



CITY OF GROSSE POINTE WOODS

SPECIAL MEETING PLANNING COMMISSION

AGENDA

Tuesday, May 28, 2024 at 5:30 PM

*Robert E. Novitke Municipal Center - Council Chambers/Municipal Court,
20025 Mack Plaza, Grosse Pointe Woods, MI 48236
(313) 343-2426*

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. ACCEPTANCE OF AGENDA**
- 4. MASTER PLAN DRAFT DISCUSSION**
 - A.** Master Plan Draft
- 5. PUBLIC COMMENT**
- 6. ADJOURNMENT**



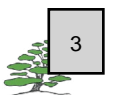
GROSSE POINTE WOODS

2024 MASTER PLAN



Prepared by
**Grosse Pointe Woods
Planning Commission**
May 22, 2024 DRAFT

[To be added following adoption of the plan.]





Planning Commission (PC)

- James McNelis - Chair
- Donna O’Keefe - Vice Chair
- George Bailey - Member
- Christian A. Fenton - Member
- Michael Fuller - Member
- Stephen Gerhart - Member
- Grant P. Gilezan - Member
- Douglas Hamborsky - Member
- John A. Vitale - Member

City Council

- Arthur W. Bryant - Mayor
- Todd A. McConaghy - Council Member/Mayor Pro-Tem
- Angela Coletti Brown - Council Member
- Kenneth Gafa - Council Member
- Victoria A. Granger - Council Member
- Michael Koester - Council Member
- Thomas S. Vaughn - Council Member and Council Representative for the Planning Commission

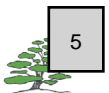
City Staff

- Frank Schulte, City Administrator
- Susan Como, Assistant City Administrator
- Paul Antolin, City Clerk
- Gretchen Miotto, Recording Secretary
- Brigitte Wolf, City Planner

Assisted by Giffels Webster



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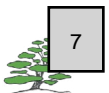
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Introduction





Introduction

Purpose of a Master Plan

The Master Plan addresses future land uses, community development, and other community features in coordination. It portrays a clear statement of community goals and objectives, establishes a vision of the future, and includes strategies to achieve the vision. If followed carefully, the Master Plan will have a lasting impact on the built and natural environment. The Plan will likely be implemented over short-term, medium-term, and long-term timelines as specified in the Implementation Plan.

The Master Plan is long-range in its view and is intended to guide development in the City over a period of 10 to 20 years, with reviews and any necessary updates occurring every five years to maintain consistency with the 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. It establishes unified long-range general policies, which can be continually referred to in decision making.

The Grosse Pointe Woods Master Plan includes a Future Land Use Plan and an implementation chapter to guide the City over the coming years. The Master Plan enables the City to address all of these related topics in a coordinated manner.

The Planning Process

The Master Plan update process began in December 2022 with an inventory and analysis of existing conditions. This document provides the findings of that analysis. Following Planning Commission review of the document, public input was sought to help guide the creation of goals and objectives, the Future Land Use Plan, and plan implementation via an open house held on October 23, 2023. Plan development and refinement occurred for several months before culminating in adoption.

Community History and Previous Planning Efforts

The following short timeline provides information about the City's history and planning efforts.

1927

The Village of Lochmoor is founded.

1939

The Village of Lochmoor changes its name to the Village of Grosse Pointe Woods.

1940

The first zoning ordinance for Grosse Pointe Woods is adopted.

1950

The City of Grosse Pointe Woods is officially established.

1970

The City's population peaks at 21,878 persons.

1979

The City adopts its Land Use Plan.

2006

The most recent Master Plan is adopted.

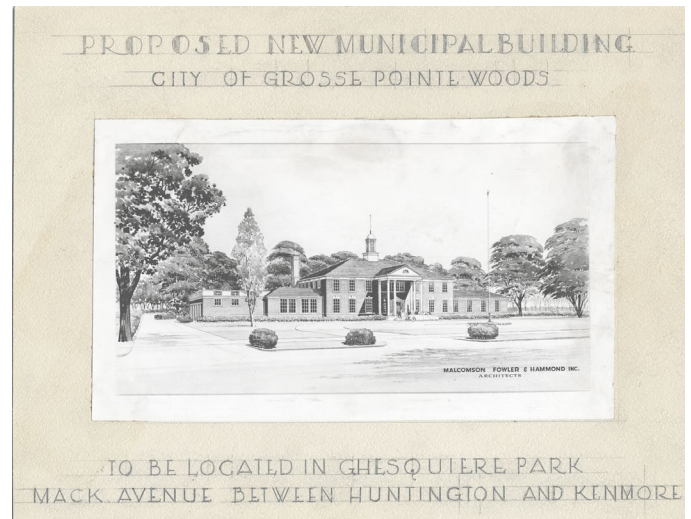
2022

Work begins on updating the 2006 Master Plan.

2006 City Master Plan

With an aging population, the built out nature of the City, and a variety of community amenities that support, retain, and attract residents, the 2006 plan targeted goals and objectives related to the following topics:

- Neighborhoods – preserving character and quality
- Business establishments on Mack Avenue – vitality and mix
- Traffic/Parking – improving circulation and parking supply
- Zoning/Land use - ideas for redevelopment



Architectural rendering of proposed new municipal building for Grosse Pointe Woods in 1964.

Source: Detroit Public Library, Burton Historical Collection

City of Grosse Pointe Woods Master Plan



Final Draft
April 3, 2006

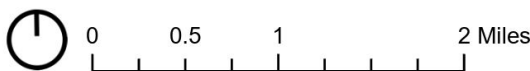
Location

Grosse Pointe Woods is located in the northeast corner of Wayne County, east of I-94 and west of Lake St. Clair. It is 3.2 square miles in size. Its southernmost border touches the city of Detroit and its proximity to Interstate 94 provides easy access to communities in the region.

MAP 1. Location Map



Data Sources: Boundaries: SEMCOG. Roads: MGF v17a. ©2023 Giffels Webster.



Community Profile Summary

The following provides a summary of existing conditions in the City. Decennial Census data is only partially available at this Master Plan's adoption, so 2021 American Community Survey (ACS) 5-Year Estimates are used unless otherwise noted.

2020 Decennial Census Estimates Grosse Pointe Woods (Wayne County)



Population | Population growth, 2010-2021
16,487 | 1.87% (1,820,650 | -1.49%)

2021 American Community Survey (ACS) 5-Year Estimate Grosse Pointe Woods (Wayne County)

DEMOGRAPHICS



Population, 2021 ACS
16,353 (1,774,816)



Older population, 65+
19.0% (16.2%)



Youth population, 0-17
22.3% (23.7%)



Average household size
2.6 (2.5)



Bachelor's degree or higher
64.2% (27.2%)



White alone, non-Hispanic population
89.2% (49.5%)

Black alone, non-Hispanic population
5.1% (13.1%)

Other population
5.6% (16.3%)

LOCAL ECONOMY



Total jobs, 2020 [Source: OnTheMap]
3,231 (660,422)



Total residents employed
8,314 (758,657)



Unemployment rate
5.0% (15.3%)



Median household income
\$115,247 (\$52,605)



Poverty rate
5.1% (19.6%)



Average commute time
24.6 minutes (24.3 minutes)



Drove alone to work
71.0% (69.0%)



Commute by transit
1.0% (2.0%)

HOUSING



Occupied housing units | Total units
6,379 | 6,568 (685,635 | 793,207)



Owner-occupied / Renter-occupied
90.5% / 9.5% (63.4% / 36.7%)



Median housing value
\$274,000 (\$136,200)



Median gross rent
\$1,576 (\$951)



Single-family homes
94.1% (75.7%)

LAND USE AND ENVIRONMENT



Single-family residential parcel land use
1,200 acres | 73.0% (105,167 acres | 32.4%)



Vacant parcel land use
34 acres | 2.1% (50,429 acres | 15.5%)



Impervious land cover
45.4% (33.7%)



Tree canopy, 2022 [Source: SEMCOG]
33.7% (33.4%)

Source: SEMCOG, 2020

Public Input





Public Input

Public input is essential in the Master Plan process as it ensures that the community’s vision and needs are being directly addressed.

Feedback and input from all stakeholders - residents, business owners, staff, and others - is an important consideration in developing master plan goals. Public feedback often helps prioritize issues, sometimes bringing awareness to issues that had not previously been included or emphasized in planning conversations. It also helps identify solutions, and can determine which are most likely to be successful if they were to be implemented.

The Planning Commission hosted an open house to gain feedback and insights to direct the upcoming master plan work. There were approximately 150 people in attendance at the in-person event on October 23, 2023 and an online open house was held through November 6 where 42 people responded to questions posed and 259 people viewed the page.

Residents were represented from throughout the City in both options, although those in the far northwest corner either did not provide their home residence or did not participate. Most respondents are residents, but 9 identified themselves as business owners. Almost one-third (31%) of respondents are 65-74 years old, and 23% are 35-54 years old. Most respondents (78%) intend to live in the City for at least the next decade, with 57% indicating that they plan to live here for at least twenty more years.

Below is a summary of the findings from both the in-person and online open houses. The actual responses and counts from the open houses can be found in [“Appendix C: Open House Results”](#).

People love living in Grosse Pointe Woods, and the safe, quiet community with many amenities that are offered.

Many people noted that they have lived in the City for many years, and plan to continue to live in there. The parks, especially Lakefront Park, and the amenities there such as the pool and courts were noted multiple times as unique assets and things that keep people there. Beautiful, well-maintained homes and neighborhoods that contribute to a small town family atmosphere were also noted as draws and reasons people have stayed in the City. Walkability and access to daily needs were also frequently cited characteristics that people love about the community, as well as its proximity and ease of access to Detroit. Generally, people noted quality public services, particularly public safety and public works, and emphasized the importance of having functioning basic infrastructure over other amenities.



Attendees at the October 23, 2023 open house.



Attendees at the October 23, 2023 open house.

Improving Mack Avenue to be a vibrant, thriving corridor is a priority for residents.

Open house attendees indicated that residents appreciate the proximity and access to a commercial corridor to meet their everyday needs and that they see opportunities for Mack Avenue to be improved. Aesthetic improvements, including façade improvements, landscaping in the medians and right-of-ways, adding sidewalk amenities, and creating a uniform look for the corridor businesses were suggested. Overall a greater mix of amenities is desired; fewer salons and urgent cares and a greater diversity of restaurants, boutiques, retail, and entertainment venues is wanted. Local businesses serving residents from the surrounding neighborhoods was indicated as ideal, with 98% of respondents favoring these or a mix of local and national chains over solely big-box stores. The idea of anchoring parts of the corridor as neighborhood hubs was generally positively received, and corresponds with the desire for the corridor to be accessible via foot, bike, and transit and be accommodating to these modes of travel. The desired amenities at each of the hubs was a little different for each, indicating different needs of those living in neighborhoods adjacent or near the hub compared to those of the entire City and the opportunity to support neighborhood character and desires while also improving the corridor. Further exploration and implementation of these opportunities for improvement are supported by the community.

There are many aspects of the challenges with parking, but adding more parking on Mack may not be the best solution.

When asked if overflow parking on side streets is a problem, only 13% of respondents said yes, with an additional 41% indicating that it was sometimes a problem. Many problems with parking on Mack Avenue were cited, including concerns for safety getting in and out of the car, not having a parking app and needing change to pay for parking, and reduced street maintenance such as plowing and sweeping due to cars parked along Mack all day. Eliminating parking fees or making it easier to pay for through an annual pass or parking app was suggested many times. Others noted that the existing parking lots are never full, indicating that there are already enough parking spots and the space would be better used as a bike lane to reduce the need for parking. All respondents who answered the question about what type of transportation they would like to see along Mack Avenue indicated a trolley was desirable. There were other calls to simply invest in public transit and improve bus stops, as well as to allow golf carts throughout the community to reduce the number of cars on Mack Avenue.

Single-family homes are the predominantly desired housing type, but mixed use along Mack is also of interest.

Single-family homes was selected as the type of housing respondents desire throughout their life, as new residents, and later in life. Attached townhouses/condos and cottage courts were the second and third most selected options. Along Mack Avenue, mixed-use buildings with residential units above first floor commercial uses are of interest, with particular interest for this use at the Mack and Cook intersection. Comments called for housing for an aging population and supports to age in place with condos and senior homes specified as needed and desirable. Generally, respondents were not in favor of adding multiple family options to the housing stock. Homeownership for all residents is desirable, although the cost of housing and high property taxes were identified as challenges. Maintenance of homes, and recognition and celebration of historic homes, were noted as areas to improve the existing housing options.

Pedestrian and cyclist safety a top safety concerns in the City.

Many of the comments received focused on issues and solutions to safety for those not traveling in vehicles. A mapping exercise identified areas throughout the City where crosswalks are needed, sidewalks should be repaired, speeds reduced, and visibility is problematic. High speeds on Mack, cars not yielding to pedestrians nor stopping before the intersection, and cars parked in places that reduce visibility when turning were all noted as challenges for pedestrians. A lack of bike infrastructure and poor road conditions were identified as deterrents for bicyclists. With 76% of respondents indicating that they are interested but either a cautious or concerned rider, a shared use path or a buffered bike lane will be needed for these cyclists to feel comfortable riding their bike. The City should consider how to improve pedestrian and cyclist safety, particularly along the major corridors, as part of its master plan discussions.

Finding ways to attract new families while maintaining the character of the community is seen as a necessary challenge.

Respondents are cognizant of the need to bring in new families, but also appreciate the small, quiet, bedroom community feel that the City has. It was noted that the City has many things that would attract families, such as parks, libraries, programming for young children, and the safety of the community. Concerns about the quality of the public school, and what it could mean for families coming to or staying in the City, were raised. Signature landscaping, street/pavement updates, and art were the most desirable gateway elements that could help mark that one has entered the City, create a sense of place and pride, and distinguish Grosse Pointe Woods from its neighbors. Programming for teens and young adults, or adults without children, was noted as a gap that could be filled to attract more residents and build community.

Additional results of these engagements is located in [“Appendix C: Open House Results” on page 124.](#)

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Goals & Objectives





BD

AH

S.K.

AH

M.M.

TS

B.W.

J.M.

N.H.

D.S.

Goals & Objectives

What are goals and objectives?

Goals are general guidelines that explain what the community wants to achieve. Goals are usually long-term and represent global visions, such as “Protect the City’s natural resources.” Goals define the “what,” “why,” and “where,” but not the “how.”

Objectives identify the milestones that mark progress in achieving goals and begin to answer “how” goals will be implemented. For example, with a goal of “protect the City’s natural resources” and objective might be to “maintain the City’s tree cover.”

Performance Indicators are the various measurable indicators that help communities evaluate progress towards meeting objectives. Following the previous example, if the objective is, “maintain the City’s tree cover,” a performance indicator would be percentage of total canopy. The community should evaluate performance indicators periodically to assess trends.

Action Items are more specific and define the steps to accomplish objectives and achieve the identified goals. The most effective action strategies will include timelines and assign each task to a specific person or group. For example, one action strategy to maintain tree cover may be, “Amend the Zoning Ordinance to include requirements for tree preservation and replacement.”

The action items for the goals of this Master Plan can be found in the [“Implementation”](#) chapter.

Goals & Objectives

The Planning Commission began to discuss the goals for this plan at a special meeting in July 2023. At that meeting, commissioners reviewed the goals from the previous 2006 plan. The review focused on the relevance of goals now, suggestions for consolidation and clarification of goals, and suggestions for additional goals to align with the vision from the joint visioning session and to address challenges identified.

Goals of the Master Plan

The overall goals of this Master Plan are as follows:

- [Goal 1: Housing](#). Provide a range of housing choices for all ages, abilities, and incomes.
- [Goal 2: Economic Development](#). Elevate Mack Avenue as a thriving, vibrant commercial corridor that meets the daily needs of residents and is a destination for visitors.
- [Goal 3: Transportation](#). Enhance the entire transportation network to provide safe, convenient, and accessible transportation choices.
- [Goal 4: Community Character](#). Strengthen sense of place, identity, and character throughout the City and its neighborhoods.
- [Goal 5: Resiliency](#). Promote resiliency to create a more equitable and inclusive community.

Goal 1: Housing

Provide a range of housing choices for all ages, abilities, and incomes.

Overview

The City recognizes the need for different housing styles, sizes, and locations that allow people to stay in the community as people go through various stages of life if it wishes to retain current residents and attract new ones.

When communities have a wide spectrum of housing options to support residents, they can accomplish many goals. The availability of “attainable” housing helps accommodate everyone from young adults who are just beginning to live on their own, to families looking to grow, to older residents looking to downsize while staying in the community. It also provides for workforce housing. While there is no universal definition of “attainable housing,” The term was recently defined by the Urban Land Institute as “nonsubsidized, for-sale housing that is affordable to households with incomes between 80 and 120 percent of the area median income (AMI).”

The general rule of thumb based on guidance from the U.S. Department of Housing and Urban Development is to spend a maximum of 30 percent of a household’s income on housing costs, yet many people find themselves spending more on housing, leaving less of their income available for other household expenses. With housing costs on the rise and the supply of multifamily for-sale housing decreasing, the financial challenge of finding suitable housing options can particularly burden young adults and the elderly.

In Grosse Pointe Woods, with a median income of \$115,247, households should spend no more than \$34,574 per year or \$2,881 per month on all housing costs. For homeowners, this includes the mortgage payment, insurance and taxes. For renters, this includes rent and utility costs. »

Over half of open house respondents (56.6%) plan to live in the City for over 20 more years.

97.1% of housing units in the City are occupied according to the 2021 ACS. Of occupied housing units, 90.5% are owner-occupied while 9.5% are renter-occupied.

As of 2021, it was estimated that 569 residents over the age of 65 lived alone and another 2,146 households included at least one senior.

The median value of a home was \$274,000 in 2021, compared to \$307,128 (in 2021 dollars) in 2010. The Covid-19 pandemic may be factor in this decrease, but Census data for housing also often lags behind the current market reality, and accordingly, Housing Market Reports from Rocket Mortgages indicated a median sold price of \$305,000 in 2021, suggesting a steady housing market. Meanwhile, rent increased \$79 during that same time to \$1,576 in 2021.

“I strongly believe more affordable and higher density housing is a must and fully support ordinances that support such.”

“It also sounds great to have residential units built above buildings to the extent possible to further increase density.”

“I support and encourage home ownership over rentals and strongly opposed the construction of multi-family apartment complexes.”

Objectives

1. Encourage the development of new, high-quality senior housing opportunities, such as attached condominiums, multi-family or assisted living complexes, cottage court homes, or accessory dwelling units (ADUs).
2. Encourage a mix of residential housing styles (such as ranch and colonial-style single-family homes as well as single-family home-scaled buildings with multiple units like duplexes, triplexes, fourplexes, cottage court homes, townhomes, etc.) while maintaining neighborhood integrity and design compatibility.
3. Explore options for increasing density while maintaining the character of residential neighborhoods such as accessory dwelling units (ADUs, also known as in-law suites, granny flats, and carriage houses) and two- to four-unit housing in appropriate locations.
4. Consider ways to support housing independence for those of all abilities.
5. Maintain water, sewer, and utility infrastructure to meet the needs of residents.
6. Create new opportunities to live along or near the city’s major thoroughfares of Mack Avenue, Cook Road, and Vernier Road.
7. Work with adjacent communities to maintain high-quality, aesthetically pleasing housing options.

Action Items

The corresponding action items for this goal are contained in the Implementation chapter, [“Action Items” on page 76](#).

Performance Indicators

The corresponding performance indicators for this goal are contained in [“Table 9. Performance Indicators: Housing” on page 89](#).

In addition to housing costs, transportation costs can also be a substantial economic burden. For the Southeast Michigan region (SEMCOG), 25 percent of income is spent on housing and 22 percent is spent on transportation. In Wayne County, 22 percent of income is spent on housing and 21 percent is spent on transportation. In Oakland County, where housing costs are higher, on average, than the region, 31 percent is spent on housing, and 23 percent on transportation). According to the Center for Neighborhood Technology, the total housing and transportation costs for the City of Grosse Pointe Woods are 58 percent (36 percent on housing, 22 percent on transportation) of income.

Housing Variety

People of various incomes and experiences may choose to make the City home and expanding housing opportunities can particularly alleviate concerns for cost-burdened and elderly residents. Current residents who rent could be interested in staying in the community, but the entry-level purchase cost of a single-family home in the City may be too high, causing potential lifelong residents to relocate elsewhere. Increased housing options can empower residents to build equity towards home ownership and foster a greater sense of community.

One strategy to pursue a greater variety of housing options can be adding “Missing Middle Housing” to a community. Missing Middle Housing refers to a range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for a walkable environment. Importantly, these housing types provide diverse housing options along a spectrum of affordability, including duplexes, fourplexes, and bungalow courts, to support walkable communities and locally-serving retail. Missing middle housing can reduce the mismatch between the available housing stock and shifting demand and can improve housing attainability.

Accommodating multi-generational households and providing independent living spaces in a home through accessory dwelling units (ADUs) or housekeeping units—smaller dwelling units located on the same lot as a principal residence—could be a viable strategy to add housing options in the community. Aging residents, adult residents with aging parents, and residents with adult children returning home may all benefit from such accommodations through shared housing expenses, stronger familial relationships, enhanced safety, and reducing child and/or elder care needs. Unlike other housing types that serve these groups, ADUs require minimal changes to existing well and septic systems and can be developed on already-improved lots. If pursued by the City, design and site standards in the Zoning Ordinance can be used to reduce their visual impact, encourage structures that are complementary to the site and neighborhood, are supported by infrastructure, and prioritize the housing needs of City residents and their families.



An upper-level ADU in Portland, Oregon.

Source: Radcliffe Dacanay

Visitability and Universal Design

As people age, homes may need to be altered or residents may need to move to meet their physical abilities and maintain independent living. Two popular movements in design have followed the foundational American Disabilities Act (ADA)’s established minimum accessibility requirements for public spaces to help promote more accessible residential development. Visitable housing means housing that can be lived in or visited by people who have trouble with steps or who use wheelchairs or walkers. Characteristics like a zero-step entry, first-floor bathroom, wheelchair accessible doorways can help make housing more welcoming and comfortable for not only those with limited mobility, and also help parents with strollers, anyone moving into a new place, and post office or delivery workers delivering large packages. Similar to visitability, universal design promotes design that accommodates all individuals. However, while visitability primarily focuses on first-floor enhancements, universal design considers accessibility of entire structures.

Benefits of Missing Middle Housing

- **Meets demand for size and affordability for all ages.** Missing middle housing provides a practical and needed middle income and workforce housing option. Sharing land costs among multiple households makes it less expensive to purchase an individual unit than a single-family home of the same size and quality of construction. As more of our population ages, retires, and lives without children, smaller homes will be in demand.
- **Neighborhood-scaled.** The design and size of missing middle housing is very compatible with detached single-family homes. The housing types are medium density but have a lower perceived density.
- **Flexible sizing.** Homes can be used as infill, on small plots of land, or work with a existing natural features.
- **Historic character.** Homes that are too big for one family can be converted into multiple residences, preserving existing homes and neighborhood character while providing more appropriately sized housing for more people.
- **Sense of community.** Family members or friends can live with or near one another while having their own space or residence at every stage of life.
- **Walkability.** Homes near downtowns or mixed use areas increase walkability for residents and economic vitality for business owners and can reduce the need for a car and parking.

Best Locations for Missing Middle Housing

- Distributed throughout an existing single-family residential block
- On the end of a block
- As a commercial corridor transition to mixed-use and residential areas
- As a transition to higher density housing areas

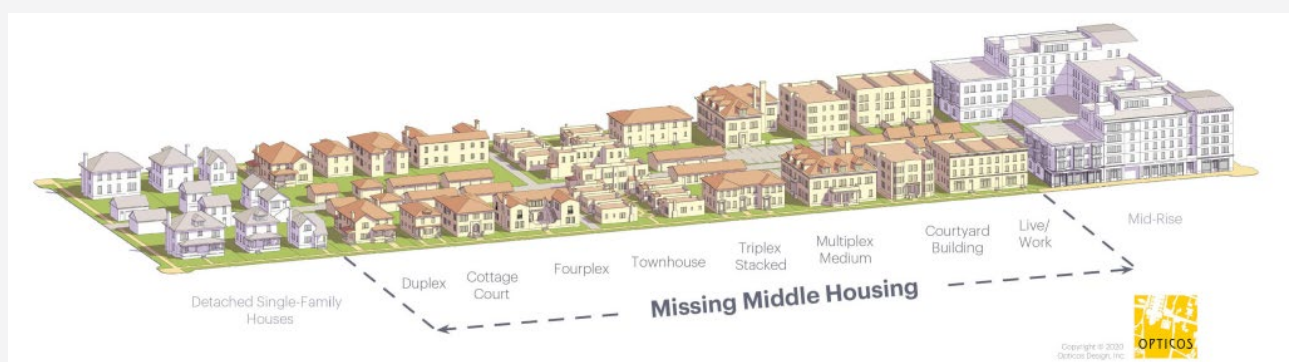
Who is in Missing Middle Housing?

Demographic groups that contribute significantly to the health and vibrancy of a community often reside in missing middle housing, including:

- Young professionals, who may otherwise locate elsewhere, even out of state.
- Young families and first-time homebuyers looking to build roots and purchase their first home.
- Retirees and empty nesters looking to downsize and stay in the community.
- Workers who would otherwise commute long distances, exacerbating congestion challenges.

These populations are often excluded from participating in the housing market even when there are attainable listings due to the competitive advantages posed by cash offers from wealthier individuals/investors.

Sources: *Opticos Design, "Missing Middle Housing"* and *AARP, "Discovering and Developing Missing Middle Housing"*



Goal 2: Economic Development

Elevate Mack Avenue as a thriving, vibrant commercial corridor that meets the daily needs of residents and is a destination for visitors.

Overview

Mack Avenue is the backbone of the community, providing amenities to residents and visitors as well as employment opportunities. Working to make this a corridor which can serve a variety of daily needs and attracts businesses and visitors to Grosse Pointe Woods is a priority for maintaining and improving the City's quality of life.

Studies have found that local spending helps the local economy more than spending that comes from outside the community as spending at local businesses has a higher recirculation rate than spending outside of the community does. Money spent at local businesses is then spent on other local goods and services, creating a more significant impact than when money is spent in other communities. One study conducted in 2004 found that for every \$100 spent at a local business, approximately \$68 stayed in the local economy. When the same amount was spent at a big box store, only about \$43 stayed in the local economy (The Andersonville Study of Retail Economics).

Current trends such as a shift to remote work due to the COVID-19 pandemic and rising internet sales has led to a decline in commercial and office demand. Commercial developments which are anchored by residential uses have demonstrated success in maintaining occupancy. Mixed use developments often include greater density housing types with neighborhood-scale commercial goods and services to serve the residents therein and could be an appropriate option along Mack Avenue. Mixed use developments are particularly amenable to the needs of seniors and children who often do not drive, by providing increased accessibility and opportunities for walkability that are not present in other areas of the City, further away from Mack Avenue. These developments could result in enhanced mobility outcomes and greater independence to meet other trends like an aging population and housing supply shortages.

Based on input from the open house, residents generally prefer a lively Mack Avenue with a high amount of activity with local and chain businesses, but not necessarily big-box stores or national chains.

The City has a high labor force participation rate of 66.9%, but relatively few jobs within the community and the vast majority of residents are employed outside of the City.

“[P]lease regulate the type of business that is opening. Maybe have a limit as to the number of nail salons, urgent care facilities and when the number is reached then that's it.”

“Our current address is within walking distance to the businesses on Mack and that is something we love about it. The primary reason we moved where we are, is the accessibility of businesses and the ability to have an urban feel, while still having a home in a neighborhood. Anytime there is even the slightest rumor of a new restaurant coming to town, we get extremely excited.”

Objectives

1. Encourage the strategic development of commercial businesses along Mack Avenue that primarily offer the types of goods and services used by local residents.
2. Maintain the aesthetic appearance of Mack Avenue.
3. Attract people to visit and spend time in the corridor.
4. Encourage a mix of commercial and residential uses within the Mack Avenue Corridor.
5. Promote a safe and attractive shopping environment for multimodal users.
6. Improve the appearance of the alleys running parallel to Mack Avenue.
7. Improve the development review process for businesses, property owners and developers.
8. Work with adjacent communities towards a balanced mix of retail, personal service, and entertainment options in the area.

Action Items

The corresponding action items for this goal are contained in the Implementation chapter, [“Action Items” on page 76](#).

Performance Indicators

The corresponding performance indicators for this goal are contained in [“Table 10. Performance Indicators: Economic Development” on page 89](#).

Mack Avenue is the City's primary commercial and transportation corridor, providing most of the jobs and employment in the City. With low vacancy rates, the City hopes to be proactive about identifying, attracting, and retaining businesses that are good fits for the community. Redevelopment of vacant and underutilized sites can result in greater job growth along the corridor in the coming years.

Grosse Pointe Woods is home to many businesses of a personal service nature and the limited availability of certain goods and services can cause residents to travel outside of the city for some shopping, dining, and entertainment needs. When residents can live, work, and play along Mack Avenue within proximity of their homes, making the corridor more vibrant, the community will be more attractive for everyone, including visitors. Development which incorporates a greater mix of uses to help meet demand and create a focal point for the community is encouraged.

Grosse Pointe Woods benefits from the efforts of the Grosse Pointe Chamber of Commerce and the more focused direction from the Avenue in the Woods, which promotes the business community along Mack Avenue in the City. Encouraging the continued involvement of property owners along the corridor to resolve the City's development limitations and provide feedback on design and streetscape enhancements is important. A more collaborative business environment may also enable the City to take advantage of a business improvement district (BID), a principal shopping district (PSD), and/or a corridor improvement authority (CIA). These economic development tools should be considered to leverage resources that already exist and gather support to focus efforts in a single direction.

Benefits of Local Economic Development

- **The Multiplier Effect.** The multiplier effect refers to the economic phenomenon of initial spending leading to increased consumer spending within a community, resulting in greater income for that community. It is estimated that for every \$1 spent locally, your dollars circulate through the local economy two to four times more than money spent at a non-local company.
- **Local Jobs are Created and Sustained.** The multiplier effect, as well as your initial local spending, creates and keeps jobs in the area. This improves household finances, increases disposable income, and keeps money circulating.
- **Increased Tax Base.** More dollars spent and more people working in the community creates a larger tax base.
- **Greater Provision of High Quality Services and Infrastructure.** With more funds available to local governments, more and higher quality services and infrastructure can be provided. These things such as road improvements and repairs, water and sewer infrastructure, robust and reliable high speed internet, more recreational spaces and programming, and generally better governmental operations can greatly improve quality of life for many residents and decrease individual resident and homeowner costs.
- **Diversifies the Economy, Making it Less Susceptible to Downturns.** Just like in personal investing, diversifying the investments made in a community through the businesses that locate there can reduce the risk that the community will be greatly impacted if there is a change in the course for that business or industry.
- **Supports Community Identity and Pride.** Local commercial corridors can help define and mark a community, both for residents and visitors. Supporting local businesses and the entire business corridor can create a "third place" – semi public, semi-private spaces that are not home or work/school – where people can spend time with friends, get their needs met, and engage in the community.

Business Improvement District (BID) / Principal Shopping District (PSD) / Business Improvement Zone (BIZ)

BIDs may be used as economic development tools to collect revenues, levy special assessments, and issue bonds for a municipality to address the maintenance, security, and operation of a specific district. A BID or PSD must be located in an area that is predominantly commercial or industrial. While a BID can be created by resolution, a PSD must be included in the Master Plan that includes an urban design plan designating the development of a PSD. A BID board will include a representative of the local government as well as nominees of the businesses and property owners in the District.

Corridor Improvement Authority (CIA)

A CIA is a type of tax increment financing (TIF) district, or specified area where the tax increment, or tax revenue generated by new improvement value, is allocated and spent within the district rather than in the General Fund. A CIA typically bonds for desired improvements and uses the increment to pay off bond debt overtime. If a corridor is unlikely to generate significant investment following bonded improvements, the Authority will be unable to pay off its debts. As such, it is important to consider whether projected tax increment is substantial enough to make a TIF district financially viable.

More nuanced strategies for developing Mack Avenue are set forth specifically in the [“Mack Avenue Corridor Plan” on page 44.](#))

Goal 3: Transportation

Enhance the entire transportation network to provide safe, convenient, and accessible transportation choices.

Overview

Improving and increasing the ways residents and visitors can get around the City, including enhancing the safety for nonmotorized transportation options, is key to creating a vital commercial corridor and improving health.

'Complete Streets' is a term used to describe a transportation network that includes facilities for vehicles, pedestrians, cyclists, and other legal users of all ages and abilities. In 2010, Michigan passed the Complete Streets legislation to encourage and justify the development of Complete Streets in communities. At that time, Michigan's Planning Enabling Act was also amended to require master plans to address Complete Streets. Communities that adopt Complete Streets policies recognize that:

- Complete Streets provide transportation choices, allowing all people to move about their communities safely and easily.
- Complete Streets policies acknowledge the problems with current transportation facilities.
- Implementing Complete Streets strategies will make communities better places to live and work.

An important element of the Master Plan is a plan for the overall system of streets and roads, providing for the movement of people and goods to and from places inside and outside the community. Road rights-of-way also provide places for utilities such as water lines, gas lines, sanitary and storm sewers, cable television lines, electrical power and telephone lines to co-locate, lowering the need for easements across private land. Because of these combined roads and utility function, the system of roads in a community can impact economic conditions, environmental quality, energy consumption, land development, and overall quality of life in a community.

The majority (71.3%) of resident workers 16 years of age or older drive alone to work and 21.4% worked at home. Approximately 1% either took public transportation, walked, or biked, and the remaining 4% carpooled.

Several intersections along Mack Avenue have the highest rates of vehicle crashes in the City, with intersections at Vernier Rd., Lancaster Avenue, Littlestone Road/Shelbourne Road, Lochmoor Boulevard, and Cook Road ranked as high frequency crash locations.

