# Planning Commission Meeting Agenda

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

1. **Call to Order**
2. **Roll Call**
3. **Pledge of Allegiance**
4. **Approval of Agenda**
5. **Public Comment for Items on the Agenda**
6. **Approval of Meeting Minutes**
   A. Planning Commission Regular Meeting Minutes October 20, 2026
7. **Old Business and Tabled Items**
   A. Master Plan Draft Review Discussion #2
8. **New Business**
   A. Public Hearing - Special Land Use Amendment - 26727 Southfield Road
   B. Site Plan Approval - 17390 W. 11 Mile Road
9. **General Communication**
   A. Virtual Planners Gathering - Oakland County Training
10. **Public Comment**
11. **Other Matters for Discussion**
12. **Adjourn**

# Planning Commission Minutes

Tuesday, October 20, 2026 at 7:00 PM
27400 Southfield Road, Lathrup Village, Michigan 48076

1. **Call to Order 7:03 PM**

2. **Roll Call**

   Hillman, Robinson, Grewer, Nordmoe, Clarke

   Grewer/Robinson for Hammond absence.

   Chairman Hillman announces the resignation of Commissioner Sharon Abraham, stating the new schedule the Commission is aiming for will interfere with her schedule.

3. **Pledge of Allegiance** 7:07

4. **Approval of Agenda** 7:07

   A motion is made to amend the agenda to add item 9A from 7A. Master Plan is now 9B. Motion is made by Robinson. Seconded by Nordmoe. Passes unanimously.

5. **Public Comment for Items on the Agenda** 7:09

   **John Terra**- praises the work on the Master Plan regarding Village Center to residential. Wants to address the Master Plan in general terms- Page 52 of the MP (105 of the Packet), cites a Farmer's Market that we do not have anymore. Adds that the document is excessively lengthy and should be reduced.

   **Leslie Ballium**- Really enjoyed the community open house, thanks Giffels Webster for their work. Read the presentation prepared for today's meeting, and has questions: Mostly regarding transportation, specifically Bike Paths. Additionally, questions implementation of the Plan. Cites 2012 ordinances that allows for up to 5 story buildings. Also wants to see the 3 historic buildings in the city be identified. Wants to see the green spaces stay green spaces. Parks and Rec had 59 responses that cited this as their own.

   **Diane Anderson**- Cites the new 501©4 founded "out of anger" for the work being done around the city, blames Giffels Webster. Does not believe the Master Plan reflects the city of Lathrup Village.

6. **Approval of Meeting Minutes** 7:20

A. Planning Commission Regular Meeting Minutes September 15, 2026

Commissioner Nordmoe identifies third bullet under 9B: Quote taken wasn't specific enough to what was said/meant. Referred to the homes, not the entirety of the Village Center.

"Commissioner Hillman proposed sections of the area currently identified as Village Center be identified as Residential Housing"

Nordmoe Moves. Seconded by Robinson.

Yay: Robinson, Nordmoe, Hillman, Grewer.
Nay: Clarke.

Commissioner Clarke identifies the later parts of that same discussion. Agrees with the point being made, but respects her point as been defeated.

7. **Public Hearing** 7:25

A. 28939 Southfield Road Special Land Use Application

Eric Pietsch from Giffels Webster presents. At the August 2026 meeting, the PC reviewed the first SLU for 28939 Southfield Road, and recommended Denial. City Council considered this, and agreed with the PC decision, citing the lack of demonstrated need. Applicant was advised to resubmit, which they did, and now we are back to discuss the SLU. Additionally, the applicant wants to extend their operating hours. Typically this is a variance request, however, the 2013 Special Land Use approval cited they had to operate from 7 AM to 11 PM. The SLU will essentially override the 2013 SLU. Eric reminds the Board that regardless of decision, this will go to City Council in November.

Hillman asks two procedural questions. One about recommendations and one about Public Comment. Is advised to let the applicant present, then make the two recommendations (operating hours and the SLU) together as one recommendation to the City Council.

Matthew Toma representing 28939 Southfield Road. He apologizes for the August meeting absence. Refiled on September 29th. There is no change to the physical building, only what they wish to sell inside. Presents the statistics prepared for the Commission. Identified that the business has no valid business license, but is working diligently to fix this.

Commissioner Hillman opens Public Comment to this Hearing.

**Rick Wisz**- Asks if we want two businesses right next to each other selling the same products. Also identifies item pricing, and cites the gas stations do not price their own products.

**Pierre Dabish**- Representing Vintage Village; cites possible oversaturation of the market with alcohol, states his concern is not because of competition, but safety, especially with drunk driving.

**John Terra**- Can't comment on pricing policy because he doesn't buy snacks, but does identify that pricing is a cause of issues at gas stations.

**Diane Anderson**- Doesn't like the time to end business hours. 11 PM is too late. Also identifies the traffic issue along Southfield Road and 12 Mile, quotes the days of the 1950's. Identifies that intersection as very dangerous, and believes that allowing for alcohol sales there would make it even more dangerous.

**Leslie Ballian**- Asks if competition is a bad thing. If someone wants beer when they get gas, what's the harm?

8. **Old Business and Tabled Items** 7:43

9. **New Business** 7:43

A. 28939 Southfield Road Special Land Use Application (Discussion)

Chairman Hillman asks for discussion from the dais. Commissioner Robinson speaks first, agrees to a possible oversaturation in the market of alcohol sales (especially when considering outside of Lathrup Village city limits). Does not believe the need is demonstrated even with the presentation.

Commissioner Grewer has questions: After BP got alcohol license, sales for alcohol went up, which meant that sales in the area for alcohol went up. Asks if the Market were saturated, then the addition of a new point of alcohol sales would make sales go down in the area (because they would go to different locations). Asks about Per Capita of Households (I got lost in the sauce here, may want to consult the video).

Asks Baker about procedure; can the Commission make value judgements, or if they are bound by law. Chair Hillman does agree that the data presented makes sense for a business. The standard for approval of the SLU requires data that proves need but believes need and demand could be two different things. Asks how the business bridges the gaps between need and demand.

Hillman: If the ordinances demands quantifiable need, how does the data presented define that need? It shows the demand from the business perspective, but not the need in the area from the consumer.

Robinson states that her comment was based on demonstrated need, and the business being in such close proximity to other businesses that sell the same, where is the need? There can be demand that is fulfilled by other businesses, but is there a need?

Grewer asks how quantifiable need is assessed? Property owner adds by asking what the Commission feels the need is, or what they want quantified so if they are denied again, they can come back with the information people want. Also notes the comments made during the Public Hearing- he can't do anything about Diane Anderson's complaints about how this isn't the 1950's, but does cite Rick's comments about pricing and will investigate- it is in the hands of a wholesaler that does their stock, and should be priced by them.

Nordmoe makes comments that he pre-wrote. He used artificial intelligence to answer four questions. The pre-written statement will be added to public comment at his behest.

Clarke adds her own thoughts: Citing comment made by property owner that “Labor is a challenge”, asks if that is an issue, then isn’t alcohol going to be an issue or additional challenge? Citing Nordmoe’s packet about business proximity to local businesses, 8.8% of the population is under 15, while 11% is 15-21 years old; wants to know about safety concerns since this is just under 20% of the population. Says she would oppose based on the community aspect, and has concerns that the community may be harmed by the sale of more alcohol. However, her opinion will not drive her decision; she has to follow the laws (by her own words).

From the review of the ordinance standards, she cites #3 from the memo, #5 from the memo,

Matthew Toma wants to address some comments. The comment about labor being an issue is more saying that labor has changed between now and the last 50 years. They assure the commission they can handle it. They also identify that a lot of the thoughts by the Commission are opinions, and they state they need to review the facts that have been provided. Cites the 2024 SLU from BP, and how BP brought up the same points they are bringing, and they were approved. They also note traffic- they are not adding traffic, just adding convenience to their customers. They share a parking lot with a dedicated liquor store.

Grewer: “If it’s convenient for customers, it’s convenient for kids”. Toma counters, saying that comment is a hypothetical that is an entirely different point. They are reading the ordinances as written and satisfying the need presented.

Chair Hillman is stuck on quantifiable need, so asks one question: How many residents of Lathrup Village do not have access to a retailer that sells packaged alcoholic products. He does not believe that the quantifiable need quota is met so long as this question is unanswered.

Grewer asks Attorney questions (check the video, I got caught up in the discussion 8:20ish).

Robinson asks if the city will be penalized for adding new licenses. Attorney Baker says there is no legal precedent and in fact, the State has expanded the means for businesses to add licenses through the years.

Baker also adds that they cannot operate outside of their hours because their 2013 SLU forces them to stay open from 7 am – 11 pm, and that they cannot get relief from ZBA, only a SLU (since that is what binds them to begin with). Toma adds that they would hold alcohol sales from 7 am – 11 pm, while their store hours would be from 6 am – Midnight.

A motion is made to recommend denial of the Special Land Use Application for 28939 Southfield Road, for packaged liquor license under 6.2.10 E and H of the Zoning Ordinance, and citing that the Applicant failed to demonstrate a quantifiable need by Commissioner Clarke, seconded by Commissioner Grewer. Motion passes unanimously.

Commissioner Nordmoe makes a motion to approve the SLU for 28939 Southfield Road operating hours of 6 AM, closing at 11 PM per the Zoning Ordinance. Commissioner Robinson seconds. Motion passes unanimously.

B. Master Plan First Draft Initial Discussion

(9:00) Hannah Prins with Giffels Webster introduces the first draft of the Master Plan document for the Planning Commission to review.

Nordmoe asks about the Future Land Use (FLU) map and how 12 Mile is now zoned the same as most of Southfield Road for the business district. Eric identifies it as Mixed Use now. Nordmoe also notes that he wasn't able to review the entirety of the draft but did consult SEMCOG data, and it shows Lathrup Village lagging behind neighboring communities in housing development. He also notes age disparity and how we have the greatest gap between young and older residents in the region. This ratio is not reflected specifically, but the median age comparison is reflected in the new draft, according to Giffels Webster staff.

Chair Hillman praises the changes to the Future Land Use map. His question pertains to the Village Center district specifically the triangle lots. He asks if they should stay zoned Village Center, or zoned Parks. The Board discusses the matter and they believe there is room to expand away from formal parks to designated green spaces. After context is provided by Attorney Baker and DDA Project Coordinator Tom Kennedy, the Commission determines the best course of action is to keep the Village Center as is, but add Green Space elsewhere.

Giffels Webster staff ask if the map is accurate to the Commission's desires. The Commission agrees. Giffels Webster staff also asks the Board to provide insight to the zone descriptions on Page 45 of the draft.

The Commission is asked if they want to schedule another Study Session regarding today's topic(s) of the draft. Their discussion leads more to a regular meeting, but perhaps they would be interested in scheduling an earlier regular meeting.

Commissioner Nordmoe identifies that there is nothing in the Master Plan that relates to the youth, specifically teenagers. He recommends the Commission push the Master Plan to reflect that teens require activities to be more welcome and feel more a part of the community. Commissioner Clarke agrees, but identifies that this may be more for civic groups than the Planning Commission.

The Commission also chooses to defer the rest of the discussion until the November meeting. This discussion will be continued in November.

10. **General Communication**

A. Virtual Planners Gathering - Oakland County Training

Janet Bloom presents to the Board a training provided by Main Street Oakland County

11. **Public Comment**

**John Terra**- Speaks a little to the triangle lots in conjunction with the Master Plan. He also identifies a very small lot that is owned by the city but is not marked on the map. To the Triangle Lots, he cites the proposal received and researched the company, calling them a

renovation company that hasn't done anything of this scale. The proposal is very tight townhomes, the numbers don't add up to him.

**Leslie** – Says she wants to see the green spaces saved, or even preserved as is. She wants them to be zoned, and wants them to be recognized by Oakland County. She also says it's premature to sell the lots without a plan.

**Diane Anderson**- Asks why the Planning Commission won't go after Preservation Michigan so historic homes can gain grants to restore their homes. Calls architecture important. Urges to reconsider the "failure to deal with historic preservation".

12. **Other Matters for Discussion**

Chair Hillman appreciates the attendance of those who were here at the meeting during the duration of the city council meeting yesterday.

He also shouts out Cliff Grant, who takes care of City Hall and led the effort to set up the community center very quickly when over 200 people showed up for Study Session. Calls him invaluable to the city and the greatest asset to the team.

13. **Adjourn**

Nordmoe makes a motion to adjourn. Robinson seconds.

giffels webster

# memorandum

**DATE:** November 12, 2026

**TO:** Lathrup Village Planning Commission

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

**SUBJECT:** Comprehensive Plan Update Draft

We will use our November 17 meeting with the Planning Commission to continue the discussion from the October regular meeting regarding the Future Land Use Map and finalize any revisions to the map. Additionally, we will continue our discussion on the Comprehensive Plan draft and discuss any further additions or changes that should be made.

Following the introduction of the draft plan last month, we anticipate that the Planning Commission may provide additional revisions they would like to see.

For the November meeting, we would like to conclude the discussion on future land use, as revisions to this chapter may influence other topics throughout the plan. Additionally, time permitting, we would appreciate comments on the housing chapter or broader feedback on the Comprehensive Plan if the Planning Commission has any pressing items it would like to address.

## Review Timeline

**November Meeting**

- Provide feedback on the remaining sections of the plan.

**December Meeting**

- Review the refined plan and recommend submission to City Council for review and comment.
- If City Council has no substantial revisions at that time, the 63-day review period required by the Michigan Planning Enabling Act will begin.




# CITY OF LATHRUP VILLAGE

# 2026 Comprehensive Plan Update

# DRAFT

# ACKNOWLEDGEMENTS

## City Council

Bruce Kantor - Mayor

Kelly Garrett - Mayor Pro-Tem

Jalen C. Jennings - Council Member

Jason Hammond - Council Member

John Sousanis - Council Member

In Collaboration with

giffels webster

## Planning Commission

Timothy Hillman, Chairperson

Jo Robinson, Co-Chairperson

Dennis Nordmoe, Commissioner

Jason Hammond (City Council Liason)

Jerianne Clarke

Royce Grewer

Sharon Abraham

## City Staff

Mike Greene - City Manager

Janet Bloom - Economic Development Director

Thomas Kennedy - Economic Development Project Coordinator



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CITY OF
LATHRUP
VILLAGE
POLICE & MUNICIPAL OFFICES

# What's in this Comprehensive Plan?

This Comprehensive Plan includes an updated Recreation Plan, Downtown Plan and Master Plan. Together, these plans address housing, transportation, community development and other community features in a coordinated fashion. The plan establishes a vision of the future, and includes plans to achieve the vision. Implementation of the plan will take place over many years.

## The Place

This section describes the City of Lathrup Village and its context locally. It also includes a summary of how land is used as well as information about the population. It is helpful to review this section to understand where the city is today. There have been no significant changes to either land use or demographics since the 2021 Comprehensive Plan.

## The People

This section summarizes public input collected during the planning process. It also outlines the vision, goals and objectives for the longterm future of the city. The format of the goals are similar in structure to the 2021 Comprehensive Plan, but have been adjusted through several hours of public meetings and numerous responses through surveys and other feedback opportunities to re-align with the community's current needs.

## The Plan

The future land use map - an illustrated guide to how land will be used in the next 10-15 years - is included in this section. Changes from the 2021 plan focus on re-defiing the boundary of the Village Center District and transitioning the 12-Mile corridor from office to mixed-use. There are expanded sections on resiliency and sustainability to lay the foundation for future action strategies to not only make the city more resilient, but also to tap into the strength of the city's neighborhoods to realize a variety of benefits. Updates to the planning for economic development and the commercial corridors (Southfield Road and the mile roads) effectively serve as the Downtown Plan.

## The Program

This section includes the roadmap of action strategies that support the goals of the 2026 Comprehensive Plan. The strategy also identifies responsible parties and measures of success to keep implementation moving forward.

Plan Chapters

Location

Demographics

Existing Land Use

Public Engagement

Goals & Objectives

Housing & Neighborhoods

Economic Development

Transportation

Environment

Future Land Use

Implementation Strategy

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# Introduction

The City of Lathrup Village's Comprehensive Plan Update is an opportunity to affirm the course for new development and redevelopment of the City as described and refined in the 2021 Comprehensive Plan. This Plan contains the community's vision, goals, objectives, and strategies. The Master Plan addresses future land use, housing, transportation, and community development and other community features in a coordinated fashion. It portrays a clear statement of community goals and objectives, establishes a vision of the future, and includes plans to achieve the vision. If followed carefully, the Master Plan will have a lasting impact on the built and natural environment. Decisions made when the Plan is developed will likely be implemented over many years. The Master Plan is long-range in its view and intended to guide development in the City over a period of 10 to 20 years. It is reviewed and/or updated every five years, as required by state law (Michigan Planning Enabling Act of 2008). The information and concepts presented in the Master Plan are used to guide local decisions on public and private uses of land and the provision of public facilities and services. A sound Master Plan promotes a land use pattern that is consistent with a community's goals. It establishes long-range, general policies in a coordinated, unified manner, which can be continually referred to in decision-making. This Comprehensive Plan includes a Recreation Plan, Downtown Plan and Master Plan. The Recreation Plan is included as a complete document in the appendix to satisfy requirements of the Michigan Department of Natural Resources.

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

**Housing:** What is the City's current housing supply? How does it meet the needs of the City's current residents? How might the housing needs of the community change over the next 5-10-20 years? Is the current condition of housing adequate?

**Transportation:** In 2012 the City created a Complete Streets Plan that defined the City's transportation network and identified strategies to improve that network for all users. During that time and in the years that followed, the Road Commission for Oakland County has been studying how to improve Southfield Road in light of the vision the City of Lathrup Village has for a revitalized commercial corridor and new Village Center. How do current plans for Southfield Road impact the City's transportation network? Are there any updates or refinements needed that should be incorporated in the plan?

**Village Center & Economic Development:** The 2021 Master Plan reaffirmed the vision for revitalization of the Southfield Road corridor that centered on the "hub of the wheel" as the intentionally designed, yet unrealized Village Center for the City. Since then, that vision has been refined, Zoning Ordinance standards created, and design guidelines adopted that set up a framework for redevelopment in the Village Center. How do demographic and economic conditions impact this vision today? How does the pattern of development over time and property ownership today influence when, where, and how revitalization occurs?

### Relationship between the Comprehensive Plan and the Zoning Ordinance

Zoning is a regulatory tool for classifying and regulation land uses. It is empowered to local governments thorugh the Michigan Zoning Enabling Act and is state law. The Zoning Ordinance controls land uses based on today's conditions.

The Comprehensive Plan is not an ordinance and it does not change the zoning of anyone's property. It does not have the force of law. Rather, it is a set of policies and strategies developed to guide a community's development over a long range horizon. While the Zoning Ordinance and Zoning Map regulate current and proposed land use, the Comprehensive Plan and its maps and policy statements are intended to guide land use decision-making for 10-20 years. The Comprehensive Plan is a community's "vision", while the Zoning Ordinance governs the path to that vision. State law requires that the Zoning Ordinance be based on a plan. Therefore, the Comprehensive Plan forms the basis upon which zoning decisions are made. With a valid Comprehensive Plan in place, zoning decisions consistent with the plan and ordinance are presumed by the courts to be valid.

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

### The Planning Process

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

Concurrent with the existing conditions analysis, the Planning Commission gathered public input thorugh a variety of means, both in-person and online. This input, as well as the experience of City officials, helps inform goals and objectives that guide the "Plan" elements of the Comprehensive Plan.

Finally, the Planning Commission will update its plan for Land Use, with focus on thoroughfares, housing, and commercial development. Recommendations for plan implementation will be included in each of the Plan Chapters.

By working closely with residents, business owners, planning experts, and surrounding communities, the City of Lathrup Village will develop a plan that attemps to balance the competing interests that affect land use decisions. Through careful implementation of the plan, the City can build on its tax base and provide for high-quality new growth, while preserving community character, and protecting the overall health, safety and welfate of its citizens.

### Role of City Council and Commissions

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

**City Council:** Legislative body that passes laws and sets policy for the City. The City Council approved the 2021 Comprehensive Plan and adopts ordinances that provide a legal framework for zoning.

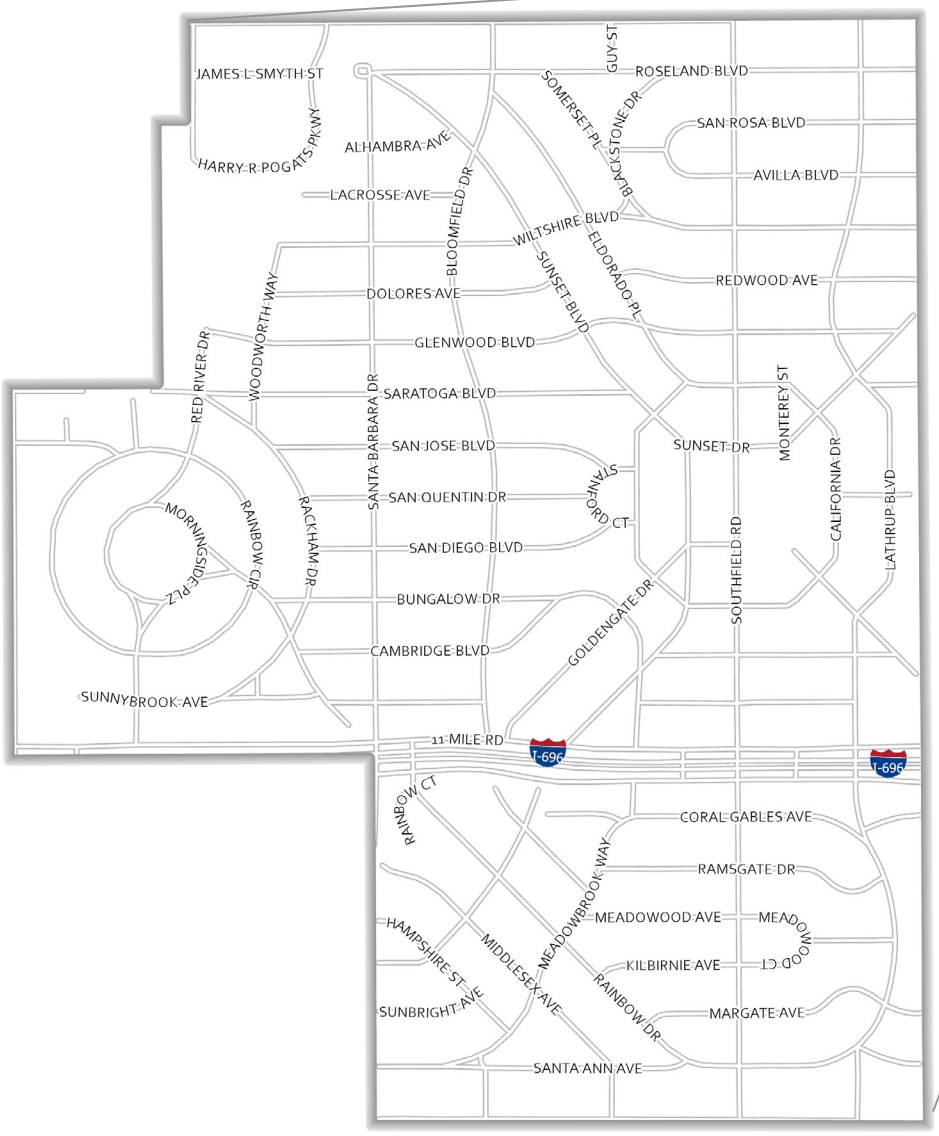
**Planning Commission:** Recommends policy relating to land use and is the recommending body for development and redevelopment.The Planning Commission oversees and guides the Comprehensive Plan process.

**Downtown Development Authority (DDA):** Implements plans and policies in the DDA district. The DDA funded the Village Center concept plans that refine the Comprehensive Plan's direction for the Village Center.

# Location

The City of Lathrup Village is situated in southern Oakland County and covers 1.5 square miles. Lathrup Village is completely surrounded by the City of Southfield, which borders the City of Detroit to the north; the city is located approximately 13 miles from Downtown Detroit. Other surrounding communities include Beverly Hills and Bingham Farms to the north, Berkley and Oak Park to the east, and the City of Farmington Hills to the west. Interstate 696, an east-west state highway, runs through the southern portion of the city. Southfield Road, which becomes the Southfield Freeway (M-39), runs north-south through the eastern portion of the city.






Data Sources: Zoning: City of Lathrup Village; Roads and Parcels: Oakland County.
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### Southeast Michigan

The City of Lathrup Village is included in the Detroit Metropolitan Area. The location and access to the city provides people with the opportunity to live in Lathrup Village and commute to jobs throughout Oakland, Macomb and Wayne counties.

### Oakland County

Oakland County is located in Southeast Michigan and is among the wealthiest counties in the state with a median household income of $67,465 in 2017, compared to $56,124 for all U.S. households. It is the second most populated county in the state, experiencing steady growth throughout the 20th century. The Southeast Michigan Council of Governments (SEMCOG) predicts the population to remain fairly steady with a slight increase through 2040. Oakland County contains both highly developed urban areas, as well as open spaces and rural areas, with diverse topography, rivers, and lakes. According to Oakland County's Existing Land Use data for 2015, 43% of the county was made up of singlefamily residential areas, followed by park, recreation, and conservancy uses (14%), and open spaces (10%). Oakland County's top employment sectors are knowledge-based services, private education/healthcare, and services to households and firms. The county is a major hub for automotive corporate offices and has one of the highest concentrations of engineers per population in the country.



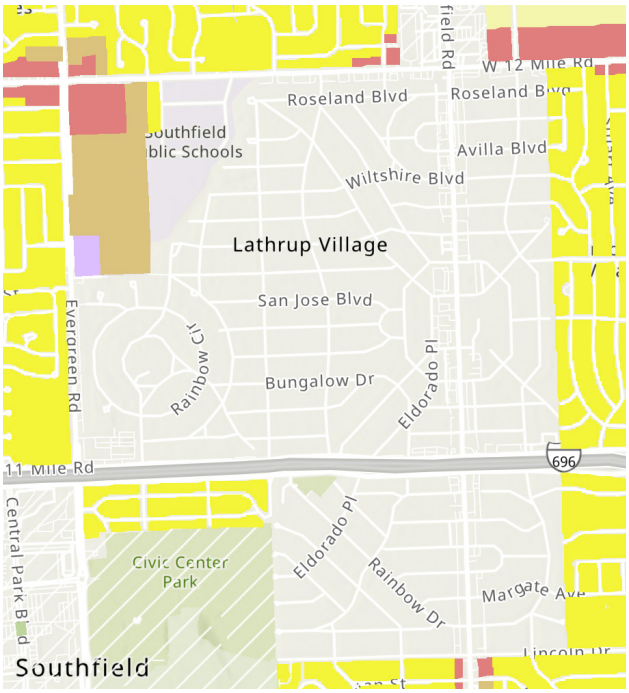
# Planning In Neighboring Communities

In addition to wider regional influences, planning and zoning efforts in neighboring communities can influence the city's growth and development.

### City of Southfield

The City of Lathrup Village is completely surrounded by the City of Southfield. The map on this page shows the future land use for areas of Southfield adjacent to Lathrup Village. For the most part, the majority of adjacent future land use is designated "Moderate Density Single Family" and includes homes on lots that are 20,000 sq ft or less. This type of development is compatible with the existing and planned land use in Lathrup Village. Another residential land use, "Low Density Multiple Family Residential" abuts Lathrup Village south of 12 Mile Road, east of Evergreen. Southfield indicates this area is for buildings two stories or less in height. One area that could impact Lathrup Village is the area north of the City along Southfield Road that the City of Southfield designates as the "North Southfield Road Corridor." This area is described as a "Unique area that contains a mixture of multi-cultural retail and services." Southfield's 2016 comprehensive plan notes that the objectives for this area include:

- Establish a land use pattern that characterizes the North Southfield Road Corridor as a unique destination consisting of compatible yet diversified uses.
- Plan for a safe, efficient circulation system that provides sufficient access by all modes of transportation between nodes of activity within the corridor and the adjacent residential neighborhoods.
- Establish open space and beautification efforts to create an identifiable character for the subarea, which will reflect a pleasant, appealing atmosphere for working, shopping and residing in the north Southfield Road area.
- Develop a specific Corridor Overlay Zoning District and consolidate regulations into one concise set of reasonable and consistent standards for new development and redevelopment.




- Low-Density Single Family
- Moderate-Density Single Family
- Low-Density Multiple Family
- Moderate-Density Multiple Family
- Local Mixed-Use
- Regional Mixed-Use
- Office/Research
- Medical/Educational Institutions
- Light Industrial
- Industrial
- Public Park
- Private Park
- Technology Corridor Subarea
- City Centre Subarea
- North Southfield Road Subarea
- Cornerstone Development Authority Subarea
- RC

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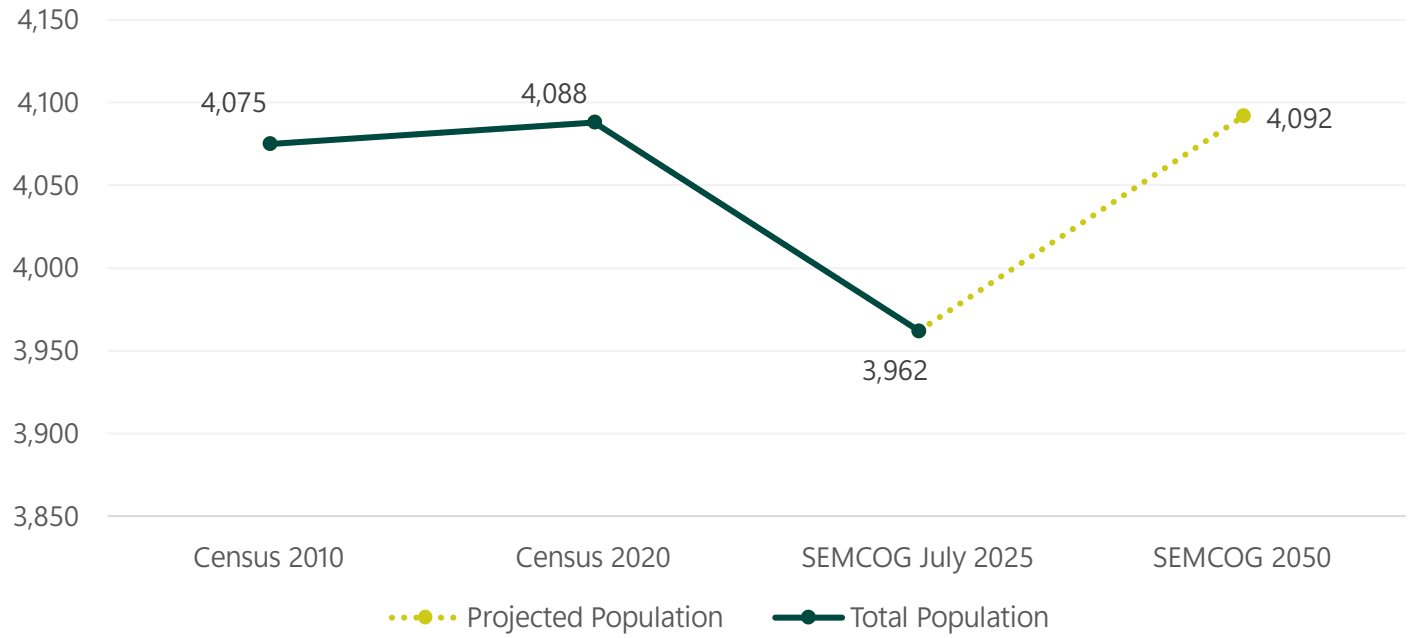



# Demographics

## Population

Lathrup Village has a total population of 3,962 according to the most recent estimate by the Southeast Michigan Council of Governments (SEMCOG) which analyzes U.S. Census Bureau and other data. The popuation has decreased by about 3% since the 2020 Census, though SEMCOG projects that the City will regain this population over the next few decades with an estimated population of 4,092 in 2050. Comparatively, Lathrup Villages' decline in population is unique in that other surrounding communities, including Oakland County as a whole, have seen an increase in population (See Table 1).

### Figure 1. Population Forecast




*SEMCOG Community Profiles, accessed January 2026*

**Table 1. Regional Population Trends 2010 - 2050**

| | Census 2010 | SEMCOG July 2025 | % Change 2010 -2025 | 2050 Projection | % Change 2025 - 2050 |
|---|---|---|---|---|---|
| Lathrup Village | 4,075 | 3,962 | -3.0% | 4,092 | +3.2% |
| Southfield | 71,739 | 76,572 | +6.7% | 83,490 | +9.0% |
| Oakland County | 1,202,362 | 1,301,842 | +8.2% | 1,387,838 | +6.6% |

*Source: SEMCOG Community Profiles, accessed January 2026*

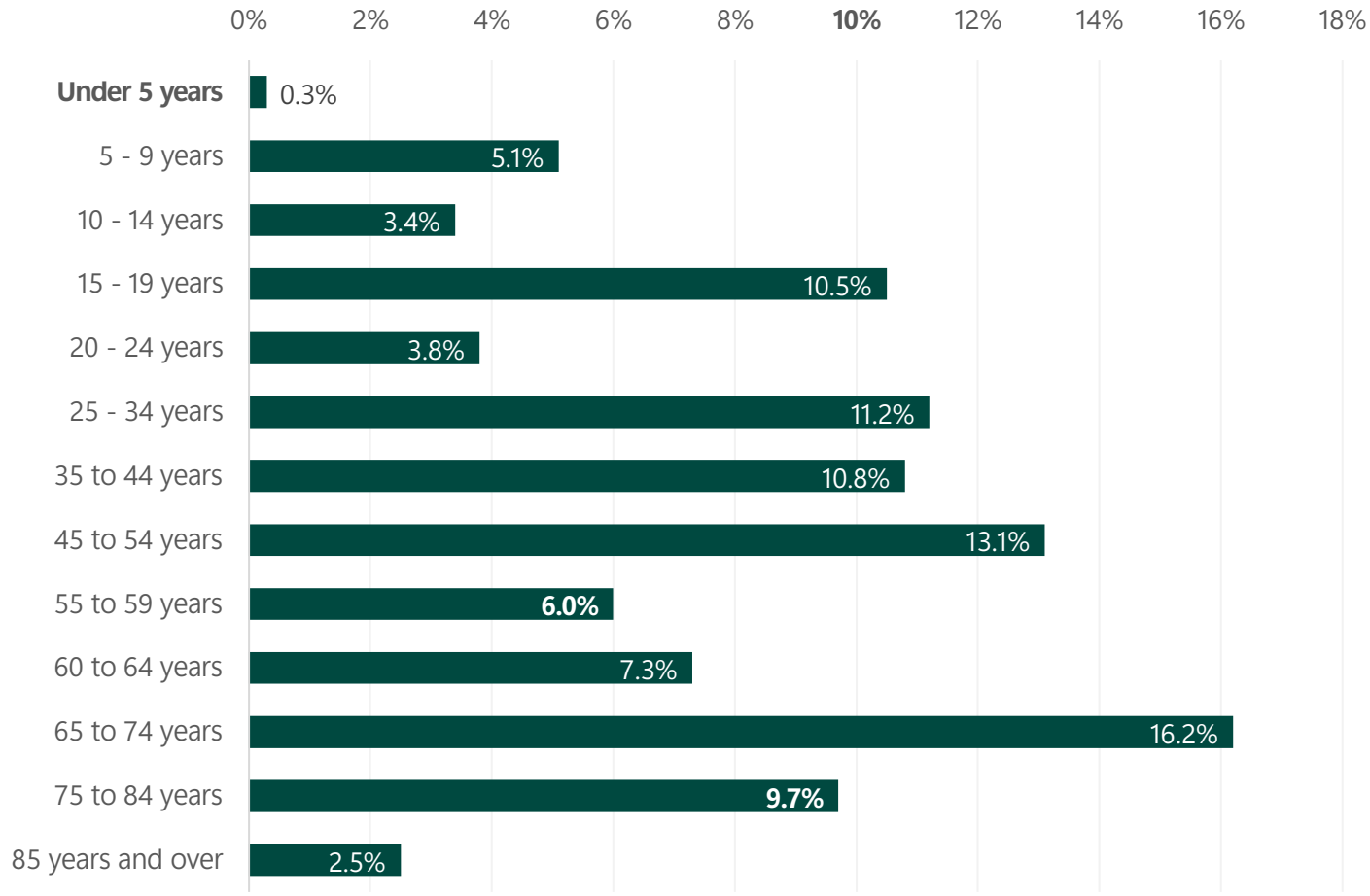


*U.S. Census Bureau "Selected Demographic and Housing Characteristics," American Community Survey 5-Year Estimates Subject Tables, Table DP05, 2024.*

## Age

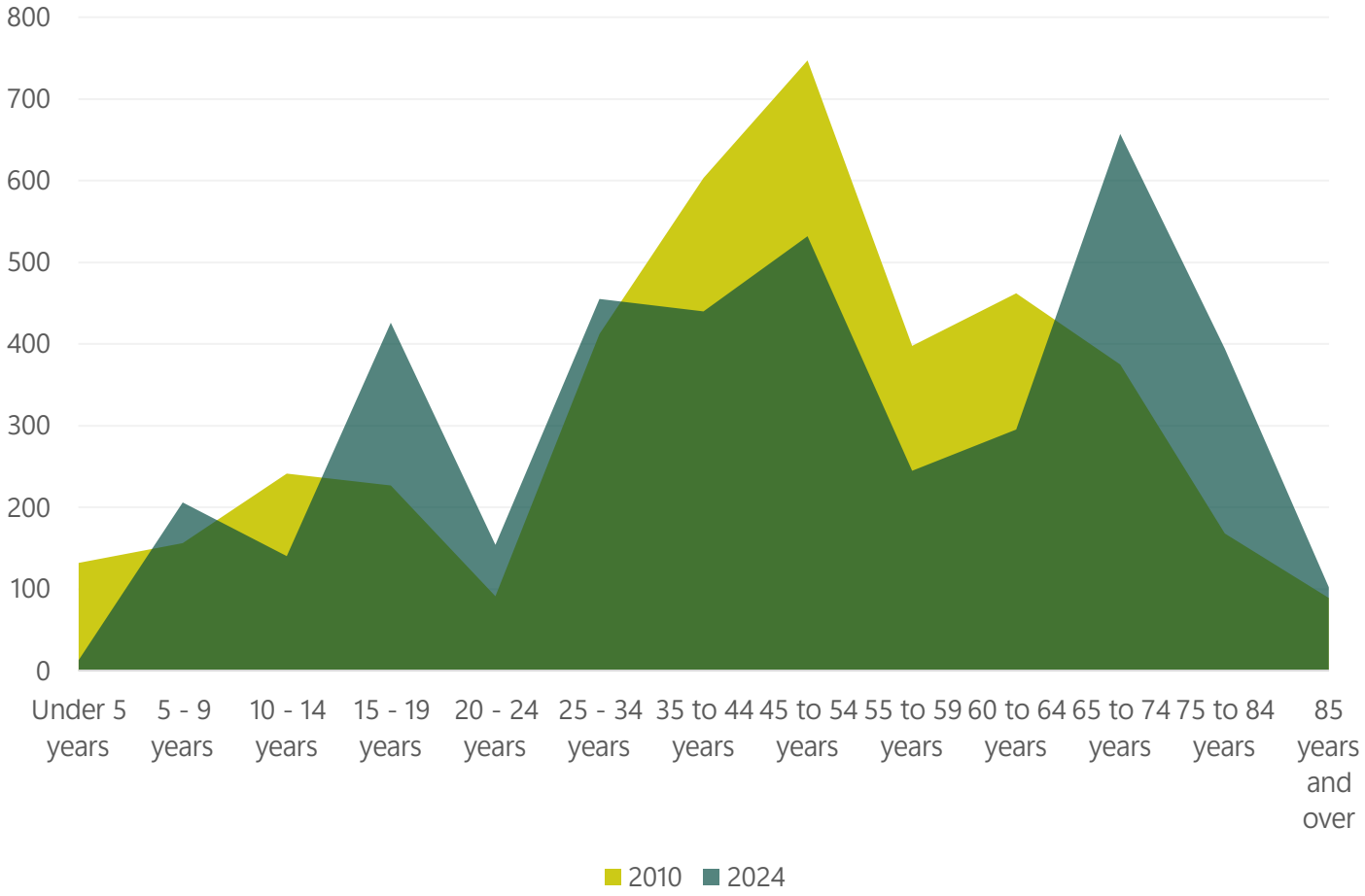
The City's largest age cohort is adults aged 65 to 74, and its median age has increased by 1.5 years since 2010. Over the past 15 years, all age groups between 25 and 64 experienced population declines. In contrast, several younger cohorts grew, most notably the 15-to-19 age group. This trend suggests that the City has retained many of the young families identified in the 2021 Plan, which noted growth in the 10-to-14 age cohort. Although population aging is a trend seen across many communities statewide, Lathrup Village continues to have a notably older median age than neighboring communities and exceeds both county and state averages.

