Tailors/Uniforms	250,488	252,936	2,448	1,252	1,265	12
Others	97,412	98,364	952	375	378	4
Hardware	16,316,000	16,475,000	159,000	69,359	70,036	676
Hardware	7,896,944	7,973,900	76,956	31,588	31,896	308
Lawn/Seed/Fertil.	310,004	313,025	3,021	912	921	9
Others	8,109,052	8,188,075	79,023	36,859	37,219	359
Vehicle Service	26,862,000	27,124,000	262,000	65,395	66,033	637
Gasoline	9,133,080	9,222,160	89,080	6,299	6,360	61
Garage, Repairs	17,728,920	17,901,840	172,920	59,096	59,673	576
Miscellaneous	24,850,000	25,092,000	242,000	95,978	96,915	935
Advert. Signs, etc.	397,600	401,472	3,872	1,446	1,460	14
Barber/Beauty shop	1,515,850	1,530,612	14,762	7,579	7,653	74
Book Stores	1,143,100	1,154,232	11,132	3,089	3,120	30
Bowling	571,550	577,116	5,566	5,716	5,771	56
Cig./Tobacco Dealer	173,950	175,644	1,694	348	351	3
Dent./Physician Lab	994,000	1,003,680	9,680	3,058	3,088	30
Florist/Nurseries	1,863,750	1,881,900	18,150	4,385	4,428	43
Laundry, Dry Clean	844,900	853,128	8,228	2,816	2,844	27
Optical Goods/Opt.	596,400	602,208	5,808	1,704	1,721	17
Photo Sup./Photog.	1,714,650	1,731,348	16,698	4,899	4,947	48
Printing	2,012,850	2,032,452	19,602	7,319	7,391	71
Paper/Paper Prod.	1,068,550	1,078,956	10,406	5,343	5,395	52
Gifts/Cards/Novel.	3,553,550	3,588,156	34,606	11,845	11,961	115
Newsstands	198,800	200,736	1,936	398	401	4
Video Rent/Sales	3,230,500	3,261,960	31,460	16,153	16,310	157
Others	4,970,000	5,018,400	48,400	19,880	20,074	194
TOTAL	\$242,438,000	\$244,800,000	\$2,363,000	685,461	692,141	6,682

*Developed by The Chesapeake Group, Inc., 2013.

Office Space

Changes in the households and population in terms of their aging, growth in numbers and employment needs will generate additional demand for activity traditionally found in office space. Three particular areas for which opportunities will grow significantly follow.

Select Medical Services
Select Professional Services
Select Business Services

On the other hand, there are dynamic forces at play which will impact demand for office space over time. One factor is the evolution of "in home" offices. Another is a trend toward a lower gross square footage per employee figure within structures built for offices. A third is the continued globalization of business and professional services as technology continues to change.

Assuming a gross footage figure per employee of 200 square feet, the anticipated residential growth, the other noted factors and additional impacts on office activity;

- ✓ Between 14,000 and 130,000 square feet of additional office space can be captured in Lathrup Village.

Conclusions

The following is a synopsis of the conservatively estimated opportunities for Lathrup Village.

✓ 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

- Little to no probability without a configuration in a town/village center development. About 60,000 square feet could be supported in such a configuration. The quality transportation system connections within the region make entertainment development marketable.

- 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 (re “gap” options).
- Additional space potential for outpatient medical and urgent care activity.

Strategy Context

The following are suggested activities to take advantage of the opportunities. Not all will be utilized by Lathrup Village. However, in developing these proposals, consideration was given to the current conditions, the opportunities that exist and the resources of Lathrup Village.

Redevelopment

For all intents and purposes, the City of Lathrup Village has no "green fields" or virgin land remaining. Accommodating opportunity requires reuse of few existing structures, the feasibility of which is dependent upon conditions and cost; the creation of new sites; or the combination of both. Therefore, limited redevelopment is essential to create a quality future. Redevelopment most probably revolves around a combination of two options. These are reuse of the "Academy" property, with or without preservation of the existing structures, and expanding commercial depth on a select limited basis along Southfield Road - the main spine. Both options should be given careful consideration through a detailed planning process along with public input.

The "Academy" property and structures have been vacant for several years. They can be defined as a blighting influence on Lathrup Village as the buildings deteriorate.

The frontage along Southfield was built in a different era and is no longer compatible with modern commercial needs. Simply put the depth of the parcels zoned for commercial is often inadequate and should be addressed in a comprehensive but strategic manner. The goal in doing such would be to create select parcels with greater depth, affording demolition of existing structures while preserving the character of surrounding areas through limited infringement of residential area integrity. Current depths would require, in most cases and on a limited basis, adding 30 to 50 additional feet. It should be understood that expansion of square footage of space for limited numbers of sites is the only means by which growth in investment is likely to be achieved beyond investment in the "Academy" properties, resulting in increased services for residents and an expanded tax base.

Consideration should also be given to mitigating conditions along Southfield Road through a change in front parking. To the driver along Southfield that simply passes through and any one else not likely having intimate knowledge of current property ownership, it can only be assumed that parking conditions along the corridor in Lathrup are signs of lack of quality or caring by property owners and operations. Recognizing that the front parking is most often part of the public right-of-way and beyond the control of Lathrup Village, the 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.

Office & Quality Flex Space in "Office" Structures

Technological advances in the manufacturing arena have marginalized and will continue to marginalize both the cost and need for labor in many processes. The change has resulted in transportation costs being a primary factor in the production of many products. It has also minimized utility and many other production resource requirements that were significant in the past. The changes will result in a return to the United States of the production of many products most recently imported.

Much of the spaces utilized for manufacturing activity derived from a host of materials will be smaller in scale than in the past. Several thousand square feet of space versus ten of thousands will be the norm for much of the new activity. Location within office space as well as quality flex space, resembling office and retail activity will become increasingly plausible.

The development of a Village Center could well include such activity and would be a reasonable location for such activity, building on-site foot traffic. In developing the redevelopment plans, expansion of future manufacturing activity should be considered.

Recruitment

Redevelopment of parcels in most communities requires partnerships between the current owners and others, someone to buy the property, and/or other investors to bring it to fruition. Based on current conditions, recruitment of developer and investor interests is indicated to be a more cost effective approach to recruitment than tenant or direct business recruitment for Lathrup Village.

There are some fundamental considerations associated with a developer recruitment process. These include the availability of fiscal and human resources. The following are preliminary steps to establish a successful recruitment effort that should be considered for developers and investor partners.

- ✓ Decide who will administer and provide staff support for the recruitment effort in general. It can be handled internally or with outside or consulting assistance. This would involve that which follows.
 - Creating a coordinating team consisting of representatives of the DDA, City and, as noted above, “consultants” (if necessary to supplement the professional staff).
 - Identifying “qualified” developers based on specific projects or areas and like experience and fiscal capacity.
 - Developing marketing materials, including but depending upon resources direct mail materials, ads, public relations releases, and materials distributed electronically.
 - Developing a Request for Qualifications/Proposals (it is not necessary to own or control any properties as this is a marketing effort).
 - Reviewing and evaluating submittals that may be received.
 - Assuring the selection process is non-biased.
 - Continuing an ombudsman role in the process.
- ✓ Assure the ability to reproduce the materials on demand via internal computer capabilities and internal printing capacity with delivery both by mail and electronically.
- ✓ Develop a set schedule for phasing of the recruitment process.

The initial developer recruitment effort should take about six months from inception. The associated marketing activity would include that which follows.

- Defining a list of “pre-qualified” developers throughout the United States and other countries.
- Preparation of Request for Qualifications or Proposals for areas and sites.

- Distribution of developed materials via direct mail and/or electronically; establishing contacts and networks; posting information on web sites; advertising in select trade journals, if affordable; and internet contact.
- Follow-up contact via telephone and internet to answer questions, gauge interest, etc.
- Review and evaluate responses, and establish relationships (such as between the development interest and the private property owner).
- Continued follow-up, acting as an “ombudsman” for the process.

The need for and level of “pre-screening” potential contacts for any recruitment is a fundamental issue in the process. Consideration must be given to the following.

- Available data bases.
- The cost-effectiveness of the “pre-screening.”
- The likelihood of success with obtaining accurate information for a “pre-screening” process.

The following is noted with respect to developer recruitment.

- ✓ Generation of the initial list of developers essentially involves pre-qualification, as the developers sought should have experience doing similar projects as well as appropriate fiscal capacity. Thus, the research involves identifying developers through their projects. The most appropriate ways of doing this are through:
 - Contact with professional organizations that track creative development like the Economic Development Administration, Urban Land Institute, Council for Economic Development, the National Trust for Historic & Architectural Preservation, etc.
 - Tapping libraries associated with professional organizations that deal with unique situations like the American Planning Association.
 - Review of focused development publications.
 - Internet research based on articles about desired types of efforts from around the country.

The DDA is an appropriate entity to pursue a developer recruitment process.

Lathrup "Village"

In most jurisdictions in Michigan and elsewhere, state and local tax and regulatory processes tend to exacerbate issues or problems instead of helping to solve the problems.

Vacant non-residential space is taxed based upon its occupancy and related income flow. As soon as possible after space is vacated, the ownership often seeks to lower the property taxes paid since the income declined. This makes holding property less costly.

In many cases, vacant non-residential property is not required to be maintained in the same manner as required when occupied; or regular inspections and enforcement is not done until occupancy permits are sought. This too provides a disincentive to lease the space at favorable tenant terms in the short run. The combination of the former and the latter strongly favors disinvestment.

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.

Importantly, the housing stock and population in the Village is aging; residents express concerns about the potential change in demographics and its impact on property values and quality of life; and there is a fear of a loss of identity.

There are external factors noted in the analysis that are placing pressure on real estate and the population of Lathrup Village. There are also internal factors noted in the demographics and projected demographics as well as in the "Redevelopment" component of the strategy.

From a market and economic development perspective as well as likely a fiscal perspective, it is of utmost importance that Lathrup Village establish a unique identity along the corridor and internally. One should instantly recognize that you have entered or left Lathrup Village and be impressed and comfortable when in it.

(1) Mitigation of "blighting" properties, (2) strict and enhanced code enforcement, (3) enforcement of codes irrespective of occupancy status, (4) clear physical element definition of Lathrup Village as being a unique place, and (5) having an area in which residents can recreate and identify as being uniquely "Lathrup" are essential to the sustainability of the Village. This may take the noted actions described in this strategy as well as potential changes to the comprehensive plan, increased public and private sector investment, and changed or added regulations.

Preservation of the Primary Market

In addition to the other suggested actions, facilitating current residents to remain in their existing units will be beneficial to the Village. Many of the current residents no longer have mortgage payments. Money not spent on mortgages increases the potential for spending on other commodities including local goods and services. Therefore, Lathrup Village's ability to keep residents in their homes for as long as possible likely yields returns greater than their costs.

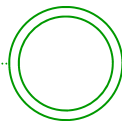
One of the primary problems with staying in existing units for seniors is the ability, often physical, to maintain their units as they have in the past. Many did basic housekeeping and property maintenance themselves.

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. Such entities could be identified by current residents that have had continual positive relationships with an entity. This could be coupled with internet-based lists, the Better Business Bureau and other organizations that rate entities or have extensive reviews. (It is noted that 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.

The two options could be considered progressive steps, depending upon initial successes.

Non-Motorized Transportation Plan: Complete Streets for Lathrup Village



AMENDMENT TO THE CITY OF LATHRUP VILLAGE MASTER PLAN:

IMPROVING TRANSPORTATION SYSTEMS TO
HELP MAKE OUR COMMUNITY HEALTHIER AND SAFER



Adopted by Planning Commission:
November 8, 2011

Adopted by City Council:

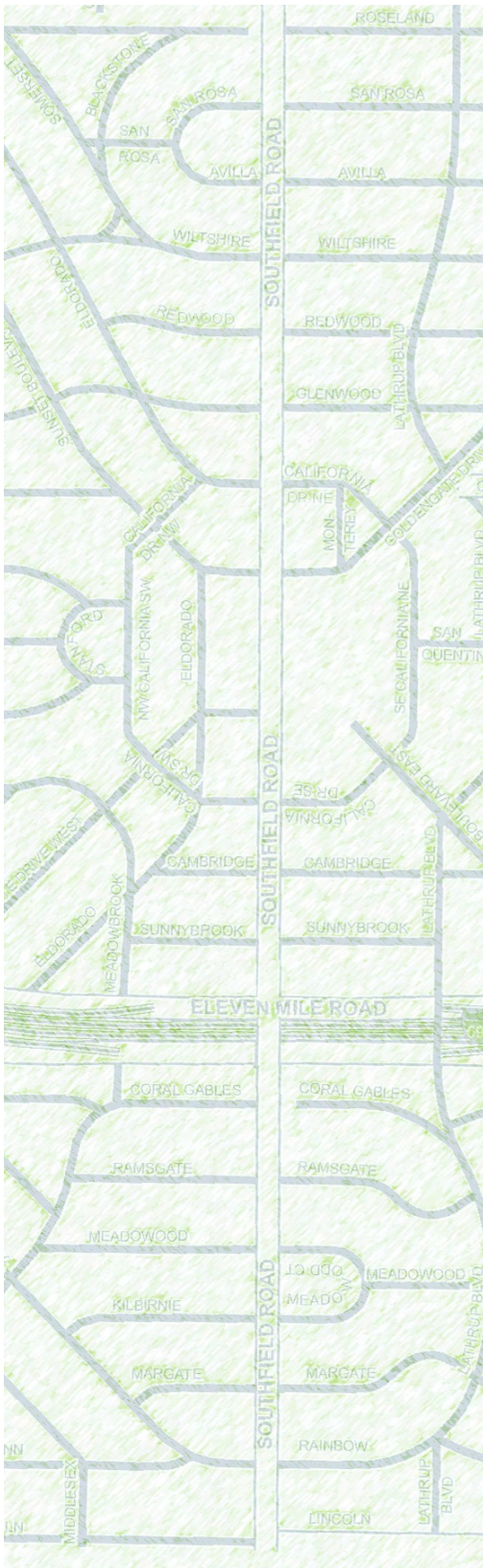
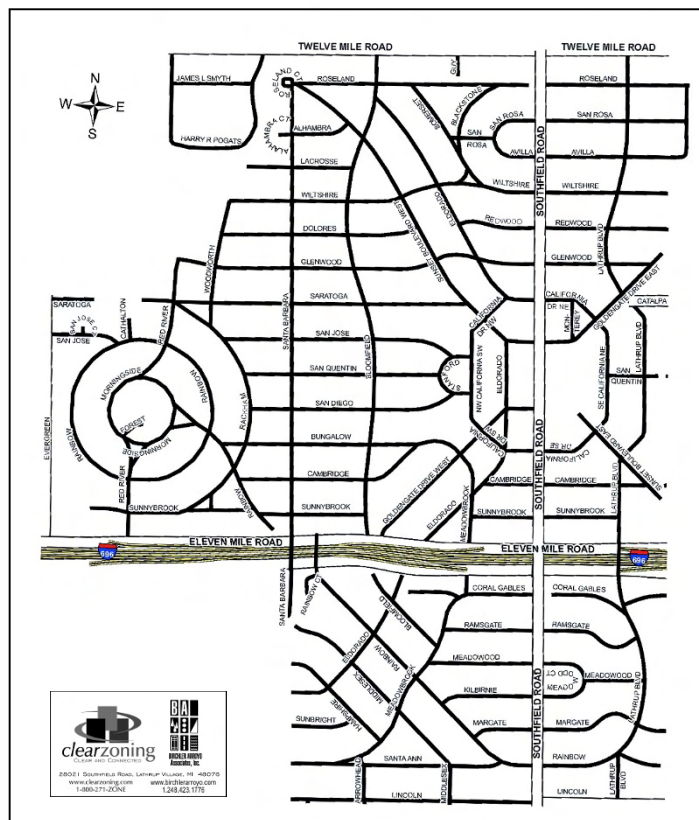


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1. OVERVIEW

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.

Driving—Our Only Option?

