

Planning Commission Agenda

Tuesday, March 17, 2026 at 7:00 PM
27400 Southfield Road, Lathrup Village, Michigan 48076

1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Approval of Meeting Minutes**
 - A. February 2026 - Meeting Minutes
5. **Public Comment**
6. **Old Business and Tabled Items**
7. **New Business**
 - [A.](#) Capital Improvement Plan (CIP) 2025 - 2030
 - B. Council Input – Master Plan Update
 - [C.](#) Master Plan Update – Transportation Discussion
8. **General Communication**
 - [A.](#) Site Development Report
9. **Commissioner Comments**
10. **Adjourn**



27400 Southfield Rd
Lathrup Village, MI 48076
(248) 557 - 2600
www.lathrupvillage.org

To: DDA Board of Directors
From: Austin Colson, Director – Community & Economic Development/DDA Director
Date: March 13, 2026
RE: Capital Improvement Plan 2026 - 2031

As part of our commitment to long-term infrastructure planning and fiscal responsibility, the Planning Commission is set to review and consider the adoption of the City of Lathrup Village's 2026-2031 Capital Improvement Plan (CIP). This document serves as a strategic guide for identifying and prioritizing major capital projects over the coming years.

The CIP outlines key improvements across various program areas, including roads, water and sewer infrastructure, public safety, parks and recreation, and downtown development. Notably, it includes updates such as:

- Administrative facilities and technology upgrades
- Department of Public Services equipment and facility improvements
- Downtown Development Authority infrastructure and placemaking initiatives
- Police department equipment and facility investments

The CIP aligns with the City's Master Plan and is a critical tool for securing external funding sources, including grants. Adoption of this plan serves as a framework to guide budget decisions and future project implementation.

Suggested Motion: *"I move that the Planning Commission recommend that the City Council adopt the City of Lathrup Village 2026-2031 Capital Improvement Plan."*

City of Lathrup Village

2026 - 2031 Capital Improvement Plan



Intentionally Blank

PREPARED FOR:

**CITY OF LATHRUP VILLAGE
PLANNING COMMISSION
27400 SOUTHFIELD ROAD
LATHRUP VILLAGE, MI
48076**

FEBRUARY 2026

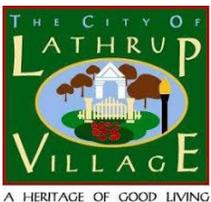


Table of Contents

Introduction	5
Program Areas	9
Project Inventory	13
Administrative	16
Department of Public Services	17
Downtown Development Authority	20
Parks and Recreation	21
Police	22
Roads	24
Sanitary and Storm Sewer	26
Water	29

Introduction

Introduction

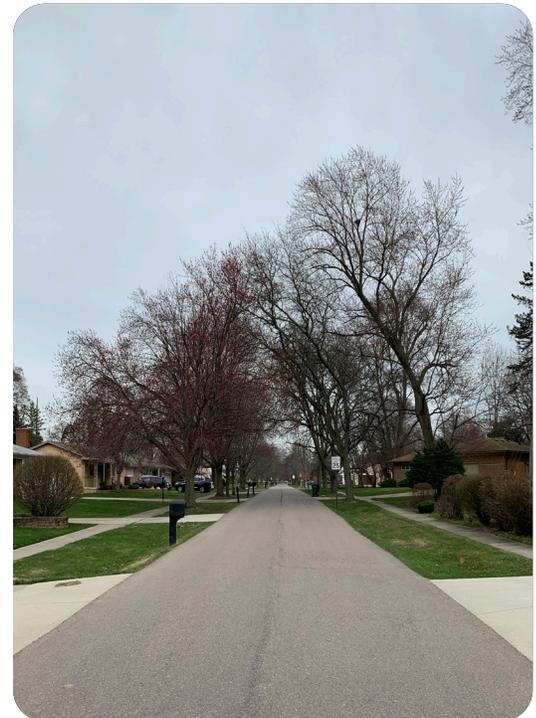
The 2025-2030 City of Lathrup Village Capital Improvement Plan (CIP) will serve as a tool to assist the City in turning long-range policy planning into real improvements on the ground. A six-year capital improvement plan and an annual update of that plan is a requirement for the City of Lathrup Village under the Michigan Planning Enabling Act of 2008. The following report identifies the major capital improvements needed and/or planned for the community, the time frame for implementation of those improvements, and the budget and revenue sources that will make those improvements a reality. Capital improvements cover multiple departments within the City of Lathrup Village and include new facilities, water and sewer line replacements and improvements, police equipment, parks and recreation facilities, non-motorized pathways, and professional services.



Drainage ditch repair (Giffels Webster)

WHAT IS A CAPITAL IMPROVEMENT PLAN (CIP)?

A Capital Improvement Plan is a six-year schedule of public physical improvements which identifies the needs for improvements and the sources of funding to make those improvements. It provides a schedule of expenditures for constructing, maintaining, upgrading, and/or replacing a community's physical inventory. The CIP, therefore, is a tool to assess the long-term capital project requirements (the "big jobs") of Lathrup Village. Since capital improvement projects are spread across multiple community needs (fire protection, police, water and sewer, parks and recreation, municipal administration, etc.), the CIP prioritizes these projects across the entire community and over time, providing a comparison of the community's various needs and wants.



Residential City Street in Lathrup Village (Giffels Webster)

WHAT ARE CAPITAL IMPROVEMENT PROJECTS?

Capital improvement projects are major and infrequent expenditures, such as the construction of a new facility, a major rehabilitation or repair of an existing facility, or the purchase of major equipment. Capital improvement projects are non-recurring expenditures that tend to be large both in physical size and in cost, and have a long-term usefulness (10 years or more). Examples of capital improvement projects include:

- Construction of a new city hall
- Construction of a new police station
- Extension or replacement of a water/sewer line
- Major rehabilitation of a city's community center
- Creation of a new city park
- Large equipment and vehicles



Lathrup Village DPS yard (Giffels Webster, 2020)

Each city department is asked to take a long view look at future initiatives or improvements that may require capital purchases in order to be fully implemented. Each department works to improve the manner by which the City delivers services to its residents and stakeholders. Lists of needs are developed based on research and discussions with communities that have similar needs. The majority of the capital purchases in these categories are funded through the general fund or other dedicated city funds. Thorough knowledge and research of our future planned costs allows for the pursuit of grant and other outside funding sources to meet our policy goals. The following sections discuss the City's various needs and proposed funding by department.

The term "major expenditure" is relative; what is "major" to one community might be "minor" to another. The City of Ann Arbor, for example, sets a minimum threshold of \$100,000 for projects to be included in the City's CIP, while the City of Rochester Hills sets a minimum of \$25,000. Lathrup Village's policy for determining a Capital Improvement is defined in the following section.

WHAT IS THE CITY OF LATHRUP VILLAGE’S CAPITAL IMPROVEMENT POLICY (CIP)?

A capital improvement project is a major, nonrecurring expenditure that meets one or more of the following criteria:

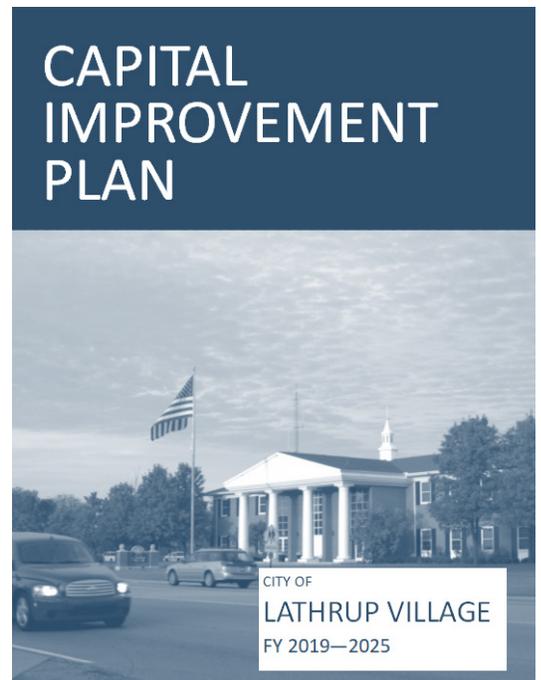
- Any acquisition of land for a public purpose which costs \$5,000 or more.
- Any construction of a new public facility (city building, water/sewer lines, pathways), or any addition to an existing public facility, the cost of which equals \$5,000 or more and has a useful life of three or more years.
- A nonrecurring rehabilitation (not to include annual/recurring maintenance) of a building, its grounds, a facility, or equipment, the cost of said rehabilitation being \$5,000 or more with a useful life of three or more years.
- Purchase of major equipment which, individually or in total, cost \$5,000 or more with a useful life of three or more years.
- Planning, feasibility, engineering, or design studies related to an individual capital improvement project, or program implemented through individual capital improvement projects, with a cost of \$5,000 or more and a useful life of three or more years.



Lathrup Village public safety vehicles (Giffels Webster)

WHAT IS THE ROLE OF THE CITY PLANNING COMMISSION IN THE CIP PROCESS?

The Capital Improvement Plan is a dynamic planning document, intended to serve as a tool to implement the City of Lathrup Village’s Master Plan. The Master Plan should correspondingly include capital improvement projects as well as guide long-term capital planning. The Planning Commission is uniquely qualified to manage the development and annual update of the City’s CIP, based on their role in creating and updating the City’s Master Plan. The Planning Commission’s role will ensure that public works projects are consistent with the land uses identified within the Master Plan. By making a recommendation of approval for the CIP to the City Council, the Planning Commission agrees that the projects outlined within it reasonably address the City’s capital improvement needs.



Lathrup Village 2019 CIP (Giffels Webster, 2020)

The CIP is an essential link between planning for capital improvement projects and budgeting for them. Once approved by the City Council, the CIP can be used to develop the capital project portion of the City's budget. Those projects included in the CIP's first year (2025) potentially form the basis for the upcoming year's capital project budget. As the CIP is annually updated, a continuous relationship will be maintained between the CIP and the City's annual budget. The annual update to the CIP will typically occur in advance of the preparation of the City's budget.

WHAT ARE THE BENEFITS OF PREPARING A CAPITAL IMPROVEMENT PLAN?

- Prudent use of taxpayer dollars
- Prioritizing projects across the needs of the community and across departments (an "apples-to-apples" comparison)
- Generating community support by inviting public input
- Promoting economic development
- Improving the City's eligibility for State and Federal grants
- Providing an implementation tool for the goals and objectives of the City's Master Plan
- Transparency in identification of high-priority projects
- Coordination / cost-sharing between projects



Lathrup Village DPS yard (Giffels Webster)



Damaged storm sewer culvert (Giffels Webster)

Program Areas

Program Areas

The following sections outline the Program Areas of the City of Lathrup Village's CIP:

1. Data Collection Process
2. Data Compilation Process
3. CIP Adoption Process

The components of the CIP are compiled and reported by Program Areas. The following table (Figure 1) displays the Program Areas used in this CIP. These program areas represent the stakeholders in the CIP.



Sarrackwood Park (Google)

Figure 1. CIP Program Areas	
AD	Administrative
DPS	Department of Public Services
DDA	Downtown Development Authority
PR	Parks & Recreation
PD	Police Department
R	Roads
S	Sewer
W	Water

1. DATA COLLECTION. Each of the stakeholders outlined above has either a master plan or schedule that defines the needs and resource level within their respective area of responsibility. To more easily identify projects, standard forms were created that allow the stakeholders to define their projects and resource allocation levels. The standard forms used for data collection are found in the Appendix.

A definition of the standard CIP forms is provided as follows:

- PROJECT APPLICATION FORM** - Consists of project descriptions, schedules, necessity, and possible sources of funding. The information provides an understanding of the overall scope of each project and how it is valued within its program area and within the City. While stakeholders may be aware of major projects further out on the horizon, only those planned for within the six-year window of the 2025-2030 CIP were included.
- PROJECT COST DETAIL FORM** - Consists of a matrix of six (6) budget years across the top of the form and a listing of costing components along the side of the form. The form is split into two (2) parts; the upper half is the capital cost for the project and the lower half is the cost of operations or maintenance for that project if applicable. Recognition of the operations and maintenance costs of a project is a valuable tool in forecasting future needs for resource allocation. Investment in a new facility is only worthwhile if there are funds available to operate and maintain it.
- PROJECT RATING FORM** - This form is used when new projects are identified but cannot all be funded within a given fiscal year. The forms are used to rate both the importance and impact of a project within its program area and within the City. The ratings are weighted with emphasis given to those projects that are mandated by law, by agreement, or because they are a matter affecting health safety and welfare. Projects without a ranking were not competing for funding, either because they are mandatory or because no other similar projects were proposed.