### Figure 2. Population by Age

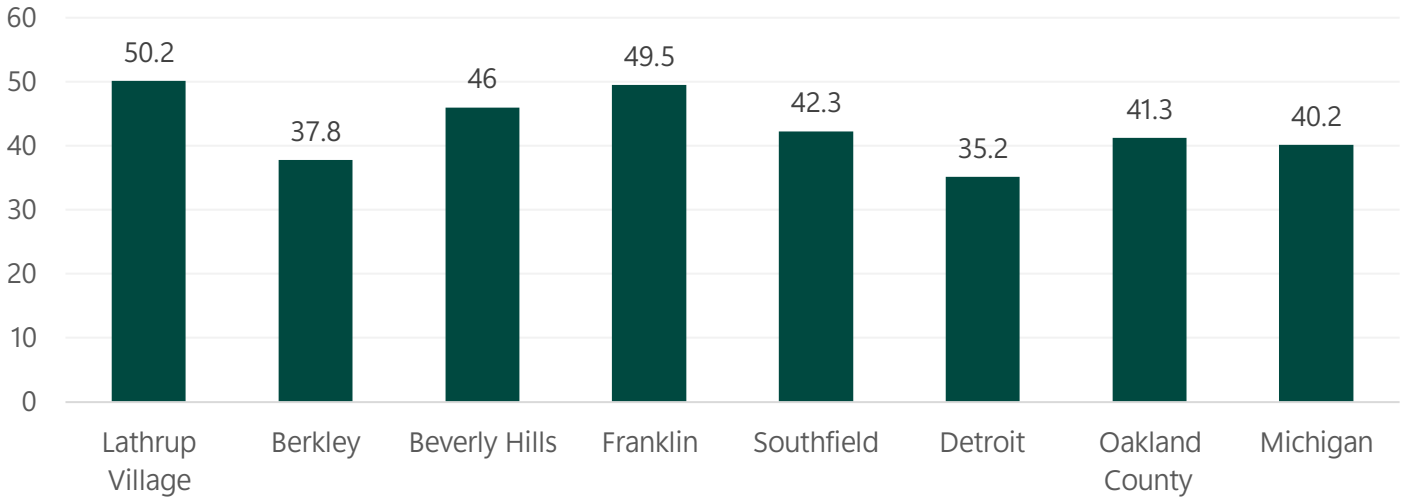



*U.S. Census Bureau "Selected Demographic and Housing Characteristics," American Community Survey 5-Year Estimates Subject Tables, Table DP05, 2024.*

## Figure 4. Population by Age 2010-2024




## Figure 3. Area Median Age





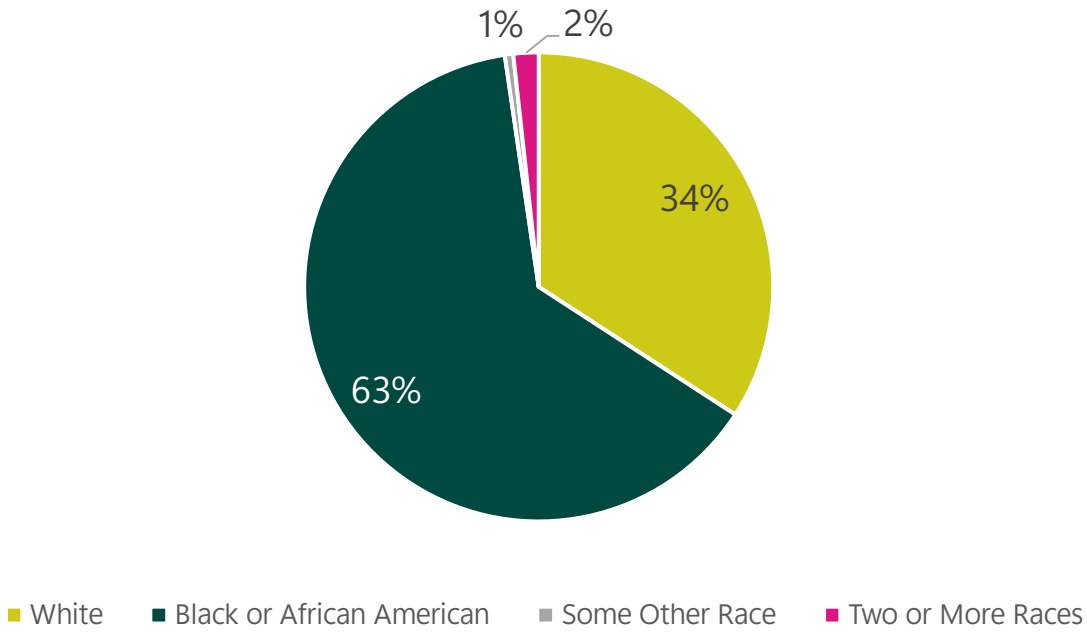

U.S. Census Bureau "Selected Demographic and Housing Characteristics," American Community Survey 5-Year Estimates Subject Tables, Table DP05, 2010 & 2024.

## Race

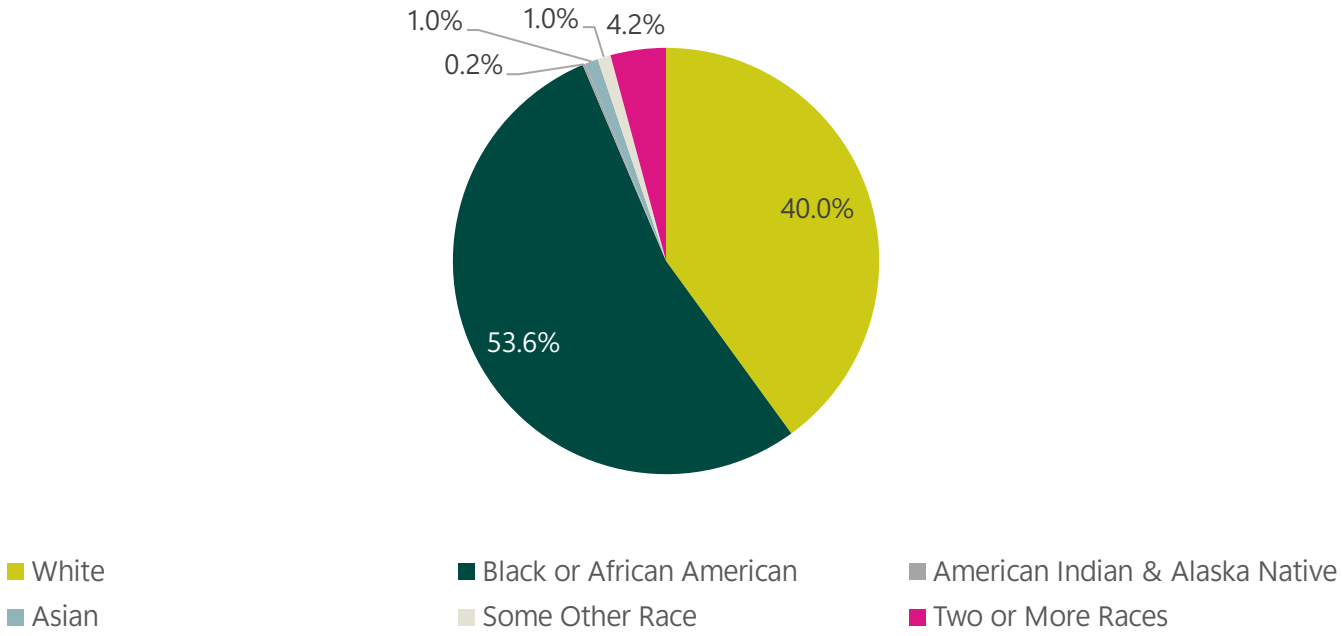
The racial makeup of Lathrup Village is predominantly Black or African American accounting for 63% of the population which is a 10% increase since 2010. This is followed by white residents who comprise 34% of the population. Oakland County is the sixth most diverse county in the entire state with a diversity index rating of 49.6%. Trends show a slight but steady increase in racial diversity over the last decade that is expected to continue to continue in the region.

### Figure 5. Population by Race

**2024**




**2010**

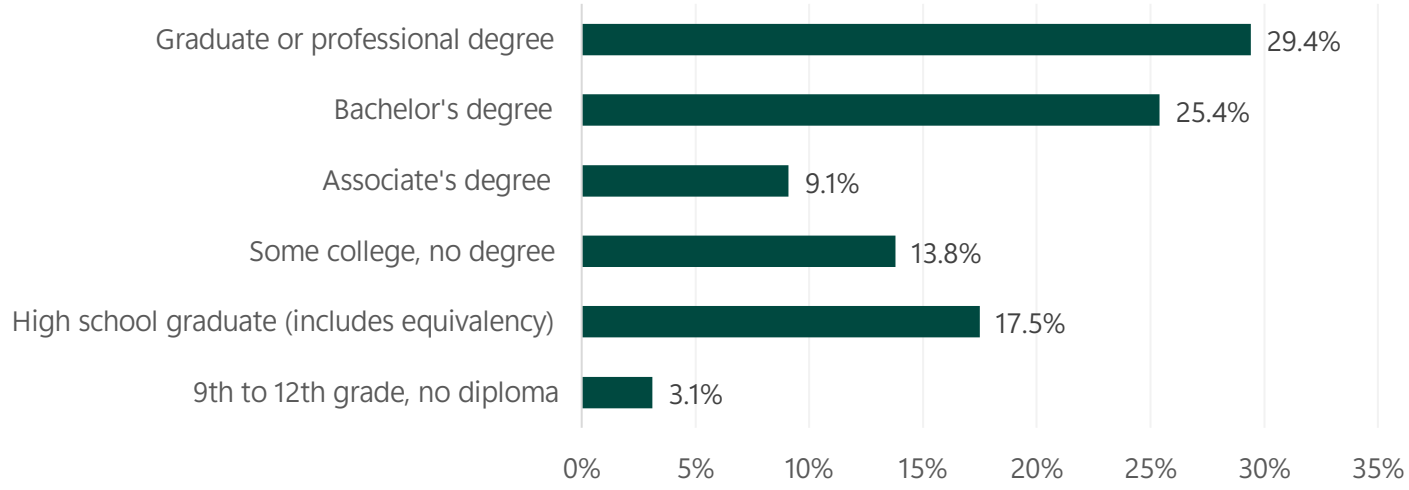



*U.S. Census Bureau "Selected Demographic and Housing Characteristics," American Community Survey 5-Year Estimates Subject Tables, Table DP05, 2010 & 2024.*

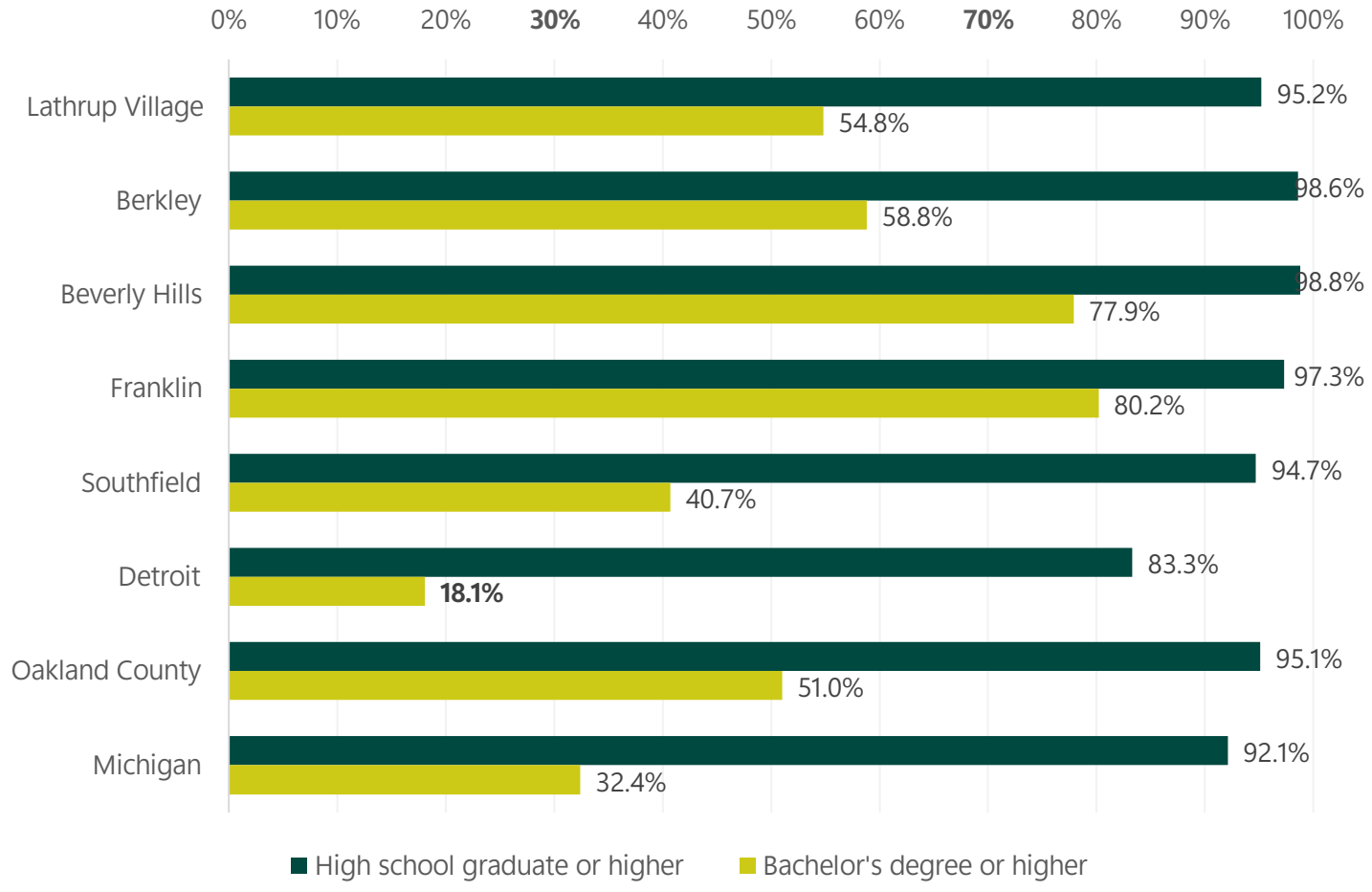
## Educational Attainment

More than half of Lathrup Village residents (54.8%) hold a bachelor's degree or higher, surpassing the rates for Oakland County, Michigan, and Detroit. This level of educational attainment is consistent with the broader educational strengths of Oakland County, although some nearby communities report higher rates. Overall, the City retains a highly educated community by statewide standards.

### Figure 6. Educational Attainment




### Figure 7. Area Educational Attainment

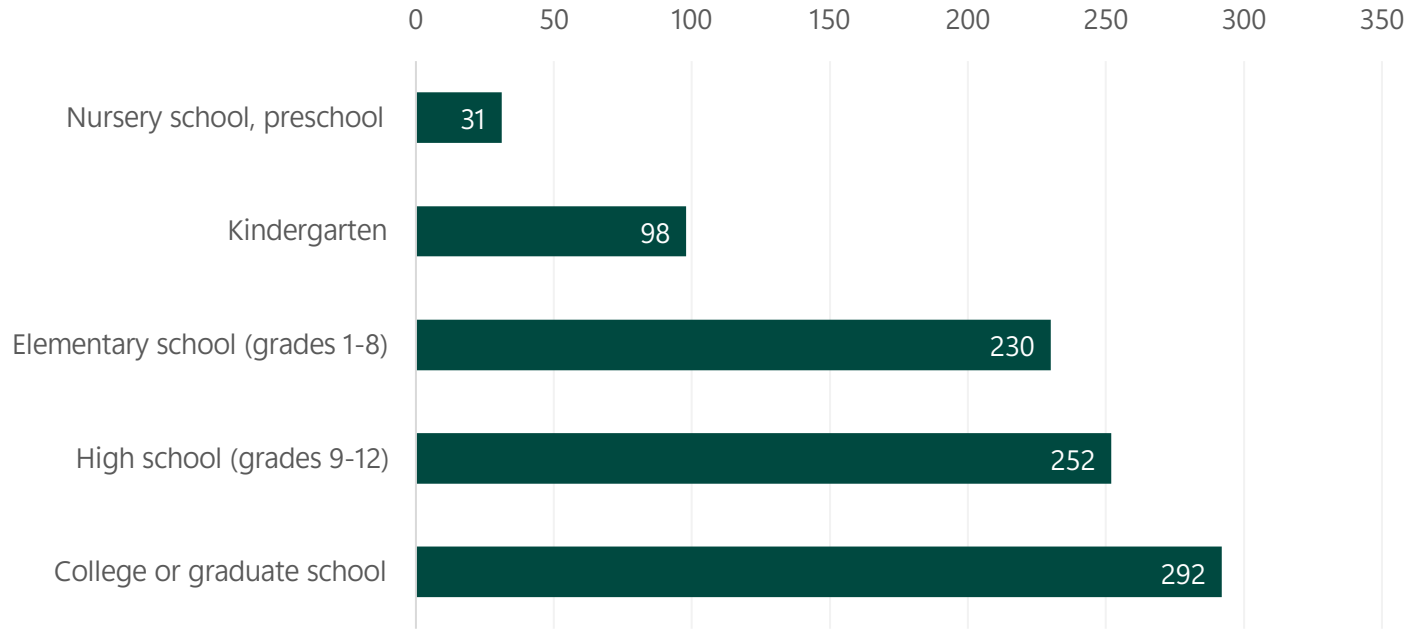



18 *U.S. Census Bureau "Selected Demographic and Housing Characteristics," American Community Survey 5-Year Estimates Subject Tables, Table DP05, 2024.*

## School Enrollment

School enrollment data can provide insights into the population's household compositions such as the relative presence of families with school-aged children, young adults, and residents attending college. Most of the school enrolled population within Lathrup Village are college or graduate level students, followed by high school, and then elementary students. The proportion of those enrolled in kindergarden and preschool is comparatively low, however, these categories span fewer years than the other categories and therefore should be intepreted with caution.

### Figure 8. School Enrollment




*U.S. Census Bureau "Selected Demographic and Housing Characteristics," American Community Survey 5-Year Estimates Subject Tables, Table DP05, 2010 & 2024.*



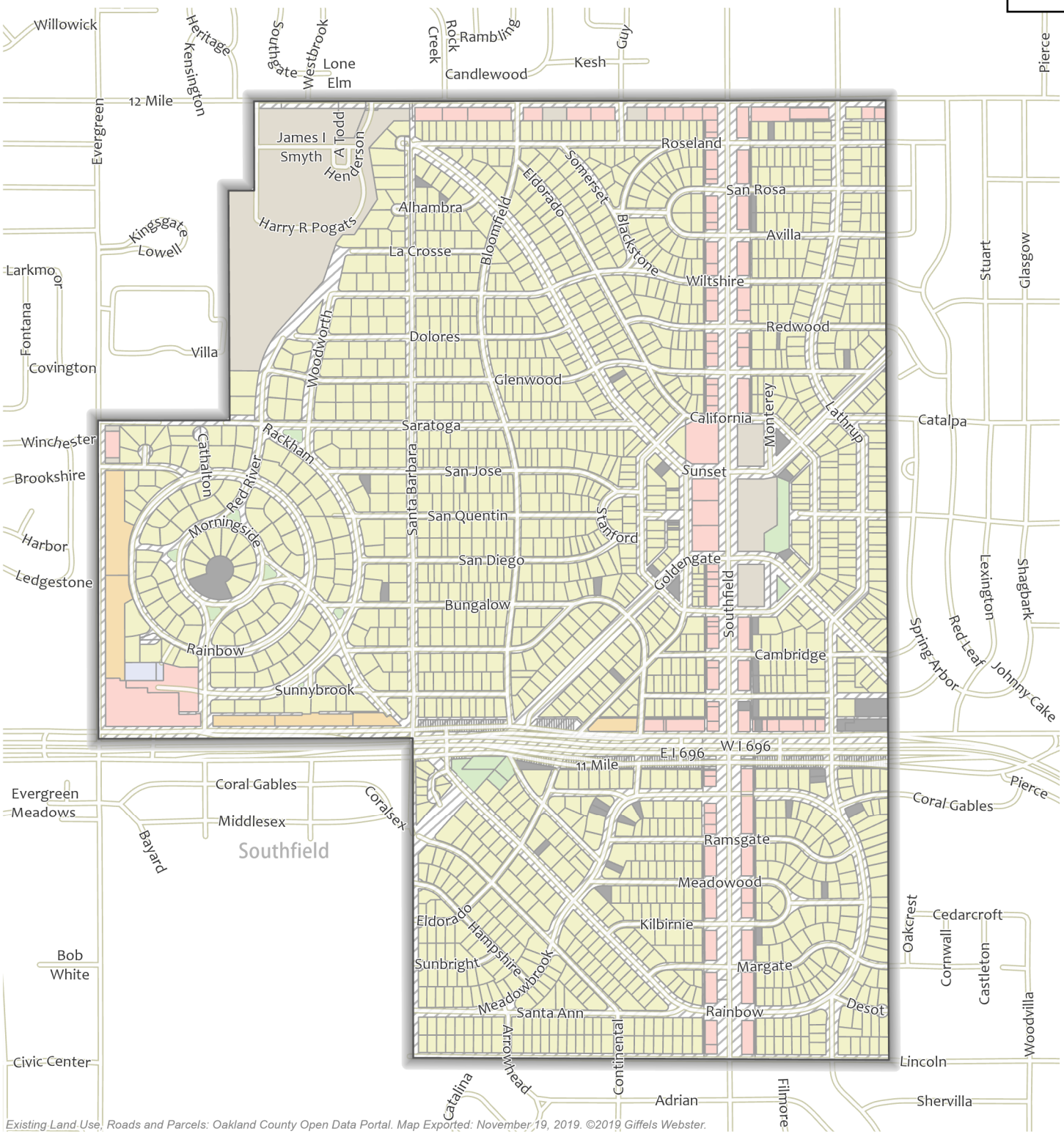
# Existing Land Use

The City of Lathrup Village is largely developed. Land use within the City of Lathrup Village is mainly comprised of single family detached homes, with its commercial uses consolidated primarily along the Southfield Road corridor. The table below and the map on the following page show the existing land use within the city.

**Table 2. Existing Land Use 2015 - 2020**

| **Land Use Type** | Acres 2015 | Acres 2020 | % Change 2015-2020 |
|---|---|---|---|
| Single-Family Residential | 523.9 | 521.3 | -0.50% |
| Attached Condo Housing | 12.1 | 12.1 | N/A |
| Retail | 13 | 13 | N/A |
| Office | 19.7 | 20.1 | 2.10% |
| Hospitality | 0.5 | 0.5 | N/A |
| Medical | 6.2 | 5.8 | -5.70% |
| Institutional | 48.2 | 47.8 | -0.90% |
| Industrial | 0.4 | 0.4 | N/A |
| Recreational/Open Space | 7.6 | 7.6 | N/A |
| Parking | 1.1 | 1.1 | N/A |
| Urban Transit Corridor | 2 | 2 | N/A |
| Vacant | 11.1 | 12.3 | 10.10% |

*Source: SEMCOG Community Profiles, accessed January 2026*




*Existing Land Use, Roads and Parcels: Oakland County Open Data Portal. Map Exported: November 19, 2019. ©2019 Giffels Webster.*

0 500 1,000 2,000 Feet

- Single Family
- Multiple Family
- Commercial/Office
- Transportation/Utility/Communication
- Public/Institutional
- Recreation/Conservation
- Road Right-of-Way
- Vacant

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# Existing Land Use

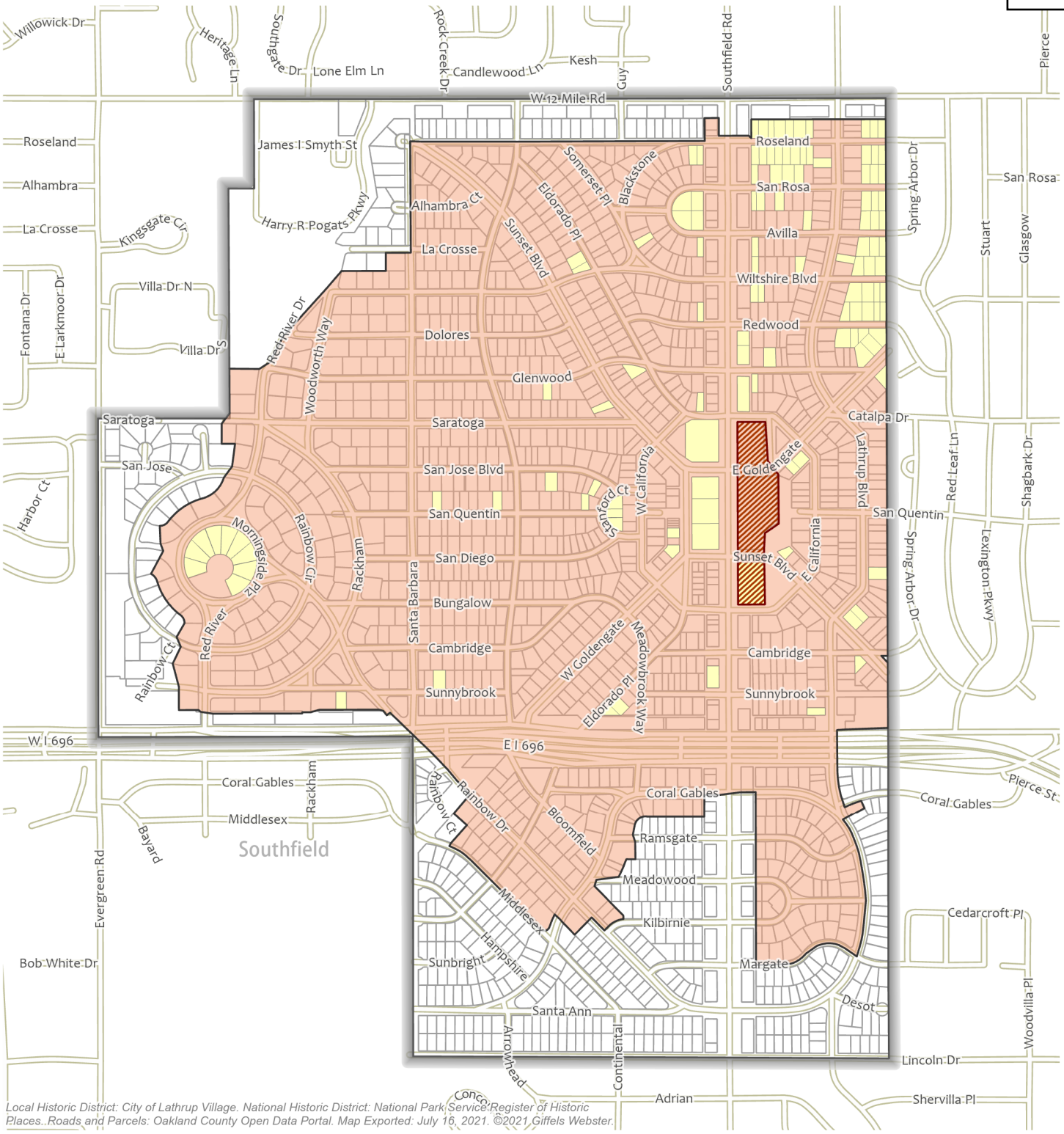
**CITY OF LATHRUP VILLAGE**

# Historic District

The 2009 Master Plan describes the Historic District as a significant influence on the past, present, and future of the community. Developed in the 1920's, the physical layout of the City mirrors many of the older village and city plans developed during the Garden City Movement. The plan is based on a radial pattern, which focuses on the village center at the confluence of Southfield Road and California Drive. California Drive is an octagon so it has two intersections with Southfield Road at either end of the village center. Major streets emanate from the center, which gives Lathrup Village its historic character and appeal. The City pursued historic district status in the mid-1990's, and the Lathrup Village Historic District was formally recognized and approved by the U.S. Secretary of the Interior on March 16, 1998. The Lathrup Village Historic District includes 1,081 contributing properties and 132 noncontributing properties.



The historic Annie Lathrup school building along Southfield Rd.




*Local Historic District: City of Lathrup Village. National Historic District: National Park Service Register of Historic Places. Roads and Parcels: Oakland County Open Data Portal. Map Exported: July 16, 2021. ©2021 Giffels Webster.*

0 500 1,000 2,000 Feet

- Local Historic District
- National Historic District - Contributing Property
- Non-Contributing Property

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# Historic Districts

## CITY OF LATHRUP VILLAGE

# Community Facilities

The City of Lathrup Village offers a wide range of community facilities and services. People in the city enjoy five public parks, a community center, and some pedestrian amenities. The location and quantity of community facilities determines the experiences of residents and visitors in Lathrup Village.

### Fire Department

Lathrup Village is served by the Southfield Fire Department. The department has an 88-member force and operates out of five fire stations located throughout the City of Southfield. The Southfield Fire Department is trained to provide high-quality fire response as well as emergency medical services, water rescue, hazardous materials response, inspections, public education, and CPR training for the community. This department is the busiest in Oakland County.

### Police Department

There are 3 divisions within the Lathrup Village Police Department: Patrol Division, Detective Bureau, and Evidence Technicians. In addition, the department has 3 special units including the Bike Team, Motorcycle Unit, and Motor Carrier Unit. The City of Lathrup Village also utilizes 6 Reserve Officers to assist the department and provide monthly community outreach. The city operates a community policing strategy which uses community interaction and support as a method of controlling crime, identifying suspects, and creating trust between the residents and the police department.



Lathrup Village City Hall houses the Lathrup Village Police Department.



Tot lot at Goldengate Park.

### Lathrup Village Community Center

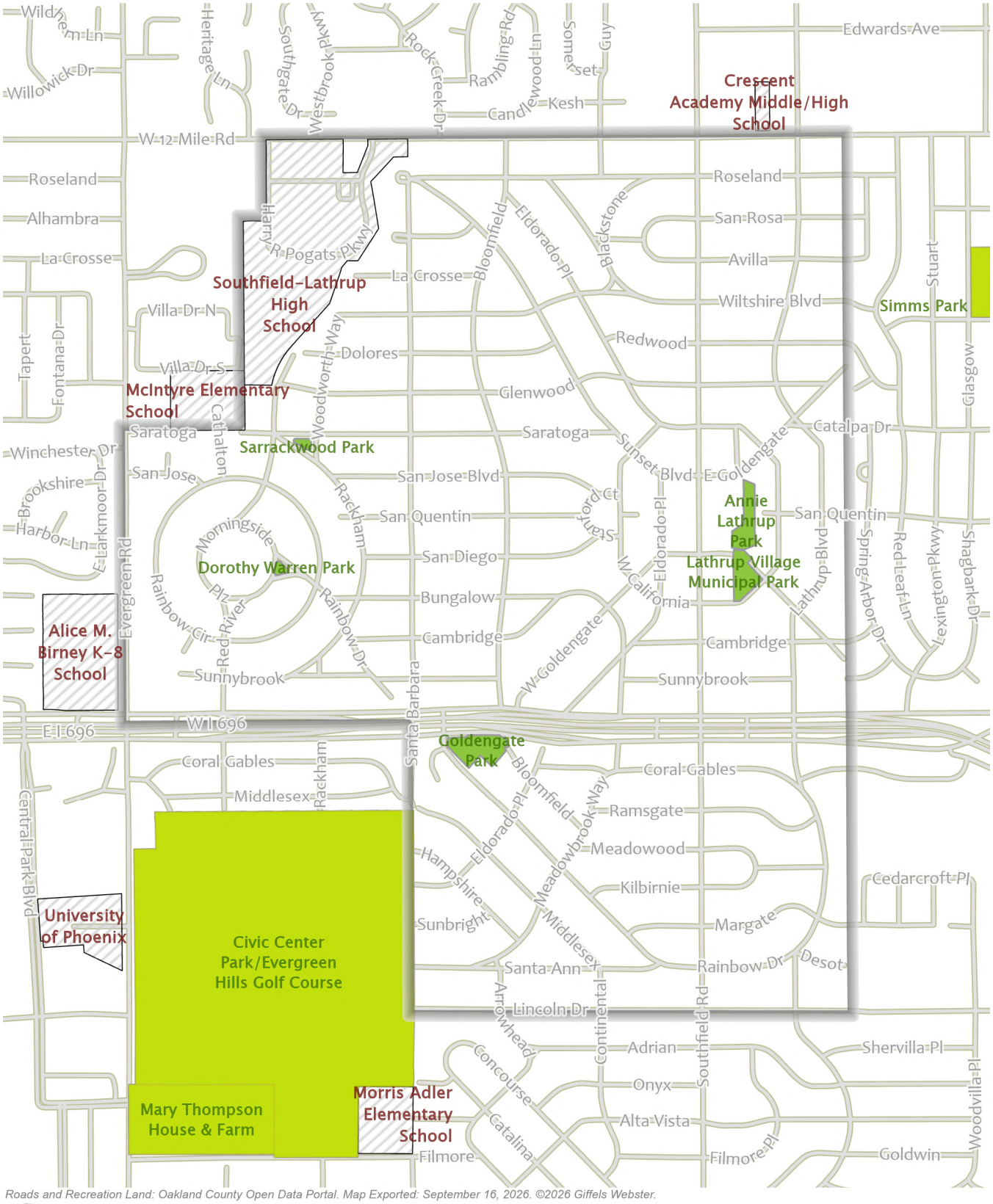
The Lathrup Village Community Center offers several amenities and public facilities for residents. The Community Room is a rentable gathering space which also has a commercial kitchen available and also a public fitness center with exercise equipment available to residents by yearly membership. The city hosts classes and programming for tumbling, martial arts, dance, and cooking through their Recreation Committee. Lathrup Village, in conjunction with the Lathrup Village Community Foundation, sponsors a Concert in the Park series during the summer. Residents and visitors can gather at the city's parks to enjoy local music and the sense of community.

### Parks

There are five parks located in Lathrup Village: Annie Lathrup Park, Goldengate Park, Municipal Park, Dorothy Warren Park, and Sarrackwood Park. The parks include many amenities such as walking paths, playground areas, outdoor skating rinks, picnic tables, barbecue capabilities, gazebos, and accessible parking. More information about the City of Lathrup Village's parks can be found in the Recreation Plan in the appendix.

### Water and Sewer

Lathrup Village provides extensive water and sewer services to homes throughout the city. In the spring and summer of 2019 and 2020 the city began a project to place new water mains along Santa Barbara Drive and replace existing water mains along Roseland Boulevard.




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# Schools & Parks

## CITY OF LATHRUP VILLAGE

# Transportation

National Functional Classification of Roads Road Network and Classifications - An important element of the Master Plan process is the development of a plan for the overall system of streets and roads in a community. This system provides for the movement of people and goods from places both inside and outside the community. Road rights-of-way also provide places for various public utilities such as water lines, gas lines, sanitary and storm sewers, cable television lines, electrical power and telephone lines. Because of these combined roads and utility functions, the system of roads in a community can impact economic conditions, environmental quality, and energy consumption, land development and overall quality of life in a community. Existing Road Classifications in Lathrup Village- Traditional transportation planning identifies several major categories of road classifications known as National Functional Classification (NFC). These classifications were created by the US Department of Transportation, Federal Highway Administration and are based on mobility and access provided by certain roads. As roads are modified over time, they may not fall neatly into one classification or another, but their functions for motorized travel can generally be understood. It is important to note that substantial variations in road characteristics exist although the NFC may be the same for many roads in a community. The City of Lathrup Village currently has, or is served by, roads that fall generally into the following categories:

**Principal Arterials:** Principal arterials generally carry long distance, through-travel movements. They also provide access to important traffic generators, such as major airports or regional shopping centers. In Lathrup Village, I-696, Southfield Road, and 12 Mile Road serve the community as principal arterial roadways.



I-696 crossing through the City of Lathrup Village.

**Urban Minor Arterial:** The main function of arterial roads is to serve as routes for through traffic, while providing access to abutting properties and minor intersecting streets. Minor arterials carry throughtravel movements but carry trips of shorter distance and to lesser traffic generators. Arterials are eligible for federal funding. The southern portion of Evergreen Road and eastern portion of 11 Mile Road currently function as the minor arterial road in Lathrup Village.

**Urban Major Collector Street:** Collector streets primarily permit direct access to abutting properties and provide connections from local streets and neighborhoods to minor arterials. Through traffic movement from one part of the municipality to another is deliberately discouraged on these streets. Collectors provide the opportunity to connect to arterials, allowing for the reduction in the number of curb cuts onto arterials and ensuring fewer interruptions for arterial traffic. Collectors are eligible for federal funding. Examples of existing collector roads include the western portion of 11 Mile Road and the eastern portion of Lincoln Drive.

**Urban Local Streets:** Local streets provide access to abutting land. These streets make up a large percentage of total street mileage, but they almost always carry a small portion of vehicle miles traveled. They offer the lowest level of mobility and may carry no through traffic. Local roads are not eligible for federal funding. Examples of this class of roadway include local residential streets located within the city.

### Southfield Road

Safety, connectivity and mobility are key transportation issues that must be addressed in the City. Since the 2009 Master Plan, the City has engaged the Road Commission for Oakland County (RCOC), as well as its neighbors along the Southfield Road corridor in reworking the Road Commission's plan to rebuild Southfield Road. Then, the plan featured a wide boulevard that would extend from Mt. Vernon (approximately 9.5 Mile) to 14 Mile roads, running through Southfield, Southfield Township, and Lathrup Village. A preferred alternative has been agreed upon by the communities impacted and The City of Lathrup Village continues to work with the RCOC to refine this design to both improve vehicular and pedestrian safety and circulation, while at the same time encouraging a new vibrant type of redevelopment of property along this important commercial corridor. Beyond Southfield Road, the City believes it is important to address transportation needs of the City in a comprehensive way. In 2010, the City of Lathrup Village developed its Complete Streets Plan that lays out a framework to knit together the four distinct quadrants of the City. Implementation has been ongoing.

## Trails and Pathways

**Sidewalks:** The City of Lathrup Village has a highly connected network of sidewalks throughout the residential districts in the city. The commercial areas of the city are accessible to pedestrians traveling from residential districts but there are several intersections along Southfield Road with unmarked crosswalks. In addition, there are very few crosswalks along Southfield Road which makes pedestrian travel dangerous and disconnected in the commercial district. There, most notably, the pedestrian crosswalks over the I-696 and 11 Mile Road intersection are missing critical markings. This is a highly trafficked section of the city and connects the northern neighborhoods to the southern part of the city. Safe, well-marked, illuminated pedestrian crosswalks and paths are necessary at this location to ensure continuity throughout the city and comfortable pedestrian amenities. Most residential parts of the city have sidewalks on both sides of the street and link to the city's parks and local destinations. Few of the intersections located in the neighborhoods have marked crosswalks which is a safety concern when neighborhood streets connect to roads with higher speeds.

**Shared-Use Paths:** Bike-ways are defined as rural wide paved shoulders, shared-lane markings, and local, county, or national bike routes. They are separate from roadways, allow safe travel or recreation for joggers, walkers, and bicyclists. In Lathrup Village, bike-ways are located along Roseland Boulevard, Lathrup Boulevard, Saratoga, Catalpa Drive, and southern Evergreen Road. Along westbound 12 Mile Road there is one existing shared-use path. Shared-use paths are typically eight to ten foot paved surfaces used for bicyclists and pedestrians. Bicycle travel on the shared-use paths and within the residential areas in Lathrup Village is considered comfortable and safe for most people. However, bicycle paths along 11 Mile Road, Southfield Road, Evergreen Road, and the eastern portion of 12 Mile Road are categorized as Tier 4 routes which means they are comfortable for very few bicyclists to travel. There are several bike-way and pedestrian network improvements planned for Lathrup Village along eastbound 12 Mile Road, Santa Barbara Boulevard, and Goldengate Drive leading to Goldengate Park.



Marked bike-way through the City's neighborhoods.



# Community Engagement

A commmunity's comprehensive plan is most meaningful when it reflects the experiences, priorities, and aspirations of the people who call that community home. Public engagement and communication has been a prominent theme throughout the planning process and several opportunities were provided for residents, property owners, business owners, officials, and other stakeholders to share their perspectives on the future of Lathrup Village. The planning process took place over the course of an entire year through public meetings, study sessions, surveys, and public events, and explored a range of local topics, challenges, and opportunities.

**10** Planning Commission Meetings

**4** Study Sessions

**4** Surveys

**2** Community Events

# Engagement Highlights

## Joint Kickoff Meeting

The 2026 Comprehensive Plan update process began with a joint meeting between the Planning Commission and City Council on October 6, 2025. The meeting discussion introduced comprehensive and long-range planning more broadly and sought to identify key overlying themes or topics that were of interest to city staff, officials, and residents. To narrow in on relevant topics and items worth investigating for the plan update, Giffels Webster, with support from City staff, facilitated two engagement activities.