In most communities, including the City of Lathrup Village, most people drive everywhere. Why is this? There are a number of reasons, but many believe the Interstate Highway Act of 1953 is one of the biggest factors, as it dramatically changed modes of transportation as well as the American landscape. Between 1953 and the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), most federal transportation funding was directed to building roads and highways for efficient movement of vehicles, and to a limited extent, transit. After 1991, however, federal transportation funding has increased funding allocated for non-motorized transportation.

Another key factor for increased vehicular use in southeast Michigan has been the influence of the automotive industry on the region's culture. In addition, Detroit's extensive electric streetcar system was dismantled over time, further enhancing the use of gas-powered vehicles and an expansive road network to meet the ever increasing demand.

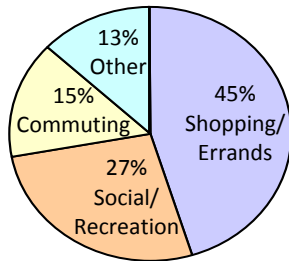
Moving beyond the roadways, it is difficult for many to walk or ride a bicycle throughout much of the country, and southeast Michigan is no exception. With an incomplete sidewalk network, lack of safe pedestrian crossings on major roads, and lack of safe bicycle routes and parking, many find walking or cycling difficult at best, unsafe at worst. Furthermore, due to the pattern of development over time, many of our destinations are spread out, making commuting and shopping impractical on foot or by bike for most people.

OVERVIEW OF COMPLETE STREETS

- a. Driving—our only option?
- b. Public health concerns
 1. Safety
 2. Inactive lifestyles
 3. Disabilities
 4. Aging population
- c. Environmental concerns
- d. Complete Streets in Michigan
 1. Key Components of Michigan Law
 2. Ingredients
 3. Benefits

“More than any single action by the government since the end of the war, this one would change the face of America....Its impact on the American economy—the jobs it would produce in manufacturing and construction, the rural areas it would open up—was beyond calculation.”

- President Dwight D. Eisenhower, on the 1953 Interstate Highway Act

**Why We Drive**

Household Travel Study, 2001-2002.
Research & Innovative Technology Administration—
Bureau of Transportation Statistics

Statistics bear this out: the 2000 US Census reported that only 1.12% of Lathrup Village residents (about 47 people) did not drive to work. Of those, about 14 people walked and 33 people used public transit. Of Michigan communities in the population range of 2,500-5,000, the City of Lathrup Village ranked 80th out of 95. The top three cities in Michigan where residents use alternative modes of transit for commuting are Munising City (15.8%), Newberry Village (10.2%), and St. Ignace (9.9%).

People often feel resigned to the automobile as their only method of transportation, even with high gasoline prices and overall cost of car ownership. For many, it truly is the only option. What difference does it make to us individually or as a community if most people have to drive everywhere? As Americans, we tend to prefer having options and choices, and yet, we are just starting to realize that choices in transportation make sense.

PUBLIC HEALTH CONCERNS**Safety**

Safety plays a major role in non-motorized travel. Even the perception of non-motorized travel safety may impact decisions about alternative modes of travel for many. Vehicle speeds contribute to unsafe roadways for pedestrians, and there is higher chance of a fatal accident with higher vehicle speeds. According to the National Highway Traffic Safety Administration and the Insurance Institute for Highway Safety:

- Pedestrian fatalities account for 11 percent of motor vehicle fatalities.
- Pedestrians comprise the second largest category of motor vehicle accident deaths following occupant deaths.
- On average, a pedestrian is injured in a traffic accident every 8 minutes.
- On average, a pedestrian is killed in a traffic accident every 111 minutes.
- In 2005 a total of 4,881 pedestrian were killed in motor vehicle accidents.



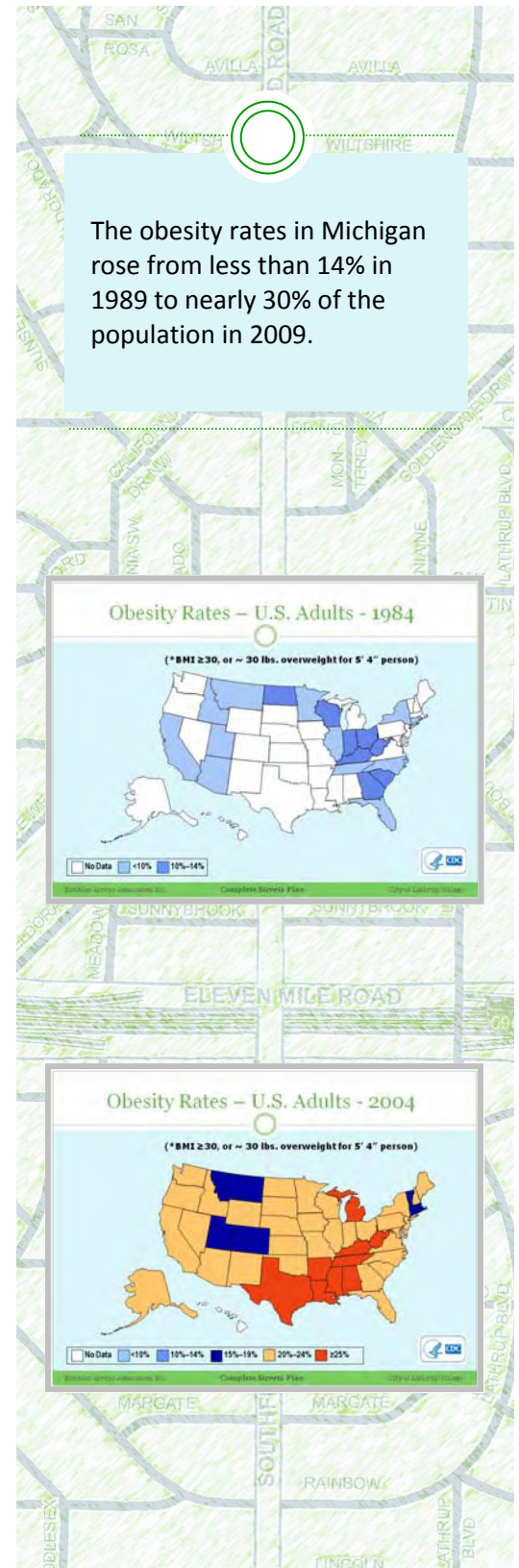
Inactive Lifestyles

Beyond choice and safety, however, there are other reasons why communities should consider how complete their streets really are. As many people struggle with their weight, as a community we battle rising public health costs for chronic conditions associated with obesity. Over the past 25 years, obesity rates have skyrocketed across the country. According to the Center for Disease Control (CDC), “obese” people have a body mass index (BMI) of more than 30. The CDC reports that between 1989-2009, the obesity rates in Michigan rose from less than 14% to nearly 30% of the population. A wide range of chronic diseases and conditions are attributed to obesity, including diabetes and heart disease.

Disabilities

In 2000, the City of Lathrup Village had about 600 residents, or 15% of the City’s population, with some type of long lasting condition or disability. 2010 Census figures are not yet available for this segment, but given the longer living population and other health-related trends, the City will likely not see the number of those with disabilities decline. Conditions and/or disabilities include:

- Sensory disabilities involving sight or hearing
- Conditions limiting basic physical activities, such as walking, climbing stairs, reaching, lifting, or carrying.
- Physical, mental, or emotional conditions causing difficulty in learning, remembering, or concentrating, or those causing difficulty in dressing, bathing, or getting around inside the home.
- Conditions that make it difficult to go outside the home to shop or visit a doctor





Safe roadways are needed to allow mobility by those with disabilities.



As seniors stop driving, it is important to find alternative means of mobility.

(above image credit:
www.pedbikeimages.com/danburden)



Aging Population and Limited Mobility

The aging of our population is another important trend to consider. In Oakland County, by 2015 there will be more residents over the age of 65 than school aged children, and by 2035, it is predicted that the people over 65 could increase to make up 25% of the county's population. Lathrup Village is expected to see the number of residents over 65 increase over the next 25 years, according to the Southeast Michigan Council of Governments (SEMCOG). The US Census reports 623 people aged 65 and older in 2010; SEMCOG projects 897 seniors by 2035, a 44% increase in this segment. These projections suggest that 21% of the total City population will be over 65 by 2035, compared to 15% in 2010.

As the City's residents age, issues of health, mobility, and socialization are critical. As seniors age, their abilities to drive may become limited. Studies have shown that forfeiting the driving privilege "results in an emotional trauma much like experiencing a death for the senior. The loss of independence is a source of loss, grieving and even depression" (AARP). It is very likely that this trauma results from the fact that there are limited mobility options for seniors once driving is no longer possible.

According to the AARP, over 50% of older adults who do not drive stay home on a given day because they lack transportation options. Non-driving seniors are significantly less social, making 65% fewer trips to visit family, friends, or go to church.

Environmental Concerns

Our dependence on the automobile increases air and water pollution resulting from motor vehicles and the impervious surfaces of roads. With no other transportation options, many people drive alone and create traffic congestion for several hours each day. In addition to wasting time and productivity, the emissions from idling vehicles contributes to increased air pollution and greenhouse gasses. Oil, gas, and chemicals from motorized vehicles collect on roads and are washed into lakes and streams by rainfall.



COMPLETE STREETS IN MICHIGAN

In 2010, Michigan became the 14th state to pass legislation that requires the state and local governments to plan for the safety and convenience of bike and foot traffic when building roads. According to the legislation, Complete Streets means “roadways planned, designed and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot or bicycle” (PA 135 of 2010).

Key Components of Michigan’s Complete Street Law

- Requires community master plans to address all transportation needs, including public transit, bicycle facilities, pedestrian ways and other legal users in addition to motor vehicles;
- Requires that streets accommodate a variety of users, such as bicycles and pedestrians, in addition to motor vehicles;
- Requires coordination with neighboring communities and road agencies; and
- Requires interjurisdictional cooperation in preparing 5-year transportation improvement programs.

Ingredients for Complete Streets

In the past, streets were thought of as roadways where trucks and cars traveled. Along with the roadway, the road rights-of-way usually included space for public utilities. Places that developed prior to the rise of the automobile as the only realistic form of transit also included sidewalks and room for other modes of transit within the road rights-of-way.

Complete streets include the following:

- Sidewalks for pedestrians to link neighborhoods, schools, civic uses, and other destinations together.
- Bicycle lanes, a special dedicated travel lane that is on-street with traffic, for experienced bicycle riders, often commuters.

“Even with the expected improvements in vehicle and fuel economy, carbon emissions from transportation would be 41% above today’s levels by 2030 if driving is not curbed.”

- Complete Streets Coalition

“Complete streets” means roadways planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle.

Michigan PA 135 of 2010



Overview

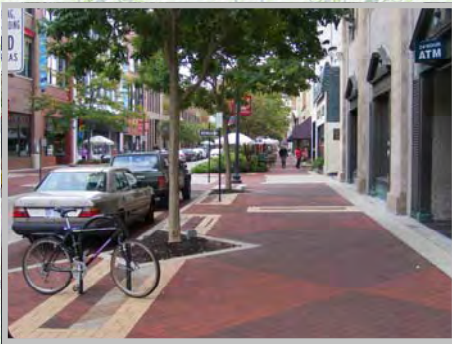
Street Function

Existing Conditions

Goals & Objectives

Redefine/Redesign

Down the Road



- Off-street Shared use paths for pedestrians, cyclists and others, for those who may be less comfortable with riding in the street with vehicular traffic, or where bike lanes are impractical.
- Protective streetscape to provide shade from sun as well as minor protection from rain. Street lights contribute to a sense of safety and security.
- Traffic signals with pedestrian signal heads as well as audible crossing signals for visually impaired pedestrians to safely cross major roadways. Pedestrian-only signals work well when vehicular traffic conditions are such that such traffic only need stop when pedestrians are present.
- Bump-outs and other traffic calming devices to reduce pedestrian crossing distances, slow vehicular traffic, and alert drivers to the presence of pedestrians.
- Crosswalks, pedestrian pavement markings, and crosswalk signals to make it safer for children to walk to school, along with other strategies to help slow motorized traffic.
- Wayfinding signage to make it easier for people on foot or on bicycles to understand where they are and where they are going. Wayfinding signs help identify a place and important destinations and civic spaces.
- Traffic signals to extend walk time for pedestrians, allowing pedestrians, the opportunity to walk across major roadways, particularly younger and older pedestrians, as well as those with mobility issues
- Transit shelters to provide places to rest that protect users from rain and snow, making transit more comfortable and appealing.

It should be noted that not all complete streets elements are needed on all streets. While it is important to optimize the street network throughout the City, it is also important to do so within the context of the street types and the adjacent land uses.



Complete Streets Benefits

Communities that adopt Complete Streets policies acknowledge the problems with current transportation facilities and recognize that implementing complete streets strategies will make their communities better places to live and work. Complete Streets benefit communities by:

- Making roadways and transportation facilities safer for all users
- Allowing people more freedom and gives them more choices for transportation
- Improving public health by enabling more active transportation options, including walking and bicycling
- Reducing traffic congestion when more drivers opt to walk, bike, or take other transit
- Improving mobility for seniors and the disabled
- Supporting local economic development by encouraging new businesses that serve the local population of residents and workers.





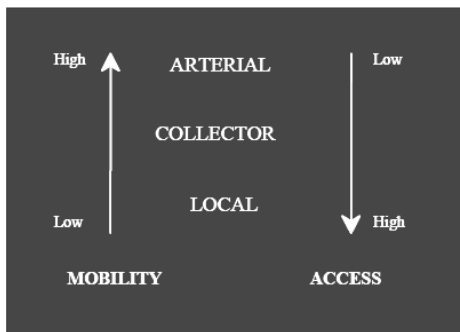
STREET FUNCTION

- Road Classification
- Barriers to Non-Motorized Travel

2. STREET FUNCTION

Over the years during which the majority of roads and freeways were constructed, the concept of functional classification involved two main elements: mobility and access. Mobility relates to how vehicular traffic is able to flow easily and efficiently through or around an area. Access relates to how travelers of the streets access adjacent land uses. The diagram at left illustrates the concept of the functional classification of roads. The higher the road class, the higher level of mobility, typically translating to faster speeds and higher volumes. The easiest way to encourage mobility is to limit vehicles from accessing adjacent land uses, therefore, higher road classification means low access. Conversely, lower classification roads often are slower and provide more access points to adjacent land uses.

Mobility v Access



Federal Highway Administration

While this system of classification worked in the past, it is clear that the functionality of roads only takes one type of user into consideration: motorized travelers. Assessing the function of roads in conjunction with non-motorized users is not as clear and is not as neatly illustrated. Motorists learn to drive understanding the tradeoffs of roadways: freeways run faster than surface streets, but they can't be used to get directly to their destination. However, with non-motorized uses, the function of roads isn't as black and white. For example, if a pedestrian or cyclist wants to go somewhere, generally speaking their travel time may not be impacted by the type of road on which they travel. The decision of what road to use depends largely on what the destination is, how safe it is to get there, and the availability of transportation facilities (like sidewalks). The idea of mobility for non-motorized users goes beyond simply the efficiency of travel to a wider range of barriers to mobility that partly correspond with functional road classifications, but also correspond to land uses, overall community safety, and condition of transportation facilities.