The percentage of roads in the City that were rated as "fair" increased 8% to 48% between 2007 and 2020-2021. However, the share of roads rated as "good" decreased 18% during that time, resulting in more roads being considered to be in "poor" condition.

"Mack Avenue is like a racetrack."

"Lochmoor [Boulevard] on the east side of Mack [Avenue] is a beautiful stretch for pedestrians and cyclists. Honestly, a lot of the city is walkable and I'd love to see this focused and improved upon. (Might help with parking too if there are less cars.)"

"Local public transportation would also help in bringing vitality to the district."

"I believe better and more cross walks would enable more foot traffic and more potential for more foot traffic into the local shops. It may also encourage more unique shops on Mack."

Objectives

1. Encourage the maintenance of and/or improvements to local streets and sidewalks to ensure safe access to the City’s residential neighborhoods.
2. Provide linkages for various modes of transportation to the City’s commercial districts.
3. Encourage through traffic to bypass residential neighborhoods.
4. Improve safety, comfort and convenience for non-motorized transportation.
5. Promote sufficient, accessible and attractive parking along or adjacent to Mack Avenue.
6. Prepare for micro-mobility, electric vehicles, autonomous vehicles, and other new transportation technologies.
7. Collaborate with adjacent communities to explore additional transportation options, such as a trolley, in the area.

Action Items

The corresponding action items for this goal are contained in the Implementation chapter, [“Action Items” on page 76](#).

Performance Indicators

The corresponding performance indicators for this goal are contained in [“Table 11. Performance Indicators: Transportation” on page 90](#).

Opportunities

Other than ongoing maintenance to keep local streets and sidewalks in good repair, there may be opportunities to further enhance the City's transportation network to better serve all users. These may include the following:

- **Site Design.** Minor improvements within a site can improve the usability of public non-motorized facilities such as requiring safe pedestrian connections from building entrances to street sidewalks, requiring parking facilities, including bike racks and/or storage, lockers along with parking for motorized vehicles and considering access management within the parking lot. All bike parking should meet APBP (Association of Pedestrian and Bicycle Professionals) guidelines. Ensuring City facilities are accessible and incorporate elements of universal design, or “the design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design” as defined by [The Center for Universal Design](#), is also a strategy the City may pursue to promote connectivity for all users.
- **Access Management.** Typical driveway standards require alignment or minimum offsets, as well as separation from intersections and other driveways on the same side of the street to improve safety of motorists. Additional access management techniques include limiting the number of access drives on major roads, shared drives, encouraging joint access easements and maximizing corner clearance requirements especially for intersections that require special attention.
- **Collaboration.** Collaboration with multiple stakeholders is another important tool for successful implementation. Indeed, with road facilities connecting with and shared by adjacent communities, it is critical to have shared visions of local transportation goals. Most of the time, the roadway jurisdiction determines the combination of outside agencies that are required to be part of the stakeholder team. Local residents, surrounding municipalities like the Grosse Pointes, the WCRC (Wayne County Road Commission), Southeast Michigan Council of Governments (SEMCOG), Michigan Department of Natural Resources (MDNR), Michigan Department of Transportation (MDOT) and other local non-profit agencies are potential members of a team.

Curb Extensions

The National Association of City Transportation Officials (NACTO) outlines street design elements and strategies that cities should use in its [Urban Street Design Guide](#). The guide suggests several opportunities for curb extensions which may be applied on Mack Avenue. (Further consideration of transportation for Mack Avenue can be found in the [“Mack Avenue Corridor Plan” on page 44.](#))

According to NACTO, curb extensions visually and physically narrow roadways, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees. They may have multiple applications and may be segmented into various sub-categories.

- **Gateway.** Curb extensions which are often applied at the mouth of an intersection. When installed at the entrance to a residential or low speed street, a curb

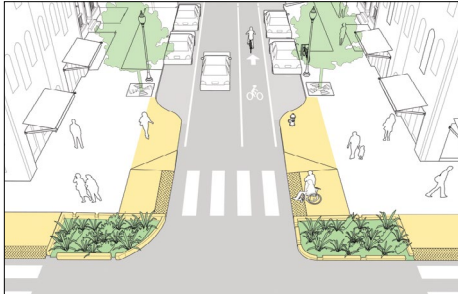
Benefits of Curb Extensions

- Decrease the overall width of the roadway and can serve as a visual cue to drivers that they are entering a neighborhood street or area.
- Increase the overall visibility of pedestrians by aligning them with the parking lane and reducing the crossing distance for pedestrians, creating more time for preferential treatments such as leading pedestrian interval and transit signal priority.
- Tighten intersection curb radii and encourage slower turning speeds.
- Can be implemented using low-cost, interim materials. In such cases, curb extensions should be demarcated from the existing road- bed using temporary curbs, bollards, planters, or striping.

Source: NACTO



extension is referred to as a “gateway” treatment and is intended to mark the transition to a slower speed street and increase the overall visibility of pedestrians by aligning them with the parking lane and reducing the crossing distance for pedestrians. Gateways can allow for enhancements such as seating or greenery or be combined with stormwater management features to absorb rainwater and reduce the impervious surface area of a street. In advance of a full reconstruction, gateways can be designed using striping or signage that communicates the entrance into a slow zone.



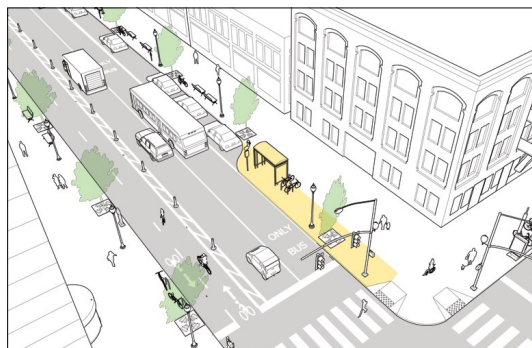
Example:
Birmingham, MI
Source: NACTO

- Pinchpoint.** “Pinchpoints” or “chokers” are curb extensions applied at midblock to slow traffic speeds and add public space. Pinchpoints can facilitate midblock pedestrian crossings and street trees can be planted to narrow the overall profile of the roadway. Bicycle racks can be combined with curb extensions, especially in areas where bicycle parking is insufficient or demand for long-term or short-term parking is unmet.



Examples:
Eugene, OR
and San Francisco, CA
Source:
NACTO

- Bus Bulbs.** Bus bulbs are curb extensions that align the bus stop with the parking lane, allowing buses to stop and board passengers without ever leaving the travel lane. Bus bulbs help buses move faster and more reliably by decreasing the amount of time a bus takes to merge in and out of traffic and prevent motorists from double parking in the bus stop. Bus bulbs should be equipped with transit shelters whenever possible to make transit more attractive and may be combined with off-board fare collection for faster payment options. Bus bulbs may be combined with amenities such as wayfinding maps, plantings, and trees to enhance the overall transit user experience.



Examples:
Glendale,
AZ (top) and
Alexandria, VA
Source:
NACTO

Goal 4: Community Character

Strengthen sense of place, identity, and character throughout the City and its neighborhoods.

Overview

Creating a specific look and feel to the City that instills pride in residents and inspires visitors is an important strategy to attract and keep businesses and residents in the City.

Community character is an important element of a place. It helps people feel connected to the spatial and physical elements, as well as the other people there. The most evident factor in creating and maintaining a place's character is appearance. The physical attributes of places may be the only impression people have of the community. Components of community identity, such as banners, particular sidewalk markings, or gateways can help people identify the boundaries of a specific area and connect that to specific events, experiences, or people. Other strategies for creating community character include events (particularly if they are on a regular basis), activation of vacant and public spaces, pop-up events, and pop-up businesses. All of these could be useful strategies to employ along Mack Avenue. Collaboration with business owners would be helpful in creating this sense of identity and drawing people into the area to enjoy what the businesses have to offer.

Creating and nurturing civic identity is critical for effective and efficient local governance. Civic identity can instill pride in residents that encourages them to vote in local elections as well as participate as City board/commission members. A solid, recognizable civic identity works with community character to support economic development—both for business attraction and retention. It can also support local institutions who may rely on people from outside the community to understand where they operate.

Strategies to build community character along Mack Avenue are identified in the [“Mack Avenue Corridor Plan” on page 44](#). These strategies may be used at smaller scale in the City's neighborhoods.

Based on input from the open house, walkability, parks, and proximity to Detroit were identified as defining characteristics that people love most about Grosse Pointe Woods.

Attendees also shared landscaping is the element they believe would be most appropriate to enhance gateways to the City and contribute to the identity of the community. Art, streets/pavement, and lighting would also be desired.

“We love the neighborhood feel of the community.”

“It doesn't seem like the city has a cohesive viewpoint of how the city should look and then make sure it is followed by business owners and residents as well.”

“Uniformity of Mack Avenue is a must to make our city a beautiful place to live and to attract younger generations to Grosse Pointe Woods.”

Objectives

1. Strengthen and enhance the single-family character of existing neighborhoods, with quality parks, commercial areas, public services, and schools.
2. Offset negative impacts of commercial activities (e.g., noise, light, traffic, etc.) on residential areas with well-designed buffers and transitions.
3. Promote neighborhood identity.
4. Maintain quality parks.
5. Ensure existing single-family homes are consistent with the surrounding neighborhood.
6. Maintain quality building materials and design throughout the City.
7. Identify, preserve, and enhance the culturally significant sites in the City.
8. Promote public art throughout the City.

Action Items

The corresponding action items for this goal are contained in the Implementation chapter, [“Action Items” on page 76](#).

Performance Indicators

The corresponding performance indicators for this goal are contained in [“Table 12. Performance Indicators: Community Character” on page 90](#).

Goal 5: Resiliency

Promote resiliency to create a more equitable and inclusive community.

Overview

As we learned during the COVID-19 pandemic, it is not enough to have a thriving and vibrant area; resiliency is also needed. Improving the City's environmental, social, and financial resiliency to future shocks and disruptions will help Grosse Pointe Woods manage the challenges created and rebound sooner.

It is becoming critical to include concepts of resiliency and sustainability into land use plans. Though they are related, resiliency and sustainability are not the same. Sustainability is the well-established concept that focuses on decreasing or eliminating the detrimental future impacts of our current activity. Resiliency recognizes that our built environment will be subject to stresses and is the practice of designing that environment in a way that can endure those stresses. Some threats are ongoing, persistent stresses, while others are sudden shocks or single events that disrupt the day-to-day functioning of the community.

As we plan for the future, many of the challenges we will face are related either directly or indirectly to our place in larger systems, both natural and man made. We often have little direct local control over these systems, but adapting to change and discovering our role in contributing to the health of these systems is nonetheless essential to planning for a community that can survive and thrive even in the face of the most severe challenges.

Michigan is affected by our changing climate in many ways, some of which may seem counterintuitive. For instance, as average annual temperatures rise, the chance of prolonged deep freezes such as those experienced in the 2013-2014 and 2014-2015 winters may increase, as warming elsewhere on the planet destabilizes the jet stream, allowing Arctic air that would normally be trapped further north to descend into the Upper Midwest.

45.4% of land in the City is impervious.

40.7% of land in the City is open space (agricultural fields, grasslands, turfgrass).

33.7% of the City is covered by tree canopy.

“We have a great community with beautiful and safe parks and neighborhoods. I appreciate that we are a tree city but we don't have many open areas to roam. We need to keep as much green space as possible and replace trees were they have been removed in the city areas.”

“If you want to talk about making our city thrive - make it accessible for everyone - the business owners, the citizens, the able bodied and those that are not able to drive, but who can walk, bike, utilize their wheelchair to get around instead!!”

Objectives

1. Promote the City as an attractive community for all.
2. Increase healthy tree canopy throughout the City.
3. Increase resident participation in community events and decisions.
4. Prepare for severe weather events, flooding, and other environmental threats.
5. Continue quality City services and ensure efficient administration of City services.
6. Ensure the City's Master Plan and Zoning Ordinance continue to reflect the community's vision and needs.
7. Support a variety of work environments, including home-based businesses and co-working spaces.
8. Collaborate with adjacent communities in preparedness and resiliency planning.

Action Items

The corresponding action items for this goal are contained in the Implementation chapter, ["Action Items" on page 76](#).

Performance Indicators

The corresponding performance indicators for this goal are contained in ["Table 13. Performance Indicators: Resiliency" on page 91](#).

Though an entire community will be affected by a major event such as a severe storm, flood, or long power outage, certain segments of the population are more vulnerable to the effects of such events, and in some cases are also more likely to live in locations that are more likely to be severely affected.

Though the most vulnerable populations will vary based on the specific event, certain population segments warrant special attention even in a general analysis. Low-income households may lack the financial resources to support quick recovery after a disaster or to prepare effectively for likely future events. The elderly and disabled may similarly lack financial resources and mobility, and may be more socially isolated than other groups. Especially in extreme heat events, the elderly and very young children are much more likely to be badly affected, including to the point of hospitalization, than the general population. Providing barrier-free access to community facilities and incorporating elements of universal design can also play a crucial role in resiliency planning, making resources and spaces accessible to a wider range of people during disruptions.

Sustainability and resiliency planning helps create a more equitable and inclusive community where people want to live, work, and play. Future planning should include: further refining sustainability and resiliency in the context of the City determining areas of focus and goals, gathering baseline data related to focus areas, and setting up systems to monitor, collect, record, and analyze data.

Moving forward, planning efforts should include a public outreach process in two basic parts: education and input. Education includes making community members aware of potential threats and the process of planning for them, with an emphasis on outreach to the most vulnerable members of the community. The input process should offer the opportunity for residents and other stakeholders such as City staff, commercial property owners and business owners to engage in detailed, focused conversations regarding resiliency planning issues.

Tree Canopy

Studies have shown that trees and greenery in a neighborhood reduce stress and anxiety for residents and visitors, encourage exercise and generally make people more civil.¹ In addition to their aesthetic value, collectively, trees serve many useful environmental and economic purposes that should be recognized for planning. These include the following:

- **Mitigating the heat island effect:** Asphalt and concrete streets and parking lots increase urban temperatures by three to seven degrees. Trees provide shade and mitigate the heat island effect found in cities and areas with lots of impervious surface. In addition, trees near homes can help lower cooling costs in warmer months. Additionally, trees provide some mitigation against flooding, which is becoming more frequent regionally.² Likewise, trees can buffer harsh winds, saving energy on heating buildings in the winter.
- **Filtering pollution:** Trees improve air quality by producing oxygen and soaking up particle pollution.
- **Increasing property value:** The U.S. Forest Service estimates that trees can increase property values from 5-20%. When combined with a walkable business area, nearby home values increase by about \$3,500 in a treeless neighborhood, but more than \$22,000 in a tree-lined one.³
- **Providing habitat:** Trees are often home to a variety of birds and animals.

1 U.S. Department of Agriculture, Forest Service. 2018. Urban nature for human health and well-being: A research summary for communicating the health benefits of urban trees and green space. FS-1096. Washington, D.C. 24 p.

2 <https://www.epa.gov/soakuptherain/soak-rain-trees-help-reduce-runoff>

3 Donovan, G.H.; Butry, D.T. (2010). Trees in the city: Valuing street trees in Portland, Oregon. *Landscape and Urban Planning* 94:77-88.

According to the non-profit advocacy organization, American Forests, there is no one-size-fits-all benchmark for tree canopy coverage. They note a range of canopy coverage from 40-60%, recognizing that there are constraints to planting and maintaining healthy trees, such as:

- “Development densities (i.e., dense development patterns with more impervious surfaces have less opportunity for cover);
- Land use patterns (i.e., residential areas may have more opportunity for canopy than commercial areas, but canopy cover tends to be less in residential areas of disadvantaged communities versus wealthy ones);
- Ordinances (i.e., parking lot shade ordinances promote cover over some impervious areas); and
- Climate (i.e., canopy cover in desert cities is often less than tropical cities).”

As the City moves forward with implementing this Master Plan, a starting point could be to inventory the existing trees in the City. This could be done in collaboration with the City’s Community Tree Commission and conducted with professional assistance, or by engaging with a volunteer group, to identify the location, type and general health of the City’s trees. Once inventoried, a plan/schedule for ongoing maintenance and planting of new trees can be developed.

Mack Avenue Corridor Plan





Mack Avenue Corridor Plan

Grosse Pointe Woods is a distinctive community that features unique homes and walkable neighborhoods, easily accessible park space, and a vibrant shopping district along Mack Avenue. Mack Avenue is a heavily traveled, well-built-out corridor that runs from Detroit to St. Clair Shores, through the Grosse Pointes. Through communities to the south, Mack Avenue is either five lanes (four travel plus one center turn lane) or 4 lanes with a 20–30-foot wide median. In Grosse Pointe Woods, the corridor is wider – with a 150-155-foot right-of-way - and 44-foot wide median. The Wayne County Road Commission is responsible for the maintenance and improvement of this roadway.

In Grosse Pointe Woods, the corridor contains a mix of civic uses, retail shops, restaurants, personal services, offices, and institutional uses such as places of worship. Within a two-mile stretch, shopping, dining, and recreation are all accessible.

Businesses, primarily found on the west side of Mack Avenue, maintain varied schedules, with some opening early in the morning, others open during normal hours, and certain restaurants operating later into evening. This supports all-day activity and lends the corridor a sense of vitality.

Most buildings in the corridor are one story and most storefronts have large, inviting windows with creative displays. Sprinkled throughout the corridor are benches, sidewalk signs, or other outdoor amenities, such as dining areas, but these are limited in number.

The wide median that divides Mack Avenue contains mature trees with expansive tree canopy that gives this section of Mack Avenue a distinct character. While most visitors will reach this shopping district by car, the district is accessible for pedestrians and bicyclists. Parking is typically available in parallel parking spaces and, in some cases, behind establishments. An intact alley system parallels Mack Avenue on the west side, providing additional access to businesses.

Even with these strengths, there are opportunities for improvement, particularly with respect to improving the public realm, pedestrian safety, branding and beautification. In 2017, a “Mack Avenue Vision Plan” was developed that touched upon many of these opportunities. Much has been accomplished, and yet the corridor revitalization process is constant. Communities never “finish” this work.

Physical Appearance

The first impression visitors have in a commercial corridor is its appearance. In fact, these physical attributes may be the only impression people have of the community if they are traveling through the area, as is common along Mack Avenue. The quality and character of buildings—and the spaces between buildings—provide the context for the story of Grosse Pointe Woods. There are some strategies that the City could explore to improve the physical appearance of the corridor.

Require quality building materials. The type and quality of building materials contribute to the overall character of the corridor. Natural materials such as wood, brick, glass and stone have the ability to convey a sense of the organic way the corridor has evolved. These long-lasting building materials suggest permanence and should be preserved and restored whenever possible.

The proportion of materials on a building is as important as the materials themselves; the bulk of the building should be one main material that is enhanced with complementary materials. High-quality accent materials at the ground level add to the feeling of attention to detail and appeal to pedestrians. The addition of unique building lighting and door hardware also adds interest at the street level.



Provide façade improvement incentives. As noted in the 2017 plan, Grosse Pointe Woods features many commercial buildings over 50 years old and it may be challenging to keep the streetscape looking fresh and attractive when dated building facades need to be renovated and landscaping enhanced. The city may wish to explore a mechanism for façade improvement incentives, which could include tactics from an expedited approval process to grants that reimburse businesses/property owners for enhancements that meet certain standards.

Update design standards. The Zoning Ordinance provides design standards that apply in the commercial districts of the City. They begin with noting that “the use of assorted architectural design elements generally described as “Colonial,” “Williamsburg Colonial,” “Georgian Colonial,” “Early American,” “Classic” or “Traditional” are encouraged but not required.” These styles reflect the time in which the corridor developed, but there may be fresh approaches to development that could better encourage a refresh of the corridor. A mix of architectural styles is a great way to show the evolution of the corridor and suggest it’s still evolving.

Public Realm

Create engaging street walls. Often people travel to Mack Avenue for one purpose: to visit a specific shop, restaurant, or other use. Yet, frequently people find that parking in front of that one destination is not available. To encourage people to park and walk to their destination, it is important that there is something interesting to see and do along the way. This may be done by creating a continuous “street wall,” that engages the public and creates visual interest from parking areas to various destinations. The purpose is two-fold: 1) provide a continuous line of shops, restaurants, and other venues as well as interesting public spaces that capture the attention of the strolling pedestrian, and 2) generate interest in products and services that attract visitors into local businesses. Most of Mack Avenue is developed in this way; however, there are places where curb cuts/driveways interrupt this pedestrian flow.

Support a more vibrant public realm. The public realm is defined as the spaces framed by buildings: sidewalks, streets, plazas, alleys, passages, parking lots, and other open spaces. In most cases, when buildings are set at the property lines, the areas framed by buildings is public space. The public realm presents the opportunity to shape the character and feel of the corridor through street furniture, art, landscaping, and lighting. The concepts noted above that create an engaging street wall apply to the public realm as well since these spaces knit the various parts of corridor together.

Establish coordinated streetscape elements. Coordinated streetscape elements encompass a variety of features that contribute to the overall look, functionality, and safety of a street. Together they reinforce “the place” that is the Mack Avenue Corridor in Grosse Pointe Woods. Some of the common elements include:

- **Street furniture.** This includes benches, tables, trash receptacles, bike racks, and bollards. Consistent design and placement of these elements throughout the area creates a unified aesthetic.
- **Lighting.** Streetlights, sidewalk lighting, and decorative lighting all play a role. Coordinated lighting ensures proper illumination for safety and creates a consistent ambiance.

- **Signage.** Traffic signs, street signs, informational kiosks, and even bus stop signs all fall under this category. Consistent design and placement improve wayfinding and visual coherence.
- **Paving and sidewalks.** The materials, textures, and patterns used for sidewalks, crosswalks, and street surfaces contribute to the overall character of the streetscape. Maintaining a consistent approach creates a cohesive feel.
- **Landscaping.** Trees, shrubs, planters, and other greenery add beauty and soften the urban environment. A coordinated landscaping plan ensures a unified aesthetic and placement that doesn’t obstruct pedestrian flow or sightlines.
- **Banners.** Changeable banners can be decorative and informative, changing with the seasons and to celebrate festivals or other events. The City of Grosse Pointe Woods has a banner program that should be assessed annually to ensure banners remain in good condition.

Public art, including sculptures, murals, and other artistic elements, can add character and interest to a streetscape. This is discussed in greater depth in the next section ([“Placemaking & Public Art”](#)).

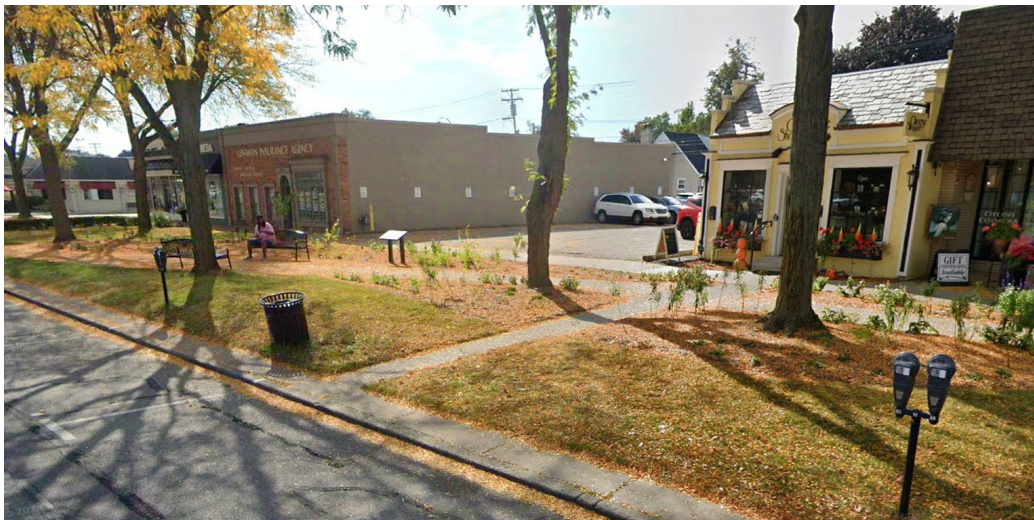


Street furniture currently in the City.



Streetscape elements in the City.

Create additional pocket parks or plazas. All communities are enhanced by parks, green space and resting areas where members of the community can gather or simply relax during neighborhood walks. The City of Grosse Pointe Woods is fortunate to have several parks within its boundaries, including Ghesquiere Park, which sits behind City Hall (with frontage on Mack Avenue). Pocket parks and plazas sprinkled throughout a commercial corridor offer a surprising bounty of benefits, making the area more attractive, vibrant, and economically prosperous.



The City has recently added a butterfly garden with benches as a pocket park on Mack Avenue between Lennon and Beaufait.

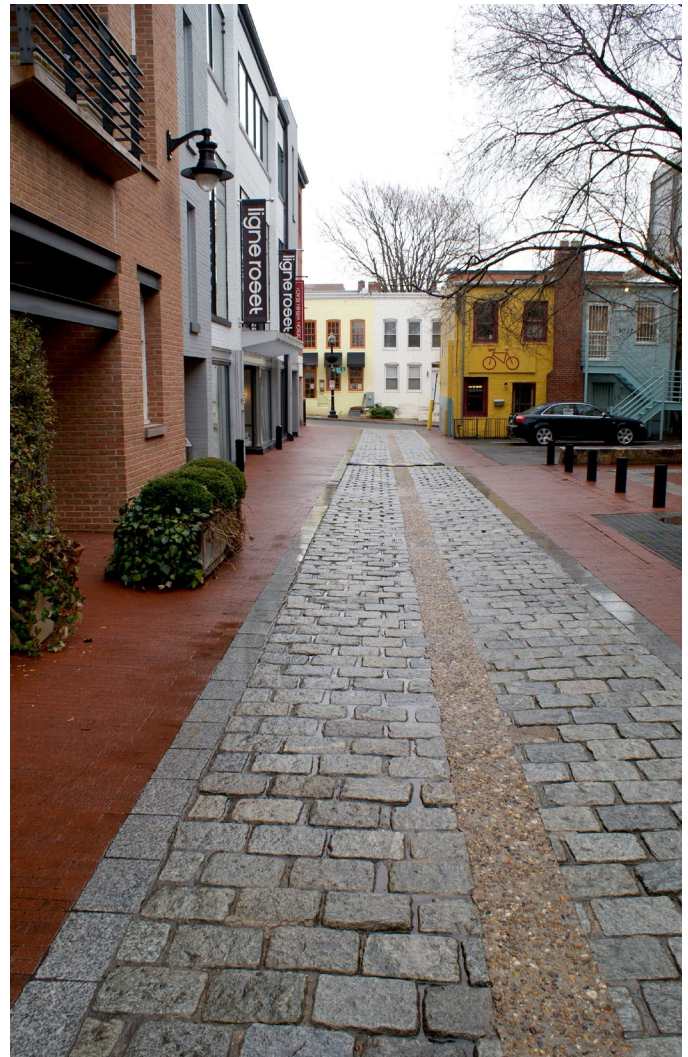
Source: Google Earth

Pocket parks/plazas could be public or semi-public, when located on private property, but available to patrons and potentially passersby. Strategies to add more pocket parks/plazas could include:

- **Eliminate curb cuts.** Look for opportunities to eliminate curb cuts onto Mack Avenue; businesses with side street and/or alley access may not also need additional drives.
- **Explore the conversion of parking lots with frontage on Mack Avenue.** There are a few parking lots with frontage on Mack Avenue that could offer great opportunities to be converted into a park/plaza. The Future Land Use plan suggests an expansion area behind Mack Avenue businesses that could offer new potential parking areas, which would allow the potential for conversion of Mack Avenue lots.
- **Acquire underutilized property.** An inventory of existing buildings in the corridor may suggest whether underutilized property exists and could be converted into public park/plazas.
- **Explore temporary or permanent public street closures one block from Mack Avenue.** Allow for temporary pilot projects to close streets, moving vehicles through the adjacent alleys or to other streets, for special events to test whether a park/plaza would be welcomed by the community and businesses. These spaces can host farmers markets, pop-up shops, art exhibits, or outdoor performances, injecting vibrancy and attracting customers.

Alley enhancement program. Most ground-floor buildings in a traditional downtown setting, like here in Grosse Pointe Woods along Mack Avenue, have a front façade that is the focus of most design attention and visibility to motorists and pedestrians. This traditional urban pattern often includes a rear alley that provides an alternative pedestrian pathway and functions as a service entrance for many shops and businesses. This rear façade area may also be highly visible to large off-street parking lots located behind Mack Avenue buildings. The functional aspects of the Mack Avenue alley network provide a basic level of utilitarian access for business access, marginal parking opportunities, trash removal, utility connections and public safety access.

These alley areas can be a place where the pedestrian feels welcome or uncomfortable. Good design can incorporate streetscape, lighting, and other design elements that welcome the pedestrian, while preserving the service function of the alley.



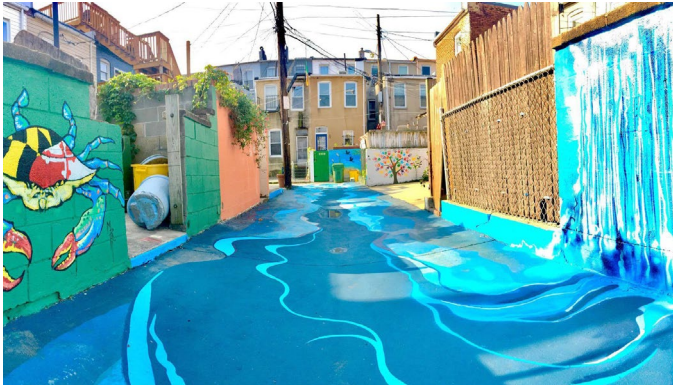
Alley areas currently in the City.

Cady's Alley in the Georgetown area of Washington, D.C., is an excellent example of how a service area can be welcoming to pedestrians. This alley has become the location for many home furnishing stores, dining, and offices.



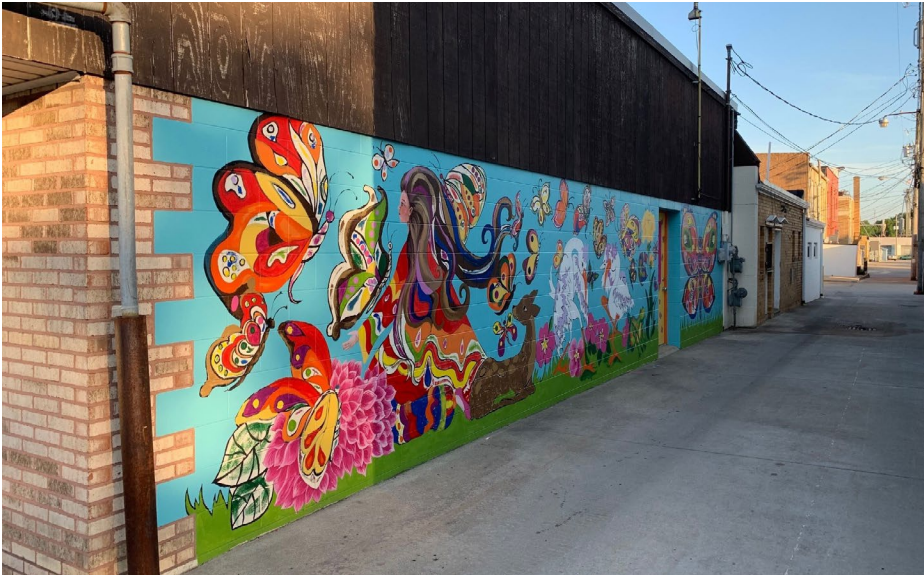
The city of DeLand, Florida, transformed a service alley in its historic downtown into a pedestrian walkway featuring shops, restaurants and decorated with murals and string lights. It is also home to a farmers market which is open every Friday evening.

Source: Artisan Alley Farmers Market



The city of Baltimore, with roughly 600 miles of alleys, has long been engaged in alley beautification efforts.

Source: Green Alley Baltimore



The launch of a grassroots community art project Clare's Art Alley in Clare, Michigan, in 2015 kicked off with a reveal of a selfie art portrait featuring hundreds of Clare County residents. Art continues to be showcased in the alley, which retains some service functions, and is now a destination for people in search of a trendy photo spot and host to community music and movie events.

Source: Cassandra Wanders (bottom right)

Placemaking & Public Art

Placemaking

Placemaking means intentionally creating quality places that people seek out to live, work and play. It is a process of creating and nurturing quality places that have a strong sense of place. As it becomes increasingly easier to live and work anywhere, people will choose quality places that are:

- Safe
- Connected
- Welcoming
- Conducive to authentic experiences
- Accessible; people can easily circulate within and to and from these locations
- Comfortable; they address cleanliness, character, and charm
- Sociable; they have a physical fabric that encourages people to connect with one another
- Able to promote and facilitate civic engagement.¹

Placemaking is important to connect people to communities; residents, business owners, employees and visitors are drawn to places with a strong sense of place and identity. Typically, communities focus placemaking



activities in public spaces – streets, sidewalks, plazas, parks and civic buildings. Placemaking initiatives that encourage people to gather and celebrate together can help to create a sense of belonging and identity. Public spaces provide opportunities for people to meet and interact with each other, which can help to build stronger communities.

Because authenticity is a critical component of placemaking, arts and culture unique to a community are key ingredients in creating quality places. The Kresge Foundation is a strong advocate for placemaking in communities and focuses on the role that art and culture play. They establish the following guiding premises:

- Creativity, aesthetic expression and the impulse to create meaning are evidence of our humanity and serve as community assets from which to build.
- Participation in arts and culture takes many forms and occurs in a wide range of venues—parks, community centers, churches and public spaces. People attend art events and buy art. But they also make, teach, learn and support arts and culture in myriad ways, from the amateur to professional realms.
- Our societal tendency is to focus on art products, but it is also imperative to recognize and appreciate the creative process. Process can be as important as, or in some cases, more important than art product.
- Artists have many kinds of relationships with communities, often helping people find their voice and expression or lending a different perspective when framing or devising solutions to community issues.
- Arts-and-culture activity is intrinsically important and contributes to a wide range of community dynamics, conditions and issues.
- Arts-and-culture activity in communities relies on supports inside and outside of the cultural sector.²

1 Steuteville, R. (2014) "Four Types of Placemaking," Congress for the New Urbanism <https://www.cnu.org/publicsquare/four-types-placemaking>

2 The Kresge Foundation (2018). Creative Placemaking and Expansion of Opportunities: Observations and Reflections: Jackson, Maria Rosario, Ph.D.