City officials and residents collaborating to draft guiding prinicples for the Comprehensive Plan Update.

### Guiding Principles Activity

The first activity sought to identify the community's needs and values by developing guiding principles for the plan. As strategies are considered for community elements like housing, amenities, transportation, natural resources, and others, guiding principles serve as the lens through which all the plan's strategies are evaluated. Guiding principles should be core to a community's identity and act as actionable filters for planning choices but should still be broad enough to guide many decisions without overlapping.

Giffels Webster provided a set of sample guiding principles to spark conversation and get attendees thinking about elements they wanted to see reflected in the plan. Attendees at the event were able to vote with dots on poster boards for the principles they liked or alternatively were given the option to write in their own principle. After the voting process, the room split into small groups and further discussed and refined the guiding principles and reported out their results. This collaborative process resulted in the development of the following six guiding principles that directed the efforts and focus of the comprehensive plan update:

1. Preserve local heritage and natural landscapes.
2. Base decisions on data, evidence, and best practices.
3. Encourage civic participation.
4. Protect natural resources and green spaces.
5. Ensure infrastructure is reliable, efficient, and sustainable.
6. Maintain flexibility to adapt as community's needs change.




Strengths and weaknesses activity responses on the wall at Lathrup Village City Hall.

### Strengths and Weaknesses

The following activity was adapted from a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis, a planning tool used to organize feedback around a community's internal strengths and weaknesses, as well as external opportunities and threats. At this early stage in the process, the activity focused specifically on strengths and weaknesses to help participants first describe existing conditions and shared perceptions of the community. Beginning with what is working well and what could be improved creates a grounded baseline for later discussions about future opportunities, outside challenges, and potential strategies. Participants wrote their thoughts about the City's strengths and weaknesses on a limited number of sticky notes, then organized the notes on the wall by category and topic. This exercise helped identify common themes in what participants value about the City and where they believe improvement is needed. The results of this activity are summarized below.

#### STRENGTHS

- Character & atmosphere
- Strong sense of community and safety
- Natural features & greenspaces
- Location in proximity to other towns and metro Detroit
- Diversity
- Events & activities
- Potential for growth
- City Services

#### WEAKNESSES

- Lack of business diversity
- Identity separate from Southfield
- Government to resident communication
- Limited economic growth and fiscal transparency
- Being divided by major roads
- Community outlook & attitudes
- Park maintenance
- Aging infrastructure

## Surveys and Study Sessions

After the joint meeting and further discussion with the Planning Commission, an engagement plan was developed to gather input on a variety of topics related to the Comprehensive Plan. The topics of interest to be discussed were housing, transportation, economic development, and parks and recreation. These topics were chosen based on the results from the Joint Kickoff meeting and further communication with staff and the Planning Commission. These topics provided a focussed avenue for discussion each month yet were broadly encompassing enough to cover multiple aspects of long-range planning. In order to maximize the opportunities and discussion around each topic, it was determined that the topic would be introduced to the Planning Commission and public at the regular monthly meeting and then would be followed the next month by a study session where deeper discussion could happen after a month of reviewing the topic. This process began in February with the topic of housing and was followed by transportation, economic development, and lastly parks and recreation in May.

During the same months, four separate mini surveys were opened to receive community input. The surveys and meetings were promoted through the online hub website for the comprehensive plan, paper flyers, the City website, City newsletter, announcements, email blasts, lawn signs, and at public meetings. The housing survey was by far the most responded to with 243 total responses, though each survey provided valuable insight and feedback from the community.




A lawn sign promoting the Comprehensive Plan Update process in Goldengate Park.

The following summary contains key survey takeaways and response numbers, for full results please see the appendix. Key survey takeaways were the result of a collaborative analysis between the Planning Commission, city staff, and consultants.

## Housing
## 243 Responses

- Residents highly value Lathrup Village's distinctive character, including its unique homes, mature trees, large lots, architectural diversity, walkability, and quiet, small-town atmosphere.
- Property taxes and long-term affordability are primary concerns for residents. Particularly as it relates to aging in place and also attracting new families to the City.
- Many responses emphasized maintaining and reinvesting in existing neighborhoods through property maintenance, infrastructure improvements, parks, green spaces, code enforcement, and preservation of the existing housing stock.
- Several respondents supported targeted zoning flexibility, including accessory dwelling units, senior housing, and adaptive reuse of underutilized commercial, office, and institutional properties, provided that new development respects the character of the community.

## Transportation
## 77 Responses

- Southfield Road remains a primary transportation challenge, with concerns about speeding, safety, crossings, traffic flow, and the barrier it creates between neighborhoods.
- Residents want safer and more complete pedestrian facilities, including sidewalk repairs, filling sidewalk gaps, improved crossings, better intersection design, accessibility upgrades, and solutions to drainage and flooding issues that impact walkability.
- Traffic calming and enforcement emerged as recurring priorities. Residents expressed concerns about speeding, stop sign violations, cut-through traffic, and dangerous driving conditions, particularly at major intersections and access points.
- Residents expressed interest in safer bicycle facilities, improved accessibility for all ages and abilities, and better-maintained bus stops, though support for expanded transit and bike infrastructure were mixed.
- Transportation investments should improve access to parks, schools, businesses, restaurants, and community destinations.

## Economic Development
## 60 Responses

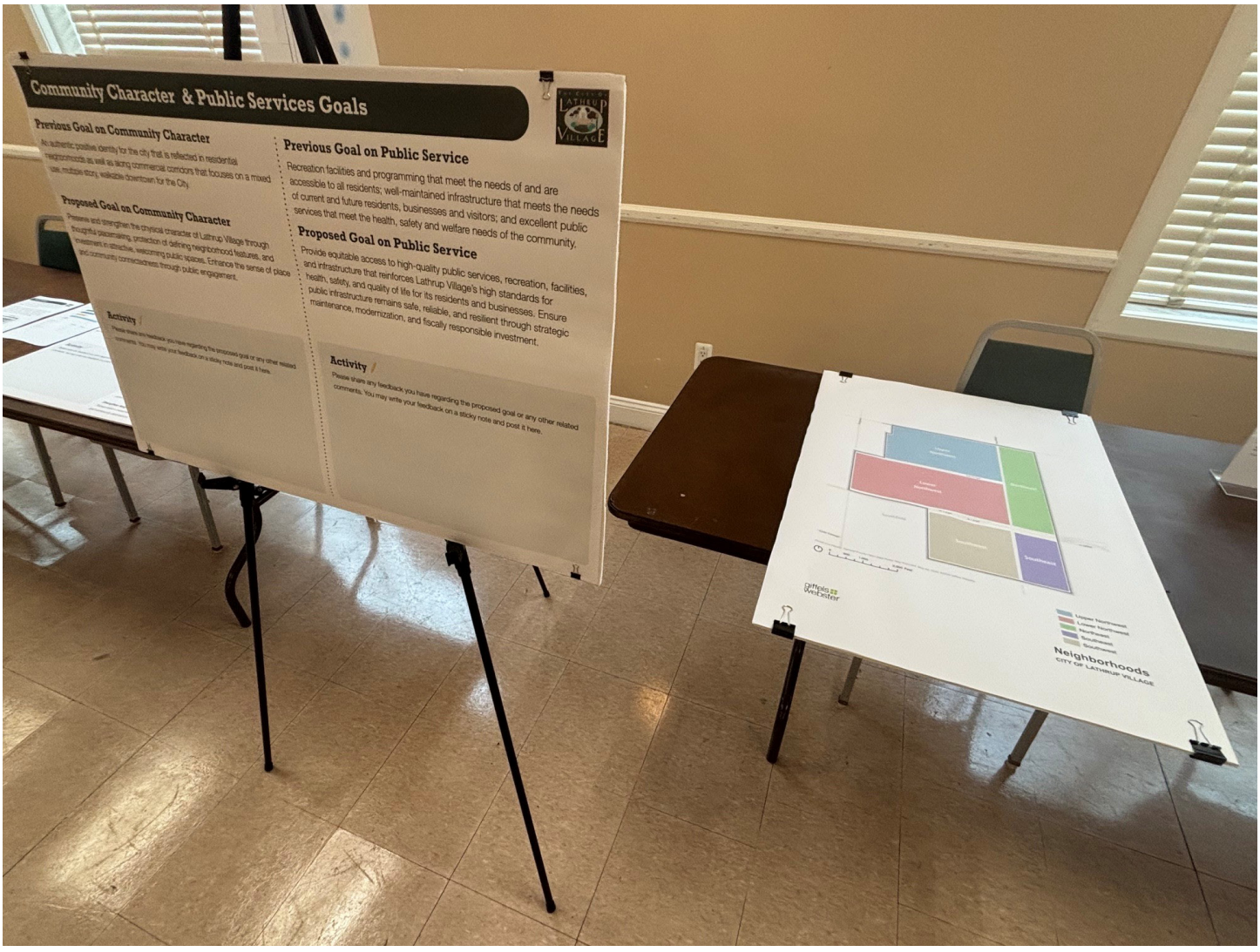
- Residents support reinvestment in vacant and underutilized properties, particularly along Southfield Road, 12 Mile Road, and at the Annie Lathrup School site.
- Residents want more restaurants, cafes, markets, specialty retail, fitness facilities, and other businesses that meet everyday needs close to home.
- Walkability, placemaking, and community gathering spaces emerged as recurring priorities, with residents seeking destinations that encourage people to spend time in the community.
- Residents support attractive, well-maintained corridors with high-quality design, landscaping, streetscape improvements, and development that complements surrounding neighborhoods.
- Residents favor supporting local businesses, entrepreneurs, and business recruitment efforts that expand the commercial tax base, reduce pressure on homeowners, and improve overall quality of life.

## Parks & Recreation
## 59 Responses

- Preserving trees, gardens, wildlife, open space, and the natural character of Lathrup Village is a top priority, with many residents expressing interest in additional gardens and natural areas.
- Respondents emphasized upkeep of park facilities, landscaping, and green spaces, while also requesting practical amenities such as walking paths, benches, seating areas, drinking fountains, and updated playground equipment.
- Residents support expanded programming and opportunities for children, youth, adults, and seniors, including fitness, educational workshops, social activities, sports, biking, and other active recreation options.
- Events, festivals, concerts, neighborhood gatherings, and resident-led activities were frequently mentioned as important ways to bring people together. Volunteerism and sharing resident expertise through classes and workshops were seen as valuable opportunities.
- Residents identified potential access gaps in some parts of the city and highlighted the need for broader community outreach. Partnerships, grants, regional collaboration, and volunteer support were identified as important strategies to expand recreation opportunities while making efficient use of limited resources.

## Community Open House

To conclude the engagement phase of the Comprehensive Plan Update process, the City hosted a community open house during the State of the City address in collaboration with the planning consulants. The open house event took place in July and featured several stations for different aspects of the comprehensive plan. These stations provided information on a vairety of topics such as housing, trnasportaitno, and future land use and gave community members a chance to interact with the process and provide additional feedback. This event was well attended and had more than 60 members of the community participating.




Informational stations at the Community Open House event in July.

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# Goals & Objectives

## What are goals, objectives, and strategies?



Goals are general guidelines that explain what the community wants to achieve. Goals are usually longterm and represent global visions such as “protect the city’s natural resources.” Goals define the “what,” “why,” and “where,” but not the “how.” Identifying obstacles to overcome is also useful in defining goals.

Objectives identify the milestones that mark progress in achieving goals and provide more of the “how” goals will be implemented. For example, with a goal of “protect the city’s natural resources,” an objective to “maintain the city’s tree cover” is something that may be measured and tracked over time.

Action items are more specific and define the steps to accomplish objectives and attain the identified goals. The most effective action strategies will include who will tackle that task and when it should be accomplished. For the above example objective of maintaining tree cover, one action strategy might be: “Using the city’s GIS data, map the current tree cover in the city.” This may be assigned as a staff item to be completed within one to three years.

Within each category, the goals are presented in clear, concise bullet points that address the following:

- What do we want?
- Why?
- Where? (Note: generally, the goals that follow apply throughout the city, but the question is included here as a guide for the future; some goals may apply in specific areas of the city)
- What are the potential obstacles or related considerations that may impact achieving the goal?

The answers to these questions are informed by city officials and the community through its feedback.

# People & Placemaking

## What do we want?

**Preserve and strengthen the physical character of Lathrup Village through thoughtful placemaking, protection of defining neighborhood features, and investment in attractive, welcoming public spaces. Enhance the sense of place and community connectedness through public engagement.**

## Why?

- A positive identity for the city provides a sense of community and belonging for residents and businesses.
- A positive image for the City helps support businesses and attract new businesses.

## Where?

Throughout the City.




Decorative banners and flowers along the City's corridors.

## Objectives

1. Redevelop properties in the Village Center, the historic center of the city.

2. Improve community engagement at the neighborhood level and strengthen communication between residents, the City, and businesses.

3. Promote high-quality development and design that reinforces Lathrup Village's distinctive character, enhances its regional identity, and supports long-term community value.

4. Protect established neighborhoods and businesses districts from the potentially negative impacts of development through effective and thoughtful site and building design.

# Housing & Neighborhoods

## What do we want?

**Preserve and enhance the unique features that define Lathrup Village's distinctive small-town residential character, including the architecture of its historic homes, spacious residential lots, attractive neighborhoods, and its mature treescape and greenery. Promote high-quality, context-sensitive redevelopment that respects adjacent neighborhoods while diversifying housing options for current and future residents.**

## Why?

- Safe housing, low maintenance options in walkable environments allows older residents to "age in place".
- Attractive, walkable neighborhoods close to destinations may attract younger residents and young families, while retaining current residents.
- A variety of housing choices supports equitable options for residents.

## Where?

Throughout the City.

## Objectives

1. Encourage maintenance of and reinvestment in existing neighborhoods.

2. Ensure that infill, redevelopment, and new housing opportunities are thoughtfully designed and compatible with surrounding development, while preserving the character and stability of adjacent residential neighborhoods.

3. Review the Zoning Ordinance to ensure standards support a variety of housing options for residents at all abilities and stages of life.




Residential neighborhoods in Lathrup Village.

# Economic Development

## What do we want?

**Support a resilient, neighborhood-serving economy that provides convenient access to everyday goods and services, supports local employment, and strengthens the City's tax base. Encourage high-quality reinvestment and redevelopment along the major corridors that complement adjacent neighborhoods and contribute to the distinctive character and long-term sustainability of the community.**

## Why?

- Provide access to local goods and services for residents.
- Offer a unique and pleasant experience for both residents and regional visitors.
- Attract and retain a variety of businesses.

## Where?

Primarily in the City's major corridors and within the DDA TIF zone.

## Objectives

1. Encourage entrepreneurship and foster a corridor of diverse businesses to promote a stable and balanced local economy.

2. Invest in placemaking efforts that improve the overall attractiveness and appearance of the corridors and commercial areas.

3. Promote the mix of commercial, office, and appropriate housing opportunities along the corridors in a way that fosters business growth and creates desirable neighborhood destinations.




A commercial complex in the City's corridors.

# Public Services & Facilities

## What do we want?

**Provide equitable access to high-quality public services, recreation, facilities, and infrastructure that reinforces Lathrup Village's high standards for health, safety, and quality of life for its residents and businesses. Ensure public infrastructure remains safe, reliable, and resilient through strategic maintenance, modernization, and fiscally responsible investment.**

## Why?

- Provide access to recreation facilities and programming that is essential to building a socially and physically healthy commmunity.
- Plan for and budget resources for infrastructure expenditures that are likely to grow over time as neighborhoods age.
- To provide a high level of service to city residents, including responsive, well-equipped emergency services.

## Where?

Throughout the City.



Lathrup Village City Hall building.

## Objectives

1. Improve access to recreational opportunities and facilities in Lathrup Village in accordance with residents' needs and abilities.

2. Continue to seek opportunities to share facilities with other public and quasi-public agencies such as the school districts and non-profit organizations and institutions.

3. Replace aging infrastructure as necessary, with technologically advanced, state-of-the-art infrastructure and materials.

4. Continue to cooperate with surrounding communities and the County to provide public services.

5. Keep recreation and capital improvement plans up to date to ensure the city maintains eligibility for a wide variety of funding sources.

# Transportation

## What do we want?

**Provide a safe, walkable, and connected transportation network that is accessible to serve all users of all ages and abilities and conveniently links residents to key neighborhood destinations through context-sensitive transportation improvements.**

## Why?

- To improve traffic safety for all users.
- To facilitate efficient traffic flows.

## Where?

Throughout the City.



A marked bike path within the neighborhoods.

## Objectives

1. Prioritize the connection of sidewalks through residential streets, along major thoroughfares, and at designated bus stops to support safe travel through the neighborhoods and to local destinations.

2. Explore the use of accepted and innovative traffic calming designs and techniques that facilitate safe, flexible, and efficient travel within Lathrup Village.

3. Promote public education about roadway planning and decision-making to help residents and property owners understand the short- and long-term goals of transportation projects.

4. Explore future parking scenarios and solutions within the city.

5. Coordinate with State and County authorities to improve pedestrian access along and across major roadways.

# Sustainability, Resiliency, & Adaptability

## What do we want?

**Promote sustainable and resilient planning practices that address current vulnerabilities and strengthen Lathrup Village's ability to adapt to evolving climate, economic, and emergency challenges.**

## Why?

- Climate conditions have real impacts on health, life outcomes, and cost of living. Mitigating and preparing for future events will help prevent residents from being negatively impacted by environmental conditions.

## Where?

Throughout the City.

## Objectives

1. Preserve and enhance the City's tree canopy.
2. Mitigate current and future climate impacts.
3. Increase the community's emergency preparedness.




Natural green space at Dorothy Warren Park.

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intentionally blank.




# Future Land Use

The Future Land Use Plan Map is a representation of the City's preferred land use arrangement. The map identifies general locations for various uses envisioned by the Planning Commission. The Master Plan is a guide for local decisions regarding land use. The recommendations in the Land Use Plan do not necessarily imply that rezoning is imminent. Rather, the recommendations set a long-range planning goal. Illustrated on the Future Land Use Plan Map are the following future land use categories: Single Family Residential, Multiple Family Residential, Mixed Use, Commercial Vehicular, Office, Village Center, Institutional, Parking and Open Space. Descriptions of these categories are provided below:

**Single Family Residential:** Residential land uses account for the largest land use category in the 2015 Master Plan; there is no change to the category, except to note that there will likely be opportunities for new single family residential, in the form of attached single family residential dwellings, in the Village Center and mixed use areas. It is envisioned that occasional lots will be converted to parking adjacent to the parcels along Southfield Road to encourage redevelopment. Historic homes are encouraged to be preserved.

**Multiple Family Residential:** While the areas designated for Multiple Family Residential are limited, this plan considers that there are opportunities to increase the provision of multiple family residential in conjunction with redevelopment along the Southfield Road Corridor in both the Village Center and mixed use areas.

**Mixed Use:** The 2015 Master Plan identified the blocks north of the Village Center and blocks south of 11 Mile Road as mixed use, to be redeveloped with residential, office, and "lower trip-generation retail businesses." This plan further expands the Mixed-Use along 12 Mile Road where professional offices are currently located in order to create additional housing opportunities in the City. Most of the Southfield Road Corridor (except the Village Center and mile road intersections) are designated as Mixed Use.

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

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

**Village Center:** The Village Center encompasses the inner segments of the California Drive octagon and, as a result, establishes a concentrated area for commercial and civic activities. It is envisioned that there will be a mix of public and private property, including residential, office, retail, restaurant, entertainment, gathering spaces, and recreation areas. The final configuration of Southfield Road will dictate the size and development footprint of the area. It is anticipated that the internal road network will be developed to continue the alley system and the conceptual "Park Street Promenade." The current civic facilities are intended to remain in the Village Center area, but may be leveraged or reconfigured to accommodate the redevelopment as envisioned for a vibrant, compact, pedestrian-oriented downtown area.

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

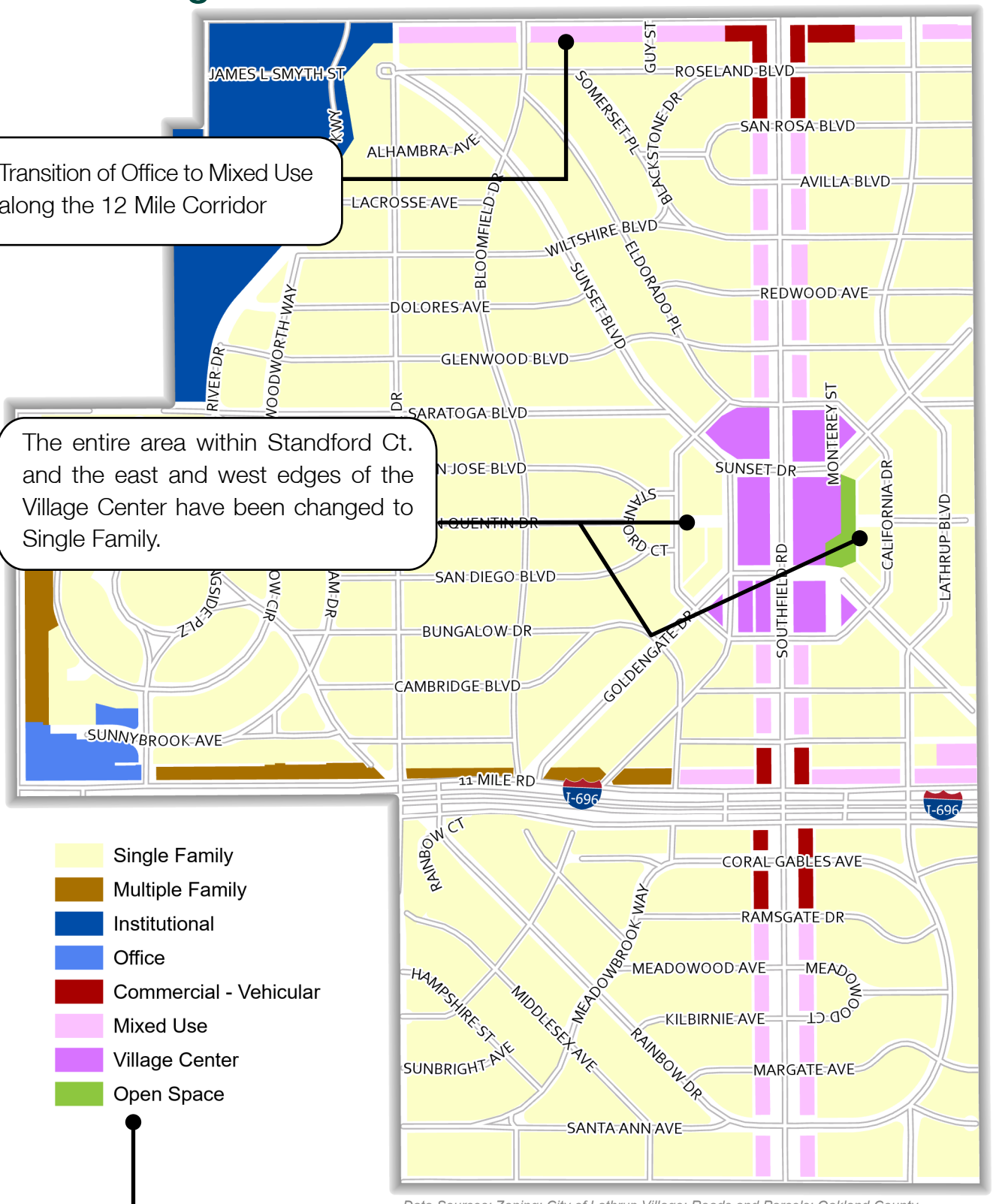
**Open Space:** These areas accommodate existing public parks, publicly owned open spaces, and other open natural areas. Open spaces in the Village Center area are included in the Village Center land use category, recognizing the value of open space in a downtown environment. The City currently has four developed park properties and one undeveloped park property:

1. **Annie Lathrup Park:** Approximately two acres in size, Annie Lathrup Park has a 1/4 mile walking / jogging asphalt pathway, with a large center grassy area, two out-door skating rinks with benches and trash cans.
2. **Goldengate Park:** Located south of the Interstate 696 highway that divides the City of Lathrup Village into north and south sections, Goldengate Park was developed in 1989 and is approximately 2 1/2 acres. Its amenities include a walking path that leads into and out of the residential areas, four designated play ground areas, two bench swings, picnic tables, grills, trash cans, split rail fencing, and a small parking lot.
3. **Lathrup Village Municipal Park:** Located directly behind the City's Municipal Building, the Lathrup Village Municipal Park encompasses approximately two acres. The park has a picnic shelter with brick BBQ and electric capabilities, picnic tables, playground equipment, children's garden, gazebo with electric service, brick paver walkway, large grassy open area, ample parking, and is close to the municipal building for restrooms.
4. **Sarrackwood Park:** Situated between Saratoga, Rackham and Woodworth Way streets, Sarrackwood Park is approximately 3/4 of an acre. This park has playground equipment, picnic tables, trash cans, split rail fencing, and a small garden area.
5. **Dorothy Warren Pocket Park:** On Morningside Street.

# What's changed since 2021?

Transition of Office to Mixed Use along the 12 Mile Corridor

The entire area within Standford Ct. and the east and west edges of the Village Center have been changed to Single Family.




- Single Family
- Multiple Family
- Institutional
- Office
- Commercial - Vehicular
- Mixed Use
- Village Center
- Open Space

The City's designated park land is now its own future land use category.

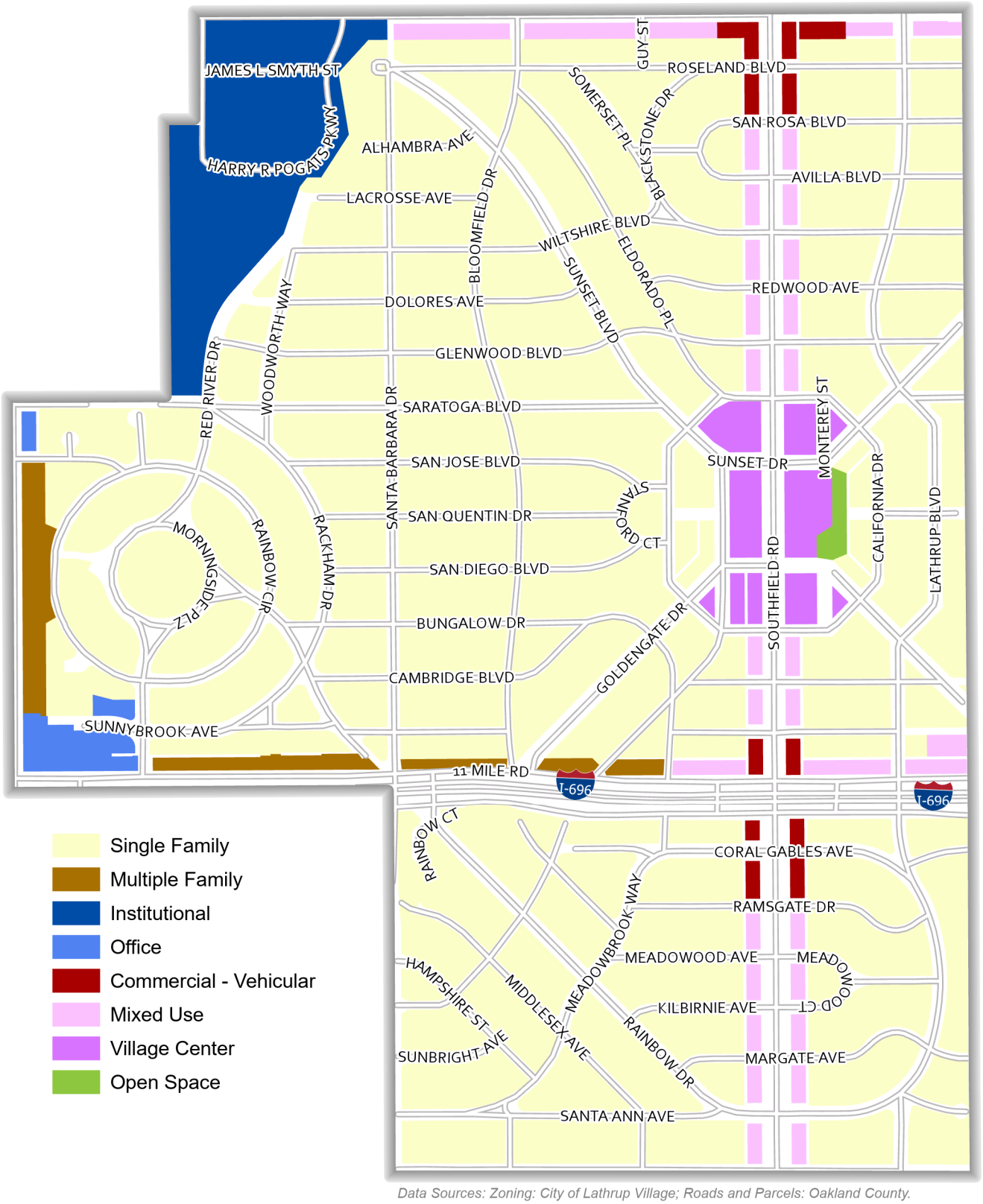
*Data Sources: Zoning: City of Lathrup Village; Roads and Parcels: Oakland County.*
*© 2026 Giffels Webster.*

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## Future Land Use

CITY OF LATHRUP VILLAGE




*Data Sources: Zoning: City of Lathrup Village; Roads and Parcels: Oakland County.*
*© 2026 Giffels Webster.*

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# Future Land Use

## CITY OF LATHRUP VILLAGE

# Sustainability, Resiliency, & Adaptability

*"The trees are beautiful. Full stop."* - *Lathrup Village Resident*

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 recent 2025 polar vortex 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. A changing climate has far-reaching implications for Michigan's agricultural and tourism economies, waterfront development, and communities with older stormwater management infrastructure. Within the last decade, Lathrup Village has experienced multiple heavy rain events that have led to property damage and decreased mobility and must anticipate that more flooding will occur in the future, damaging property, impairing access to parts of the city, and creating financial distress for local residents and businesses.



# Community Insights

While the community was not directly surveyed in relation to environmental conditions, several themes emerged from other surveys and conversations throughout the process.

**Residents recognize and praise the value of having a healthy mature tree canopy throughout the city. Trees and green spaces are an asset to be preserved and maintained.**

**The parks and green spaces are important to the community and recent conversations have called for a designation on the future land use map to convey the City's intention of preserving these spaces for the foreseeable future.**

**Residents have concerns about aging infrastructure and flooding conditions throughout the city.**

**There has been much conversation around improving communication between the City and residents and also improving neighborhood social connectedness. These efforts should focus on communicating timely emergency information, especially for those living alone or in isolated conditions.**



# Sustainability, Resiliency, Adaptability

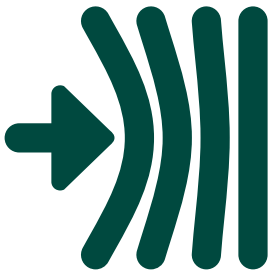
## What's the difference?

Though they are related, sustainability, resiliency, and adaptability (SAR) are distinct concepts with different purposes and goals.



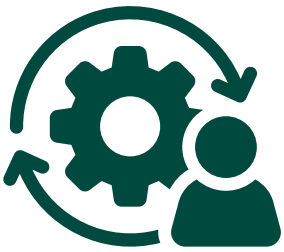
### Sustainability

Sustainability is the more familiar, well-established concept, and focuses on decreasing or eliminating the detrimental future impacts of our current activity. A sustainable action might be to reduce residential electricity usage and therefore the strain on the electric grid and the need for burning fossil fuels.



### Resiliency

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. Planning for resiliency must consider that some threats are ongoing, persistent stresses, while others are sudden shocks, single events that disrupt the day-to-day functioning of the community. An example of a resilient action might be a stormwater management upgrade that can handle 100-year storm events.



### Adaptability

Adaptability and resilience are perhaps the two most frequently interchanged terms, but they have fundamental differences. Resilience focuses on the ability to withstand adverse events and shocks to a system, while adaptability is the ability to ***adapt*** our behaviors or systems in response to changing environmental conditions.

Adaptability primarily works in service of sustainbility and resiliency though there is evidence that it can also have unintended consequences. For example, if a community invests significant resources into an adaptation measure, it may become more difficult to fund other projects or abandon that measure if it becomes less efficient over time. Similarly, large-scale or highly visible projects may produce a false sense of security leading to complacencey and reduced preparedness.

The key to adaptability is accepting changes and responding to them effectively. This can take on many forms whether it be short-term or long-term, reactive or proactive, and whether it be a policy, iniative, project, or other actions entirely. The City should remain open to a variety of solutions, stay informed about emerging information and changing conditions, and incorporate evolving best management practices into its decision-making processes.

# Why Should the City Plan for SAR?

### Extreme heat

Average temperatures in the Great Lakes region rose 2.3 degrees Fahrenheit from 1951 through 2017. Extreme heat is dangerous for vulnerable populations and can also tax electrical infrastructure, leading to power outages, which in turn can increase the risk for the people most prone to succumbing to heat. Designating specific locations with backup power sources (such as municipal halls, libraries, and schools) as cooling stations can provide vulnerable residents with an essential escape from the heat. There may be a need to provide transportation to cooling stations for those with limited mobility options.

### Heavy rain and flooding

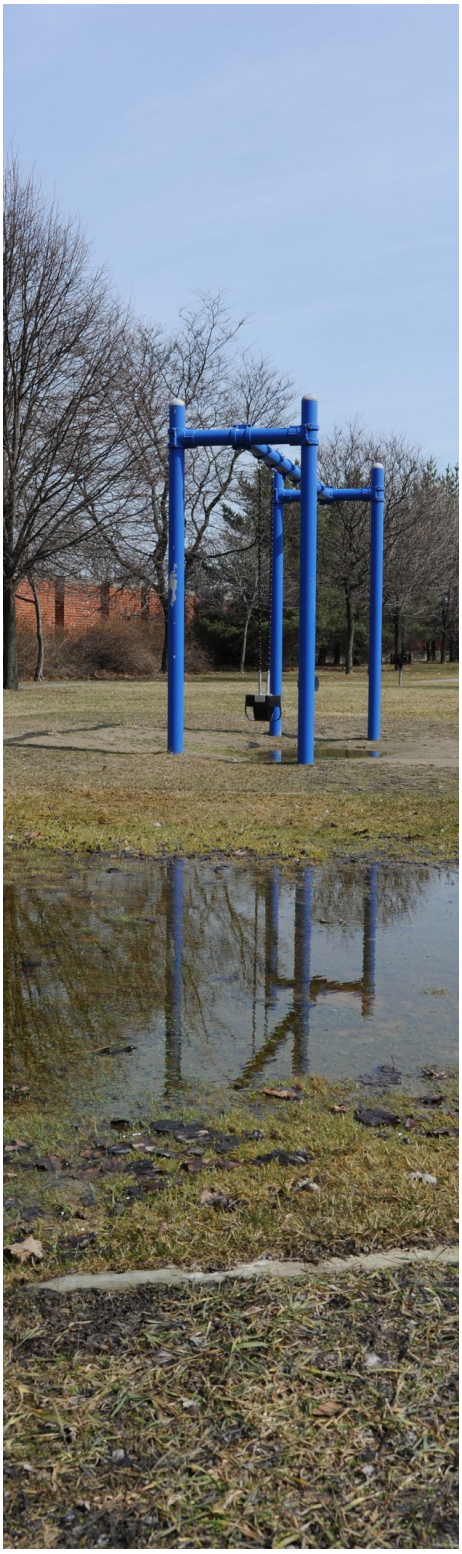
Heavy rain events are already more common in Michigan than they were in the mid-to-late 20th Century, having increased by 35% from 1951 to 2017, as total annual precipitation increased by 14%. They are anticipated to become even more common in the future.

### Severe winter storms

As temperatures rise, winter precipitation levels are anticipated to rise as well, and mixed precipitation events with more heavy ice may become more common. Severe winter storms can result in power outages, impeded mobility, damage to structures and trees, and lost economic productivity. Municipal costs for snow removal should be included in budget planning. While storms are the primary focus of future concern, communities also benefit from planning for extreme cold—locations designated as cooling stations in the summer can become warming stations in the winter.

### Public health emergencies

The 2019 SARS-COV-2 pandemic brought with it unprecedented economic disruption, forced short-term changes in social habits, destroyed numerous small businesses, and led to a very large increase in unemployment in a very short time period. Planning for public health emergencies needs to consider the many dimensions of the social fabric that are heavily impacted, including the availability of medical services, government's ability to continue functioning under quarantines or stay-at-home orders, and the locations and numbers of vulnerable populations. Local police, fire, and ambulance services may be particularly taxed in a future public health emergency.



Flooding at the park facilities.

### Damage to natural systems

Human activity is rarely in balance with the natural systems it occurs within. While resource extraction and pollution offer two very obvious examples of human activity, nearly all modern human development activity has some impact on natural systems, including loss of habitat, interruption of habitat, and increased emissions due to greater travel distances as development moves outward into wild places. A combination of rising temperatures and agricultural runoff that changes the nutrient balance in major water bodies has led to much higher frequency of toxic cyanobacteria and algae blooms, particularly in Lake Erie. These blooms can impair drinking water quality and limit recreational opportunities, including fishing and watersports. It is important for a community to understand its water source and the health of its own groundwater, particularly if the majority of residents use well water.

### Food systems

As the climate changes and weather patterns shift accordingly, planting and harvesting conditions become less predictable, and the potential for crop losses increases. In 2019, unusually heavy rains across much of Michigan made planting during the typical time difficult for many farmers. While the number of frost-free day has increased by an average of 16 days across the Great Lakes region from 1951 to 2017, the timing of those extra days has not uniformly added to the growing season. In recent years, unexpected late freezes after earlier-than-usual warm weather lead to the loss of large portions of fruit crops such as apples and cherries.

### Drought

We most frequently think of drought as a prolonged period without precipitation. While this kind of drought is certainly possible in the future in Michigan, the more likely effects of the changes the state is experiencing will be changes in seasonal distribution of storms with precipitation. Winter rainfall will become more common, snowpack overall may decrease, and stream levels will peak earlier in the year, affecting water availability and the timing of groundwater recharge. Drought is exacerbated by higher temperatures, which lead to increased evaporation rates; even with higher average rainfall, land may become drier, and as rain becomes less frequent in the hottest summer months, mid-summer drought could become a regular challenge. Dry conditions bring with them the possibility of wildfires, which are not uncommon in rural Michigan but could grow in scale and intensity in coming years. It is important to understand the community's water sources and how extended periods of drought might affect water availability.

### Unanticipated events

No community can plan for every possible future event or scenario. This is why developing resiliency, improving sustainability, understanding vulnerabilities, and identifying emergency resources is so important.




The Lathrup Village Farmer's Market where local produce is bought and sold.

# A More Local Look at Climate Vulnerability

While a broad overview on SAR is helpul in understanding why we plan for it, it is oftentimes helpful to put this into the context of a familiar place. The U.S. Centers for Disease Control and Prevention (CDC) has developed an index called the Environmental Justice Index (EJI) for measuring climate vulnerability down to the Census Tract level. The EJI uses data from a variety of sources to produce a percentile score from 0-1, with higher values indicating greater environmental burden or vulnerability. The index assigns overall scores that are made up of several compenents including social vulnerability, environmental environmental burden, health indicators, and a regional climate burden score.  The City of Lathrup Village has an overall EJI score of .53 which is considered moderate. In terms of the subcategories, the City has an environmental burden score of 0.67, and a social vulnerability score of 0.27. Environmental burden is the most prominent areas of concerns, with particularly high scores for imparied surface water (0.89), housing built before 1980 (0.87), and air pollution (0.82). Additional indicators include a lack of recreation parks (0.55) and a lack of walkability (0.48). These findings highlight opportunities ot improve environmental quality, expand acces to green spaces, and create a more connected neighborhoods. Although the City's social vulnerability index score is relatively low, its higher proportion of adults aged 65 and older and prevalence of adults with disabilities warrants consideration in both emergency preparedness and long-term planning.

## Tangible Benefits of Sustainability Planning

The City's successful pursuit of funding from the Michigan Department of Natural Resources (DNR)  for improvements at to re-grade the playground at Goldengate Park illustrates the real-world benefits of sustainability planning. The resulting renovations reduced flooding, strengthened the park's resilience to future environmental challenges, and enhanced community amenities for years to come.