Existing Road Classifications for Lathrup Village

Traditional transportation planning identifies several major categories of road classifications. These classifications were created by the US Department of Transportation Federal Highway Administration and are based on mobility and access provided by certain roads. As roads are modified over time, they may not fall neatly into one classification or another, but their functions for motorized travel can generally be understood. The City of Lathrup Village currently has roads that fall generally into the following categories:

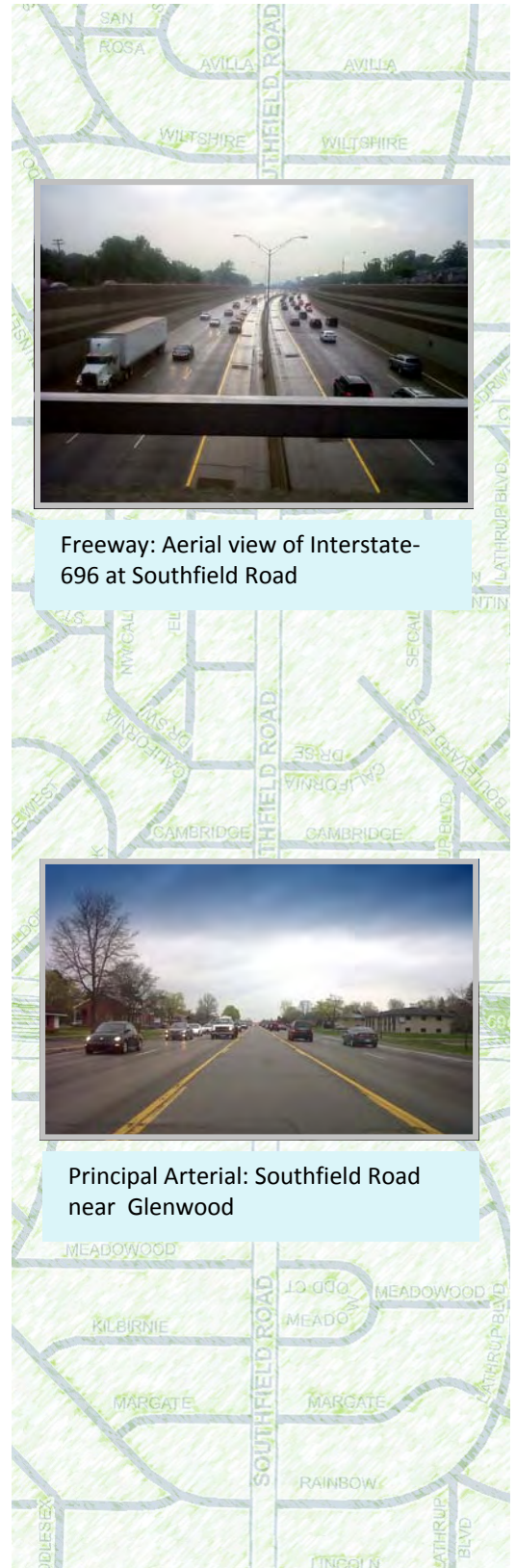
Freeway

Freeways consist primarily of interstate highways and other freeways or expressways. The emphasis of freeways is strictly on mobility, rather than land access. Among other functions, they connect regions with other areas in the state and other states. Freeways also connect the metro centers to major commercial concentrations. Freeways connect with other roads, principal arterials, and freeway service roads.

Principal Arterial

Principal (or Major) Arterials are the “highest order” of surface streets, and they typically carry high volumes of traffic. Principal arterials provide travel routes from one community to another, often serving urban, suburban, and outlying residential areas. Inter-community bus routes utilize principal arterials. When an arterial passes through a more populated area, the number of intersections increases and speeds decrease.

The main function of Arterial roads is to serve as routes for through traffic, yet communities in southeast Michigan often find these roads also providing access to abutting properties and minor intersecting streets. This can lead to congestion and traffic crashes because of turning vehicles conflicting with through traffic. Examples of Lathrup Village roads currently functioning as principal arterials include Southfield Road and 12 Mile Road.



Freeway: Aerial view of Interstate-696 at Southfield Road

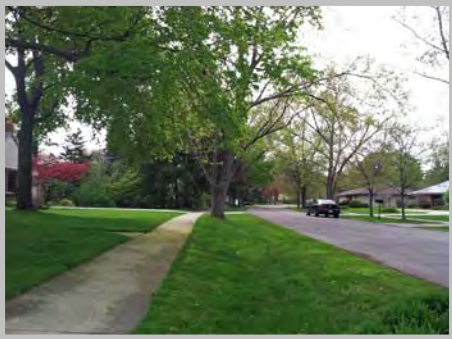
Principal Arterial: Southfield Road near Glenwood



Freeway Service Street: 11 Mile Rd.



Collector Street: Sunset



Local Streets: Glenwood; Rainbow Cir.



Freeway Service

These roads connect freeways to the principal arterials, providing surface access to land uses adjacent to the freeway. Freeway service roads are used for trips of shorter distances than freeways or principal arterials. Local bus routes may use freeway service roads. Ideally, they should not penetrate identifiable neighborhoods. 11 Mile Road is an example of this type of road.

Collector Streets

Collector streets primarily permit direct access to abutting properties and provide connections from local streets and neighborhoods to higher order roadways including principal arterials. Through traffic movement from one part of the City to another is deliberately discouraged on these streets. Collectors provide the opportunity to connect to arterials, allowing for the reduction in the number of curb cuts onto arterials and ensuring fewer interruptions for arterial traffic. Examples of existing collector roads include Lincoln, east of Southfield and 11 Mile, west of Southfield. Bloomfield Drive, Rainbow Drive and Lathrup Boulevard are collector streets, but also collect traffic from local streets and distribute it to arterial roads.

Local Streets

Local streets provide access to abutting land. These streets make up a large percentage of total street mileage, but they almost always carry a small portion of vehicle miles traveled. They offer the lowest level of mobility and may carry no through traffic. Examples of this class of roadway are residential subdivision streets and cul-de-sacs.

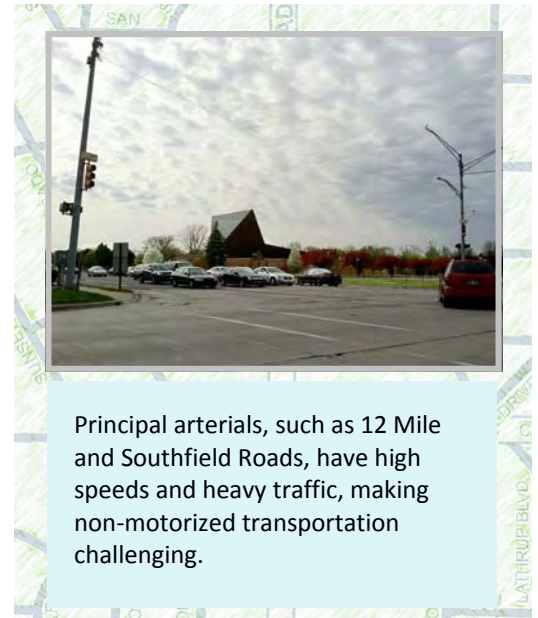
Road Classification and Barriers to Non-Motorized Travel





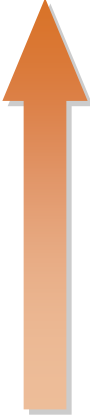
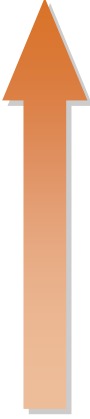
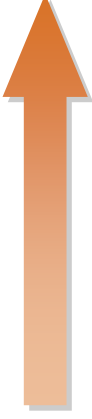
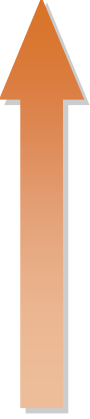
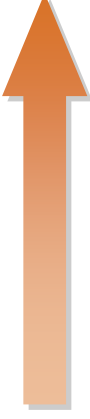
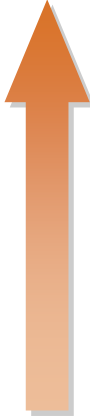
It is important to understand how the function and general form of roads impact non-motorized travelers. There are many barriers to non-motorized travel in the current transportation system that may be directly compared to road function. Such barriers to non-motorized travel include traffic speed, the volume of traffic, crossing major intersections, and aesthetics/environmental conditions. Expanding on the “Mobility v. Access” chart of the Federal



Highway Administration, barriers to non-motorized travel can be related to road classification.

As the chart below shows, roads with the highest mobility function for motorized travel tend to be the most hostile to pedestrians and users of bicycles and wheelchairs. In contrast, many local streets, which have a limited mobility function for motor vehicles, tend to have the most pleasant setting for non-motorized travel.



Road Classification and Barriers to Non-Motorized Travel						
Mobility v Access for Motorized Travel  		Barriers to Non-Motorized Mobility Affected by Roadway Type  				
Access	Mobility	Barriers Roadway	Speed	Volume of Traffic	Crossing major intersections	Aesthetics/ environment
Few/no access points	High		High	Heavy	Very difficult	Hostile
		Freeway				
		Principal Arterials				
		Principal Arterial - Village				
		Freeway Service				
		Minor Arterial				
		Collector				
		Village Collector				
		Village Local				
Many access points	Low	Local	Low	Light	Easy	Pleasant



EXISTING CONDITIONS

- a. Sidewalks
- b. Shared use paths
- c. Bicycle Routes
- d. Bicycle Lanes

3. EXISTING CONDITIONS

Existing non-motorized transportation facilities within Lathrup Village include a fairly extensive network of sidewalks east of Santa Barbara, a few non-motorized pathways, very limited amounts of bicycle route signing, and no formal on-street bicycle lanes. These transportation facilities will be described below, by quadrant of the City.

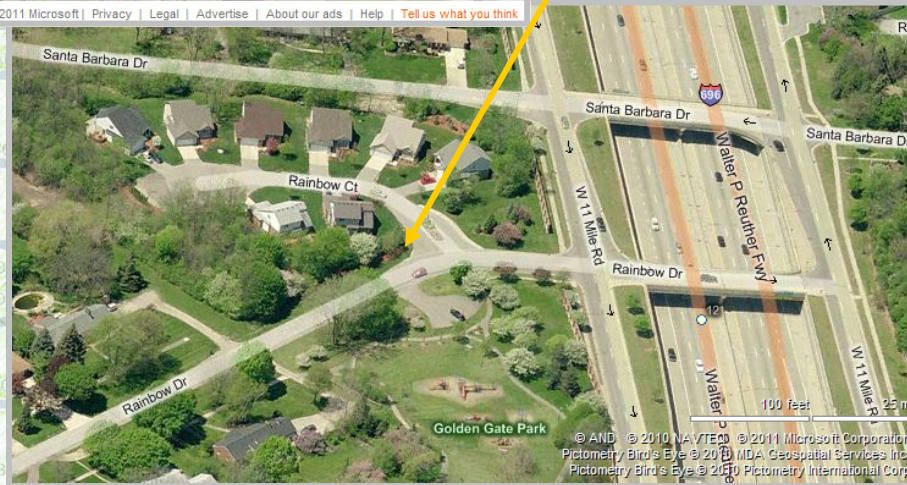
Sidewalks

Most local streets east of Santa Barbara have 5-ft-wide sidewalks along both sides, with the following notable exceptions (see Map on page 18):

There are examples throughout the City of incomplete sidewalks, including Roseland and Sunset (left) and Rainbow Court and Rainbow Drive (below).



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Pictometry Bird's Eye © 2010 Pictometry International Corp



Northwest (north of I-696, west of Southfield)

- Both sides of Roseland and north side of Sunset, for about ½ block east of their intersection.
- East side of Santa Barbara, most of the block between Roseland and Alhambra.
- Interior perimeter of triangle formed by Goldengate, California, and Eldorado.

Southwest (south of I-696, west of Southfield)

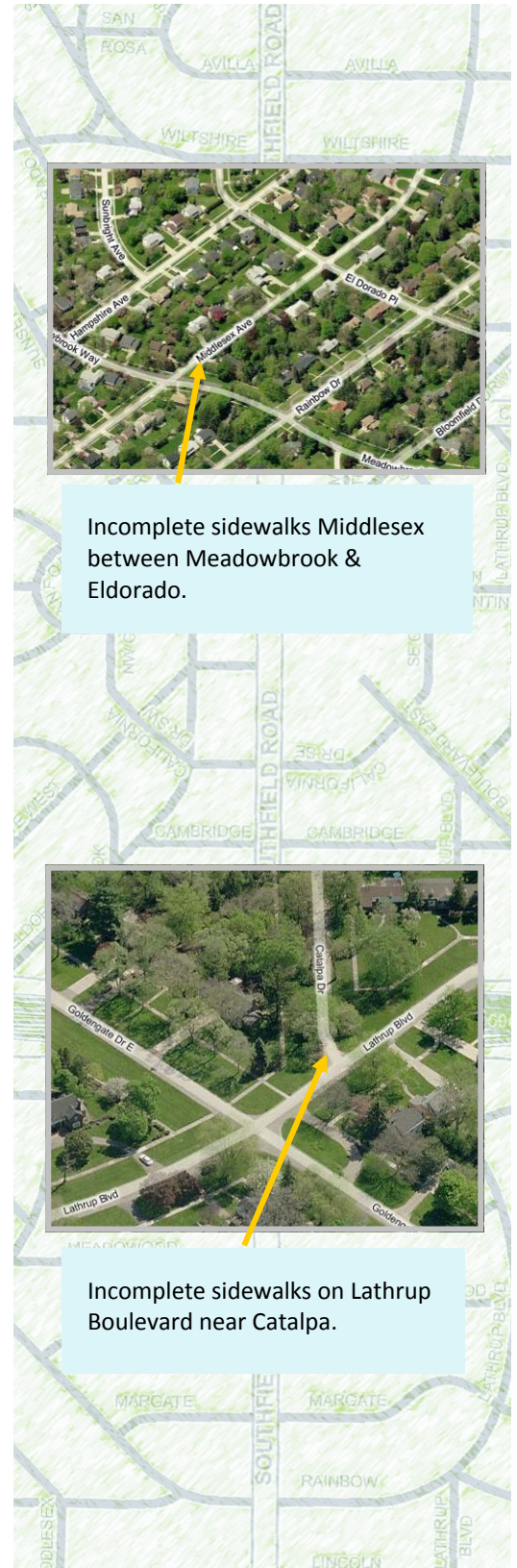
- Along most of Rainbow Court, and the west side of Rainbow Drive, just south of 11 Mile Road.
- Both sides of Middlesex, from one block west of El Dorado to one block east of Eldorado.
- Most of Eldorado south of 11 Mile Road / I-696 (total stretch of about four blocks).
- Most of the block of Bloomfield between Eldorado and Meadowbrook.
- Most of the block of Coral Gables between Eldorado and Meadowbrook.

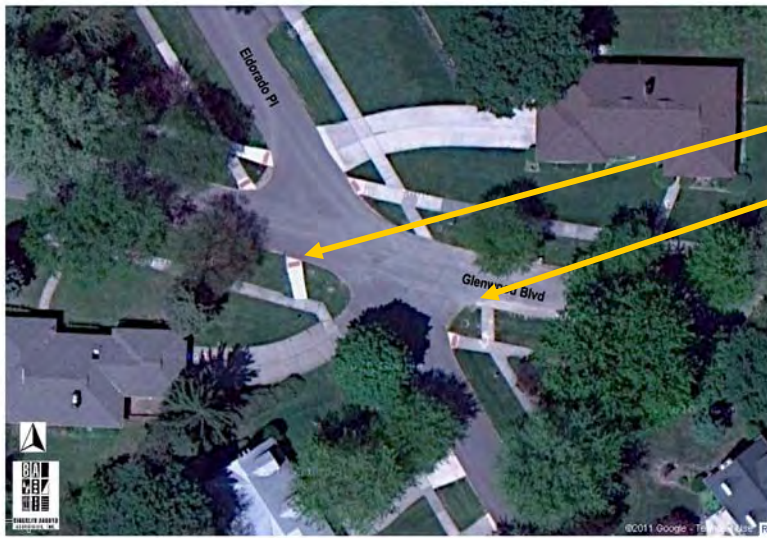
Southeast (south of I-696, east of Southfield)

- Along most of Ramsgate between Southfield Road and Rainbow Drive (one block).