Public Art

There are opportunities to add public art throughout the corridor – from the Mack Avenue median to the landscape strip along the sidewalks to the Civic Complex. The benefits of public art are wide-ranging:

- **Aesthetic improvement:** Public art can enhance the visual appeal of public spaces, making them more attractive and inviting. It can transform otherwise mundane areas into vibrant and engaging spaces.
- **Economic development:** Public art can attract visitors and tourists, boosting local businesses and the overall economy. It can also increase property values in the area, benefiting property owners and the local tax base. Public art can be a draw for tourists and locals alike, encouraging exploration and outdoor activities. Public art trails and installations can make a city or neighborhood more appealing to walkers and cyclists.
- **Sense of place:** Public art can define and enhance the character of a place. It helps create unique and memorable spaces that encourage people to gather, socialize, and build a sense of community.
- **Social engagement:** Public art often serves as a focal point for community events and gatherings. It can bring people together, stimulate conversations, and facilitate cultural exchange. Inclusive public art programs can promote diversity and address social issues. They may involve underrepresented groups, encouraging broader participation and representation in the arts. Public art contributes to the city's cultural identity and can celebrate its history, values, and diversity. It can help foster a sense of pride and connection among residents.
- **Education and inspiration:** Public art can educate and inspire the community. It may convey important messages, provoke thought, and introduce people to new ideas, artists, and cultural traditions.

- **Civic pride:** A well-executed public art program can instill a sense of civic pride and ownership among community members. People often take pride in art that reflects their values and tells their stories. Public art projects can be designed to reflect the unique character and history of a community, reinforcing a sense of identity and belonging.
- **Creative expression:** Public art provides a platform for local artists to display their work and can serve as a source of support and recognition for artistic talent within the community.
- **Crime reduction:** Studies suggest that well-placed public art can deter vandalism and graffiti by making spaces feel cared for and watched over.



Public art in Grand Rapids, MI.



Street artist Fábio Gomes Trindade using trees and bushes to create portraits in Brazil.

Mack Avenue Marketing/Branding

Wayfinding and Gateway Signage

Wayfinding signs provide information to the traveling public as well as encouragement for people to complete or alter their journey to reach specific destinations. This includes motorists, bicyclists, pedestrians, and those using any other form of transportation in the community.

The “legibility” of a place describes how easy it is to understand. Places are more legible when they are arranged so people can intuitively determine the location of destinations, identify routes, and recognize areas of different character. A wayfinding system helps to make places more legible by better enabling individuals to:

- Easily and successfully find their destination.
- Understand where they are with respect to other key locations.
- Orient themselves in an appropriate direction with little misunderstanding or stress.
- Discover new places and services.

The following guiding principles, based on best practices from around the US, will help create the most effective wayfinding systems. Together, these wayfinding principles create a wayfinding system plan that is both legible and easy to navigate. These principles should be applied in a City of Grosse Pointe Woods wayfinding sign program to effectively enhance the legibility of the community.

Principles to make wayfinding effective include:

- Create a unique identity at each location
- Use landmarks to assist in orientation and memorable locations
- Create well-structured paths
- Create regions of differing visual character
- Avoid giving the user too many choices when navigating
- Provide a map to show the entire space
- Provide signs at decision points to facilitate decision making
- Use sight lines to show what’s ahead

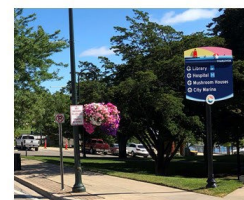
The City should explore creating a cohesive wayfinding system, along with a plan for implementing signage to

serve residents and visitors who are walking, biking, and driving to and within Grosse Pointe Woods. The plan should:

- Create wayfinding signage that will meet the needs of residents and visitors whether traveling through Grosse Pointe Woods as a pedestrian, in a motor vehicle, or by transit or cycling.
- Understand key entrances and gateways to Grosse Pointe Woods, including decision points and sites where navigation information is suited.
- Give sign placement guidance for specific corridors or areas of the community.



Wayfinding Signs



Photos by Giffels Webster. New Haven sign concept by Giffels Webster and artist Nino DiPillo



Wayfinding examples. The above image from Lansing shows both a map and provides directions to key locations in the area.



Events

The 2017 Vision Plan noted that a common and effective method for stimulating interest among residents and non-residents within communities and local commercial offerings is to stage interesting events that are open to community and visitors alike. These events can be used to:

- Allow people to enjoy an event and then transition to shopping and dining during the same outing.
- Create a city center effect by offering events at a central location, such as City Hall.
- Encourage other areas of Mack Avenue to host events, reinforcing the walkability of the area, and supporting the identity of various parts of the corridor.
- Explore “progressive” or “crawl” events that offer people something unique all along the two-mile stretch of Mack Avenue. These might include walking tours, art walks, pub crawls and other “station-based” events that include multiple “stations” along the corridor.

City Hall Complex

The City of Grosse Pointe Woods is fortunate to have a civic complex with a variety of amenities and services in the center of the Mack Avenue Corridor. City Hall, with frontage on Mack Avenue, is joined by the Community Center, Ghesquiere Park, the historic Cook School and the Public Service Facility, offering a variety of facilities and amenities for the community. The City uses the City Hall grounds for various events, such as Music on the Lawn, and other summer events. But much of the year, the grand lawn serves as open space, with a few benches around a clock tower in the center of the grounds. A redesign of the Grand Lawn could offer more interactive spaces for people to gather, formally through an event or seasonal marketplaces, or informally. Through special paved areas and landscaped areas, a series of “rooms” might tap into the area’s history, culture, and art. Making events and activities visible and accessible from the street can help create a sense of vibrancy and also contribute to the walkability of the corridor.



Examples of plazas that offer a variety of landscape treatments and furnishings that provide flexibility and add to the enjoyment of the park space, from top to bottom: CityPlace Park - Houston, TX; Centennial Commons - Royal Oak, MI; plaza - Brunswick, GA.

Transportation and Transportation Alternatives

As was discussed in 2017, Mack Avenue needs more marked crossings for pedestrians. At a minimum, enhanced crosswalks could be placed at every block; existing crosswalks may also benefit from refurbishment and improvement. Looking more broadly at Mack Avenue, however, there are three long-range options for consideration that would improve pedestrian safety, enhance aesthetics and support a thriving commercial district. Additional study beyond the scope of this Master Plan, including discussion with the Wayne County Road Commission will be needed. These options are described below and illustrated in the pages that follow.

Improved Existing

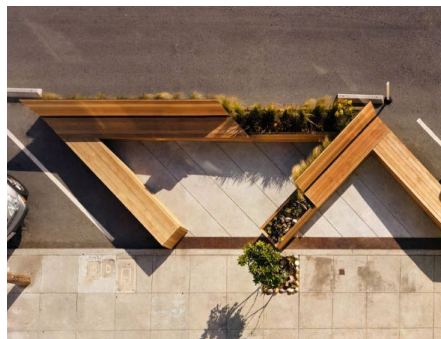
This option keeps the framework of the corridor intact and focuses improvement in the iconic median. Adding a unique landscape treatment along the corridor would set Grosse Pointe Woods apart from neighboring jurisdictions and visually enhance the area.



Enhanced landscape in medians can provide year-round color and impact. Left to right: Chicago, New York City and King of Prussia, PA

Option 1

This option would remove the on-street parking from the east side of Mack Avenue, where it may be less frequently utilized, and replace it with a bike lane. Parking on the west side could be re-oriented to angled parking, providing the opportunity for a few additional on-street spaces and potentially offering platforms to expand outdoor dining and plazas.



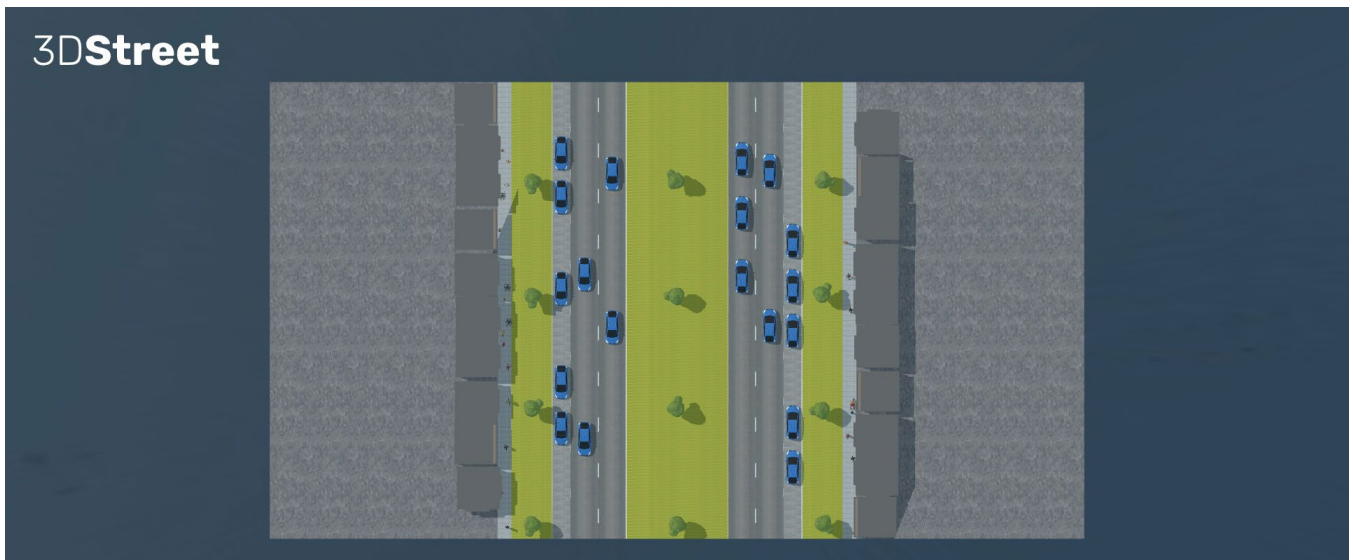
Examples of angled parking in Milwaukie, OR; San Francisco, CA; and Stanwood, WA.

Option 2

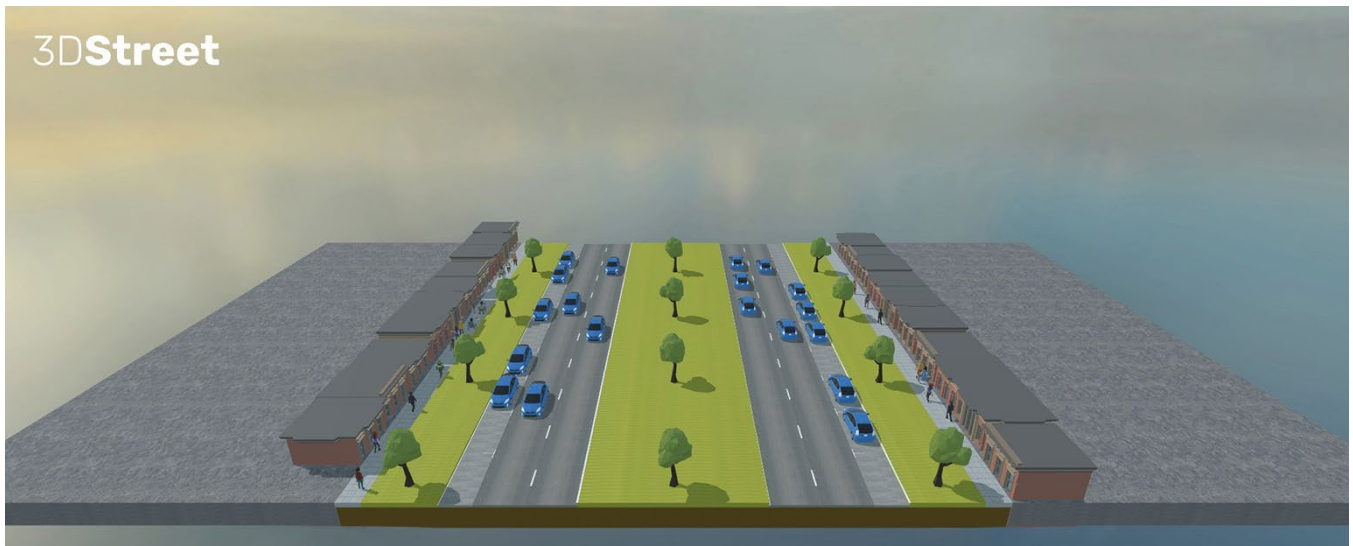
FIGURE 1. Mack Avenue: Existing Section, Plan, Perspective Views



Section view

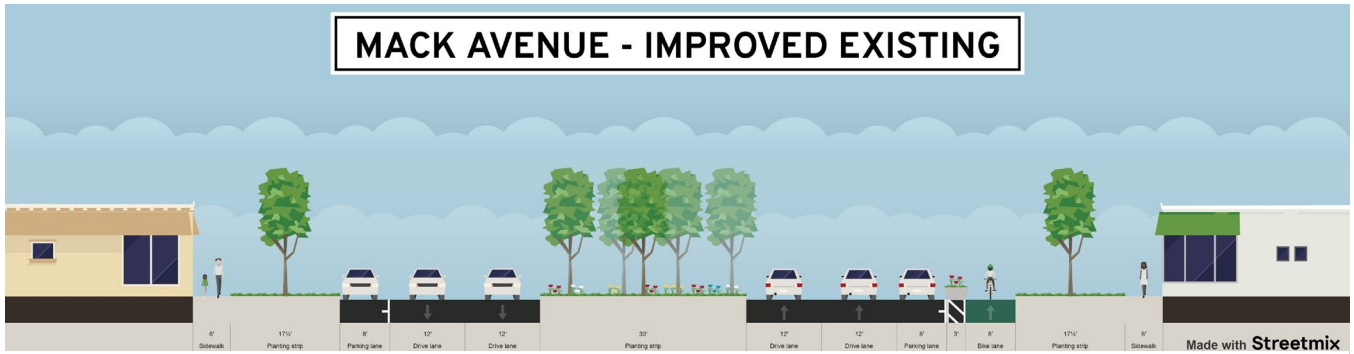


Plan view



Perspective view

FIGURE 2. Mack Avenue: Improved Existing Section, Plan, Perspective Views



Section view

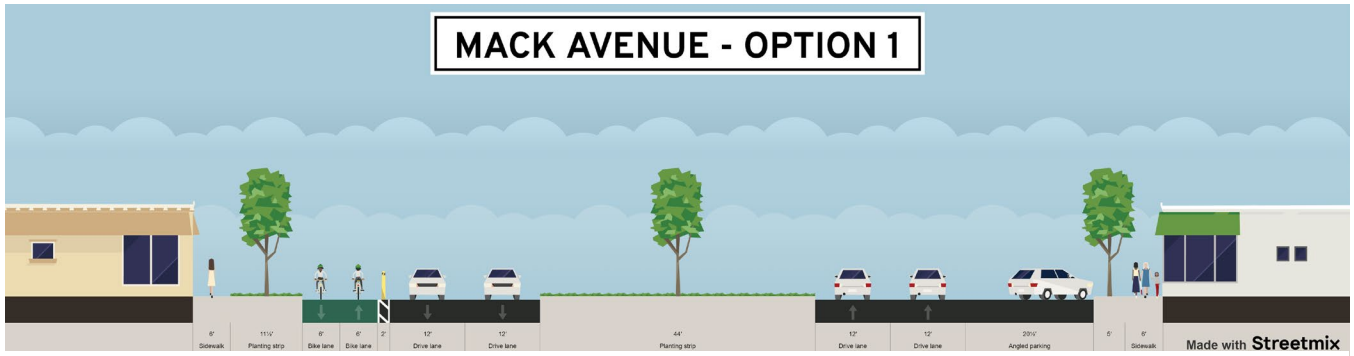


Plan view

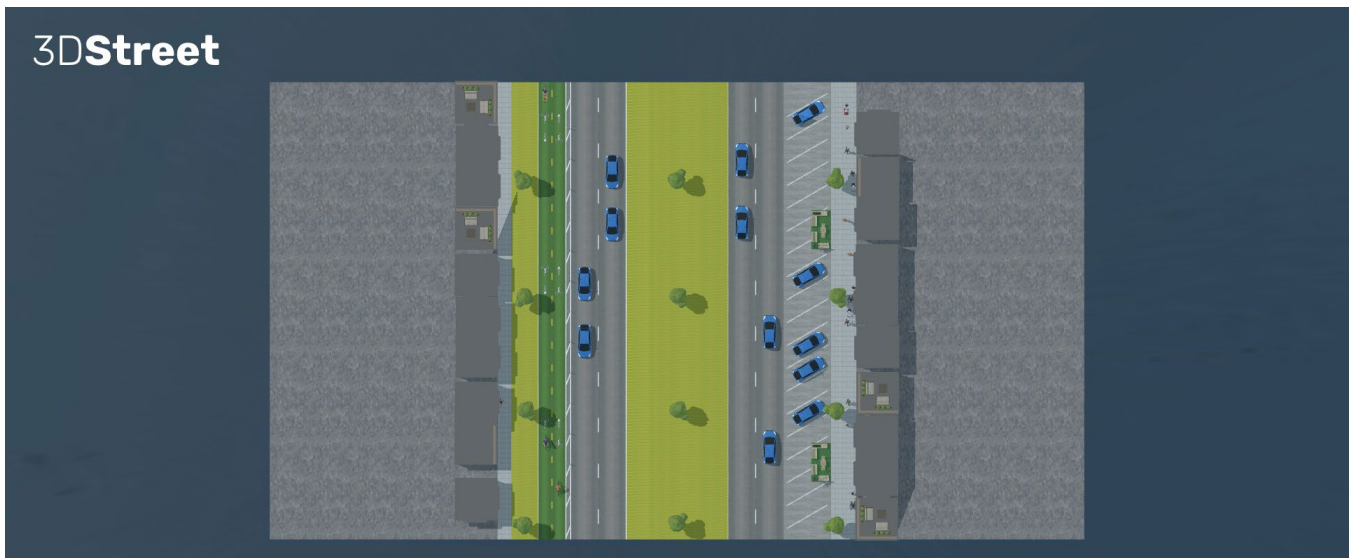


Perspective view

FIGURE 3. Mack Avenue: Option 1 Section, Plan, Perspective Views



Section view



Plan view



Perspective view

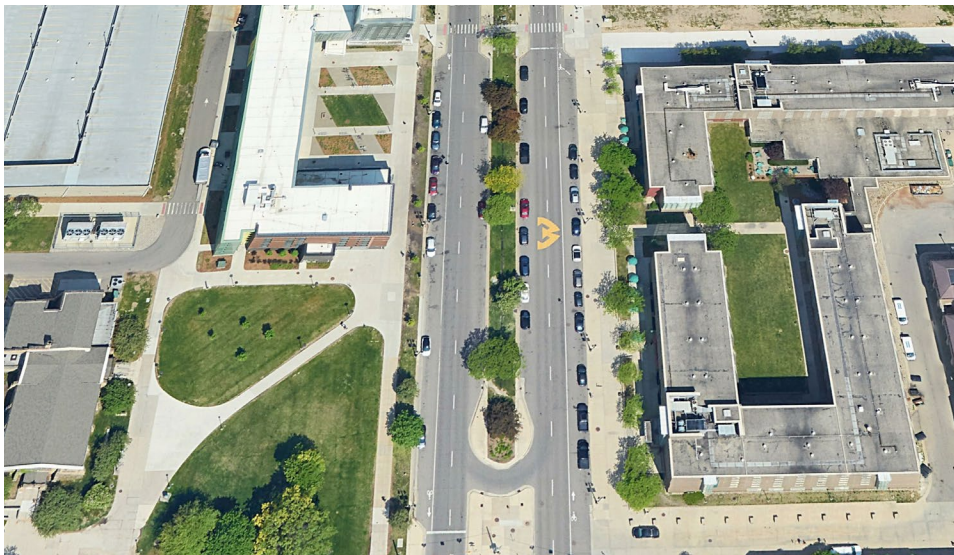
This option is similar to Option 1, in that it would remove the on-street parking from the east side of Mack Avenue, where it may be less frequently utilized, and replace it with a bike lane. Parking on the west side could be re-oriented to angled parking, providing the opportunity for a few additional on-street spaces and potentially offering platforms to expand outdoor dining and plazas. This option goes a bit further into reconfiguration by taking some of the large median, reducing it to 25 feet from 44 feet. This provides additional space to add a landscape buffer and drive lane/slip street for safer access to on-street parking. The landscape buffer would be reduced on the east side, but again, parklets could provide opportunities for replacing that greenspace with flexibility.

Option 3

This option switches things up and moves the western on-street parking lane from the outside of the road to the inside, adjacent to the median, which is reduced to 34.5 feet. This reconfiguration offers another bike land on the west side.



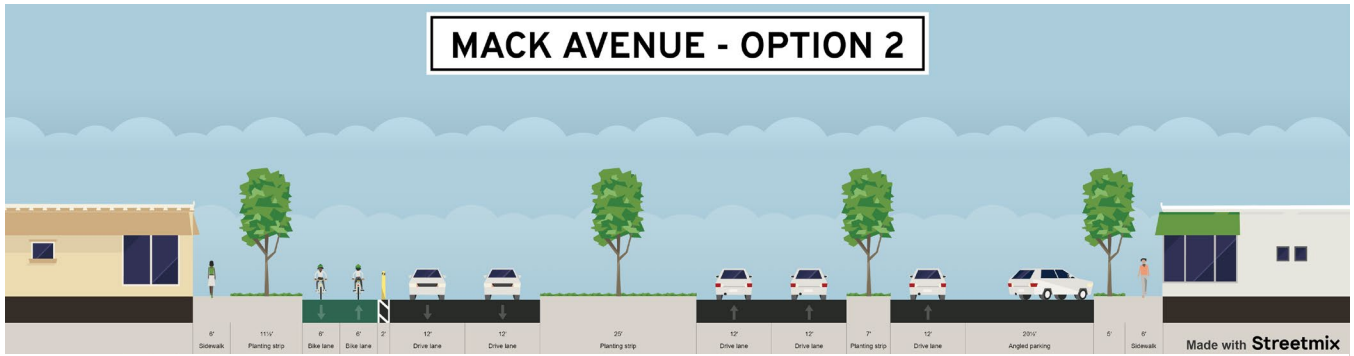
Examples of bike lanes from top to bottom: Philadelphia, PA; Detroit, MI; Ferndale, MI



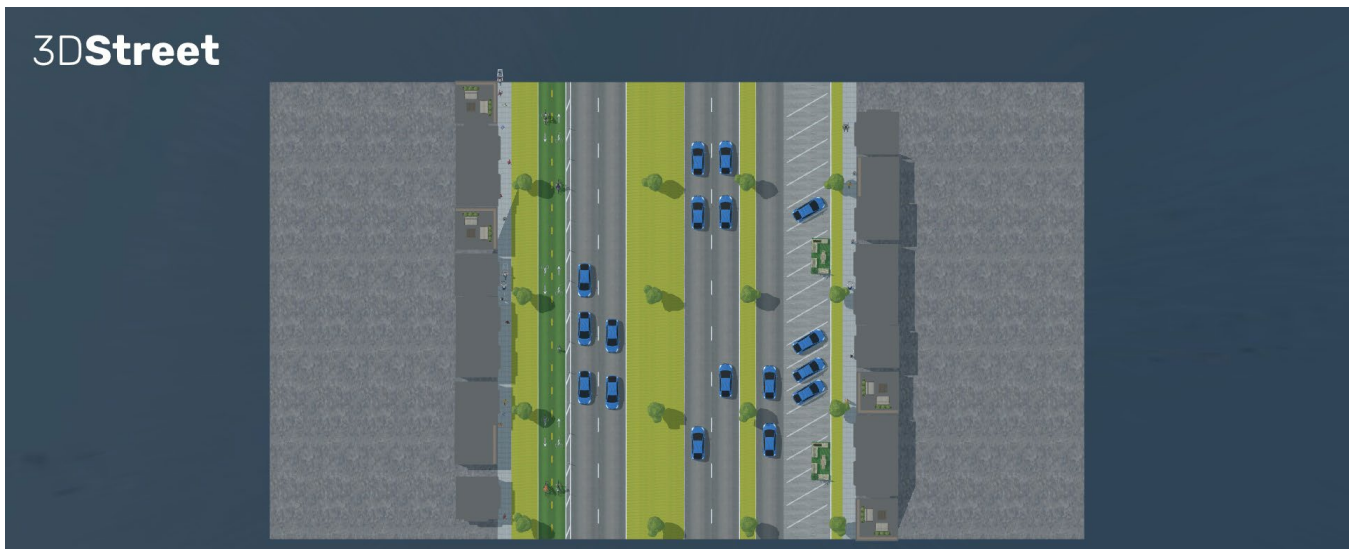
Examples of on-street parking lanes adjacent to medians in Detroit, MI (top: Anthony Wayne Drive, bottom: Washington Boulevard).

Source: Google Earth

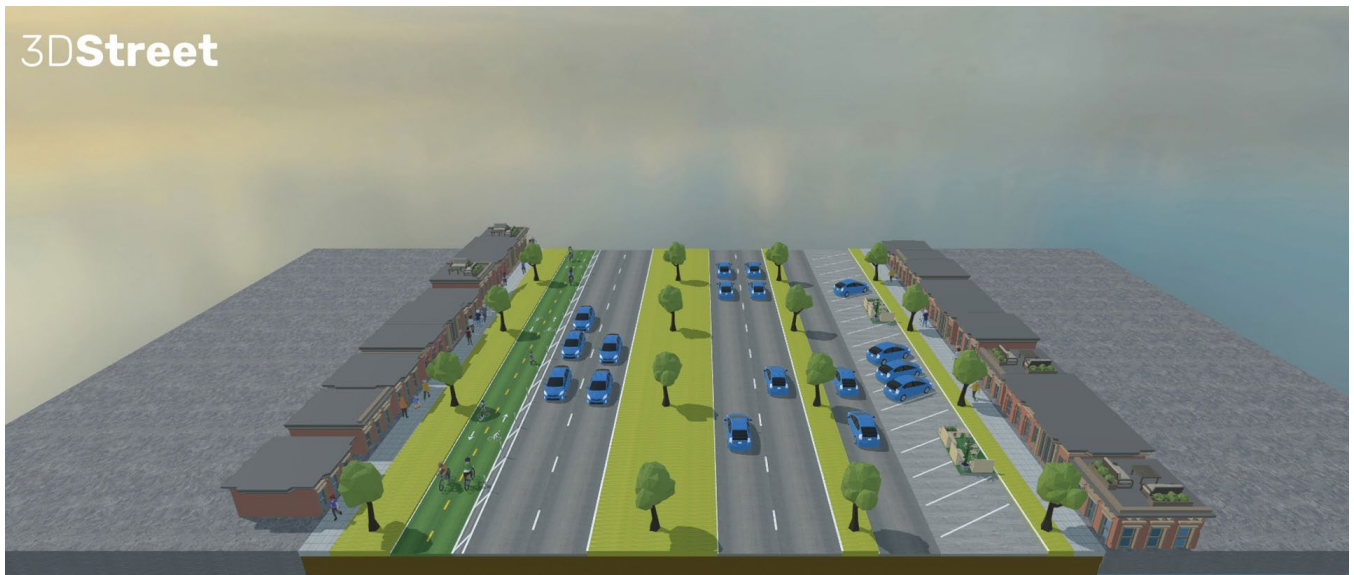
FIGURE 4. Mack Avenue: Option 2 Section, Plan, Perspective Views



Section view

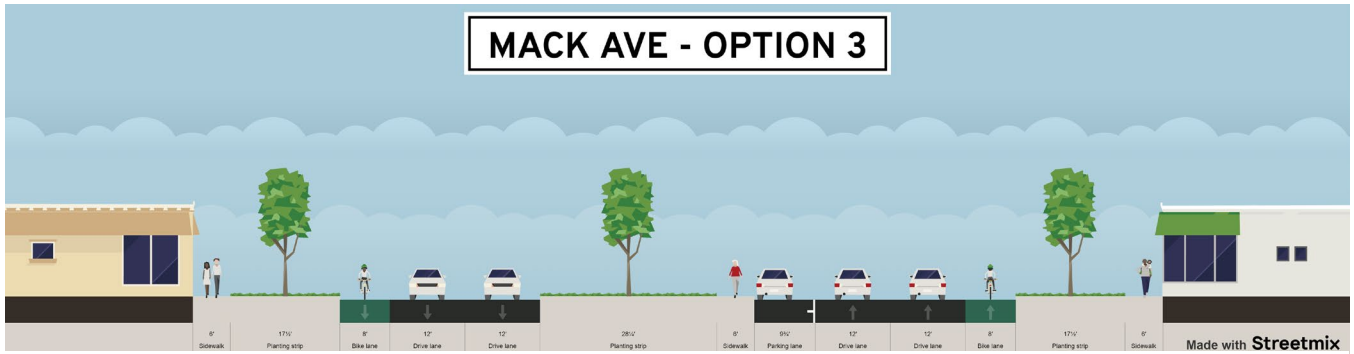


Plan view

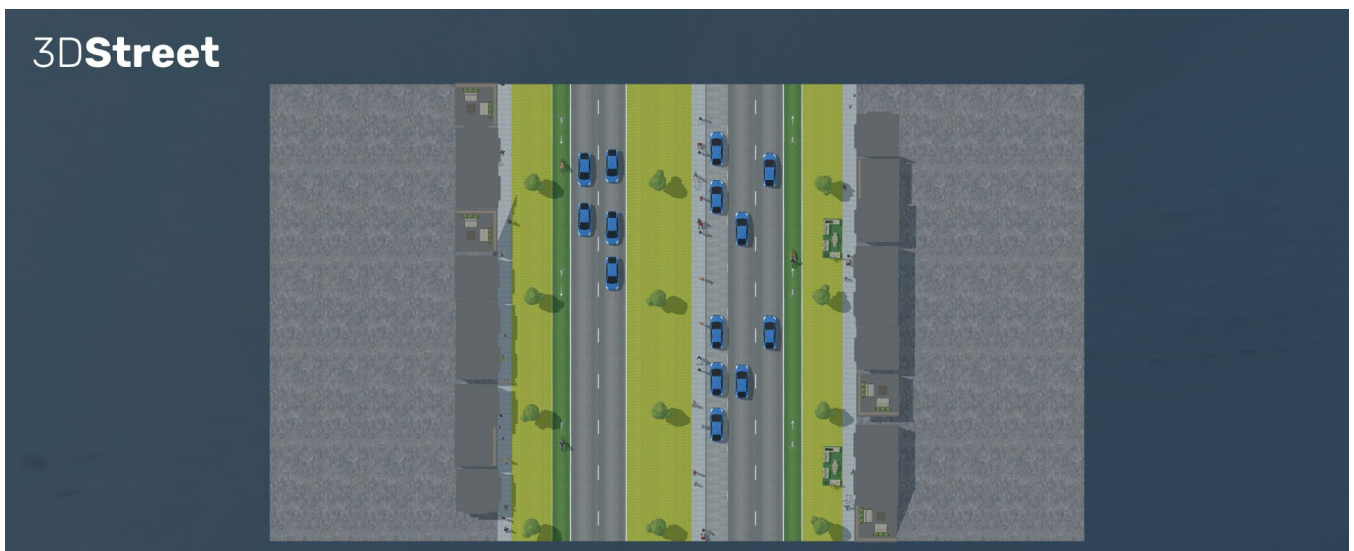


Perspective view

FIGURE 5. Mack Avenue: Option 3 Section, Plan, Perspective Views



Section view



Plan view



Perspective view

Parklets

What is a parklet?

Parklets are activated spaces for people that are installed where parking was once permitted. They can be used to establish outdoor gathering places when limited sidewalk space is available. Transforming parking spaces to parklets and dining platforms shifts the focus from cars to people.

Parklets are typically applied where narrow or congested sidewalks prevent the installation of traditional sidewalk cafes, or where local property owners or residents see a need to expand the seating capacity and public space on a given street. Parklets generally entail the conversion of one or more parallel parking spaces or 3–4 angled parking spaces, but may vary according to the site, context, and desired character of the installation.

To obtain a parklet, property owners enter into an agreement with the city, in some cases through a citywide application process, procuring curbside seating in place of one or more parking spaces. Parklets can be maintained in partnership with adjacent businesses for maintenance (removing trash and debris) and programming or they may be installed and managed by the city as a traditional park or public space.

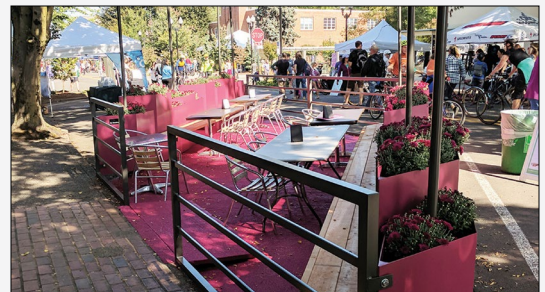
Parklets may be used for other small gatherings beyond dining. It may contain seating, waste receptacles, bicycle racks, and seasonal plants. Parklets are great opportunities to add more “people space” to a street to create a sense of vibrancy and activity.

Where can a parklet be established?

Public parking or public on-street parking areas are the most common locations. If an establishment wishes to use more than one on-street parking space and one of these is not directly in front of the establishment, the consent of the owner of the property with frontage on the space is typically required. On private property, an establishment may apply for the use of one or two parking spaces as outdoor dining space for the stated period, provided that the property owner, if different from the applicant, supports the application.

Where installation of a parklet is under consideration for a site near an intersection or stretches the length of an entire curb, volumes of turning traffic, sightlines, visibility, and daylighting should be taken into account.

Source: NACTO



Examples:

Top - Devil's Teeth Baking Company Parklet, 3876 Noriega Street, San Francisco, CA. Platform replacing three existing angled parking spaces. Uniquely designed space for sitting, eating, and playing.