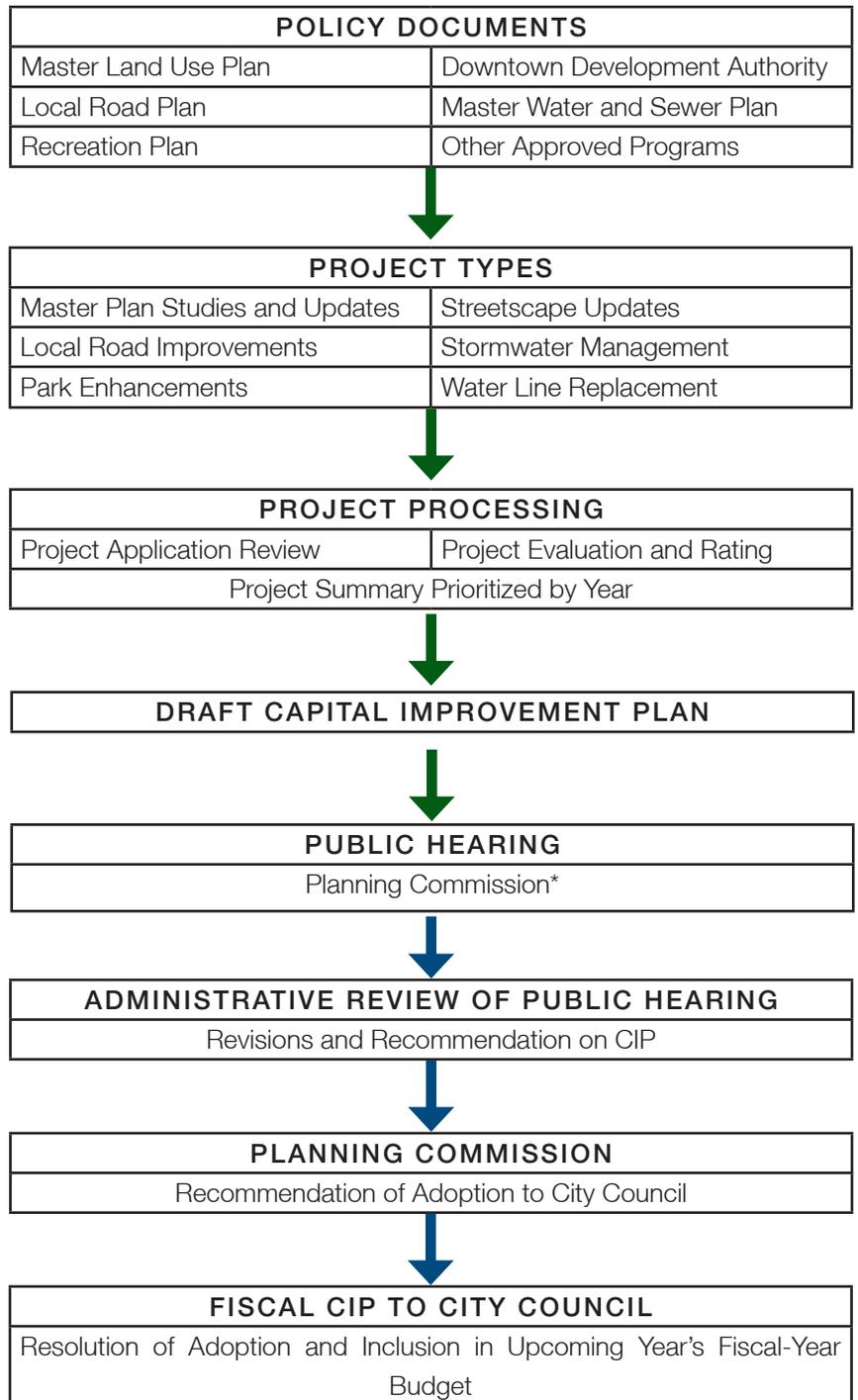
2. DATA COMPILATION. The information received from the stakeholders has been compiled into a Project Summary Worksheet. This worksheet contains all of the projects in the CIP over six (6) budget years with a cost summary of each budget year by program area and for the entire CIP. Included with the worksheet is the listing of possible funding sources and an estimate of the City's share for each project. The Project Summary Worksheet can be found in the Appendix of this CIP.



Lathrup Village welcome sign (Giffels Webster)

3. CIP ADOPTION PROCESS. The adoption process involves a public hearing to solicit citizen input. The CIP will then be modified (if necessary), approved by the City Planning Commission (via a formal recommendation for approval to the City Council), and forwarded to the City Council for adoption. Adoption of the CIP by the City Council does not constitute an authorization to commit resources to any project. This approval is recognition of a plan for projects within the community that may move toward implementation in the future. The projects included within Year 1 of the Capital Improvement Plan potentially form the basis for the upcoming year’s capital projects budget. An outline of the process is displayed in Figure 2.

Figure 2 - CIP Adoption Process



Project Inventory

Below is a summarized list of all projects considered for the Capital Improvement Plan. Project details are shown on the following pages; they can also be viewed online via the [Interactive CIP Dashboard Map](#). Changes from the 2025-2030 CIP are provided as applicable. New items added are marked with an asterisks (*) in the tables below.

Project Number	Name	Fiscal year start	Funding source	Total
Administrative (AD)				
AD26-01	Facility Condition & Needs Assessment	2026	General Fund / Water-Sewer	\$35,000
AD26-02	Community Room Remodel	2026	General Fund	\$50,000
AD26-03	BS&A Cloud Software	2029-2031	General, Water/Sewer	\$82,000
AD Total				\$165,000
Department of Public Services (DPS)				
DPS26-01	City Hall Tables	2026	General Fund	\$11,000
DPS26-02	City Hall Public Chairs	2026	General Fund	\$15,000
DPS26-03	Verkada-Camera/Door Lock Lic. Fee	2026	General Fund	\$10,227.87
DPS26-04	Painting DPS Building	2026	General Fund	\$20,000
DPS26-05	Epoxy Floors	2026	General Fund	\$65,000
DPS26-06	Cement Blocks	2026	General Fund	\$5,000
DPS26-07	Concrete Slab	2026	General Fund	\$25,000
DPS26-08	Kitchen Remodel	2026	General Fund	\$6,000
DPS26-09	Bathroom(s) Remodel	2026	General Fund	\$6,000
DPS26-10	Parking Lot Replacement Phase III	2026	General Fund	\$125,000
DPS26-11	City Hall Roof Repair	2026	General Fund	\$20,000
DPS26-12	Dump Truck	2026	General Fund	\$65,165
DPS26-13	DPS Building Roof Repair	2026	General Fund	\$130,000
DPS26-14	Building and Site Improvements	2026	General Fund	\$50,000
DPS26-15	Tow Behind Leaf Blower	2026	General Fund	\$75,000
DPS26-16	Elevator Emergency Light & Escape Hatch*	2027-2028	TBD	\$11,900
DPS26-17	Elevator Full ADA Panel Compliance*	2027-2028	TBD	\$30,000
DPS26-18	Elevator Communication Device & Phone*	2027-2028	TBD	\$5,757
DPS26-19	City Hall Restrooms	2027-2028	TBD	\$35,000
DPS26-20	DPS Building - Remodel or New Build	2030-2031	Gen., Water / Sewer	\$1,700,000
DPS Total				\$2,411,049.87

INTERACTIVE CIP DASHBOARD URL:

<https://oakgov.maps.arcgis.com/apps/opsdashboard/index.html#/45dd43a3429a404b9d8287f40d2e7d57>

Project Inventory - continued

Project Number	Name	Fiscal year start	Funding source	Total
Downtown Development Authority (DDA)				
DDA26-01	City Hall Parking Lot Reconstruction	2026	DDA General Fund	\$350,000
DDA26-02	City Hall Monument Sign Conversion	2026	DDA General Fund	\$10,000
DDA26-03	City Hall Principal Wall Signage*	2027	Grant/General Fund	\$10,000
DDA26-04	Downtown Gateway Welcome Monument Signs*	2027-2028	Grant / DA General Fund	\$60,000 - \$70,000
DDA Total				\$620,000
Parks and Recreation (P&R)				
PR26-01	Annie Lathrup Park Fitness Court	2026	Gen. Funds / Grants	\$225,000
PR26-02	Municipal Park Playscape Replacement	2025-2026	Senator Peters	\$625,000
PR26-03	Sarrackwood Park Playscape Replacement	2026	Grant	\$400,000
PR26-04	Goldengate Park Playscape Replacement	2026	Grant	\$400,000
P&R Total				\$1,650,000
Police				
P26-01	Ballistic Plate Carrier Upgrade	2026	General Fund	\$16,000
P26-02	GeTac Video (In-Car Video)	2026	General Fund	\$7,992
P26-03	Power DMS Annual Accreditation Subscription	2026	General Fund	\$5,337.32
P26-04	Detective Bureau Vehicles	2026	General Fund	\$40,000
P26-05	New Facility or Station Remodel	2026	General Fund	\$1,800,000
P26-06	Carport for Patrol Vehicles	2026	General Fund	\$18,000
P26-07	Patrol Vehicle*	2026	TBD	\$70,000
P26-08	Axon Taser - Replacement	2026 - 2030	General Fund	\$36,892.80
Police Total				\$1,994,222.12
Roads				
R26-01	Lincoln Drive East Reconstruction	2026	General Fund / Major Road	\$450,000
R26-02	Crack Sealing of Streets Paved From 2021 to 2023 (+ / - 9 Miles)	2026	Local / Major Roads	\$27,000
R26-03	Eastbound & Westbound 11 Mile Road Resurfacing	2027	General Fund / Major Road	\$600,000
R26-04	Southfield Road Reconstruction (Meadowbrook to Cambridge)	2028	Grant / CIP	\$2,650,000
R26-05	11 Mile Road Resurface (Santa Barbara to Evergreen)	2029	Grant / CIP	\$225,000
Roads Total				\$3,952,000

INTERACTIVE CIP DASHBOARD URL:

Project Inventory - continued

Project Number	Name	Fiscal year start	Funding source	Total
Sanitary and Storm Sewer				
S26-01	Sanitary Sewer CIPD	2026	CIP Bond Issue	\$150,000
S26-02	2025 Sanitary Sewer CCTV	2026	Water / Sewer	\$200,000
S26-03	Storm Sewer Improvements & Repairs	2026	CIP Bond	\$150,000
S26-04	2026 Sanitary Sewer Improvements	2026	Water / Sewer	\$200,000
S26-05	2027 Sanitary Sewer Improvements	2027	Water / Sewer	\$200,000
S26-06	2028 Sanitary Sewer Improvements	2028	Water / Sewer	\$200,000
Sanitary and Storm Total				\$1,100,000
Water				
W26-01	Water Meter Replacement	2025	Water / Sewer	\$495,000
W26-02	2025 Water Main Replacment	2025	Water / Sewer	\$250,000
W26-03	Lead & Copper Abatement	2025	Water / Sewer	\$50,000
W26-04	2026 Water Main Replacement	2026	Water / Sewer / EPA Grant	\$380,000
W26-05	2027 Water Main Replacement	2027	Water / Sewer / Grant	\$800,000
W26-06	2028 Water Main Replacement	2028	Water / Sewer	\$500,000
W26-07	2029 Water Main Replacement	2029	Water / Sewer	\$980,000
W26-08	2030 Water Main Replacement	2030	Water / Sewer	\$500,000
W26-09	2031 Water Main Replacement	2031	Water / Sewer	\$500,000
Water Total				\$4,455,000

INTERACTIVE CIP DASHBOARD URL:

Administrative

There is no new items added to the 2026 CIP. Carried over from the 2025 CIP is a focus on a needs assessment for prioritizing CIP and maintenance and the allocation of operating budgets and updates to the BS&A software to accommodate the conversion to an all cloud-based format. Removed from this section is the 2026 Master Plan update as that project is underway.

AD26-01		Facility Condition and Needs Assessment
Project Year:	2025	As City facilities continue to age, the City should utilize qualified consultants to provide a facility condition and needs assessment (FCNA) of the existing City Hall and DPW facilities. The analysis would be utilized for prioritizing CIP and maintenance requirements as well as assisting with allocating operating budgets. The review would include exterior/interior systems, fire/life safety, HVAC, electrical, plumbing, and specialized equipment and systems.
Estimated Cost:	\$35,000	
Funding Source:	General Fund /Water-Sewer	
Ranking:	1	
AD26-02		Community Room Remodel
Project Year:	2026	The Community Room is currently showing its age and the wear and tear of the facility is in need of a face lift in order to be a community space the City is proud of. Necessary improvements include, cleaning tile replacements, light fixtures, flooring (tile and carpet), painting, fixtures, and technology (audio/visual).
Estimated Cost:	\$50,000	
Funding Source:	General Fund	
Ranking:	2	
AD26-03		BS&A Cloud Software
Project Year:	2029-2031	BS&A software has been in use at the City since 2010 and is used for taxes, utilities, building department, etc. The company launched a cloud based software in 2023 which has become their main focus in terms of platforms. This request is to ensure that the City continues a partnership with BS&A to include the latest cloud based software. Within the next few years it is anticipated that BS&A will cease their support of on-premise software and require all clients to transfer to cloud services. The proposed cost includes one-time implementation/training/project management fee. Each following year requires an annual support fee.
Estimated Cost:	\$82,000	
Funding Source:	General, Water / Sewer	
Ranking:	3	

Department of Public Services

Lathrup Village has maintained a contract with the private company Lathrup Services to manage all of its public service provisions. Services such as water main repair, snow plowing, landscaping and general maintenance and repairs fall into this category. Multiple improvements to the elevator at City Hall are new to the 2026 CIP, and multiple items are carried over from 2025.