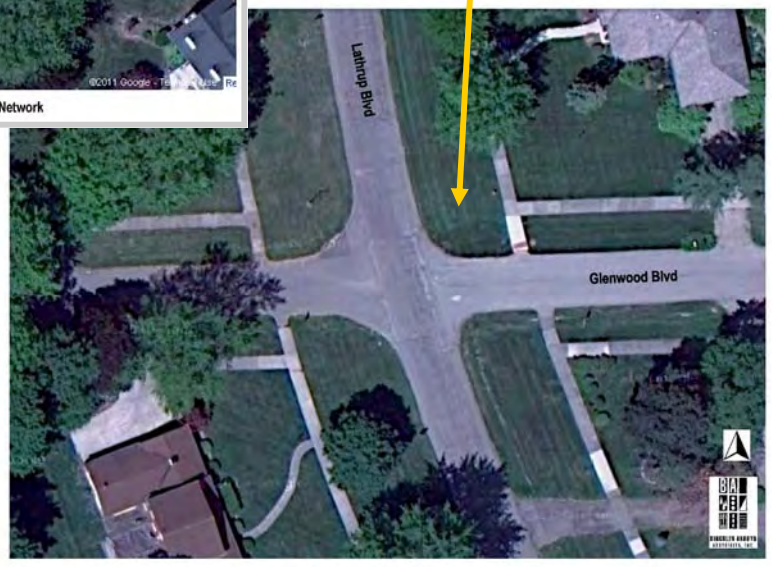
Northeast (north of I-696, east of Southfield)

- East side of Eldorado between Goldengate and Sunset.
- North side of San Quentin, from east City limit to a short distance west of Lathrup Boulevard.
- Interior perimeter of triangle formed by Goldengate, California, and Monterey.
- Along north side of Lathrup Boulevard in vicinity of Catalpa.
- South side of San Rosa, for first half block west of Southfield Road.





Discontinuous local sidewalks, such as seen at Glenwood and Lathrup Boulevards (below), or peculiar alignment of sidewalk stubs in some locations, such as Eldorado and Glenwood (left) may confuse and discourage pedestrians.



The pedestrian crosswalk on Southfield at Lincoln (below) leads to a drainage culvert.

With a few exceptions, the west side of Santa Barbara – and local streets to the west – lack sidewalks. This condition reflects the previously expressed desires of residents and the historical development pattern of this area.

In addition to the above sidewalk gaps, the continuity of improved walking routes within the City suffers from incomplete and poorly aligned sidewalk treatments at numerous intersections (see highlighted map). An example of incomplete or discontinuous local sidewalks exists at



Glenwood and Lathrup. Although less of a problem for block-to-block walking, the peculiar alignment of sidewalk stubs in other locations may discourage such walking for some people; such poorly aligned sidewalk treatments are exemplified by conditions at Glenwood and Eldorado.

Sidewalks along significant roads within the City have reasonable continuity, but typically have some less desirable features reducing their frequency of use and safety, such as:

- Limited width – generally no wider than 6 ft.
- Occasionally poor surface condition – such as portions along the south side of 12 Mile Road.
- Frequent interruption by driveways and side streets.
- Insufficient lateral offset from the road where users encounter driveways too frequently and go up and down as they traverse the sloped driveway aprons.
- Few options for signalized pedestrian crossings of major roadways.
- Insufficient sidewalks and pedestrian crossing

The neighborhood west of Santa Barbara (photo at left and below) with its radial street network, has a unique character. Residents in this area are in favor of retaining the existing street form, without sidewalks.



Some City sidewalks, such as this one on the south side of 11 Mile Road, between Lathrup Boulevard and Southfield Road, are limited in width.



Shared use paths serve bicyclists primarily, but also serve pedestrians and inline skaters. In the City, these paths tend to lead from a neighborhood to a destination, such as the ones to the Southfield Nature Center (above), McIntyre Elementary School (below), and Southfield-Lathrup High School (bottom).



Shared Use Paths

The primary purpose of shared use paths is to provide a off-road facility for bicyclists. These paths are also often used by others, including pedestrians and inline skaters. There are few improved paths within the City, and those that do exist are relatively narrow and/or not of the best surface quality. Noted shared use paths connect:

- Rainbow Drive and the wood-chip path within the Southfield Civic Center Nature Center.
- McIntyre Elementary School and Saratoga Boulevard.
- Southfield-Lathrup High School and both Lacrosse Avenue and Wiltshire Boulevard.

Bicycle Routes

There is a limited amount of bicycle route signage along Lincoln both east and west of Southfield Road, Lathrup Blvd., and along Sunset. The signage is not sufficiently frequent to lead bicyclists to any identifiable destinations.

A major continuity problem involving bicycle routes – and all non-motorized transportation routes within the City more generally – is posed by the barriers created by I-696 and the nearby 11 Mile Road service drives, Southfield Road, and to a somewhat lesser extent – 12 Mile and Evergreen Roads as well:

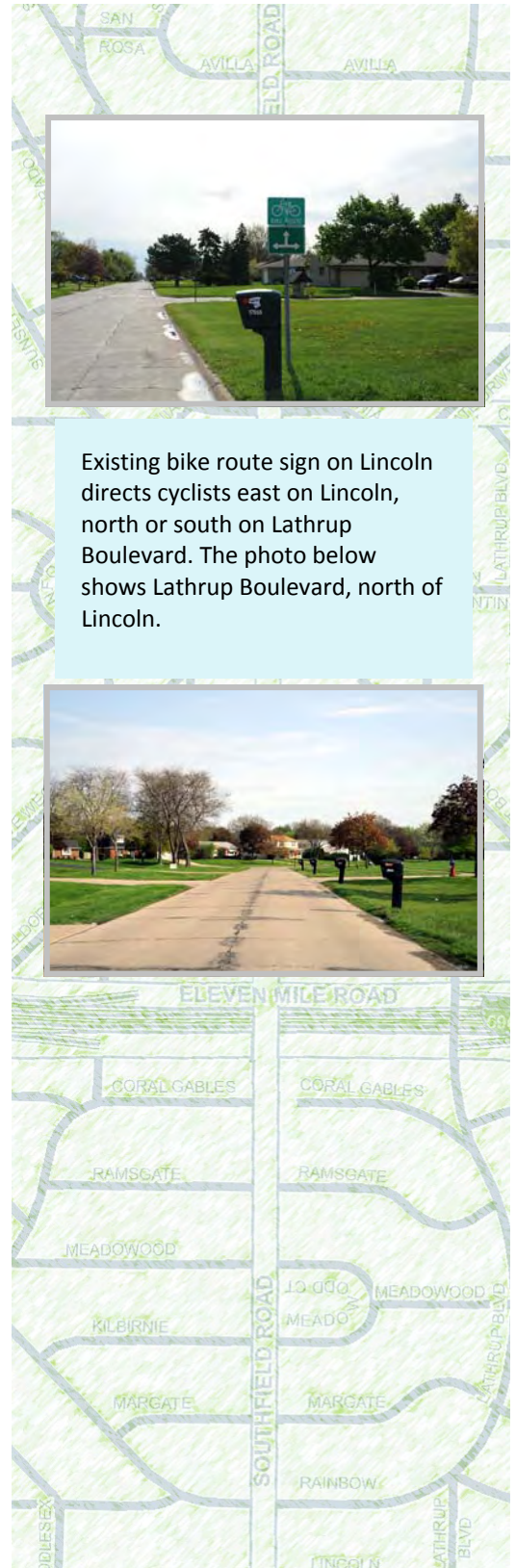
- The freeway bridges equipped with sidewalks are at Santa Barbara, Rainbow Drive, Southfield Road, the crossovers east and west of Southfield, and Lathrup Boulevard. Only Southfield Road provides signalized crossings for both sides of the crossing. Given the number of lanes and speed of traffic on the 11 Mile Road service drives, the only reasonably safe non-motorized crossing location is at signalized Southfield Road. From the standpoint of non-motorized transportation, this effectively isolates the southern portion of the City from the central and northern portions.



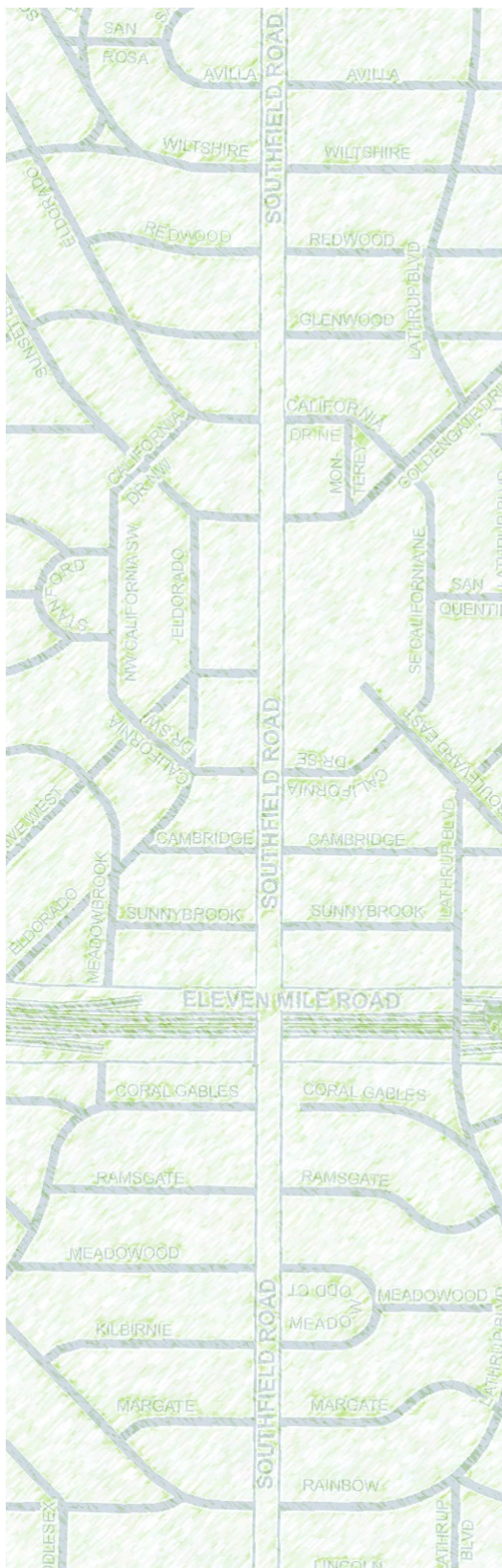
- The only signalized crossings of Southfield Road are at approximate 1/2-mile intervals: 12 Mile, Sunset, 11 Mile, and Lincoln. As a result, jaywalking across high-volume, moderate-speed Southfield Road can be frequently observed. The difficulty in safely crossing Southfield Road on foot or by bicycle limits the amount of viable interaction between portions of the City center.
- The only signalized crossings of 12 Mile Road within the City are at Southfield Road and the High School driveway, and the only mid-section crossing of Evergreen Road is at Winchester (a short distance south of McIntyre Elementary). These limited non-motorized crossings of 12 Mile and Evergreen tends to limit interactions between the two neighboring cities.

Bicycle Lanes

There are no designated bicycle lanes within the City. Bicycle lanes serve not only to separate bicycle and vehicular traffic for safety reasons, they tend to provide a more visible and therefore effective reminder that bicycle travel is encouraged.



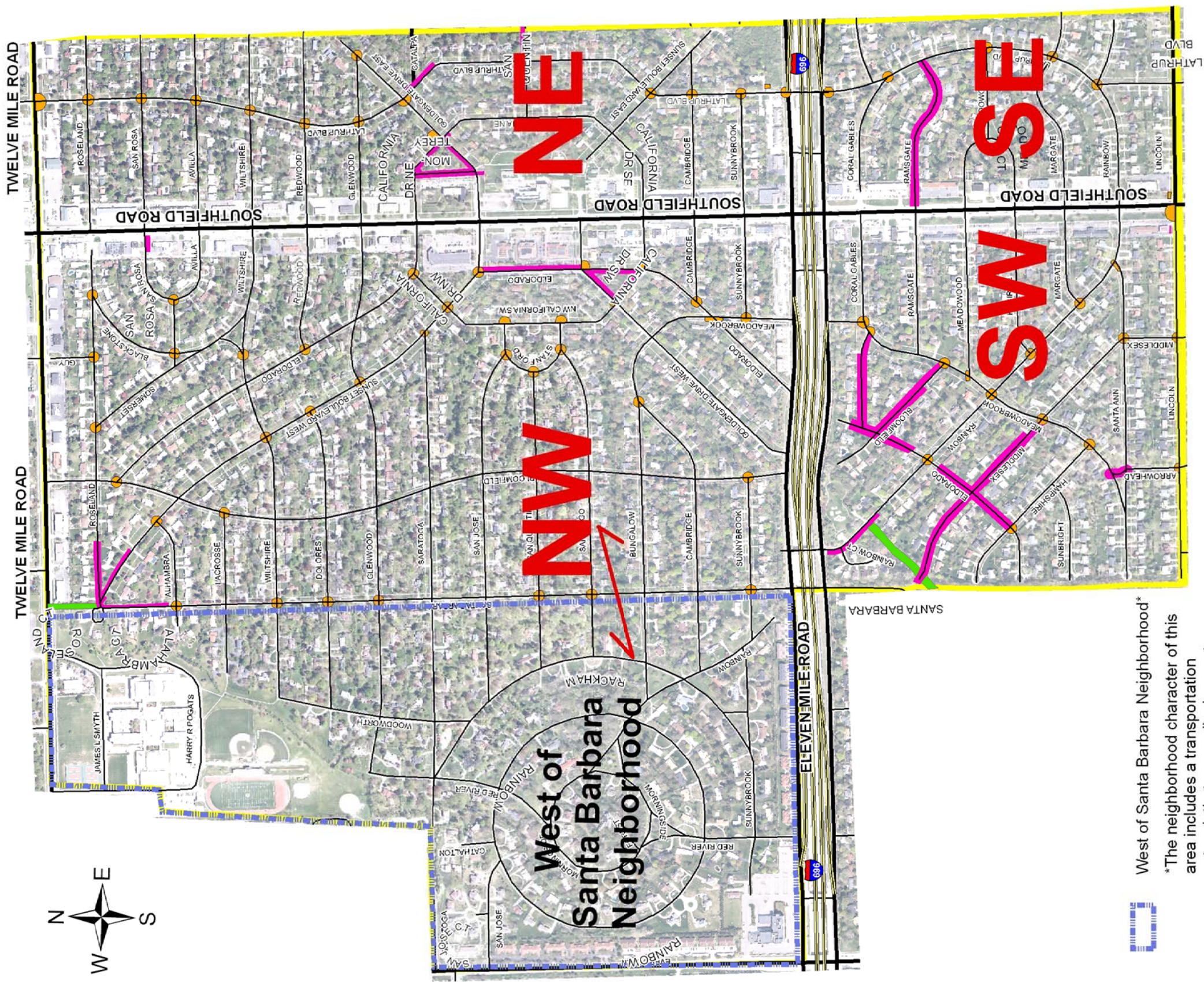
Existing bike route sign on Lincoln directs cyclists east on Lincoln, north or south on Lathrup Boulevard. The photo below shows Lathrup Boulevard, north of Lincoln.



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Lathrup Village Sidewalk Gaps

Oakland County, Michigan



West of Santa Barbara Neighborhood*

*The neighborhood character of this area includes a transportation network that generally does not include sidewalks. Many roadways in this area are unpaved.

Intersection Sidewalk Gaps

Sidewalk Gaps

Shared-use Path

Municipal Boundary



July 22, 2011

Base Map Source: Oakland County Planning

Lathrup Village Sidewalk Gaps Map

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4. GOALS & OBJECTIVES

The City of Lathrup Village initiated this Complete Streets plan as a result of new State legislation that allows the City to have increased input into improvements to City roads owned and maintained by the Road Commission for Oakland County and Michigan Department of Transportation. The City has discussed mobility issues within its Master Plan, and recently completed a Southfield Road access management plan, a conceptual model for a Village Center, and updated zoning regulations. With this Master Plan Amendment, the City considers how non-motorized connections work in the rest of the City and how a transportation network can unite the City, despite the physical barriers of I-696 and Southfield Road.