Bottom - Wine:30 Parklet in Milwaukie, Oregon. Street seat platform on two angled parking spaces. Lined with planter boxes that shift in height. Flexible space in middle with movable tables, chairs or furniture for gatherings or live music performances. To save costs, use of artificial turf instead of a platform. Support for hanging lights.

Sources: NACTO; San Francisco Planning Department; Propel Studio

Incremental and Temporary Approaches

Any of the transportation options proposed for Mack Avenue could be applied throughout the corridor, or in specific sections. Temporary interventions or phased approaches for various design elements can allow for reimagining Mack Avenue with the benefit of adaptability, cost-effectiveness, and as a momentum-builder. Minimizing disruptions and considering and balancing the needs of local businesses and traffic flow on Mack Avenue can maximize support for long-term and large-scale improvements. Implementation in phases may also enable strategically timed projects which can coincide with planned construction or infrastructure upgrades.

Tactical Urbanism

New York-based urban planner Mike Lydon coined the term “tactical urbanism” to refer to small-scale, short-term interventions as an approach to improving the built environment. In “Tactical Urbanism: Short-term Action, Long-term Change,” it is characterized by the following:

- **Deliberate, phased approach:** It instigates change incrementally.
- **Local solutions for local challenges:** Tailored to specific neighborhood needs.
- **Short-term commitment:** A stepping stone toward long-term improvements.
- **Lower risk, high rewards:** Achieves positive impact without major investments.
- **Building social capital:** Fosters connections between citizens and institutions.

Examples of tactical urbanism include temporary street decoration, wayfinding signage, pop-up parks, and outdoor seating areas.

Quick Builds

Cities can introduce transformational new street designs with quick build projects. Quick builds are intended to be installed rapidly at a lower cost than permanent installations and provide demonstration opportunities that allows communities to test out new designs and modify depending on needs, data gathered, and resident feedback.

Examples of quick builds include protected bike lanes, pop-up parklets, temporary plazas, pedestrian islands and crosswalk enhancements, bus lanes and transit improvements, and temporary traffic calming measures.



Left: Lincoln Hub, Chicago, IL (NACTO) | Right: Ann Arbor, MI

Sustainability

Any redevelopment in the corridor will need to address stormwater management. With limited land to accommodate stormwater on-site, redevelopment tools should incorporate sustainable building and site design practices as well as the use of low-impact design, pervious paving materials, and native landscape materials. Additional sustainability improvements may include solar panels, green roofs and electric vehicle charging stations. Managing stormwater more effectively can reduce strain on the City's sewer system and prevent flooding.



There are a wide variety of ways to make the City more sustainable by providing amenities like solar panels as shade canopies at parks (Punta Gorda, FL), green roofs on dumpster enclosures (Grand Haven, MI) and electric vehicle charging stations (Lansing, MI).

Traffic calming measures and enhancements to pedestrian and bicycle infrastructure on Mack Avenue can encourage people to walk, bike, or use public transit, thereby reducing reliance on cars. Less vehicle traffic and lower emissions can lead to improved air quality and reduced noise pollution. In addition, increased physical activity can have public health benefits for residents, leading to healthier lifestyles and improvements to overall quality of life. Further, with additional tree planting (in areas such as parking strips, the median, and curb extensions), the resulting heat island mitigation can reduce energy consumption and improve the pedestrian environment.

New development is encouraged to incorporate green building materials and sustainable design practices which would both minimize the environmental impact on natural resources and ecosystems. Choosing low-maintenance materials may also reduce the need for resource consumption in the future.

Future Land Use Plan





Future Land Use Plan

The Future Land Use Map illustrates where the City intends to locate general land use categories into the future. The map is accompanied by text that describes the categories shown on the map. The text is general in nature, to allow for some flexibility, but it should also be specific enough to not only guide any zoning amendments that may be needed to realize the vision of the plan, but also to provide the City support for land use policies and decisions (like a planned unit development (PUD) or a rezoning application).

Where the Future Land Use Map and Zoning Map are out of alignment, zoning amendments may not be intended to be imminent; rather, the recommendations set a long-range planning goal for the City.

Future Land Use Map

The Future Land Use Map illustrates the City’s vision for the future, as shown in [Map 2](#).

Below are the key changes that were made to the map during the course of this update.

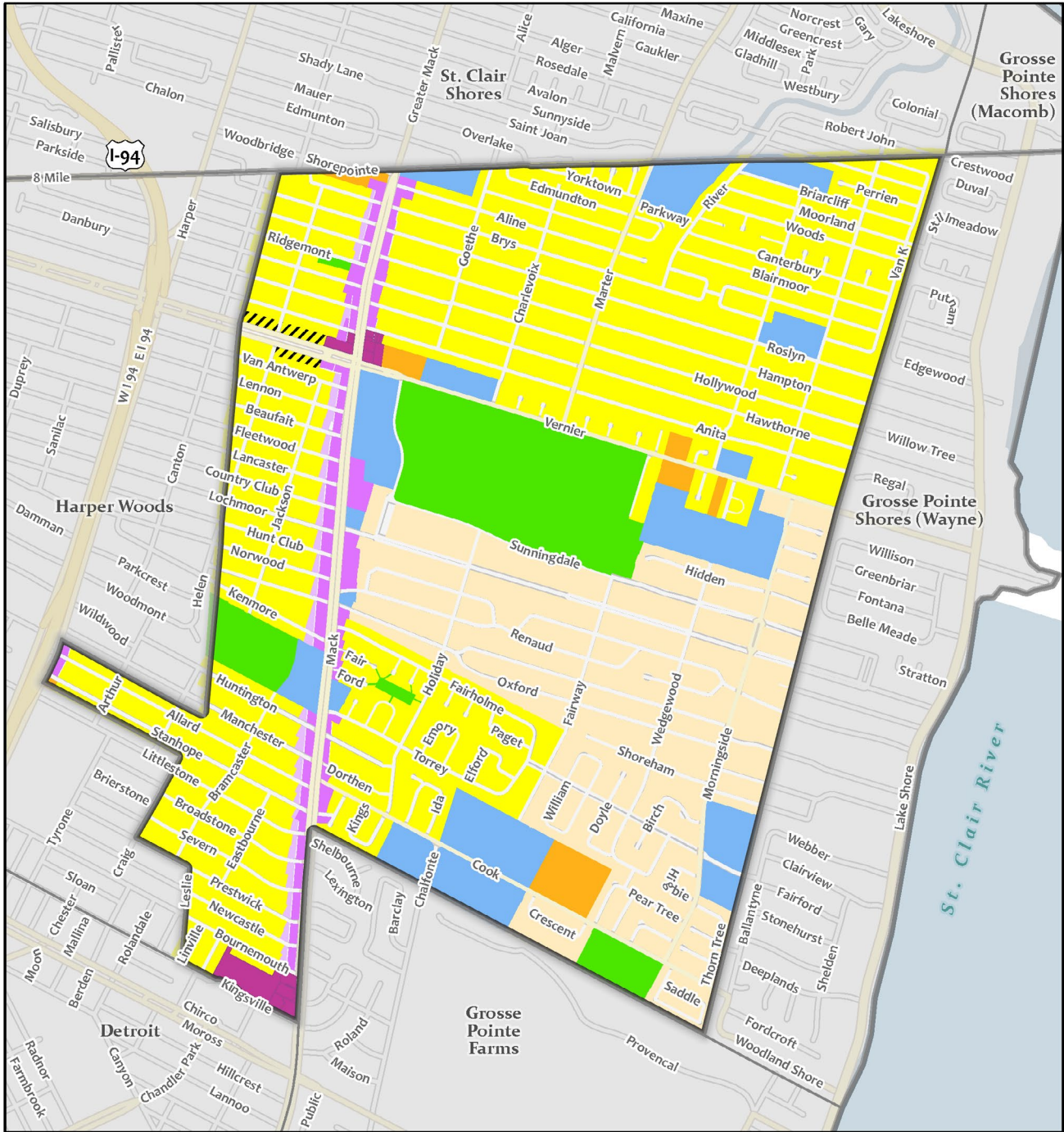
- The General Business/Mixed Use designation has been renamed as Corridor Mixed Use
- The City/Center Mixed Use designation has been renamed as Regional Business
- The Office designation has been eliminated and office uses are incorporated in the Corridor Mixed Use designation.
- The Parking designation has been eliminated and parking uses are incorporated in the Corridor Mixed Use designation.
- A new Corridor Expansion Area designation has been added to provide guidance for areas adjacent to properties along Mack Avenue, roughly two lots west of the Mack Avenue commercial frontage, and allow for redevelopment as determined by community need and fit.
- The property on Cook Road that has been developed as a continuing care retirement community The Rivers Grosse Pointe has been designated from Institutional to Planned Multi-Family to align with its current use.

[Table 1](#) shows how the future land use categories have changed from the 2006 Master Plan, The Zoning Plan and which future land use categories correspond to the City’s zoning districts can be found in the [“Implementation”](#) chapter.

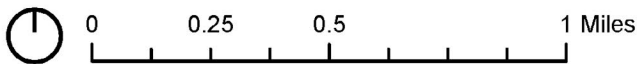
TABLE 1. Future Land Use Categories, 2006 to 2024

2006 Future Land Use Category	2024 Future Land Use Category
Single Family Low Density Residential	Single Family Low Density Residential
Single Family Medium Density Residential	Single Family Medium Density Residential
Two Family Residential	Two Family Residential
Planned Multi-Family	Planned Multi-Family
Office	Corridor Mixed Use
City Center/Mixed Use	Regional Business
General Business/Mixed Use	Corridor Mixed Use
Institutional	Institutional
Parks and Recreation	Parks and Recreation
Parking	Corridor Mixed Use

MAP 2. Future Land Use Map



Data Sources: Future Land Use: Grosse Pointe Woods, Roads: SEMCOG. ©2024 Giffels Webster.



- Single Family Low Density
- Single Family Medium Density
- Two Family
- Planned Multi-Family
- Regional Business
- Institutional
- Parks and Recreation
- Corridor Mixed Use
- Corridor Expansion Area



FUTURE LAND USE

GROSSE POINTE WOODS

Future Land Use Descriptions

The Future Land Use Map is accompanied by text that describes the categories shown on the map and support the future land use map by providing context and general direction to guide land use decisions, including new zoning standards as well as for special land uses, rezonings and other City improvements.

Single Family Low Density Residential

This category is designed to provide an environment of predominately lower density, single family detached dwellings along with related uses on lots of 7,200 square feet and greater. These lots, primarily found in the center of the City, south of Vernier and east of Mack, will generally equate to the City’s R-1A, R-1B, and R-1C single family zoning districts.



Single Family Medium Density Residential

This land use classification is designed to allow medium density residential development for single family detached dwellings along with other related facilities on lots of less than 7,200 square feet. These lots comprise the bulk of the City’s residential lots, north of Vernier and west of Mack and generally equate to the City’s R-1D and R-1E single family zoning districts.



Two-Family Residential

This residential designation includes duplex (two families) and single-family housing units. Lots designated as Two-Family Residential are located in selected areas of the City primarily along Vernier Road. It is limited to areas where there are existing duplex units along major collector streets. R-2 Two-Family zoning corresponds to this designation.



Planned Multi-Family

This land use category includes residences of various styles at a density of approximately six (6) to eighteen (18) units an acre and corresponds to the R-3 and R-4 zoning districts.



Corridor Mixed Use

This land use designation includes retail, restaurant, personal service, and office establishments which are designed for the day-to-day needs of nearby residents and are found along the Mack Avenue corridor and along its easternmost boundary of Harper Avenue that extends one-and-a-half blocks between Stanhope Street and just north of Allard Avenue. These facilities are intended to be located in close proximity to residential neighborhoods but with adequate buffering. These land uses equate to the City's C Commercial zoning district, P Parking district and some areas zoned RO-1 Restricted Office.



Corridor Expansion Area

Mack Avenue, for most of its length in the City, was developed in a different era and is no longer compatible with modern commercial needs, particularly with respect to the depth of parcels. Many parcels are often inadequate to support modern site and structure design. The City has addressed this in the past through the “Parking” land use and zoning designations, with publicly owned property being developed and maintained by the City to accommodate the parking needs of nearby businesses.

It is recognized that allowing commercial and mixed use parcels to expand for greater depth means the demolition of existing structures, but this could be done in an appropriate manner that preserves the character of surrounding areas through no infringement of residential area integrity. Proposed developments in this area would undergo a thoughtful and rigorous planning and development process. The retention of at least the same number of housing units is expected to be a condition of any new development in these areas.

The Corridor Expansion Area classification is intended to meet the City’s long-term redevelopment potential needs and allow for opportunities which shepherd and complement Mack Avenue as a key economic driver for the City. The area is envisioned to include a mix of retail, residential and ancillary parking uses that are smaller scale than traditional big box stores and serve community needs.

Regional Business

The Regional Business designation includes the City’s most intense commercial uses. These uses are clustered at Mack Avenue and the City’s southern boundary. These areas include multi story commercial and office facilities. Mixed use complexes involving commercial, office, and/or residential uses can also be considered. The C-2 High Intensity City Center zoning district corresponds to this land use classification.



Institutional

This land use designation is located where existing schools, places of worship, and public buildings are currently in operation with the City, and fall primarily within residential neighborhoods. These land use designations align with the C-F, Community Facilities zoning designation. Should they no longer serve their original purpose, the City may consider other uses that support community services and fellowship; otherwise, these areas should align with a surrounding land use.



Parks and Recreation

The Parks and Recreation classification includes existing public recreation facilities and private clubs within the City of Grosse Pointe Woods. These uses are often permitted within multiple zoning districts within the City as permitted uses.



Implementation





Implementation

The thoughtful preparation and adoption of any plan would be of diminished value without a program of implementation strategies. The implementation strategies of this chapter will assist the City in putting the key recommendations of the Master Plan to work.

The implementation program is based on this plan’s goals and objectives (“Goals & Objectives” on page 22), prior planning efforts, and input received.

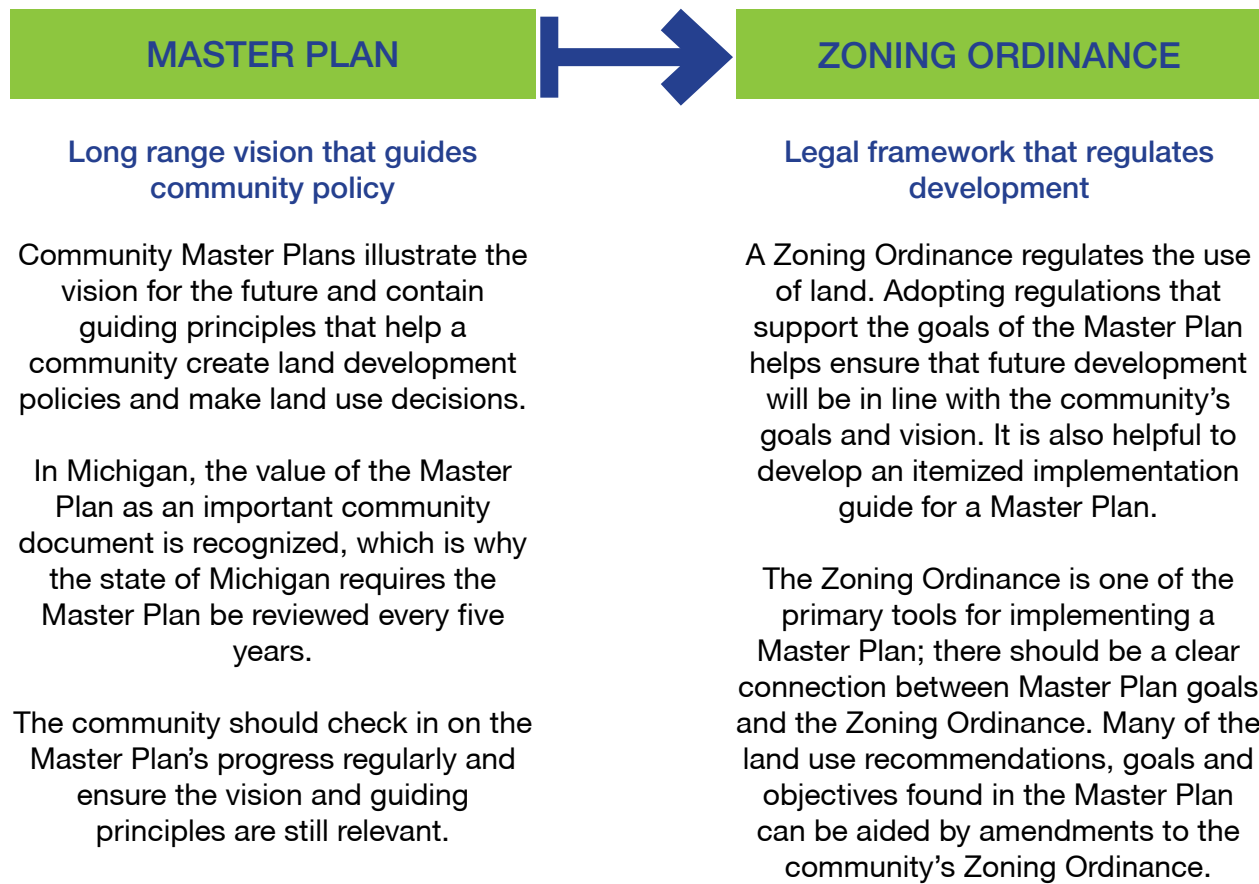
Zoning Plan

The Zoning Plan for this Master Plan update shows how the City’s planned long-range land use will be implemented through the use of zoning regulations.

Each future land use category should have an appropriate zoning framework for regulating development. There are a few zoning district classifications that may need to be amended to be consistent with the changes suggested in the Future Land Use Map and descriptions.

[Table 2](#) shows how the land uses of the Master Plan are intended to generally align with the City’s zoning districts and the suggested Zoning Plan based on the changes proposed in the Future Land Use Map sections.

FIGURE 6. Relationship between Master Plan and Zoning Ordinance



The key change proposed for the City's Master Plan Update Zoning Plan is focused on development of a new Corridor Expansion Area overlay district to carry out the intent of the Future Land Use Plan with complementary requirements and standards, which would require an amendment to the Zoning Ordinance. Another possible amendment would involve a new mixed use zoning district which would consolidate the existing C, RO-1, and P districts and their standards for a more efficient and mindful approach to regulating uses along Mack Avenue. The Zoning Plan is laid out in [Table 2](#).

TABLE 2. 2024 Zoning Plan

Future Land Use Category	Corresponding Zoning District
Single Family Low Density Residential	R-1A, R-1B, R-1C
Single Family Medium Density Residential	R-1D, R-1E
Two-Family Residential	R-2
Planned Multi-Family	R-3, R-4
Corridor Mixed Use	C, RO-1, P (Note: A new mixed use zoning district could be created that consolidates the C, RO-1, and P districts)
Corridor Expansion Area	Corridor Expansion Area Overlay (new)
Regional Business	C-2
Institutional	CF
Parks and Recreation	Any district

Implementation Tools and Techniques

The City has a wide variety of tools and techniques at its disposal to help implement its long-range planning, including, but not limited to:

- Zoning Ordinance standards and Zoning Map
- Code enforcement
- Special design plans and study area plans
- Capital improvement program (CIP)
- Public-private partnerships (P3s or PPPs)
- Site plan, special land use, and rezoning review
- Special millages and assessments
- Local land trusts and conservancies
- Federal and state grant programs
- State and regional partnerships
- Tax increment financing, including DDA
- Tax abatements for industrial growth and commercial/obsolete property rehabilitations
- Parks and recreation planning
- Re-evaluation and adjustment of the Master Plan

Many of these tools and techniques would be employed through the action items described next while others may be explored in the future.

Action Items

Bringing plans to fruition is best done through consistent, incremental, and logical implementation of steps towards the final goals. The implementation matrices that follow are designed to show how the goals of the Master Plan are fulfilled by action items, or strategies. All boards and commissions are encouraged to read through the strategies to understand how they all work together to create a better community to live, work, and play.

In order to illustrate the connection between goals, objectives, and action strategies, each of the implementation matrices that follow align with the Master Plan goals, which are noted at the top of each matrix. Within each matrix, the action items are broken into subcategories intended to assist with identification and prioritization. Not all goals contain action items within each subcategory and some action items are repeated as they can advance more than one goal. The matrix subcategories are listed in [Table 4](#).

TABLE 4. Implementation Action Item Types

Action Item Type	Description
Zoning	These are items requiring zoning amendments and will generally be led by staff and the Planning Commission.
Advocacy	These will be items involving education of the community, including residents, business owners, property owners, developers and design professionals. They will be led by a combination of staff, boards and commissions. This may also involve City staff and officials working with county and state officials to coordinate plans and funding, as appropriate.
Capital Improvement	These items involve large capital investments, such as equipment, projects or studies, that require inclusion into the City’s Capital Improvement Plans (CIPs) in order to determine the most efficient time and method of completion and may involve multiple municipal departments.
Other	Other items may involve research, study, and further evaluation by staff and/or other boards and commissions.

The tables that follow list actions by type and indicate the related goals that would be met through the action, while leaving room to establish priority levels for short-term, mid-term, and long-term items as the next step following adoption of this plan. This chapter should be reviewed periodically and at least annually to assess progress and adequately budget for specific strategies. Each action should have a “lead,” a board, commission, group, or individual who is responsible for project initiation and coordination.


































TABLE 5. Implementation Matrix Columns




























Matrix Column	Description
Action Item	The strategic actions necessary to carry out goals and objectives.
Lead Body	Identifies the primary party responsible for accomplishing the action item.
Priority / Time Frame	Identifies and prioritizes the time frame for the action item to be implemented. Generally, short time frames are intended as three years or less; medium time frames are three to five years, and long time frames are over five years. Priorities would generally be categorized as high, medium, or low.
Potential Funding Sources	Potential funding sources that could be utilized to accomplish the action item.
Potential Supporting Partners	Potential parties who may be involved in the accomplishment of the action item.
Abbreviations	PC = Planning Commission; Staff = City Staff; CC = City Council; MDOT = Michigan Department of Transportation; NA = Not Applicable; WCRC = Wayne County Road Commission

Ongoing City Actions

Table 3 is a list of action items which includes actions that have been discussed by Planning Commission as ongoing, or “business as usual” actions the City has undertaken already and intends to continue to monitor, assess, execute, and/or maintain on an continuous basis that will contribute to carrying out the goals and objectives of this plan without a need for prioritization.

TABLE 3. Ongoing City Actions
















Action Item	Related Goals				
	1 Housing 	2 Economic Development 	3 Transportation 	4 Community Character 	5 Resiliency 
Zoning Action Items					
Z.1 Review and periodically update the Zoning Ordinance (evaluating the applicability and appropriateness of existing regulations for land use, setbacks, density, etc.)					
Z.2 Continuously monitor current zoning regulations and variance requests to assure that housing that is inconsistent with the surrounding neighborhood is not permitted.					
Advocacy Action Items					
A.1 Partner with local businesses and encourage business participation in community initiatives to foster greater connections within the City.					
A.2 Encourage the expansion and development of local business associations to benefit and support the City’s commercial district.					
A.3 Promote shared parking lots, especially along the Mack Avenue alleys in order to maximize parking efficiency.					
A.4 Provide and encourage participation in neighborhood park programming.					
A.5 Where appropriate, encourage business owners or restaurant owners to develop outdoor cafes and attractive plazas along Mack Avenue.					
A.6 Continue strict enforcement action on property maintenance and building code regulations.					
A.7 Continue to strictly enforce property maintenance codes for rental housing and develop additional regulations where required.					
A.8 Promote the use of high-quality materials and architectural detailing that complements the City’s traditional style.					
Capital Improvement Action Items					
C.1 Continue and enhance programs for the planting of street trees, maintenance of street trees and their replacement.					
C.2 Continue public investments in streetscape improvements, such as new benches, refuse receptacles, brick pavers, bike racks and street furniture along the Mack Avenue corridor.					
C.3 Continue improvements to recreational facilities.					




















Action Item	Related Goals				
	1 Housing 	2 Economic Development 	3 Transportation 	4 Community Character 	5 Resiliency 
C.4 Enhance gateway entrances into the City with well-landscaped plazas and entry signs.					
C.5 Provide additional crosswalks, with emphasis on access to Parcels Middle School and the Library, along the Mack Avenue corridor, as needed.					
C.6 Provide adequate street furniture and greenbelt buffers to encourage safe pedestrian use.					
C.7 Where appropriate, install public plaza areas, art, sculpture, outdoor seating areas.					
C.8 Implement a comprehensive emergency management system to notify residents about severe weather and other events.					
Other Action Items					
O.1 Prioritize zoning updates, considering sections in greatest need of revision and sections that can be updated with simple changes, that have broad consensus by the Planning Commission.					
O.2 Implement annual review and reporting regarding the status of the Master Plan action items.					
O.3 Continuously promote and utilize as a reference the various ongoing missions defined within the Master Plan.					

Plan Action Items

The following pages contain action items identified in 2024 as part of the Master Plan process. After adoption, the Planning Commission will assign time frames or priorities to the action items. These time frames are intended as guides and may be adjusted as resources allow or as other issues arise. The plan should be treated as a living document and the Planning Commission is expected to make changes (revisions, additions, deletions) to the tables as needed. Each year, as Planning Commission, City Council, and City staff consider action items to pursue for the upcoming year, this list should be revisited to determine consensus and appropriate items.

TABLE 6. 2024 Master Plan: Zoning Implementation Matrix

Related Goals	1	2	3	4	5	Lead Body	Priority / Time Frame	Potential Funding Source	Potential Supporting Partners
	Housing	Economic Development	Transportation	Community Character	Resiliency				
Zoning Action Items									
Z.1 Assess current site plan review procedures and other administrative tasks to simplify and streamline the process in case of a large influx of applications after a severe weather event.									
Z.2 Consider development of a tree protection ordinance.									
Z.3 Consider implementation of universal design standards for new developments to ensure greater accessibility for people of all abilities and ages.									
Z.4 Create zoning overlays in specific areas that incentivize a mix of housing styles, including senior-friendly options, while maintaining design compatibility through architectural guidelines.									
Z.5 Establish a new Corridor Expansion Area zoning district overlay to align with the Future Land Use Plan and encourage redevelopment that is appropriate for community needs									

	Related Goals	1	2	3	4	5	Lead Body	Priority / Time Frame	Potential Funding Source	Potential Supporting Partners
		Housing	Economic Development	Transportation	Community Character	Resiliency				
Zoning Action Items										
Z.6	Explore developing regulations for ADUs (e.g., permitted sizes, locations on the property, design guidelines, and permitting processes).									
Z.7	Explore opportunities to provide support for home occupations (e.g., providing business support services, workshops/seminars, resource centers, etc.)									
Z.8	Explore zoning regulations for low-impact development and stormwater management strategies (e.g., implementing of rain gardens, increasing tree canopy, reducing impervious surface, etc.)									
Z.9	Review and revise zoning regulations to provide developers with clear guidelines and best practices to make it easier to develop age-friendly housing in suitable locations, like near amenities or public transportation.									
Z.10	Review parking requirements for new developments along Mack Avenue.									
Z.11	Consider options which would allow appropriate increased mixed use zoning and redevelopment alternatives for certain areas along Mack Avenue (e.g., streamlined permit process).									
Z.12	Create development guidelines and zoning regulations to encourage a mix of residential housing styles.									
Z.13	Develop additional regulations for alleys where necessary to ensure improved alley function and appearance.									





































































































	Related Goals	1	2	3	4	5	Lead Body	Priority / Time Frame	Potential Funding Source	Potential Supporting Partners
		Housing	Economic Development	Transportation	Community Character	Resiliency				
Zoning Action Items										
Z.14	Develop and promote design guidelines to improve the appearance of the rear building façades on Mack Avenue. Encourage use of rear entrances as second entrances where appropriate.									
Z.15	Develop and promote design standards for buffers (landscaping, walls, berms, fences, etc.) between the alleys along Mack Avenue and adjoining residential properties by encouraging the use of complimentary quality buffers within the same alley.									
Z.16	Encourage the development of pedestrian linkage between the commercial corridor and the residential neighborhoods.									
Z.17	Consider elimination of the present “Colonial theme” design requirements.									
Z.18	Identify landscape options for parking lots along or adjacent to Mack Avenue which would also provide more space for screening/buffering of the adjacent single-family homes.									
Z.19	Provide design guidelines for treatment of buffers to create a smooth transition between residential areas and non-residential uses.									

TABLE 7. 2024 Master Plan: Advocacy Implementation Matrix

Related Goals	1	2	3	4	5	Lead Body	Priority / Time Frame	Potential Funding Source	Potential Supporting Partners
	Housing	Economic Development	Transportation	Community Character	Resiliency				
Advocacy Action Items									
A.1 Conduct resident and business satisfaction surveys regularly to measure satisfaction with City services and Master Plan progress and identify areas of improvement.									
A.2 Consider strategies to encourage residents to patronize local businesses (e.g., recognition programs, partnerships, etc.)									
A.3 Develop a city-wide resiliency plan (including contingency planning and identification of public resources to aid residents during emergencies).									
A.4 Develop an inventory of the existing trees in the City.									
A.5 Develop an outreach program that keeps residents and businesses informed and engaged, such as “community walkabouts,” educational workshops, and open forums. Tailor these efforts to attract specific demographics as needed.									
A.6 Engage and collaborate with surrounding communities to explore regional transportation options (e.g., trolley service expansion)									
A.7 Engage with the Grosse Pointe Chamber of Commerce to promote collaboration among businesses in the Grosse Pointes.									
A.8 Consider establishment of a public art program to support local artists and cultural events along Mack Avenue to create a vibrant and attractive corridor.									

	Related Goals	1	2	3	4	5	Lead Body	Priority / Time Frame	Potential Funding Source	Potential Supporting Partners
		Housing	Economic Development	Transportation	Community Character	Resiliency				
Advocacy Action Items										
A.9	Explore options to improve public transportation access along Mack Avenue.									
A.10	Organize and support neighborhood events or block parties to promote a sense of community identity.									
A.11	Organize joint emergency preparedness and response training, workshops, and activities with neighboring communities.									
A.12	Organize tree planting and care events to foster resident engagement and environmental stewardship.									
A.13	Encourage common design elements on individual sites to help develop an identity for the entire corridor. The design elements should include, but not be limited to, the following: 1) Consistent buffering, greenbelts, and landscape plantings within the corridor; 2) Consistent parking lot and directional signage and site lighting throughout the corridor; and 3) New buildings should be reviewed for architectural compatibility with the character of the area. New buildings should respect the existing, surrounding design characteristics.									
A.14	Establish programs for continued landscape maintenance along Mack Avenue including tree and shrub pruning to ensure that commercial establishments are not obscured by foliage and that clear sight lines are maintained at intersections.									
A.15	Explore grant programs through Wayne County, SEMCOG or MDOT for the improvement of traffic flow and safety on Mack Avenue.									

	Related Goals	1	2	3	4	5	Lead Body	Priority / Time Frame	Potential Funding Source	Potential Supporting Partners
		Housing	Economic Development	Transportation	Community Character	Resiliency				
Advocacy Action Items										
A.16	Explore programs which will promote the City as an attractive community in which to live (e.g., enhancement of the City’s website, community calendar, promotional brochure, etc.)									
A.17	Improve enforcement of property maintenance codes in rear of building and alley areas along Mack Avenue.									
A.18	Promote adequate and clearly designated parking spaces between the commercial uses and the alleys along Mack Avenue.									
A.19	Review placement and design of lighting within all alleys adjacent to Mack Avenue.									
A.20	Support, encourage, and collaborate with neighborhood associations to organize events that foster a sense of belonging and promote engagement.									
A.21	Support, encourage, and collaborate with neighborhood schools.									
A.22	Update and promote the City of Grosse Pointe Woods Storefront Design Guidelines and Master Plan that would include incentives for businesses to comply.									
A.23	Promote commercial and service vitality by emphasizing portions of the Mack Avenue corridor as entertainment and cultural centers, i.e., restaurants, library, retail center, etc.									
A.24	Encourage the location of new retail tenants, which may include “upscale” and/or nationally recognized retail chains as appropriate.									

	Related Goals	1	2	3	4	5	Lead Body	Priority / Time Frame	Potential Funding Source	Potential Supporting Partners
		Housing	Economic Development	Transportation	Community Character	Resiliency				
Advocacy Action Items										
A.25	Consider conducting a comprehensive parking study which inventories public and private spaces, assesses parking demand and recommends detailed solutions for parking improvements on an area-by-area basis.									
A.26	Consider implementing incentives for new businesses to locate, or existing businesses to improve or expand, in the City.									
A.27	Consider the organization of governmental bodies, such as a Downtown Development Authority, with authorization to find redevelopment or planning projects within the Mack Avenue corridor.									
A.28	Considering investigating programs which will encourage re-investment or redevelopment of aged housing.									
A.29	Consider conducting neighborhood-specific needs assessments to identify priority improvements.									
A.30	Consider implementing incentives or grants for property owners to make alley improvements.									
A.31	Consider developing and tracking performance metrics for City services to promote efficient and transparent processes.									
A.32	Consider drafting a city-wide public participation plan to manage ongoing engagement with the public on planning projects and provide for effective and meaningful engagement during public hearings.									
A.33	Consider establishing a youth council to encourage greater youth participation in the City's community affairs.									



































	Related Goals	1	2	3	4	5	Lead Body	Priority / Time Frame	Potential Funding Source	Potential Supporting Partners
		Housing	Economic Development	Transportation	Community Character	Resiliency				
Advocacy Action Items										
A.34	Consider establishing programs to provide assistance and support to residents for pocket parks and other neighborhood spaces.									
A.35	Consider organizing workshops and provide technical assistance to homeowners and developers on redeveloping or remodeling homes and navigating the permitting process.									