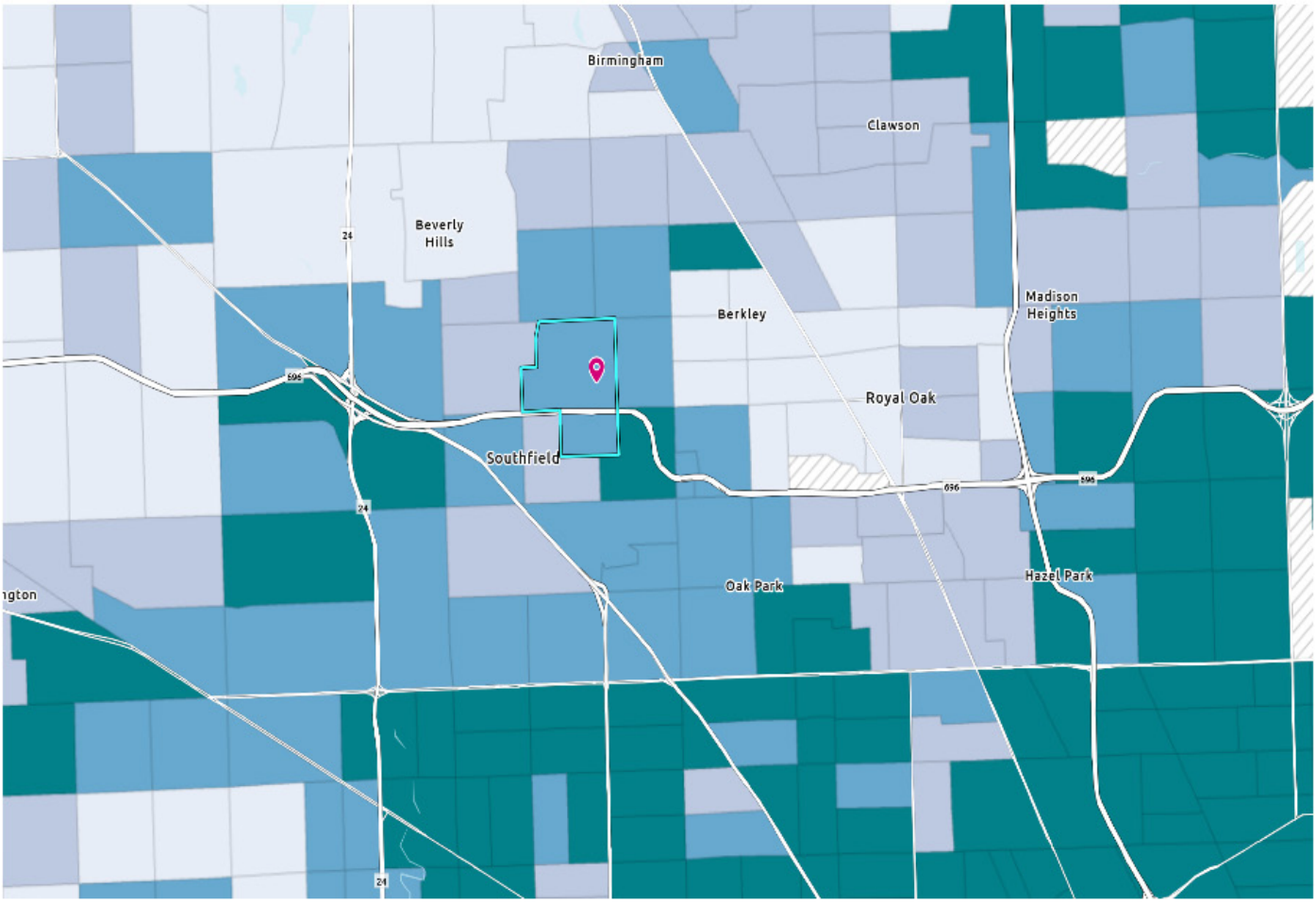


Flooding in the playground before the improvements.



After the improvements were made to re-grade the site.

**Environmental Justice Index** - Overall Environmental Justice IndexCensus Tract: 1600, Oakland County, Michigan



# Opportunities & Considerations

Sustainability, resilience, and adaptability are foundational considerations that should guide all aspets of the City's future growth and development. While addressed first in this chapter, these concepts are intended to be integrated throughout the plan and should inform decisions related to housing, transportation, economic development, land use, and public spaces. Proactively considering environmnetal impacts, preparing for changing conditions, and promoting the efficient use of resources can help the City protect its natural assets and ensure community well-being and preparedness.

## Preserve and enhance the city's tree canopy and green spaces

The City's natural spaces and mature tree canopy are highly valued asset in the community and it should be a priority to preserve them. Greenery and trees have several benefits including supporting enviornmental health, improving community character and land value, to enhancing quality of life for residents. Additionally trees produce shade, reduce urban heat island effect, slow stormwater runoff, and improve air quality. The City should continue working with the Lathrup Village Tree Committee and other ocal groups to secure funding and volunteer efforts that support the continued maintenance and enhancement of the City's tree canopy and seek opportunities to expand the Lathrup Village Arboretum and other naturalization projects.

## Promote and Support SAR Through Zoning

The City should review the Zoning Ordinance to identify opportunities to encourage sustainble landscaping and reduce the environmental impacts of development. There are several approaches and mechanisms that supporting this including requiring native plantings, regulating species diversity (the proportion of any singular species allowed on a site), incentivizing green infrastructure and alternative pervious surfaces, etc. The City should continue to be diligent in its efforts to ensure the Zoning Ordinance supports the latest environmenal practices.

## Strengthen Emergency Preparedness.

While many SAR strategies focus on preventing hazards and reducing their impacts, not all risks can be eliminated. Maintaining emergency response plans, coordinating with regional partners, and establishing clear public communication procedures are critical to responding effectively when unanticipated events occur. Preparedness is particularly important for vulnerable residents who may face greater barriers to evacuation, sheltering, or accessing resources and informaiton including older adults, individuals with disabilities, and those living alone.



# Housing & Neighborhoods

*"A welcoming community with interesting architecture and lovely yards"*

*- Lathrup Village Resident*

The City's residential neighborhoods, by and large, are what defines the character of Lathrup Village. Maintaining this character has been a continuing goal of the City for many years. As noted earlier, the demographics of the City is changing; the population is getting older. Given that the vast majority of housing units in the City are single-family detached homes, the Comprehensive Plan should consider how to address the housing needs of its residents in the future. Older adults should be able to "age in place" in their existing homes. However, new trends in population shifts suggest that younger and older adults alike are interested in lower-maintenance and more accessible options. Through public input and previous planning efforts, the community has expressed a need to both retain existing residents as well as attract younger people to the City.




The current composition of the city's housing stock is well-suited for young families with its selection of single family residential homes, the majority of which has three or more bedrooms. However, there are few opportunities for young adults or empty nesters looking to downsize into a smaller home with low maintenance. To offer options to its current and future residents, Lathrup Village has made zoning changes to accommodate this housing style as a part of envisioned redevelopment in the Village Center and Southfield Road Corridor. Providing alternatives to single family detached housing is a key component of a future Village Center, and also can give older adults the opportunity to "age in community."

# Community Insights

The housing survey results and other feedback from various meetings and events was carefully reviewed and the following key takeaways emerged from public feedback:

**Residents highly value Lathrup Village's distinctive character, including its unique homes, mature trees, large lots, architectural diversity, walkability, and quiet, small-town atmosphere.**

**Respondents emphasized the importance of maintaining existing neighborhoods through property upkeep, infrastructure improvements, parks and green spaces, code enforcement, and housing preservation.**

**Several respondents supported targeted zoning flexibility, including accessory dwelling units, senior housing, and adaptive reuse of underutilized commercial, office, and institutional properties.**

**Property taxes and long-term affordability are primary concerns for residents. Particularly as it relates to aging in place and also attracting new residents.**



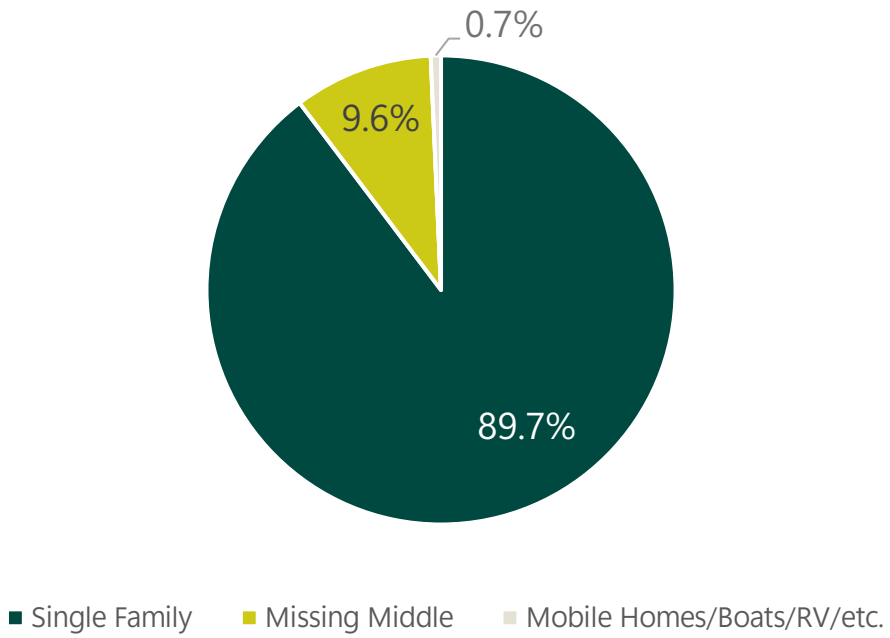
# Data Insights

According to the U.S. Census Bureau, there are a total of 1,658 housing units in the City of Lathrup Village. The number of housing units has remained relatively stable over the last decade and nearly all of the housing units in the City are occupied (97.2%) with a vacancy rate of only 2.8%.

## Housing Inventory

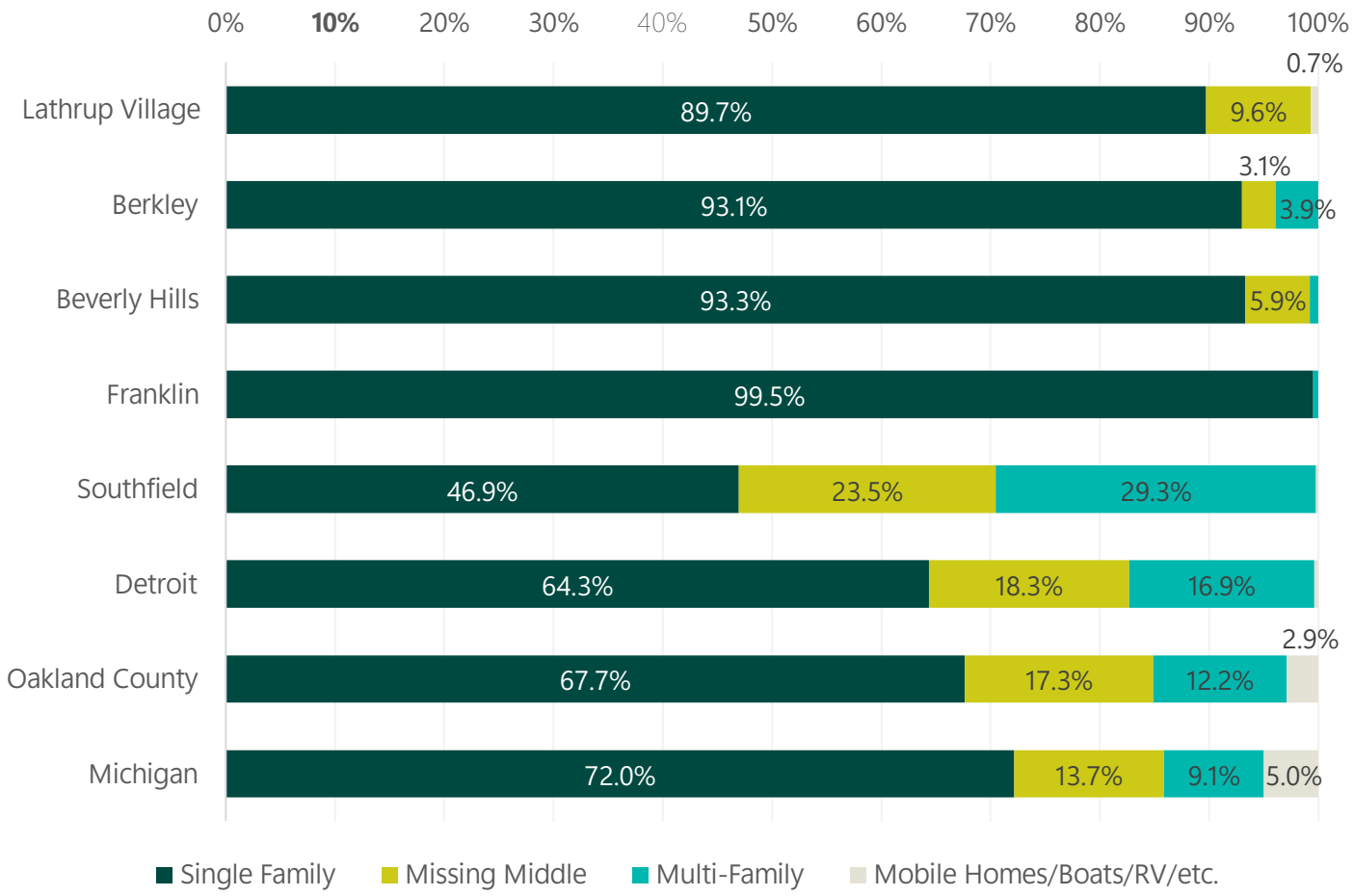
**Housing Types.** Housing type, from an urban planning perspective, is often referrring to the density or number of dwelling units that a housing structure is supporting. These types are more broadly understood to fall into one of four categories: Single-family homes (1-unit detatched), "missing middle" or medium density housing (attached single-family homes, duplexes, cottage courts, etc.), multifamily housing (apartment buildings and high rises), or other miscellaneous housing types such as mobile homes, RV's, boats, etc. The predominant housing type in Lathrup Village is single-family homes (89.7%). This pattern is reflective of the City's historical development as a bedroom community with neighborhoods rooted in 'garden city' planning principles. When comparing Lathrup Village to the surrounding area, the city has less missing middle housing than the surrounding City of Southfield or Oakland County overall, but a stronger proportion of missing middle housing (9.6%) than other smaller bedroom communities in the area. Lathrup Village does not currently offer any denser multifamily housing options which, by comparison, account for 29.3% of Southfield's housing, 12.2% of Oakland County's, and 9.1% of housing statewide. Berkley, Beverly Hills, and Franklin have small amounts of multifamily development.

### Figure 9. Housing Types in Lathrup Village




 U.S. Census Bureau "Selected Housing Characteristics," American Community Survey 5-Year Estimates Subject Tables Table DP04, 2024.

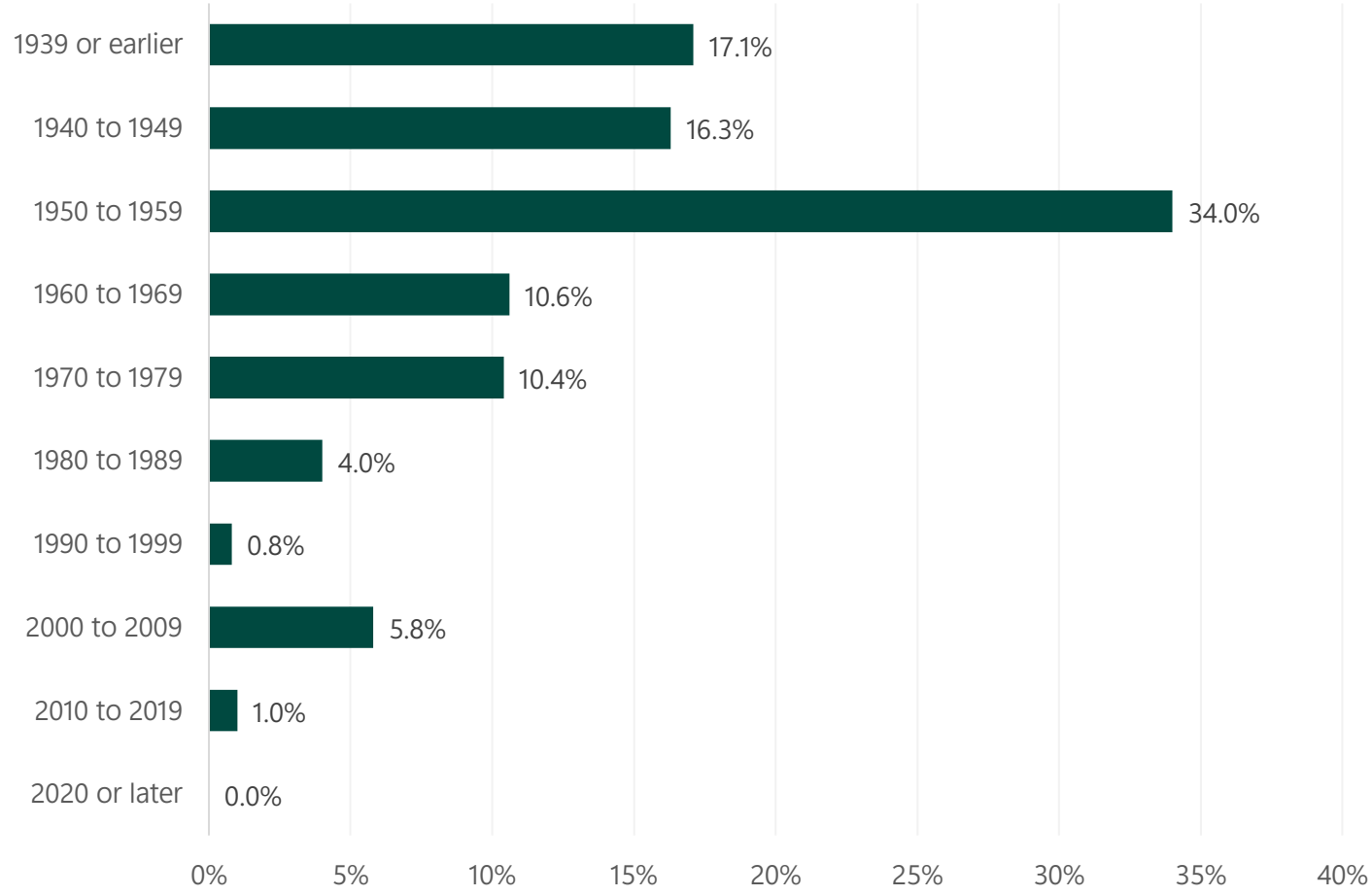
## Figure 10. Housing Types - Regional Profile




*U.S. Census Bureau "Selected Housing Characteristics," American Community Survey 5-Year Estimates Subject Tables, Table DP04, 2024.*

**Housing Age.** Most of the homes in Lathrup Village were built before 1970, with a third being built in the 1950's. There have been very few newer homes built within the city and some of this trend can be explained by the physical limitations of the area being built out. Much of the charm and character of Lathrup Village is in its historic districts and historic homes, though the city should consider how the current housing stock meets the needs and demand of new and existing residents, and how to support the community's aging population.

### Figure 11. Housing by Year Built

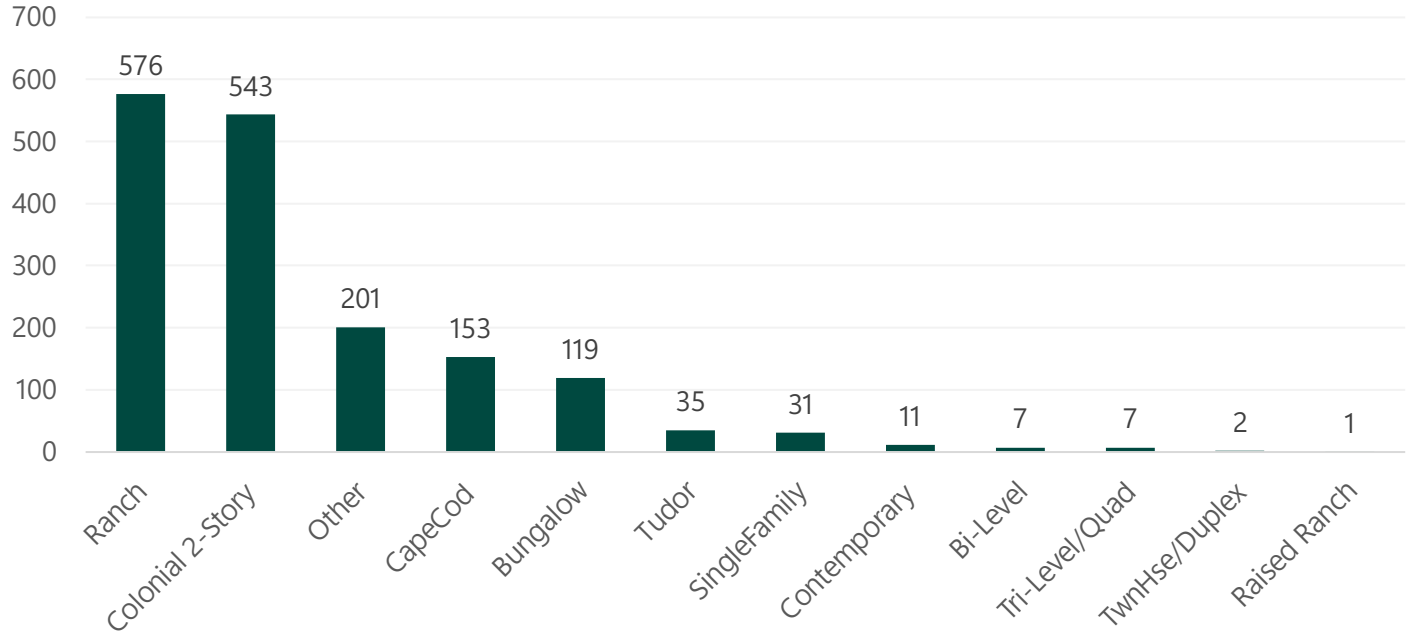





*U.S. Census Bureau "Selected Housing Characteristics," American Community Survey 5-Year Estimates Subject Tables Table DP04, 2024.*

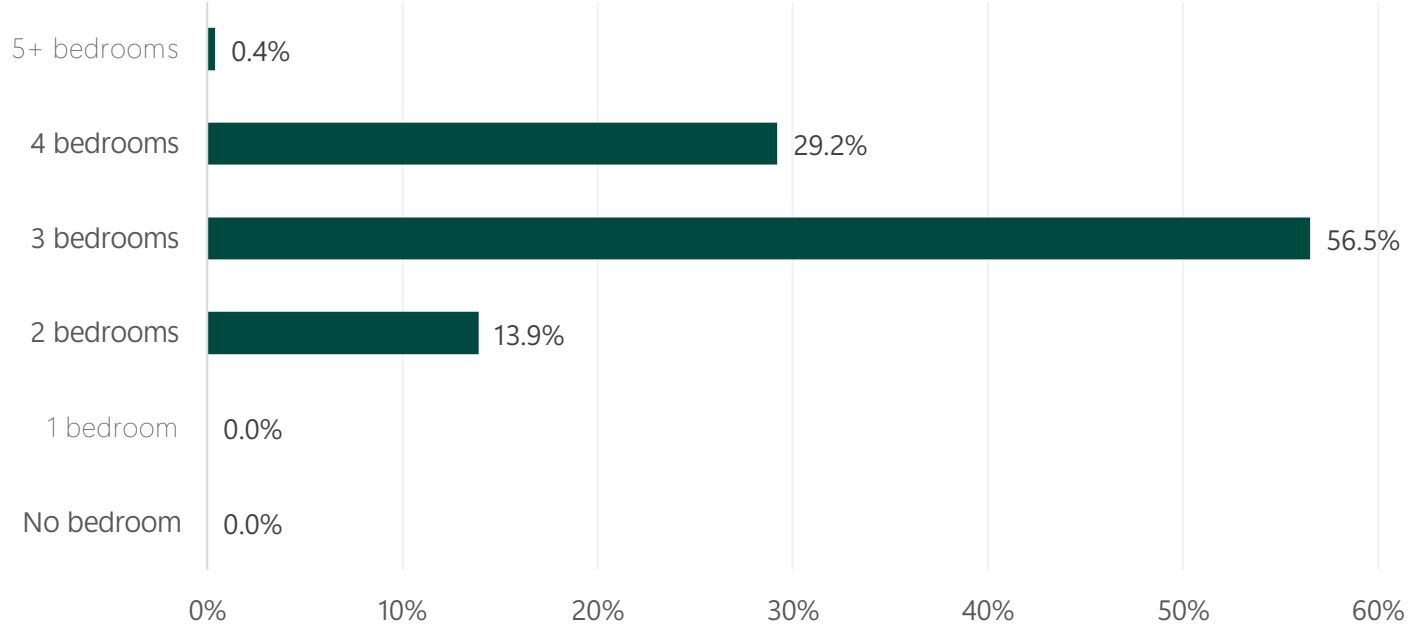
**Architecture.** Lathrup Village's housing stock is dominated by ranch and two-story colonial homes, with 576 and 543 properties, respectively. Together, these styles account for roughly 64% of the 1,686 properties represented, while Cape Cods (153) and bungalows (119) form smaller but notable shares.

### Figure 12. Architectural Styles in Lathrup Village




**Number of Bedrooms.** Most of the homes in Lathrup Village are three or four bedroom homes. While this composition suggests that the City has options for young families and people looking to grow their families, there are fewer options available for 2 bedrooms or fewer. This may represent a mismatch with the current population makeup and trends showing the population as aging.

### Figure 13. Housing by Number of Bedrooms



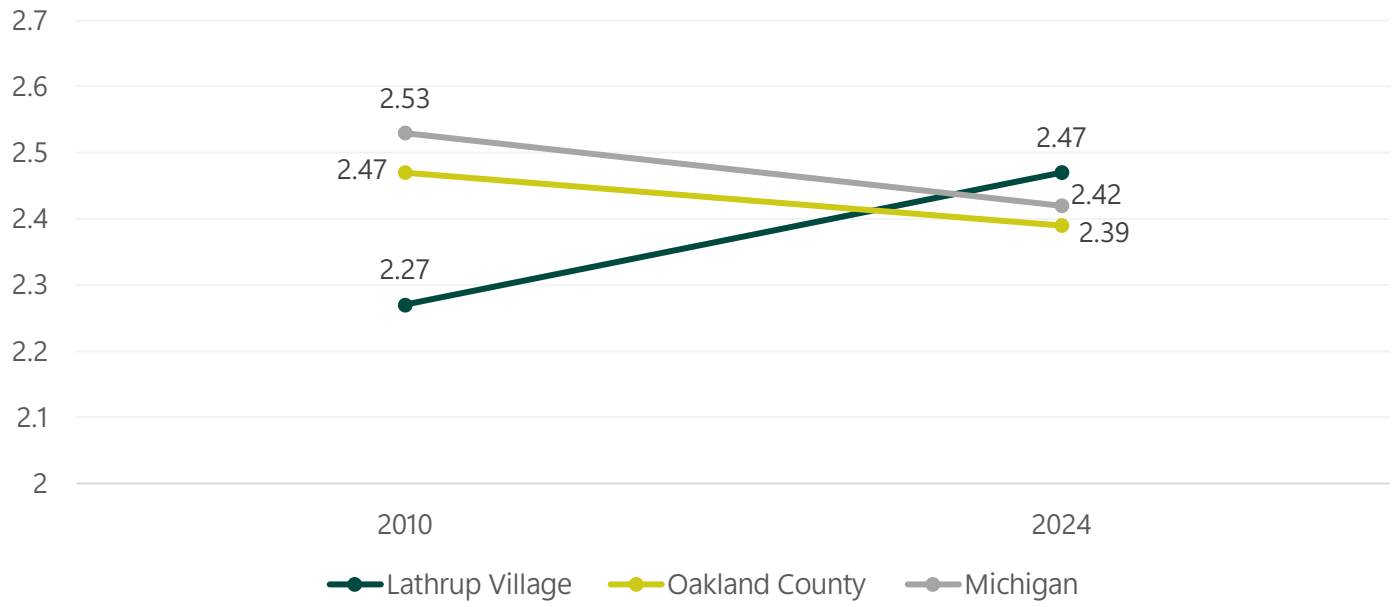

*U.S. Census Bureau "Selected Housing Characteristics," American Community Survey 5-Year Estimates Subject Tables Table DP04, 2024.*

## Households

The makeup of a community's households gives one perspective on what housing needs may be important in a community looking ahead into the future by gleaning information about who lives here, who doesn't, and whether residents will be likely to continue to live there.

**Household Size.** The average household size in Lathrup Village is 2.47, an increase from 2.27 reported in the 2010 Census. This shift brings the city more in line with average household sizes observed across the Oakland County and Michigan overall. However it represents a departure from broader county and statewide trends, where average household sizes decreased from 2.47 to 2.39 and from 2.47 to 2.42 respectively, during the same period. Statewide and nationally, household sizes have generally decreased over the past several decades due to factors such as lower birth rates, fewer multigenerational households, and an aging population.

### Figure 14. Household Size 2010 - 2024

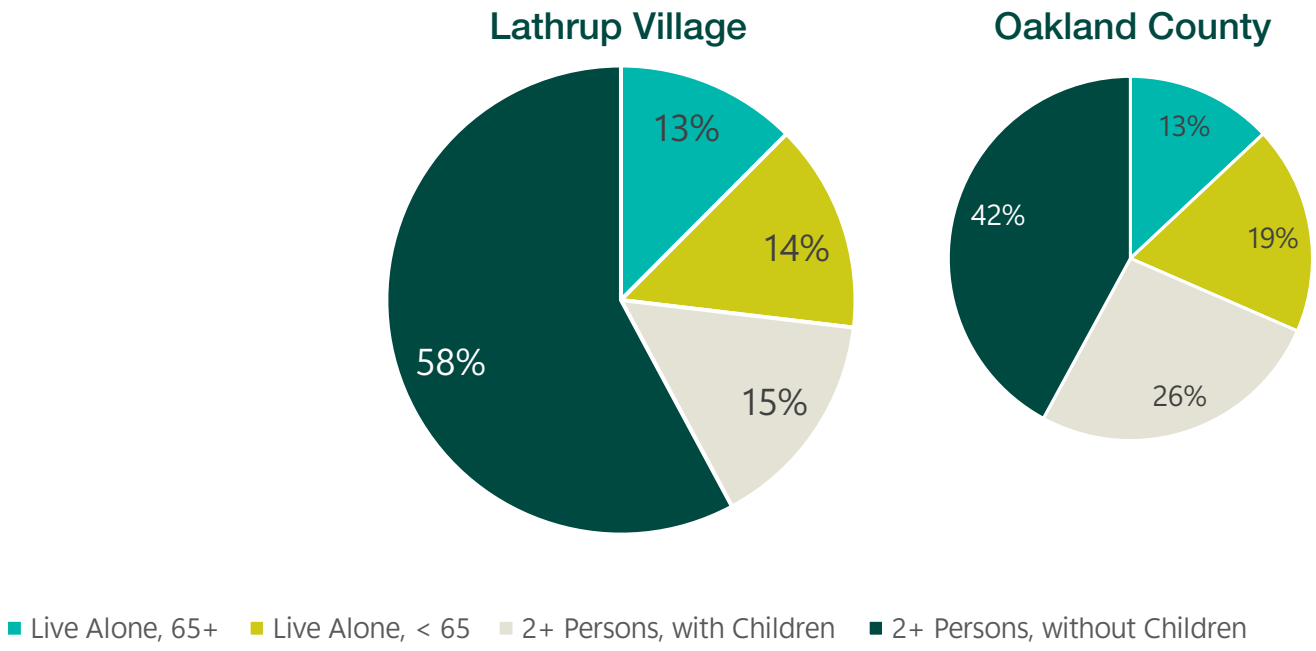




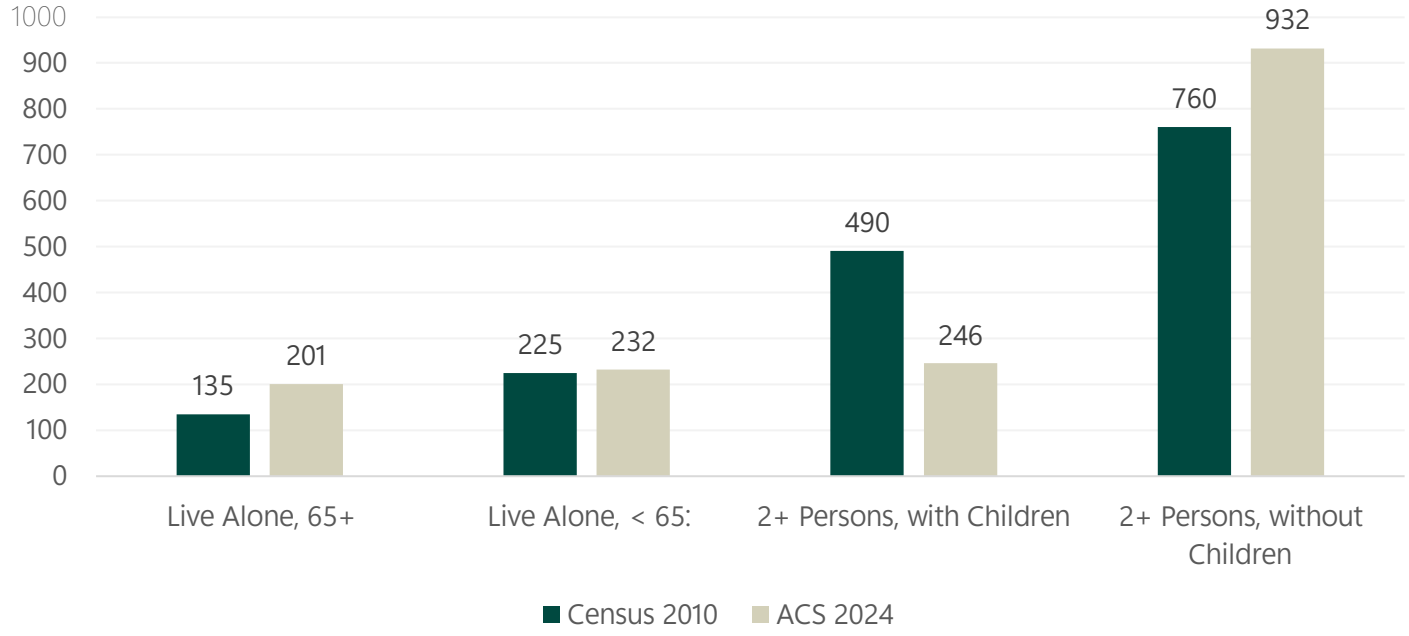
U.S. Census Bureau "Selected Housing Characteristics," American Community Survey 5-Year Estimates Subject Tables Table DP04, 2024.

**Household Types.** According to SEMCOG, over half of all households in Lathrup Village consist of 2+ people without children (58%). The remaining proportion of households is a fairly even split amongst 2+ people with children (15%), people under the age of 65 living alone (14%), and people over the age of 65 living alone (13%). Compared to Oakland County overall, Lathrup Village has approximately half the proportion of households with children. Most notably, when looking at the data over time from 2010 to 2024, the proportion of households with children dropped by 50%, while households with 2+ persons without children has risen 22%. This household composition may reflect an aging population, a prevalence of empty-nester households, or housing market conditions that limit opportunities for families with children to move into the community.

### Figure 15. Household Types




### Figure 16. Household Types 2010 - 2024




*U.S. Census Bureau "Selected Housing Characteristics," American Community Survey 5-Year Estimates Subject Tables, Table DP04, 2024.*

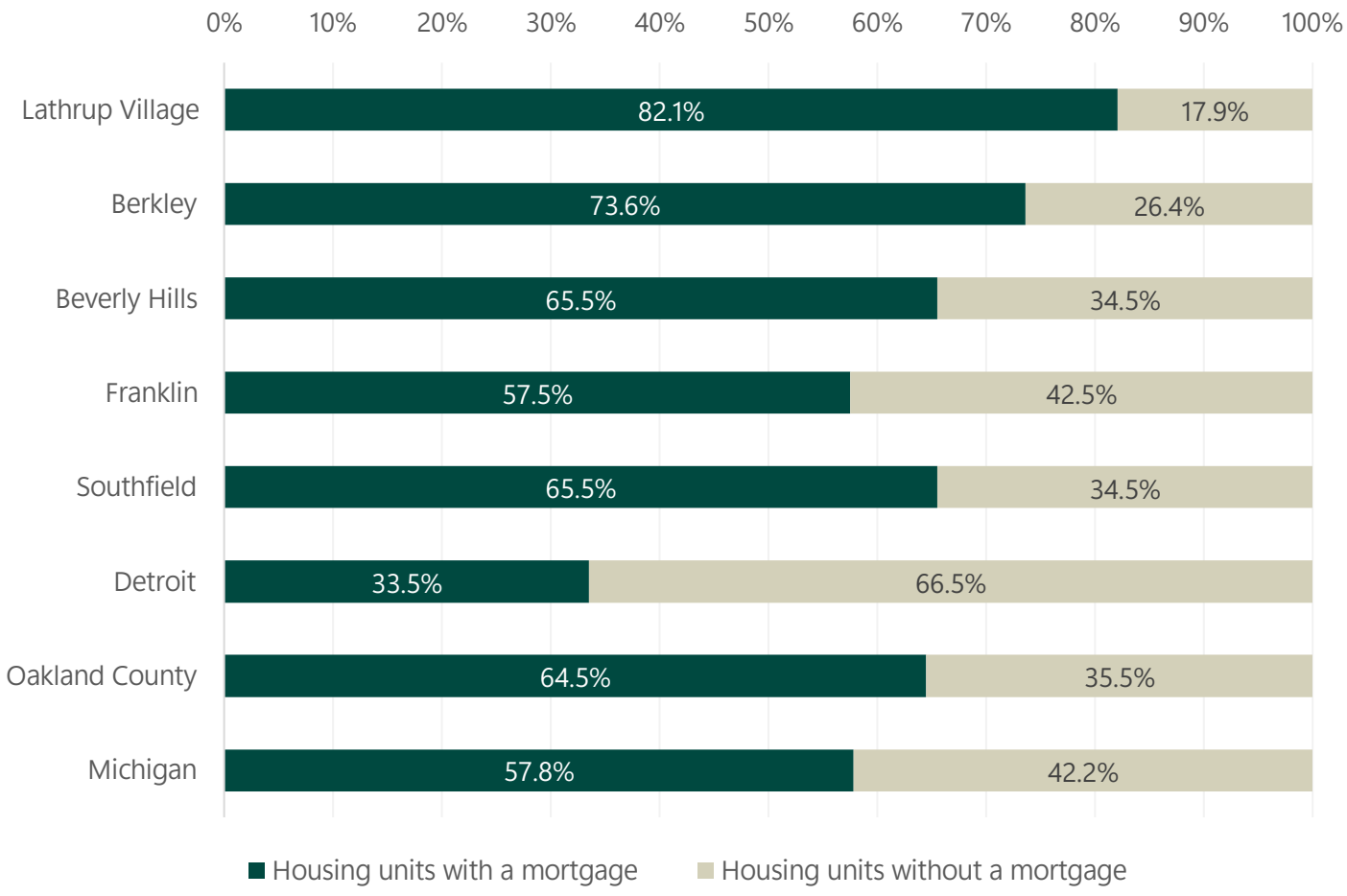
## Attainability & Affordability - What's the difference?

The relationship between monthly costs and housing market needs is complex and multifaceted. However, Census Bureau data can provide a starting point for determining what it costs to live in the community and whether housing at certain price points may be missing.

The U.S. Department of Housing and Urban Development (HUD) defines affordable housing as "housing that costs no more than 30% of a household's gross income, including utilities". Therefore, households spending more than 30% of their income on housing are considered cost-burdened, and those spending more than 35% of their income on housing are considered severely cost-burdened. The concept of attainable housing is distinct from housing affordability. Attainable housing describes housing that is affordable to households making between 80-120% of the area's median income (AMI).

The majority of residents in Lathrup Village own their home (92.1%). Of those who own their home, about 82% are paying a mortgage on their home and the average mortgage payment is $1,931. Nearly one third of all owner-occupied units with a mortgage in Lathrup Village are considered cost-burdened (27.5%) and the majority of those who are considered burdened are categorized as severely cost-burdened (18.5%). Only 3% of housing units without a mortgage are cost-burdened but this is to be expected as the primary cost of owning a home is typically the mortgage payment.