With recent planning and zoning efforts, there have been opportunities for public involvement, giving the City a good idea of the community's ideas on walkability and connectivity. This foundation of public input was further enhanced by opportunities to offer comments and ideas: a community-wide online survey and a public open house. Comments from the community support concepts of walkability, connectivity and community revitalization. From this input, a vision statement, goals, and objectives will guide the City's improvements to its non-motorized transportation network.

Vision Statement

The City of Lathrup Village will be a place where people of all ages and abilities are able to walk, bike, drive, or otherwise travel in a complete transportation network. Streets, sidewalks, and paths will be planned, designed, and built considering the needs of residents and businesses, street function, and context with land uses. The city will support alternatives to motorized vehicle travel and promote improvements to transportation facilities at appropriate locations in order to provide reasonable and safe travel options, and to improve the health and mobility of all residents.

GOALS & OBJECTIVES

- a. Vision
- b. Goals/Objectives



A public input meeting included a presentation about Complete Streets and an opportunity for residents to discuss and provide input on the street & sidewalk network in the City.



Lathrup Village residents offered observations and suggestions about the non-motorized transportation network in the City through an online survey and public input open house.

The online survey asked respondents about the transportation network in the City. Few respondents commute to work by bike or on foot. When they do walk or ride, most do so for recreation, fitness, or to visit with neighbors. Weather is a key limiting factor, as is the distance to desired destinations.

When asked about crossing specific major roads, most noted the following issues relating primarily to Southfield Road, but also to 11 Mile, 12 Mile, and Evergreen. These items were also discussed by participants at the open house:

- Roads are too wide to cross safely
- Traffic signals make pedestrians/cyclists wait too long before crossing.
- Pedestrian crossing signals/audible signals are needed at crossings on major roads.
- Marked pedestrian crosswalks are needed at significant neighborhood streets.
- Marked pedestrian crosswalks are needed at major street crossings.

Survey respondents identified the following as top priorities, and these items were echoed at the public input open house:

- More destinations within walking distance
- Add/improve crosswalks
- Add/improve street lighting
- Reduce amount of traffic/reduce speeds
- Add/improve traffic signals



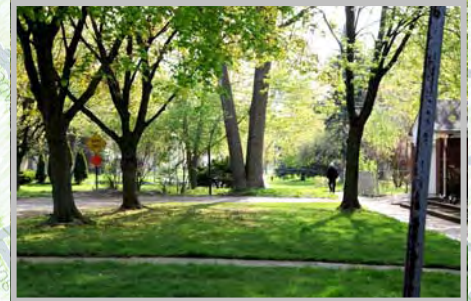
Comments from the public open house identified problem areas (pink notes) and suggestions (green notes). Many problems related to crossing major roads, and suggestions included lengthening crossing time, completing the sidewalk network, and adding shared use paths.

Goals & Objectives

1. 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.
 - A. Include infrastructure that makes City streets safer for non-motorized travel, including sidewalks, shared use paths, bike lanes, and marked pedestrian crossings.
 - B. Ensure that all transportation facilities are compliant with the Americans with Disabilities Act, and meet the needs of people with different types of disabilities, including mobility, vision, and hearing impairments.
 - C. Prioritize implementation of complete streets infrastructure that facilitates safe efficient travel for non-motorized users.



- D. Create a policy to allow exclusion of such infrastructure from street projects only upon approval by City Council, and only where non-motorized uses are prohibited by law, or supporting data indicates the cost would be excessively disproportionate to the need or probable future use of the long term.
2. Enhance the experience of non-motorized users by integrating street lighting, furniture, and other amenities as appropriate, given street function and land use context.
 - A. Develop a program for street lighting, furniture, and other amenities by street type.
 - B. Create an implementation program for pedestrian amenities.
3. Advocate for Complete Streets when other jurisdictions plan, design, and construct street projects that impact the City's transportation network.
 - A. Follow progress of other jurisdictions, including the City of Southfield, the Road Commission for Oakland County, and Michigan Department of Transportation relating to Lathrup Village and roads that impact Lathrup Village.
 - B. When appropriate, provide feedback and input when other jurisdictions plan, design, and construct transportation facilities that impact the City of Lathrup Village.
 - C. Collaborate with other jurisdictions to enhance non-motorized transportation facilities in the region.



Complete Streets includes elements to improve connectivity, or link destinations in the community. In this example, pedestrians are able to continue walking on San Quentin, even though the road has been closed to vehicular traffic east of Lathrup Boulevard.



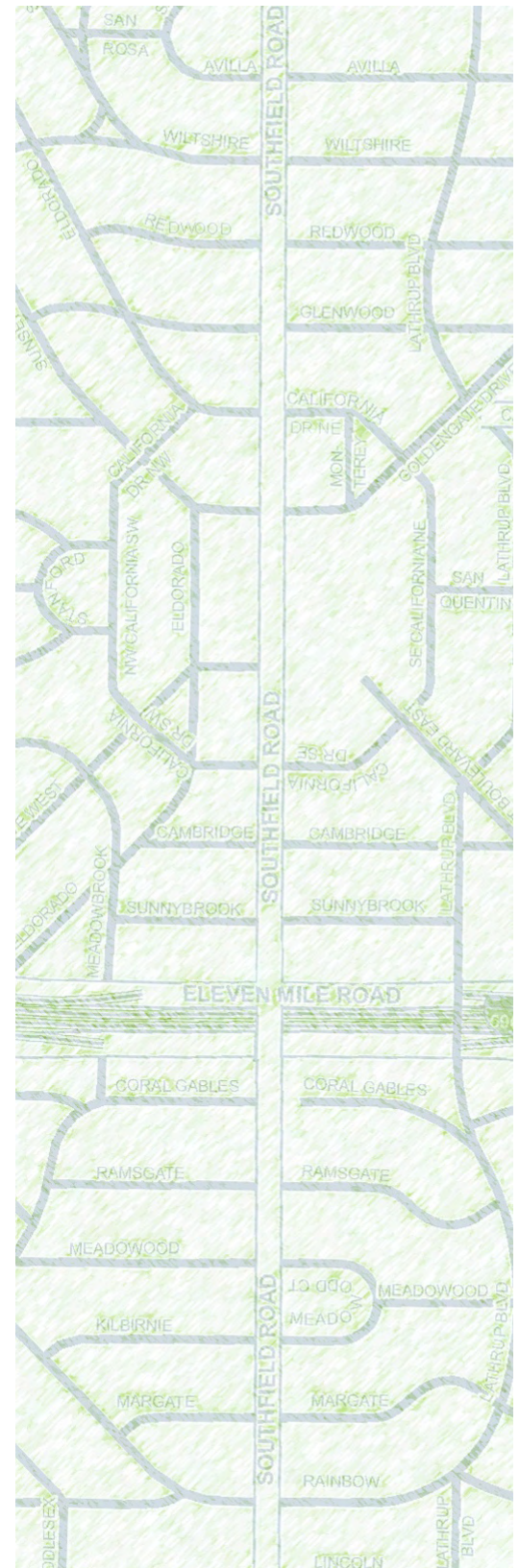
The intersection of Lincoln and Southfield offers an opportunity to work with the City of Southfield and the Road Commission for Oakland County on improving the sidewalk connections and the pedestrian crossing.



4. Promote and encourage City residents to take advantage of non-motorized travel options through education and awareness.
 - A. Establish community standards with measurable outcomes to assess safety, functionality, and actual use by category of users.
 - B. Develop a wayfinding signage program to advise the public of transportation facilities and destinations.
 - C. Create promotional literature to advise the public of non-motorized transportation options within the City.
5. Review all future capital expenditures that could impact mobility and include the recommendations in the City's Complete Streets Non-Motorized Transportation Plan whenever possible.
 - A. Provide copies of this Non-Motorized Transportation Plan (NMTP) to all City departments to raise awareness and encourage City staff and officials to consider how their activities might impact plan implementation.
 - B. Identify and pursue sources of funding that may be utilized to implement the NMTP.



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**REDEFINE/REDESIGN**

- a. Principal Arterial
- b. Principal Arterial—Village
- c. Freeway Service
- d. Major Collector
- e. Major Collector—Village
- f. Minor Collector
- g. Minor Collector—Village
- h. Local Street—Village
- i. Local Street
- j. Backstreet
- k. Pedestrian Crossings

5. REDEFINE/REDESIGN

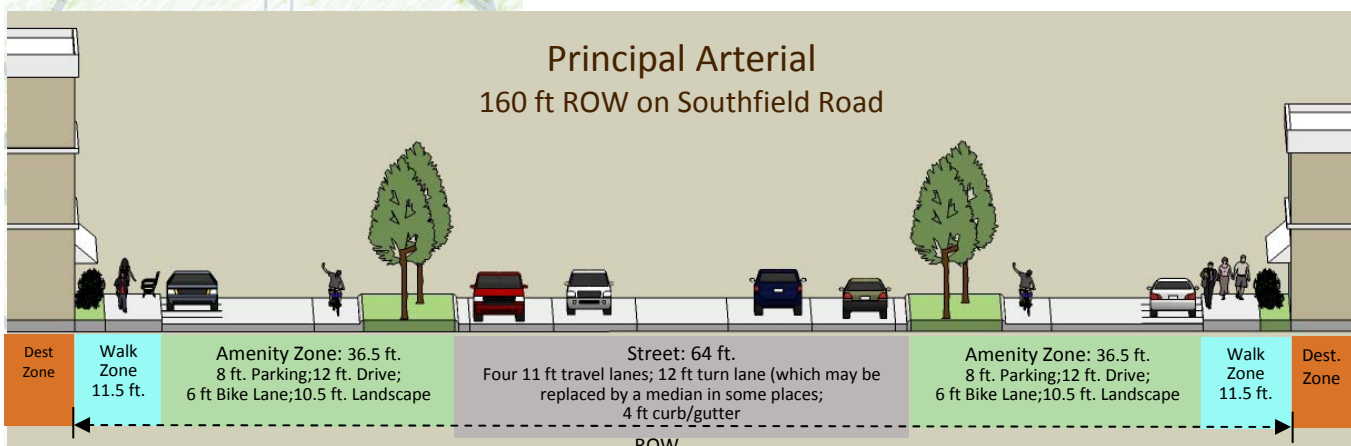
Developing a complete transportation network within the City provides the opportunity to redefine the existing road classification system specifically to better accommodate non-motorized users. The new road classifications are not intended to replace the National Functional Classification System, which is used for road funding purposes. The following new road classifications includes the concept of “zones” for certain types of activity.

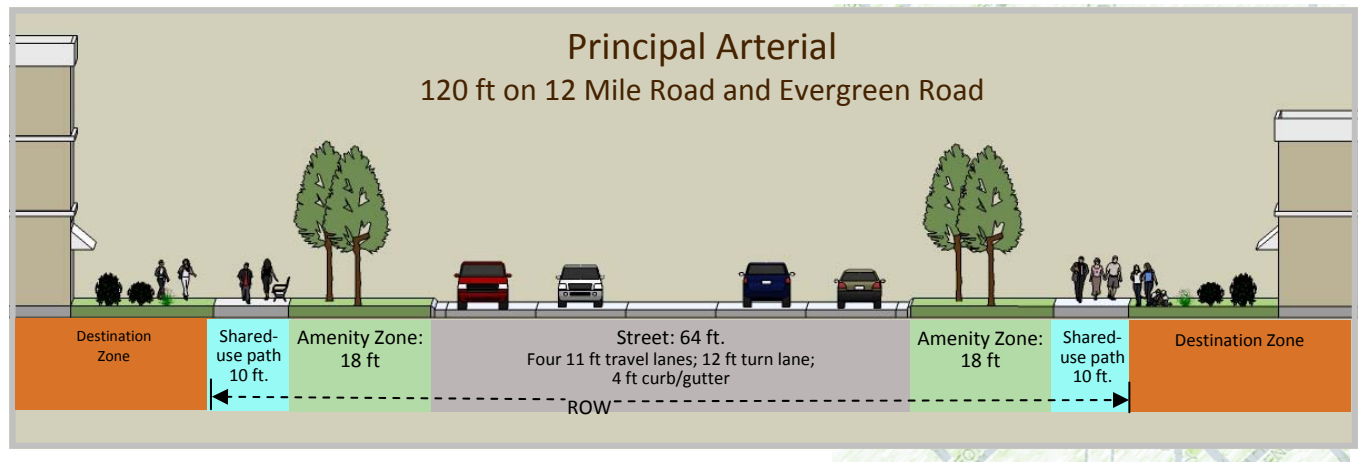
Principal Arterial

The Principal (or Major) Arterials continues to serve as the “highest order” of surface streets, typically carrying high volumes of traffic. Due to the difference in road rights-of-way, the cross sections and accommodations in Southfield will differ from those on 12 Mile and Evergreen, where 10-foot shared use paths are planned on both sides of the right-of-way.

Redesigned roads will include four 11 ft travel lanes for vehicular traffic, and a 12 ft center turn lane, or median where appropriate. The amenity zone includes a 12 ft landscape area, a 6 ft bike lane, 12 ft service aisle, and 8 ft parallel parking lane. The walk zone is 11.5 feet, which includes 4.5 ft of landscaping and 7 ft wide sidewalks. The placement of the sidewalk, setbacks and parking will vary in the ROW along the corridor. Where there is no parking in the right-of-way, the proposed bike lane will be replaced by a bike path to provide continuity.

- Destination Zone: the place where people go, including houses, offices, stores, civic uses, parks, schools.
- Walking Zone: an area free of obstacles designated for pedestrians.
- Shared-use path: an area free of obstacles that is shared by pedestrians, bicycles, and other non-motorized users
- Amenity Zone: an area for landscaping and street furniture
- Street: generally used for vehicular travel, automobile parking, and sometimes bicycling as appropriate.



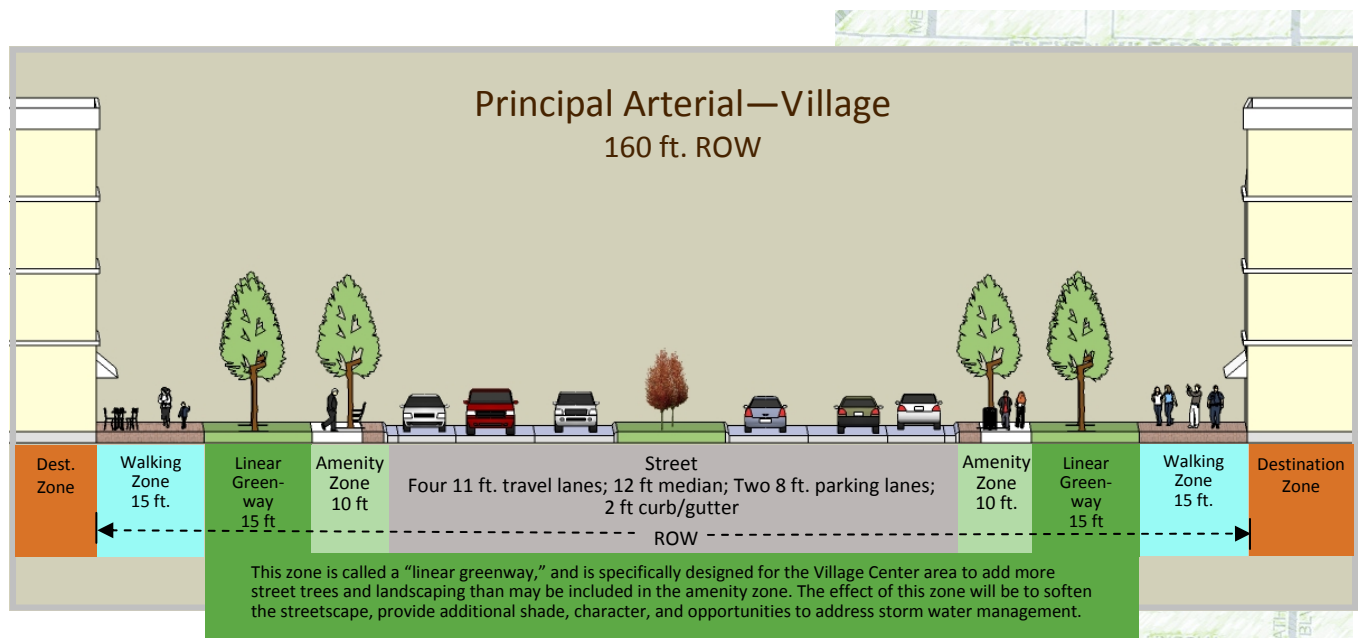


Principal Arterial - Village

In the Village Center, the principal arterials provide routes for through traffic while providing access to abutting properties and minor intersecting streets. However, in the Village Center, the context of the surrounding area influences the function of the roadway. For example, the following features are envisioned: parallel on-street parking, travel speeds of 35 mph or less, buildings directly abutting the road right-of-way, and wider pedestrian sidewalks with some outdoor dining activities. This road type will feature elements that are more suitable for a denser, walkable urban setting. Bike lanes will be routed into the Village Center, on the Minor Collector streets.