TABLE 8. 2024 Master Plan: Capital Improvement Implementation Matrix

Capital Improvement Action Items	Related Goals					Lead Body	Priority / Time Frame	Potential Funding Source	Potential Supporting Partners
	1 Housing	2 Economic Development	3 Transportation	4 Community Character	5 Resiliency				
Z.1 Consider installation of electric vehicle (EV) charging stations in key public parking areas along Mack Avenue.									
Z.2 Ensure adequate infrastructure exists to support mixed use residences along Mack Avenue.									
Z.3 Explore opportunities to invest in new and emerging technologies to improve City services.									
Z.4 Explore opportunities to share infrastructure investments with surrounding communities to enhance services provided to residents.									
Z.5 Explore universal design and visitability concepts and how they may be applied throughout the City.									
Z.6 Improve street lighting and implement traffic calming measures along Mack Avenue to enhance safety for pedestrians and nighttime users.									
Z.7 Consider City management of coordinated streetscape elements on Mack Avenue (e.g., coordinated landscaping plan, seasonal banner program, signage, etc.)									
Z.8 Consider enhancement of neighborhood gateways throughout the City.									
Z.9 Identify high traffic areas and explore possible solutions.									
Z.10 Consider implementing green infrastructure like rain gardens, pervious pavers, bioswales, etc.									

Related Goals	1	2	3	4	5	Lead Body	Priority / Time Frame	Potential Funding Source	Potential Supporting Partners
	Housing	Economic Development	Transportation	Community Character	Resiliency				
Capital Improvement Action Items									
Z.11 Where appropriate, consider the introduction of well-designed vertical elements along Mack Avenue. This could include multiple story buildings, architectural features, and/or tree plantings to break up the single-story continuum along Mack Avenue.									
Z.12 Consider implementation of alternative street designs on an incremental basis for Mack Avenue.									
Z.13 Explore potential public-private partnerships to leverage resources for larger capital improvement projects along Mack Avenue.									
Z.14 Separate commercial areas along Mack Avenue from residential areas with well-designed buffers and transitions.									

Metrics

In order to assist the City with implementation, each goal has performance indicators associated with it that should be assessed annually, or as data is available. In some cases, new tools will need to be developed to help gauge success in order to garner support from both the community as well as appointed and elected officials.

After adoption and the prioritization of action items, the Planning Commission may refine these tables to assist in monitoring the successful implementation and progress of the plan’s goals and objectives.

TABLE 9. Performance Indicators: Housing

Performance Indicator	Source	Frequency of Benchmark	Baseline	Target
New housing units permitted (by housing type)				
New senior housing units permitted by housing type				
Occupancy rate				
Mix of housing stock				
Resident satisfaction with housing options				
Housing values				

TABLE 10. Performance Indicators: Economic Development

Performance Indicator	Source	Frequency of Benchmark	Baseline	Target
Structures along Mack Avenue conforming to design guidelines				
Value of streetscape enhancements in the City				
Tax revenues				
New businesses opened, jobs provided				
Site plans approved				
Non-residential vacancy rates				
Pedestrian traffic counts				
Resident satisfaction with business mix, aesthetic, and accessibility and parking availability of Mack Avenue				

TABLE 11. Performance Indicators: Transportation

Performance Indicator	Source	Frequency of Benchmark	Baseline	Target
Crashes, especially pedestrian- and cyclist-related				
Average speeds along segments of Mack Avenue where calming treatments are applied				
Average commute times				
Walkability scores				
Resident satisfaction with transportation options				
Bicycles parked in racks along Mack Avenue				
Parking occupancy rates				

TABLE 12. Performance Indicators: Community Character

Performance Indicator	Source	Frequency of Benchmark	Baseline	Target
Community and neighborhood events and programs held				
Community and neighborhood events and programs participation rate				
Park usage rates				
Neighborhood and park improvement projects completed				
Public art installations				
Resident satisfaction with community character and sense of place				

TABLE 13. Performance Indicators: Resiliency

Performance Indicator	Source	Frequency of Benchmark	Baseline	Target
Resident and business satisfaction with City services and resiliency efforts (and response rate)				
Population growth rate				
Tree canopy percentage				
Trees planted				
Participants at community events and meetings				
Social media and City website engagement				
New home-based businesses registered				

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Appendix A

Existing Conditions

Appendix A: Existing Conditions

The information in this Community Profile presents the background for the Master Plan. It begins by providing data on the current residents of Grosse Pointe Woods and extrapolating trends to consider how the community may be composed in the future.

Specifically, demographic measures such as population, age, race, and educational attainment; economic statistics such as household income and commute factors; and housing data such as housing value and age are discussed.

Demographics

Sound policy making and planning require an understanding of who is currently in a community and who is likely to be there in the future. Demographics allow communities to identify and track trends in population, aging, migration, and local economies, among other things. For these reasons, Master Plans carefully review and use demographic analyses to prepare for issues and demands that a community will face, both now and in the future. The demographic profile of the community influences, in many ways, the resources, programming, and physical infrastructure that will meet the needs of residents and businesses.

The current data included in this Master Plan is mostly from the U.S. Census Bureau's 2017-2021 American Community Survey (ACS) 5-Year Estimates. For comparison, the 2010 and 2020 Decennial Census and other ACS 5-Year Estimates are frequently used. Since ACS data are estimates and not counts and the City is a small geographic area, the data can have large margins of error and the data may be less reliable. Moreover, this data does not reflect the full extent of changes the City has experienced due to the COVID-19 pandemic.

Many demographic trends, including changes to population, growth rates, age distribution, and income, impact future land use. National and regional trends can help provide additional information for local communities.

Noteworthy national and regional trends include:

- Birth rates in the United States have been falling almost continuously for more than a decade. The 2020 Census showed the lowest birthrate in US history of 11.0 births per 1,000 people. According to the National Center for Health Statistics, for every 1,000 women of childbearing age (15-44), 55.8 of them gave birth in 2020. When compared to 2007 (69.5 births for every 1,000 women of childbearing age), this is a 20% decline in birth rates. Additionally, data from the World Bank shows fertility rates (an estimate of the total number of children a woman will ever have) also at a historically low level, at 1.7 births per woman in 2019.
- The marriage rate in the US continues to decline. According to data from the Centers for Disease Control and Prevention, the rate was 5.1 per 1,000 people in 2020. A rate this low was likely impacted by the pandemic, however, it is a 1% drop from the 2019 rate, and follows a several decades-long trend of fewer marriages.
- The US population is aging. By 2030, every "Baby Boomer" will be 65 years old or older, making 20% of the US population of retirement age.
- As the population ages and fewer babies are born, the 65+ age group will outnumber the 18 and under age group for several years.

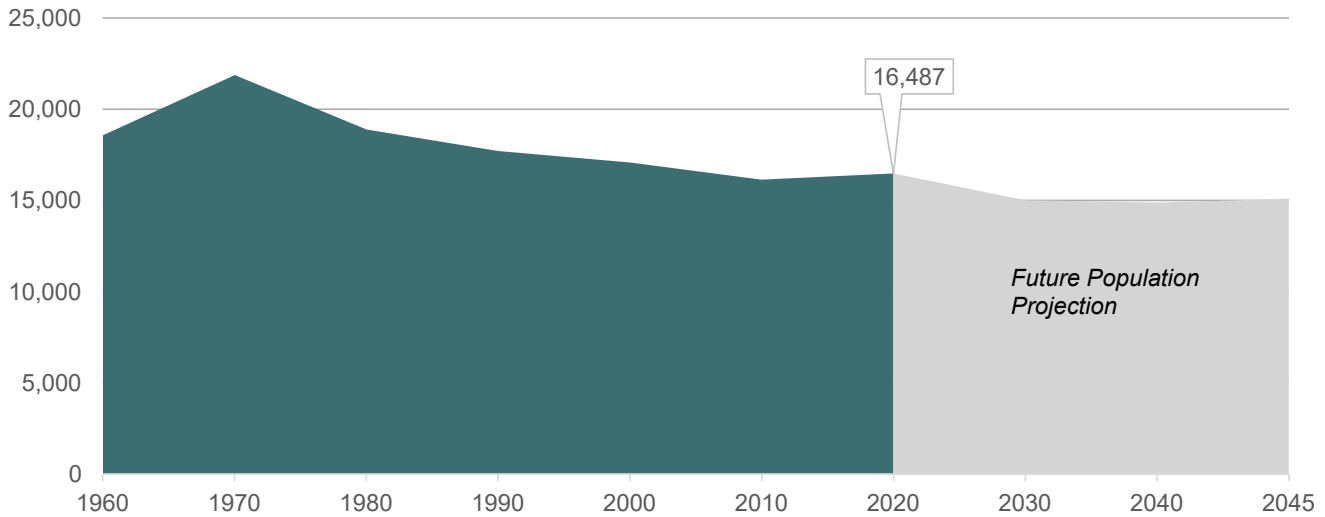
Population

The best planning for the future will consider the current makeup of the population, as well as the community’s likely composition in the future. The population of Grosse Pointe Woods has fluctuated slightly over the last twenty years, but with no significant growth or loss of residents. The 2020 Decennial Census reports a total population of 16,487 persons, up 2.18% from 2010’s population of 16,135. The population in Grosse Pointe Woods has increased 1.35% since 2010, adding approximately 180 residents. This is quite a bit different than surrounding communities such as Grosse Pointe Shores, St. Clair Shores, and Detroit as well as Wayne County as a whole, which saw their populations decline during this time.

Population Forecast

SEMCOG’s Regional Development Forecast predicts that the City’s population will decline over the next 15 years and begin to rebound by 2045 (See [Figure 7](#)).

FIGURE 7. Historical and Projected Population, 1960 to 2045



Source: U.S. Census Bureau, 1960 to 2020 Decennial Census

Population Trends

Data from the 2020 Decennial Census was not yet released during the preparation of this Community Profile. Consequently, 2021 American Community Survey (ACS) 5-year estimates were used to analyze trends in the City and surrounding communities. Data on the entire Southeast Michigan region was collected from the Southeast Michigan Council of Governments (SEMCOG) for comparison with the region. [Table 14](#) provides a snapshot of how Grosse Pointe Woods compares to surrounding communities, Wayne County, and Oakland County.

The median age in the Grosse Pointe Woods is 43.7 years old, which is quite a bit older than the weighted average median age of all the surrounding communities and Southeast Michigan. However, the number is slightly down from the 2010 Census’s median age of 45.1. While the City has seen an influx in the 25 to 39 age category and the under 5 age group as well as in the 60 to 74 age category, other age groups have seen declines from 2010 to 2020, indicating that although an aging community will be important to address, the needs of young families in the City will also need to be met.

The City’s group quarters population has increased from seven to 234 as well, likely due to nursing facility growth, but the City’s racial composition has stayed fairly consistent.

TABLE 14. Grosse Pointe Woods and Surrounding Communities: Demographics Snapshot, 2021 ACS

Community Characteristic	Grosse Pointe Woods	Grosse Pointe Shores	St. Clair Shores	Harper Woods	Grosse Pointe Farms	Detroit	Wayne County	Oakland County	Southeast Michigan*
Population	16,353	2,608	59,046	15,287	10,018	632,589	1,774,816	1,270,017	4,830,489
Under 18 population	22.3%	23.5%	17.0%	26.5%	23.0%	24.9%	23.7%	20.4%	21.4%
Adult population	77.7%	76.5%	83.0%	73.5%	77.0%	75.1%	76.3%	79.6%	78.6%
Race									
White	89.2%	90.7%	88.1%	29.8%	91.4%	10.3%	49.5%	70.7%	64.3%
Black	5.1%	0.1%	5.4%	62.9%	0.9%	79.1%	37.9%	13.1%	20.7%
Asian	1.3%	6.6%	0.9%	0.4%	2.4%	1.6%	3.4%	7.8%	5.1%
Multi-racial and other	1.7%	1.6%	2.6%	5.6%	3.9%	3.1%	3.8%	4.1%	4.9%
Hispanic	2.6%	1.0%	3.0%	1.4%	1.3%	7.9%	6.3%	4.4%	5.0%
Group quarters	1.4%	0.0%	0.8%	1.2%	0.0%	2.3%	1.3%	1.0%	1.5%
Persons per acre	7.98	3.70	7.89	9.19	5.80	7.13	4.53	2.29	1.68
Median age	43.7	50.1	43.9	37.2	47.1	35.3	37.9	41.6	39

*Data for Southeast Michigan is from SEMCOG based on the 2020 ACS

Source: U.S. Census Bureau, 2017-2021 ACS 5-Year Estimates; SEMCOG Community Explorer

Highest Value
Lowest Value
Above Southeast Michigan

Households

Understanding a community's composition in terms of households allows for additional insights into the needs of the community with regards to housing, facilities, and services.

The number of households has also increased from 2010 to 2021 by approximately 2.8%. However, SEMCOG estimates of the number of households in July 2022 was only 6,397, which is less than the number in 2010. SEMCOG estimates predict that the number of households in the City will be 6,220 by 2045. Persons per household has slightly increased, from 2.51 in 2010 to 2.55 in 2021. This trend is expected to reverse by 2045, when it is estimated that the average number of persons per household will be 2.38.

Currently, over one-third (33.6%) of households in the City include a senior which is similar to the rate in St. Clair Shores (34.4%) but quite a bit higher than surrounding communities such as Grosse Pointe Shores (14.5%) and Harper Woods (28.0%). Slightly less than one-third of households in Grosse Pointe Woods includes a child (29.7%), a larger proportion than that of any of the surrounding communities. Almost all households have a car (97.8%), as well as internet access (93.3%) with 92.9% of households having access to broadband. The majority (89.8%) of households also have access to a computing device.

[Table 15](#) provides more detail about household composition and amenities.

TABLE 15. **Grosse Pointe Woods and Surrounding Communities: Households Snapshot, 2021 ACS**

Household Characteristic	Grosse Pointe Woods	Grosse Pointe Shores	St. Clair Shores	Harper Woods	Grosse Pointe Farms	Detroit	Wayne County	Oakland County	Southeast Michigan*
Total households	6,379	978	27,051	5,439	4,024	251,729	695,038	530,383	1,896,204
Average household size	2.55	2.66	2.17	2.78	2.48	2.53	2.58	2.42	2.50
Households with seniors (65 years old or older)	33.6%	14.5%	34.4%	28.0%	38.8%	28.4%	29.8%	29.7%	29.6%
Households with children	29.7%	25.5%	18.8%	27.0%	29.4%	28.0%	29.1%	27.9%	28.2%
Households with no car	2.2%	2.5%	4.9%	14.9%	8.5%	21.7%	12.0%	5.4%	5.6%
Households with internet access	93.3%	89.9%	88.9%	87.3%	93.4%	75.8%	82.4%	90.3%	88.8%
Households with broadband internet access	92.9%	89.9%	88.6%	87.3%	93.0%	75.6%	82.2%	90.2%	86.0%
Households with computing devices (desktop or laptop)	89.8%	89.5%	78.8%	72.4%	92.6%	57.5%	70.3%	83.7%	92.1%

*Data for Southeast Michigan is from SEMCOG based on the 2020 ACS

Source: U.S. Census Bureau, 2017-2021 ACS 5-Year Estimates; SEMCOG Community Explorer

Highest Value
Lowest Value
Above Southeast Michigan

Housing

Data about housing can indicate the strength of the local economy and overall community appeal. The types of housing available in a community can entice or deter new prospective residents from coming to the community, depending on if what is offered meets their needs and desires. Homeownership is often an indicator of wealth, and house value builds upon that analysis.

Housing is an essential component of a community, and foundational in supporting families of all sizes and types. Having options for safe, affordable, and accessible housing is key to creating a healthy and thriving community.

The historic data in this section is from the Decennial Census while current data is from 2017-2021 American Community Survey (ACS) 5-Year Estimates.

Number of Housing Units and Value

Following the increase in housing units between 1980 and 2000 in the City, the number of housing units has since decreased to 6,568 in 2021.

The median housing value in 2021 was \$274,000, but according to Rocket Mortgage reports, the median price of newly sold homes in 2021 was \$305,000. The median housing value continues to be twice as high as that for Wayne County (\$136,200) and slightly higher than that of

Oakland County (\$268,600) but is the median value when compared to immediately surrounding communities.

Details about the number of occupied housing units, ownership, value, and rent over the last four decades is below in [Table 16](#).

TABLE 16. Occupied Housing Characteristics, 1980-2021

Housing Characteristic	1980	1990	2000	2010	2021
Total housing units	6,658	6,671	6,717	6,819	6,568
Owner-occupied	94%	92%	92%	85%	88%
Renter-occupied	5%	6%	5%	9%	9%
Vacant	1%	2%	3%	6%	3%
Median housing value (in 2021 dollars)	\$401,644	\$277,604	\$366,801	\$294,014	\$274,000
Median rent (in 2021 dollars)	\$1,638	\$1,607	\$1,394	\$1,433	\$1,576

Note: Data for 1980, 1990, 2000, and 2010 are from the Decennial Census. Data for 2021 is from the 2017-2021 ACS 5-Year Estimates.

Source: U.S. Census Bureau, Decennial Census and 2017-2021 ACS 5-Year Estimates

Housing Types and Tenure

Most (94.1%) housing units are single-family homes, a greater proportion than in surrounding communities with the exception of Grosse Pointe Shores (100%) and Grosse Pointe Farms (97.4%). The majority of housing units in the City are occupied by the owner (90.5%), with only 9.5% of units being rented, although the share of housing units rented has been increasing.

[Table 17](#) below provides a summary of the housing characteristics from 1980 to 2021 in Grosse Pointe Woods.

TABLE 17. Grosse Pointe Woods and Surrounding Communities: Housing Snapshot, 2021 ACS

Housing Characteristic	Grosse Pointe Woods	Grosse Pointe Shores	St. Clair Shores	Harper Woods	Grosse Pointe Farms	Detroit	Wayne County	Oakland County	Southeast Michigan*
Percent owner-occupied housing units**	90.5%	94.4%	82.5%	57.7%	94.9%	48.3%	63.4%	71.7%	68.9%
Percent renter-occupied housing units**	9.5%	5.6%	17.5%	42.3%	5.1%	51.7%	36.6%	28.3%	31.1%
Percent single-family	94.1%	100.0%	86.5%	85.6%	97.4%	72.0%	76.2%	75.7%	75.7%
Percent multi-family	5.5%	0.0%	13.4%	14.1%	2.6%	27.5%	22.1%	21.8%	21.3%
Median housing value	\$274,000	\$584,800	\$157,000	\$111,200	\$364,000	\$69,300	\$158,700	\$299,800	\$184,700
Median rental rate	\$1,576	N/A	\$1,007	\$1,170	\$1,283	\$899	\$951	\$1,156	\$976

*Data for Southeast Michigan is from SEMCOG based on the 2020 ACS.

**A percentage of the number of total occupied housing units.

Source: U.S. Census Bureau, 2017-2021 ACS 5-Year Estimates; SEMCOG Community Explorer

Highest Value

Lowest Value

Above Southeast Michigan

Local Economy

Identifying trends in employment can help a community project future needs for land use categories and assess potential opportunities for economic development. This section provides a snapshot of the existing economic conditions in Grosse Pointe Woods.

The estimates provided in this section are from the Census Bureau’s Decennial Census, ACS 5-Year Estimates, and the Census Bureau’s Center for Economic Studies Longitudinal Employer-Household Dynamics OnTheMap application. Though the Census data used is the latest available from the 2020 Decennial Census and the 2017-2021 ACS 5-Year Estimates, these numbers may not accurately reflect changes due to the COVID-19 pandemic.

The snapshot below highlights some key indicators of the City’s existing economic conditions.

TABLE 18. Grosse Pointe Woods and Surrounding Communities: Economic Snapshot, 2021 ACS

Economic Characteristic	Grosse Pointe Woods	Grosse Pointe Shores	St. Clair Shores	Harper Woods	Grosse Pointe Farms	Detroit	Wayne County	Oakland County	Southeast Michigan*
Total jobs	3,231	514	12,352	2,677	3,047	227,684	660,422	713,696	2,770,000
Unemployment rate	5.0%	1.4%	5.6%	8.4%	2.2%	15.3%	9.2%	4.8%	6.3%
Labor force participation rate	66.9%	56.9%	64.0%	64.4%	63.7%	54.3%	59.2%	66.5%	62.7%
Median household income	\$115,247	\$147,391	\$65,747	\$53,555	\$146,667	\$36,140	\$52,605	\$86,523	\$64,068
Per capita income	\$54,028	\$93,616	\$37,836	\$24,612	\$80,610	\$22,122	\$30,788	\$49,998	\$35,871
Percent people in poverty	5.1%	2.2%	7.6%	21.6%	2.6%	30.2%	19.6%	7.7%	13.8%
Average commute time (minutes)	24.6	24.8	26.9	25.1	25.4	25.5	24.3	25.1	26.6
Percent residents with less than a 20 min commute	38.6%	35.9%	34.5%	35.9%	31.6%	35.5%	39.0%	38.4%	N/A
Percent drive alone to work	71.0%	86.0%	83.0%	69.0%	73.0%	64.0%	69.0%	66.0%	80.8%
Percent commute by transit	1.00%	1.00%	1.00%	5.00%	0.00%	6.00%	2.00%	0.00%	1.60%

*Data for Southeast Michigan is from SEMCOG based on the 2020 ACS

N/A = Not available

Source: U.S. Census Bureau, 2017-2021 ACS 5-Year Estimates; SEMCOG Community Explorer

Highest Value
Lowest Value
Above Southeast Michigan

Labor Force and Employment

There are an estimated 3,231 jobs within the City (OnTheMap, 2020). The unemployment rate in 2021 was at 5%, higher than it had been in recent years and likely due to the impact of the COVID-19 pandemic. The unemployment rate is lower than that of the region (6.3%), Wayne County (9.2%), and the surrounding communities of Harper Woods (8.4%) and St. Clair Shores (5.6%).

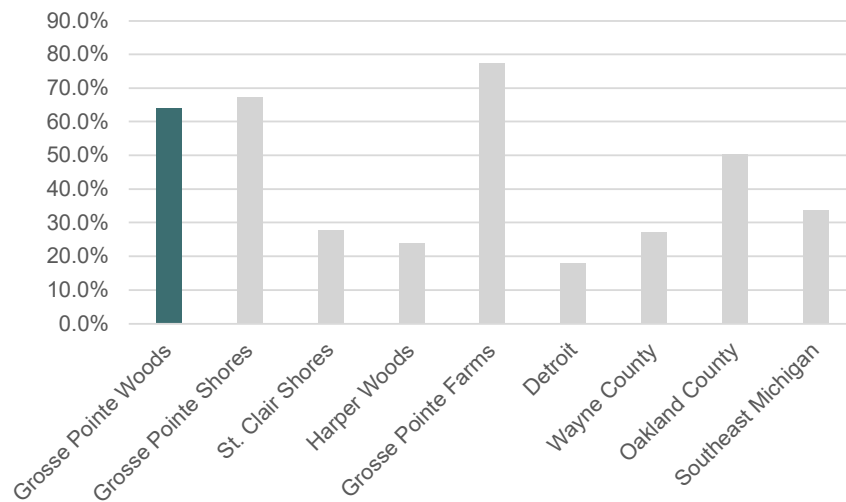
The labor force participation rate of 66.9% is higher in the City than anywhere else in the area, including the county and region's rates. The combination of high labor force participation and relatively few jobs within the community result in residents finding employment elsewhere. According to OnTheMap (2020), approximately 2,834 nonresidents come to Grosse Pointe Woods for work, while 7,085 residents are employed somewhere outside of the City. Only 397 residents both live and work in the City. Residents of the City of Grosse Pointe Woods provide approximately half a percent of the total labor force of Wayne County (OnTheMap, 2020), significantly less than the 1.6% that was reported in the previous master plan. Both Wayne and Oakland Counties increased the number of workers in their areas between 2010 and 2021, at 0.7% and 13.2% respectively. The number of workers in Grosse Pointe Woods decreased by 26.0% between 2010 and 2020, from 4,367 workers to 3,231.

The average commute time is 24.6 minutes, and over one-third (38.6%) of working residents have a commute of less than 20 minutes. The majority commute by driving alone (71%) and only 1% commute using public transportation.

Education

Education levels are often used as indicators for the potential for economic stability and success. [Figure 8](#) below shows the share of the population over the age of 25 years who have completed a bachelor's degree or higher in the City and surrounding populations, showing the City's population is largely well-educated.

FIGURE 8. **Grosse Pointe Woods and Surrounding Communities: Educational Attainment, 2021 ACS**



Income

The median household income of \$115,247 within Grosse Pointe Woods is over twice as much as that of Wayne County (\$52,605). It is significantly higher than Detroit (\$36,140), Harper Woods (\$53,555) and St. Clair Shores (\$65,747). Approximately one in twenty residents are in poverty, which is a rate much lower than that of the region, county, and Harper Woods, but double that of Grosse Pointe Shores and Grosse Pointe Farms. Regional economic development solutions can improve the quality of life and prosperity for all Grosse Pointe Woods' residents, as well as those in surrounding communities.

Existing Land Use

A key element in planning the future of the City is the consideration of existing land use types and patterns. Single-family housing is the City’s primary land use, with some institutional and recreational uses scattered in the City. A greater variety of uses can be found along Mack Avenue.

[Map 3](#) shows the existing land use of the City and [Table 19](#) displays the breakdown of uses.

TABLE 19. Existing Land Use, 2020

Parcel Land Use	Number of Acres	Percent Share (parceled)
Single-Family Residential	1,200.7	73.0%
Attached Condo Housing	9.2	0.6%
Multi-Family Housing	2.1	0.1%
Mobile Home	0	0.0%
Agricultural/Rural Residential	0	0.0%
Mixed Use	0	0.0%
Retail	13.9	0.8%
Office	17.6	1.1%
Hospitality	3.3	0.2%
Medical	15.9	1.0%
Institutional	137	8.3%
Industrial	0.4	0.0%
Recreational/Open Space	69.2	4.2%
Cemetery	0	0.0%
Golf Course	128.7	7.8%
Parking	12	0.7%
Extractive	0	0.0%
TCU	0	0.0%
Vacant	34.4	2.1%
Water	0.9	0.1%
Total (Parceled)	1,645.3	100%
Not Parceled	445	
Total	2,090.3	

Agricultural / Rural Res includes any residential parcel containing 1 or more homes where the parcel is 3 acres or larger.

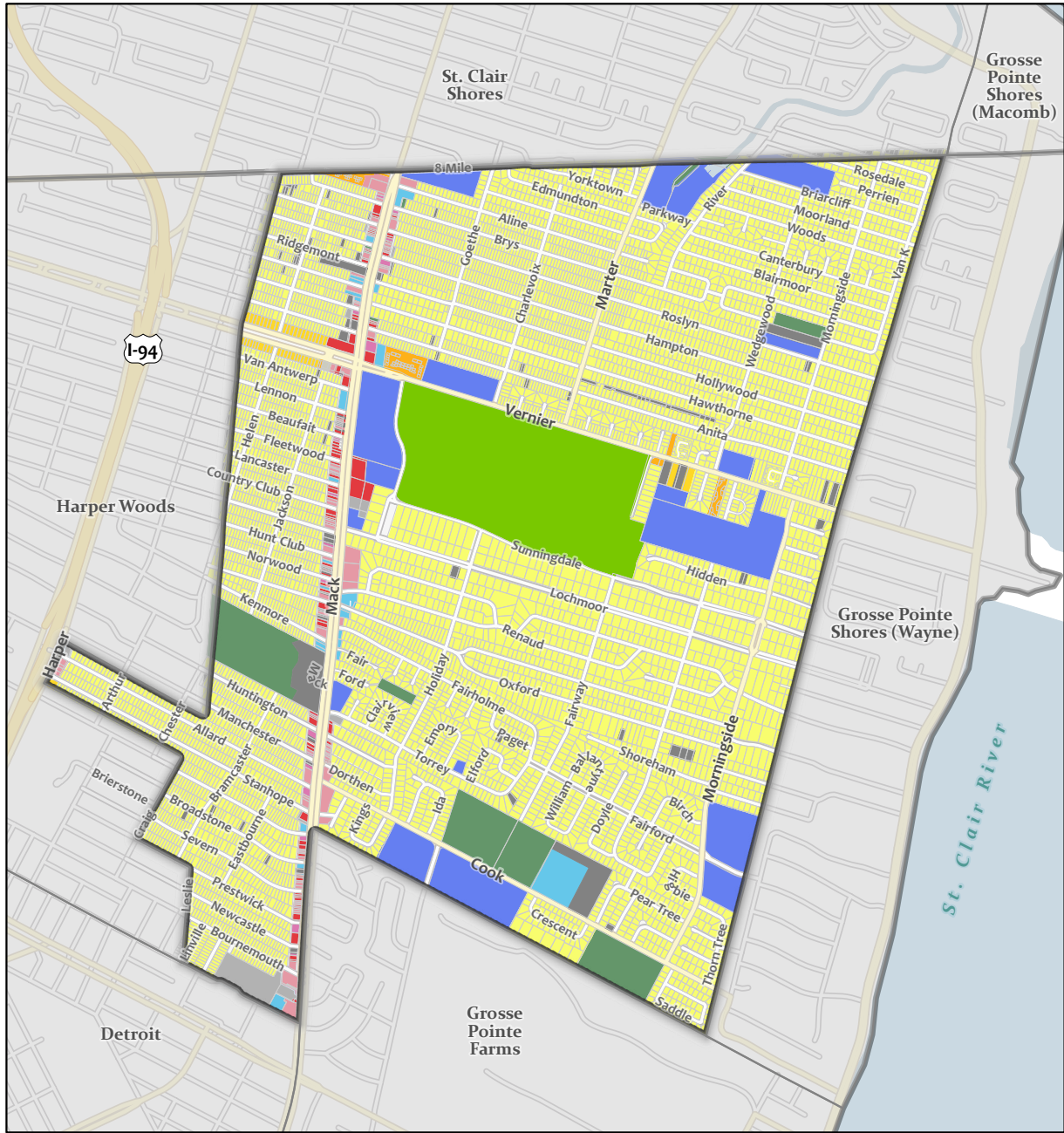
Mixed Use includes those parcels containing buildings with Hospitality, Retail, or Office square footage and housing units.

Not Parceled includes all areas within a community that are not covered by a parcel legal description.

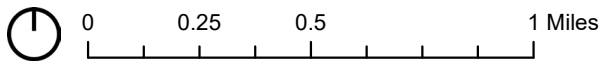
Parcels that do not have a structure assigned to the parcel are considered vacant unless otherwise indicated, even if the parcel is part of a larger development such as a factory, school, or other developed series of lots.

Source: SEMCOG

MAP 3. Existing Land Use, 2020



Data Sources: Existing Land Use and Roads: SEMCOG. ©2024 Giffels Webster.



- | | | |
|---|---|---|
| ■ Agricultural / Rural Res | ■ Office | ■ Extractive |
| ■ Single-family Housing | ■ Retail | ■ Industrial |
| ■ Multi-family Housing | ■ Institutional | ■ Parking |
| ■ Attached Condo Housing | ■ Medical | ■ TCU |
| ■ Mobile Home | ■ Golf Course | ■ Vacant |
| ■ Mixed Use | ■ Recreation | ■ Not Parceled |
| ■ Hospitality | ■ Cemetery | ■ Water |



EXISTING LAND USE

GROSSE POINTE WOODS

For comparison, [Map 4](#) is the Existing Land Use map from the 2006 Master Plan. Below are the existing land use descriptions from that plan:

Single Family Detached

All areas containing detached single-family dwellings.



A detached single-family dwelling in the City.

Single Family Attached

All areas containing attached single family, owner-occupied, condominium dwellings.



A multi-family dwelling in the City.

Two Family Residential

All areas containing buildings designed for or occupied exclusively by two (2) families living independently of each other. Also known as a duplex dwelling.

Multiple Family Residential

All areas containing three (3) or more attached dwelling units accessed via a shared entrance.



A commercial building in the City.

Office

All areas used for office purposes including professional and medical office complexes.

Commercial

All areas used for commercial purposes including the retail sale of goods and services.

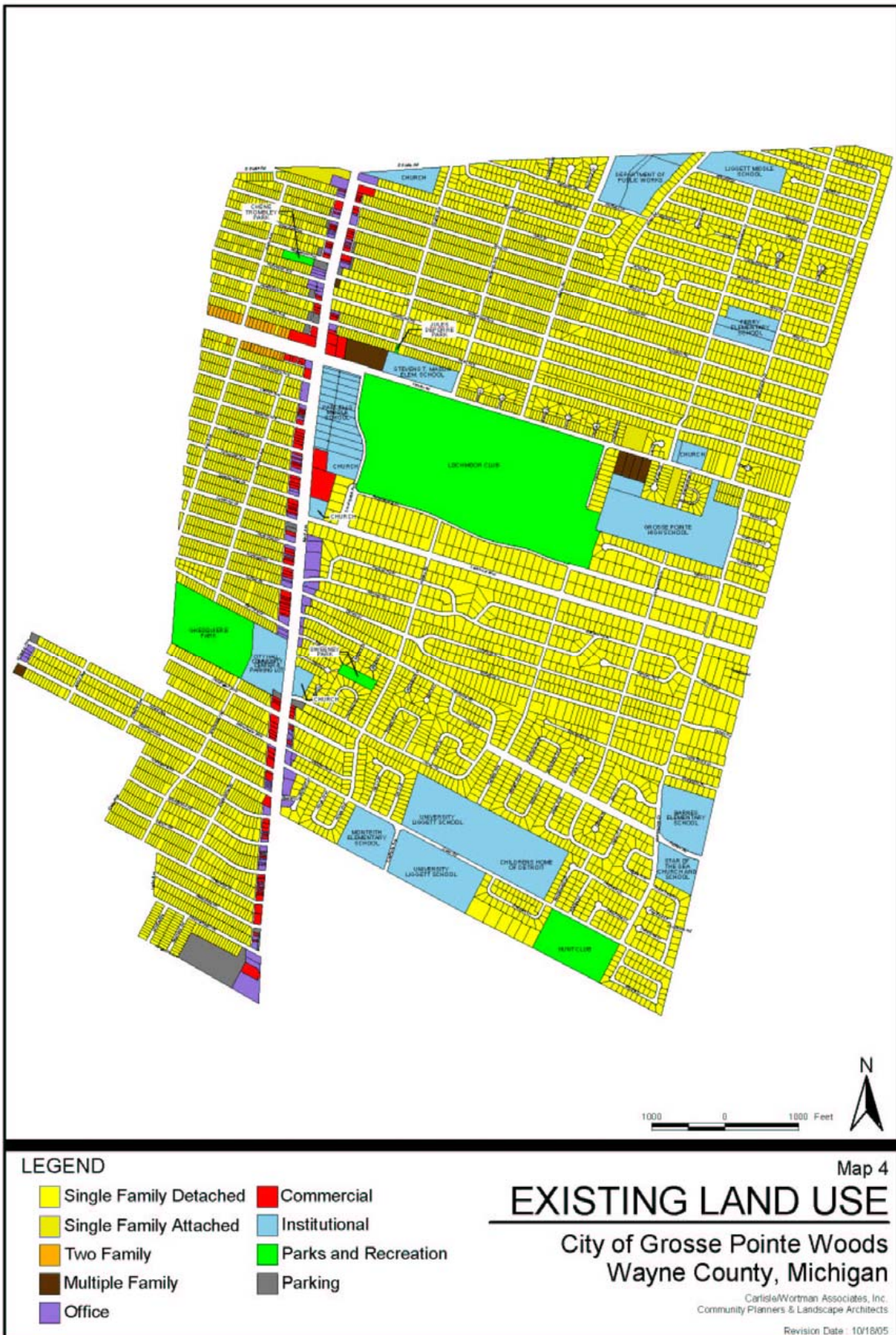
Institutional

Land areas and facilities such as schools, hospitals, and government buildings, which are available to or used by the public. Also included in this classification are areas and buildings that are used by a limited number of persons with particular interests such as churches, church-related facilities, and cemeteries.