DPS26-01		City Hall Tables
Project Year:	2026	The tables utilized for the Community Room and public meetings have reached the end of their useful life and replacement is recommended. 15 round folding tables, 10 - 6' and 20 - 8' rectangle folding tables are necessary for maximum usage of the Community Room rental and meeting spaces within City Hall.
Estimated Cost:	\$11,000	
Funding Source:	General Fund	
Ranking:	5	
DPS26-02		City Hall Public Chairs
Project Year:	2026	The fabric chairs utilized for the Community Room and public meetings have reached the end of their useful life and replacement is recommended. 150+ chairs are necessary for maximum usage of the Community Room rental and meeting spaces within City Hall.
Estimated Cost:	\$15,000	
Funding Source:	General Fund	
Ranking:	4	
DPS26-03		Verkada - Camera / Door Lock License Fee
Project Year:	2026	Veranda surveillance camera license fee will expire in August of 2025 and the door lock license fee expires in January of 2027. If the City would like to continue using these products we will need to renew the license fee for the cameras this year. 3yr license - 27 cameras = 10,227.87 5yr license - 27 cameras = 16,748.37 10 yr license - 27 cameras = 33,515.37
Estimated Cost:	\$10,227.87	
Funding Source:	General Fund	
Ranking:	1	
DPS26-04		Painting DPS Building
Project Year:	2026	The building is ready for a new paint job inside and out.
Estimated Cost:	\$20,000	
Funding Source:	General Fund	
Ranking:	15	
DPS26-05		Epoxy Floors
Project Year:	2026	Epoxy floors throughout the entire building will keep office and shop floors clean. The carpet is very dirty and worn out - remove and replace with epoxy.
Estimated Cost:	\$65,000	
Funding Source:	General Fund	
Ranking:	12	
DPS26-06		Cement Blocks
Project Year:	2026	Improve yard and organization. Only have three bays to work with. Extra materials used for projects and dumped anywhere in yard.
Estimated Cost:	\$5,000	
Funding Source:	General Fund	
Ranking:	18	

Department of Public Services

DPS26-07		Concrete Slab
Project Year:	2026	Interior of DPS building is dirt and needs to be replaced with concrete for a cleaner environment.
Estimated Cost:	\$25,000	
Funding Source:	General Fund	
Ranking:	6	
DPS26-08		Kitchen Remodel
Project Year:	2026	Kitchen is not in good shape and needs to be replaced. Remove and replace old equipment and carpet.
Estimated Cost:	\$6,000	
Funding Source:	General Fund	
Ranking:	11	
DPS26-09		Bathroom(s) Remodel
Project Year:	2026	The bathrooms at the DPS building are in bad shape and in need of remodel.
Estimated Cost:	\$6,000	
Funding Source:	General Fund	
Ranking:	10	
DPS26-10		Parking Lot Replacement Phase 3
Project Year:	2026	Repave the northern portion of the parking lot and westerly drive patch.
Estimated Cost:	125,000	
Funding Source:	General Fund	
Ranking:	13	
DPS26-11		City Hall Roof Repair
Project Year:	2026	Roof leaks in several areas in the Community Room.
Estimated Cost:	\$20,000	
Funding Source:	General Fund	
Ranking:	2	
DPS26-12		Dump Truck
Project Year:	2026	Dump Truck in need of replacement it is 12 years old - no floor panel make current one very dangerous
Estimated Cost:	\$65,165	
Funding Source:	General Fund	
Ranking:	7	
DPS26-13		DPS Building Roof Repair
Project Year:	2025	DPS building is in bad shape, it is leaking in many spots and might need an entire roof replacement
Estimated Cost:	\$130,000	
Funding Source:	General Fund	
Ranking	9	

Department of Public Services

DPS26-14		Building and Site Improvements
Project Year:	2025	West side entry and interior. Salt floor.
Estimated Cost:	\$65,165	
Funding Source:	General Fund	
Ranking:	14	
DPS26-15		Tow Behind Leaf Blower
Project Year:	2025	The Department of Public Works utilizes tow-behind leaf loaders for yearly leaf pickups. The City currently has three (3) units with one (1) of the units past its useful life and currently out of service. While the City service can continue with two (2) units, the rate of service declines greatly, especially if a crew is pulled to another assignment.
Estimated Cost:	\$75,000	
Funding Source:	General Fund	
Ranking:	17	
DPS26-16		City Hall Elevator Emergency Light & Escape Hatch*
Project Year:	2027-2028	Fix Existing Code Violations: 1) Emergency Light \$1,800 2) Emergency Escape Hatch Switch \$1,600 3) Car Door Restrictors \$8,500 (KONE Elevator estimates)
Estimated Cost:	\$11,900	
Funding Source:	TBD	
Ranking:		
DPS26-17		City Hall Elevator Full ADA Panel Compliance*
Project Year:	2027-2028	Work required to make the elevator service buttons ADA Compliant. KONE Elevator gave an estimate (November 2025) for City Hall's elevator, control room, and the top of the elevator.
Estimated Cost:	\$30,000	
Funding Source:	TBD	
Ranking:		
DPS26-18		City Hall Elevator Communication Device & Phone*
Project Year:	2027-2028	ADA compliant communication device and phone in elevator \$5,000 for KONE Elevator to work on elevator \$ 757 for BSB to install phone line from upstairs phone rack, down Finance Dir.'s Wall, into basement, & into the Elevator Control Rm. Estimates Received from KONE Elevator & BSB Phone company.
Estimated Cost:	\$5,757	
Funding Source:	TBD	
Ranking:		
DPS26-19		City Hall Restrooms
Project Year:	2027-2028	Installation of low-flow fixtures, incl. faucets, toilets, & urinals, installing touchless valves & other components improves cleanliness standards. The scope also includes new floor tile, paint, updated mirrors, waste receptacles, finish hardware, & stall doors. Renovation will be for men & women bathroom on each floor.
Estimated Cost:	\$35,000	
Funding Source:	TBD	
Ranking:	16	
DPS26-20		DPS Building - Remodel or New Build
Project Year:	2030-2031	The DPS building is at the end of its useful life as enumerated by the DPS building items listed in the CIP. A new facility is needed to address all the needs of personnel/contractors, and necessary DPS equipment.
Estimated Cost:	\$1,700,000	
Funding Source:	General, Water / Sewer, Grant	
Ranking:	19	

Downtown Development Authority

The DDA has proposed improvements to Southfield Road at the gateways to the City as incremental improvements while the Southfield Road improvement project awaits federal funding priority. These projects will bolster economic development efforts to keep Lathrup Village competitive and attractive for business development. Items 1 and 2 below are carried over from the 2025-2030 CIP, and the signage items of 3 and 4 are new for 2027 and 2028.

DDA26-01		City Hall Parking Lot Reconstruction
Project Year:	2025	Reconstruct the existing asphalt parking lot with spot curb and gutter repairs, ADA compliant walks, new asphalt parking surface, and pavement markings.
Estimated Cost:	\$350,000	
Funding Source:	DDA General Fund	
Ranking:	3	
DDA26-02		City Hall Monument Sign Conversion
Project Year:	2026	Convert the existing monument sign to a digital message board.
Estimated Cost:	\$10,000	
Funding Source:	DDA General Fund	
Ranking:	1	
DDA26-03		City Hall Principal Wall Signage*
Project Year:	2027	
Estimated Cost:	\$10,000	
Funding Source:	Grant / DDA General Fund	
Ranking:	2	
DDA26-04		Downtown Gateway Welcome Monument Signs*
Project year:	2027-2028	
Estimated Cost:	\$60,000-\$70,000	
Funding Source:	Grant / DDA General Fund	
Ranking:		

Parks and Recreation

There are no new items added to the 2026 CIP. The City’s parks are in need of restoration and upgrades to maintain safety and accessibility. Several parks are in need of additional wood chips and landscaping around play equipment in order to ensure safety of use. Drainage improvements around recreational amenities are needed to reduce instances of standing water and to protect accessibility. The Goldengate, Sarrackwood, and Municipal Park playgrounds have all been moved ahead from the 2024-2029 CIP.

PR26-01		Annie Lathrup Park Fitness Court
Project Year:	2025	In affiliation with The National Fitness Campaign, the project will install outdoor fitness courts that promote healthy living and physical activity. This state-of-the-art fitness court is designed to be accessible to all, providing Lathrup Village with a space to engage in functional fitness routines while encouraging social connection and wellness.
Estimated Cost:	\$225,000	
Funding Source:	General Fund & Grants	
Ranking:	3	
PR26-02		Municipal Park Playscape Replacement
Project Year:	2025-2026	The playground equipment at Municipal Park has reached the end of its usable life. Since its installation, great strides have been made in creating inclusive playscapes to meet the needs of all children in a community. As the hub of community activities and events, an inclusive and accessible playscape is a necessity at Municipal Park.
Estimated Cost:	\$625,000	
Funding Source:	Senator Peters	
Ranking:	2	
PR26-03		Sarrackwood Park Playscape Replacement
Project Year:	2026	The playground equipment at Sarrackwood Park has reached the end of its usable life. Since its installation, great strides have been made in creating an inclusive playscape to meet the needs of all children in the community. Maintaining clean and safe playgrounds is a hallmark of desirable neighborhoods, assisting with retaining current residents and attracting new ones.
Estimated Cost:	\$400,000	
Funding Source:	Grant	
Ranking:	4	
PR26-04		Goldengate Park Playscape Replacement
Project Year:	2026	The playground equipment at Goldengate Park is not inclusive equipment. Since its installation, great strides have been made in creating inclusive playscapes to meet the needs of all children in the community. Additionally, Goldengate is currently the sole park that services the southern half of the city. Having accessible equipment in the only park on the south side of the city is necessary.
Estimated Cost:	\$400,000	
Funding Source:	Grant	
Ranking:	5	

Police

The Lathrup Village Police Department offers full policing services to its residents including routine patrol, traffic enforcement, detective services, community relations, and other specialized functions. Lathrup Village holds the distinction of being one of Oakland County's safest cities. The items below are carried over from the 2024-2029 CIP.

PD26-01		Ballistic Plate Carrier Upgrade
Project Year:	2025	The purchase of 4 Ballistic shields equipment for the 4 patrol vehicles to be utilized as needed (baricaded gunman, bank robberies, active shooter situations, etc.) These shields would be rated to stop rifle rounds which our current ballistic body armor will not stop.
Estimated Cost:	\$16,000	
Funding Source:	General Fund	
Ranking:	2	
PD26-02		GeTac Video (In-Car Video)
Project Year:	2025	Cloud storage for body camera video and in-car video. This allows us to archive video for high priority runs and citizen complaints.
Estimated Cost:	\$7,600	
Funding Source:	General Fund	
Ranking:	1	
PD26-03		Power DMS Annual Accreditation Subscription
Project Year:	2025	Software system that assists in managing all of the department policies and procedures, department memos, and the annual accreditation documents. This software is required through the MACP for accreditation certification.
Estimated Cost:	\$5,300	
Funding Source:	General Fund	
Ranking:	1	
PD26-04		Detective Bureau Vehicles
Project Year	2025	Detective bureau vehicle currently has 152,000 miles and has suspension and transmission issues. The replacement vehicle is a Chevy blazer at \$34,000 and \$1,000 for equipment change over.
Estimated Cost:	\$35,000	
Funding Source:	General Fund	
Ranking:	1	
PD26-05		New Facility or Building Remodel
Project Year:	2025	
Estimated Cost:	\$1,800,000	
Funding Source:	General Fund	
Ranking:	2	
PB26-06		Carpport for Patrol Vehicles
Project Year:	2025	
Estimated Cost:	\$18,000	
Funding Source:	General Fund	
Ranking:	2	

Police

PB26-07		Axon Taser - Replacement
Project Year:	2025-2029	This will be the second year of the Axon taser equipment contract, which offers less than lethal option for gaining compliance for subjects being detained or arrested. The use of tasers reduces injuries for the officers and for the detainees/arrestees.
Estimated Cost:	\$41,778	
Funding Source:	General Fund	
Ranking:	1	



Existing Light pole banner on Southfield Road (Giffels Webster)

Roads

The City of Lathrup Village has 26.2 total miles of roads, of which 7.36 miles are major streets and 18.84 miles are considered local roads. In November 2020, Lathrup Village voters passed a millage for road repair to address the urgent needs of the transportation system. The millage funds a three-year project beginning in the spring of 2021 and was completed in the fall of 2023. The project is being paid for by the issuance of a bond and will be paid back over 10 years with an average millage rate of 3.9176 mills. Due to the significant cost savings, this project includes limited ditch grading, culvert replacement, and culvert cleaning. These additional tasks will ensure that the new roads will achieve their maximum lifespan and improve the flooding after moderate to significant rains. The projects below are being carried over from the 2024-2029 CIP.