Freeway Service

11 Mile Road will continue to connect I-696 to the principal arterials, providing surface access to land uses adjacent to the freeway. No changes are proposed, except as needed to create road crossings.





Major Collector

The major collector streets continue to primarily permit direct access to abutting properties and provide connections from local streets and neighborhoods to higher order roadways including minor and principal arterials. Some Major Collectors have curbs, others do not.

Major Collector—Village

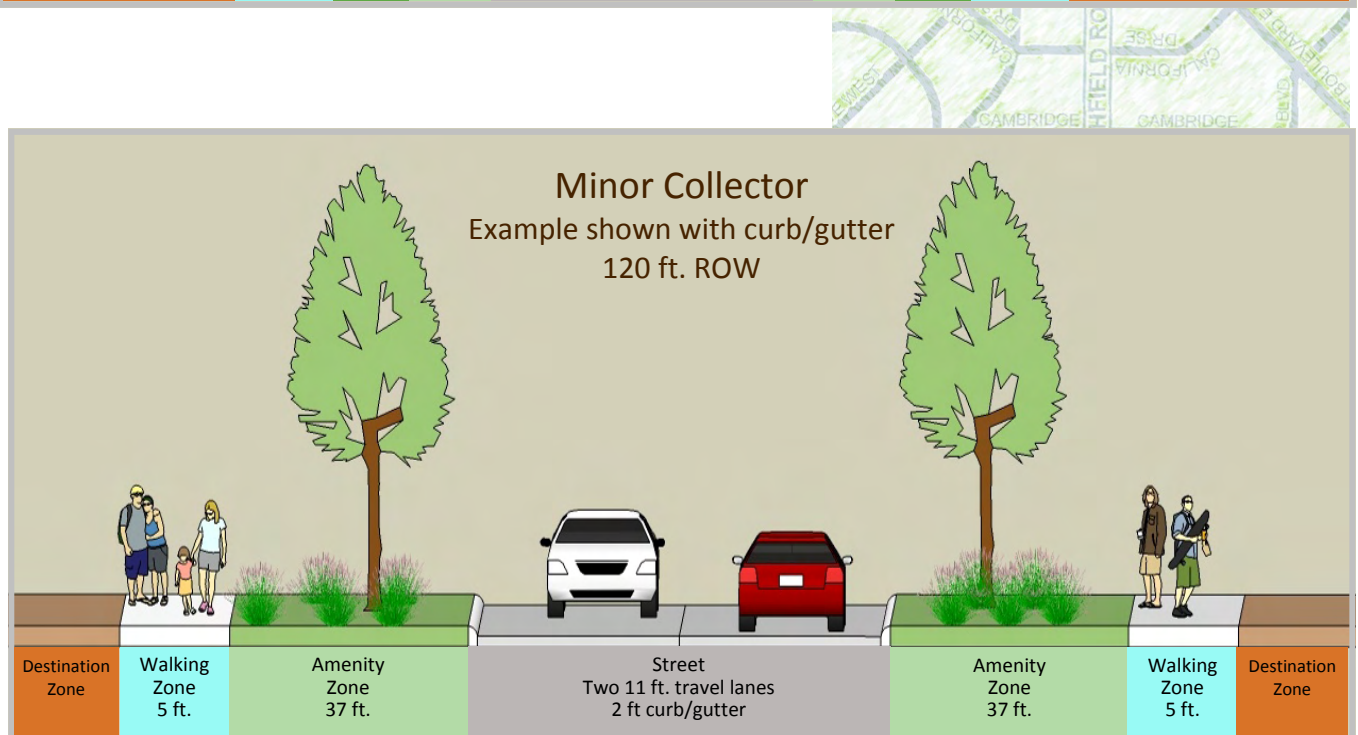
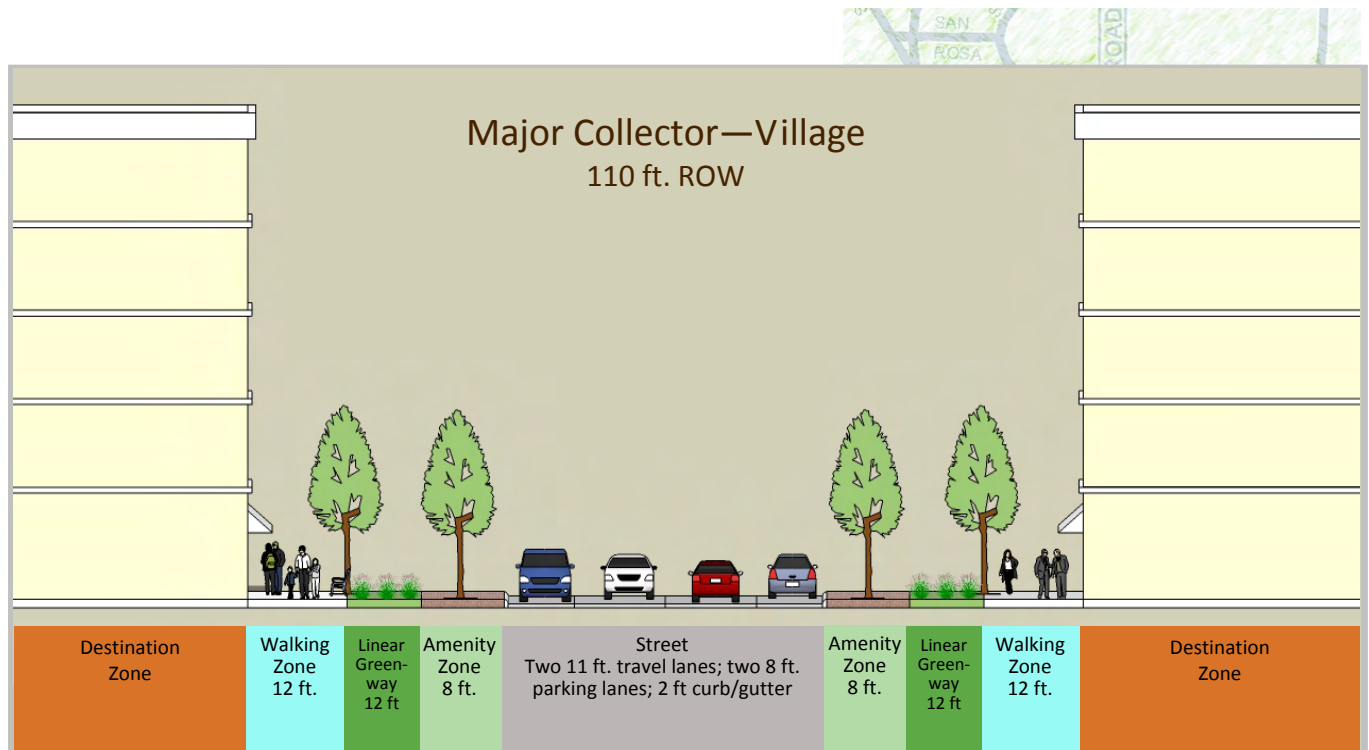
It is anticipated that at least one Major Collector—Village will be constructed perpendicular to Southfield Road in the new Village Center. This street will function like collector streets, in this case connecting local streets to the central business district and to minor and principal arterials. This classification will feature on-street parallel parking on both sides of the street. In addition a walking zone, linear greenway, and amenity zone, will be added to improve aesthetics and create a unique downtown character.

Minor Collectors

Minor collectors will continue to primarily serve to link the Village Center with the adjacent neighborhoods. These roads, Sunset Boulevard and Goldengate Drive, already have large rights-of-way, and were originally planned to serve the center of the City. While the street portion of the road will remain two lanes of traffic, the space between the street and the walking zone, approximately 37 ft., will serve as an amenity zone and be planted (or maintained) with street trees and landscaping. Some minor collector streets have curbs, while others do not.

Minor Collectors—Village

Minor collectors—Village will serve to link the Minor Collectors and Local Streets with the Village Center. These roads will include Eldorado, California (about one block east and west of Southfield Road), and Monterey. The street portion of the road will contain two lanes of traffic as well as two designated bike lanes, and two lanes of parallel on-street parking. These streets will also contain a walking zone and an amenity zone, which will contain landscaping, street lighting, and street furniture.





Local Streets—Village

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.

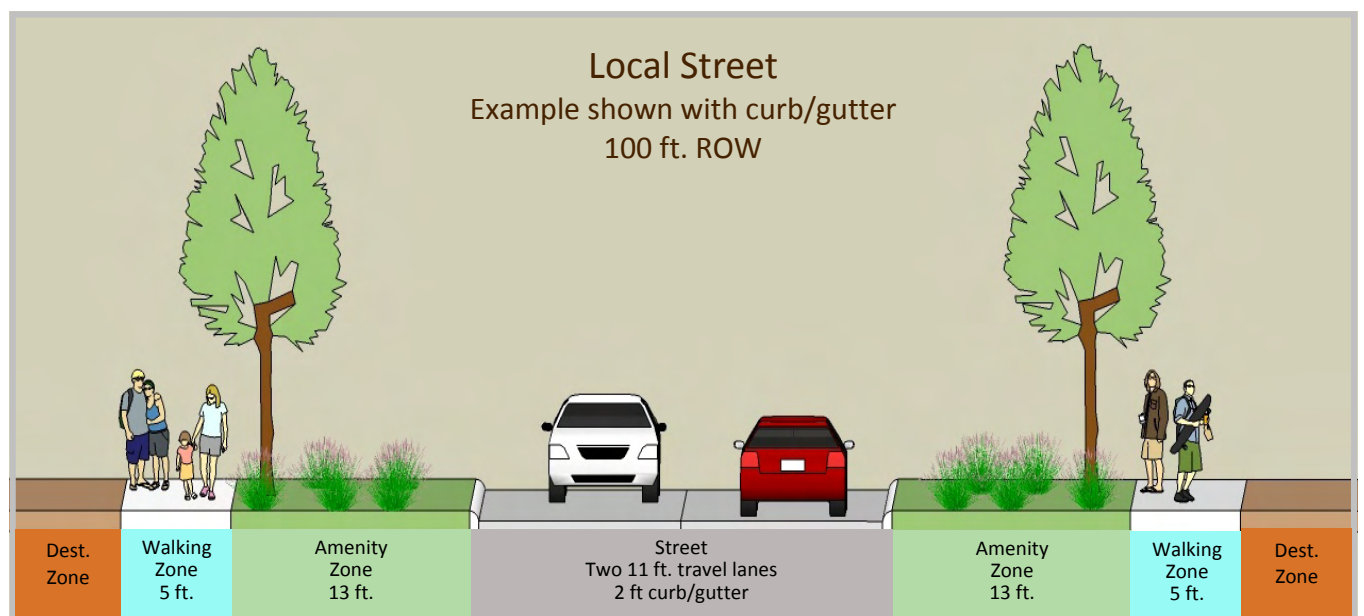
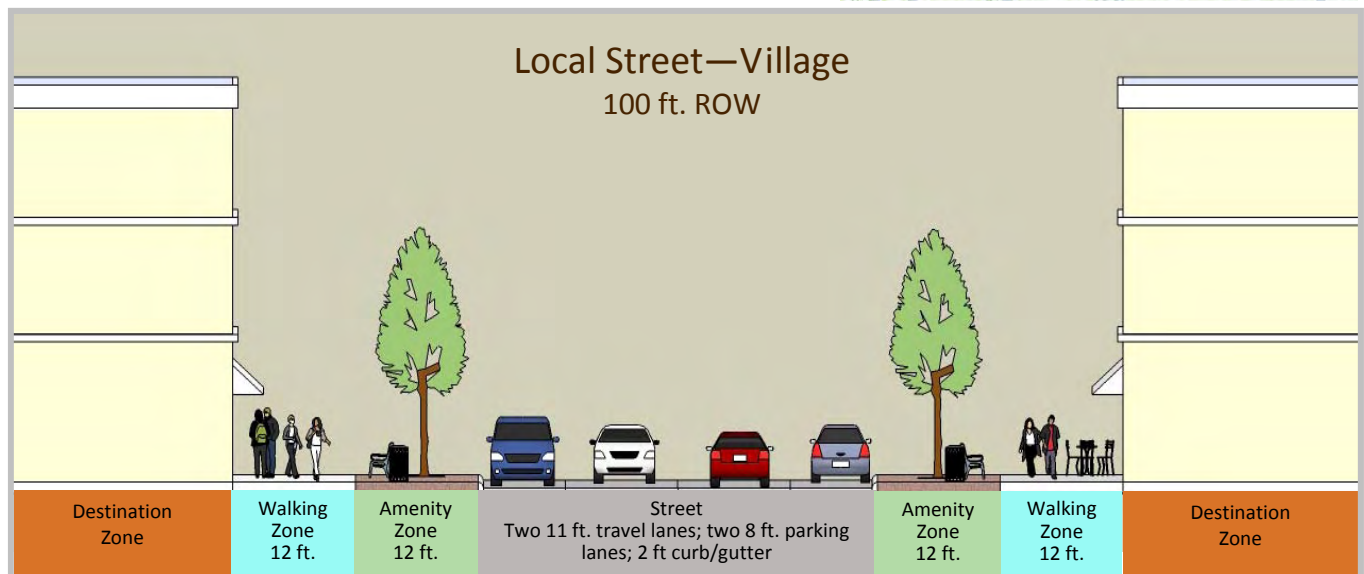
Local Streets

Local streets will continue to provide access to abutting land and consist of all facilities that do not belong to one of the higher systems. Local streets run through neighborhoods and residential areas and may serve as designated bike routes, connecting destinations, bike lanes, and paths. Some local streets may have curb and gutter, others may not.

Backstreets

Backstreets are another type of local street. In Lathrup Village, backstreets are designated behind buildings along both sides of the Southfield Road Corridor. These backstreets will be 24 ft wide where feasible (a minimum of 20 ft wide), and will serve freight delivery and provide short block-to-block access for motorists, minimizing travel movements on adjacent roadways. Generally, backstreets do not include planting areas or sidewalks, but may include parking or provide access to parking.





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.