Grosse Pointe North High School.

MAP 4. Existing Land Use, 2006



Long-Range Planning in Adjacent Communities

Decisions made in one community can impact surrounding communities, particularly if those decisions relate to property that abuts another community. Therefore, assessing the compatibility of the future land use designations from the 2006 Master Plan and the future land uses planned in other communities is important when updating a master plan and considering how uses of varying intensity can coexist. The future land uses of surrounding communities appear to be consistent with that of Grosse Pointe Woods.

St. Clair Shores (north)

St. Clair Shores borders the entire northern border of Grosse Pointe Woods. Most of the area in both communities is residential with a few institutional uses on the border in Grosse Pointe Woods and a park within St. Clair Shores. The Greater Mack Corridor is mixed use in St. Clair Shores and Grosse Pointe Woods. Lake Front Park, Grosse Pointe Woods' largest park, is located in St. Clair Shores. St. Clair Shores provides fire and emergency services in exchange for Grosse Pointe Woods paying taxes to that community. SMART bus routes connect the two communities along Mack Avenue. Interest in exploring more mixed development, including commercial and office along Mack Avenue, was expressed in their 2016 master plan.

Grosse Pointe Shores (east)

Grosse Pointe Shores borders the entire eastern border of Grosse Pointe Woods. The community did not have a master plan or future land use plan available for analysis. Based on aerial imagery, the existing land uses are compatible, with both communities having single family residential uses. While compatible in their existing state, the land uses proposed in the future may not continue to be so, although that seems unlikely.

Grosse Pointe Farms (south)

Grosse Pointe Farms is adjacent to the eastern half of Grosse Pointe Woods' southern border and along the arm that extends south along Mack Avenue. Most of the area along the southern edge is planned to be single family residential, with attached cluster/terrace residential between Mack and Chalfonte, all of which is compatible with the single family residential and institutional uses in Grosse Pointe Woods. Along Mack Avenue, attached cluster/terrace residential housing is planned in Grosse Pointe Farms. Across the street in Grosse Pointe Woods, mixed use uses are planned.

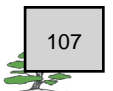
Grosse Pointe Farms is currently undergoing its master planning process at the time of this analysis (March 2023), and the proposed future land use map was used for this analysis. Additionally, the community has indicated that they want improved access to public transportation options, and are also planning to employ an adaptive reuse strategy throughout the community.

Detroit (south)

A very small portion, the southernmost portion, of Grosse Pointe Woods borders Detroit. This area is planned for institutional uses, as St. John Ascension Hospital is located there. This is compatible with the single family uses on the west of this border and the city center/mixed uses on the east. Detroit's master plan also calls for an increase in public transportation options.

Harper Woods (west)

The western border of Grosse Pointe Woods abuts the City of Harper Woods. This area is almost entirely designated for one and two family residential uses, compatible with Grosse Pointe Woods' single family uses. There is a small portion along I-94 that has proposed multiple family uses to the south and pedestrian oriented commercial uses to the north.



Natural Features and Risks

Soils, topography, woodlands, rivers, lakes, creeks, wetlands, and floodplains have a direct relationship with the land use in a community. Each type of land use is influenced by the community's natural features; likewise, natural features are impacted by development. In the master planning process, the optimum arrangement of land uses should maintain the Grosse Pointe Woods's natural resources and physical features for future generations, while balancing the needs of the community for housing and businesses.

The City is well-developed, with few vacant parcels available for new uses. According to SEMCOG's 2020 Land Cover analysis, almost half (45.4%) of Grosse Pointe Woods is covered with impervious surfaces, such as buildings, roads, driveways, and parking lots. Open spaces also cover a large share of the City at 40.7%. Thirteen percent of the City is covered with woody vegetation and trees, and the rest is either bare (0.6%) or water (0.2%).

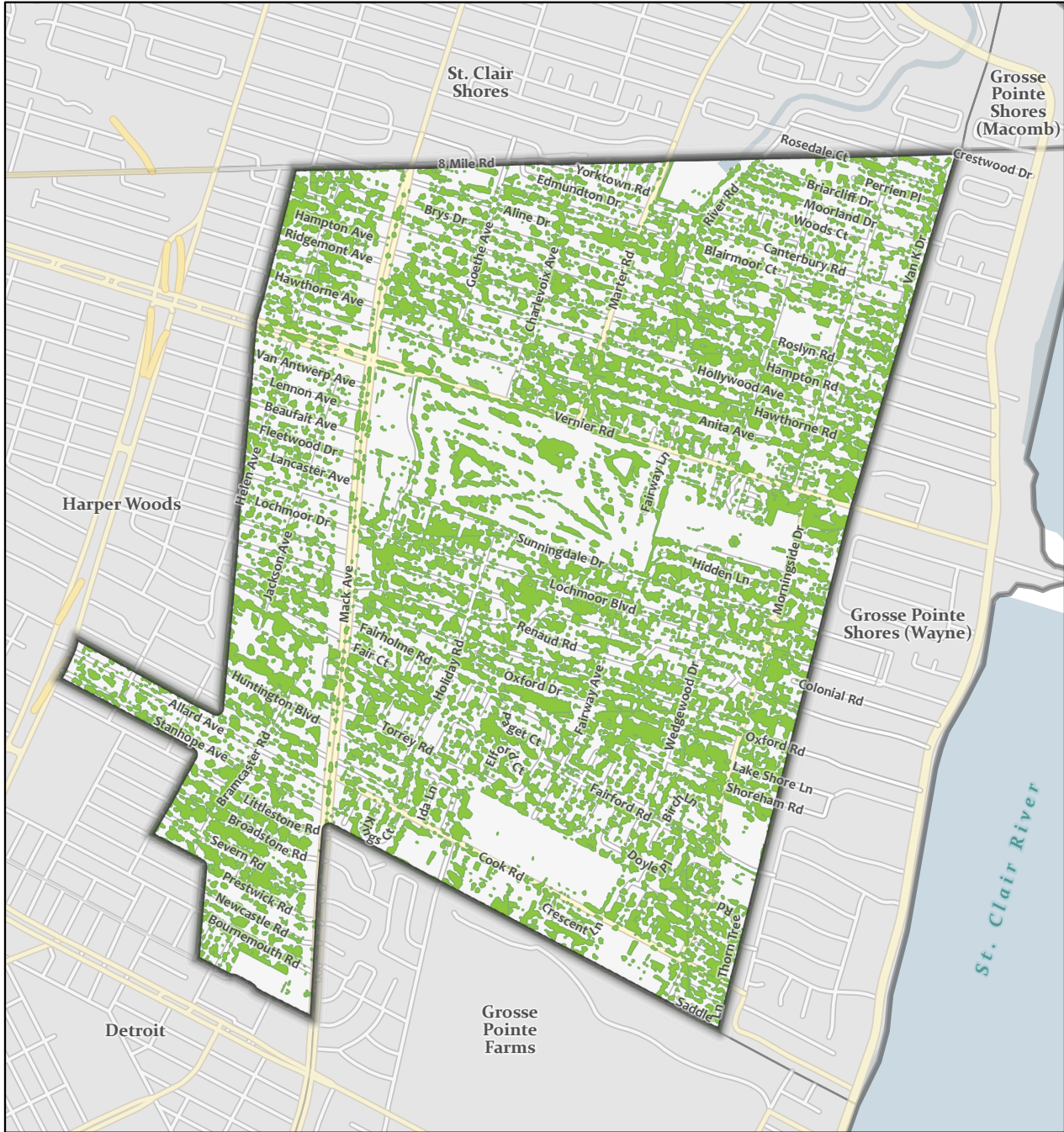
Despite being located near a large body of water and almost half of the land coverage in the City being impervious, the City has a low risk of flooding. This is likely due to the fairly large proportion of open space and tree cover that cover the rest of the City.

SEMCOG estimates the tree canopy, the layer of tree leaves, needles, branches, and stems that provide tree coverage of the ground, viewed from an aerial perspective, of the City covers 698 acres, or 33.7% of the City (shown in [Map 5](#)).

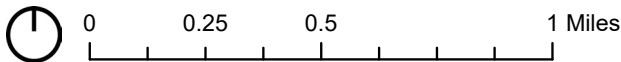
It is becoming critical to include concepts of resiliency and sustainability into land use plans. Though they are related, resiliency and sustainability are not the same. Sustainability is the well-established concept that focuses on decreasing or eliminating the detrimental future impacts of our current activity. Resiliency recognizes that our built environment will be subject to stresses and is the practice of designing that environment in a way that can endure those stresses. Some threats are ongoing, persistent stresses, while others are sudden shocks or single events that disrupt the day-to-day functioning of the community.

As we plan for the future, many of the challenges we will face are related either directly or indirectly to our place in larger systems, both natural and man-made. We often have little direct local control over these systems, but adapting to change and discovering our role in contributing to the health of these systems is nonetheless essential to planning for a community that can survive and thrive, even in the face of the most severe challenges. Considering the needs of vulnerable people, such as children, the elderly, or those with a disability is an integral part of resiliency planning to help ensure all residents can overcome these challenges. Resilient communities are not only preparing for weather and climate-related shocks, but are also preparing for economic and health shocks as well.

MAP 5. Tree Canopy, 2022



Data Sources: Tree Canopy: Southeast Michigan Council of Governments (SEMCOG), Ecopia. Parcels: Grosse Pointe Woods. Roads: SEMCOG.



TREE CANOPY

GROSSE POINTE WOODS



Community Facilities

Community facilities include both physical facilities located within Grosse Pointe Woods as well as services provided by the City. Community facilities include essential facilities or services like a fire station or public utility, or may be other facilities or services such as a public park or library. Both essential and other community facilities play a vital role in the City's potential for growth and resident retention. The availability of public safety services, attractive recreational and cultural facilities, and strong public school and library systems are some examples of community facilities that can help draw new people to the community and enhance the quality of life of existing residents.

Civic Facilities

City Hall

City Hall hosts most of the City's departments, as well as the Community Center which is located at the north end of the building. The Council chambers and meeting spaces are located mainly on the west side of the building.



Parking

The City owns and operates twelve off-street parking lots, with most of them metered. Funds collected go towards the City's operating fund. Additional metered spaces line both sides of Mack Avenue as well.



Library

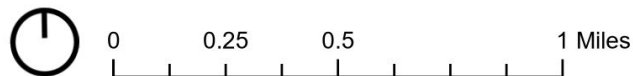
Grosse Pointe Woods has one library, the Woods Branch of the Grosse Pointe Public Library. Renovations for the Woods Branch were completed in September of 2022, including the addition of a Dream Lab, a basement makerspace with 3D printers, a small recording booth for podcasts and music, as well as a used bookstore.



MAP 6. Parks and Community Facilities, 2023



Data Sources: Parks and Buildings: SEMCOG. Facilities Zoning: Grosse Pointe Woods. Roads: MGF v17a. ©2023 Giffels Webster.



- Parks
- Municipal
- School



COMMUNITY FACILITIES

GROSSE POINTE WOODS

Schools

Grosse Pointe Woods has a number of public schools, including Grosse Pointe North High School, Monteith Elementary School, Ferry Elementary School, Mason Elementary School, Parcels Middle School, and Barnes Early Childhood Center. Our Lady Star of the Sea (PreK-Middle School) and University Liggett School (K-12) are private school options in the community.



Public Utilities/Services

Department of Public Safety

Public safety officers perform police and firefighter duties and are trained as medical first responders or basic emergency medical technicians (EMTs). In addition, the Department of Public Safety provides Advanced Life Support (ALS) through a contract with Medstar Ambulance, crime prevention, fire inspections, a detective bureau, and traffic safety. The Department has free resources for residents, such as gun locks and the Kindcall Care Program.



Water & Sewer

Residents and businesses within the City limits are serviced by a City-owned and operated potable water supply and combined sewer system. The majority of the City's potable water supply system was constructed in the 1930s and 1940s. Within the last 15 years, many water mains along Mack Avenue were replaced, and additional replacement projects completed on various local roads. The combined sewer system is composed of an inter-county detention basin and pump station, a City pump station, tunnel drains, and sewer lines within the public right-of-way or rear yard easement of almost every street within the City. Annual evaluation of the sewers help the

City identify issues and prioritize projects that maintain safe and functioning potable water and sewer pipes. Annual evaluations and resulting prioritization of updates to the infrastructure should be coordinated with the other recommendations in this plan.

Waste and Recycling

The City’s trash contractor, Green For Life (GFL) Environmental Services handles collection of rubbish, compost, bundled brush and material for recycling. The Department of Public Works handles all unbundled brush pick-up and chipping. The City also holds hazardous waste drop-off events and leaf pickup services in the fall.



Sidewalks

Most roads have sidewalks on both sides throughout the City.



Public Transportation

Residents of Grosse Pointe Woods are served by SMART (Suburban Mobility Authority for Regional Transportation) and PAATS (Pointe Area Assisted Transportation Services). SMART provides fixed bus routes along Mack Avenue and parts of Vernier Road and Moross Road and is the “everywhere connection” for seniors and adults with disabilities in metro Detroit as an advance reservation, curb-to-curb service in pre-defined geographic areas. PAATS provides seniors (60+) and Grosse Pointe/Harper Woods residents with disabilities with transportation anywhere in the area bounded by 11 Mile Road, Gratiot, Chalmers and Lake St. Clair/Detroit River and the Gratiot Loop.



Parks and Recreational Facilities

Community Center

The Center was constructed through a Recreation Bond Proposal approved in 1986 and is intended for residents to use to participate in cultural, educational, recreational, and social activities. Three rooms (the Park Room, Garden Room, and Lake Room) are available for rent and can accommodate up to 160 guests.



Lake Front Park

This is the largest of the municipal parks at 55 acres, and is host to the largest outdoor swimming complex in the state. The City purchased the land, which is located in St. Clair Shores, in 1948. The City pays taxes to St. Clair Shores and in return, receives police, fire, and emergency services at the site. The park has quite a few amenities, including an activities building with a indoor and outdoor basketball courts, racquetball court, exercise equipment, pool table, foosball and air hockey table, ping pong table and, darts. Outside amenities include shuffleboard and bocce ball courts, mini golf, a dog park, 224 slip marina with dry dock space and boat launch, a playscape, and volleyball, tennis, and pickleball courts. There are four pools (Olympic, lap, wading, and baby), one of which has a waterslide and diving boards. For those seeking more passive recreation activities, there is a boardwalk and fishing terrace, picnic areas with grills, two gazebos, four pavilions, and a 1.4-mile lit and paved fitness trail. When conditions are favorable in the winter, an outdoor ice skating rink is also available. Bus service is available to and from the park, as well as concessions within the park.

Ghesquiere Park

This park is 32 acres and is located behind City Hall. It is designed for children of all ages. It has a tot-lot with a playscape, baseball diamonds, and mini-soccer fields. In the winter, the City maintains an ice rink at the park.



Cook Schoolhouse

The historic Cook Schoolhouse is located in front of Ghesquiere Park. Built in 1890, the one-room schoolhouse was relocated to the site in 2006 for preservation and is now available for events holding up to 40 people.



Chene-Trombley Park

This park is approximately half an acre in size and has a walking path, bathrooms, playscape, and the Phyllis A. DeMars Tot Lot & Swing area.



Sweeney Park

Sweeney Park is a 2.75-acre neighborhood park. It hosts an open field, a playscape designed for children under 12 years old, and a skating rink in the winter.



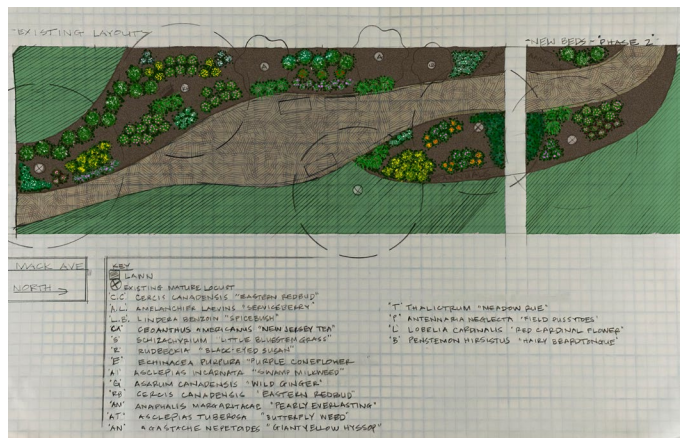
Jules DePorre Park

This is a pocket park located next to Mason Elementary. A paved path connects Anita Avenue to the school.



Native Plant Garden

Another pocket park is located on the west side of Mack Avenue between Lennon and Beaufait. This is where the Pointe is Native Garden Group has adopted a garden bed which features native plants that provide a vital habitat (food and shelter) for wildlife including butterflies/moths, caterpillars, pollinators (including bees, wasps, hummingbirds, etc.) and birds.



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Appendix B

Visioning Results

Appendix B: Visioning Results

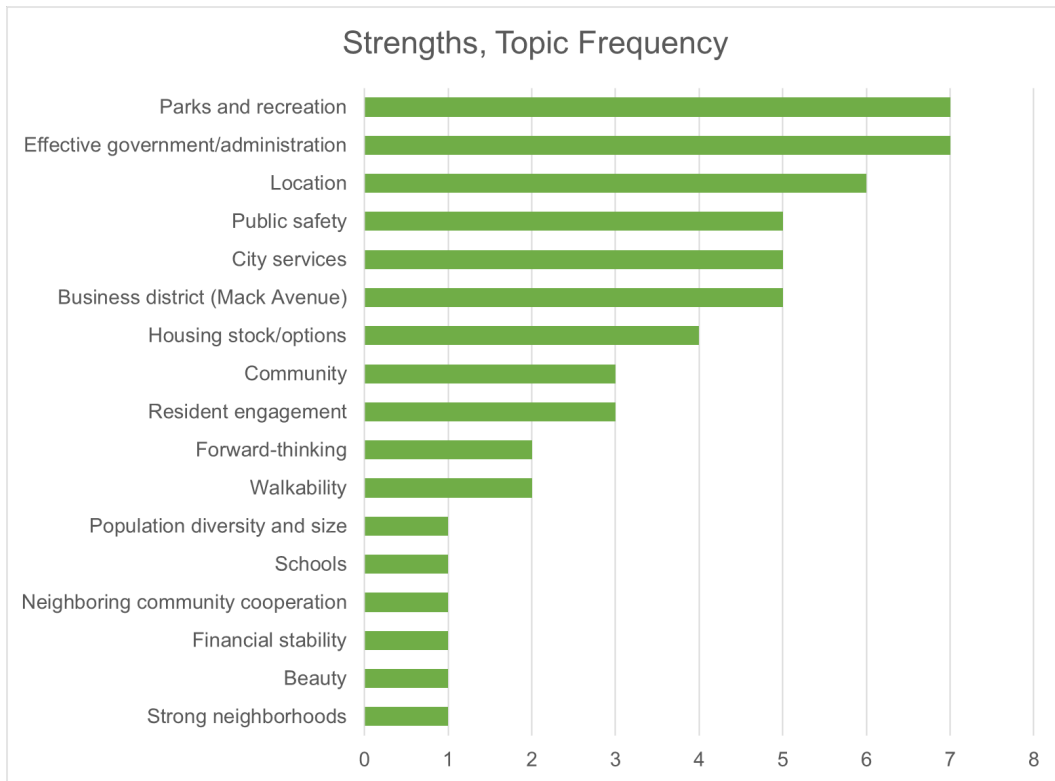
Discussions among elected officials, staff, and those who volunteer their time to discuss the future of the City about the opportunities and challenges that the City will likely be confronted with in the future helps create a shared vision of what could be and guide the development of goals to reach that vision. These discussions are key in determining what questions and issues to get public feedback on to help ensure goals help address the needs and desires of all stakeholders.

Master Plan Joint Visioning Session

On June 19, the City Council and Planning Commission held a joint visioning session, discussed the City’s strengths and weaknesses as identified by the participants, and prioritized foreseen opportunities and threats to the community (SWOT analysis). Below are the results of the SWOT analysis and discussion. The charts show the data that was collected through the survey prior to the visioning session which included four staff responses, two City Council member responses, and seven Planning Commissioner responses. Additional discussion during the session is summarized in the paragraphs following the charts.

Strengths

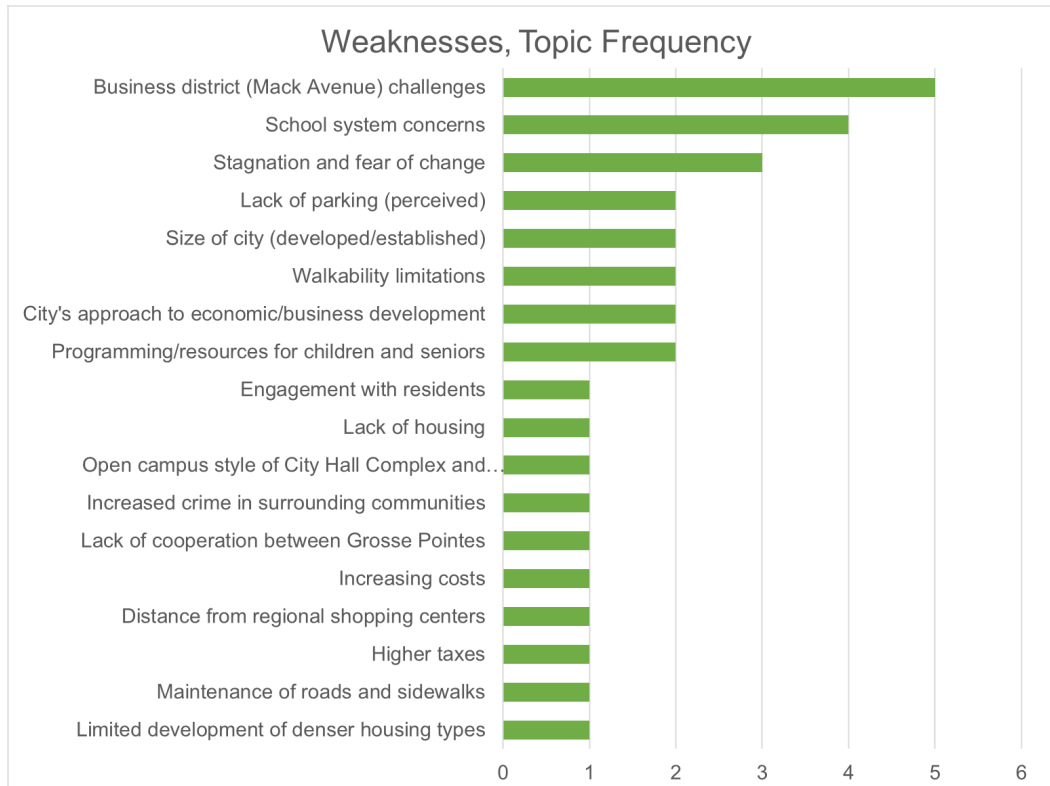
Some participants noted that their survey responses focused on things that were within their sphere of influence, so some



things such as schools, that are a strength of the community were not included in the response. When reviewing the survey results, three additional strengths surfaced: 1) “community”, events, programming, and activities, 2) financial stability of the City, and 3) libraries.

Weaknesses

In addition to the weaknesses noted in the survey responses, additional weaknesses discussed by the group include: limited redevelopment opportunities and opportunities for property tax revenue growth; difficulties/challenges with the development review and permitting process; redundancies that exist between the Grosse Pointes; lack of movie theaters and other entertainment within the City, and a lack of activities and things for teens to do; and real estate values.



Emerging Trends

The survey also asked respondents to identify any emerging trends in the nation, region, or community that could be influential on the master plan process. This list was added to during the visioning session. The complete list is below:

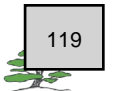
- Higher density, high-end living options
- Interest in aging in place and resulting lack of housing
- Accessory Dwelling Units (ADUs)
- Micromobility options (ebikes, scooters, etc.)
- 15-minute neighborhoods
- Food trucks, pocket parks
- Higher electricity demand/needs
- New electricity infrastructure for EV charging
- Solar energy, small and large scale
- Short term rentals
- Working from home
- Email becoming less utilized
- Smart Cities, artificial intelligence
- Pedestrian safety strategies
- Drugs
- Challenges for empty nesters/downsizing (cost, availability)
- Allowing 3 stories on Mack Ave – impact for new development
- Liggett School development – could there be more developers interested in these types of projects?
- Options for new families, schools
- School properties?
- 15-minute neighborhoods, social districts, walkability, things to do

Opportunities

Survey responses were grouped by category and then given to small mixed groups of Planning Commissioners and City Council members. The groups then prioritized the opportunities as either high, medium, or low. All of the items considered to be high priority opportunities were listed and each participant was able to vote for their top three opportunities. Actions focused on economic development, particularly around Mack Avenue and housing were the top priorities. The results of that activity are shown below, with the items listed from highest to lowest priority, followed by the number of votes for each item included in parentheses.

1. Enhance **walkability** with better crosswalks (10 votes)
2. Encourage **mixed use development** by rethinking ordinances, recruiting/encouraging new economic strategies and development that can create mixed uses (7 votes)
 - » At least four of the five groups noted that this was a high priority item
3. **Enhancements to Mack Avenue** to make Grosse Pointe Woods more of a destination for residents and non-residents, such as façade improvements and business support (4 votes)
4. Enact and enforce ordinances to maintain and improve the **housing stock** in the City, keeping housing values up, increasing the tax base, and maintaining typical income level of residents (4 votes)
 - » This was listed as a high priority by at least two groups, and a medium priority by at least one group. Flags and block parties were noted as additional strategies.
5. Explore **accessory dwelling units** (ADUs) in neighborhoods (3 votes)
6. Explore **streetscape improvements** such as landscaping in medians and adopt a garden (3 votes)
 - » At least one group felt this was only medium priority
7. **Maintain/expand City social programming**, art fairs, music, sidewalk sales, and other active lifestyle elements (2 votes)
8. Explore **grants/funding** (1 vote)
9. Improve **schools** (1 vote)
10. Better understand **changing demographics** and address those specific needs
 - » At least one group felt this was a low priority
11. Long-range planning of **recreational/community amenity development and maintenance** (1 vote)
 - » At least one group felt that this was only medium priority
12. Invest more in **parks** (0 votes)
13. Consider a **business development** role and/or commission to coordinate developers and commercial property owners to attract and retain targeted tenants (0 votes)
14. Once a master plan vision is created, benchmark “**peer**” cities to discern **best practices** toward obtaining the vision (0 votes)
 - » At least one group noted this as high priority.

There were five items suggested from the survey that were not considered high priority by any group. Those considered to be a medium priority by at least one group include reviewing the status of issues identified in the recent 2020 Plan, trying to develop a key business district in the City, and continuing to engage in meetings with other city managers to encourage partnerships and enhance parks and community members. Partnering with neighboring communities and developing an official Facebook presence to collect feedback/input from residents and promote events were considered to be a low priority.



Threats

A similar process to that described for opportunities was undertaken to prioritize threats. The threats mirrored the opportunities, with concerns about housing and economic development along Mack Avenue being in the top three concerns. The results of that exercise are below, in the same fashion.

1. Lack of **housing diversity**/options (11 votes)
2. Challenges faced by **aging populations** (8 votes)
3. Lack of diversity in **business mix** along Mack Ave (7 votes)
 - » At least one group viewed this as a medium threat
4. Complacency/**not embracing change** (7 votes)
5. **Safety, crime, and drugs** (3 votes)
 - » At least one group viewed this as a medium threat
6. Lack of support for **new technologies** (EV chargers, solar panels, etc.) (1 vote)
 - » At least one group viewed this as a high threat
7. Reduced quality of **schools** and resulting impacts (1 vote)
 - » At least two groups viewed this as a medium threat
8. **Property maintenance** (0 votes)
9. Inadequate, aging, or improperly placed **infrastructure** (0 votes)
 - » At least one group viewed this as a low threat
10. Reduced **tax revenue** (0 votes)
11. Increased **costs** (0 votes)
12. Change in **character of Mack Avenue** (0 votes)
13. **Flooding** concerns (0 votes)
 - » At least one group viewed this as a low threat



Post-Visioning Session Planning Commission Homework Survey

In advance of a July 31, 2023 Special Meeting scheduled to review input gathered in Phase 1 of the Master Plan process from the Planning Commission, City Council, and City staff, and prepare for a community Open House to gather input from the City residents and stakeholders, Planning Commission was asked to complete a survey in preparation.

Feedback from the survey responses provided by Planning Commissioners includes:

- Commissioners are generally open to a diverse array of housing types. However, some did not feel that triplexes, multiplexes, live-work options, cottage court homes, ADUs, and/or apartments would be appropriate anywhere in the City.
 - » Some respondents noted that triplexes and multiplexes would be appropriate along Mack Avenue, Venier Road, and in existing low-density neighborhoods.
 - » Live-work options are thought to be most appropriate along Mack Ave.
 - » Apartments and senior living facilities are thought to be most appropriate along Mack Ave and Venier Road.
 - » The Cook Road corridor was suggested as a possibility for non-single family housing types.
- Commissioners noted challenges of the existing transportation network, including being vehicle oriented and not pedestrian or bike friendly, difficulty in reaching community amenities without a vehicle, and the lack of routes and trips SMART buses take throughout the City.
- Commissioners felt that vehicles, bicycles, e-bikes, and walking would be the primary ways residents and visitors would want to access Mack Avenue. Scooters, the SMART bus, and a City-wide trolley were not desirable or deemed infeasible.
- Commissioners did not like the idea of having two ends of Mack Avenue focused on different types of amenities and felt that all amenity types should be available throughout the entire corridor. Additionally, it was suggested that the City take an active role in soliciting developers and businesses.
- Many City programs and services received a weighted score over 4, indicating that Commissioners felt they were either great or excellent. Cultural programs, support for new residents, and resources for seniors were rated to be average/okay. Commissioners were least satisfied with the City's support for developers and efforts in creating a sense of place.
- Most commissioners felt there were enough parks, but amenities such as a dog park, refrigerated ice rink, disc golf course, amphitheater, and additional picnic spaces were suggested.
- The ranking for the most concerning environmental issues was very mixed. Overall, the highest weighted score was for severe weather events, followed by flooding and water quality. Air pollution and extreme heat were ranked in the bottom half of options.
- The ranking for the most concerning social issues was also fairly mixed and close. Quality education ranked highest, followed by cost of living and crime. Food access, social isolation and loneliness, and drugs were ranked in the bottom half of options.



Key Takeaways

Based on the feedback from both surveys and discussions with the Planning Commission, City Council members, and staff, the following key challenges related to land use planning have been identified in the City:

- Lack of housing options (type, size, location, affordability, ability to age in place)
- Lack of business mix and development along Mack Avenue
- Lack of connectivity throughout the City
- Vehicle-centric design/Lack of walkability along Mack Avenue
- Lack of community identity and character
- Barriers to people of all ages and abilities living life to the fullest potential
- Climate change (severe weather and flooding, in particular); lack of sustainability and resiliency

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Appendix C

Open House Results

Appendix C: Open House Results

This section provides counts (frequencies) of how questions were answered and direct quotes from the online and in-person open house held in Fall 2023. Items are grouped as applicable and it is noted where comments were agreed with or disagreed with by other respondents.

Welcome to the Open House

Where do you live? Place a dot on the map below.



Comments

I am no longer a resident of Grosse Pointe Woods, but I still own a home there, where I lived for 40 years. I have noticed a steady decline in residential property maintenance. Lawns that are full of weeds and overdue for mowing, etc. I must state that in the case of several properties, a very poor quality replacement sod was laid down by the City many years ago after sewer(?) work was done. Many homeowners seem to let the poor grade sod die off, then let it go to weed. Hope something can be done to promote better property upkeep!

What is the best community you have ever lived in or visited? What did you like about it?