R26-01		Lincoln Dr. East Reconstruction
Project Year:	2026	Reconstructing the north half of Lincoln from the east city border to Southfield Road.
Estimated Cost:	\$450,000	
Funding Source:	General Fund / Major Road	
Ranking:	3	
R26-02		Crack Sealing of Streets Paved From 2021 to 2023. + / - 9 Miles
Project Year:	2026	
Estimated Cost:	\$27,000	
Funding Source:	Local / Major Roads	
Ranking:	7	
R26-03		Eastbound and Westbound 11 Mile Road Resurfacing
Project Year:	2027	Resurfacing eastbound 11 Mile Road from Santa Barbara to Southfield and westbound from Southfield to Santa Barbara. Estimate a 2 mill and overlay.
Estimated Cost:	\$600,000	
Funding Source:	General Fund / Major Road	
Ranking:	5	
R26-04		Southfield Road Reconstruction (Meadowbrook to Cambridge)
Project Year:	2028	In 2024, the RAISE Grant funding was unsuccessful. In 2025, the RCOC resubmitted for the BUILD Grant.
Estimated Cost:	\$2,650,000	
Funding Source:	Grant / CIP Funding	
Ranking:	1	
R26-05		11 Mile Rd. Resurface (Santa Barbara to Evergreen)
Project Year:	2029	The City, in partnership with Southfield, was successful in obtaining a Federal Grant to resurface EB/WB 11 Mile Rd. The City's section is WB from Santa Barbara to Evergreen. LV cost share = \$100,000 LV engineering cost share = \$125,000
Estimated Cost:	\$225,000	
Funding Source:	General Fund / Federal Grant	
Ranking:	2	

Roads

ROADS		
Total Number	25.8 miles (approx.)	
2023 Paser Rating	Poor	6.32 miles (24.5%)
	Fair	4.41 miles (17%)
	Good	6.21 miles (24%)
	Excellent	8.90 miles (34.5%)
Total in Need of Repair	6.32 miles to 10.72 miles (24.5 to 41.6%)	
Repairs to Date (2021 through 2024)		
Reconstructed	3.90 miles	
Rehabilitated	4.50 miles	
Paved Gravel	0.49 miles	
Repairs Planned (2025 through 2029)		
Road Repair	2.2 miles	
Total Cost (excl. Southfield Road)	\$1.582 million	

Sanitary and Storm Sewer

SANITARY SEWER

The Lathrup Village sanitary sewer system consists of approximately 145,000 linear feet (lft) of sewers ranging in size from 8 inches to 24 inches in diameter. Of the 145,000 lft of sewer, the older portion of the system is comprised of approximately 118,900 (82%) of vitrified clay pipe, while the newer portion of the system is comprised of approximately 26,100 (18%) lft of concrete pipe. Constructed in the 1920's as a combined sewer system, the City converted it to a dedicated sanitary sewer system in the 1960's (meaning that storm water and sanitary water are not permitted to mix). It is believed that all residents and businesses within the City are connected to the sanitary sewer and there are no known active septic systems. Since the City of Lathrup Village reached its full development capacity, the sanitary sewer system covers the entire city with no need for expansion.

During the construction of I-696, the system was severed and divided into a northern and a southern system that are metered and discharged into the Evergreen Farmington Sewage Disposal System (EFSDS). The sewer system north of I-696 is routed to a 3-million-gallon retention tank which is located at the west end of Sunnybrook, near Evergreen Road north of I-696. This facility is currently receiving significant maintenance and repair in order to safeguard the operation of the system.

Lathrup Village has invested heavily over the past couple of decades in its sanitary sewer system. As a result, the system is in good condition, but it does require maintenance to keep it from degrading. In the fall of 2020, the City invested in having 30,000 linear feet of sewer pipe inspected via closed circuit television. As a result of this process, the assessment of approximately 11,000 linear feet of sanitary sewers have been lined at a cost of \$664,000 through a CIP Bond.

Sanitary Retention Tank

Lathrup Village has its own sanitary retention tank that is used to store inflow from the sanitary sewer system when the inflow rate is greater than the rate at which we are permitted to outflow to the Evergreen-Farmington Sewer Disposal System (EFSDS). In the past, there have been instances where the retention tank has filled up and the City was forced to allow the tank to overflow. As a result, the City is under a Consent Decree from the Michigan Department of Environment, Great Lakes and Energy (EGLE). In 2019, the City outsourced the operations and maintenance of the retention tank to the Oakland County Water Resource Commission (OCWRC). The County has notified us that the retention tank requires approximately \$850,000 in maintenance and

SANITARY SEWER		
Total Number	27.5 miles (approx.)	
Size	8" - 24" diameter	
Material	Vitrified Clay	22.5 miles (82%)
	Concrete	4.90 miles (18%)
LFT of Sewer Lined (1994 - 2024)	13.92 miles (50%)	
Total in Need of Repair	1,750 LFT	
Replacements to Date (2021 through 2024)		
Cured-In-Place Pipe	About 2 miles	
Cost	\$664,000 (via CIP bond)	
Replacements Planned (2025)		
Dead End Sewers (manholes)	22 of 30 total (8 completed)	
Total Cost	\$150,000 (CIP bond issue)	

Sanitary and Storm Sewer

repairs for safety and upgrades in order to obtain compliance with the Consent Decree.

STORM SEWER

Of the four infrastructure categories of public infrastructure (sanitary sewer, storm sewer, roads, and water), the City's storm sewer system has received the least amount of resources and attention in the last decade. Upkeep of ditches, culverts, and drains found in the right-of-way is, by City ordinance, the responsibility of the adjoining property owner.

For many blocks, ditches have not been properly maintained and the culverts have become damaged or have been shifted by the freeze/thaw cycle rendering them unable to perform their function. The result is a storm system that functions at a level below full capacity and leaves standing water in ditches for days following rainstorms. Poor maintenance on culverts have left them slow to drain or impassible, preventing storm water from reaching the proper drains which send water to the Rouge River. The current state of the storm and ditch system impacts the subsurface ground water levels and the volume of flow in the City's sanitary sewer system.

In 2022, the City contracted for the cleaning, televising, and assessment of 50,000 linear feet of storm sewers. Recommended repairs are currently scheduled for 2025.

SS26-01		Sanitary Sewer CIPD
Project Year:	2025	Install 1,750 LFT of CIPD on deteriorated sewers televised in 2024 as part of the manhole installation project.
Estimated Cost:	\$150,000	
Funding Source:	Sewer	
Ranking:	1	
SS26-02		2025 Sanitary Sewer CCTV
Project Year:	2025	Clean, televise, and assess approximately 30,000 linear feet of miscellaneous sanitary sewer sections throughout the city.
Estimated Cost:	\$200,000	
Funding Source:	Water / Sewer	
Ranking:	5	
SS26-03		Storm Sewer Improvements & Repair
Project Year:	2025	Perform required / recommended repairs based on the 2022 CCTV assessment.
Estimated Cost:	\$150,000	
Funding Source:	CIP Bond	
Ranking:	4	

Sanitary and Storm Sewer

SS26-04		2026 Sanitary Sewer Improvements
Project Year:	2026	Budget for sanitary sewer repairs required based on the 2025 Sanitary CCTV assessment.
Estimated Cost:	\$200,000	
Funding Source:	Water / Sewer	
Ranking:	2	
SS26-05		2027 Sanitary Sewer Improvements
Project Year:	2027	Budget for sanitary sewer repairs required based on the 2025 Sanitary CCTV assessment.
Estimated Cost:	\$200,000	
Funding Source:	Water / Sewer	
Ranking:	2	
SS26-06		2028 Sanitary Sewer Improvements
Project Year:	2028	Budget for sanitary sewer repairs required based on the 2025 Sanitary CCTV assesment.
Estimated Cost:	\$200,000	
Funding Source:	Water / Sewer	
Ranking:	2	

Water

Lathrup Village has approximately 31 miles of water main. Of that mileage, 17 miles of water main were installed prior to 1930 with the remaining 14 miles originally installed prior to 1972. The expected useful life of a water main is approximately 50 years. Because most of the system has already significantly outlived its useful life, the City experiences a much larger than expected number of costly water main breaks each year.

The City has been addressing this issue on an ongoing basis. In the fall of 2020, the City completed the Santa Barbara water main project, which installed about a mile of new water main to increase pressure and volume to the west side of the City. However, a large portion of the water system still needs to be replaced. As discussed in a prior recommendation, the opportune time to replace water mains is simultaneous to road replacement. This dramatically reduces the cost of water main replacement and also eliminates any need to damage existing roadway in order to replace a water main. The residents recently approved a three-year road replacement project and it is recommended that the City replace as much water main as possible during this three-year project. By the end of 2023, the City completed the replacement of 9,000 linear feet of water main since 2021.

WATER MAINS		
Total Mileage	32.62 miles	
Useful Life	50 years	
Age	Before 1930	15.35 miles
	1931 – 1958	3.16 miles
	1959 – 1972	5.42 miles
	1973 – 2000	4.69 miles
	2000 – 2024	4.00 miles
Total in Need of Replacement	Approx. 15.35 miles (47%)	
Replacements to Date		
2018 through 2020	7,211 linear feet (1.4 miles): 4.5%	
2021 through 2024	8,985 linear feet (1.70 miles): 5.2%	
Replacements Planned		
2025 through 2029	12,925 linear feet (2.45 miles): 7.5%	

Water

Fire Hydrants.

Lathrup Village has approximately 243 fire hydrants and approximately 60% of those were installed prior to 1930. The City estimates that 120 hydrants need to be replaced or refurbished in order to provide optimal functionality should their use be required to extinguish a fire. It is estimated that 60 hydrants will need to be replaced and 60 will be able to be refurbished. The estimated cost per hydrant is \$4,540. This equates to a total project cost of \$545,000. Completing this project (along with water main improvements) will help to improve safety and ultimately improve the City’s fire rating, which should result in lower insurance rates for businesses and residents. By the end of 2023, the City has replaced 80 hydrants and installed 20 new hydrants.

FIRE HYDRANTS	
Total Number	243 (approx.)
Age	94+ years 145 (60%)
Total in Need of Replacement	120 (49%) 60 replaced, 60 refurbished
Estimated Cost per Hydrant	\$4,540
Estimated Total Cost	\$545,000 (ea. x 120)
Replacements to Date (2021 through 2024)	
Refurbished	2
Replaced	95
New Installs	28*
Replacements Planned	
2025 through 2029	10

***NOTE: Some new installs were part of the watermain replacement program.**

Water

Water Main Gate Valves.

Gate valves are used to provide isolation capability for water mains. When water mains require maintenance or repair, a gate valve can be closed to shut off the water supply to the water main in question. Lathrup Village has over 300 gate valves of which 60% were installed prior to 1930. Due to their age, a large number of these gate valves no longer function. This is a huge problem, especially because of the large number of water main breaks the City experiences every year. In many instances, when a water main breaks, the contractor cannot shut off the water upstream because of a non-functioning gate valve. This means the repair must be done under pressure, which results in added expense for the repair, additional time that residents are without water, excessive water loss for which the City is liable, and safety risk for the water department staff. The City Engineer estimates that 162 gate valves require replacement. The cost of each replacement is estimated to be \$5,925, which equates to \$960,000 for the entire project. The 2021 CIP had plans to replace 54 gate valves per year for the next three years. By the end of 2023, the City has refurbished 99 gate valves and installed 32 new valves.

Distribution Service Material Inventory (DSMI) and Lead\Galvanized Water Service Abatement.

In response to the Flint water crisis, the State of Michigan adopted a variety of new regulations related to lead in the water system. As a result of these regulations, by 2025, the City is required to identify the material of all water service pipes leading into all homes and businesses in the City. Any service line that consists of lead or galvanized steel is required to be replaced with the cost born completely by the City. Starting in 2021, the City must replace a minimum of 5% of its lead/galvanized service lines each year for the next 20 years.

WATER MAIN GATE VALVES		
Total Number	303 (approx.)	
Age	94+ years	180 (59%)
	< 94 years	120 (40%)
Total (est.) in Need of Replacement	162 (53%)	
Replacements to Date (2021 through 2024)		
Refurbished	104	
Replaced	0	
New Installs	44*	
Replacements Planned		
2025 through 2029	28	

*NOTE: Some new installs were part of the watermain replacement program.