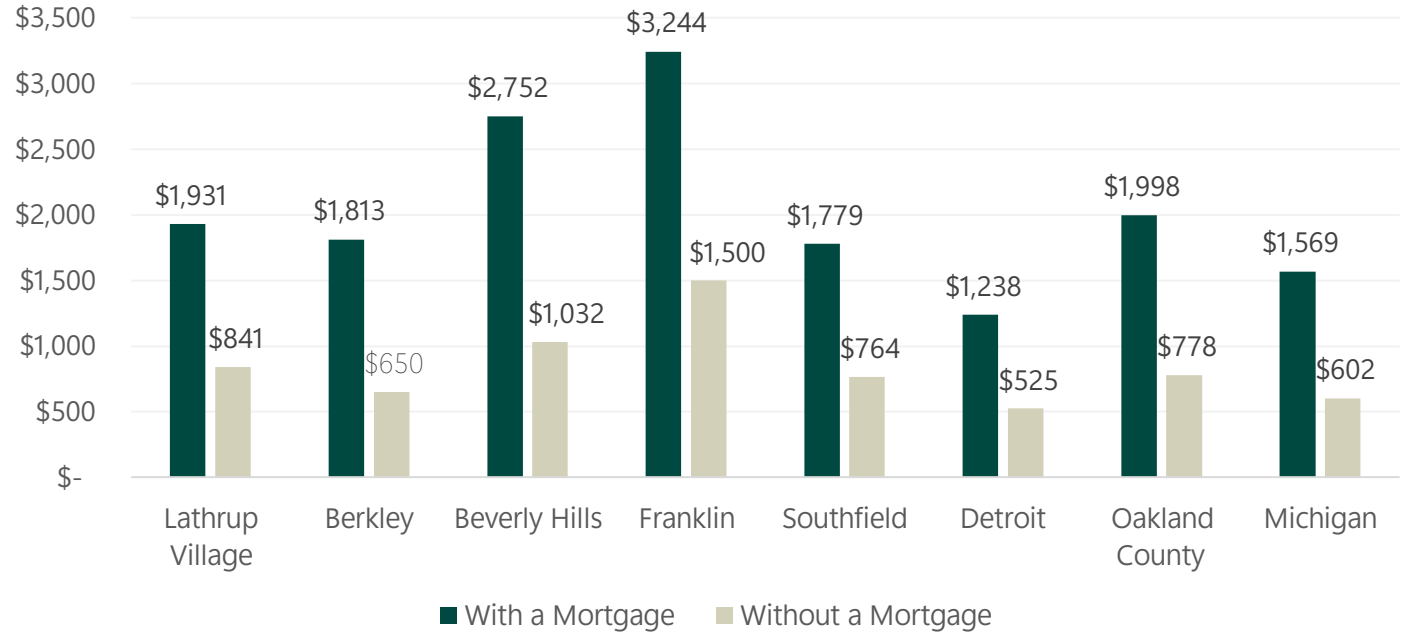
### Figure 17. Mortgage Status



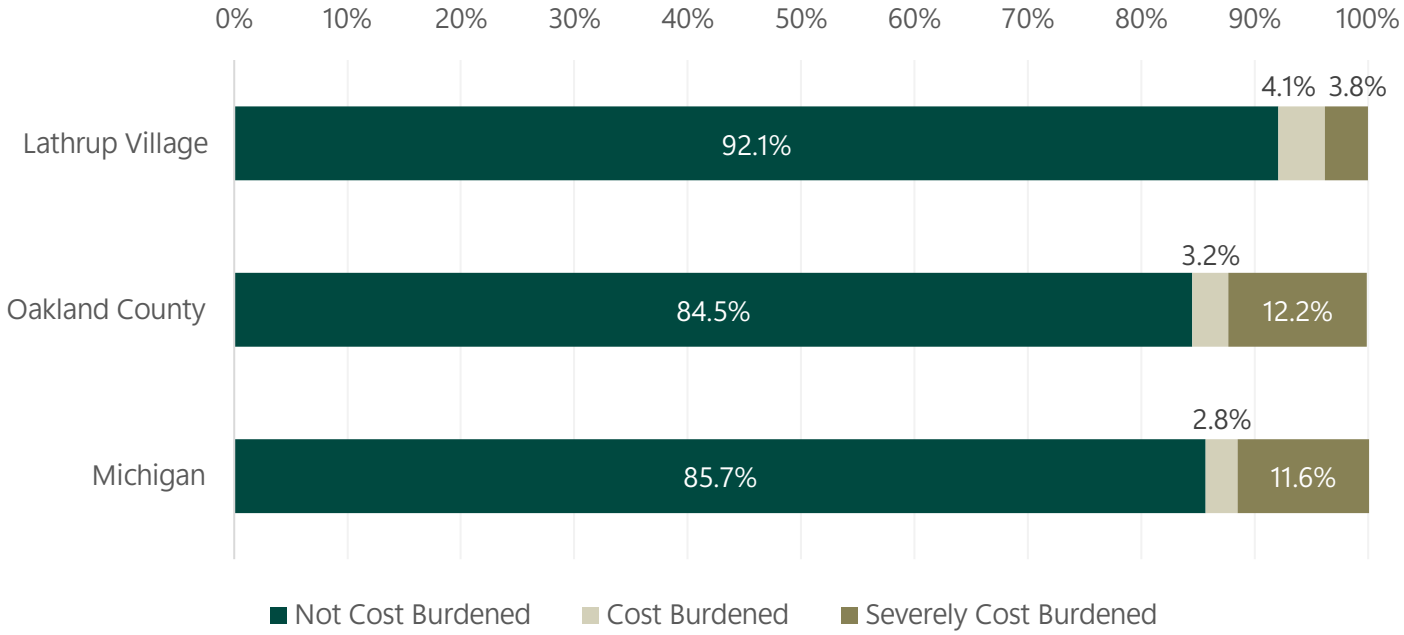



*U.S. Census Bureau "Selected Housing Characteristics," American Community Survey 5-Year Estimates Subject Tables Table DP04, 2024.*

## Figure 18. Median Owner Housing Costs



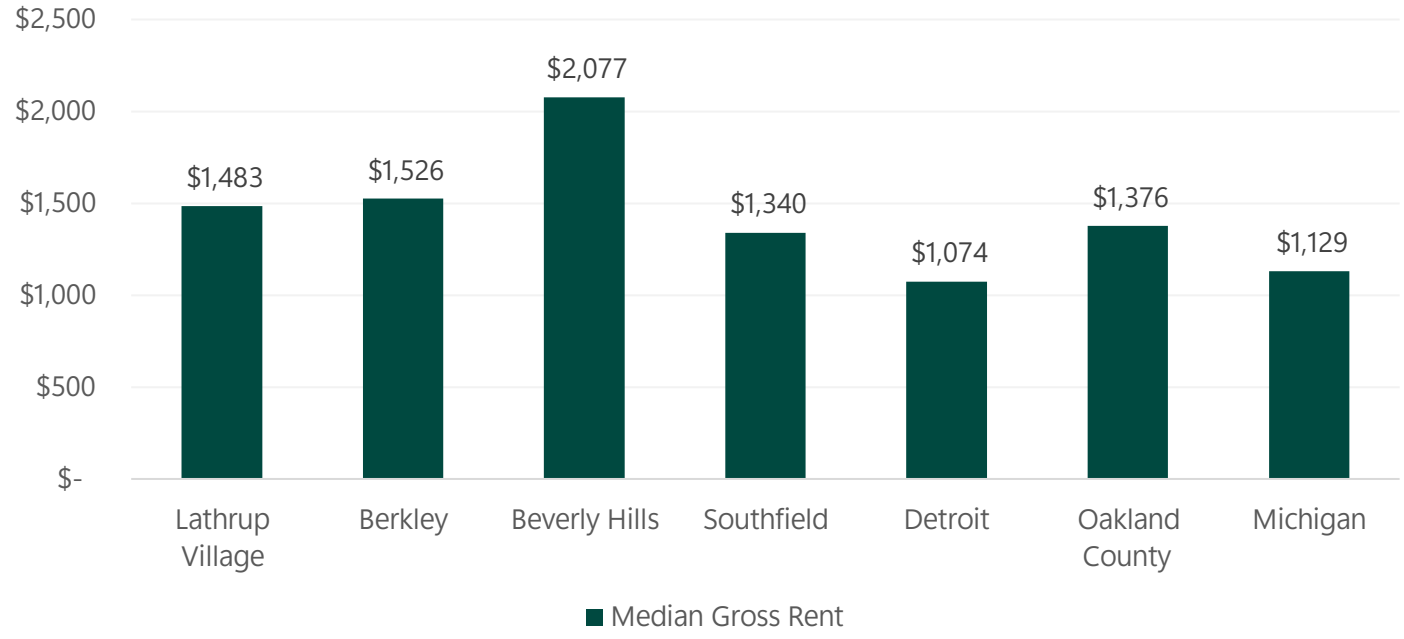

## Figure 19. Monthly Owner Costs as a Percentage of Household Income



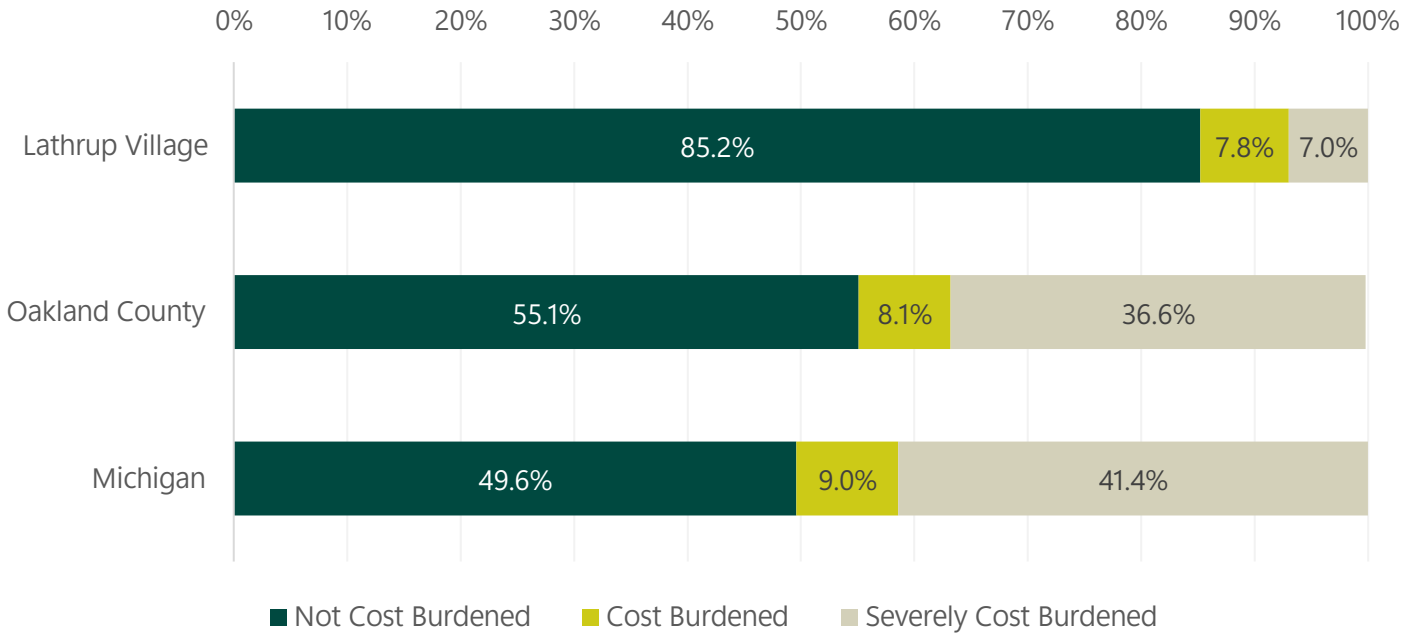

*U.S. Census Bureau "Selected Housing Characteristics," American Community Survey 5-Year Estimates Subject Tables, Table DP04, 2024.*

About 8% of the City's population are renters and the median rent in Lathrup Village is $1,483 per month. This amount is comparable to other communities in the region and to Oakland County. Almost 16% of the city's renters are considered cost burdened, which is a considerably lower proportion when compared to regional and statewide trends, however Lathrup Village also has a unique renter profile that lacks the traditional market-based multifamily housing coupled with a small sample size.

## Figure 20. Median Rent




## Figure 21. Rent as a Percentage of Household Income

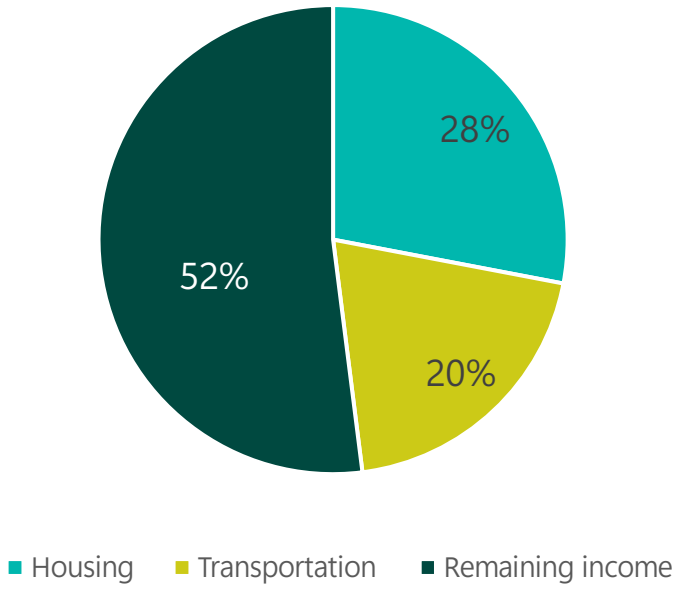





*U.S. Census Bureau "Selected Housing Characteristics," American Community Survey 5-Year Estimates Subject Tables Table DP04, 2024.*

The cost of housing alone does not fully capture the cost of living in an area. The second highest reported expense for households is transportation, and transportation costs are largely shaped by neighborhood characteristics such as location, layout, and accessibility. The Center for Neighborhood Technology considers transportation costs affordable when they do not exceed 15% of household income, resulting in an overall housing and transportation affordability threshold of 45%. Households in the City of Lathrup Village spend an estimated $14,552 annually on transportation, representing approximately 20% of the area's median household income. These costs suggest that transportation is a significant factor in overall affordability, particularly for residents who commute to jobs outside the community.

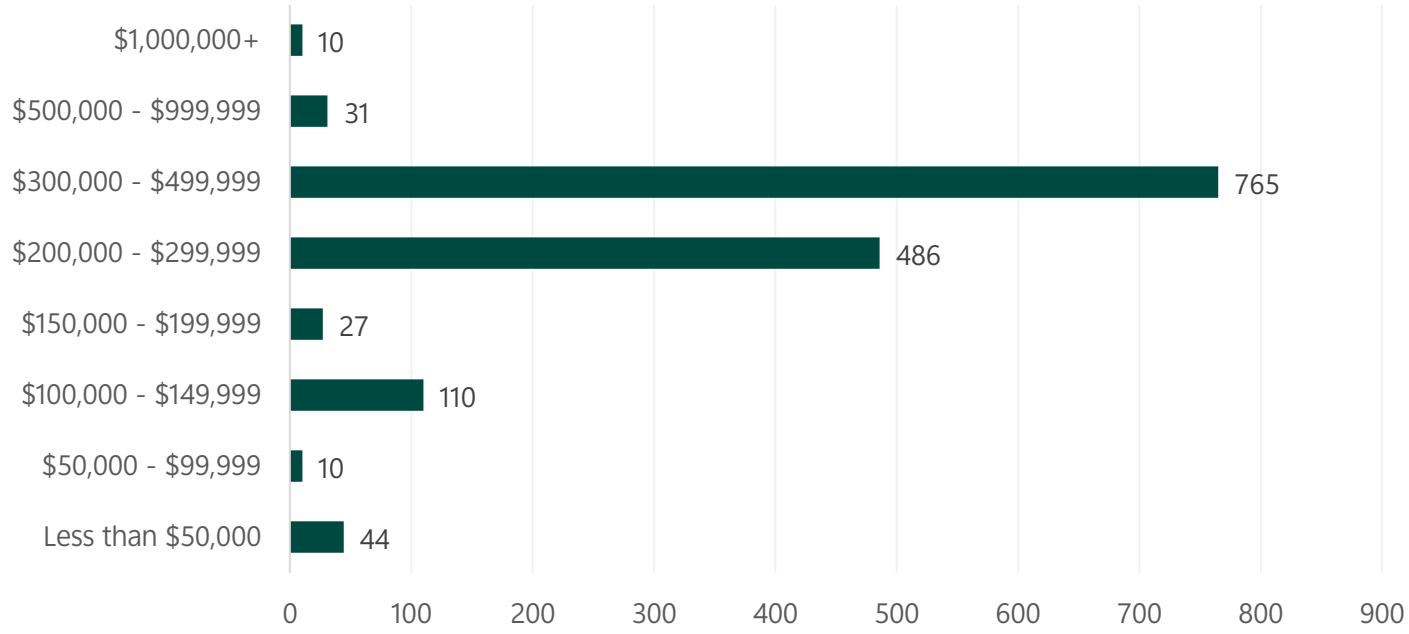
**Figure 22. Housing & Transportation Costs**



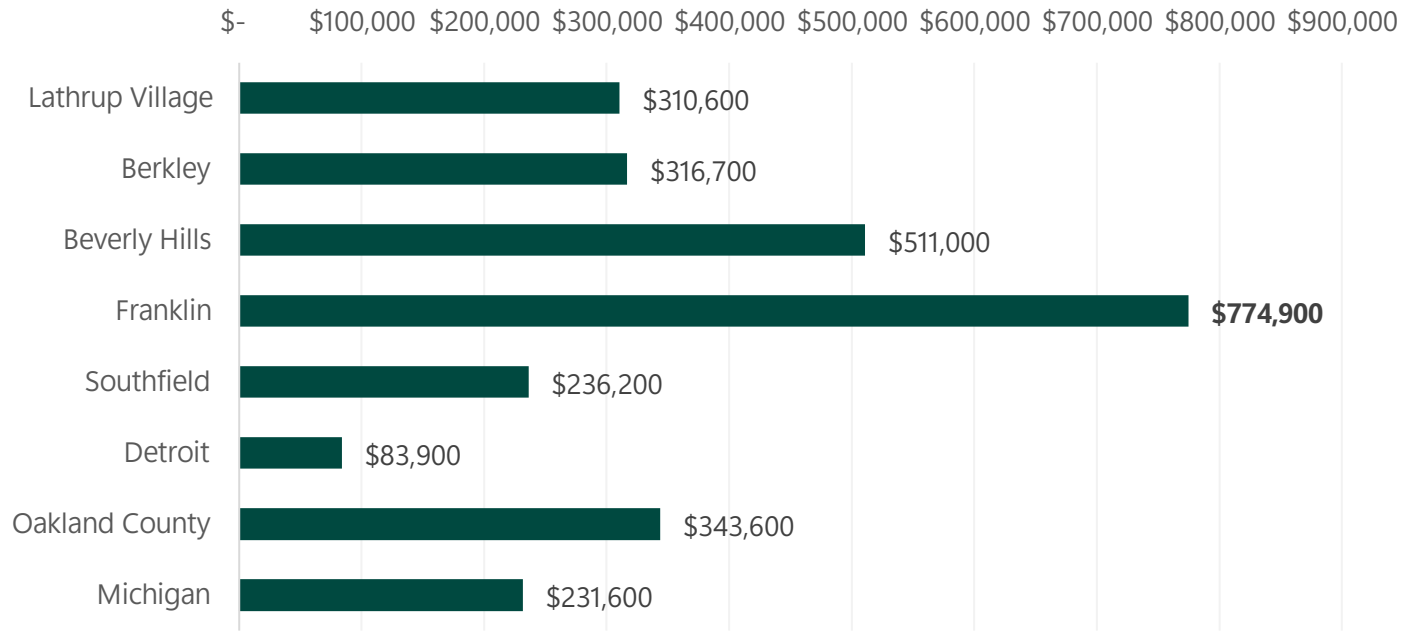

*U.S. Census Bureau "Selected Housing Characteristics," American Community Survey 5-Year Estimates Subject Tables, Table DP04, 2024.*

**Home Value.** Furthermore, while the prevously discussed metrics describe what it costs to live in Lathrup, it is equally important to consider the relative cost of buying into or moving within the City. Based on the Census estimates (which do lag behind actual market data), the median home value in Lathrup Village is $310,600 and most of the current housing stock value falls between $200,000 to $500,000. Compared to the surrounding area and Oakland County, the city has a lower proportion of homes available for under $200,000 but also a higher proportion of homes available at the $200,000-$300,000 price point. This may suggest that while the city may not have many low-cost affordable options, it does boast a strong stock of attainable price ranges per the area's median income.

## Figure 23. Home Values




## Figure 24. Home Values






*U.S. Census Bureau "Selected Housing Characteristics," American Community Survey 5-Year Estimates Subject Tables Table DP04, 2024.*

# Opportunities & Considerations

## Mixed-Use Corridors

The single-family residential neighborhoods in Lathrup Village are largely built out and the long-standing quiet and historic character of those neighborhoods is a critical asset to preserve within the City. Therefore, the primary focus for additional housing opportunities exists along the City's major corridors, particularly Southfield Road and 12-Mile Road. These areas provide an avenue to diversify housing choices while supporting reinvestment and long-term fiscal sustainability. Community feedback from the surveys reflects a strong interest in revitalization of the corridors, as well as concerns about milage rates and the cost of maintaining City services. Encouraging additional housing and mixed-use development in strategic locations, supports an efficient use of existing infrastructure, and generates an additional tax base while respecting the established character of the single-family neighborhoods.

The Southfield Road corridor is already primarily zoned for mixed-use development, but focusing on additional housing as a component of broader revitalization efforts may help bring more activity and residents to the corridor. Additionally, 12-Mile Road offers an opportunity to transition underutilized office properties toward a more flexible mix of uses that includes residential. Quality missing middle housing development could provide an appropriate transition along 12-Mile Road between the corridor and the single-family neighborhoods. Such development would also provide additional choices for residents who are looking to downsize or to transition from renting into ownership without the costs and maintenance associated with single-family living.



Attached townhomes in Dearborn, MI.



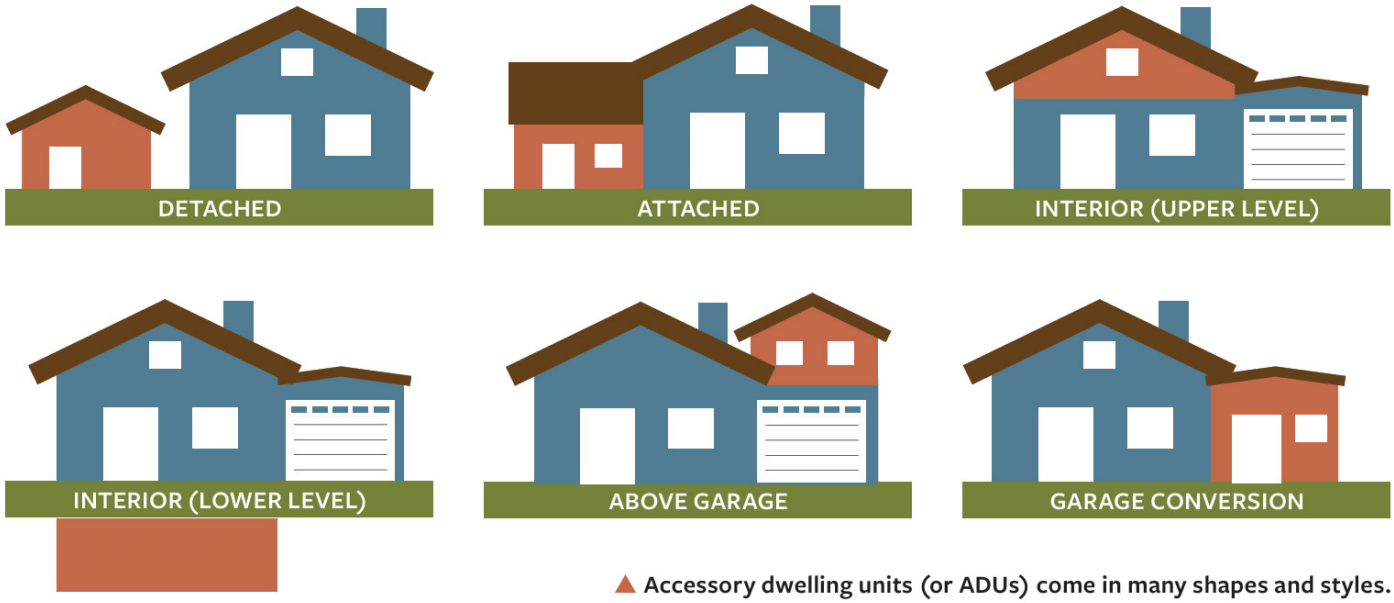




Examples of low-intensity mixed-use housing.

## Accessory Dwelling Units

While the term accessory dwelling unit has grown in popularity in recent decades, the concept itself has been around for a very long time (centuries even!). The term accessory dwelling unit, or ADU for short, is typically referring to a smaller residence that is located on the same parcel of land as another primary residence. ADU is the umbrella term most often used in the context of planning and zoning, however this housing concept has come to be known by many other names such as carriage house, in-law suite, backyard bungalow, guest cottage, and so on. As their many names would suggest, ADUs can and do take on several different forms from homes above garages to connected rooms to detached buildings.




Illustrated formats of ADU's from AARP's "The ABC's of ADU's: A guide to Accessory Dwelling Units and how they expand housing options for people of all ages". The ABCs of ADUs

The feedback from the housing survey indicated a need for different housing options, especially smaller more compact options. Through zoning, communities have the ability to tailor this type of housing to their specific context. When implemented appropriately, ADUs can provide several benefits to both homeowners and the surrounding community. These benefits include opportunities for homeowners to generate supplemental rental income, space for family members or caregivers, and a practical lower-cost housing option for seeking to rent a smaller home. Nearly half of the housing survey respondents indicated that they would encourage ADUs in the community and another 27% were neutral. This suggests that the concept itself is at least worth exploration by the City to determine whether there is an appropriate format that balances existing character with the need for housing options.

## Maintenance & Code Enforcement

Preserving the quality and character of the City's neighborhoods is a shared community investment. Key considerations include encouraging ongoing home and yard maintenance, blight enforcement, and tree maintenance and preservation. While enforcement is a part of the equation, the City should strive to encourage systems that support residents in achieving compliance to prevent blight violations before they occur. The City can support homeowners by connecting residents with resources, education, and practical assistance to address routine maintenance and improvement needs. The City should also ensure that policies support appropriate retrofits to existing homes as resident needs change while respecting the character and standards of established historic neighborhoods. At the same time, promoting accessible and smaller-scale housing options for different stages of life can also provide a pathway to age in place within the community.



# Neighborhoods

Neighborhoods are the fundamental building blocks of a community. More than just the area in which people live, neighborhoods also include shops, restaurants, parks, places of worship and schools. They tend to be the places where we can attend to at least some of our daily needs within close proximity of where we live.

Often, neighborhoods draw together people of similar ethnicities, incomes, and life circumstances. Sometimes they have defined boundaries based on streets or natural features. Regardless of their shape or composition, neighborhoods can serve as a needed link between the individual and the overall community.

Neighborhoods are connected by physical elements like streets and sidewalks as well as by loose or formal social connections, like a neighborhood watch program, neighborhood association, time bank or phone chain. Well-connected neighborhoods are better able to share information about the community at large, encourage civic participation in events and activities, and raise awareness of resources that may be available for people when they're needed. In disconnected neighborhoods, people may be less likely to feel they're part of the overall community and may miss out on opportunities to participate in civic life. This presents challenges for local governments as well as schools, businesses and service organizations. Strengthening neighborhood connections helps tie the community together and improve quality of life for all.

Planning at the neighborhood level can provide an opportunity to engage more people because the topics have more immediacy and relevance. It can take advantage of some built-in neighborhood networks, where they exist, that provide another avenue for communication and outreach. Proactive neighborhood engagement might instead better prepare a community for new development/ redevelopment before it arises.

Neighborhood planning looks at issues specific to an area within a larger community. Some of the issues that could prompt long-range planning include:

- Preservation and Conservation. Conserving the built and natural heritage of an area
- Sustainability. Developing sustainability policies and initiatives
- Access and Civic Engagement. Improving access to local democracy, social services, and government institutions
- Housing and Community Development. Addressing sector-specific issues such as housing or economic development
- Transportation and Connectivity. Enhancing opportunities for active transportation by changing the physical treatment of neighborhood streets and public spaces.

The American Planning Association developed a Policy Guide on Neighborhood Collaborative Planning in 1998. It finds that "neighborhoods are the strategic building blocks of overall community development. Neighborhood collaborative planning requires understanding of the economic, social and physical characteristics in order to maintain both the sense of place and the sense of community." The APA recommends seven general policies about neighborhood planning:

- Comprehensive plans provide the framework for neighborhood planning and should be done within the context of a community-wide plan.
- Where there are identifiable neighborhoods, a jurisdiction's comprehensive plan should reflect neighborhood plans and neighborhood plans should support the broader needs of the community and region.




- Planning decisions should be directed to the most appropriate level. Planning decisions that have limited impact on the community as a whole should be made by, or on the basis of advice given by, those neighborhood groups primarily affected. On the other hand, planning decisions that affect the community as a whole should not be overly influenced by a single neighborhood's needs or interests.
- Neighborhoods should be encouraged to seek the best organizational structure that is suited to achieve their goals and objectives such as, but not limited to neighborhood associations, co-ops, and development corporations.
- Neighborhood-based coalitions that assist in the development of individual neighborhood organizations, articulate neighborhood views on community wide issues, and facilitate coordination in the planning process should be encouraged and supported by local government.
- Advocacy planning for neighborhoods should be accepted as a legitimate role for professional planners, both publicly and privately employed.
- To be effective in many cases, neighborhood planning needs to go beyond addressing the physical conditions of the area and also examine issues of social equity. To that end, the APA at the national, chapter and division levels should work with social service, housing, economic development, public health, educational, recreational, judicial, and other organizations to ensure that the issues of social equity, children and families receive attention through the efforts of planners.

Communities of all sizes may find thinking at the neighborhood level to be more meaningful for residents and businesses. For example, in Los Angeles, their long-range plans recognize that "many residents do not identify with the City as a whole, but, instead, with their own neighborhood." By planning at the neighborhood level, the city notes, "planning measures can reinforce those neighborhoods and connect them to one another and to larger districts, thereby defining a citywide structure". The city's strategies for overall growth include focusing on neighborhoods by: improving the appearance of commercial corridors, creating open space and adding visual and recreational amenities; re-purposing rights-of-ways to open space corridors that link neighborhoods to parks; concentrating development in transit-served areas and corridors; allowing streets to function as open space, with design and functional improvements.

The challenge for communities is not letting the hyperlocal focus of neighborhood planning and involvement result in competition between neighborhoods or let the voice of the neighborhoods drown out strategies that are good for the overall community. Keeping a "glocal" perspective means that it is important to plan and act locally in neighborhoods while nurturing the relationships between neighborhoods and the community at large, highlighting neighborhood action strategies that result in resilient and livable communities.

What are the essential elements of neighborhood planning? Planning at the neighborhood level requires an understanding of the following:

- **Geographic boundaries.** Think of neighborhoods in terms of walkability – a ten- to 15-minute walk radius – generally one half to one mile. Are there physical boundaries such as busy streets, highways, rail lines, large facilities or other barriers that serve as limits to one's walkability in a neighborhood or otherwise serve as an edge to a clear district?
- **Demographics.** What are the characteristics of the neighborhood? Understanding the income, race, age and household makeup of a neighborhood can help shed light on where issues of equity may need to be addressed.
- **Land uses.** To be walkable and serve some of the daily needs of its local population, a neighborhood needs more than just homes. Are there a mix of uses – perhaps not within the neighborhood, but at its edges, that provide destinations for neighborhood residents? Is there a school, library, park or other community facility that helps define the neighborhood?
- **Transportation networks.** How do people travel within and out of the neighborhood? Are there non-motorized transportation facilities like sidewalks and/ or shared-use paths?
- **Historic Assets.** Are there any significant structures that are only found in a specific neighborhood? Historic structures like homes and schools can contribute to the character of a neighborhood – depending on their condition.
- **Natural Resources and Environment.** Are there any natural resources in the neighborhood? How do those resources connect to other neighborhoods or even beyond the community's borders?




The Lathrup Village Children's Garden is a city asset.

- **Public realm.** Are there public spaces like parks, plazas or civic spaces that give the neighborhood the opportunity to engage? Sidewalks and streets should be considered as part of the public realm. How do homes and other land uses in the neighborhood interact with the public realm – particularly its streets and sidewalks?
- **Social network.** Is there an existing social network in the neighborhood for the facilitation and delivery of news and information? How does the neighborhood access community resources offered locally and regionally?
- **Context.** Where is the neighborhood within the context of the community as a whole? What boundaries – physical or social – separate neighborhoods from each other or important community assets? How can individual neighborhoods better interact with other neighborhoods as well as contribute to an improved overall community?

As shown on the map on the following page, the city somewhat naturally can be divided into five neighborhoods, using physical boundaries of Southfield Road and I-696. An additional road boundary of Saratoga provides an easy dividing line between the north and south for the northwest neighborhoods.

While city residents are largely plugged in to community events and activities, efforts to reinforce community and neighborhood identity can help residents communicate with each other as well as help the city more effectively communicate with residents.




A neighborhood bike path near Goldengate Park.




Roads and Parcels: Oakland County Open Data Portal. Map Exported: May 05, 2020. ©2020 Giffels Webster.

0 500 1,000 2,000 Feet

- Upper Northwest
- Lower Northwest
- Northeast
- Southeast
- Southwest

giffels webster

# Neighborhoods

## CITY OF LATHRUP VILLAGE

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# Economic Development

*"It would be nice to have schools, parks, grocery stores, restaurants, banks, pharmacies, etc. all within walking distance."* - *Lathrup Village Resident*

Public Act 197 of 1975 is an economic development tool that provides the authority for communities in the State of Michigan to create a Downtown Development Authority. This act was amended and replace by PA 57 of 2018, which consolidates the state's redevelopment tools that utilize tax increment financing (TIF).

The Lathrup Village Downtown Development Authority was created by the City Council on January 12, 1998, because the city experienced notable property value deterioration and loss along Southfield Road. The DDA district is generally described as incorporating all public and private real estate along 11 Mile Road, 12 Mile Road, and Southfield Road including public rights-of-way and alleys.

The future success of Lathrup Village's current effort to revitalize its commercial area will depend, in large measure, on the readiness and ability to initiate public improvements that strengthen the commercial area and when feasible to participate in the development of new private uses that clearly demonstrate the creation of new jobs, the attraction of new business, and the generation of additional tax revenues.

The DDA leverages public investment, in the form of Tax Increment Financing revenues and a 1.9 mil tax on Southfield Road properties, to attract private investment in the city. The DDA works with county, regional, and state officials to strengthen the economic position of our existing businesses.

The benefit of using tax increment financing as a method to finance district improvements is that all local units of government levying taxes within the City of Lathrup Village contribute to the revitalization of the business district. These include:

- City of Lathrup Village (all millages)
- Oakland County
- Oakland County Parks
- Huron Clinton Metroparks
- Oakland County Community College

Benefits to the DDA are broad and include:

- Business owners from increased traffic
- Property owners from increased property values
- Area residents from increased dining, shopping, and cultural opportunities and, often, increased property values
- Lathrup Village from increased property values and reputation as a destination.

The DDA is a strong supporter of community events that reinforce the positive image of a thriving city. These year-round activities attract people to the heart of the city and raise awareness of the city's strengths within the region.

# Community Insights

The economic development survey results and other feedback from various meetings and events was carefully reviewed and the following key takeaways emerged from public feedback:

Residents support reinvestment in vacant and underutilized properties, particularly along Southfield Road, 12 Mile Road, and at the Annie Lathrup School site.

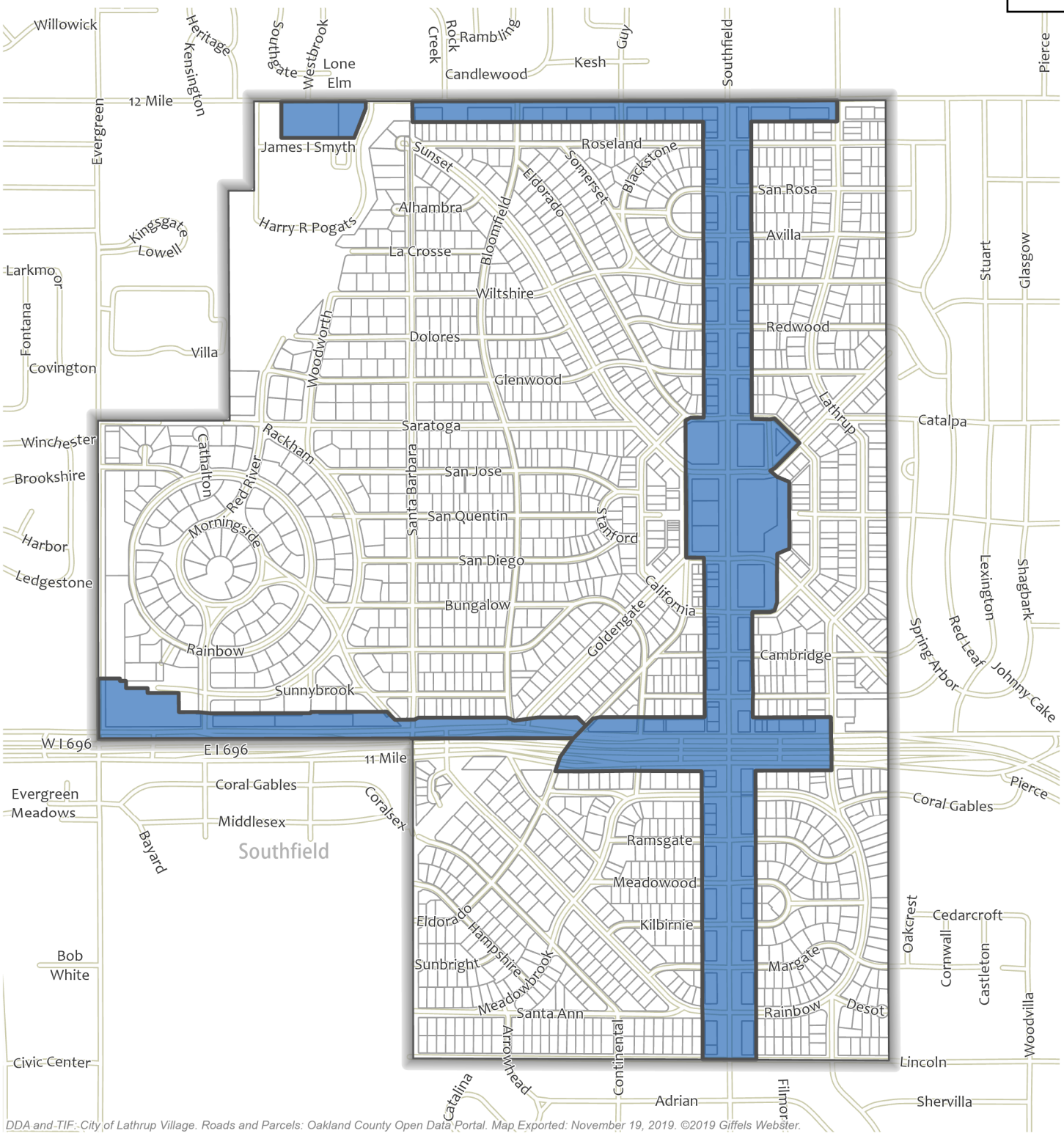
Residents want more restaurants, cafes, markets, specialty retail, fitness facilities, and other businesses that meet everyday needs close to home.

Walkability, placemaking, and community gathering spaces emerged as recurring priorities, with residents seeking destinations that encourage people to spend time in the community.

Residents support attractive, well-maintained corridors with high-quality design, landscaping, streetscape improvements, and development that complements surrounding neighborhoods.

Residents are in favor of supporting local businesses, entrepreneurs, and business recruitment efforts that expand the commercial tax base, reduce pressure on homeowners, and improve overall quality of life.






DDA and TIF: City of Lathrup Village. Roads and Parcels: Oakland County Open Data Portal. Map Exported: November 19, 2019. ©2019 Giffels Webster.