- Ann Arbor, MI – cradle to grave appeal
- Ann Arbor, MI – trees, walkable downtown, restaurants, coffee shops, specialty stores, vibrant social events
- Ferndale, MI – dense walkable neighborhoods, restaurants, bars, activities within walking distance, pro-public transit and multimodal
- Grand Haven, MI – Welcoming, lower water and utility rates, no parking meters – no searching for nickels and dimes, a range of housing to accommodate different income levels
- Grosse Pointe Woods – 60 year resident
- Grosse Pointe Woods 20 years ago!
- Royal Oak, MI and Salie, MI – tree-lined streets with mature trees, public transit, and “cool” events for adults/young people – not just kids
- Auckland, New Zealand – it’s emphasis on healthy environment, the waterfront, etc. for a healthy new style lifestyle!
- Austin, TX – Bike paths, walkable, transit system
- Charleston, SC – food, events, walkable
- Cranston, RI – beautiful front yard gardens, walkable
- Durham, NC – great food (local restaurants, not huge chains) and sense of unique community culture
- Fort Collins, CO or Boulder, CO
- Woodinville, WA – attractive to younger people, events (concerts, wine and beer tasting), walking distance to taverns, wide variety of food, safe, no homeless

What describes your role in relation to the City? You may place a dot in any category that applies.

- Resident – 118 responses
- Business Owner – 9 responses
- Worker – 2 responses
- Other – 1 response

How many more years do you plan to live in Grosse Pointe Woods?

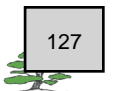
- Less than 5 years – 7 responses
- 5 to 10 years – 20 responses
- 11 to 15 years – 15 responses
- 16 to 20 years – 10 responses
- Over 20 years – 68 responses
- I'm not currently a Grosse Pointe Woods resident – 3 responses

What is your age group?

- Under 18 – 5 responses
- 18-34 years old – 15 responses
- 35-54 years old – 32 responses
- 55-64 years old – 30 responses
- 65-74 years old – 42 responses
- 75+ - 13 responses

What does your household look like?

- Two adults and one or more children under 18 – 17 responses
- One adult and one or more children under 18 – 5 responses
- More than two adults and one or more children under 18 – 0 responses
- Two adults, no children under 18 – 44 responses
- One adult, no children under 18 – 27 responses
- More than two children, no children under 18 – 9 responses
- Three adults – 6 responses

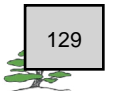


Online Open House (Assets and Challenges)

What are the City's unique assets? (from online open-house)

- Mack Avenue businesses, Lakefront Park, Ghesquire Park, Engaged, high-quality school system
- Lake Front park as well as all the other parks , mack ave. business's , Lochmoor country club ,many beautiful well maintained homes , and the many trees in our community are great assets. Please fix the many embarrassing poorly maintained roads , this is one of the Basic important duties of a city government , do this then do additional things as desired
- Lakefront Park is Gem (marina, tennis courts, and especially the pool.
- Lakefront Park is a gem and recent additions (putt-putt) have been appreciated. The dog park at Lakefront Park is dismal and under utilized. There's an area behind the rear entrance at Ghesquiere's ball diamond that could be enclosed. Ask for donations to bring in climbing toys and water for dogs. Supply bags to keep it tidy.
- The greatest assets in the Woods are the Parks, and the walkability. Add restaurants and shops=bonus. However, Mack Avenue is like a racetrack. Reduce the speed limit to 25mph! You know vehicles travel five over without concern of being cited for speeding. This would benefit residents as well as businesses for safety, sight and parking . GPP has 25mph limit on Mack! Please reduce the Mack Avenue thoroughfare speed.
- Hi, my family and I love our city lake front park but the play scape is pretty dated, there is a sign from 1995. A new play scape and maybe more activities for toddlers would be great
- The Lake Front Park and Pool is one of the best things about GPW, and its presence as a place for swimming lessons greatly increases public safety in an area with so much lake coastline. It has been my favorite place for my whole life growing up here, but it seems like less resources are being devoted to it as time goes on. In recent summers, the pool hours have been reduced and there haven't been any late-night swim events, so the beautiful underwater lights never get used anymore. The standing clock on the pool deck was taken down and the one hanging on the bathhouse wall is difficult to see and frequently out of battery. The showers were changed to a push model presumably to save on water costs, but their temperature is highly inconsistent to the point that they are unusable when scalding or frigid. I've heard there are plans to add a splash pad, which is great news. Please include the park and pool as an important focus in the city's Master Plan! (1 note of agreement)
- We raised our three kids here. We sent our kids to both public and private schools which were all excellent. We have taken advantage of everything the Lakefront Park offers- swimming, boating, walking, tennis, paddle tennis and yes, even pickle ball! Ghesquiere Park is a place where we spent many hours on the great playscape and eventually on the Little League baseball fields. We support the small businesses along Mack Ave. We love GPW! Ways it could improve... add bike lanes and a refrigerated ice rink. People of all ages can bike and skate and I believe many would support this. I think money could be easily raised through the GPW Foundation for the ice rink. This rink would provide a fun, safe place to exercise during the cold, winter months.
- City Hall has become more friendly than ever. Places to sit and watch are a nice with the new benches.
- location, location, location! Close to Detroit events, Lake St Clair, XWays to many places. Good parks program, walkable neighborhoods
- We have a great community with beautiful and safe parks and neighborhoods. I appreciate that we are a tree city but we don't have many open areas to roam. We need to keep as much green space as possible and replace trees were they have been removed in the city areas.
- Small town family atmosphere. Lakefront Park. Ghesquiere Park. Baseball, Football. Police and Fire.

- A nice old style place to walk and see friendly people. Many options without having to go far. Yes parking is tough but we seem to manage.
- We love the neighborhood feel of the community. We oppose the building of multi family units in areas that are currently zoned for single family use only. Based upon an explanation given at the master plan presentation by a city representative, if this change were to occur, homes could be bought and replaced with multi family units on any street with no formal plan. Schools or other community buildings, if closed and sold, could be replaced by multi family complexes (eg., apartments for example). We believe that this zoning change will erode our neighborhoods. A similar zoning change was proposed in GPP without success. We would like to know the position of the mayor and council on this issue.
 - » In total agreement with this comment- The closed Poupard Elementary in Harper Woods is planned to be low income housing- under no circumstances should we even ponder subdividing our single home neighborhoods into anything else. God forbid- IF we lose ANY schools in GPW , Mason, Montieth, Brownell, Parcels, Grosse North etc. ALL have architectural value and integrity- THESE schools could be converted into High End Loft Space- while keeping the GREEN SPACES THEY HAVE OPEN TO THE PUBLIC. To the children and parents- The parking and infrastructure are already there. The NEIGHBORHOODS LEFT INTACT- with LESS traffic flow resulting. (1 note of agreement)
 - » We already have way too many renters who don't care about our neighborhoods. More trash on sidewalks and grass on top of dog waste not being picked up or bags just left behind. (1 note of agreement)
- We consider many positives of living in the Woods - safety and the support for police officers, schools, parks, neighborhoods. Overall, it has been a great place to raise our children and promotion of the valued community assets should be continued. We were happy to hear of the planned improvements to the waterfront park such as the splash pad. Some long term concerns include the high property taxes and the need for diligence in keeping city costs as low as possible so that attractive services are provided efficiently. One specific suggestion for improvement is to change the traffic lights at Mack/Moross so they are like the ones at Mack/Vernier (left turn arrow).
- My husband and I have lived here in GPW since 1980, coming from SCS, and Detroit. We really treasure our dedicated Department of Public Safety, and our Public Works Division. The basic provisions of personal safety and clean streets are really more important than any frills, and is what keeps us here, and brought my daughter's family back.
- City services such as snow removal from streets and walks, leaf pick up once a week, clean streets, pool and park extremely important, and making sure homes are clean and kept up immediately if there should be an issue.
- Walkability, Mack Avenue, the parks.
- Lochmoor Blvd on the east side of Mack Ave is a beautiful stretch for pedestrians and cyclists. Honestly, a lot of the city is walkable and I'd love to see this focused and improved upon. (Might help with parking too if there are less cars.)
- We love the walkability of our city. It would be great to add a refrigerated rink at Lakefront Park. We could put it under the larger picnic shelter by the pool. This way it would be reserved just for the residents and parking would be close by. I tried once to skate on the flooded grass by the water and the ice was so choppy and the wind was so terrible I left after 10 minutes. Flooding the hockey rink at Ghesquiere is a nice idea but it often isn't cold enough to even use. Last year it never even opened. I know the other Pointes have refrigerated rinks. I think it's something that would be greatly appreciated and used in the winter months by our wonderful GPW residents.
- GPW is unique in that it is a walkable community with access to literally anything anybody would need, and yet has access to a major expressway. This applies especially to the west side of Mack. There isn't anything that could not be accessed on foot or by a short bus ride. (Example: Grocery, Pharmacy, Church, Medical/Dental, clothing, restaurants/ carry-out, library, etc.)



- There are multiple unique accents: the housing stock (older homes with charming accents), the neighborhoods and the community walkability. The tree lined streets. The city park. GPW is a safe place to live. GPW's location with an easy commute to downtown both for work and social and cultural events. The sense of community that permeates the city.
- Our parks, walk-ability, close to the water, our pool and all the amenities it has. Schools that are mostly within walking distance.
- The City's unique assets: sidewalks, libraries, parks, economic development (15 min city)
- The intersection of Littlestone and Mack is dangerous at many hours of the day and evening. People park or stand illegally (in front of yellow lines) while picking up their pizzas or other food carry-outs at the various food establishments between Littlestone and Broadstone. Traffic coming southbound on Mack is difficult to see before pulling out onto Mack, especially with the proliferation of tall vehicles that you can't see through. There needs to be better enforcement in some way or other! We need to put the "Woods" back in Grosse Pointe Woods on Mack as well as the residential streets for many reasons - fighting climate change, increasing the beauty and attractiveness of our lovely neighborhoods, keeping our streets cooler in summer, and living up to the expected standards of Grosse Pointe WOODS.
 - » In the summer time Littlestone turns into a truck parking lot with all the lawn cutting companies sitting eating their lunch. I have gone to city hall to complain about the parking and garbage being scattered around from Little Cesar's but nothing ever happens. We just had a younger couple move because they were fed up with what I just mentioned. I have learned that my first mistake was expecting something done by the city. (1 note of agreement)
- Pedestrian crosswalks (Mack): add bright colored flags for pedestrians right-of-way to use crossing in traffic at designated crosswalks. Pick up safety flag from container when crossing and deposit in container at other side. Crosswalks should be marked to stop for pedestrians as in many other communities. Refrigerated ice rink would be a great addition to our park. Clear directional markings to alleviate driver confusion at high traffic business areas. For bicycling, road repairs are mandatory. Every large crack, pit and hole is a dangerous hazard
- hoping to see bike lanes and greater access for pedestrian friendly zones.
- When I first moved here, I was surprised how dangerous it is to cross over Mack while walking to the local businesses or the City Offices. We should have marked lines and sidewalks in the median providing safe crossing. How about utilizing Roundabouts to provide faster flow of traffic. Could we reimagine the corner of Vernier and Mack? At times, I also reimagine the median. I see it having a sidewalk up the middle with benches or make that the bike lane that many residents want? There must be a way! Also please regulate the type of business that is opening. Maybe have a limit as to the number of nail salons, urgent care facilities and when the number is reached then that's it. Overall, our community is great and I love living here
 - » A roundabout at Mack & Vernier would be awesome. it's our corner & intersection. that and add pedestrian overpasses...
- We have lived here since 2017 and just started a family. We have no plans to leave and have loved living here very much! Our current address is within walking distance to the businesses on Mack and that is something we love about it. The primary reason we moved where we are, is the accessibility of businesses and the ability to have an urban feel, while still having a home in a neighborhood. Anytime there is even the slightest rumor of a new restaurant coming to town, we get extremely excited. Please continue with drawing as many restaurants, bars, coffee places into the city. Further places like yoga studios and fitness places are great as well, as they are not reliant on retail models. It seems like we have a ton of eye doctors, dentists and medical stuff on Mack, which does not make for great placemaking. I strongly believe more affordable and higher density housing is a must and fully support ordinances that support such. The elimination of business exclusive parking (i.e. only customers of one business being able to park there) should also be gotten rid of,

since it is completely inefficient. It also sounds great to have residential units built above buildings to the extent possible to further increase density. Having a boutique hotel would not be a bad idea, since there is no where to stay pretty much anywhere in the pointes. The parks here are great, I would strongly recommend allowing people to bring their dogs for walks, as long as they are leashed (again to make the city more welcoming). I also am shocked that there is not a farmers market in the city (even once / month), but I also understand that there is plenty of competition in that space (i.e. Eastern Market being just 15 minutes away). In short, I think the key thing for ensuring the vitality of the city is ensuring that we make it a place where people 27- 40 want to move to. I personally am 34 and plan to be a resident for life. That said, what shocked me moving here (since I had never been to the pointes before and only knew of unproven negative stereotypes of them) was the semi-urban feel, the solid restaurant scene and the down to earth nature of my neighbors. Ordinances that support such things I think will make this a welcoming and thriving community going forward.

- How about an area to play with your dog? The dog park at the Lakefront Park is not well maintained and does not drain well after rains. And it is one of the very few activities at the Park which requires a fee. Why? Finally, it is very inconvenient because you have to drive there to use it. How about something closer to Ghesquire (1 note of agreement)
- There was a place during your presentation that asked, “ if you were mayor, what would be the first thing you’d do”? I would make Lochmoor Club take better care of its north side along Vernier. The club itself is one of the neat things about GPW but it seems like they never partner with the city. As a resident I am tired of driving past all the scraggly trees and the bent, rusty fence on Vernier. You can see what a difference some attention would make because right now they are replacing a section of the fence and it makes such an aesthetic improvement!
- How Many More Times Is GPW Going to Ignore Addressing Our SINGLE FAMILY HOME RENTAL SITUATION MOVING FORWARD? Any GPW Home Owner West of Mack Ave, or EAST of Mack Ave. to Wedgewood, North of Vernier; about half of our 2.25 city square mileage – statistically will have 90% of our cities 300 to 350 Individual Single Family Rental Homes (note: GPW does not have an Exact Count-this is a “ball-park figure” from GPW Code Enforcement). RE/ MANDATORY CRIMINAL BACKGROUND CHECKS ON ALL SINGLE FAMILY RENTAL HOMES & RENTAL UNIT ADULT RESIDENTS PER BEST PRACTICES STANDARDS CODE- >>SEE GROSSE POINTE PARK- INITIATED & ENFORCED SINCE MARCH OF 2014<<< ORDINANCE AMENDMENT REQUEST-REVIEW: A New Grosse Pointe Woods Best Practices Update to GPW Rental Home Owner & Lessee Mandatory Requirement(s) First Open Discussion & Notes Were Submitted & Discussed on Monday, April 17th, 2023 with GPW City Council - Hard Copies Given to Clerk for Distribution to Mayor & Council. Only TWO responses were received from City Council Members. Mr. MAYOR, CITY COUNCIL & GPW RESIDENTS PLEASE NOTE: Mandatory Criminal Background Checks Required by Code/Ordinance in Grosse Pointe Woods for All Rental Homes & Properties: City of Grosse Pointe Park REQUIRES MANDATORY Criminal Background Checks from Landlords/Lessee’s for all Adults residing at a rental property. CBC’s are Standard Best Practices throughout Michigan & Elsewhere. – See/Read Attached copy of GPP rental and CBC form. Note The Funds Generated for the City. Grosse Pointe Park Has Vetted Best Practices for Rental Properties: While >>> We Do Not<<< ALSO NEEDED: Mandatory Code/Ordinance Placed “On the Books” Requiring Dual & Immediate Notification of Landlords AND Residents of Rental Homes for Code Violations - Excessive Noise etc. i.e.- Exactly the same Method that GPW uses when contacting the 86% of its Resident Home Owners. NOTE: Property Owning Landlords Can Claim 100% of Any/All Home Improvements and Repairs as a Tax Deduction- While Resident Homeowners Cannot. Tax laws allow for a “double standard” per expenses of property ownership. GPW can and should be enforcing this variable as well. A Complete INVENTORY of Single Family Rental Homes in GPW- Data to Be Updated & Kept Current: The Data Placed on our City Quadrant Map for Council and City Administration Awareness. GPW City Government & Administration Cannot Effectively PLAN for our Cities Future without the above Data & Ordinances in Place. A: Nearly Fourteen Percent of All GPW Homes Are Rental Homes (13.6%) 300 to 350 Single Family Rental Homes (of 6,416 Residences). B: GPW has Three Times more Single Family Rental Homes than Grosse Pointe Park (90 to 130 Per GPW & GPP Building Dept. Data Checks on 5-9-2023). C: It Is Probable that Grosse Pointe Woods Has More Rental Homes Than All of the Pointes



Combined- D: Yet: We Have Nearly Zero Effective Best Practices in Place Here. All Adults Occupying a Rental Property- A Simple Process & Form Submitted to the Building Department by Property Owners/Management per every adult lessee in residence. The City form would be this simple: A box checked stating they have done so. And Nothing Else. Our City Attorney, City Manager, Public Safety Director & Building Department can easily Review & gather data from their G.P.P. Counterparts: in Particular, FOR REVIEWING THE BENEFITS to residents, Public safety, building department revenue et al- this is a WIN-WIN for ALL- Landlord, Residents, Public Safety, Public School System etc. You Cannot Protect our most vulnerable population groups- our safety- our properties safety - our Home Values - without a Comprehensive- yet simple logistical change- GPW Leadership Must Know the number of Rental Homes that we have In Our City at Any Given Time- and Where These Rental Homes Are.

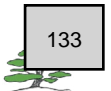
» So sorry I missed this point myself. As far as I'm concerned, There would be NO RENTALS IN GPW. there is nothing but trouble when that is allowed.

- It is great that each Pointe has a recreational park. Each should have a movie theater like GPP. There is nowhere to go to see a movie without driving out of the city. We have some great amenities and this could be another to entice families to move here. More attention should be given to the business district so that store fronts are attractive and maintained. City could do better enforcing codes and civic pride. Is there a way to offer assistance to clean up, repair and landscape residential and commercial?
- Our city has the power and justification to insure all residents abide by existing property and safety regulations. Because of our building permit requirements, hazardous condition violation enforcement, COO inspections, and infrastructure repairs, these systems are ultimately what keeps our properties desirable, and compliance need to be enforced even more as systems and structures age. Today, many home improvements are being done without compliance, and this loophole needs to be closed.
- Exceptional city services in parks, roads, beatification, and activities are our trademark - and the city strives to serve all it's residents. Our tax dollars are being spent on solid efforts, whereas other municipalities struggle to maintain status quo.
- My only concern is the school system, as they were once one of the best in the state, and I now find many residents turning to private schools for their children. The Master Plan needs to address this issue as it impacts property values and community activities.
- We're missing local hotels within the area! Always have to travel outside the area for a decent sleep for family/friends during the holiday.
- I would like to see the Mack Avenue commercial district align more closely to the Planning Commission's 2020plan as presented to the City Council over three years ago. To attract new businesses and youth to the district, I would like to see residential lofts being built over retail space. Local public transportation would also help in bringing vitality to the district.
- Love the are but a few things need attention. First, the "outhouses" at the Woods park are disgusting and should be replaced with normal bathrooms and sinks. The park is embarrassing. We have the money to do this. This is not representative of a city with beauty, high taxes and people who deserve better. Second, the 6 foot shiny white solid plastic, non open slot fences allowed on corners and yards look terrible. They reflect the bright lights from cars and homes at night, hurting vision. And they are frankly just ugly. The planning commission made a huge mistake changing the old fence guideline. Natural wood, wood look, open alternating posts for air flow was smart and kept the city looking beautiful. Air flow is also necessary which pets. Wood fences, not plastic, compliment our tree city. Third, fix the roads!!
- Parking has been the only problem in my 49 years ive been here. the only solution i can derive is to take city blocks that generate large amounts of people, and utilize the islands and create angled parking which the city can meter and generate more income, this would solve any issues
- Seems fine to me. It is nice you are asking.

- But, this is a wonderful city to live in and to do business in.....
- Cook Road is a disgrace ! Not only is the quality of the road surface horrible, the drivers speed excessively! Correct, improve and protect Cook Road! After all, there are two schools on Cook Road! Make Cook smooth and quiet like Allard! It's been horrible for over a decade now !

What challenges do you think the City currently faces or may face in the near future?

- Something needs to be done about the parking along make, otherwise we will continue to have our small businesses disappear after much hard work of trying to stay open. Minimizing the medians to have a smaller footprint, moving the lanes over towards the medians and having front, pull-in angled parking, similar to Birmingham and Royal Oak, would give our small/local shops, much more business throughout the day and the busy weekends. This would also allow for the possibility of a bike lane to be put in right below the sidewalks, but in front of where the parking would be. Not only would our businesses thrive, we would not need to eliminate the medians completely, and traffic would not be affected by the bike lanes. If you want to talk about making our city thrive - make it accessible for everyone - the business owners, the citizens, the able bodied and those that are not able to drive, but who can walk, bike, utilize their wheelchair to get around instead!! Boost the economic growth of the businesses we have in place, this will bring in more family's with children, young couples, etc. There is no need to put random housing in the middle of single family homes and lower property value for your current residents - this will encourage established residents to leave the city!!!! Do not bring in big box retailers - this will drown out your local shops and business owners that we all know and love! Figure out a way to make THIS work. If you need help managing the budget, I would be happy to join in to help, as I'm sure many other residents would be. Bring in an ice rink that we can actually use with our children, followup on the blight that is called in by your residents due to renters and/or residents that aren't pulling their weight!! Figure this out!!! Ever since Covid this has been a downhill spiral. We don't need music on the lawn if you can improve our infrastructure first! Prioritize please, or many more established residents will be leaving, and home values will sink very quickly. GPW is a beautiful community, and I am proud to call it my home, however this plan makes me sick to my stomach.
- Please be more aware of the parking situation on Littlestone and mack. It is a death trap with cars illegally parked and you can't see oncoming traffic
- Return Mack between Vernier and SCS border back to all of Mack. Remove two or three parking spots between blocks. Very DIFFICULT to see on coming traffic. How about annual parking passes for residents? Would like to see a sidewalk on the South side of Vernier, next to lochmoor.
- Don't forget about the homes! The homes on and around Mack Avenue are being overrun by business without notice or input from residents. We are a neighborhood not just a business district.
 - » In total agreement with [previous comment]. We ARE NOT ROYAL OAK/BIRMINGHAM/ROCHESTER/BLOOMFIELD. See and read- hear the overwhelming negative impact on the HOMEOWNERS near the Ugly Mess that Downtown Royal Oak now is. Overwhelming traffic, too many restaurants and bars and not FAMILY friendly.
- Return the ambulance services to our fire department! They were superb! The current service, not so much. Parking. We need to do what S.C.S. did. Mack Ave needed to be 1 1/2 to 2 feet wider. Getting out of your car is dangerous both for pedestrians and drivers. The right lane needed to be wider. Most accidents on Mack Ave occur with parked cars. Prestwick had been a speedway since 1985. Why did you take down the stop sign at Eastborn? We have complained for decades. Nothing works. Dangerous for children.
- Mack Avenue is dangerous, both to drive on and walk on. Parking needs to be removed close to the side streets so people can see. Thoroughfares to walk home from school aren't safe, either. There's no sidewalk on one side of Vernier for North students. Mason students walk through a gas station to get to school. The corner of Mack and Vernier is a

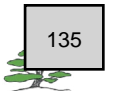


danger zone for crossing. Also, this is not a life-or-death thing, but get rid of the parking meters and invest in an app like other cities. Shops along Mack are losing business people no longer carry change to feed a meter and end up going elsewhere.

- Parking has always been an issue. I've sat on more parking committees over the years and there is no real answer to this problem, unless we do what SCS did. Take the first few houses behind the business district and make that parking. But this will never happen. Parking in the median will never happen, because I believe this is controlled by Wayne County. What I've paid other businesses to use their parking lot over the 45 years I've been doing business in this city is absolutely incredible. I've finally made deals to satisfy most of my parking needs, but GPW needs parking.
 - » Nothing else more to be said on this subject but adding lose a couple of paid parking spots where one has to pull out of their streets. So dangerous and can't believe no one has got off the rears to correct this.
- It is still safe although I have had things stolen out front and in back. Parking will continue to be an issue.
- Things that need improvement: appearance and landscaping of businesses along Mack. Some businesses have painted their buildings in colors that are unattractive. It doesn't seem like the city has a cohesive viewpoint of how the city should look and then make sure it is followed by business owners and residents as well. Quite a few properties are overgrown and homes aren't maintained. These need to be addressed so that residents who chose and are paying for an upscale city in which to reside are proud to live here. We also need a dog park at Ghesquiere park. The one at Lakefront park is dismal and residents can't walk there. Plus new Pickleball courts!!! There's enough land there to create a lovely well used centrally located park with lots of activities for all ages. Are all the baseball diamonds needed or can some of the space be used for all residents. A walking track and flower beds for example. Take a cue from some of the other grosse pointe parks. Make the Woods as desirable
- Uniformity of Mack Avenue is a must to make our city a beautiful place to live and to attract younger generations to Grosse Pointe Woods. Street and park lot lights should be changed back to a warm hue, instead of the current eye-blinding sterile white lights in place today. Trees, trees, trees... Imagine Mack Avenue without any trees. It wouldn't be an attractive place to live and do business, would it? Today, we have a hodge-podge of things going on in the easement section between the sidewalk and the street that is left up to the business owners to maintain and do what they please in front of their stores. This has resulted in trees being cut down and various forms of artwork, landscaping, etc. appearing. As a recommendation, the city should take over the maintenance of the easements in order to create a consistent and uniform tree-base Avenue. Trees in general - look around, trees are diseased and dying or already have died off everywhere around our town. We need to refresh our Tree City initiative and allocate more resources and money towards tree maintenance and particularly replantings along Mack Avenue and among our neighbors. Would you like to live down a tree-less street? Not if you want curb appeal and a desirable place to live and attract future residents too.
- The turnaround just north of Vernier leads to many cars driving down Anita, using as a pass through. It causes a lot of traffic and lots of people speeding.
- Bike lanes please
- Because we are such a walkable community and the sight-distance issues on Mack are such a problem, could we find a way to remind people to STOP at the STOP SIGN first, then proceed to the actual intersection. Often vehicles roll up to the intersection and don't stop at the sign first. They could easily hit a biker or a pedestrian. There may be a way to get State funding for a public information campaign such as this.
- We moved into town in July of 2022. It took us a while to understand the city and it's services. The one improvement

would be to enable more cross walks on Mack Ave. The ones that are present are difficult to cross as the cars do not stop. I believe better and more cross walks would enable more foot traffic and more potential for more foot traffic into the local shops. It may also encourage more unique shops on Mack.

- Safety at the cross hashes on Mack. I watched two middle aged little girls wait in the median across from Licavoli's for over 5 minutes while drivers completely ignored the crossing. I pulled my car into the lane and stopped and pumped my brakes for others to observe and stop, so the youngsters could walk their bikes across. We need better pedestrian safety for Mack crossings. I support and encourage home ownership over rentals and strongly opposed the construction of multi-family apartment complexes. Background checks on single family rentals, as mentioned by 'John' on Nov. 4th entry, is a very good and protective measure to enforce. One needs a permit for any little thing we would like to do on our homes, but could have a sex offender renting next door. Public safety should be priority with any community planning. Paving of our neighborhood streets seems to be taking much longer than promised. Here on Marian Ct, the street was torn up sometime back in the 90's with promise of pavement coming. I thought our street was bad until my daughter moved on to Woods Lane Ct, and the road is so bad my young grandchildren have a challenge riding their bikes. The massive holes haven't been filled in, as families wait for paving, and there are no sidewalks so pedestrian street traffic is necessary. GPPSS has been challenged recently, and it may not be under control of the city council, but despite paying school taxes above what the state provides, we are currently considering alternatives for my grandchildren. I do see hope in recent School BOE and hope they can keep focus on good traditional education, measures that would make us reconsider. On a personal note, I would appreciate the city building department responding with dignity to my request to add a small tasteful extension to my kitchen eating area. Blowing my request off with, "You can request a variance, but it will be denied. Just saving you \$350.00", without any hope of consideration, didn't sit well with this hard working, tax-paying homeowner for the past 43 years. Oppose Lansing forcing "Green Energy" policies on us, among other unpleasant policies.
- We need to prioritize our Public Safety Department. We need more officers. Too often our community is at risk by running on a "minimum" shift. Please find out for yourselves what a minimum shift looks like. Yes, we have a Mutual Aid Agreement with our neighboring cities, but if those cities are also running at a minimum shift, they cannot help us. And if it is an "area wide" event such as a tornado or big storm, large fire, (or anything catastrophic), then its "every city for itself". And that means there are basically only 4 or 5 officers trying to help our entire city. (We currently have 3 large senior centers in GPW, and how would any natural disaster be managed for them with literally a handful of officers?) Even if we have to fund it through a specific Public Safety only fund, we feel that most residents would support that. In that vein, we do not want any apartments/condos/town houses, etc. We have enough multifamily dwellings and senior centers to try to safely provide services to. Mack Avenue speed limit should certainly be lowered. It is lower in SCS and they don't have on-street parking. Additionally, the first space at each corner should be for motorcycles or compact cars only. Having SUV's in those spaces is a sight-distance hazard and probably in violation of State codes. The old "Hail Mary" when you are trying to enter Mack has been a problem for decades but even more so now, with more people on bicycles, larger vehicles, distracted drivers, etc. We are totally against pot shops. Harper Woods will soon be having them on Harper and on Kelley Road. We do not want GPW to go that route. Establish and enforce strict rental rules and codes. If needed, add additional Code Enforcement officers. Have the building department actually inspect a certain percentage of each contractor's work. We have had 2 separate contractors actually tell us within the last year that the "city" knows them and their work, and therefore rarely sends an inspector out when they pull a permit. Of course, our community is only as good as our schools. We have a wonderful community. We have a major trauma center at our fingertips, and every service imaginable for our daily living needs within our borders. We appreciate our small businesses and our community leaders. Let's make changes and improvements in small doses....baby steps... and see how they "fit" for us before it is written in stone. No drastic "out of the box" changes. Thank you for the opportunity to share our thoughts.

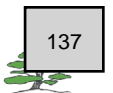


- The challenge of attracting younger residents. There is the challenge of prohibitive housing costs. The city needs to remain agile to changing demographics and still address the multi-generations that reside here. Related to the escalating housing costs would be the challenge of identifying ways to mitigate property taxes. Ensure there are amenities and resources for all ages. Ensuring the quality of our schools is maintained and enhanced. This is critical for attracting and retaining families in our community. A key challenge will be not making rash decisions or pursuing something because it sounds “cool” or “trendy”. As an example, I have seen suggestions to put bike lanes on Mack. Mack is not big enough for vehicles currently. Just because something sounds good doesn’t mean it is practical or safe. Ensure the proper studies and surveys are done (i.e. how many people would use the bike lanes, what is the cost, etc...). The option of housing above the businesses on Mack sounds interesting but ensure that the necessary parking is provided and the needs of the residents who live nearby are addressed. The challenge of attracting and retaining businesses that residents need and want to patronize. Within the Master Plan, work to develop a strategy to support/attract the type of businesses the city (and its residents) wants to attract.
- Property taxes are a big deterrent to people moving here. We have the highest property tax of any of the Grosse Pointes but we have the lowest average household income and the lowest house values. People who live here have less money than people who live in the other Grosse Pointes. Why would we be able to afford higher taxes? Lower the taxes. Or at the very least, stop raising them.
 - » Agree with [above comment] in all: MANAGE OUR 300/350 SINGLE FAMILY HOME RENTAL PROPERTIES BETTER. If the single family home rental owners/companies can’t maintain them- with their massive Tax Advantages over the rest of us suffering from them- getting these homes on the Open Market and actual Long Term Home Owners & Their Families Living in Them- will INCREASE our tax base as well and increase our home values.
- Our school ranking has been decreasing steadily over the last few years . I believe this is the greatest drawing factor for attracting young families. The amenities are important but if our school system is not ranked along with Birmingham and Rochester Hills we will struggle to attract new families which will affect our property as well as the taxes.
- Everything stated above , that simple.
- I know this is a stretch and highly unlikely but a HOTEL or Bed & Breakfast for out of town visitors to have a place to stay that’s nearby. More waterfront access and activities at the Lakefront park (ie: a beach, a kayak launch, etc.). It’s such a shame that the Pointe’s are surrounded by lakefront but no place to really enjoy it.
- Closed minds. Why not enlarge the lakefront park dog park? Why not make city more enjoyable for dog owners? Nee to look at other similar cities around the US and see what they do with and for the residents. Happy to finally see more restaurants here!
- I dont recognize any large scale problems developing, as the avenue has been consistent and appears calm in my 49 years.

Resiliency and Sustainability

What actions do you think are most important for increasing the resiliency of Grosse Pointe Woods?

- Back up generators for Milk River pumping stations
- No more sewage backups (2 notes of agreement)
- Fix all plumbing/sewer issues
- Updating water infrastructure for climate change
- Rain gardens along easements to help with rain drainage
- Please stop cutting down mature trees to accommodate DTE/sewer issues. Either bury the lines or work around them (1 note of agreement)
- Plant more native plants in parks and medians
- Native plant landscaping throughout Ghesquire Park (2 notes of agreement)
- Community tree trimming where you pay for it
- Environmental practices: Native plantings, ordinances around chemical use, noise and light pollution. Encourage sustainable energy infrastructure.
- More teen and middle school activities. Little kid programs are great (1 note of agreement)/Place for teens to go and socialize (2 notes of agreement)
- Pay life guards a competitive wage so they don't go to McDonalds or other pools to work. Pool hours can be better.
- Update pool house to stay competitive with the other GP's to attract residents (1 note of agreement)
- We need more municipal resources to age in place – rides for seniors, walkable stretch (fix cracks, ramps)
- More assistance for special needs and seniors
- Senior assistance with home up keep and chores. Reliable, reasonable cost, safe
- Accessible homes and local supports for aging in place
- More condos for the aging community
- Encourage sustainability. I shouldn't have had to put decals on my solar panels (1 note of agreement)
- Promoting the use of solar and wind power in residential dwellings as well as environmentally friendly landscaping practices
- Research community solar (e.g., on city hall, parking lots and implement (2 notes of agreement)
- Transportation and walkability (1 note of agreement)
- Actively enforce the pedestrian crosswalks on Mack at all times of day, not just school hours
- Longer crosswalk time signals so we have enough time to cross Mack (1 note of agreement). Make Mack Ave SAFE for pedestrians to cross. Also at cross streets
- Fix sidewalks for safe walking (3 notes of agreement)
- Bike trails through community
- Bike routes (1 note of agreement)



- More bike racks on Mack (1 note of agreement)
- Bring back the park trolley (2 notes of agreement)
- Tons of comments on the trolley. Let's embrace buses and public transit. Good for the environment and good for folks who can't drive.
- Get rid of meters (use app instead) so residents aren't discouraged to shop and eat due to having no change to pay meter
- Get rid of the parking meters – free parking
- Multifamily housing – we need more affordable housing units for young people moving into first places, older citizens
- Allow accessory buildings for housing family and renting out to help support residents, especially seniors or empty nesters who want to stay in their homes but have space to add an accessory building (1 note of agreement)
- Senior housing – affordable. Free pool for seniors during off summer hours
- Affordable safe senior housing (2 notes of agreement)
- More walkable business – more variety. More downtown-like area to provide more community feeling vs. strip along Mack
- Attracting economically sustainable businesses should be a cornerstone of GPW's resiliency strategy (i.e. Lululemon; Cabela's; Chick-Fil-A)
- I think GPW should continue to consider ways to partner with the other Grosse Pointes to share resources.
- Safe schools!
- Safe neighborhoods
- Eliminate the pitbull ban (breed). Welcome all potential residents and their pups (1 note of agreement)
- Be more dog friendly! Allow leashed dogs in ALL parks (2 notes of agreement)
- Equitable applications of regulations, ordinances, etc. Inclusive of marginalized populations
- Since when is GP not fair and equitable? Why is this suddenly an issue?