Water

In 2024, the City completed and submitted the Complete Distribution Service Material Inventory (CDSMI).

Lead and Copper Exterior Identification.

Service line material verification is required at both the water stop box (usually by the sidewalk in front of each home) and where the water service physically enters the home/business. The City has already launched a self-identification campaign for residents to identify the material inside their homes and businesses. Identifying the material at the stop box is a significantly more intensive process. It requires digging five feet down on both sides of the stop box and visually inspecting the pipes leading to and going from the stop box for 18 inches on each side. The estimated cost for each stop box identification is \$650. This estimate includes repairing the sidewalk when it is damaged during the identification process. In addition, most of the stop boxes in the City are over 75 years old and do not function well or at all. Because most of the work to replace the stop box will already be completed in the identification process, it is the opportune time to replace these old and failing devices. The additional cost to replace each stop box is \$75, bringing the total cost to \$725 per water service line. The City was required to verify 315 randomly generated services. At the end of 2023, all 315 excavations have been complete and only 4 lead or galvanized services were found. The City received nearly \$232,000 in grant money from EGLE to cover the expense of this project.

In addition, the City will be required to replace the lead and galvanized lines that are identified via the aforementioned methods. The cost of this abatement is estimated to run about \$4,500 to \$5,000 per line. While there is no way to accurately estimate how many lead and galvanized lines there are in the City, it does appear to be relatively low. The CIP is budgeting approximately \$500,000 to be utilized for this abatement. At the end of 2023, 24 water services have been abated.

Water Loss and Water Meters.

Over the last five to ten years, the City has had larger than expected water losses. Lathrup Village purchases its water from Southeast Oakland County Water Authority (SOCWA), who meters the volume that the entire City uses. The City, in turn, bills residents and businesses based upon their individual metered usage. The City had been experiencing 40% water loss for several years. The City found a leak in the high school athletic fields and identified commercial properties that were not properly metered. Since resolving these issues, the City's water loss has been less than 5%.

W26-01		Water Meter Replacement
Project Year:	2025	The meters throughout the City have reached the end of their useful life. As part of the program, new meters are recommended to ensure accurate billing and accurate water loss records can be tracked.
Estimated Cost:	\$495,000	
Funding Source:	Water & Sewer Department	
Ranking:	5	
W26-02		2025 Water Main Replacement
Project Year:	2025	Replace approximately 900 linear feet of water main on various streets south of I-696 (Arrowhead, Middlesex, Ramsgate).
Estimated Cost:	\$250,000	
Funding Source:	Water / Sewer	
Ranking:	4	
W26-03		Lead & Copper Abatement

Water

Project Year:	2025	Abate + / - 10 lead service leads.
Estimated Cost:	\$50,000	
Funding Source:	Water / Sewer	
Ranking:	1	
W26-04		2026 Water Main Replacement
Project Year:	2026	Replace approximately 2,400 linear feet of 8" water main on the east side of Southfield Road (Lincoln to 11 Mile). Total cost = \$1,380,000 City match = \$200,000 Engineering = \$180,000
Estimated Cost:	\$380,000	
Funding Source:	Water / Sewer / EPA Grant	
Ranking:	2	
W26-05		2027 Water Main Replacement
Project Year:	2027	Replace 5,400 linear feet of 8" water main on the east and west sides of Southfield Road (11 Mile to 12 Mile Roads). Total cost = \$2,800,000 City match = \$400,000 Engineering = \$400,000
Estimated Cost:	\$800,000	
Funding Source:	Water / Sewer / Grant	
Ranking:	2	
W26-06		2028 Water Main Replacement
Project Year:	2028	Replace approximately 1,625 linear feet of water main on Rainbow and Lathrup Boulevards.
Estimated Cost:	\$500,000	
Funding Source:	Water / Sewer	
Ranking:	3	
W26-07		2029 Water Main Replacement
Project Year:	2029	Replace approximately 2,800 lineal feet of 6" - 8" watermain on El Dorado.
Estimated Cost:	\$980,000	
Funding Source:	Water / Sewer	
Ranking:	3	
W26-08		2030 Water Main Replacement
Project Year:	2030	Place holder for future water main projects.
Estimated Cost:	\$500,000	
Funding Source:	Water / Sewer	
Ranking:	3	
W26-09		2031 - 2032 Water Main Replacement
Project Year:	2031	Place holder for future water main projects.
Estimated Cost:	\$500,000	
Funding Source:	Water / Sewer	
Ranking:	3	

The Street System Map below identifies the road systems that are under the City's jurisdiction, and those that are outside the City's control. The map is included in the 2025 CIP to provide guidance for the Planning Commission to better understand the areas of the city that are strictly under their jurisdiction and to identify areas where partnerships with other entities may be required when considering projects listed on the CIP.

63 - CITY OF LATHRUP VILLAGE

APPROVED
 7.38 – MILES OF MAJOR STREET
 21.59 – MILES OF LOCAL STREET
 FOR THE PERIOD
 JULY 1, 2024 to JUNE 30, 2025
 BY
D. PALAN
 ACT 51 ADMINISTRATOR
 July 1, 2024
 DATE OF APPROVAL

STATE COPY
 I hereby certify that all of the streets shown
 herein by symbol as major streets and local
 streets, are open and in use as public streets
 and under the jurisdiction of the municipality.

E-SIGNED by Michael Greene
 on 2025-01-21 08:06:16 EST
 Street Administrator Date
 By authority of the Governing Body

CITY OF LATHRUP VILLAGE
OAKLAND COUNTY

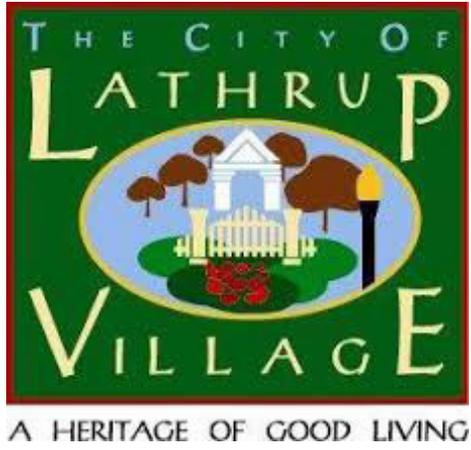
POP. 4,000 – 2020 CENSUS
 T 1N - R 10E
 STREET SYSTEM
 THE MICHIGAN HIGHWAY LAW
 PUBLIC ACT 51 OF 1951, AS AMENDED.
 MICHIGAN DEPARTMENT OF TRANSPORTATION
 1 inch equals 500 feet Map Size 18x24



ROAD SYSTEM	LEGEND	TOPOGRAPHY
STATE TRUNKLINE		LOT CORNER
COUNTY PRIMARY		SECTION
COUNTY LOCAL		NON-FOOD WARE
CITY MAJOR		LINE TIE/IN
CITY LOCAL		HYDROGRAPHY
ADJACENT JURISDICTION ROAD		RAILROAD
UNIMPROVED ROAD		
STATE PARK ROAD		
WALK TO TRAIL		

Revision Date: August 31, 2024





memorandum

DATE: March 13, 2026

TO: Lathrup Village Planning Commission

FROM: Eric Pietsch, Jill Bahm, and Hannah Prins, Giffels Webster

SUBJECT: Comprehensive Plan Update – Housing Study Session & Transportation Kickoff

We will use our meeting on March 17 to further discuss the topic of housing at the 6PM study session with the Planning Commission. The study session will be followed by kicking off the month of discussion on transportation at 7PM.

Please note our progress for the 2026 Comprehensive Plan **Visioning phase:**

- ✓ **Surveys.** We have continued to add to the established hub website for the project so that the public may view planning & zoning documents, see the progress of the plan and how they can participate, and submit input and feedback. Three surveys are now live: housing, transportation and economic development. All three surveys are available on the hub website with a fourth survey coming shortly for parks and recreation. We encourage city staff and commissioners to continue to leverage community communication channels and collaborate on spreading the word about the surveys, activities, and events for the comprehensive plan update.

The surveys are open until May 31, 2026, but so far, each survey has:

- Housing – 163 responses
- Transportation – 46 responses
- Economic development – 24 responses

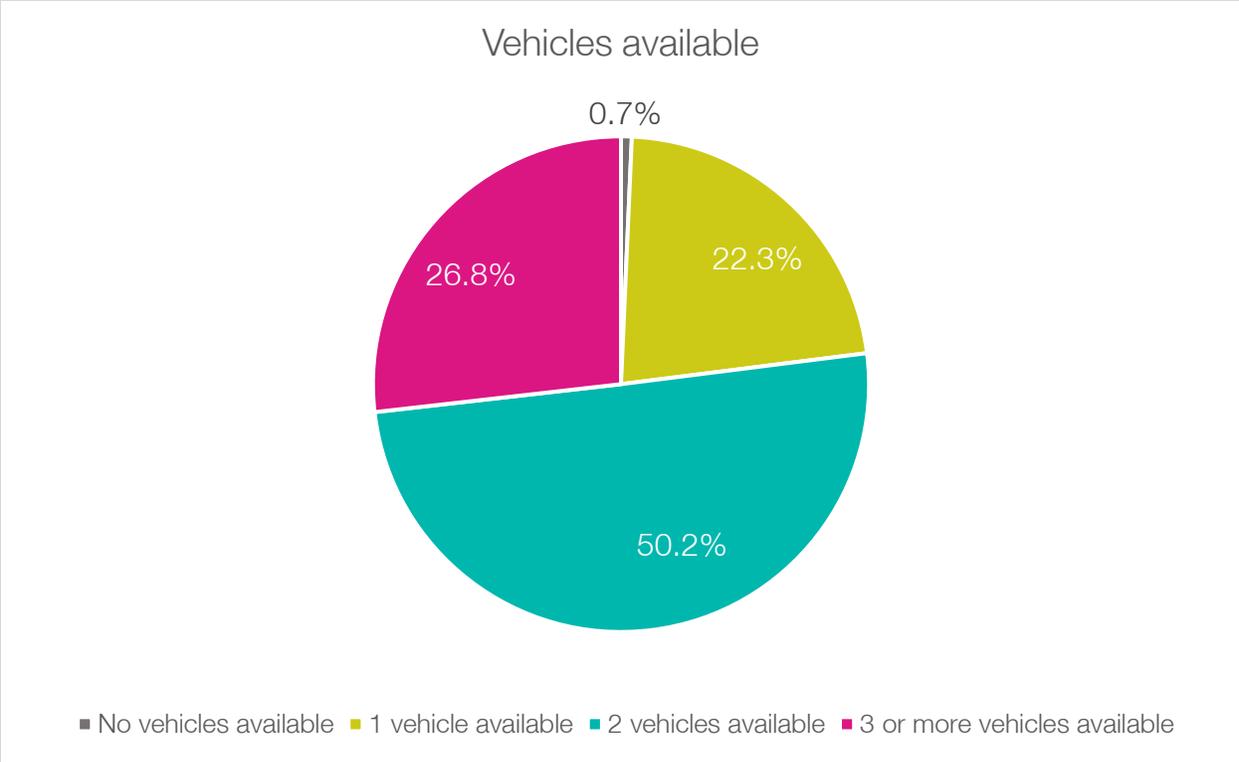
Preparation for the study session on housing:

- **Review the 2021 Comprehensive Plan.** Particularly the Demographics and Land Use chapters from pages 15-26, the Housing & Neighborhoods chapter from pages 55-62, and page 93 for the Housing & Neighborhoods action strategy.
- **Review the presentation and previously provided data on housing in Lathrup Village.**
 - About the datasets: In most cases, we have gathered U.S. Census Data from the American Community Survey 5-year estimates. If you would like to learn more about this dataset you may visit:
 - <https://www.census.gov/programs-surveys/acs/about.html>
 - <https://www.census.gov/programs-surveys/acs/guidance/estimates.html>