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Downtown Development Authority and Tax Increment Financing District

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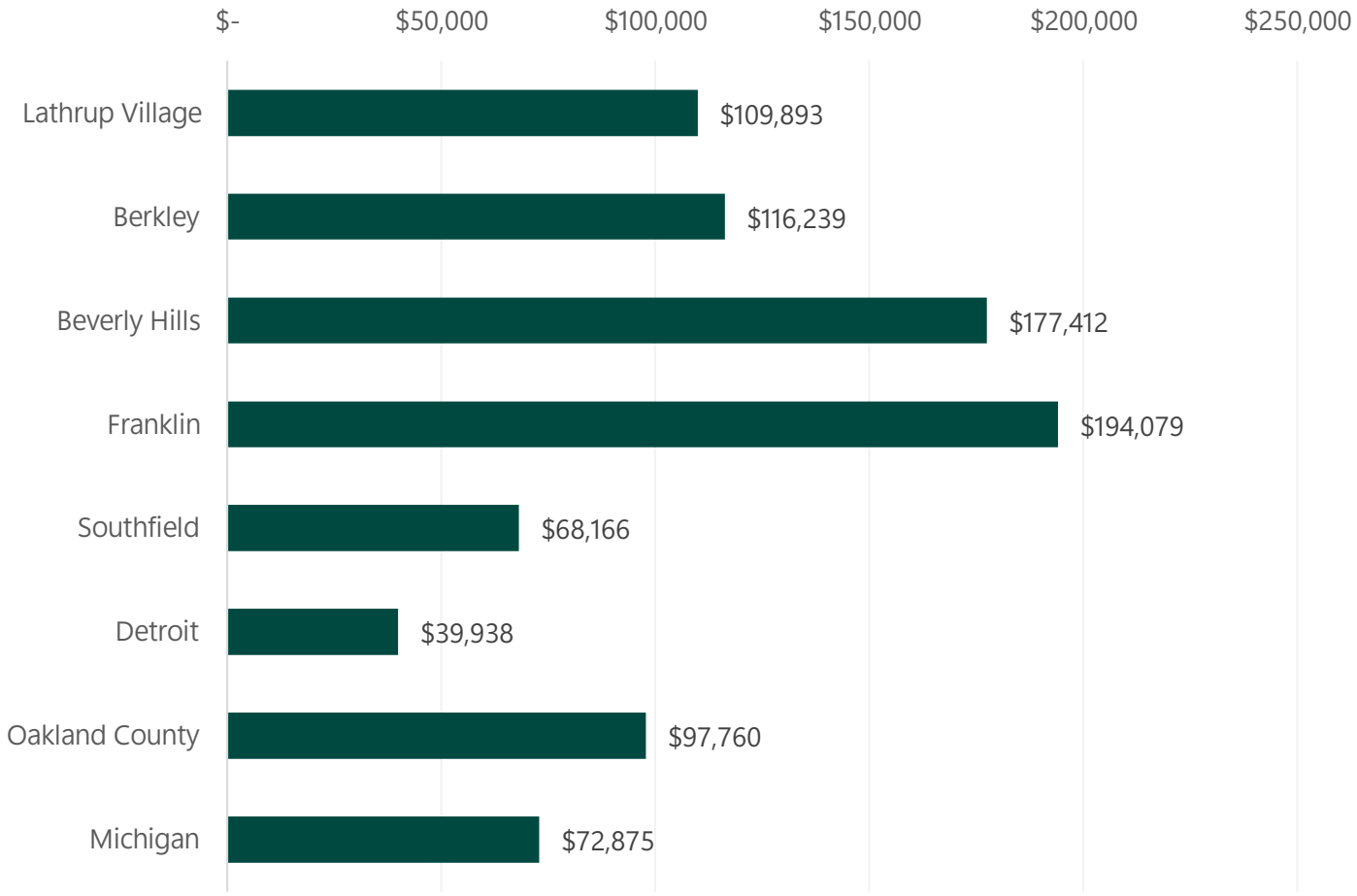
# DDA and TIF

## CITY OF LATHRUP VILLAGE

# Data Insights

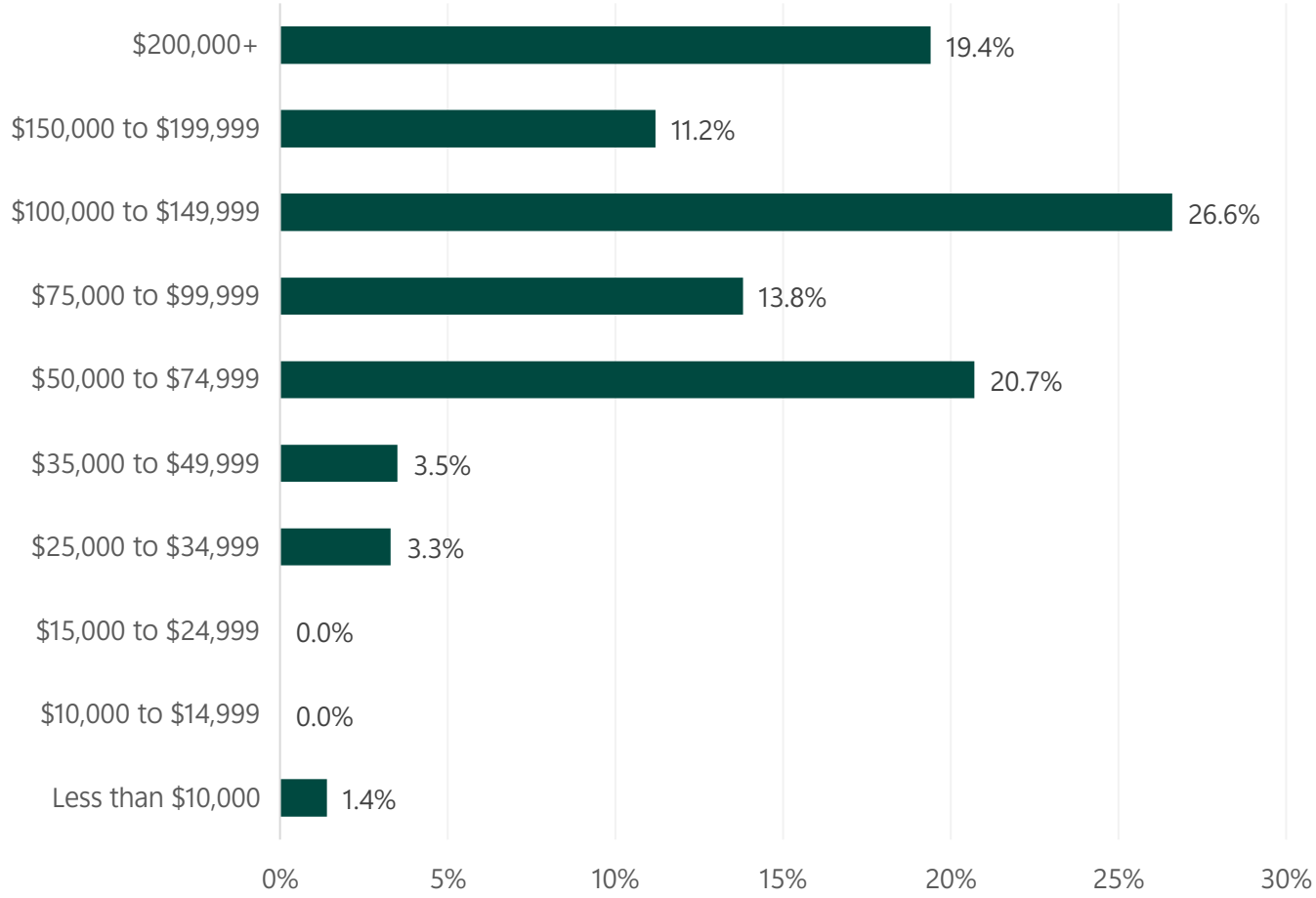
**Median Household Income.** The Median household income for Lathrup Village is approximately $109,893. This is slightly greater than Oakland County's median and greater than the City of Southfield which it is completely enclosed by, though it is similar to other neighbors like Berkley.

**Figure 25. Median Household Income**



**Household Income.** Most residents in the City of Lathrup Village have a reported income between $50,000 and $200,000. Notably, nearly a third of the population (30.4%) holds a household income of more than $150,000.

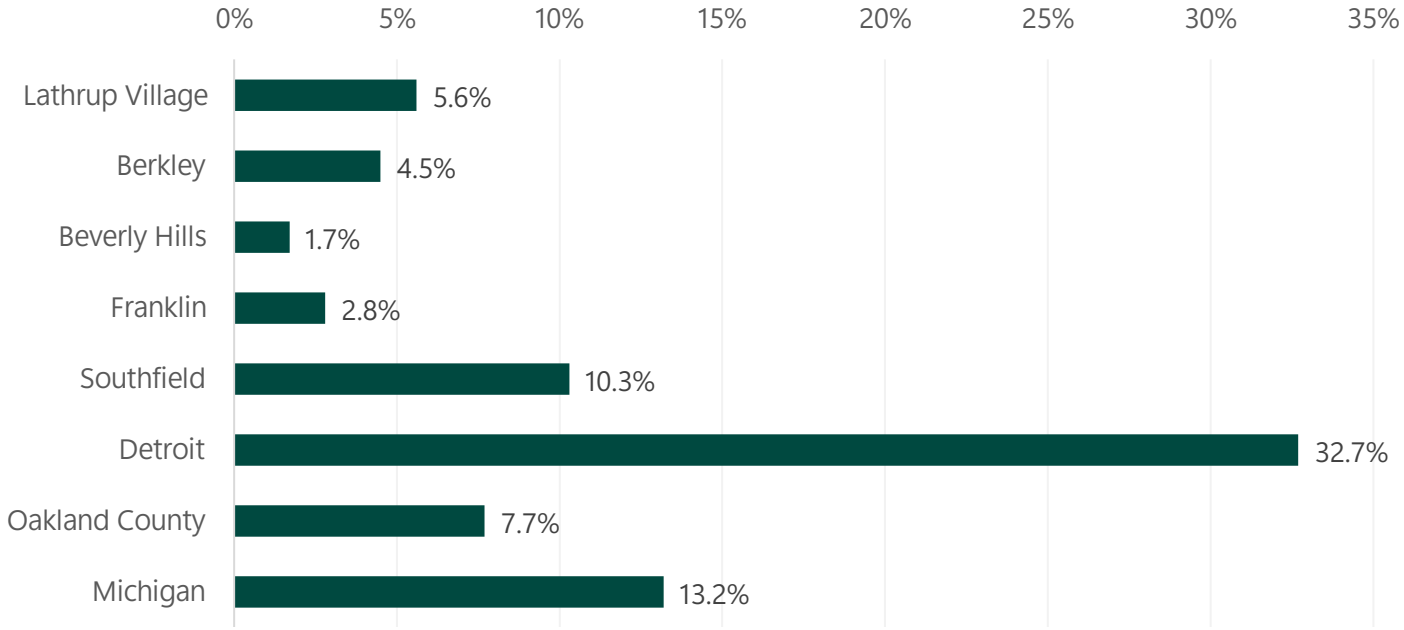
### Figure 26. Household Income




 U.S. Census Bureau "Selected Economic Characteristics," American Community Survey 5-Year Estimates Subject Tables, Table DP02, 2024.

**Poverty.** Approximately 5.6% of residents have an income below the poverty level which was an income of $18,900 for a family of 2 in 2023. (Weighted entries from the U.S. Census Bureau, Current Population Reports, Series P60-252, Income and Poverty in the United States: 2022, Washington, D.C., U.S. Government Printing Office, September 2023, p. 19.).

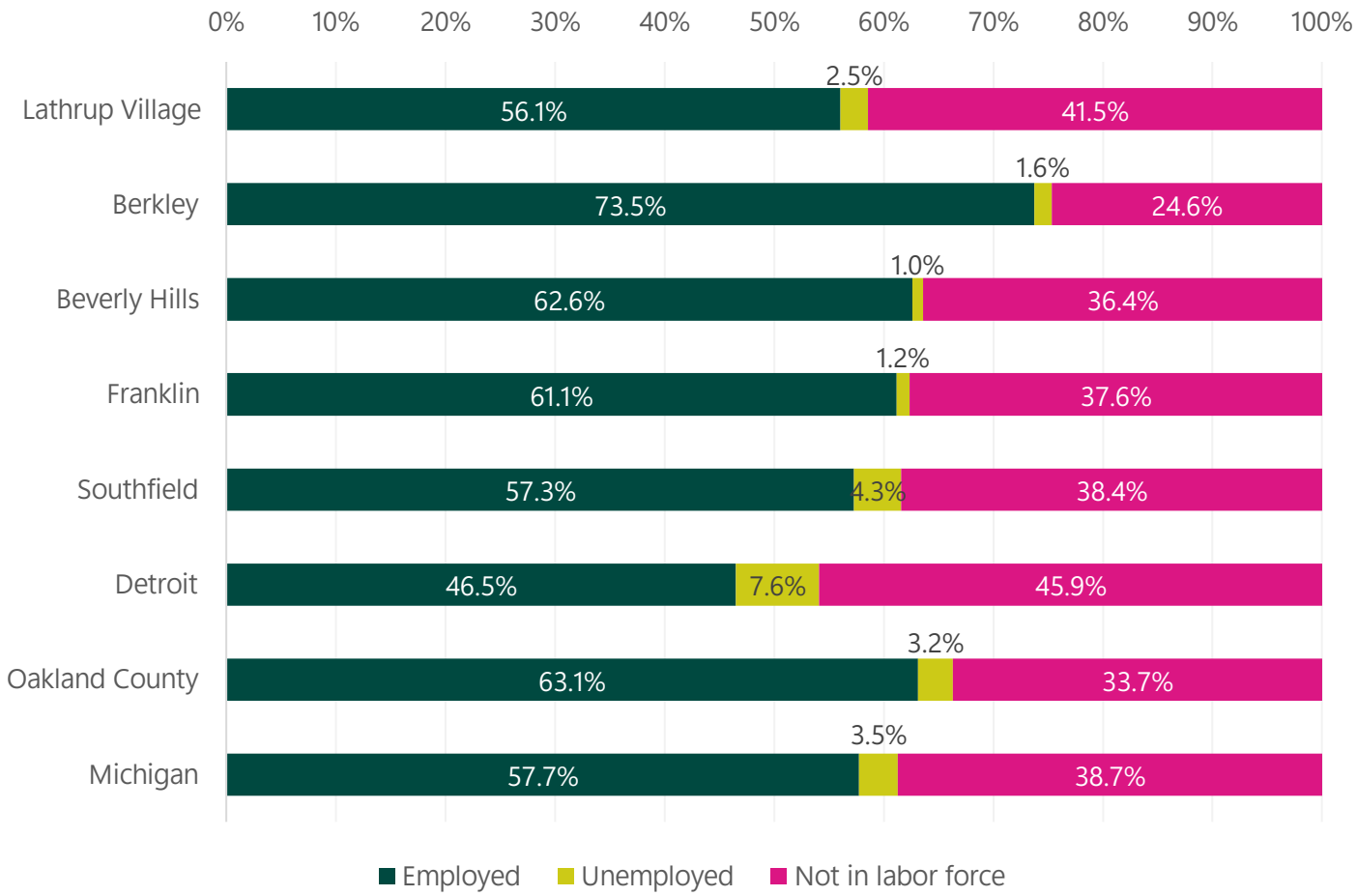
### Figure 27. Poverty




*U.S. Census Bureau "Selected Economic Characteristics," American Community Survey 5-Year Estimates Subject Tables, Table DP02, 2024.*

**Employment status.** Around 2.5% of residents in the community are experiencing unemployment which falls within a typical range and is slightly lower than the state overall. Noteably, nearly half of the residents are not in the labor force (41.5%), which is greater than surrounding communities and than Oakland County overall. People not in the labor force include retirees, full-time students, stay at home caregivers, people with disabilities, and people are not working but not seeking work.

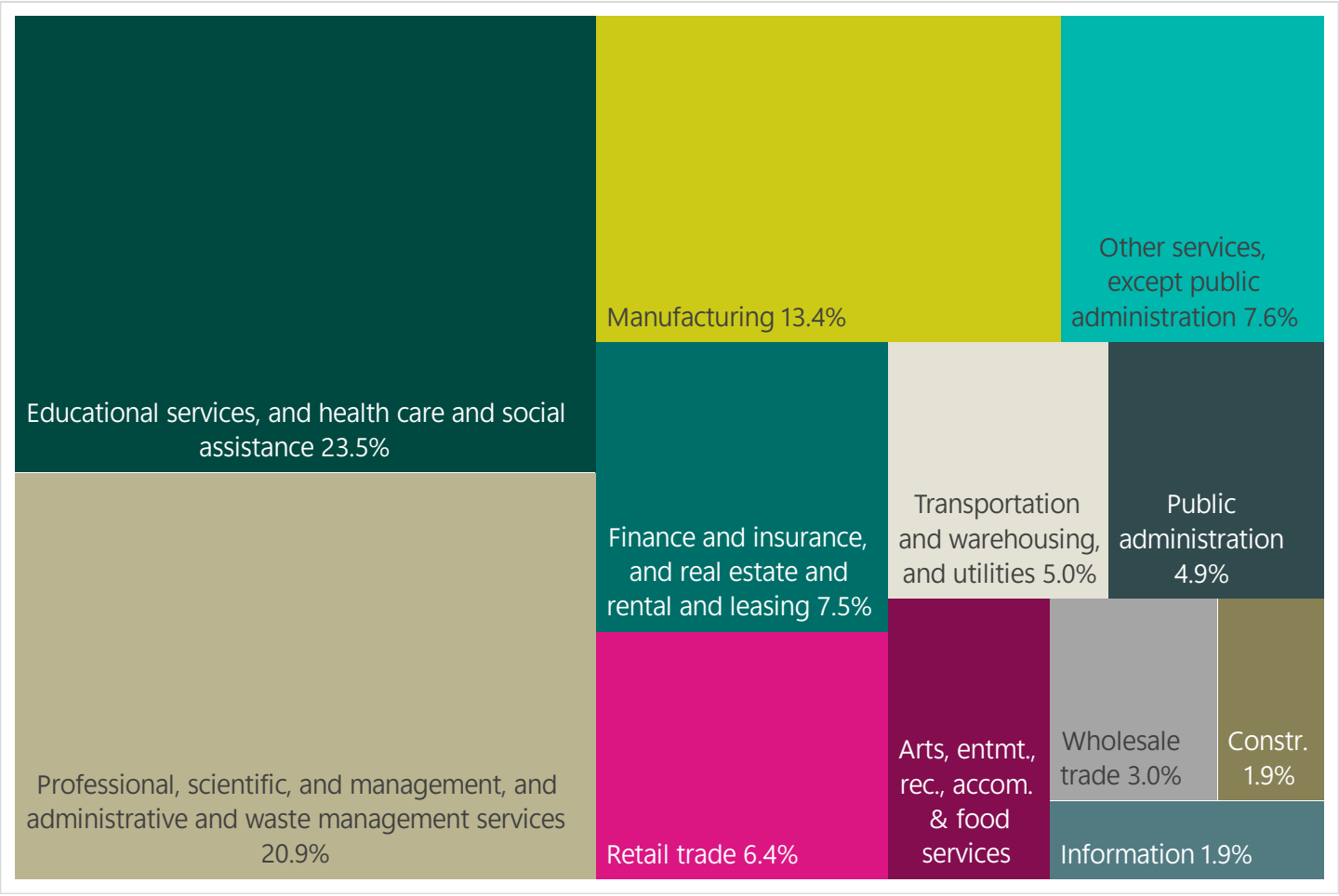
**Figure 28. Employment Status**




 U.S. Census Bureau "Selected Economic Characteristics," American Community Survey 5-Year Estimates Subject Tables, Table DP02, 2024.

**Employment by Industry.** Residents in Lathrup Village are primarily employed in educational services, health care, and social assistance (23.5%) and also in professional, scientific, management, administrative, and waste management services (20.9%). Notable shares of the population work in transportation, warehousing, and utilities (5%) and in manufacturing (13.4%) and retail trade (6.4%). It should be noted that while industry describes the category of one's place of work in terms of the goods and services their business produces, it doesn't necessarily indicate the type of job that person performs.

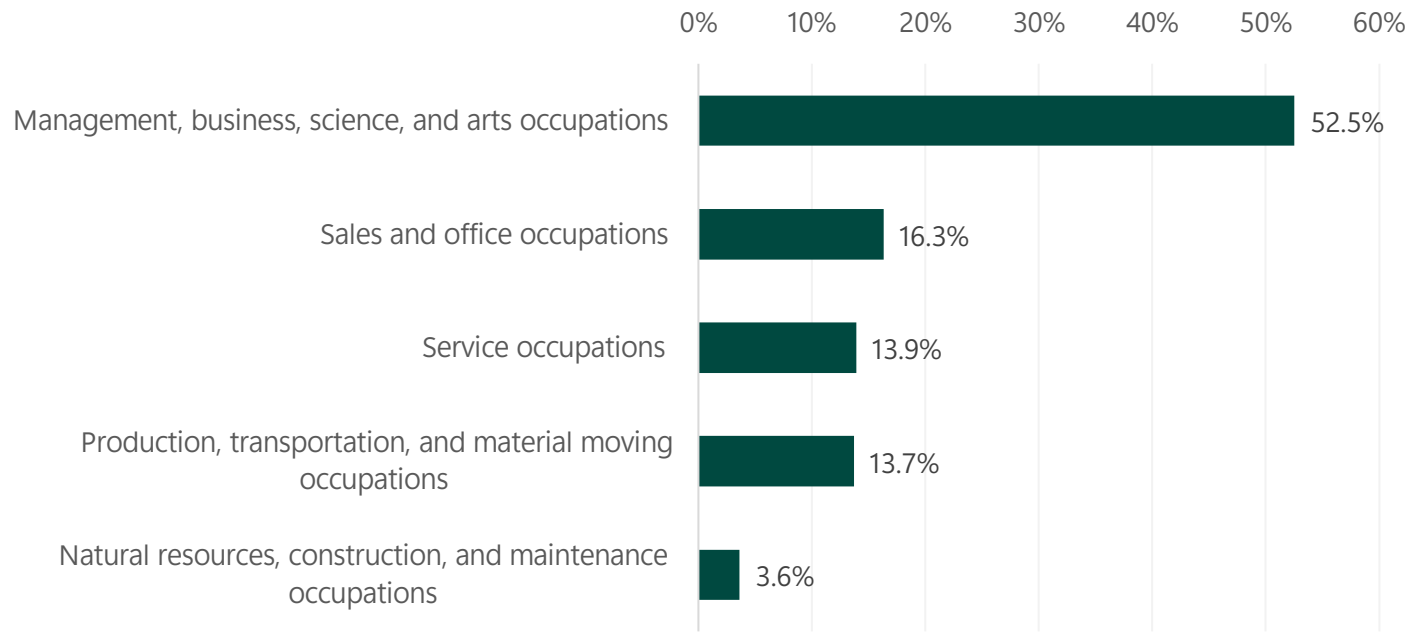
### Figure 29. Employment by Industry




*U.S. Census Bureau "Selected Economic Characteristics," American Community Survey 5-Year Estimates Subject Tables, Table DP02, 2024.*

**Employment by Occupation.** Historically, Lathrup Village has come to be known as a bedroom community where residents live but primarily work elsewhere in the region. The occupation distribution compared to the land use in the city reflects this narrative. A majority of residents in Lathrup Village primarily work in management, business, science, and arts (52.5%) followed by sales and office (16.3%). This data illustrates a scenario where local services and retail are an important part of local quality of life but residents are not necessarily financially dependent on jobs in the area. As the community is already built out, focussing on adaptive reuse of land and supporting exisiting and future neighborhood-serving businesses will be critical.

**Figure 30. Employment by Occupation**




 U.S. Census Bureau "Selected Economic Characteristics," American Community Survey 5-Year Estimates Subject Tables, Table DP02, 2024.

# Village Center

The concept for the Village Center was first established in the 2009 Master Plan. It was further fleshed out and illustrated to include a conceptual development layout and precedent images from developments across the US, intended to help the community, property owners, and developers understand what the Village Center could become.

During the 2021 Comprehensive plan process and also during the current update, some city officials, property owners and residents expressed concern that, after 17 years of envisioning redevelopment, nothing has been realized and yet the corridor remains in need of redevelopment in order to diversify the City's tax base.

Other goals of the city - providing destinations to which residents can walk, a variety of housing opportunities and improving walkability - all are reflected in the Village Center concept. While the conversations tend to revolve around the redevelopment of the school property (see Redevelopment Sites in the pages that follow), there may be other opportunities to spur redevelopment in the corridor.

Housing continues to be one of the strongest elements of the current real estate market. After careful consideration, the refined development concept of the Village Center district's future land use designation changes the eastern and western sides of the district (along California Drive) to Single-Family Residential. While these areas will no longer contain the mixture of uses of the Village Center, the focus on new housing in the corridors and the expansion of mixed use along 12 Mile road will aim to satisfy the housing goals of the city.



The Village Center redevelopment concept.

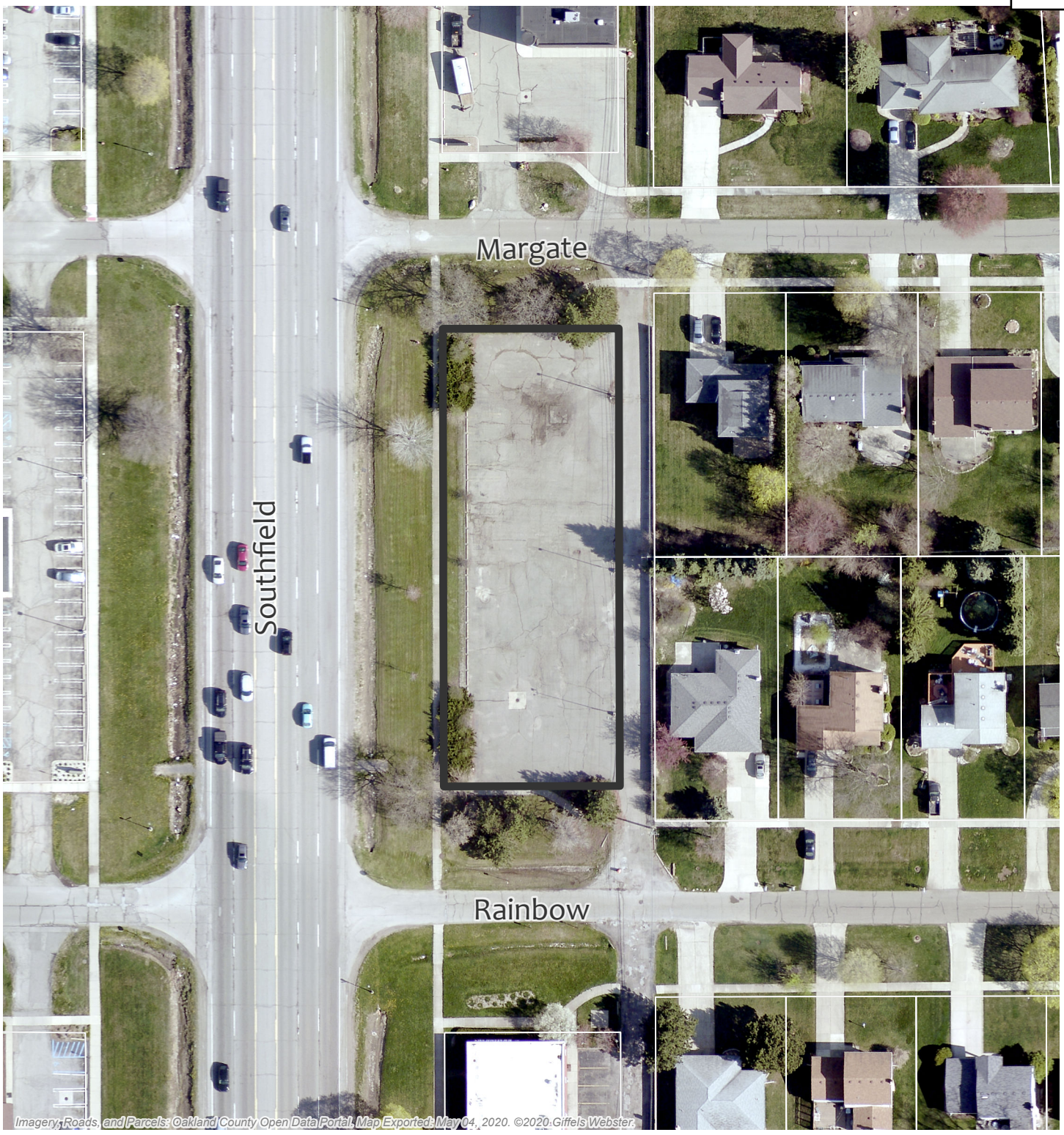
# Redevelopment Sites

To implement the goals of this Comprehensive Plan, three specific redevelopment sites have been identified by the City that are currently vacant or under-utilized, likely due to their location, unique features, and/or physical size. Concepts for redevelopment of these sites suggest key components and approaches that are envisioned to facilitate redevelopment.

## 26026 Southfield Road

This site, along the east side of Southfield Road, is currently undeveloped and zoned MX - Mixed Use. Permitted uses include general retail business, personal service establishments, office uses, second-floor residential, and restaurants. Surrounding parcels to the north and south, as well as across Southfield Road to the west, are zoned MX. Property to the east is zoned single-family residential. Generally, the parcels along Southfield Road are developed with a mix of office and strip commercial. The site also has high accessibility to the major thoroughfare of I-696 via Southfield Road.






0 50 100 200 Feet

giffels webster

# 26026 Southfield Road

**CITY OF LATHRUP VILLAGE**

## Components of the Redevelopment

### Land Use

This parcel, located south of I-696 in the southeast neighborhood, has been vacant for at least 15 years. Properties to the north, south and west along Southfield Road are developed with one-story buildings that are used for a mix of retail, office and personal service uses. Most buildings in this portion of the corridor are setback considerably from Southfield Road, due to the large right-of-way in this area.

### Building Form

Most of the buildings in the corridor occupy the width of their lots and have parking in the front. However, it is envisioned that moving buildings to the front lot line with minimal setbacks would narrow the built environment along the corridor, creating an enhanced sense of place. This type of enclosure would encourage walkability by creating more of a human scale along the corridor. Parking would be provided behind the building and "tuck under" parking could also be provided as the two-story concept model illustrates.

### Transportation

Southfield Road is a heavily traveled roadway that serves many communities. However, not everyone can or wants to drive their own vehicle. The site has a bus stop that is essentially a small patch of built-up ground that spans a drainage culvert along Southfield Road. The connection to the sidewalk should be enhanced and the stop could also be improved with a bench and/or other shelter structure.

In addition, all parts of the site should be served by non-motorized transportation facilities that connect to adjacent sidewalks, roadways and sites as identified in the city's Complete Streets plan. Connections and wayfinding signage should be provided to the existing sidewalk network. It is anticipated that vehicular access will tap into the existing street network.

### Sustainability

Development on this site should be based on a framework of sustainable building and site design practices that offer a model for development and redevelopment elsewhere in the city. The use of low-impact design, pervious paving materials, and native landscape materials should be prioritized. Redevelopment of the site should include native, low-maintenance landscape with trees, shrubbery and other plantings with seasonal color.

### Development of the District

Zoning for the parcel is currently MX Mixed Use, which supports the development concept illustrated below. Design guidelines, similar to those the city has for the Village Center district, should be developed to further illustrate the important elements of building design that support pedestrian activity.

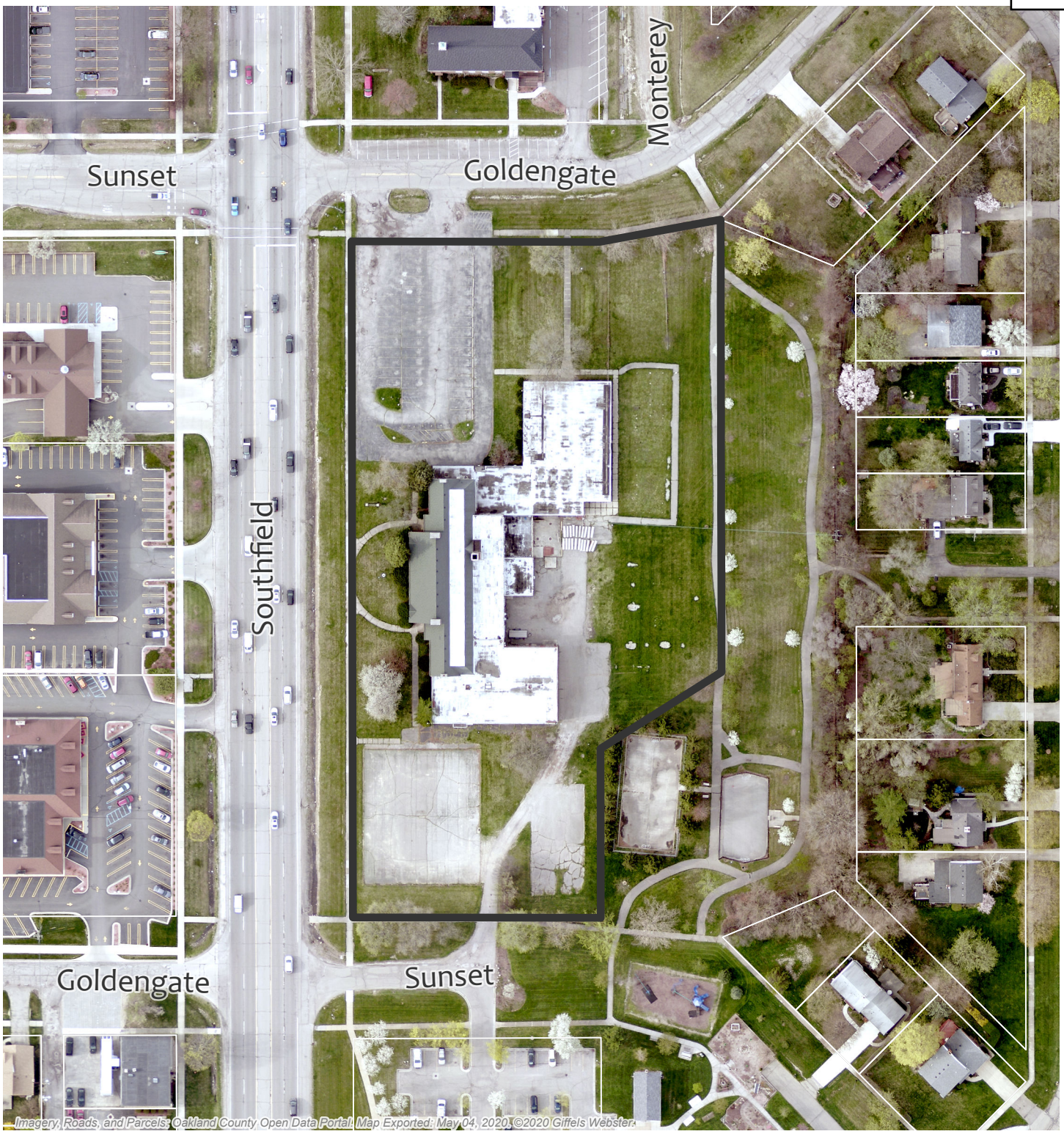
FIGURE 2: SOUTHFIELD ROAD REDEVELOPMENT SITE



## Annie Lathrup School

This site, along the east side of Southfield Road, is currently undeveloped and zoned MX - Mixed Use. Permitted uses include general retail business, personal service establishments, office uses, second-floor residential, and restaurants. Surrounding parcels to the north and south, as well as across Southfield Road to the west, are zoned MX. Property to the east is zoned single-family residential. Generally, the parcels along Southfield Road are developed with a mix of office and strip commercial. The site also has high accessibility to the major thoroughfare of I-696 via Southfield Road.






0 50 100 200 Feet

giffels webster

# Annie Lathrup School

**CITY OF LATHRUP VILLAGE**

## Components of the Redevelopment

### Land Use

The vision for a "village center" was first expressed in the city's 2009 Master Plan, which illustrated a plan for the revitalization of the Southfield Road corridor that centered on the "hub of the wheel" where several of the city's streets converge. Since then, that vision has been refined, Zoning Ordinance standards created, and design guidelines adopted that set up a framework for redevelopment in the Village Center. The Annie Lathrup School is a highly visible redevelopment parcel that could begin to provide the type of mixed use the City envisions for the Village Center. It is envisioned that this site will retain the historic structure and allow for additional buildings that could incorporate a mix of public and private property, including residential, office, retail, restaurant, entertainment, gathering spaces, and recreation areas.

### Building Form

While it is envisioned that the existing structure will be rehabilitated, new buildings are also expected and should be placed in a way that complements the school. Building walls and spaces between buildings will give pedestrians a protected feeling while providing space for pocket parks, plazas, courtyards or linkages and passageways to the rear of buildings. Off-street parking lots in front of buildings detract from the pedestrian-focused site layout that is desired. Roads should support the built environment and accommodate pedestrian and vehicular access. Buildings are envisioned to be at least two stories in height and may be a maximum of five stories on Southfield Road, when the top floor is set back ten (10) feet from all building sides. Other buildings will be a maximum of three stories on other roads. Public spaces should include the following:

- Opportunities for people to gather formally, such as for art fairs, concerts, or other events, as well as informally, for a rest, a chance meeting, or to people-watch.
- Courtyards and Arcades—Spaces created by buildings that foster a feeling of intimacy and create a sense of connection from people to place.
- The current civic facilities are intended to remain in the Village Center area but may be leveraged or reconfigured to accommodate the redevelopment as envisioned for a vibrant, compact, pedestrian-oriented downtown area.

### Transportation

The basic building blocks of the transportation network are the and two main roadways that accommodate vehicular traffic with a pedestrian-friendly focus including:

- Southfield Road: The existing 160ft right-of-way (ROW) includes double rows of street trees that create a sense of place and makes the corridor greener. It could be narrowed to 120 ft of ROW, depending upon the ultimate future road cross-section, which would provide more area for adjacent land development.

### Sustainability

Development on this site should be based on a framework of sustainable building and site design practices that offer a model for development and redevelopment elsewhere in the city. The use of low-impact design, pervious paving materials, and native landscape materials should be prioritized. Redevelopment of the site should seek to rehabilitate the existing structure to the greatest extent possible.

### Development of the District

Zoning for the parcel is currently VC Village Center. Future amendments to this district may be needed to refine building and site standards and also to provide additional graphics that help illustrate building regulations. In addition, the city should continue to explore other properties in the Village Center district for catalyst development potential.



# Transportation

*"I would love to live in a community that wasn't so reliant on cars and allows non-drivers to still move about freely and frequently."* - *Lathrup Village Resident*

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-WWII community embedded within a metropolitan area. This Comprehensive Plan will identify additional opportunities to improve the entire transportation network by enhancing pedestrian connections, improving access to neighborhood-serving destinations, and creating safer, more comfortable travel options for people of all ages and abilities.



# Community Insights

The transportation survey results and other feedback from various meetings and events was carefully reviewed and the following key takeaways emerged from public feedback:

Southfield Road remains a primary transportation challenge, with concerns about speeding, safety, crossings, traffic flow, and the barrier it creates between neighborhoods.

Residents want safer and more complete pedestrian facilities, including sidewalk repairs, filling sidewalk gaps, improved crossings, better intersection design, accessibility, and solutions to drainage and flooding issues that impact walkability.

Traffic calming and enforcement emerged as recurring priorities. Residents expressed concerns about speeding, stop sign violations, cut-through traffic, and dangerous driving conditions, particularly at major intersections and access points.

Residents expressed interest in safer bicycle facilities, improved accessibility for all ages and abilities, and better-maintained bus stops, though support for expanded transit infrastructure was mixed.

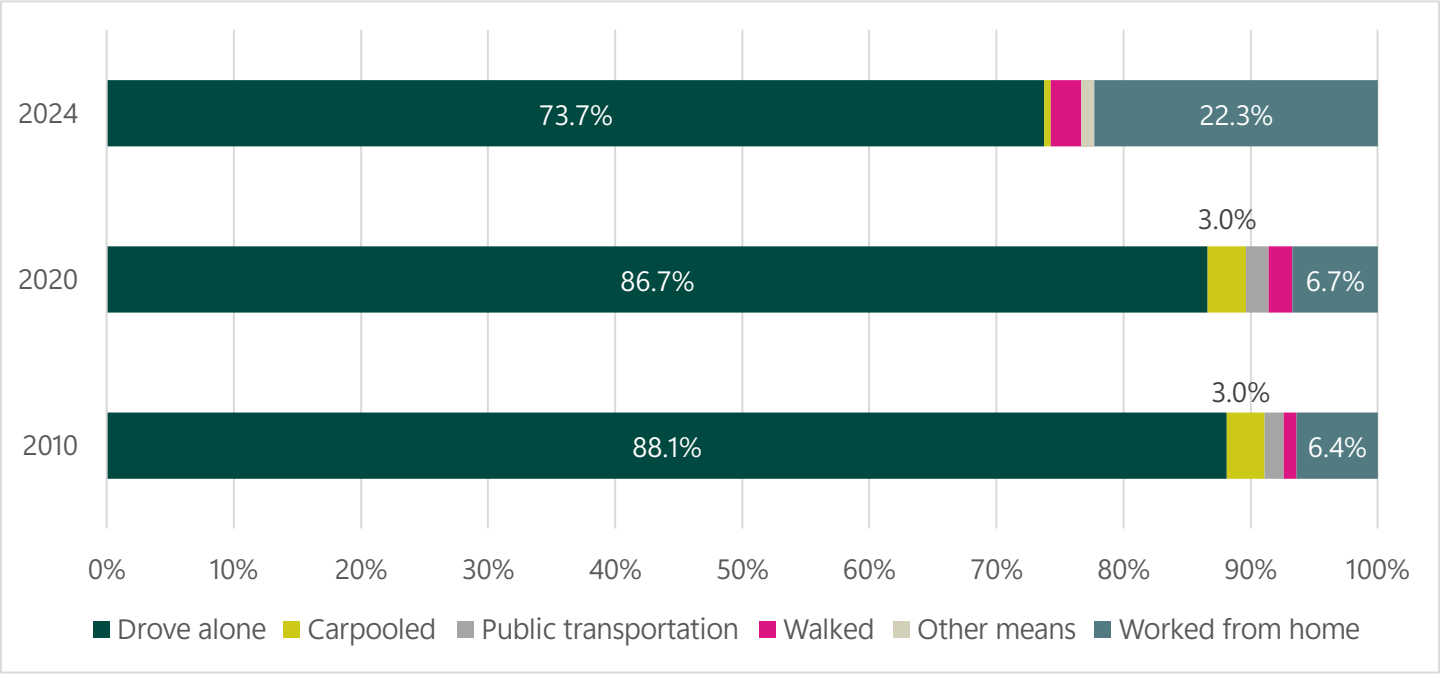
Transportation investments should improve access to parks, schools, businesses, restaurants, and local community destinations.