Overview

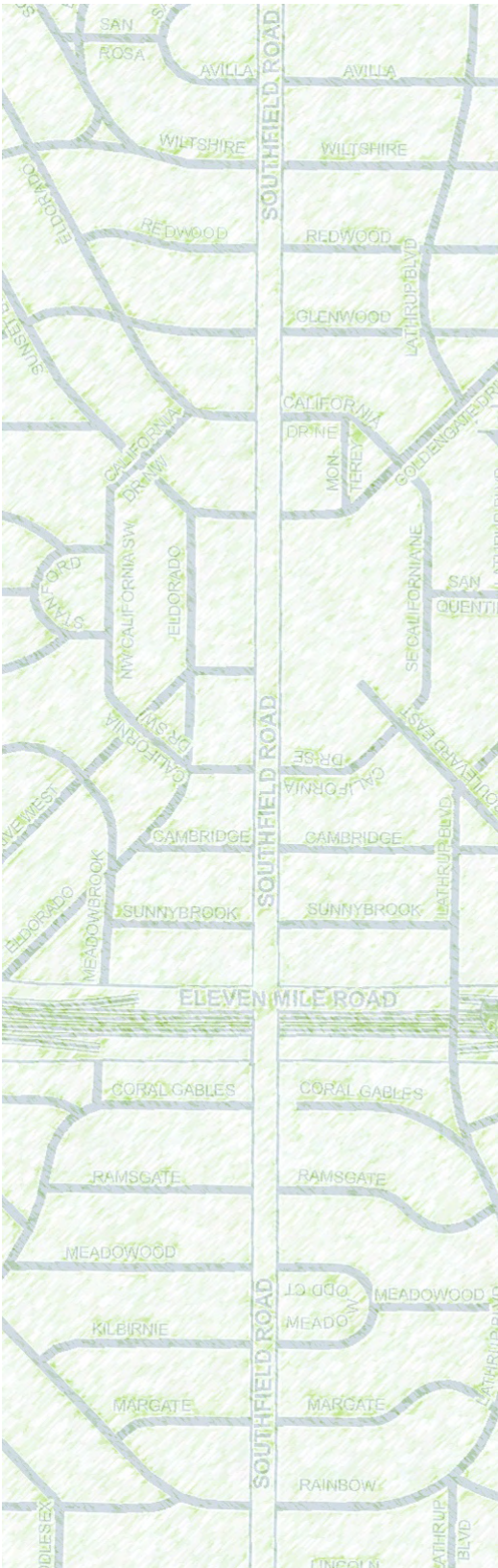
Street
Function

Existing
Conditions

Goals &
Objectives

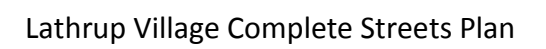
Redefine/
Redesign

Down the
Road



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Oakland County, Michigan



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6. DOWN THE ROAD

Implementation is a key part of this plan. This chapter is a guide for moving the goals and objectives forward by encouraging the City to identify which goals and objectives are short- and long-term priorities (next steps) and who (staff, City Council, Planning Commission, official) should lead implementation strategies.

DOWN THE ROAD

- a. Introduction
- b. Next steps guide to implementation

NEXTSTEPS	Short-Term	Long-Term	Implementation Leader
1. 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.			
A. Include infrastructure that makes City streets safer for non-motorized travel, including sidewalks, shared use paths, bike lanes, and marked pedestrian crossings.			
B. Strive to make all transportation facilities compliant with the Americans with Disabilities Act, and meet the needs of people with different types of disabilities, including mobility, vision, and hearing impairments.			
C. Prioritize implementation of Complete Streets infrastructure that facilitates safe efficient travel for non-motorized users.			
D. Create a guiding policy to allow exclusion of such infrastructure from street projects only upon approval by City Council, and only where non-motorized uses are prohibited by law, or supporting data indicates the cost would be excessively disproportionate to the need or probable future use of the long term.			
2. Enhance the experience of pedestrians and bicyclists by integrating amenities including street lighting, furniture, and other pedestrian amenities as appropriate, given street function and land use context.			
A. Develop a program for street lighting, furniture, and other amenities by street type.			
B. Create an implementation program for pedestrian amenities.			



NEXTSTEPS

Short-Term

Long-Term

Implementation
Leader

3. Advocate for Complete Streets when other jurisdictions plan, design, and construct street projects that impact the City's transportation network.

A. Follow progress of other jurisdictions, including the City of Southfield, the Road Commission for Oakland County, and Michigan Department of Natural Resources relating to Lathrup Village and roads that impact Lathrup Village.

B. When appropriate, provide feedback and input when other jurisdictions plan, design, and construct transportation facilities that impact the City of Lathrup Village.

C. In collaboration with other jurisdictions, enhance non-motorized transportation facilities in the region.

4. Promote and encourage City residents to take advantage of non-motorized travel options through education and awareness.

A. Establish community standards with measurable outcomes to assess safety, functionality, and actual use by category of users.

B. Develop a wayfinding program to advise the public of transportation facilities and destinations.

C. Create promotional literature to advise the public of non-motorized transportation options within the City.

5. Review all future capital expenditures that could impact mobility and consider the recommendations in the City's Complete Streets Non-Motorized Transportation Plan.

A. Provide copies of Non-Motorized Transportation Plan (NMTP) to all City departments to raise awareness and encourage City staff and officials to consider how their activities might impact plan implementation.

B. Identify and pursue sources of funding that may be utilized to implement the NMTP.

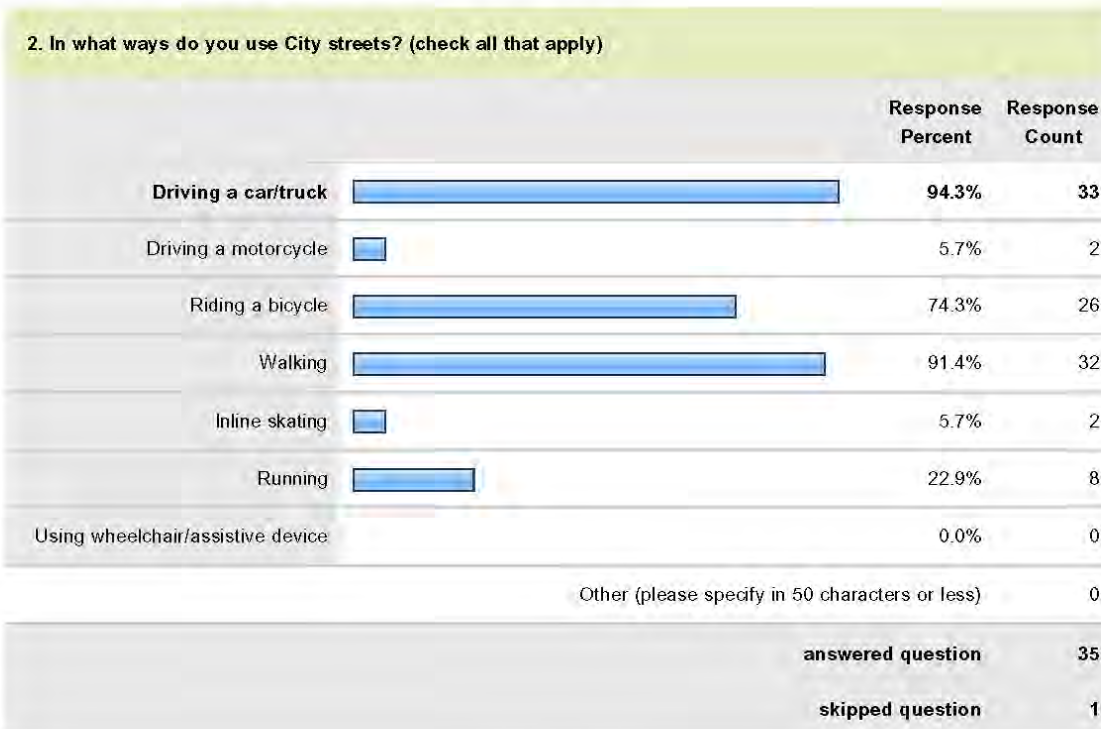
APPENDIX

Appendix

- a. Online Survey Summary
- b. Summary of Public Input Comments

Summary of Online Survey—March 11-April 3, 2011

Lathrup Village Complete Streets Survey



1 of 12



3. Think about walking or bicycling around your neighborhood ...

	Always/usually	About half the time	Seldom/never	No Comment	Rating Average	Response Count
I feel safe walking or bicycling during the day.	82.9% (29)	17.1% (6)	0.0% (0)	0.0% (0)	2.83	35
I feel safe walking or bicycling at night.	35.3% (12)	35.3% (12)	26.5% (9)	2.9% (1)	2.09	34
It is easy to walk.	74.3% (26)	25.7% (9)	0.0% (0)	0.0% (0)	2.74	35
It is easy to bicycle.	54.3% (19)	28.6% (10)	5.7% (2)	11.4% (4)	2.55	35
Someone with a stroller or wheelchair would feel safe during the day.	63.6% (21)	24.2% (8)	0.0% (0)	12.1% (4)	2.72	33
Someone with a stroller or wheelchair would feel safe at night.	12.1% (4)	42.4% (14)	30.3% (10)	15.2% (5)	1.79	33
I can get to major streets on foot.	85.7% (30)	11.4% (4)	0.0% (0)	2.9% (1)	2.88	35
I can get to other neighborhoods on foot.	58.8% (20)	26.5% (9)	8.8% (3)	5.9% (2)	2.53	34
I can get to major streets by bicycle.	79.4% (27)	2.9% (1)	5.9% (2)	11.8% (4)	2.83	34
I can get to other neighborhoods by bicycle.	67.6% (23)	8.8% (3)	8.8% (3)	14.7% (5)	2.69	34
answered question						35
skipped question						1

4. Think about sidewalks along major roads (i.e., 12 Mile, Southfield, etc.) in Lathrup Village....mark all that apply.

	Applies to all	Applies to most	Applies to some	Applies to None	No opinion	Rating Average	Response Count
There are sidewalks, but they are not continuous.	5.9% (2)	26.5% (9)	58.8% (20)	2.9% (1)	5.9% (2)	2.38	34
Sidewalks are broken or cracked, making them unsafe or difficult to use.	5.9% (2)	20.6% (7)	55.9% (19)	14.7% (5)	2.9% (1)	2.18	34
Sidewalks are blocked with poles, signs, shrubbery, dumpsters, etc.	2.9% (1)	5.9% (2)	64.7% (22)	23.5% (8)	2.9% (1)	1.88	34
Sidewalks are too close to fast-moving traffic.	14.7% (5)	8.8% (3)	41.2% (14)	29.4% (10)	5.9% (2)	2.09	34
There is not enough room for two people to walk side-by-side.	5.9% (2)	14.7% (5)	38.2% (13)	38.2% (13)	2.9% (1)	1.88	34
Sidewalks do not have ramps (curb cuts) for wheelchairs, strollers, and wagons.	2.9% (1)	20.6% (7)	41.2% (14)	26.5% (9)	8.8% (3)	2.00	34
answered question							34
skipped question							2

5. On average, how often do you cross the following roads on foot or bicycle:

	Almost every day	3-4 times/week	3-4 times/month	Less than once/month	Never	Response Count
11 Mile Rd./I696	0.0% (0)	5.7% (2)	11.4% (4)	40.0% (14)	42.9% (15)	35
12 Mile Rd.	3.0% (1)	3.0% (1)	12.1% (4)	48.5% (16)	33.3% (11)	33
Southfield Rd.	2.9% (1)	11.4% (4)	22.9% (8)	45.7% (16)	17.1% (6)	35
Evergreen	0.0% (0)	2.9% (1)	8.8% (3)	32.4% (11)	55.9% (19)	34
answered question						35
skipped question						1








6. Think about major street crossings (i.e., Southfield Rd., 12 Mile, etc.) in Lathrup Village....mark all that apply.

	12 Mile	11 Mile	Southfield	Evergreen	Response Count
Roads are too wide to cross safely.	50.0% (12)	50.0% (12)	83.3% (20)	12.5% (3)	24
Traffic signals make pedestrians/cyclists wait too long before crossing.	50.0% (11)	36.4% (8)	90.9% (20)	18.2% (4)	22
Pedestrian crossing signals/audible signals are needed at crossings on major roads.	72.7% (16)	63.6% (14)	90.9% (20)	45.5% (10)	22
Marked pedestrian crosswalks are needed at significant neighborhood streets.	75.0% (18)	79.2% (19)	91.7% (22)	62.5% (15)	24
Marked pedestrian crosswalks are needed at major street crossings.	80.0% (20)	84.0% (21)	88.0% (22)	60.0% (15)	25
answered question					31
skipped question					5

7. How often do you currently walk...

	Everyday	Several times/week	Several times/month	Seldom	Never	Rating Average	Response Count
To work or school	3.0% (1)	3.0% (1)	0.0% (0)	15.2% (5)	78.8% (26)	1.71	33
To shops, local services, etc.	0.0% (0)	18.2% (6)	30.3% (10)	36.4% (12)	15.2% (5)	1.79	33
For recreation or fitness	14.7% (5)	38.2% (13)	29.4% (10)	14.7% (5)	2.9% (1)	2.55	34
To socialize with children or neighbors	5.7% (2)	22.9% (8)	42.9% (15)	22.9% (8)	5.7% (2)	2.12	35
answered question							35
skipped question							1

8. How often would you like to walk....							
	Everyday	Several times/week	Several times/month	Seldom	Never	Rating Average	Response Count
To work or school	6.5% (2)	9.7% (3)	6.5% (2)	9.7% (3)	67.7% (21)	2.40	31
To shops, local services, etc.	25.7% (9)	22.9% (8)	42.9% (15)	2.9% (1)	5.7% (2)	2.76	35
For recreation or sport	26.5% (9)	47.1% (16)	14.7% (5)	11.8% (4)	0.0% (0)	2.88	34
To socialize with children or neighbors	17.1% (6)	34.3% (12)	37.1% (13)	8.6% (3)	2.9% (1)	2.62	35
answered question							35
skipped question							1

9. What prevents you from walking as much as you would like? (check all that apply)			
		Response Percent	Response Count
Availability of safe roads or sidewalks		25.8%	8
Condition of safe roads or sidewalks		45.2%	14
Too far to destinations		51.6%	16
Weather		58.1%	18
Prefer to drive		9.7%	3
Physical impairment (health-related)		0.0%	0
Other (please specify in 50 characters or less)			6
answered question			31
skipped question			5







Page 2, Q9. What prevents you from walking as much as you would like? (check all that apply)

1	My biggest complaints are unshoveled walks and bushes overhanging sidewalk	Mar 16, 2011 5:50 AM
2	Too hard to cross Sfld Road. Only 1 crossing	Mar 15, 2011 7:04 PM
3	drivers running stop signs	Mar 15, 2011 3:58 PM
4	People who cut through the neighborhood and drive high rates of speed, deter me from walking. People rarely adhere to the stop signs. Southfield road is too busy to cross. Often people run the light at Goldengate. Southfield road is too wide.	Mar 15, 2011 3:31 PM
5	Reasonable crossing times for Southfield Rd. Lack of crosswalks @ major intersections.	Mar 15, 2011 3:25 PM
6	Hifg speed traffic and distracted drivers. Also many drivers fail to stop for lathrup blvd when coming east off southfield	Mar 15, 2011 2:16 PM

10. What types of improvements would encourage you to walk more often?

	Top Priority	Medium Priority	Low Priority	N/A	Rating Average	Response Count
Reduce amount of traffic/reduce speeds	40.6% (13)	18.8% (6)	18.8% (6)	21.9% (7)	3.28	32
Widen streets	3.3% (1)	10.0% (3)	60.0% (18)	26.7% (8)	2.23	30
Add sidewalks	35.5% (11)	38.7% (12)	22.6% (7)	3.2% (1)	3.13	31
Improve sidewalks	29.0% (9)	41.9% (13)	25.8% (8)	3.2% (1)	3.03	31
Improve road shoulders	19.4% (6)	45.2% (14)	25.8% (8)	9.7% (3)	2.93	31
Clean up trash	6.7% (2)	36.7% (11)	36.7% (11)	20.0% (6)	2.63	30
Add/improve traffic signals	40.0% (12)	30.0% (9)	20.0% (6)	10.0% (3)	3.22	30
Add/improve crosswalks	50.0% (15)	33.3% (10)	10.0% (3)	6.7% (2)	3.43	30
Add/improve street lighting	43.3% (13)	20.0% (6)	20.0% (6)	16.7% (5)	3.28	30
More destinations within walking distance	57.6% (19)	21.2% (7)	21.2% (7)	0.0% (0)	3.36	33
Increased police presence	32.3% (10)	38.7% (12)	25.8% (8)	3.2% (1)	3.07	31
Nothing	8.3% (1)	16.7% (2)	8.3% (1)	66.7% (8)	3.00	12
answered question						35
skipped question						1

11. What type of cyclist best describes you?			
		Response Percent	Response Count
Advanced: highly skilled rider, comfortable "taking the lane."		14.3%	5
Intermediate: relatively skilled rider, not comfortable on busy roads		60.0%	21
Beginner: new rider or child		11.4%	4
Do not ride		14.3%	5
answered question			35
skipped question			1