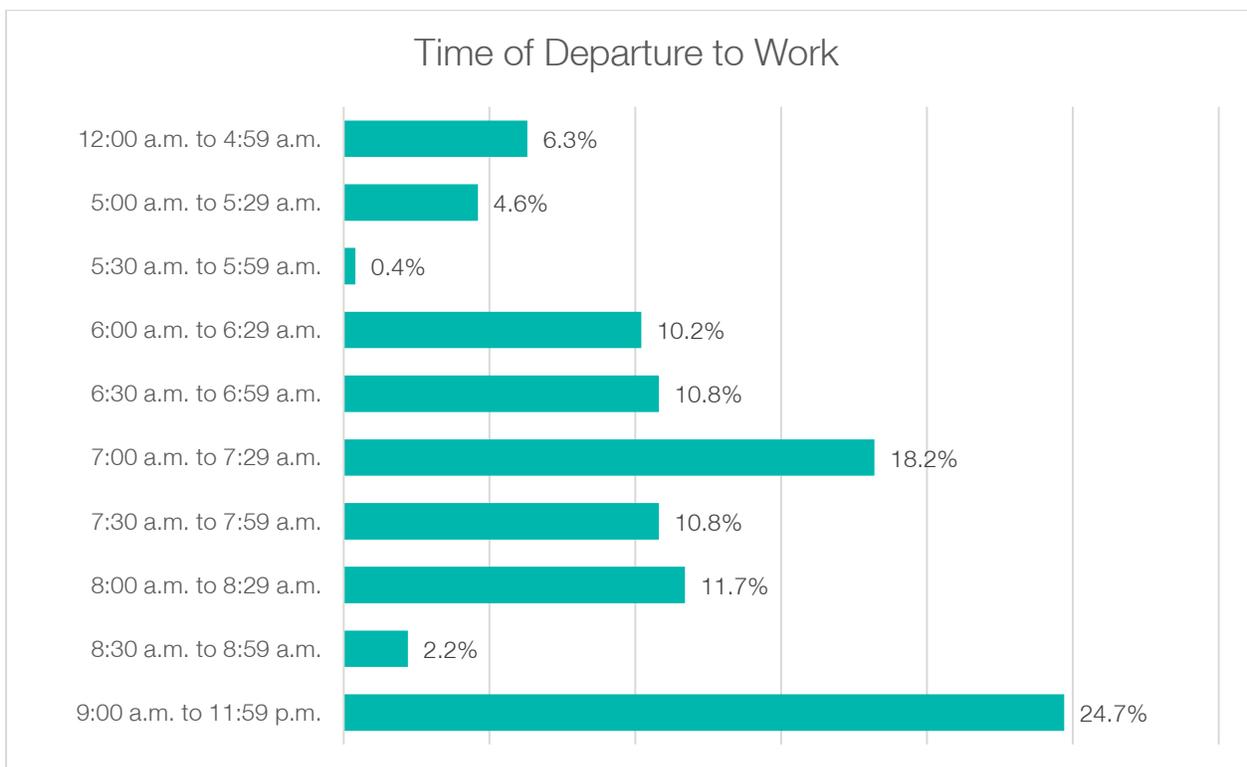
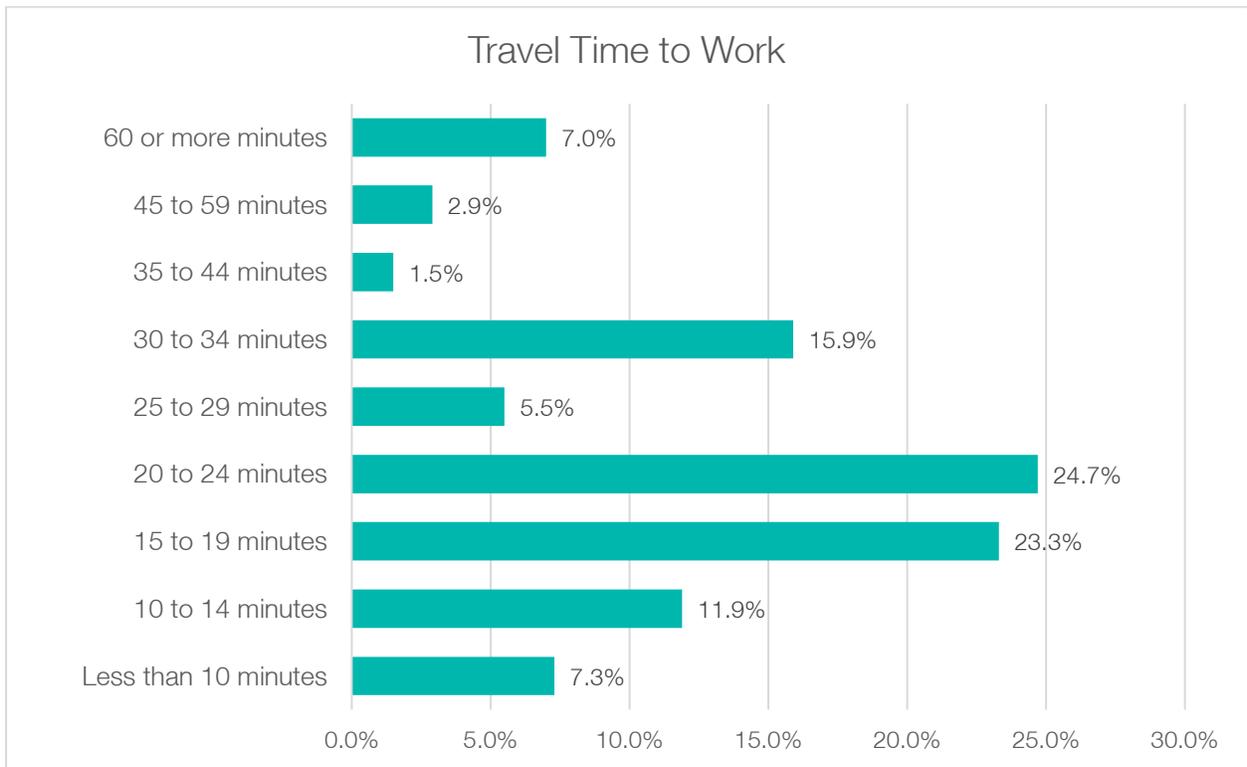
- **Review the previously provided housing resources packet.** (Note these resources are also now available on the 2026 Comprehensive plan website under the housing tab)
- **Prepare questions you may have or resources or data you would like to have.**

Preparation for the regular meeting on transportation:

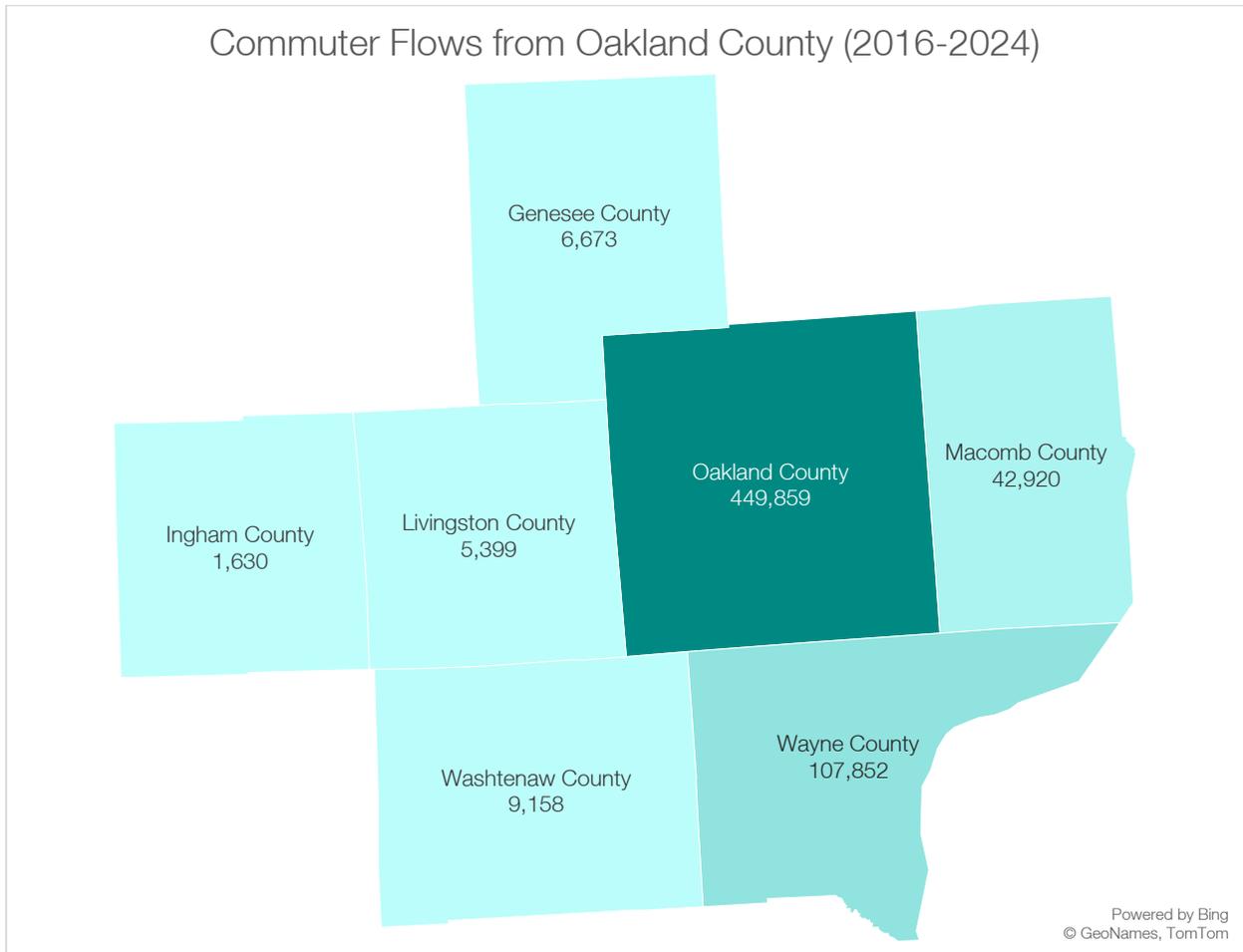
- **Review the 2021 Comprehensive Plan chapter on transportation (pages 82-87).**
- **Review the following data and information on transportation in Lathrup Village.**
- **Over the next month, review the provided resource packet on transportation topics.** (Note these resources are also now available on the 2026 Comprehensive plan website under the transportation tab).
 - The selected resources are meant to spark conversation, illustrate actionable strategies, and point to successful models that communities can consider for local adaptation. The packet is not a complete collection—further materials addressing other topics or deeper dives may be introduced as community needs evolve.



The mean travel time to work in Lathrup Village is 22.8 minutes with the typical commute being under 30 minutes. Most residents leave work before 9:00 a.m. however nearly a fourth leave after 9:00 a.m. in the morning.

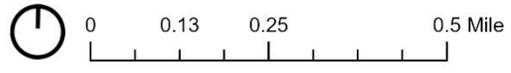
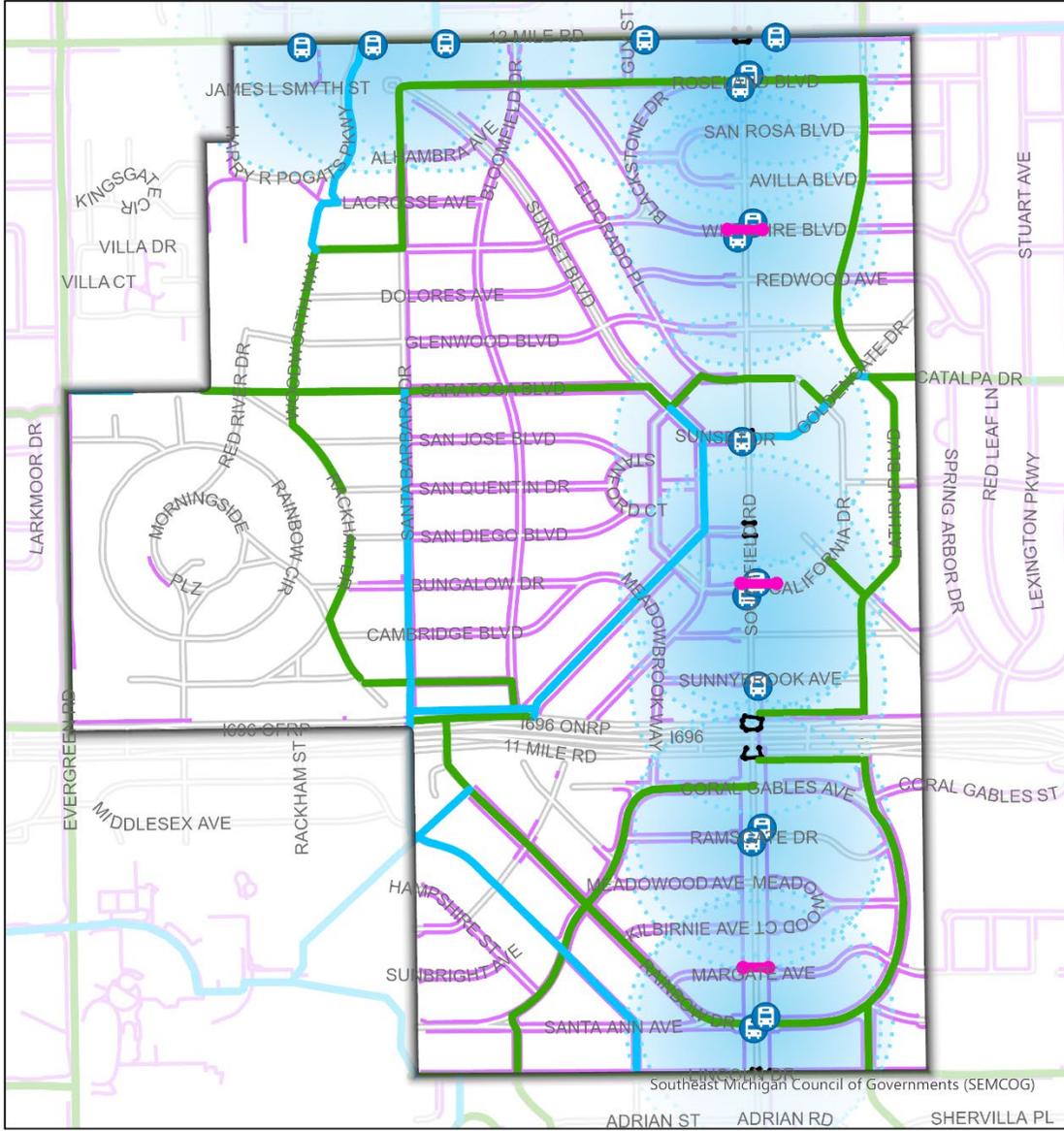


In addition to regular annual data, the U.S. Census Bureau also tracks other metrics such as commuter flows over certain time periods and releases this data as a special set. The commuter flow is calculated at the county level using a person's home and their work location to determine an overall pattern of where people are commuting to and from. The most current analysis from 2016-2024 shows that most people who live in Oakland County also work in Oakland County, followed by Wayne and Macomb Counties. More granular analysis at the city level has been done by SEMCOG and a more detailed analysis suggests that for the City of Lathrup Village specifically, most connections happen between Lathrup Village and Detroit and Southfield (SEMCOG [Commuting Patterns](#)).