# Data Insights

**Commuter characteristics.** Like most communities in Michigan, the primary means of getting to work for residents is by car with most households having two vehicles available. In part due to the COVID-19 pandemic, commuter trends have experienced a shift away from working in person every day to working remotely and this is reflected in commuter data. Over the last decade, Lathrup Village has experienced an 18.3 point increase in residents who work from home or remotely and a 12.9 point decrease in those commuting by car. Notably, while still a marginal proportion of the community, the percentage of people who report walking to work has increased slowly over the last decade as well, up from less than a percent to 2.4%.

### Figure 31. Means of Commuting to Work 2010 -2024

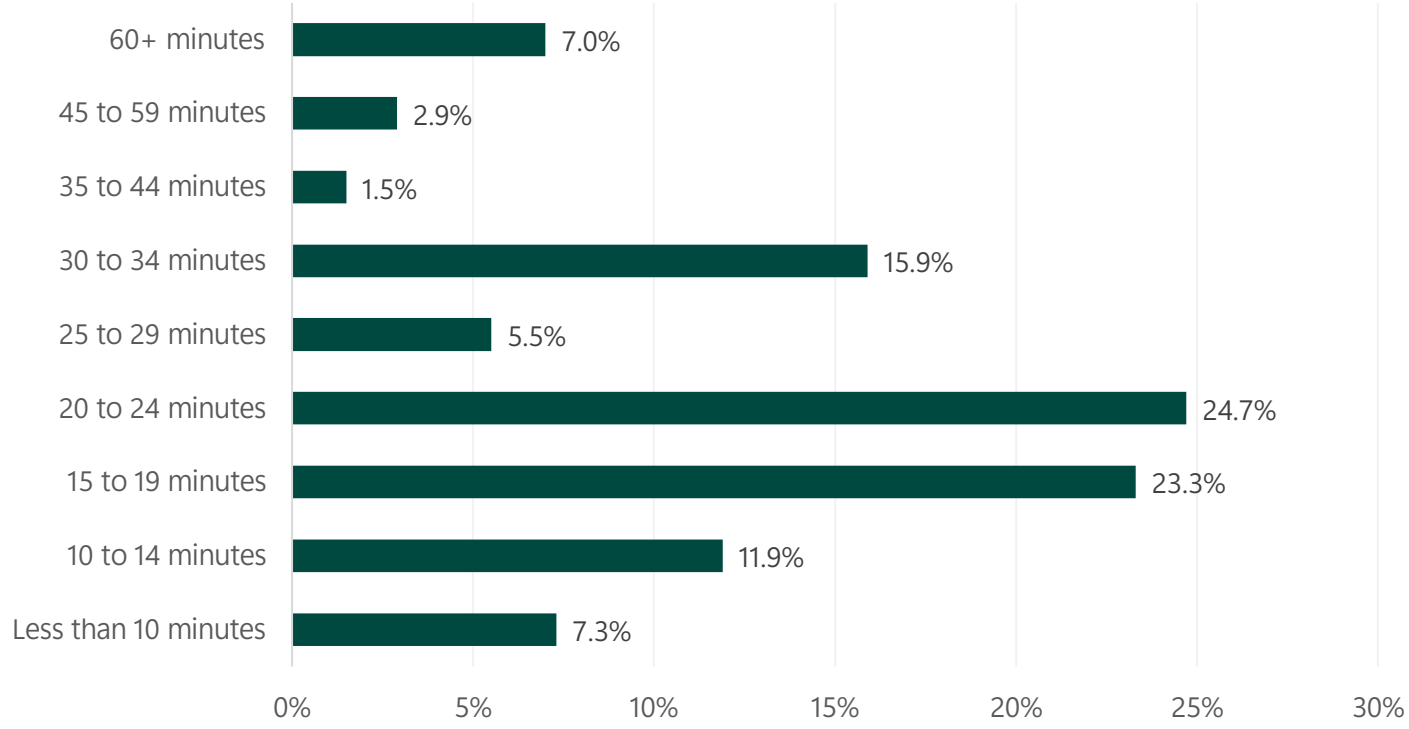




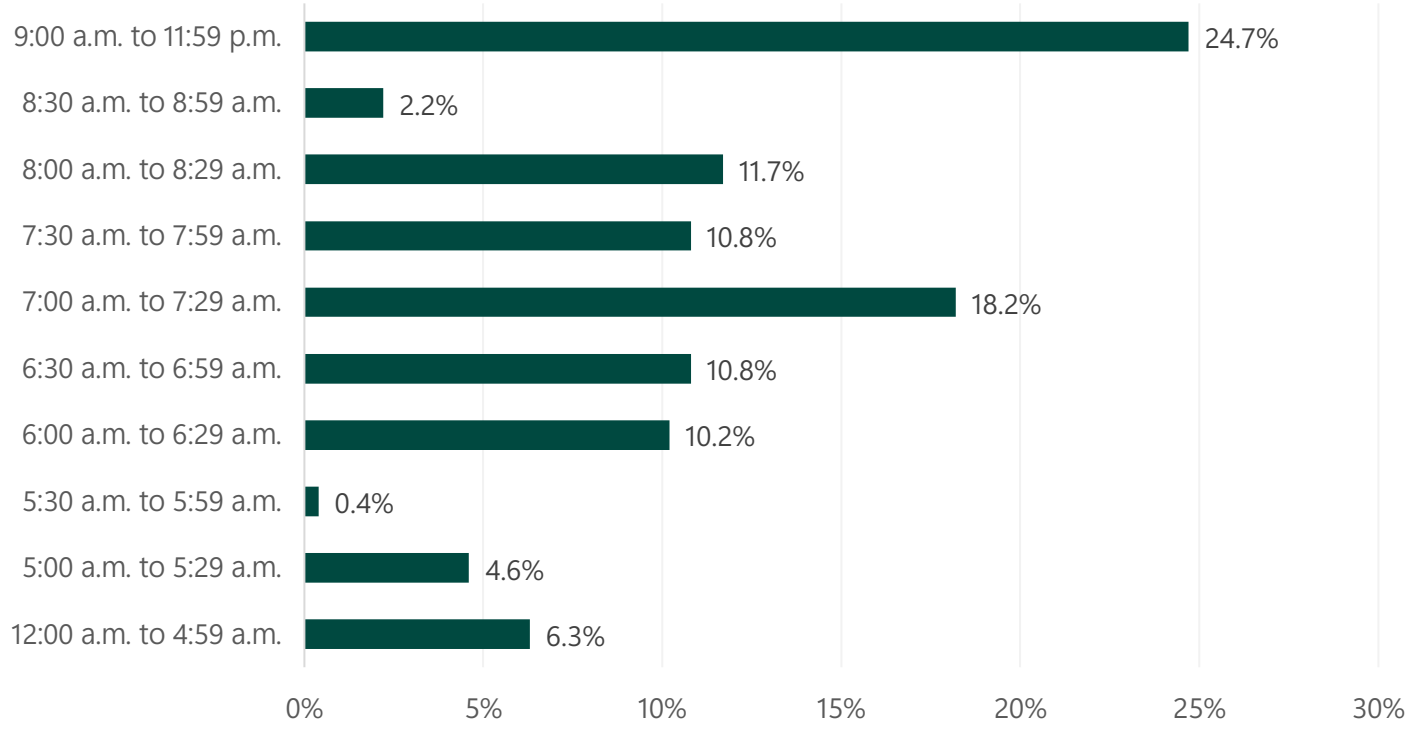

U.S. Census Bureau "Selected Housing Characteristics" and "Selected Social Characteristics", American Community Survey 5-Year Estimates Subject Tables, Tables DP04 & DP02 2024.

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 AM.

## Figure 32. Travel Time to Work



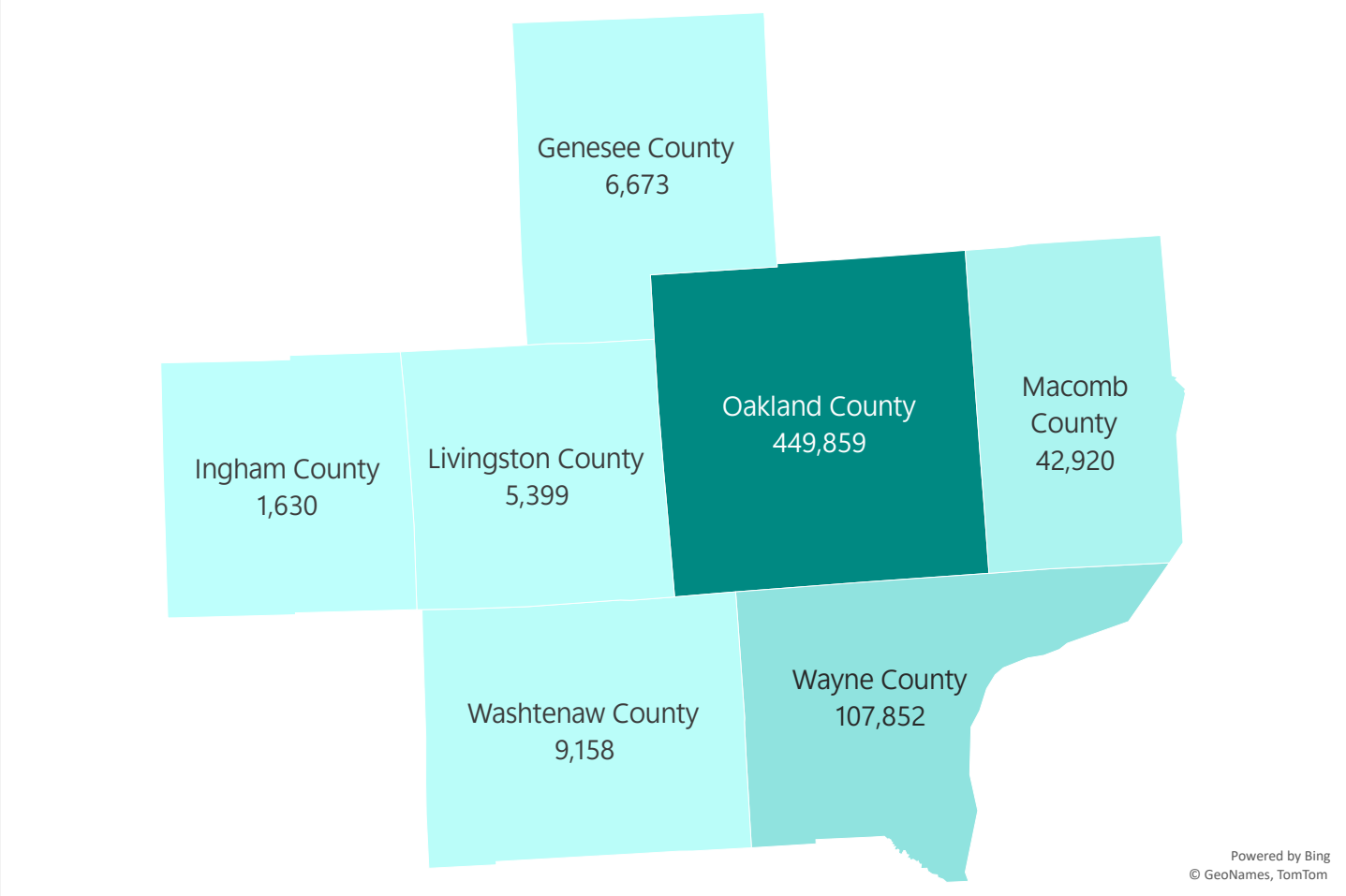

## Figure 33. Time of Departure to Work




*U.S. Census Bureau "Selected Housing Characteristics" and "Selected Social Characteristics", American Community Survey 5-Year Estimates Subject Tables, Tables DP04 & DP02 2024.*

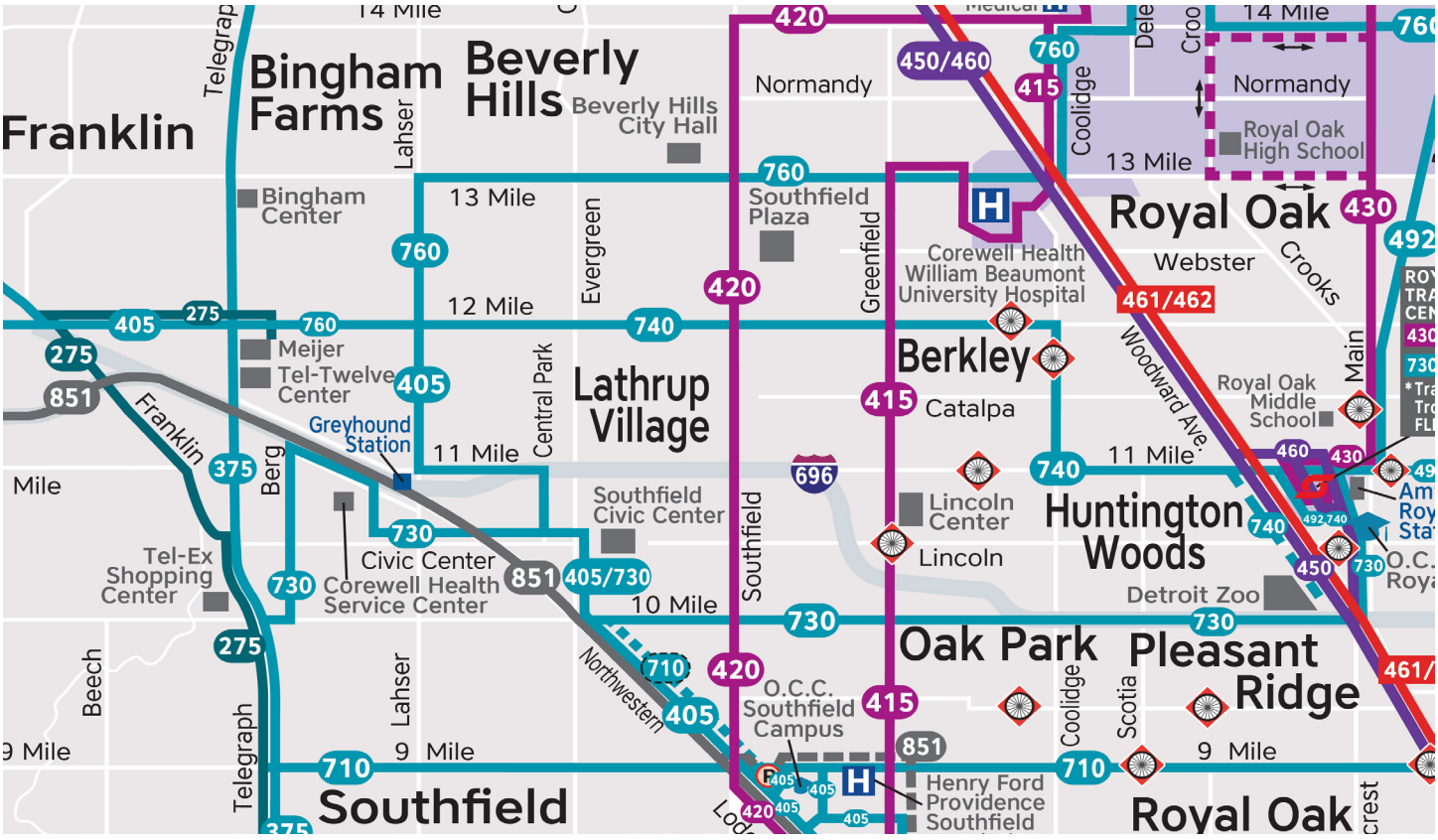
In addition to regular annual data, the U.S. Census Bureau also tracks other metrics such as commuter flows over certain time periods and releases this data as a special set. The commuter flow is calculated at the county level using a person's home and their work location to determine an overall pattern 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, Detroit, and Southfield.

**Figure 34. Commuter Flows from Oakland County 2016 - 2024**

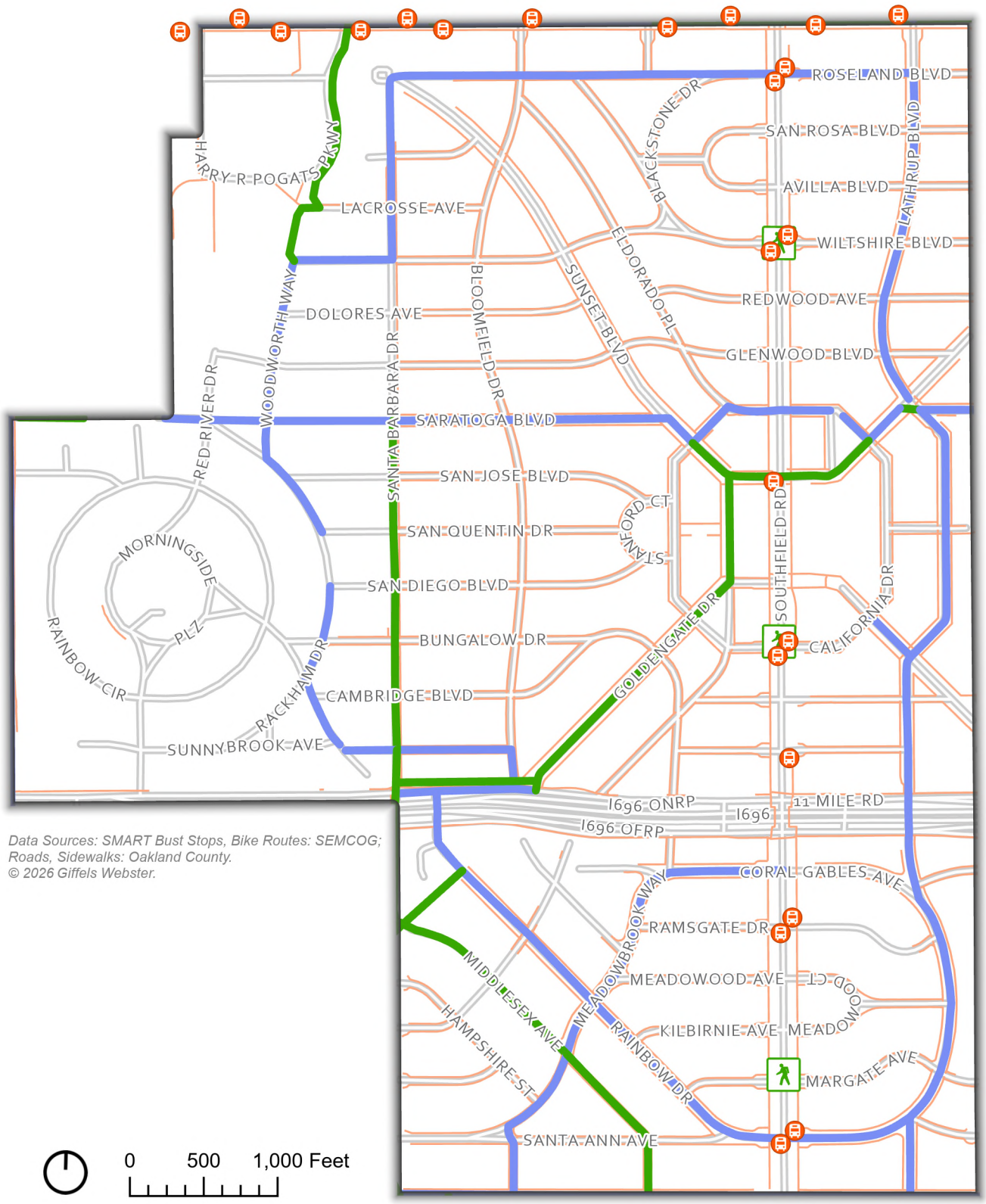



 U.S. Census Bureau "Selected Housing Characteristics" and "Selected Social Characteristics", American Community Survey 5-Year Estimates Subject Tables, Tables DP04 & DP02 2024.

**Public Transportation.** Lathrup Village is primarily serviced by two SMART routes, route 420 and 740 that primarily run along the main corridors.




**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).




*Data Sources: SMART Bust Stops, Bike Routes: SEMCOG; Roads, Sidewalks: Oakland County.*
*© 2026 Giffels Webster.*

0 500 1,000 Feet

SMART Bus Stops
HAWK Signal Crossings
Existing Sidewalk
Bike Route
Planned Bike Route

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# TRANSIT NETWORK

## CITY OF LATHRUP VILLAGE

# Transportation & 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 plans, 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
- 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.



The Village Center concept includes the median that is currently the RCOC preferred alternative design, though discussion on the Southfield Rd. project is still ongoing.

**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 recommendations aimed at improving safety in the corridor. These included the reduction 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

## 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 awsuits 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 the city.

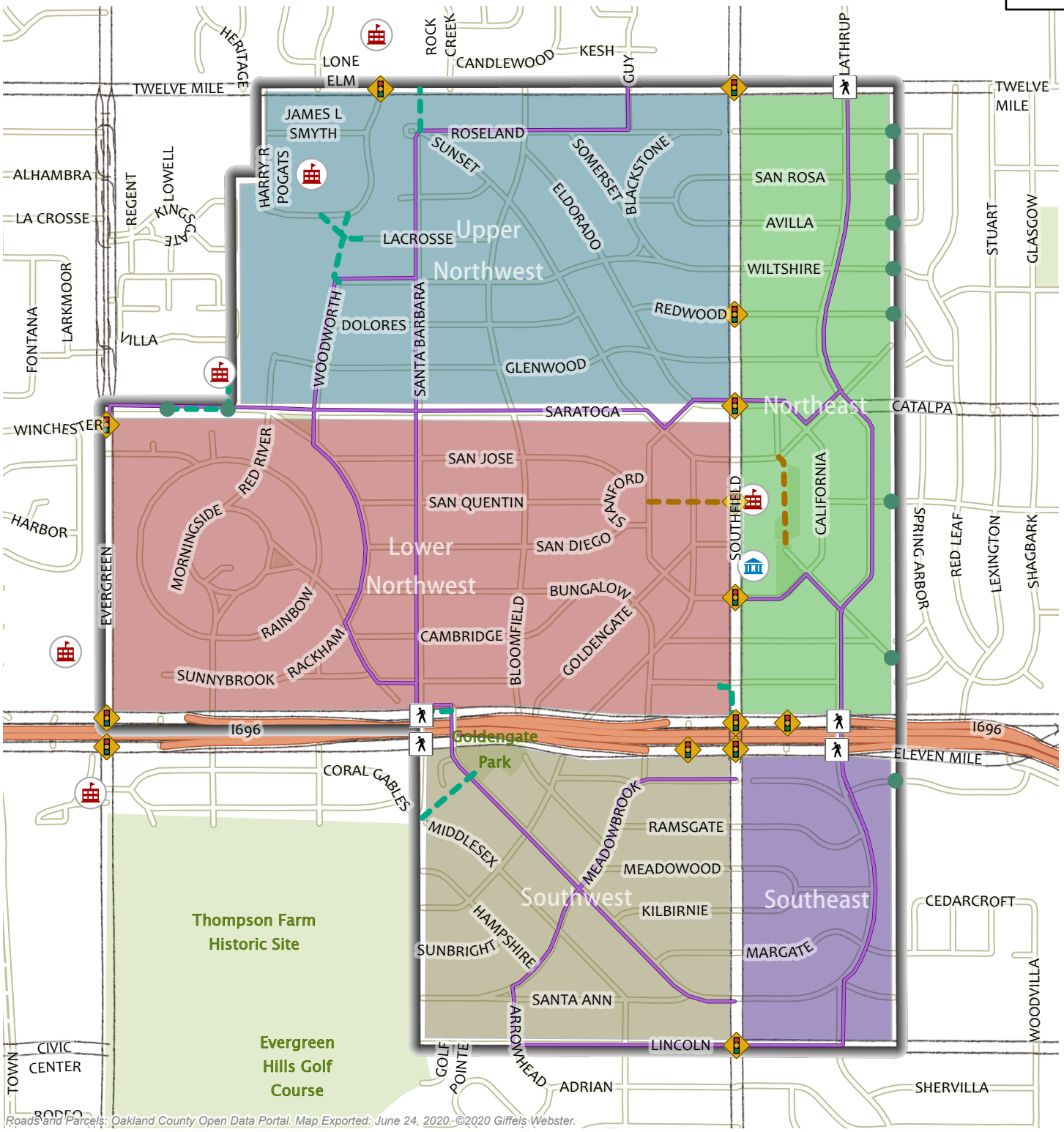


I-696 through Lathrup Village.

- **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 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.



The bus shelter and stop located near Lathrup Village at City Hall along Southfield Rd.




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# Complete Streets and Neighborhoods

## CITY OF LATHRUP VILLAGE

## 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.

**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.

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 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.

# IMPLEMENTATION

# How to get started

**The implementation strategy** on the following pages will guide the City's work toward achieving the goals of the comprehensive plan through action over the time. Regularly assessing progress on the initiatives listed in the plan and sharing that progress with stakeholders and the wider community help maintain support for the organization. The implementation structure can also be used to develop annual work plans that include tasks and timelines. The implementation structure of a comprehensive plan is one of the most important pieces and deserves a fair amount of attention, as it helps ensure the organization is using the plan most effectively.

### Lead Body:

Every major goal or initiative should have a designated project lead, responsible for tracking the implementation, recruiting other volunteers, reporting on progress, and flagging support needs or barriers. Project leads serve as the point people or group for each action item, promoting accountability and momentum throughout the plan.

### Annual Work Plans:

Each year, the organization should develop an annual work plan based on the implementation chart. Annual work plans break down strategic goals and objectives into focused tasks, timelines, responsible parties, and required resources. This allows teams to set clear priorities, schedule initiatives, align budgets, and coordinate staff, volunteers, and partners around the most urgent or highest impact work.

### Documenting and Communicating Results:

Share visible and measurable results from the strategic plan in public spaces or newsletters. This could include progress updates, key accomplishments, and upcoming projects. Public accountability helps sustain community engagement and volunteer commitment over time.

### Continuous Improvement:

Use feedback gathered and document new opportunities or challenges along the way to update the annual work plan. Annual reflection sessions should result in recommendations for new initiatives, necessary changes, and resource updates to keep the implementation strategy actionable.

# People & Placemaking

**Preserve and strengthen the physical character of Lathrup Village through thoughtful placemaking, protection of defining neighborhood features, and investment in attractive, welcoming public spaces. Enhance the sense of place and community connectedness through public engagement.**

## Objective 1.1: Redevelop properties in the Village Center, the historic center of the city.

| Action Item | Lead | Timeline | Measures of Success |
|---|---|---|---|
| 1. Connect with current and prospective property owners within the Village Center District to identify opportunities and challenges for investment. | Staff | Short-Term, Ongoing | • Feedback is compiled into a report. |
| 2. Connect with local developers to identify challenges or hurdles to developing the Village Center vision and within the corridors. | Staff | Short-Term, Ongoing | • Feedback is compiled into a report. |
| 3. Review and update the Village Center District standards, as appropriate, to reinforce the Village Center's desired character, reflect stakeholder input, and encourage high-quality investment and redevelopment. | Planning Commission | Mid-Term | • Standards reviewed<br>• Number of updates |

| Objective 1.2: Improve community engagement at the neighborhood level and strengthen communication between residents, the City, and businesses. | | | |
|---|---|---|---|
| **Action Item** | **Lead** | **Timeline** | **Measures of Success** |
| 1. Develop a communications strategy and engagement framework to support neighborhood-level participation, strengthen resident involvement, and improve communication and collaboration between the City and its neighborhoods. | Staff | Mid-Term | • Communications strategy developed by staff informed by the Public Engagement Committee and other feedback. |
| 2. Assist neighborhoods with a framework for building associations that can enhance engagement and support needs of residents. | Staff | Mid-Term | • Framework created. |

## Objective 1.3: Promote high-quality development and design that reinforces Lathrup Village's distinctive character, enhances its regional identity, and supports long-term community value.

| Action Item | Lead | Timeline | Measures of Success |
|---|---|---|---|
| 1. Review the Zoning Ordinance to ensure list of uses is flexible to promote and enhance economic activity. | Planning Commission | Short-Term | • Zoning ordinance standards reviewed and updated as needed. |
| 2. Conduct an infrastructure audit to understand needs. Prioritize improvements according to the opportunity to leverage private investment through redevelopment | City Council | Mid-Term | • Infrastructure audit completed. |
| 3. Identify appropriate funding opportunities for a variety of infrastructure improvements. | City Council | Mid-Term, Ongoing | • Number of infrastructure projects. |
| 4. Incorporate placemaking strategies into all development and redevelopment, in conjunction with the principles and vision of the Master Plan, Village Center Concept, and Village Center Design Guidelines. | City Council | Mid-Term | • Number of projects or intiatives.<br>• Increased foot traffic in the Village Center<br>• Number of redevelopment or development projects. |

| Action Item | Lead | Timeline | Measures of Success |
|---|---|---|---|
| 5. Identify specific key parcels that, when assembled and redeveloped, may leverage additional private investment. | City Council | Short-Term | • List of parcels developed. |
| 6. Define the City's role in terms of property acquisition, assembly, and redevelopment. Outline public/private partnership strategy. | City Council | Mid-Term | • Discussion on this is completed. |
| 7. Identify funding source(s) and financial mechanisms for public and private investment. | City Council | Mid-Term | |

# Housing & Neighborhoods

**Preserve and enhance the unique features that define Lathrup Village's distinctive small-town residential character, including the architecture of its historic homes, spacious residential lots, attractive neighborhoods, and its mature treescape and greenery. Promote high-quality, context-sensitive redevelopment that respects adjacent neighborhoods while diversifying housing options for current and future residents.**

## Objective 2.1: Support investments in home maintenance, rehabilitation, and energy efficiency.

| Action Item | Lead | Timeline | Measures of Success |
|---|---|---|---|
| 1. Develop a resource kit to help homeowners find resources for ongoing maintenance. | Staff | Mid-Term | • Resource kit created, updated as needed. |
| 1. Revive the community time bank to provide a resources for residents to exchange volunteer time for services. | Staff | Mid-Term | • Community time bank is revived and has a local champion to keep it running. |

## Objective 2.2: Ensure that infill, redevelopment, and new housing opportunities are thoughtfully designed and compatible with surrounding development, while preserving the character and stability of adjacent residential neighborhoods.

| Action Item | Lead | Timeline | Measures of Success |
|---|---|---|---|
| 1. Review development standards for transitional areas between corridor development and adjacent single-family neighborhoods to identify opportunities for enhanced setbacks, landscaping, screening, and building placement. | Planning Commission | Mid-Term | • Zoning ordinance standards reviewed and updated as needed. |

## Objective 2.3: Ensure zoning standards support a variety of housing options for residents at all abilities and stages of life.

| Action Item | Lead | Timeline | Measures of Success |
|---|---|---|---|
| 1. Ensure the Zoning Ordinance allows appropriate residential retrofits for accessibility to help seniors remain in their homes. | Planning Commission | Mid-Term | • Zoning ordinance standards reviewed and updated as needed. |
| 2. Explore opportunities for accessory dwelling units (ADUs). Identify appropriate design standards for ADUs that can provide flexible housing options for residents, while offering homeowners additional investment opportunities and supporting long-term neighborhood stability. | Planning Commission, Staff | Mid-Term | • Opportunities are explored and a report is generated.<br>• Planning Commission discusses the item. |
| 3. Encourage the transition of the 12-Mile corridor into a mixed-use environment that supports reinvestment with additional housing opportunities. | Staff, Planning Commission | Ongoing | • Advocacy of the corridor is ongoing. |

# Economic Development

**Support a resilient, neighborhood-serving economy that provides convenient access to everyday goods and services, supports local employment, and strengthens the City's tax base. Encourage high-quality reinvestment and redevelopment along the major corridors that complement adjacent neighborhoods and contribute to the distinctive character and long-term sustainability of the community.**

## Objective 3.1: Encourage entrepreneurship and foster a corridor of diverse businesses to promote a stable and balanced local economy.

| Action Item | Lead | Timeline | Measures of Success |
|---|---|---|---|
| 1. Review the Zoning Ordinance to ensure the list of uses is flexible to promote and enhance economic activity. | Planning Commission | Mid-Term | • Zoning ordinance standards reviewed and updated as needed. |
| 2. Create a survey of structures and incorporate these properties into a list of strategic property acquisitions. | DDA | Short-Term | • List generated. |
| 3. Define the City's role in assembling development sites through strategic land banking. | DDA | Mid-Term | • Land bank created. |
| 4. Update communications tools (i.e., Surveys, phone calls, in-person visits, website) to gather input from business owners. Consider an approach that solicits the positives as well as the challenges. | Staff | Short-Term | • Communications updated. |

| Action Item | Lead | Timeline | Measures of Success |
|---|---|---|---|
| 5. Update the recruitment strategy that matches key parcels suitable for destination commercial with available property in the City. | Staff | Short-Term | • Process reviewed and updated as needed. |
| 6. Through proactive updated marketing efforts, position Lathrup Village as the community of choice for developers that understand the City's vision. | Staff | Ongoing | • Advocacy is ongoing.<br>• Additional marketing efforts i.e. media posting, developer connections made.<br>• Increased development applications in the corridors. |

## Objective 3.2: Invest in placemaking efforts that improve the overall attractiveness and appearance of the corridors and commercial areas.

| Action Item | Lead | Timeline | Measures of Success |
|---|---|---|---|
| 1. Create gateways to the City through the creation of distinct "Gateways" that combine landscape architecture and architectural techniques and structures. These gateway areas will reinforce the idea of Lathrup Village being a destination for shopping and doing business. | DDA | Mid-Term | • Gateways updated. |
| 2. Develop streetscape standards to improve the appearance of the public right-of-way. | Planning Commission, DDA, Staff | Mid-Term | • Streetscape standards created. |

## Objective 3.3: Promote the mix of commercial, office, and appropriate housing opportunities along the corridors in a way that fosters business growth and creates desirable neighborhood destinations.

| Action Item | Lead | Timeline | Measures of Success |
|---|---|---|---|
| 1. Review the Zoning Ordinance to ensure the list of uses is flexible to promote and enhance economic activity. *(Cross reference from 3.1.1)* | Planning Commission | Mid-Term | • Zoning ordinance standards reviewed and updated as needed. |
| 2. Provide incentives and flexible zoning mechanisms for commercial property owners and tenants to upgrade existing commercial and industrial sites. | Planning Commission | Mid-Term | • Zoning ordinance standards reviewed and updated as needed. |

# Transportation

**Provide a safe, walkable, and connected transportation network that is accessible to serve all users of all ages and abilities and conveniently links residents to key neighborhood destinations through context-sensitive transportation improvements.**

## Objective 4.1: Prioritize the connection of sidewalks through residential streets, along major thoroughfares, and at designated bus stops to support safe travel through the neighborhoods and to local destinations.

| Action Item | Lead | Timeline | Measures of Success |
|---|---|---|---|
| 1. Enhance the experience of non-motorized users by integrating street lighting, furniture, safety installments and other amenities as appropriate, given street function and land use context. | City Council | Ongoing | • Number of installments.<br>• Increased pedestrian foot traffic.<br>• Increased cyclist traffic. |

## Objective 4.2: Explore the use of accepted and innovative traffic calming designs and techniques that facilitate safe, flexible, and efficient travel within Lathrup Village.

| Action Item | Lead | Timeline | Measures of Success |
|---|---|---|---|
| 1. Integrate Complete Streets infrastructure and design features into street planning, design, construction, and reconstruction to improve the safety and accessibility of the City's transportation network. | City Council | Mid-Term | • Reduced number of traffic incidents including speeding.<br>• Increased pedestrian foot traffic.<br>• Number of projects completed. |

## Objective 4.3: Promote public education about roadway planning and decision-making to help residents and property owners understand the short- and long-term goals of transportation projects.

| Action Item | Lead | Timeline | Measures of Success |
|---|---|---|---|
| 1. Gather resources from and stay connected with regional agencies like RCOC to inform residents on the most up-to-information. Share this information through regular communication channels. | Staff, CC | Mid-Term, Ongoing | • Number of transportation-related informational posts. |

## Objective 4.4: Explore future parking scenarios and solutions within the city.

| Action Item | Lead | Timeline | Measures of Success |
|---|---|---|---|
| 2. Revist and explore parking alternative options within the City and weight the costs and benefits. | Staff | Mid-Term | • Parking study report generated. |

## Objective 4.5: Coordinate with State and County authorities to improve pedestrian access along and across major roadways.

| Action Item | Lead | Timeline | Measures of Success |
|---|---|---|---|
| 1. Work with SMART and the Road Commission for Oakland County to improve bus stops in terms of safety and comfort of riders. | Staff, City Council | Ongoing | |
| 2. Continue discussions with the Road Commission for Oakland County on the Southfield Road improvement plan. The proposed road improvement project should be designed in conjunction with the City's Complete Streets Plan, its Access Management Plan, and local input. | Staff | Ongoing | |

# Public Services & Facilities

**Provide equitable access to high-quality public services, recreation, facilities, and infrastructure that reinforces Lathrup Village's high standards for health, safety, and quality of life for its residents and businesses. Ensure public infrastructure remains safe, reliable, and resilient through strategic maintenance, modernization, and fiscally responsible investment.**

## Objective 5.1: Improve access to recreational opportunities and facilities in Lathrup Village in accordance with residents' needs and abilities.

| Action Item | Lead | Timeline | Measures of Success |
|---|---|---|---|
| 1. Implement the Recreation Plan by planning for and funding capital improvements. | City Council | Mid-Term | • Recreation plan adopted.<br>• Actions in Recreation Plan completed. |
| 2. Assess public facility needs and plan for improvements in the capital improvement plan. | City Council | Mid-Term | • Needs assessed and compiled, CIP adopted. |

## Objective 5.2: Continue to seek opportunities to share facilities with other public and quasi-public agencies such as the school districts and non-profit organizations and institutions.

| Action Item | Lead | Timeline | Measures of Success |
|---|---|---|---|
| 1. Support efforts of Southfield Public Schools to engage Lathrup Village families by sharing the district's educational accomplishments and promoting opportunities for quality education. | City Council | Ongoing | |

| | | | |
|---|---|---|---|
| 2. Strengthen relationships with adjacent communities to facilitate quality development, regional connectivity, and efficient and effective municipal services. | City Council | Ongoing | |

**Objective 5.3: Replace aging infrastructure as necessary, with technologically advanced, state-of-the-art infrastructure and materials.**

| Action Item | Lead | Timeline | Measures of Success |
|---|---|---|---|
| 1. Continue to use the Capital Improvement Plan, the Non-Motorized Transportation Plan, and other funding opportunities to make improvements to the City's existing non-motorized transportation network that connect residential areas, parks and recreational facilities, civic uses, and commercial destinations, pursuant to the City's Non-Motorized Transportation Plan. | City Council | Ongoing | |

| Objective 5.4: Continue to cooperate with surrounding communities and the County to provide public services. | | | |
|---|---|---|---|
| **Action Item** | **Lead** | **Timeline** | **Measures of Success** |
| 1. Continue discussions with the Road Commission for Oakland County on the Southfield Road improvement plan. The proposed road improvement project should be designed in conjunction with the City's Complete Streets Plan, its Access Management Plan, and local input. The resulting plan should suggest corridor enhancements, on-street parking areas, pedestrian crossings, traffic signalization, corridor lighting, and geometric changes to the roadway. | Staff | Ongoing | |

| Objective 5.5: Keep recreation and capital improvement plans up to date to ensure the city maintains eligibility for a wide variety of funding sources. | | | |
|---|---|---|---|
| **Action Item** | **Lead** | **Timeline** | **Measures of Success** |
| 1. Update the CIP and Recreation Plan as necessary. | City Council | Ongoing | • Plans updated and adopted. |

# Sustainability, Resilience, & Adaptability

**Promote sustainable and resilient planning practices that address current vulnerabilities and strengthen Lathrup Village's ability to adapt to evolving climate, economic, and emergency challenges.**

## Objective 6.1: Preserve and enhance the City's tree canopy.

| Action Item | Lead | Timeline | Measures of Success |
|---|---|---|---|
| 1. Develop an inventory of the City's tree canopy. | Staff, Tree Committee | Mid-Term | • Tree inventory created. |
| 2. Develop a plan to install street trees where absent and where appropriate along commercial corridors and residential rights-of-way. | Staff, Tree Committee | Mid-Term | • Plan developed informed by the tree inventory. |
| 3. Review the Zoning Ordinance landscaping standards for opportunities to incentivize or increase the planting of resilient, naturalized canopy trees. | Planning Commission | Mid-Term | • Zoning ordinance standards reviewed and updated as needed. |
| 4. Develop a citywide resource on recommended tree plantings, tree care, and resident responsibilities for right-of-way trees. | Staff, Tree Committee | Mid-Term | • Resource developed. |

## Objective 6.2: Mitigate current and future climate impacts.

| Action Item | Lead | Timeline | Measures of Success |
|---|---|---|---|
| 1. Review and update site development and engineering standards to reduce impervious surfaces, minimize stormwater runoff, and encourage the use of low-impact development (LID) practices such as green infrastructure, native landscaping, and habitat restoration. | Planning Commission | Mid-Term | • Zoning ordinance standards reviewed and updated as needed. |
| 2. Strengthen performance standards to reduce nuisances and impacts on the local environment and wildlife. | Planning Commission | Mid-Term | • Zoning ordinance standards reviewed and updated as needed. |
| 3. Encourage energy-efficient building design and the use of sustainable building materials to improve environmental performance and long-term community resilience. | Planning Commission | Ongoing | • Zoning ordinance standards reviewed and updated as needed. |

## Objective 6.3: Increase the community's emergency preparedness.

| Action Item | Lead | Timeline | Measures of Success |
|---|---|---|---|
| 1. Develop an emergency preparedness guide for residents that identifies local points of shelter during climate events, provides up-to-date tips and best practices for climate preparedness, and includes emergency support contacts. | Staff | Short-Term | • Resource guide created and promoted in available places and media channels such as the City newsletter. |

October 29, 2026

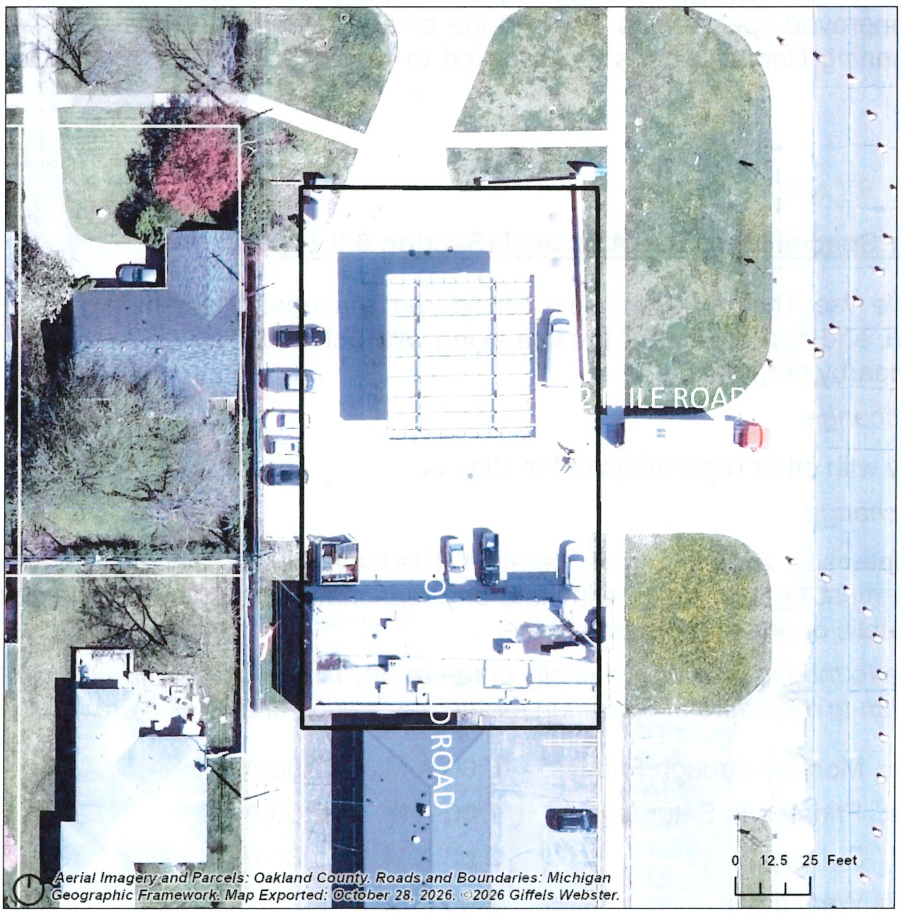
Planning Commission
City of Lathrup Village
27400 Southfield Road
Lathrup Village, MI 48076

# Special Land Use Amendment

| | |
|---|---|
| Site: | 26727 Southfield Road |
| Applicant: | Village Square Market, Inc. |
| Plan Date: | October 28, 2026 |
| Zoning: | CV Commercial Vehicular District |
| Parcel ID: | 24-23-229-029; -018 |
| Proposal: | Special Land Use amendment to allow extended hours of operation for an existing gas station convenience store. |

Dear Planning Commissioners,

We have reviewed the request for Special Land Use amendment application, and a summary of our findings is below.