Economic Development

How can the City support entrepreneurs and home-based businesses?

- Need more outside dining and rooftop spaces over restaurants, breweries, etc. (4 notes in agreement)/More outdoor dining – rooftop patios and parking lane dining (3 notes in agreement)/Rooftop restaurants and outdoor seating
- Zoning needs to be updated! It keeps junkyards away from residents but it means we don't have a walkable live-work-shop environment. In London, you can get your dinner at the market walking home. (1 note of agreement)
- Mixed use looks best for future – more affordable, attractive to landlords?
- Co working space (1 note of agreement)
- More mixed use business/living style buildings on Mack. Keep them old style/traditional – not ugly new build loft looking – no painted brick!
- More mixed use residences over business. Encourage new construction to add residential (1 vote of agreement)
- Arcade/larger space where smaller shops or booths can be rented short term; part of the venue could be used for events or expos
- Get Plum Supermarket and a Myers (1 note of agreement)
- How to attract more diverse business
- Host sessions to connect entrepreneurs with would-be investors. GPW has many affluent residents who could invest in local business ideas
- Keep asking business what they need and then listen (2 notes of agreement)
- Better signage (incorporate with art?) to highlight lot parking on Mack
- More activities less dentists (3 notes of agreement)
- Stop attracting dentist, urgent care, Italian food. We need more of tap houses, food, tech centers, activities (2 notes of agreement)
- Hotels
- No big box business (Yuck on the mattress). Tax incentives for small biz and local cos (2 notes of agreement)
- Allow more liquor, beer, wine serving (licenses) to encourage more eating options and draw to the city
- Multipurpose store, tech centers
- Ease off building regulations (1 note of agreement)
- Building department needs to be more business friendly
- Underground power infrastructure to reduce outages (1 note of agreement)
- No tall buildings. No fast food. Keep it classy! (2 notes of agreement)
- Stop letting big hauler trucks go back and forth on residential roads!! Charge liens for repair!
- I live in GPW and work in St. Clair Shores. I “could” bike to work but I'd get hit by a vehicle. There's no safe way to walk and bike on a regular basis to work, grocery stores, or schools! (1 note of agreement)
- City GP Wood for HBB No expanding 473-8778 (?)



What kind of environment would you like to see on Mack Avenue?

Who's there?

1. Local businesses serving residents from surrounding neighborhoods – 34 responses
2. 4 responses
3. A mix of local and chain businesses – 20 responses
4. 0 responses
5. Big-box stores and national chains that may be a destination for visitors from surrounding communities – 1 response

What does it sound and look like?

1. Quiet, not many people – 1 response
2. 2 responses
3. 10 responses
4. 28 responses
5. Lively, bustling lots of people – 19 responses

How will everyone be able to get there?

1. Car-oriented – 1 response
2. 2 responses
3. 21 responses
4. 16 responses
5. Walkable, bikeable, transit – 30 responses

Other Comments

- Outdoor cafes and outdoor business displays
- More clothing retail shops for men and women
- More activities for seniors
- More crosswalks
- Push button pedestrian crossings along Mack (1 note of agreement)
- Get rid of one lane each way of car traffic on Mack. Pedestrian-friendly!
- Bike paths on Mack Ave (1 note of agreement)/Bike path on Mack – keep bicyclists safe and encourage less carbon-intensive travel (1 note of agreement)
- Bike lanes in the city – yes. Take away lanes on Mack – no!
- Eliminate street parking from 8 Mile to GPW city limits, add pocket parking, widen sidewalks for outdoor dining and gathering space

Economic Development: 10-Minute Neighborhoods

What do you think of a 10-minute neighborhood idea for the City? Does it fit with the existing neighborhood fabric in Grosse Pointe Woods? Would it enhance your quality of life? Are there other locations you would like to see in the City identify as a hub?

- Theater at the GPW Lakefront Park
- Use parking apps to encourage people to frequent our establishments. Not no coins no use! (1 note of agreement)/ Parking apps – people don't carry cash! (3 notes of agreement)
- No parking by apps!
- Yes smaller pockets – walkable or bikeable from your home. More variety and specialty shops like Milford
- I prefer to walk/bike for errands when possible. City transit between hubs. More small grocery options. Fewer redundant businesses (nail sales 1 per hub should be enough). No more urgent care. More entertainment options (1 note of agreement)
- This fits my vision of a city. As I age it will enhance quality of life. Good for youth too. GPWoods is fairly walkable. Let's make it more so! (3 notes of agreement)
- Easier parking
- Practice/recording studio
- Near hub 4: Almost perfect now – just traffic/parking issues. Need a traffic light near Hampton!
- Trolley for business (3 notes of agreement)
- Restore the turn around on Mack north of Vernier! Current situation is inconvenient
- I think murals on buildings could be a nice way for the city to add more art and character. If it's done by businesses it won't cost the city anything.
- In any hub, attract more restaurants and/or bakeries that offer vegan options; or a vegan restaurant. In the greater Detroit metropolitan tri-county area, GPW is one of the few cities that does not have even one vegan restaurant and/or bakery and where the majority of the current restaurants and/or bakeries do not have vegan options. City design that supports the individual consumers' requests at these establishments would be helpful towards inclusion.
- Grosse Pointe Woods is not pedestrian-friendly (or pedestrian safe). The pedestrian crossings south of Vernier are too far apart to be usable and limited to traffic signals. The number and density of pedestrian crossings north of Vernier is much better but the signage is terrible and THERE IS NO ENFORCEMENT of pedestrian crossing right-of-way (despite the State Statute). Residential solar power should be encouraged, particularly because DTE power is unreliable and reliance on "the grid" is irresponsible since it relies on fossil fuel generation of electricity. DTE continues to trim instead of removing fast-growing trees (e.g., Ash) that impact the power lines. Power distribution would be much more reliable if the easements were cleared and power lines and data service lines were buried.



What amenities would you like to see at this hub?

Amenity	Hub #1 – Mack and Cook	Hub #2 – Mack and Lochmoor	Hub #3 – Mack and Vernier	Hub #4 – Marter and Hawthorne
Grocery stores/markets	9	11	10	15**
Restaurants	17*	21*	19*	12***
Retail and boutiques	6	7	8	2
Business and administrative offices	0	0	0	0
Entertainment venues	9	19**	16**	11
Recreational spaces	14**	15	15***	3
Plazas and pocket parks	8	16***	9	19*
Personal services	2	3	3	3
Mixed use residential	11***	12	9	3
Apartments	3	7	3	7

*Amenity with highest frequency **Amenity with second highest frequency ***Amenity with third highest frequency

What placemaking elements would you like to see at this hub?

Placemaking Element	Hub #1 – Mack and Cook	Hub #2 – Mack and Lochmoor	Hub #3 – Mack and Vernier	Hub #4 – Marter and Hawthorne
Artwork	11*	8***	13**	13*
Gateways and signage	0	1	5	0
Public and community gathering spaces	9***	15*	9	13*
Sidewalk amenities	5	8***	11***	6
Preservation of historic buildings	7	3	7	3
Activation of vacant/public spaces	4	9**	5	6
Lighting	7	2	1	6
Hub-specific branding	1	2	0	1
Designated as a social district	6	7	5	9**
Sidewalk cafes/outdoor dining	10**	15*	18*	8***
Updating buildings to be more modern	0	1	1	1
Regular or pop-up events	6	6	7	8***

*Amenity with highest frequency **Amenity with second highest frequency ***Amenity with third highest frequency

Other Notes – Hub #1

- Longer business hours for retail restaurants
- Men's clothing
- Performing arts center
- Better lighting
- Hotel (6 notes of agreement)
- Multi-use common area – small vendor/fruit market by day and event space at night
- Keep it a sleepy bedroom community
- 2 stories only for mixed use residential and apartments
- When bank closes (noted on mixed use residential)

Other Notes – Hub #2

- Park improvements for baseball at Ghesquire
- No more nail salons and fast food (2 notes of agreement)
- No more salons please (5 notes of agreement)
- Smaller markets like Salvaggio's, Westborn
- No more urgent care (5 notes of agreement)
- No low income or multi-family housing as it would too greatly widen the gap of household income/spread in Pointes (1 note of agreement)
- Can we please get flowers and seasonal decorations on Faircourt like the other streets have?
- Signage denoting Lochmoor/Sunningdale from Mack east as a historic area highlighted by the large beautiful 90-100 year old homes

Other Notes – Hub #3

- For mixed use residential: multi-family can bring density which means more money per square foot
- No more salons (6 notes of agreement)
- Senior living apartment (2 notes of agreement)
- No more urgent cares (1 note of agreement)
- Boutique hotel
- Hotel (4 notes of agreement)
- Roundabout (3 notes of agreement)
- Something for teens/preteens to do (1 notes of agreement)
- App use meter parking
- Fireworks, music events (2 notes of agreement)
- Rooftop patios



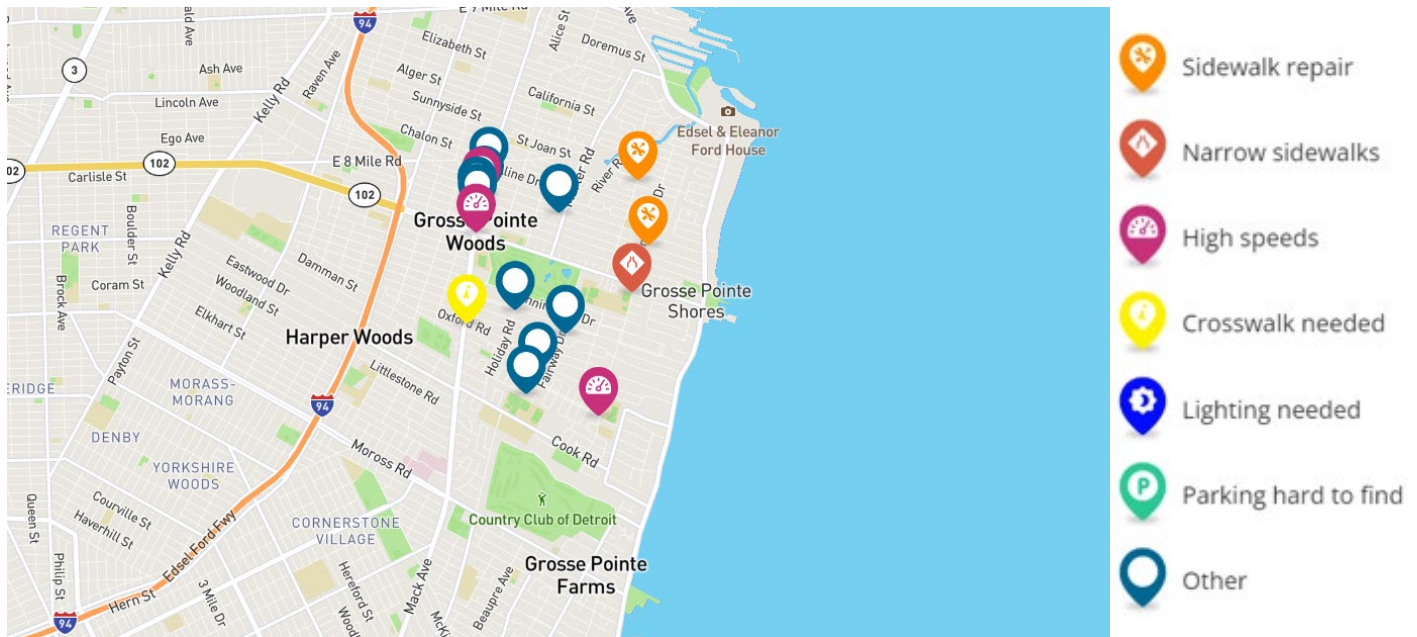
- Bike racks/bike parking
- Young adult/adult activities for families without kids. Everything is geared toward children
- Too many salons and take out restaurants (1 note of agreement)

Other Notes - Hub #4

- Bring in Plum Market and a Meyers
- Leave as is! Residential is OK (2 notes of agreement)
- Bring back a book store and record shop
- Keep green space or add more useable green space
- GP Park is a great example. Milford restaurants, small specialty shops, gathering places
- Movie theater (1 note of agreement)
- Single family home = tax revenue (1 note of agreement)
- Metered parking that uses an app. 21st century parking please
- Area 4 is the least walkable if you live closer to GPS. It would be nice for the area to become more of a hub. In addition to walking and biking, GPW could also be a potentially good place for golf carts – most streets have lower speed limits, they use less energy, and take up less space.

Transportation

Parking, Biking, and Walking Feedback. Use the map to identify any locations where you are aware of one of the following problems: need sidewalk repair/maintenance, sidewalks are too narrow, car speed limits are too high for pedestrians and cyclists to safely walk/bike, crosswalk/crossing needed, too dark to walk (lighting needed), difficult to find parking, or other issues.



Comments

- Allard has too much traffic (2 notes of agreement)
- Need to add stop sign back at Fairford and Morningside
- Convert parking lanes on Mack to bike lanes
- Limit parking to large streets – like Moross, Vernier, Cook
- Pedestrian/bike path in median on Mack (6 notes of agreement)
- Parking on Mack is a problem. Cars parked on Mack create visibility issues for pedestrians and cars turning on Mack from side streets
- The sidewalks along Morningside could be wider to allow for pedestrians, small children on bikes, dog walkers, etc.
- Cars parked on Mack block street visibility for pedestrians and for cars turning onto Mack from Brys. This is a problem up and down Mack, but this is just one example. Even though there are pedestrian “crossings,” cars are often traveling too fast down Mack for those to feel safe.
- Need to slow traffic for the cross walkers.
- If there’s anywhere in GPW I’m going to get in a car accident, this is it. When departing businesses near Hollywood/Mack, it is very difficult to make a right turn from the side streets (both Hollywood and Ridgemont) onto Mack given the parked cars which block visibility of ongoing traffic and pedestrians. Additionally the flow of traffic in the lot behind Starbucks etc. is not clear and very dangerous.



- Temporary speed bumps before stop signs to force people to slow down and stop instead of stopping at mack.
- I find it to be unacceptable that we as taxpaying residents are unable to park on our own streets overnight without being ticketed by the city. This is prohibitive to hosting overnight guests or friends who may not feel comfortable driving after drinking.
- In general, more crosswalks between Moross & Verneir
- Limit should be lowered to 30 mph on Mack Ave. especially around school zones like Parcels and high traffic restaurants
- Sidewalks need improvement. Impossible to bike w/o major bumps and potential falls for children. Seniors have difficulty walking w/o having to look down to avoid tripping. (Lochmoor at Holiday)
- Make residents trim hedges near corners to increase visibility in intersections (Lochmoor at Fairway Dr.)
- No parking on curve [on Fairholme]. Reduced visibility and only 1-lane of traffic
- No parking on the curve [on Torrey Road]. Parking there greatly reduces visibility, while making the street effectively 1-lane. This creates a dangerous driving situation, especially when cars come quickly around the curve.
- Add stop sign to stop people from flooring it when then turn off of Cook onto Morningside. Add cross ability for those walking to Star of the Sea.
- All of moorland, along river road need sidewalk repair! how can we be walkable if we kill ourselves getting from A to B?
- My house is turning 100 years old this year and my seven-square sidewalk has been considered for replacement for two years. It is the worst sidewalk in the city because I walk my dog every day and can compare. I'm in the city computer to be repaired, but have not had any success. All the squares are marked and some have asphalt. I'll be holding an open house this year to celebrate the 100th year anniversary of my house and would like to have a nice sidewalk for the event!

What types of transportation would you like to see along Mack Avenue? Place a dot in the gray box to the right of your top two (2) types.

- Electric Vehicles (EVs) – 19 responses
- Bikes and E-bikes – 30 responses
- Scooters – 4 responses
- Trolley – 53 responses

Other comments

- More crosswalks (1 note of agreement)
- More crosswalks on Mack between Cook and Vernier with flashing lights
- Safer Mack/Vernier intersection. Bad light; many accidents
 - » Lochmoor too! Not nearly enough time to cross in time walking my son to preschool
- Let's embrace regional transit so we're not wasting our taxes on siloed solutions and trolleys to nowhere
- More support for public transit! (2 notes of agreement)
 - » Better signage at stops
 - » Work with SMART and other agencies
 - » Great for commuting to work downtown and giving our seniors mobility

- Need electronic trolley on Mack and Jefferson to downtown. I would like to assist in planning this.
- The Grosse Pointes have a good amount of SMART bus routes. We should be marketing this to attract people to the area (1 note of agreement)
- Better bus routes and times (1 note of agreement)
- Dedicated barrier bike lanes along Mack similar to Jefferson in Detroit
- Put the island crossover back on Mack north of Vernier! Very inconvenient to go in circles
- Traffic informant
- Please no scooters – there are enough hazard walking or biking on the sidewalks already (4 notes of agreement)
- No bikes or scooters
- Fix the street



Transportation – Parking

Which, if any, side streets along Mack Avenue have you noticed are routinely used for overflow parking?

- Hampton
- Huntington Blvd (2 notes of agreement)
- Fairholme/Yes! Fairholme has Mack Dentist staff parking on it and we are way too busy of a street for this
- I have had to park on Prestwick Road multiple times in the past few months when visiting businesses in the area on Mack without dedicated parking lots (e.g., Jersey Mike's)
- Need safer crosswalk by Chene-Trombley Park

Is overflow parking on side streets a problem?

- No – 26 responses
- Yes – 7 responses
- Yes, sometimes – 23 responses

If yes, what suggestions do you have to direct people to park on Mack Avenue or in lots? What additional strategies could the City explore to address the issue?

- Parking pass for residents to use meters w/o cash (1 note of agreement)/Get rid of archaic coin meter or add app parking to the existing spots to encourage people to visit (5 notes of agreement)/digital payment options so you don't need to carry change (3 notes of agreement)/App for parking (3 notes of agreement)
- No app parking
- Eliminate parking meters
- Free parking in lots
- Sell annual parking meter pass for “a lot” of money so that you can park at meters w/o putting money in
- Trolley and park and ride! (9 notes of agreement)
- We need more lots off Mack (2 notes of agreement)
- The lots are never full (1 note of agreement)
- Eliminate Mack Ave Parking. Put it all in back. Will make better flow (especially between Moross and Vernier) (2 notes of agreement)
- Way too many parking spots – make them bike lane

Other comments

- Interactive website for suggestions or reporting issues with sidewalk or other infrastructure
- Residents street will not be plowed or streets will not be swept if too many commercial commuters park all day

Transportation – Bike Infrastructure and Alleys

What type of cyclist are you? What is the highest level that you feel comfortable biking in Grosse Pointe Woods?

- Level of Traffic Stress rating/type of bike rider:
 - » LTS-1: Interested but Cautious Riders: 19 respondents
 - » LTS-2: Interested, but Concerned Riders: 29 respondents
 - » LTS-3: Enthused and Confident Riders: 13 respondents
 - » LTS-4: Strong and Fearless Riders: 1 respondent

Bike-related comments

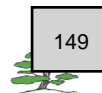
- I prefer to bike on the sidewalk along Jefferson from GPW to 10 or 11 Mile Road or along Morningside and around Mack, Lake Shore, Kercheval, etc.
- More bike racks! (4 notes of agreement)
- Bikes on sidewalks are a safety problem, especially if walking dog
- Mack Avenue is not bikeable at current. Sidewalks – cars on side street approaching Mack can't see you
- Bike lane in median/island on Mack. Too dangerous alongside vehicles on the road
- Please do not add bike lanes to Mack! It is congested enough. Use parallel streets (1 note of agreement)
- Protected bike lanes on Make please. Not just painted lines.
- Like E. Warren and Jefferson in Detroit
- The sidewalks and streets are terrible for riding. Shave sidewalk LIPS and fill holes in streets!
- Don't take a lane or parking away from Mack (1 note of agreement)
- Enforce the one-way (1 note of agreement)
- The roads are so bad that I can't ride my bike any more!
- Need safe bike lanes (2 notes of agreement)

What improvements would you like to see in the alleys?

- Use alleys for added greenscaping and outdoor seating for Mack Ave restaurants (1 note of agreement)
- Thoughtful landscaping and storefront curb appeal
- Greenery and bike lanes
- Good place for bike lanes

Other comments

- Bring back the trolley (3 notes of agreement)



Housing: Providing More Options

What types of housing appeal to you throughout your life? What types of housing might be attractive to new residents of the City?

Type of Housing	Number of Responses for Throughout Your Life	Number of Responses for New Residents	Number of Responses for Later in Your Life (online only)
Duplex Side-by-Side	6	14	
Duplex Stacked	1	6	
Fourplex Stacked	3	6	
Cottage Court	10**	22***	2
Courtyard Building	2	2	1
Attached Townhouse/Condo	10**	23**	2
Triplex Stacked	0	4	
Multiplex Medium	0	3	
Accessory Dwelling Units (ADUs)	8***	11	1
Single-Family Detached Home	30*	33*	5

*Housing type with highest frequency ** Housing type with second highest frequency *** Housing type with third highest frequency

Community Character

What do you love most about Grosse Pointe Woods?

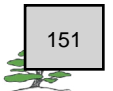


What kinds of elements are appropriate for Grosse Pointe Woods to enhance gateways to the City?

- Art – 27 responses
- Buildings – 8 responses
- Streets/Pavement – 28 responses
- Bridges – 7 responses
- Lighting – 28 responses
- Banners – 7 responses
- Landscaping – 53 responses

Other comments

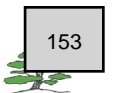
- Banners are okay if they are readable from a distance. This one (the current one) is not!
- Need these [bridges] across Mack! (4 notes of agreement)
- Native and pollinator-friendly landscaping with minimal chemical usage (4 notes of agreement)
- Preserve old buildings and require new developments to look “old”. (1 note of agreement)
- Preserve trees please! Looks awful when cut down



Mayor for a Day and Additional Feedback Station

- Allow ADUs
- Fix the solar panel ordinance solar allowed for all homes (2 notes of agreement)
- Stop saying “no” to people’s new ideas!
- Fair, equitable, and resident-focused application of city ordinances (one note of agreement)
- Tear down 707 North Renoud per stop work order
- Waive service fees on tax and water bills
- Free parking
- No more parking meters
- Eliminate codes for breathable fences
- No Mow May
- Enforce traffic laws on residential streets
- Driving safety – speed bumps?
- Reduce speed on Mack to 30 mph
- Make pitbulls LOVED not banned/lift the pitbull ban (1 note of agreement)
- Allow dogs on leashes in ALL parks (6 notes of agreement)/Allow dogs (on leash) in Lakefront Park (2 notes of agreement)
- Add poopbag stations along Mack, Mortar, and Lakeshore/Dog bags/cans thru neighborhoods!
- More bike racks!
- More garbage cans!/More garbage cans from Vernier to SCS/More trash cans and clean them
- “Invest in our poolhouse” to attract young families. Pay your lifeguards fairly so they pool can function like pre-COVID
- Better signage for SMART bus stops on Mack
- Fix the sidewalks so we don’t trip on them (one note of agreement)
- More money for cement repairs
- Add sidewalk to golf field side of Vernier!
- Fix the damn lights at the cross walk on Vernier and Mack and increase time at Lochmoor
- Drive throughout and check the potholes
- Add more benches
- More “stop” signs at crosswalks. Lower speeds on Mack
- The roads have become a mess! Can this become a priority? I am afraid to walk and ride my bike (1 note of agreement)
- Can we please consider more additional trees planted? This is GP Woods.
- 4th of July parade (fireworks?)
- Work out a deal where GPW residents can go to the GPP theaters
- Where’s the community Ed? Where are senior services?
- Need ADA considerations if more than 1 level - elevator

- Preserve Pepsi billboard on Henry's (8 notes of agreement)
- Diversify committees – age, gender, race, identity
 - » No to diversity first. Get people who are qualified and reliable first!
 - o No, we're better than this (1 note of agreement)
 - » Don't mess with success! (2 notes of agreement)
- Safe and friendly for ALL humans!
- Safe places for teens to gather
- Visible public safety (see them around – maybe more of them)
- Regular updates in Grosse Pte News
- Proactive: Sent monthly email with info
- Emails when new information is posted on site
- Keep old style architecture – not ugly new builds that look “old” like in Birmingham. Looks fake.
- Notice historical homes
- Signage that would denote Lochmoor and Sunningdale from Mack to Morningside as a historic area with beautiful old homes 90-100 years old
- Walkable Mack. Downtown feel. More food!! Close Mack 1st Sunday 12-2pm for walkable event
- Eliminate option of using Mack Ave storefronts as warehouses
- Eliminate storefronts used for warehousing. No signage, windows blocked with blinds or paper, no street activity, no economic activity, violates zoning codes.
- Storefronts on Mack Ave are so ugly and outdated. Let's give some tax breaks for upgrades and improvements
- Require businesses to keep up their property! Some are awful. Never see this in B'ham, Rochester, etc.!
- Mandatory criminal background checks on all single family rental homes and rental unit adult residents
- More senior driving help
- More senior activities (more stimulating activities such as free yoga and tai-chi, healthy cooking demos, access to fitness class) when the pool is not available (e.g. activity building and less bingo). Team up with hospitals to provide these activities (1 note of agreement)
- City of Livonia provides low interest loans to seniors to improve their homes. GPW consider any plan like this?
- Every doctor encourages seniors to swim for exercise. Summer is great! Rest of year there should be an affordable (not neighborhood club) for seniors to swim.
- Address environmental sustainability. Every community has a stake in a cleaner environment and reducing carbon emissions. Ban pesticides. Build bike paths. Reduce brightness of street lights, which contribute to light pollution – bad for birds. Allow more solar panels on roofs. Adopt food-waste composting. Plant native gardens and rain gardens (the native plants on Mack and Van Antweg are a nice start). Young people (teens) need social gathering places – related to mental health. Rain gardens reduce flooding.
- Plant more trees throughout parks and streets (1 note of agreement)
- Stop cutting down trees along city right of ways. These give the community character and charm.



- Need a Master Plan for Ghesquire Park with input from Rec Commission and Woods/Shores Little League
- What about parks? No master plan for parks? (2 notes of agreement)
- Maybe make more parks. Little kid place at the park. Kids will have fun.
- What's up with Londos on Briarcliff (formerly Liggett)? No info. Very odd. Who owns and lives there? Open to new residents?
- Up keep of grass by City Hall. Edge the grass.
- Landscaping at City Hall is an embarrassment. Grass should be edged and dead trees need to be removed that are located in front of the buildings. Flowers around the clock need to be watered and weeds pulled. Holiday lights need updating.
- Time to update curb appeal in front of City Hall. Too many people drive by and they should be "wowed". Maintenance of lawns and beds needs to be better. Get rid of the dead trees.
- Faircourt has no flower hanging pot or seasonal decoration. How come?
- Love the DPW, the decorations on Mack lampposts, the people, the business, the cleanliness, and beautification (1 note of agreement)
- Service. Safety. City Staff
- Please put this info online for careful reading and comment. Too crowded to see all.
- Meeting well designed but you need two of each station. Thanks

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Appendix D

Glossary & List of Acronyms

Appendix D: Glossary & List of Acronyms

Glossary

Accessory Dwelling Units (ADUs)

Detached or attached small, independent living units that are located on the same lot as a single family home or as part of a community development.

Action Items

Specific steps to accomplish objectives and support the wider vision of the identified goals.

Affordable Housing

The U.S. Department of Housing and Urban Development defines affordable housing as housing where the occupant is paying 30% or less of the occupant's gross income on total housing, including utilities.

Bike Score

A measure of how bike-friendly a community is on a scale from 0-100 from "somewhat bikeable" to "biker's paradise." Visit www.walkscore.com for more information.

Capital Improvement Plan (CIP)

A Capital Improvement Plan (CIP) is a document that schedules and prioritizes future capital expenditures and designates funding sources to implement them. In Michigan, cities and townships that have CIPs are to schedule projects for a period of six years.

City Council (CC)

Legislative body that passes laws and sets policy for the City. The City Council adopts Zoning Ordinances that provide a legal framework for redevelopment as envisioned in the Master Plan.

Complete Streets

A transportation network that includes facilities for vehicles, pedestrians, cyclists, and other legal users of all ages and abilities.

Connectivity

The number of ways and variety of options to physically reach multiple destinations, often related to street networks. Connectivity can also imply non-physical means (telephone, internet, social media, etc.) to connect and interact with others and may be referred to as social connectivity.

Density

A measure of the amount of people inhabiting an area or development on a property. In terms of land use, density is often expressed as the number of residential units per acre of land (or another unit of measure).

Gateways

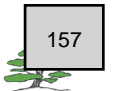
An entranceway that announces a point of arrival. Gateways can be located on public or private property (or a combination of the two) and can be a point of interest for a community for people arriving by vehicle, on foot, or by bicycle. Gateways can be important in reinforcing community identity, creating anticipation for what is ahead, and providing a sense of place.

Goals

General guidelines that explain what the community wants to achieve. Goals are usually long term and represent global visions such as to "Provide a range of housing choices for all ages and incomes" or "Strengthen the local economy." Goals define the "what," "why," and "where" but not the "how."

Green Infrastructure

The use of natural or engineered systems – such as green roofs, rain gardens, or cisterns - to clean stormwater as it moves through soils and plant roots (treatment), returned to groundwater (infiltration), returned to the air (evapotranspiration), and/or captured to irrigate plants or flush toilets (reuse). This approach is called "green



infrastructure” because of the use of plants to enhance and/or mimic natural processes. Green infrastructure contrasts with traditional “gray infrastructure” which is typically built to capture and retain large volumes of stormwater collected over a large area, and convey it to the nearest waterway.

Master Plan

A document that contains a description of a community’s vision for its future and guiding principles that help a community create land development policies and make land use decisions. In the State of Michigan, the value of the Master Plan as an important community document is recognized, which is why the state requires Master Plans to be reviewed every five years. This review allows communities to check in on their progress and ensure the vision and guiding principles are still relevant.

Missing Middle

A term describing the mid-tier market segments that are often overlooked in housing development. It is often discussed in the context of density and housing typologies, but it is also applicable when considering the segment of the population with earnings too high for subsidized/affordable housing, but those also cannot afford the market-rate.

Mixed Use

A development that typically contains residential and commercial uses in the same building or within a small area. For example, a residential building with ground floor retail is a typical mixed-use development.

Objectives

Milestones that mark progress in achieving goals. Objectives provide more of the “how” goals will be implemented. For example, with a goal of “Strengthen the local economy” an objective to “Provide a clear set of guidelines and expectations for developers” is something that may be measured and tracked over time.

Parklet

Parklets are activated spaces for people that are installed where parking was once permitted. They can be used to establish outdoor gathering places when limited sidewalk space is available.

Planning Commission (PC)

Body responsible for preparing and adopting the City’s Master Plan. Other duties include recommending policy related to land use, specifically amendments to the Zoning Ordinance that align with the Master Plan, and reviewing development and redevelopment proposals.

Pocket Park

A pocket park is a small green space, usually no more than ¼ of an acre, that is accessible to the general public.

Resiliency

The practice of designing the environment in a way that can endure stresses and threats that can be ongoing and persistent or sudden disruptive shocks.

Sustainability

The ability to meet the needs of the present without compromising the ability of future generations to meet their own needs. There are three aspects to consider: the environment, social needs/people, and financial.

Walk Score

A measure of walkability in a community on a scale from 0-100 from “car dependent” to “walker’s paradise.” Visit www.walkscore.com for more information.

Zoning Board of Appeals (ZBA)

While not specifically involved in the development of the Master Plan, the ZBA is authorized to permit variances or deviations from the Zoning Ordinance standards. Decisions should be consistent with the criteria related to specific properties. If the ZBA finds flaws with ordinances or their application, those concerns are forwarded to the Planning Commission for review.

Zoning Ordinance

One of the primary tools for implementing the vision of the Master Plan; it provides the legal framework that regulates development of property. Amendments to the Zoning Ordinance can range from minor changes to text all the way to the addition of new uses and creation of new districts. An amended zoning ordinance can also be supported by other policies that encourage redevelopment, upgrades to existing development, and the maintenance of property.

List of Acronyms

ACS

American Community Survey

ADA

American Disabilities Act

ADU

Accessory Dwelling Unit

AMI

Area Median Income

CIP

Capital Improvement Plan

DDA

Downtown Development Authority

MEDC

Michigan Economic Development Corporation

MDOT

Michigan Department of Transportation

PC

Planning Commission

SEMCOG

Southeast Michigan Council of Governments

TAP

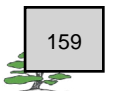
Transportation Alternatives Program

TIF

Tax Increment Financing

WCRC

Wayne County Road Commission



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