Public Transportation. Lathrup Village is primarily serviced by two SMART routes, route 420 and 740 that primarily run along the main corridors. The SMART transit map can be found at [2025 75 Web System Map.pdf](#).

Active Transportation Network. Lathrup Village’s active transportation network plays an important role in understanding how people move throughout the community and includes sidewalks, bike paths, public transit, crosswalks, and newly installed pedestrian HAWK signals. Evaluating how these facilities are distributed and connected across neighborhoods and along major corridors helps the City identify gaps that limit safe and convenient travel for pedestrians, cyclists, and transit riders. This network-level perspective can guide targeted transportation investments, support strategies to manage parking demand by providing viable alternatives to driving, and respond to resident concerns about speeding and traffic safety. By identifying locations where traffic calming, safer crossings, or improved pedestrian infrastructure are needed, the City can better protect neighborhood streets while enhancing access to businesses, transit, and community destinations along the city’s primary corridors (see network map on the following page).



- Existing Sidewalk
- Bike Route
- Planned Bike Route
- HAWK Signal Crossings
- Crosswalks
- SMART Bus Stop 1/4 Mile Radius (5-10 minute walk)

Active Transit Network CITY OF LATHRUP VILLAGE



Transportation & Complete Streets

Transportation & Complete Streets

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

As the city awaits long-anticipated road reconstruction on its main commercial and through artery, Southfield Road, this Comprehensive Plan will identify additional opportunities to improve the entire transportation network.

Complete Streets

Complete Streets is a term used to describe a transportation network that includes facilities for vehicles, pedestrians, cyclists, and other legal users. Complete streets provide transportation choices, allowing people to move about their communities safely and easily. In 2011, the City prepared a Complete Streets Plan, which was included as a supplement to the Master Plan. In addition to the plan, the City adopted a complete streets ordinance that facilitates the implementation of plan elements in conjunction with other public infrastructure improvements. This map has been updated as improvements were made and include the neighborhoods as identified earlier. The map on the following page should be viewed as a work in progress, particularly with respect to crossings over I-696 that are currently unsafe for pedestrians. The City of Lathrup Village will continue to work with the Michigan Department of Transportation to improve connectivity in these areas.

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

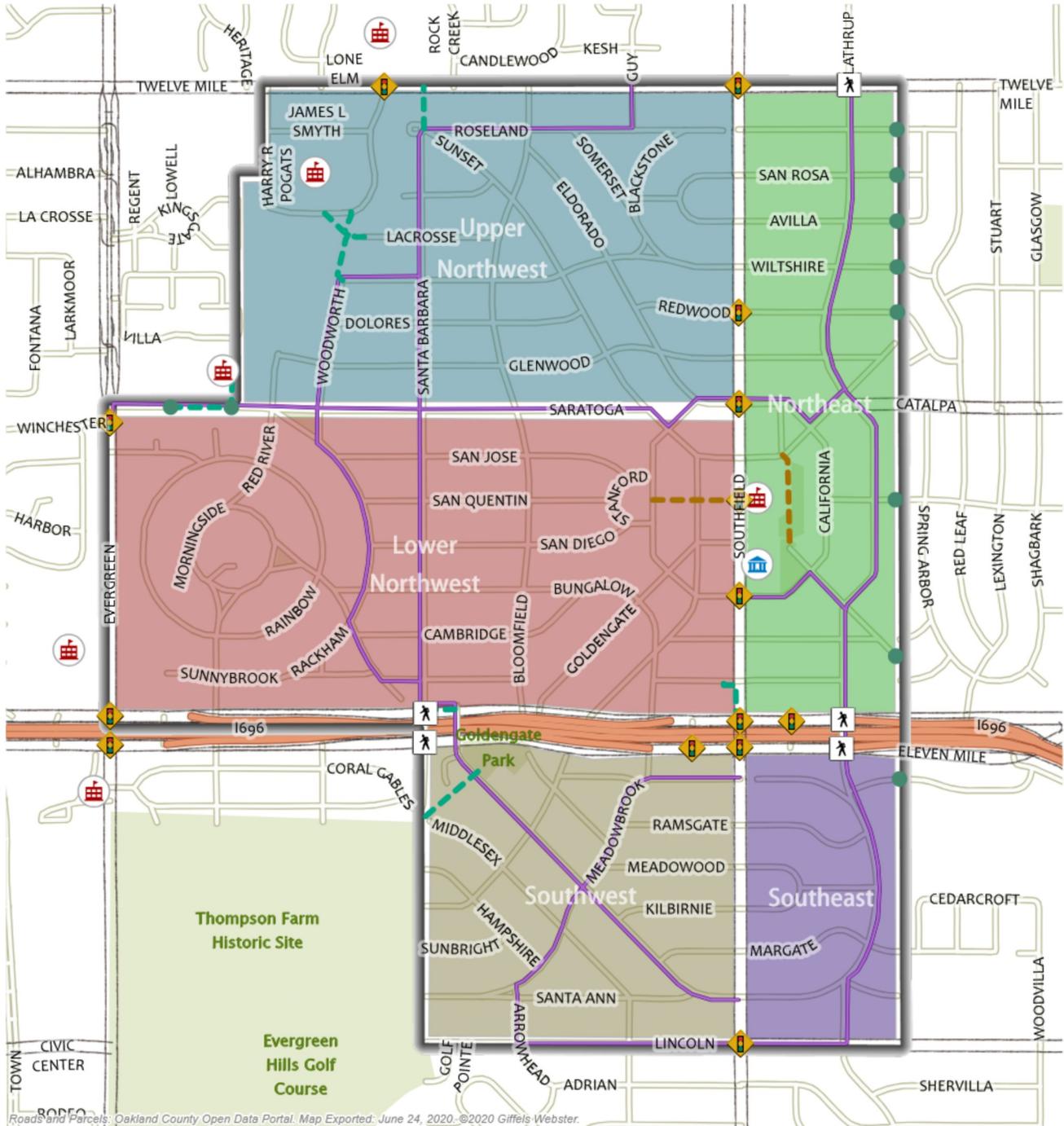
- Village Center: the context of the surrounding area influences the function of the roadway. Roads in this area will feature elements that are more suitable for a denser, walkable urban setting, such as the following:
 - Parallel on-street parking
 - Bike lanes routed into the Village Center



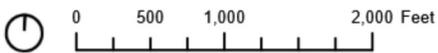
The updated Village Center concept includes the median is currently shown in the RCOC preferred alternative (2020) and the pedestrian crossings that will be critical in joining the east and west sides of Southfield Road.

- Travel speeds of 35 mph or less
- Buildings directly abutting the road right-of-way
- Wider sidewalks serving pedestrian activities, including outdoor dining
- Streetscape elements including lighting and landscaping
- It is anticipated that at least one new street will be constructed in the Village Center, perpendicular to Southfield Road. This street will function as a “collector street,” in this case connecting local streets to the central business district and to minor and principal arterials.
- Roads including Eldorado, California (about one block east and west of Southfield Road), and Monterey will link the Village Center with local streets. The street portions of these roads will contain two lanes of traffic as well as two designated bike lanes, and two lanes of parallel on-street parking in the Village Center. These streets will also include space for sidewalks, landscaping, street lighting, and street furniture.
- In the Village Center, local streets will provide access to abutting land and consist of all streets that do not belong to one of the higher systems. These streets will typically have formally striped, on-street parallel parking on both sides of the street. The form of the village local streets will be impacted by adjacent land uses, which will be typically more dense than the rest of the City.

MAP 14: COMPLETE STREETS PLAN



Roads and Parcels: Oakland County Open Data Portal. Map Exported: June 24, 2020. ©2020 Giffels Webster.



- Road Open to Pedestrians Only
- Pedestrian Signal
- Traffic Signal
- City Hall
- School
- Road Extension
- Shared-Use Path
- Bike Route
- Parks
- Upper Northwest
- Lower Northwest
- Northeast
- Southeast
- Southwest



Complete Streets and Neighborhoods

CITY OF LATHRUP VILLAGE

- **Backstreets/Alleys.** In Lathrup Village, alleys are designated behind buildings along both sides of the Southfield Road Corridor; the framework for these alleys exist and in some cases are currently utilized as a way to move between properties without using Southfield Road. A built-out alley network can accommodate service delivery and provide short block-to-block access for motorists, minimizing travel movements on adjacent roadways.
- **Pedestrian crossings.** Street intersections are typically considered the best locations for pedestrians to cross the street. The best crossings minimize crossing distance, maintain visibility, and allow sidewalk ramps to be placed within the sidewalk. In Lathrup Village, all of the major signalized pedestrian crossings take place where two streets meet or cross. Most crossings are existing, except for those proposed in the Village center area. A pedestrian-only crossing is proposed along 12 Mile Road and the 11 Mile Road service drives. The existing crossing at Sunset Boulevard will be relocated to where the new road will meet Southfield, and three additional crossings will be added, making it easier for non-motorized travelers to cross this major roadway.

Access Management

Access management is a strategy used to coordinate road design and land use to improve the flow of traffic, capacity and safety. An Access Management Plan was developed for the Southfield Road Corridor in 2010 to address safety and efficiency of the roadway. This plan considered the Village Center concept and contained concepts and recommendations aimed at improving safety in the corridor. These included the reduction and elimination of driveways, improvement of the alleys to facilitate access to properties along the roadway and uniform spacing of traffic signals. With the completion of the RCOC's final preferred alternative design in late 2020, the Access Management plan has been updated (see appendix). The city should consider this plan with respect to the alley network, which is also a potential parking area to facilitate redevelopment of Southfield Road properties.

Transportation Network

As discussed in the earlier community facilities section, the city has a somewhat complete transportation network; however, the non-motorized connections within this network are weak and should be strengthened. Issues of note have deep roots in the development of regional transportation facilities and include:

- **I-696:** This freeway is a major commuter route linking second and third tier Detroit suburbs between I-275/I-96, I-75 and I-94. Before its construction, however, the I-696 project was controversial. Lathrup Village, Pleasant Ridge, and the Detroit Zoo filed lawsuits in an attempt to stop construction of the freeway, which eventually did what these opponents knew it would: divide neighborhoods and communities. While the interstate provides great access to the region, it poses a significant physical barrier between the north and south ends of this small city.
- **Southfield Road:** Southfield Road became an important north-south roadway in the mid-20th century, with demand for suburban living and access afforded by new federal highways leading from Detroit. The expansion of Southfield Road to a five lane "super-highway" was heralded by the local leaders of the time, who could not have envisioned that mass transit systems would falter and personal automobile traffic would dominate the landscape. The City is engaged with the Road Commission for



I-696 through Lathrup Village

Oakland County (RCOC) as that agency develops a road reconstruction project that improves traffic flow and safety. The city continues to advocate for resident and business owner demands for a more walkable community.

- Other major roads such as 11 and 12 Mile Roads also provide cross-town access between communities. These roadways generally have a sidewalk system in place, linking neighboring communities of Southfield and Berkley to Lathrup Village.
- Local streets provide access into neighborhoods and provide the safest and most comfortable facilities for non-motorized transportation. Most of the city's streets have sidewalks.
- The City opted into the SMART bus system in 2015 and enjoys six bus signed bus stops in each direction through the community. While one bus stop, at City Hall, offers riders a safe place to wait out of the elements, few of the other stops do.