12. Where are you comfortable riding a bike? (check all that apply)			
		Response Percent	Response Count
On busy roads, with cars		13.3%	4
On quiet roads, with cars		83.3%	25
In marked bike lanes (within the paved roadway, separate from vehicle lanes)		63.3%	19
On paths separate from the road (paths/sidewalks)		80.0%	24
answered question			30
skipped question			6








13. How often do you currently ride a bike...

	Everyday	Several times/week	Several times/month	Seldom	Never	Rating Average	Response Count
To work or school	0.0% (0)	0.0% (0)	7.1% (2)	10.7% (3)	82.1% (23)	1.40	28
To shops, local services, etc.	0.0% (0)	3.4% (1)	27.6% (8)	48.3% (14)	20.7% (6)	1.43	29
For recreation or sport	0.0% (0)	21.2% (7)	33.3% (11)	36.4% (12)	9.1% (3)	1.83	33
answered question							33
skipped question							3

14. How often would you like to ride a bike....

	Everyday	Several times/week	Several times/month	Seldom	Never	Rating Average	Response Count
To work or school	7.4% (2)	7.4% (2)	11.1% (3)	11.1% (3)	63.0% (17)	2.30	27
To shops, local services, etc.	14.3% (4)	42.9% (12)	25.0% (7)	3.6% (1)	14.3% (4)	2.79	28
For recreation or sport	17.6% (6)	50.0% (17)	20.6% (7)	5.9% (2)	5.9% (2)	2.84	34
answered question							34
skipped question							2

15. What prevents you from riding as much as you would like? (check all that apply)			
		Response Percent	Response Count
Availability of bike facilities (whether roads, sidewalks, or bike lanes)		62.1%	18
Condition of bike facilities (whether roads, sidewalks, or bike lanes)		48.3%	14
Too far to destinations		34.5%	10
Weather		65.5%	19
Fear of crime/safety issues		13.8%	4
Other (please specify in 50 characters or less)			6
answered question			29
skipped question			7

Page 3, Q15. What prevents you from riding as much as you would like? (check all that apply)		
1	Hurts body; need more stamina; roads in Estates	Mar 27, 2011 7:31 AM
2	traffic	Mar 21, 2011 6:45 PM
3	I prefer walking to riding a bike.	Mar 16, 2011 6:57 PM
4	drivers running stop signs	Mar 15, 2011 4:00 PM
5	Drivers do not pay attention to their driving	Mar 15, 2011 2:18 PM
6	need a new bike!	Mar 15, 2011 2:01 PM








16. What types of improvements would encourage you to ride a bike more often?

	Top Priority	Medium Priority	Low Priority	N/A	Rating Average	Response Count
More bike paths (off street)	45.2% (14)	38.7% (12)	3.2% (1)	12.9% (4)	3.48	31
More bike lanes (on street)	30.0% (9)	40.0% (12)	16.7% (5)	13.3% (4)	3.15	30
More "share the road" signage	25.8% (8)	41.9% (13)	12.9% (4)	19.4% (6)	3.16	31
More local streets signed as bike routes	22.6% (7)	35.5% (11)	25.8% (8)	16.1% (5)	2.96	31
Driver and cyclist education	11.1% (3)	40.7% (11)	29.6% (8)	18.5% (5)	2.77	27
Maintenance of existing facilities (roads, paths, lanes)	41.4% (12)	37.9% (11)	6.9% (2)	13.8% (4)	3.40	29
Signals for bicyclists at intersections	22.2% (6)	37.0% (10)	22.2% (6)	18.5% (5)	3.00	27
Directional signs to destinations	18.5% (5)	14.8% (4)	37.0% (10)	29.6% (8)	2.74	27
Bike racks/parking	32.3% (10)	32.3% (10)	25.8% (8)	9.7% (3)	3.07	31
Increase police presence	29.6% (8)	29.6% (8)	25.9% (7)	14.8% (4)	3.04	27
answered question						32
skipped question						4







17. What is your gender?

	Response Percent	Response Count
Male	41.2%	14
Female	58.8%	20
answered question		34
skipped question		2

18. What age group best describes you?

		Response Percent	Response Count
0-18		2.9%	1
19-34		5.7%	2
35-49		17.1%	6
50-65		57.1%	20
65+		17.1%	6
answered question			35
skipped question			1

19. Check all that describe children living with you:

		Response Percent	Response Count
None		64.5%	20
Infant		3.2%	1
Pre-school age		9.7%	3
Elementary age		12.9%	4
Teen		6.5%	2
College		12.9%	4
answered question			31
skipped question			5



Page 4, Q20. Please provide any other comments/observations about walking and bicycling in Lathrup Village (100 characters or less). If you have additional comments that do not fit in the space provided, email them to customerservice@lathrupvillage.org

1	No lighting for night walking/riding, but can't afford more taxes. Not expecting much to be done during these hard times except the essential services.	Mar 27, 2011 7:33 AM
2	Lathrup Blvd is an a good route. Bloomfield is a good route. Both are north/south routes. The biggest issue is crossing 11 Mile/I-696. The best pedestrian crossing is at 11 Mile and Southfield, however the southeast and northwest intersections are particularly dangerous. Drivers do observe signage, signals or the fact that someone is crossing the intersection. Traffic signal at Sunset and Southfield should trigger within 30 seconds to allow crossing of Southfield. You need to use the parking lots to walk on the east side of Southfield Road south of California and north of Santa Rosa (no sidewalk). Snow removal in many places not taken care of to use the sidewalks. Service drives are littered with glass, debris, and grass encroachment on or alongside the sidewalks.	Mar 21, 2011 12:40 PM
3	Shopping area that is bicycle or pedestrian friendly is important to increase purchasing in Lathrup. Slow down Southfield Rd to improve access to all neighborhoods.	Mar 17, 2011 6:11 AM
4	Would bike or walk throughout entire Lathrup and even neighboring communities if traffic was slower on Southfield Rd. and crosswalks at Sfld. & 12 and Sfld. & 11 were safer for the pedestrians.	Mar 17, 2011 5:24 AM
5	Filling potholes should be top priority now.	Mar 16, 2011 6:58 PM
6	If there is a sidewalk, then walkers should walk on the sidewalk, not in the street. It would be nice to have sidewalks all over Lathrup for walking.	Mar 16, 2011 5:19 PM
7	Sidewalks do not always connect (follow them on Lathrup Blvd). Sidewalks are underwater/ice for most of the winter.	Mar 16, 2011 6:47 AM
8	Sfld & 12 are significant barriers to access N & E. Need better access to stores & parks outside LV	Mar 16, 2011 6:47 AM
9	I would walk more but the safety issue .maybe because it's so isolated?	Mar 16, 2011 5:35 AM
10	Walking within the city is easy. It is only on the busy streets that it is a problem.	Mar 15, 2011 5:55 PM
11	Complete Streets sounds like something that will improve the unpleasant walking /biking conditions along Southfield Road. Timing of traffic lights to allow LV citizens to cross more easily would also help. Do NOT make it a Blvd !!	Mar 15, 2011 5:41 PM
12	my main comment comes more from driving but people seem to address stop signs as 'yield' I've also witnessed people throwing trash out of their car window in the neighborhood (hopefully not residents). I have recognized some people I know who live in other neighborhoods using LPV as a cut through to avoid congestion on Southfield Road.	Mar 15, 2011 4:03 PM
13	Sidewalks are in bad shape in some areas. Riding on the sidewalks with a young child is difficult & frustrating for them. They are just learning to ride a bike & can be thrown off at bumps	Mar 15, 2011 3:29 PM
14	a couple of streets are not passible even walking. Gravel roads are hard and San Jose which leads to the park is horrible-pits, unpaved repairs from sewer work and busted water mains	Mar 15, 2011 2:48 PM
15	Idiot drivers coming down Lathrup Blvd at high rates of speed do not move over for oncoming traffic. Very often they appear to be distracted. Many times I have pulled over to avoid being hit by some of these idiots. Many of them do not seem to know where the center of the road is located.	Mar 15, 2011 2:21 PM
16	I hope this is a sign that Southfield Rd. will become pedestrian friendly. Must reduce traffic volume and speed	Mar 15, 2011 2:13 PM

Summary of Public Input Comments—Meeting of April 27, 2011

12 Mile to 11 Mile West City Limit to Santa Barbara	
Issues (Pink)	Suggestions (Green)
Bike lane for Santa Barbara or Bloomfield (these are thru streets in LV)	11 Mile Road from Santa Barbara to Evergreen needs to have sidewalks all the way.
Intersection of Rainbow Drive & Rainbow Circle – people speeding thru intersection without even looking (many are LV residents)	East – West bike lane/path across city of Lathrup Village (11 or 12 Mile ok if safe)
Street need to be repaired on Sunnybrook between Rainbow Drive and Red River – We do not want sidewalks same area and no bike paths.	Definite & Safe bike route crossing over 11 Mile Road to Southfield library

11 Mile to Lincoln	
Issues (Pink)	Suggestions (Green)
Improve flood control at Rainbow Park and repair bike path surfaces to improve usability	Goldengate south of 11 Mile would make a great bike path, connecting Southfield Civic Center with Lathrup City Center. This would require coordination with Southfield.
Rainbow South of 11 is a short cut between 11 and Southfield Rd needs “calming” measures. Commuters drive too fast and rarely obey stop signs.	Do not connect cul de sacs on next to Southfield Civic Center wildlife preserve. Complete sidewalks for the elderly to walk-on without walking in the streets.
Rainbow is a short-cut is in need of speed control etc. measures	On-road bike facilities on 11 Mile road would be a very welcomed improvement, and would increase cyclist safety.
Rainbow drive between 11 Mile & Southfield is used as a cutoff by thru traffic. They run stop signs and speed through the neighborhood.	Possible pedestrian dedicated bridges near the I-696 / Southfield Road and areas.
Repair / Rebuild Meadowbrook, Bungalow, and Eldorado North of 696 Service Drive	Complete sidewalks on Coral Gables.
I-696 / 11 Mile Road bridge West of Southfield Road very dangerous for all kinds of pedestrian traffic. Vehicles do not, or expect to see, pedestrians crossing there.	On-road bike facilities on Southfield Road would be an incredibly welcomed improvement and would make the center much more accessible. Off-street would create danger for cyclist's from turning cars.



Enforcement of pedestrian right-of-way at 11 Mile and Southfield versus Right-Turn Traffic.	Roundabouts at 11 Mile and Southfield could improve traffic flow and increase pedestrian safety.
Improve Pedestrian crossing signal S.E. 11 Mile and Southfield	Sidewalks below grade ponding on the walk. Enforcement of snow removal
Eliminate far right lane over I-696 at Southfield – create green space to buffer sidewalk on bridge.	Complete sidewalk at Margate & Lathrup Blvd.
11 Mile Road is exceedingly dangerous for cyclists – between Lathrup Blvd. And Southfield Road.	Even up sidewalks and finish to street on Lathrup Blvd. Trim low hanging branches.

12 Mile to 11 Mile – Santa Barbara to East City Limits	
Issues (Pink)	Suggestions (Green)
12 & Southfield – seems like pedestrians are always scrambling to get all the way across either 12 Mile or Southfield and trying to dodge right turning cars (who may be turning inappropriately but it happens). Is it possible to lengthen the amount of time allotted for walkers?	I would like more bike racks at destinations and bus stops on 12 Mile.
El Dorado between Bloomfield & California NW – I see cars moving at what seems to be a high rate of speed North to South (and vice versa) on El Dorado (suspect some are El Dorado residents) Would a stop sign on El Dorado @ Glenwood help to calm traffic?	Need sidewalks and 3-way stop at intersections of Sunset, Santa Barbara & Roseland Also need street lights there and on Bloomfield.
Existing sidewalks are now waterlogged from excessive rain and melting snow. How will they be improved (sloped) away from properties to make them walkable.	Pave the streets west of Santa Barbara between 11 & 12 Mile Roads
Light at Goldengate and Southfield is too short for anyone, not on a bike or running, to cross before it turns green for oncoming traffic.	I'm very much in favor of the initiative for non-motorized forms of transportation both for walking & biking. Yes, we have problems with car traffic on residential roads but that's not a reason to do nothing.
Streets around Charter school, esp. California Drive. People dropping off and picking up students are speeding,	Reduce traffic on Southfield by closing lanes, reducing speed limit to 25 or 30 miles per hour, (as Birmingham has

ignoring stop signs, and running the traffic light.	between 14 Mile and Maple), add bike paths parallel to Southfield Road.
The situation at Lathrup Village Academy on Goldengate is out of hand with regard to traffic at drop-off & dismissal. I consistently see cars all over, kids running into the street without regard to traffic, cars running stop signs, going way too fast, cutting off other cars, pulling out in front of other cars. It needs to be reigned in as it is incredibly dangerous.	It would be nice to have a location where a person with a handicap could safely cross, we are very much in favor of improving walk-ways & bike paths.
Incomplete sidewalks at Catalpa & Lathrup Blvd. No to street lights added to Lathrup Blvd. We like our country road feeling.	Low sidewalks fill with water at 18191 Redwood between drives and east of drive.
UPS Trucks and other business vehicles going 40+ mph down California Drive NE. I'm scared to have my 7-year old cross our residential street to play without me because of this problem.	Possible bridges for pedestrians over 696 & Southfield Roads – 696 or Santa Barbara, Southfield at Sunset
	Consistent sidewalks all along Southfield (so you don't end up walking in parking lots)
	More pedestrian crossings along Southfield Road
	Complete sidewalk at Goldengate and Lathrup Blvd.
	Traffic light at Goldengate & Southfield road needs to have more stopping intervals for Southfield so we can easily get out of the neighborhood onto Southfield.
	Ask for a funding source for curbing / diverting additional traffic exiting from 696 traveling north. I can see potential problems with more drivers choosing to avoid Southfield Road by using Lathrup Blvd.
	"Thru" traffic being diverted onto Lathrup Blvd. It's already a problem, so how can it be fixed when the current measures to do so don't work?



	When will Lathrup Blvd between Goldengate and Sunset Blvd be resurfaced?
	Yes to bike paths – to wider sidewalks along Southfield Road. Safer ways to cross at lights long Southfield Road No to traffic diverted to Lathrup Blvd., we already have enough traffic diverted & disobeying posted signage.

Additional Comments and Suggestions about walking, driving, and bike riding in Lathrup Village	
Issues (Pink)	Suggestions (Green)
I heard someone was ticketed for walking on the street! Sidewalks are flooded pedestrians have to walk in the street to avoid wading. Who is responsible? If the homeowner, are we just on our own to solve this problem? How do we go about it? California Drive NE & SE has many flooded sidewalks.	More trees and other landscaping on each side of Southfield Road. Maybe more street lights. But please don't put seating on Southfield – no one wants to inhale fumes. One or 2 pedestrians only crossing on Southfield Road. Reduce speed and # of lanes on Southfield Road. Use bumpouts and pedestrian crossing. Unique design – landscaping, colored curbs, whatever to create a noticeable physical difference to say "this is Lathrup Village, a separate, unique city. Build an indoor span across Southfield that runs from 2 nd floor of a building on East side to 2 nd floor of building on West side. With an elevator, bikes could use too.
	We live on Rainbow Drive – part of the "charm" of living in Lathrup on many streets is "no sidewalks" I do not ride my bike and walk – not too much problem on walking or biking in neighborhoods – except on Bloomfield & Santa Barbara which can be a problem. I would not like to see sidewalks added.
	1. Wayfinding signage very important in Lathrup Village because of winding street layout. 2. Pedestrian signals – will they be the

	<p>kind with both visual & audio cues – counting down from X number of seconds?</p> <p>3. Traffic calming – very important so that we don't lose quiet / safe character of neighborhoods.</p> <p>4. If it could be done, I would much prefer a pedestrian/bike elevated crossover, (Southfield @ City Center) though the visual impact might turn out to be an unintended and undesirable consequence.</p>
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