Pedestrian Improvements

Bus stops - Most of the city's signed bus stops are considered deficient, as they are at the edge of paved/unpaved shoulders; have narrow unpaved paths over a culvert to the nearest sidewalk; are located in the grass; are far-removed from a driveway or sidewalk. To provide safer bus stops for riders, the following improvements should allow bus riders to walk no more than 500 ft to reach the nearest bus stop. In addition:

- Bus stops should generally be located on the far side of stop-controlled side streets, so that stopping buses do not impair the sight lines to the left available to drivers waiting to pull out.
- Where feasible, bus stops should be located in lanes (or tapers) not used by through traffic.
- Each bus stop should be equipped with a shelter, loading platform, and appropriate sidewalks.



This bus stop at City Hall (above) is accessible via a concrete sidewalk from the public sidewalk, concrete pad, covered shelter, bench and waste receptacle. Unfortunately, most of the city's other bus stops look like the one below, with no direct sidewalk access or safe place to wait for the bus.
Source: Google Earth



Crosswalks – The only crosswalks on Southfield Road in the city are at the existing traffic signals at WB Lincoln, EB 11 Mile, WB 11 Mile, Sunset/E. Goldengate, and EB 12 Mile. The crosswalks at Sunset/E. Goldengate are roughly 2,100 ft north of 11 Mile and 3,000 ft south of 12 Mile. Such long distances between designated pedestrian crossings are especially undesirable in the Village Center location, and they have been observed to result in relatively frequent random pedestrian crossings. Improvements should allow pedestrians to walk no more than about 500 ft to reach the nearest crosswalk.

MAP 15: CROSSWALK IMPROVEMENTS: LINCOLN TO 11 MILE ROAD

Legend

Wide white stripe = Enhanced pedestrian crossing

H = HAWK signal; if not so marked (such as at same location but on other side of boulevard), crossing will be controlled by conventional traffic signal

B = Bus stop (with shelter, loading platform, and connecting sidewalks)



City of Southfield¹

City of Lathrup Village

Average crosswalk spacing = 850 ft
Average bus stop spacing = 940 ft

¹ Crosswalk, related HAWK signals, & bus stop south of city limit would require Southfield buy-in.

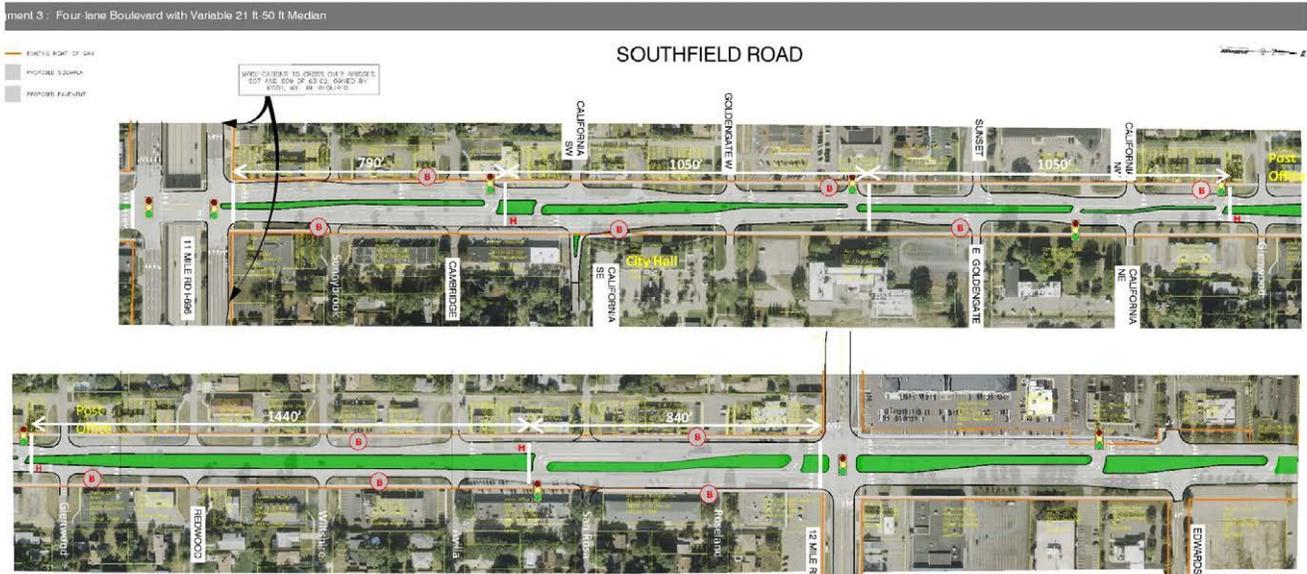
MAP 16: CROSSWALK IMPROVEMENTS: 11 MILE TO 12 MILE ROADS

Legend

Wide white stripe = Enhanced pedestrian crossing

H = HAWK signal; if not so marked (such as at same location but on other side of boulevard), crossing will be controlled by conventional traffic signal

B = Bus stop (with shelter, loading platform, and connecting sidewalks)



City of Lathrup Village

City of Southfield

Average crosswalk spacing = 1,035 ft (or 895 ft w/1440 ft excluded)
Average bus stop spacing = 925 ft NB & 1,065 ft SB (985 ft overall)



HAWK signal in Tucson, AZ. Source: Federal Highway Administration (FHWA)

At a HAWK crossing, drivers receive multiple cues to emphasize the potential presence of a pedestrian. These cues include a unique configuration of the HAWK beacon (two red lenses over a single yellow lens), high-visibility crosswalk markings (ladder-style markings as opposed to only two transverse white lines), a stop bar approximately 50 ft from the crosswalk, 8-inch solid lane lines between through travel lanes, signs that can be illuminated and read “CROSSWALK.” When activated, the HAWK uses a red indication to inform drivers to stop, thereby creating a time period for pedestrians to cross the major roadway.

The maps on the previous page illustrate potential crosswalk locations on Southfield Road. Because the crosswalks are illustrated over the RCOC’s preferred alternative for Southfield Road improvements, it is anticipated that they could be installed prior to reconstruction.

- The locations of conventional traffic signals in the Southfield Road reconstruction project should be equipped with crosswalks, to take advantage of the fact that traffic in at least one direction on Southfield Road will be stopping for crossing vehicular traffic. The plan assumes that HAWK signals (aka Pedestrian Hybrid Beacons) can be installed on the opposing side of the boulevard at such locations, to serve pedestrians desiring to safely complete their crossing of the highway.
- HAWK signals are also proposed – on both sides of the boulevard – near Lincoln, Ramsgate, and San Rosa. The signal near Lincoln would have to be south of the intersection to provide the best spacing relative to other signals, but its installation would require City of Southfield approval.
- Crosswalks on Southfield Road should be highlighted with special pavement treatments and equipped with state-of-the-art signalization (such as count-down signals).



27400 Southfield Rd.
Lathrup Village, Mi 48076
(248) 557-2600
www.lathrupvillage.org

MARCH 2026 DDA DIRECTOR REPORT

To: LVDDA Board of Directors
From: Austin Colson, CED/DDA Director
Date: March 13, 2026
RE: Department/Director Report

In an effort to provide consistent updates to the DDA Board of Directors, City Administrator, and City Council the following monthly report is submitted for your review.

Upcoming DDA Events

- **2026 Comprehensive Plan Update – Transportation Discussion** – Tuesday, March 17, 2026, 7:00 PM, Lathrup Village City Hall
 - Hosted by the Lathrup Village Planning Commission –Residents, business owners, and property owners are invited to participate in the discussion and provide feedback on transportation priorities, mobility improvements, and infrastructure needs. Community members are also encouraged to complete an online transportation survey to help inform future planning and policy decisions.
- **2026 Comprehensive Plan Update – Economic Development Discussion** – Tuesday, April 21, 2026, 7:00 PM, Lathrup Village City Hall
 - Hosted by the Lathrup Village Planning Commission – The session is open to residents and stakeholders to share input on strategies for supporting local businesses, strengthening the commercial corridor, and guiding future economic growth. An online survey is also made available to gather community feedback to help shape the City’s long-term economic development goals.
- **41st Annual Oakland County Economic Outlook Luncheon** – Wednesday, April 22, 2026
 - Hosted by Oakland County – Annual luncheon featuring economists from the University of Michigan presenting a comprehensive outlook on regional, national, and international economic trends impacting Oakland County. The event brings together business leaders, government officials, and community stakeholders to discuss key challenges, investment opportunities, and strategies for navigating a competitive economic landscape while fostering continued growth in the local economy.

- **Fraud Awareness Workshop** – Wednesday, April 29, 2026, 10:00 AM–12:00 PM, Lathrup Village City Hall (27400 Southfield Rd., Lathrup Village, MI 48076)
 - Hosted in partnership with Chase Bank, the Lathrup Village Police Department, and the Downtown Development Authority (DDA) – Community workshop focused on helping residents recognize common scams, protect their identity, and secure financial accounts. The session will provide practical fraud prevention tips and highlight resources available to help individuals and families stay safe from increasingly common financial scams. The event is free to attend and open to the public, with registration encouraged.
- **International Placemaking Week** – June 24-26 (Detroit: Venue TBD)
 - Hosted by Project for Public Spaces in partnership with the Downtown Detroit Partnership. Detroit has been selected as the host city for the 5th International Placemaking Week. This global gathering brings together placemakers, community leaders, planners, and practitioners from around the world to share strategies and best practices for creating vibrant, people-centered public spaces. The three-day event will feature plenary sessions, breakout discussions, mobile workshops, networking receptions, and site visits to public spaces throughout Downtown Detroit and across the city. The event further highlights Detroit as a national leader in creative placemaking and community-driven redevelopment.

Past DDA Events

- ***The Magic of Customer Service – With a Twist!*** – Tuesday, February 24th 10–11:30 AM (Southfield Public Library Auditorium, 26300 Evergreen Road, Southfield)
 - The Tri-Cities Business Support Team will host an engaging customer service workshop featuring Anthony Grupido, blending magic, humor, and practical insight to reimagine how businesses approach customer service. Participants will learn strategies to turn everyday interactions into positive service moments, strengthen customer engagement through a resilient mindset, and use unexpected experiences to create lasting impressions.

Business/Property Updates

- **28919 Southfield Road (Dairy Fairies)** – The applicant received site plan approval from the Planning Commission at its February 17th meeting for a change of use, contingent upon obtaining a variance from the Zoning Board of Appeals (ZBA) related to the off-street parking requirements established in the Zoning Ordinance. The ZBA subsequently approved the requested parking variance at its February 23rd meeting, allowing the project to proceed.
- **27700 Southfield Road (Former School Building)** – The applicant, who had been awaiting a financing decision from MSHDA, requested a twelve (12) month extension of the site plan approval originally granted on April 15, 2025. The Planning Commission recommended approval of the extension at its February meeting, and City Council subsequently approved the request at its February 23rd meeting, granting the applicant a 12-month extension of the site plan approval.

Infrastructure

- **Capital Improvement Plan (CIP):** The FY26-31 CIP was presented to the Planning Commission at its February 17th meeting. The Commission is expected to make a motion at its March 17th meeting to recommend the plan to City Council for final approval.
 - **Monument Welcome Signs:** The DDA has requested inclusion of a project in the City’s Capital Improvement Plan for the installation of two (2) new monument welcome signs along Southfield Road to enhance corridor identity and strengthen visual entry points into the district’s north and south gateways.
 - **Wayfinding Signage:** The DDA has also requested inclusion of a wayfinding signage project to direct visitors to free public parking located in the northeast section of the DDA district along Southfield Road, improving accessibility and awareness of available parking resources.



27400 Southfield Rd.
Lathrup Village, Mi 48076
(248) 557-2600
www.lathrupvillage.org

Miscellaneous

- **Recast Leaders Program:** DDA staff continue to make strides in the Recast Leaders program, a 10-month technical assistance initiative administered by *Recast City* in partnership with the *Michigan Municipal League*.
 - Since the kickoff meeting, staff have worked with the consultant team and fellow cohort communities to begin defining the goals and outcomes for Lathrup Village’s participation in the program. Initial work has focused on identifying how this effort can strengthen the City’s commercial corridor, support small-scale production and maker spaces, and expand opportunities for local entrepreneurs and small businesses. Staff also began outlining the target area for the initiative and identifying the community stakeholders who should benefit most from the work.
 - In preparation for the next cohort meeting, staff are currently working through the next phase of the program’s strategic framework, which includes identifying the key economic development challenges affecting the corridor, evaluating barriers facing small businesses and historically underserved entrepreneurs, and outlining how the program’s work can produce more equitable economic outcomes. This exercise is also helping staff refine the City’s long-term vision for supporting small business growth, activating vacant storefronts, and strengthening the local entrepreneurial ecosystem within the business district.