## REVIEW SUMMARY

The applicant is requesting to extend the hours of operation for an existing gas station convenience store from the required 7:00 A.M. – 11:00 P.M. to a proposed 6:00 A.M. – 12:00 A.M. This request requires an amendment to the following two approved Special Land Uses (SLU):

1. January 28, 2019: City Council approved, by resolution, a SLU request for the site to operate as a gas station in the Commercial Vehicular district. The approved SLU included a condition that the facility operate within the hours of operation of 7:00 A.M. – 11:00 P.M., which is the daily time period allowed by the Zoning Ordinance.

2. May 20, 2024: City Council approved, by resolution, a SLU request allowing the business to sell alcohol on the premises. The approved SLU also included the condition that the facility operate within the hours of operation of 7:00 A.M. – 11:00 P.M.

For the applicant to propose amendments to these 2019 and 2024 Special Land Use resolutions, the Planning Commission must hold a public hearing and make a recommendation to the City Council whether to modify or remove the conditions of approval, or not. Final action on the amendment to the Special Land Uses will be taken by City Council.

If the City Council removes or modifies the hours of operation conditions, the applicant is subsequently required to seek variance relief from the Zoning Board of Appeals. An application seeking extended hours of operation has been submitted to the ZBA for consideration.

The submitted application is not a new Special Land Use request. The standards for the Planning Commission to consider special land use requests are outlined below; however, we note the site exists as an approved special land use and the criteria pertaining to the hours of operation is where the Planning Commission is being asked to reconsider that as a condition of previous approvals.

## ORDINANCE STANDARDS

**Standards for Special Land Use Approval (Section 6.2.10)**

1. *Reasonable Use*. The proposed use is considered "reasonable" when it would be harmonious, compatible, and appropriate for the use along with not impinging unreasonably on the value or use of nearby properties.

   *N/A – No change.*

2. Conformity with other regulations of the City.

   *N/A – No change.*

3. Location, intensity, and periods of operation. The location, intensity, and periods of operation of the use must be such as to eliminate any reasonable likelihood that it will be, cause, or create a public or private nuisance in fact.

   *No change to the location and intensity of the facility is proposed. The applicant is proposing an extension to the hours of operation for the gas station and retail store facility as follows:*

| | | |
|---|---|---|
| Weekdays: | Monday through Friday: | 6:00 A.M. – 12:00 A.M. |
| Weekends: | Friday and Saturday: | 7:00 A.M. – 12:00 A.M. |
| | Sunday: | 8:00 A.M. – 11:00 P.M. |
| Peak Hours Weekdays: | | 2:00 P.M. |
| Peak Hours Weekends: | | 2:00 P.M. |

Section 4.7 of the Ordinance states, in part, *"no place of business, trade or commerce shall be open for the transaction of business with the general public between the hours of 11:00 p.m. and 7:00 a.m. the following day* ***except with the express prior approval of the Zoning Board of Appeals as a deviation under the provisions of Section 7."***

***The applicant has submitted an application for the Zoning Board of Appeals to consider variance relief from the allowed hours of operation as proposed above. However, as noted previously, the two earlier approvals were conditioned upon the adherence to the hours identified in the Zoning Ordinance.***

4. The use, as and where proposed, must not be inconsistent with the spirit and purpose of this ordinance nor contrary to the principles of sound community planning.

   *N/A – No change.*

5. The character of the use must not have adverse effects on neighbors or the community.

   *The proposed change is for extended hours of operation of the gas station and convenience retail store earlier in the morning and later in the night.*

6. The use must not diminish the fair market value of neighboring lands or buildings to any substantial or significant degree.

   *There is no proposed change to the existing use as gas station and convenience retail.*

7. *Site Design*. The site and manner of operation provide for the maximum reasonable and feasible enhancement of the environment of the surrounding area.

   *There is no proposed change to the existing site design. The proposed change is for extended hours of operation of the gas station and convenience retail store earlier in the morning and later in the night.*

8. Demonstrated Need. Establishments involving the sale of alcoholic beverages must demonstrate a quantifiable need for the proposed use within either the City or surrounding area.

   *There is no proposed change in use of the existing site. The applicant states the construction and closure of nearby I-696 has negatively impacted the amount of business transactions at the site. The facility will maintain primary use as a gas station and convenience store, as well as maintain its permit to sell alcohol as incidental to the primary use. The Planning Commission may wish to discuss with the applicant the need for the additional hours to be tied to its special use approval.*

***Again, the Planning Commission is not acting on the expansion of hours, merely recommending to City Council whether the specific condition should continue to be part of this special use approval. Council action will either deny or allow the ZBA to consider and act on the request.***

I will look forward to discussing the special land use application with the Planning Commission on November 17, 2026.

Regards,

Giffels Webster

Eric Pietsch
Senior Planner

City of Lathrup Village
27400 Southfield Road
Lathrup Village, MI 48076
Phone: (248) 557-2600

| Office Use Only | |
|---|---|
| Date Submitted: | 10/28/26 |
| SLU Review Date: | |
| Public Hearing Date: | |

# Application for Special Land Use

Please note that information requested and the procedure followed is pursuant to Sec. 6.2 Special Land Use and Standards. As stated above, the Special Land Use will be necessary to allow for special uses not automatically allowed in the zoning district. The Special Land Use application requires a Public Hearing in front of the Planning Commission. Applicant is encouraged to be present to answer questions and speak to the business development.

## Property Information

| | | | | | |
|---|---|---|---|---|---|
| Project Name: | Village Square Market Inc | | | | |
| Subject Property Address: | 26727 Southfield Rd, Lathrup Village, MI 48076 | | | | |
| Subject Property Parcel Number: | | | | | |
| Legal Description: | Gas Station | | | | |
| Acreage: | 3000 | Frontage (in feet): | | Dimensions: | |
| Proposed Use: | Gas Station / C-Store / take out restaurant / Alcohol sales | | | | |
| Current Zoning: | CV | | | | |

## Applicant Information

| | | | | | |
|---|---|---|---|---|---|
| Name: | Javante Shammami | | | | |
| Address: | 2990 Moon Lake Dr, West Bloomfield | | State: | MI | Zip Code: 48323 |
| Phone Number: | 248-544-1198 | Fax: | | | |
| Email Address: | JShammami@yahoo.com | | | | |
| Interest in Property: | 25% | | | | |

*If the applicant is a corporate or a partnership, please attach certificate from the state in which it is organized.

## Property Owner Information

| | | | | | |
|---|---|---|---|---|---|
| Name: | Javante Shammami | | | | |
| Address: | 2990 Moon Lake Dr, West Bloomfield | | State: | MI | Zip Code: 48323 |
| Phone Number: | 248-721-7692 | Fax: | | | |
| Email Address: | JShammami@yahoo.com | | | | |
| Description of Proof of Ownership Provided: | | | | | |

## Land Use Questions

Please describe the type and nature of the business being proposed for the property you are seeking special land use approval for. In addition please list the appropriate Class Use that the proposed business falls under:

Hours of operation for 6a-12a mon-fri & sat open til 12a.

W9

Articles of incorp

| | |
|---|---|
| Please list the following information about your hours of operation. | |
| Weekdays | 7a-11p |
| Weekends | Sat: 7a-11p, Sun: 8a-11p |

Please list the peak hours of operation, and the maximum number of persons who will be occupying the business during the listed peak hours (space is provided for multiple peak hours.)

| | |
|---|---|
| Peak Hours Weekdays: | 2 |
| Peak Hours Weekends: | 2 |

Maximum number of vehicles which will be attracted to the property for which you are seeking special land use approval: 4

Describe what additional requests or demands for City services there may be. Examples may be traffic regulation, ordinance enforcement, public safety, and water and sewer services.

N/A

Describe how the proposed use qualifies as a "reasonable use". Section 2.2 of the Zoning Ordinance defines it as: *A proposed use is "reasonable" when it would be harmonious, compatible, appropriate, would not impinge unreasonably on the value or use of nearby properties, and would not impair sound communal development as and where proposed to be established. An existing use is "reasonable" when it is harmonious, compatible, and appropriate as and where established, does not impinge unreasonably on the value or use of nearby properties, and does impair sound communal development. Uses which are not "reasonable" are "unreasonable." No use shall be deemed "reasonable" if its establishment or actual conduct is unlawful under the statutory or common law of this state."*

-We would like to apply for Mon-Fri 6a-12A hours & Sat 7a-12a. With shutdown of M-69 for the extended period of time, business has been very slow for us, as we are the closest station in our area to 69C. Any extend hours in this tough time would be helpful and greatly appreciated. It's also a pleasure & honor servicing & working in the city of Lathrup Village. We can never say we have any complaints only good feedback here. Thank you.

Hours

| | | |
|---|---|---|
| If the special use is granted, will the use then conform to all of the other regulations of the Zoning Ordinance and other ordinances of the City without a need for any variances? | ☑ Yes | ☐ No |

Describe what, if any, activities may reasonably be anticipated to occur on the premises and in the neighborhood as a result of the occupancy which reasonable persons or ordinary sensibilities may possibly find seriously annoying – in particular what changes, if any, will be observed in the following items:

| | More | Less | Same |
|---|---|---|---|
| Noise | | | Same |
| Dust or dirt | | | Same |
| Lights, glare | | | Same |
| Odors/Fumes | | | Same |
| Pedestrian/Vehicle Traffic | | | Same |
| Litter/Waste/Trash | | | Same |

If you checked any item as more, please describe what, if any, impact you believe will result on adjacent properties.

| | | |
|---|---|---|
| Will the location, intensity and periods of operation proposed will cause or create a public or private nuisance. Typical nuisance complaints associated with our business community include, but are not limited to, those listed above as well as parking problems, lights falling onto adjacent properties, and property appearance and maintenance. | ☐ Yes | ☑ No |

Please describe how you will provide for the maximum reasonable and feasible enhancement of the environment of the surrounding area. This may include, but not be limited to, buffering, landscaping, signage, façade, or other site amenities pursuant to the City's Zoning Ordinance and Design Guidelines.

N/A

## Site Plan Information

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Is there an existing site plan on file: | ☑ | Yes | ☐ | No | ☐ | Applying concurrently | |
| If yes, when was site plan approval obtained? | May 2024 | | | | | | |
| Prepared By: | Javante Shammami | | | | | | |
| Street Address: | 26727 Southfield Rd. | | | State: | Mi | Zip Code: | 48076 |
| Phone Number: | 248-721-7692 | Cell: | 248-721-7692 | | | Fax: | |
| Email Address: | JShammami@yahoo.com | | | | | | |

## Application Checklist

The applicant is required to submit the following materials to the City Hall **30 days** prior to the regularly scheduled date of the Public Hearing. Failure to supply all required information will result in the rejection of the application by the

- ☑ One (1) completed and signed copy of the Special Land Use application
- ☑ One (1) full-sized (24x36) set of the proposed or existing Site Plan
- ☑ PDF of complete special land use application materials
- ☑ Review Fee: $1,750 City of Lathrup Village

## Applicant's Declaration

I declare that the foregoing answers honestly and fairly describe the nature of the proposed use to the best of my information, knowledge, and belief. I understand that City Officials and the City Council will rely upon my representations in processing this application and agree that any resulting decisions or approvals may be conditioned upon the use being conducted as represented and may be voided or modified in the event any such representation may later be determined to have been materially faults or misleading.

| | |
|---|---|
| Applicant's Printed Name | Javante Shammami |
| Applicant's Signature | |
| Date: | 10/26/2026 |
| Property Owner's Printed Name | Javante Shammami |
| Property Owner's Signature | |
| Date: | 10/26/2026 |

28496054

LARA
LICENSING AND REGULATORY AFFAIRS

# STATE OF MICHIGAN
# CSCL/CD- 2500 - DOMESTIC PROFIT CORPORATION ANNUAL REPORT

Corporations Division Administrator

**FILED**

Doc #: 28496054
Filed Date: 4/28/2026

DEPARTMENT OF LICENSING AND REGULATORY AFFAIRS PROFIT CORPORATION ANNUAL REPORT

Required by Section 911, Act 284, Public Act of 1972

Corporation Information

| | |
|---|---|
| The present name of the corporation is: | VILLAGE SQUARE MARKET, INC. |
| The identification number assigned by the Bureau is: | 800713984 |
| Annual Report Filing Year | 2026 |

☒ On behalf of the corporation, I certify that no changes have occurred in required information since the previously filed report.

The name of the resident agent at the registered office is:
TAREK GAYAR

Address
24472 NORTHWESTERN HWY, SOUTHFIELD, MI 48075

Mailing Address
24472 NORTHWESTERN HWY, SOUTHFIELD, MI 48075

Purpose

No changes were selected for this annual report.

Officers and Directors

Current officers and directors are listed below:

| Title | Full Name | Address |
|---|---|---|
| President | TAREK GAYAR | 24472 NORTHWESTERN HWY<br>SOUTHFIELD, MI 48075 |
| Secretary | TAREK GAYAR | 24472 NORTHWESTERN HWY<br>SOUTHFIELD, MI 48075 |
| Treasurer | TAREK GAYAR | 24472 NORTHWESTERN HWY<br>SOUTHFIELD, MI 48075 |
| Director | TAREK GAYAR | 24472 NORTHWESTERN HWY<br>SOUTHFIELD, MI 48075 |

Attestations

☒ I understand that the information I enter into the online system is public information and will appear online and on copy requests exactly as I enter it into the system.

☒ I have been authorized by the business entity to file this document online.

☒ I, HEREBY SWEAR AND/OR AFFIRM, under penalty of law, including criminal prosecution, that the facts contained in this document are true. I certify that I am signing this document as the person(s) whose signature is required, or as an agent of the person(s) whose signature is required, who has authorized me to place his/her signature on this document.

Signature

| *Self* | *Tarek Gayar* | *04/28/2026* |
|---|---|---|
| Signer's Capacity | Sign Here | Date |

CU/61-1197 04/28/2026 Received by Michigan Corporations Division

November 12, 2026

# Planning Commission Review
## Site Plan Approval

**Address**: 17390 W. 11 Mile Road
**Applicant**: Offices of Patrick G. Fenton
**Subject**: Site Plan Approval

**Plan Date**: 11/4/2026
**Reviewers**: Jill Bahm
Eric Pietsch

Dear Mr. Greene,

We have reviewed the reinstated site plan and offer the following comments and recommendations.

**Recommendation**

We recommend approval of the site plan as submitted.

**Summary of Findings**

Per Section 6.1.3.D.ii., if construction has not commenced within 12 months of final approval of the site plan, or if construction has not been completed within 12 months after it was commenced, the site plan approval becomes null and void and a new application for site plan review shall be required. The city council, after recommendation from the planning commission, may grant an extension of up to 12 months, upon written request from the applicant, if it finds that the approved site plan adequately represents current conditions on and surrounding the site and provided that the site plan conforms to the current zoning ordinance standards.

The site plan for the development was originally approved on March 24, 2015 and an extension was granted on March 20, 2017. The unfinished Phase 3 received administrative approval on September 22, 2020, and then again on August 30, 2023 as the plans were found not to have changed. An October 2025 request was likely administratively approved; city records are incomplete.

Construction has commenced with the installation of footings for Phase 3. The applicant has provided a written statement verifying that the site plan has not been modified or altered since originally approved by the City in March 2015. The plans remain consistent with the original approval granted by the Planning Commission and continue to comply with the existing zoning ordinance requirements for the Mixed-Use District. The approved plan remains the same without any changes. A timeline of the review and approval history is attached.

We are available to answer questions.

Respectfully,
Giffels Webster

Jill Bahm, AICP
Principal Planner

Eric Pietsch
Senior Planner

giffels webster

# memorandum

**DATE:** November 4, 2026

**TO:** Michael Greene, City Administrator
City of Lathrup Village

**FROM:** Jill Bahm and Eric Pietsch, Giffels Webster

**SUBJECT: Timeline for 11 Mile Road-Lathrup Boulevard Multi-Family Project**

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The property at the northeast corner of 11 Mile Road and Lathrup Boulevard has been under phased development for several years. With phase 1 (the parking lot) and phase 2 (the townhomes on the north half of the property) complete, the developer intends to complete phase 3 in 2026/2027.

Per the Zoning Ordinance, Section 6.1.3.D.ii, site plan approval is valid for one year from the date of approval, after which construction is to commence. Once construction commences, it shall be completed within one year. The timeline does not account for phased developments. See the following timeline for approvals related to this site:

| Date | Request | Approval |
|---|---|---|
| March 24, 2015 | 35-space parking lot<br>7 ranch-style dwellings (3 buildings)<br>8 townhomes | Site Plan Approval by the Planning Commission, subject to conditions, including:<br>• Variances for setbacks, building height minimum and build-to line frontage.<br>• If the units change from rental to condominium ownership, final approval of the development would rest with city council. |
| April 20, 2015 | Variance as noted above | Approval for building height minimum.<br>Denial for setback and frontage. |
| June 23, 2015 | 33-space parking lot<br>22 dwellings (five buildings) | Site Plan Approval by Planning Commission subject to conditions, including standards for lighting, landscaping, and pedestrian connectivity. No variances were required. |
| January 7, 2016 | Request to reduce the number of dwelling units in Building 5 (easternmost building) to four and move the driveway per MDOT agreement. | Administratively approved. |
| March 20, 2017 | Request to extend site plan approval. | Planning Commission and City Council approved. |
| February 2018 | Building permit requested for second phase. | Building permit issued for second phase. Phase 2 under development. |
| September 22, 2020 | Reinstatement of approved plans | Administratively approved. |
| August 30, 2023 | Reinstatement of approved plans | Administratively approved. |
| October 2025 | Building permit requested for Phase 3<br>(Buildings 1, 2, & 5). | Approval pending – we do not know if this was reviewed administratively or with the Planning Commission. |
| November 2026 | Project under construction | Site plan approval request. |

# PROPOSED LATHRUP VILLAGE DEVELOPMENT
## Lathrup Village,
## Oakland County, Michigan
## SITE PLAN APPROVAL PACKAGE
## Prepared For
## FFJ DEVELOPMENT L.L.C.


OWNER / DEVELOPER
FFJ DEVELOPMENT, L.L.C.
1732 Crooks Road
Troy, MI 48084
Phone: (248) 519-1948
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Contact: Jeff Julius

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Fax: (248) 569-2856

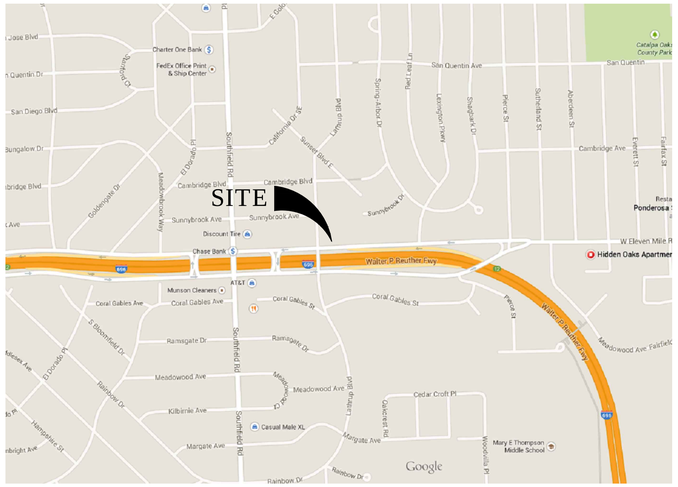
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LANDSCAPE ARCHITECT
KENNETH WEIKAL LANDSCAPE ARCHITECTURE
33203 BIDDESTONE LANE
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Phone: (248) 477-3600

Contact: KENNETH WEIKAL


N

Location Map
N.T.S.

SHEET INDEX


C-1 COVER SHEET
C-2 ENGINEERING SITE PLAN
C-3 SOIL EROSION CONTROL PLAN
C-4 DETAILS
C-5 TOPOGRAPHIC SURVEY
L-1 LANDSCAPE PLANS
L-2 LANDSCAPE NOTES & DETAILS
PHOTOMETRIC PLAN
ARCHITECTURAL PLANS


PERMIT SCHEDULE

| NAME OF PERMIT | ISSUED | PERMIT # |
|---|---|---|
| Soil Erosion | | |

SUBMITTAL DATES :

| | |
|---|---|
| 03-03-2015 | FIRST SUBMITTAL |
| 06-01-2015 | SECOND SUBMITTAL |
| 11-03-2015 | REVISED PER CLIENT |
| 11-14-2018 | SITE PLAN RE-INSTATEMENT |

LEGAL DESCRIPTION

A PARCEL IN THE SOUTHWEAT 1/2 OF THE WEST 1/2 OF SECTION 13,
T.1N., R.10E., SOUTHFIELD TOWNSHIP, OAKLAND COUNTY, MICHIGAN,
LOTS 1804 THRU 1828 OF LOUIS LATHRUP'S CALIFORNIA BUNGALOW SUB No. 3

PARCEL ID #'S: 24-13-360-002 THROUGH 24-13-360-006
24-13-360-029 THROUGH 24-13-360-031


OE Engineering
Civil Engineers • Land Planning
Land Surveying

Orman Engineering, LLC
5476 Vivian Lane
Waterford, MI 48327
P: 248.682.6001
E: ormana@sbcglobal.net


CITY FILE #
Orman Engineering LLC #1081

## LEGEND

- MANHOLE — EXISTING SANITARY SEWER
- SAN. CLEAN OUT — EXISTING WATERMAIN
- HYDRANT, GATE VALVE — EXISTING STORM SEWER
- MANHOLE, CATCH BASIN — EX. R. Y. CATCH BASIN
- UTILITY POLE, GUY POLE, GUY WIRE — EXISTING BURIED CABLES
- OVERHEAD LINES — LIGHT POLE
- SIGN — EXISTING GAS MAIN
- C.O., MANHOLE, HYDRANT, GATE VALVE — PR. SANITARY SEWER
- PR. WATER MAIN — INLET, C.B., MANHOLE — PR. STORM SEWER
- PR. R. Y. CATCH BASIN — PROPOSED LIGHT POLE
- WETLAND BUFFER (25' FROM WETLAND) — WETLAND
- FLOOD ZONE — TOP OF BANK
- BUFFER (FROM T/BANK)
- TC 600.00 — PR. TOP OF CURB ELEVATION
- GU 600.00 — PR. GUTTER ELEVATION
- BC 600.00 — PR. BACK OF CURB
- TW 600.00 — PR. TOP OF WALK ELEVATION
- TP 600.00 — PR. TOP OF PVMT. ELEVATION
- FG 600.00 — FINISH GRADE ELEVATION

## SITE SUMMARY

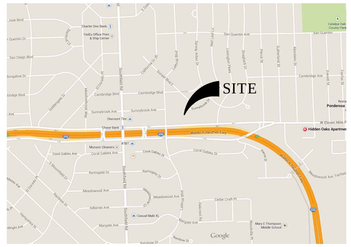
EXISTING SITE ZONING: MX MIXED USE
EXISTING SITE AREA: 90,929.76 S.F. OR 2.09 ACRES

SETBACKS
- MIN FRONT YARD: 0 FT
- MAX FRONT YARD: 10 FT
- MIN REAR YARD: 25 FT
- MIN SIDE YARD: 0 FT

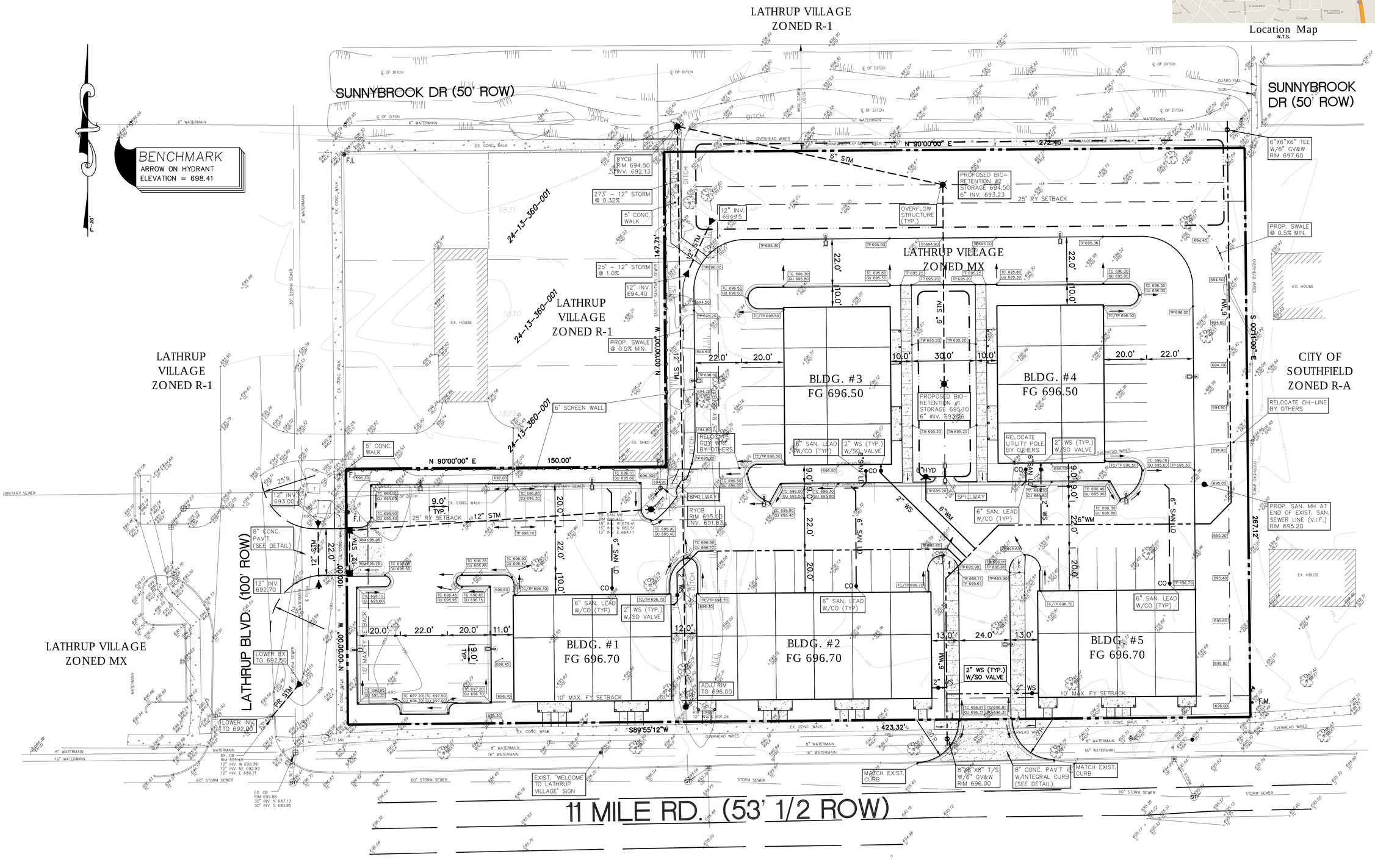
## LEGAL DESCRIPTION

A PARCEL IN THE SOUTHWEAT 1/2 OF THE WEST 1/2 OF SECTION 13, T.1N., R.10E., SOUTHFIELD TOWNSHIP, OAKLAND COUNTY, MICHIGAN, LOTS 1804 THRU 1828 OF LOUIS LATHRUP'S CALIFORNIA BUNGALOW SUB No. 3

PARCEL ID #'S: 24-13-360-002 THROUGH 24-13-360-006
24-13-360-029 THROUGH 24-13-360-031




Location Map
N.T.S.




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Land Surveying
**Orman Engineering, LLC**
**5476 Vivian Lane**
**Waterford, MI 48327**
**P: 248.682.6001**
**E: ormana@sbcglobal.net**

**PROJECT**
PROPOSED LATHRUP VILLAGE DEVELOPMENT

**CLIENT**
FFJ DEVELOPMENT, L.L.C.
1732 Crooks Road
Troy, Michigan 48084
Ph. 248.840.3438
Fax 248.569.2100

Contact: Jeff Julius

**SEAL**

**SHEET**
Engineering Site Plan

**PROJECT LOCATION**
45710 Eleven Mile Road
Lathrup Village, Mi. 48187

811 Know what's below Call before you dig.

**REVISIONS**

| Date | Description |
|---|---|
| 11-14-2018 | SITE PLAN RE-INSTATEMENT |
| 11-03-2015 | REVISED PER CLIENT |
| 06-01-2015 | SECOND SUBMITTAL |
| 03-03-2015 | FIRST SUBMITTAL |

| Designed by: | Drawn by: |
|---|---|
| A.O. | D.W. |
| **Approved by:** | **Date:** |
| A.O. | 03-03-2015 |
| **Scale:** | |
| 1" = 20' | |
| **Job No.:** | **Sheet:** |
| 1056 | C-2 |

## SOIL EROSION CONTROL NOTES

CUTTING, FILLING AND GRADING SHALL BE MINIMIZED AND THE NATURAL TOPOGRAPHY OF THE SITE SHALL BE PRESERVED TO THE MAXIMUM POSSIBLE EXTENT, EXCEPT WHERE SPECIFIC FINDINGS DEMONSTRATE THAT MAJOR ALTERATIONS WILL STILL MEET THE PURPOSES AND REQUIREMENTS OF THIS ORDINANCE.

DEVELOPMENT SHALL BE STAGED TO KEEP THE EXPOSED AREAS OF SOIL AS SMALL AS PRACTICABLE.

SOIL EROSION CONTROL MEASURES SHALL BE INSTALLED BETWEEN THE DISTURBED AREA AND ANY WATERCOURSES, INCLUDING RIVERS, STREAMS, CREEKS, LAKES, PONDS AND OTHER WATERCOURSES; WETLANDS; OR ROADWAYS ON OR NEAR THE SITE.

SEDIMENT RESULTING FROM ACCELERATED SOIL EROSION SHALL BE REMOVED FROM RUNOFF WATER BEFORE THAT WATER LEAVES THE SITE.

TEMPORARY AND PERMANENT SOIL EROSION CONTROL MEASURES DESIGNED AND CONSTRUCTED FOR THE CONVEYANCE OF WATER AROUND, THROUGH, OR AWAY FROM THE SITE SHALL BE DESIGNED TO LIMIT THE WATER FLOW TO A NON-EROSIVE VELOCITY.

TEMPORARY SOIL EROSION CONTROL MEASURES SHALL BE REMOVED AFTER PERMANENT SOIL EROSION CONTROL MEASURES HAVE BEEN IMPLEMENTED. ALL SITES SHALL BE STABILIZED WITH PERMANENT SOIL EROSION CONTROL MEASURES.

IF LAKES, PONDS, CREEKS, STREAMS, OR WETLANDS ARE LOCATED ON OR NEAR THE SITE, EROSION CONTROL MEASURES WHICH DIVERT RUNOFF AND TRAP SEDIMENT MUST BE PROVIDED AT STRATEGIC LOCATIONS. STRAW BALE BERMS MAY BE USED AS TEMPORARY STORM WATER DIVERSION STRUCTURES, BUT WILL NOT BE CONSIDERED SUFFICIENT FOR TRAPPING SEDIMENT. THE USE OF SEDIMENT BASINS, FILTER FABRIC, VEGETATED BUFFER STRIPS, AND ROCK FILTERS IN LIEU OF STRAW BALE BERMS SHALL BE STRONGLY ENCOURAGED. OTHER MEASURES MAY BE REQUIRED IF REASONABLY DETERMINED TO BE NECESSARY TO PROTECT A WATERCOURSE OR WETLAND.

WHEN IT IS NOT POSSIBLE TO PERMANENTLY STABILIZE A DISTURBED AREA AFTER AN EARTH CHANGE HAS BEEN COMPLETED OR WHEN SIGNIFICANT EARTH CHANGE ACTIVITY CEASES, TEMPORARY SOIL EROSION CONTROL MEASURES SHALL BE INSTALLED.

PERMANENT EROSION CONTROL MEASURES FOR ALL SLOPES, CHANNELS, DITCHES, OR ANY DISTURBED LAND AREA SHALL BE COMPLETED WITHIN 5 (FIVE) CALENDAR DAYS AFTER FINAL GRADING OR THE FINAL EARTH CHANGE HAS BEEN COMPLETED. ALL TEMPORARY SOIL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL PERMANENT SOIL EROSION CONTROL MEASURES ARE IMPLEMENTED.

VEGETATED BUFFER STRIPS SHALL BE CREATED OR RETAINED ALONG THE EDGES OF ALL LAKES, PONDS, CREEKS, STREAMS, OTHER WATERCOURSES, OR WETLANDS.

EROSION AND SEDIMENTATION CONTROL MEASURES SHALL RECEIVE REGULAR MAINTENANCE TO ASSURE PROPER FUNCTIONING.

ALL GRADING PLANS AND SPECIFICATIONS, INCLUDING EXTENSIONS OF PREVIOUSLY APPROVED PLANS, SHALL INCLUDE PROVISIONS FOR EROSION AND SEDIMENT CONTROL IN ACCORDANCE WITH, BUT NOT LIMITED TO, THE STANDARDS CONTAINED IN THE "STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL", PUBLISHED BY THE OAKLAND SOIL CONSERVATION DISTRICT.

VEGETATION SHALL BE ESTABLISHED WITHIN FIVE (5) DAYS OF FINAL GRADE, OR WHENEVER DISTURBED AREAS WILL REMAIN UNCHANGED FOR 30 DAYS OR GREATER. 3" TO 4" OF TOPSOIL WILL BE USED WHERE VEGETATION IS REQUIRED.

DIVERSION BERMS OR TERRACING SHALL BE IMPLEMENTED WHERE NECESSARY.

ALL DRAINAGE DITCHES SHALL BE STABILIZED WITH EROSION CONTROL BLANKETS AND SHALL UTILIZE CHECK DAMS AS NECESSARY. DRAINAGE DITCHES STEEPER THAT 3% SHALL BE SODDED.

SLOPES STEEPER THAN 1V:6H (16% SHALL BE STABILIZED WITH EROSION CONTROL BLANKETS.

## SEQUENCE OF CONSTRUCTION

INSTALL CRUSHED CONCRETE ACCESS DRIVE AND TEMPORARY CULVERTS AT THE SITE ENTRANCE AS INDICATED ON THE PLANS.

INSTALL SILT FENCE OR SIMILAR APPROVED SILT BARRIER ALONG PROPERTY LINES AND AROUND SENSITIVE NATURAL FEATURES AS INDICATED ON THE PLANS.

EXCAVATE A SHALLOW SWALE/DITCH AROUND PERIMETER OF SITE. GRADE THE TEMPORARY SWALE TO AN EXISTING DRAINAGE FACILITY. PLACE OUTLET FILTER IN EXISTING UPSTREAM STORM SEWER FACILITIES.

IF INDICATED ON CONSTRUCTION PLANS, SEDIMENTATION BASINS, DETENTION POND, ETC., SHALL BE CONSTRUCTED PRIOR TO THE INSTALLATION OF ANY OTHER WORK.

STRIP EXISTING TOPSOIL, VEGETATION AND ORGANIC MATTER FROM BUILDING PAD AND PARKING AREAS. COMMENCE LAND BALANCE AND MASS GRADING OPERATIONS. MAINTAIN A MINIMUM BUFFER OF 15' OF EXISTING VEGETATION WHEREVER POSSIBLE AROUND SITE PERIMETER. STOCK PILES SHOULD BE LOCATED AWAY FROM EXISTING DRAINAGE FACILITIES.

EXCAVATE AND INSTALL UNDERGROUND UTILITIES. INSTALL INLET FILTERS AROUND ALL NEW STORM SEWER FACILITIES AS INDICATED ON THE PLANS. EXISTING AND PROPOSED STORM SEWER FACILITIES SHALL BE PROTECTED FROM EROSION AND SEDIMENT INFILTRATION AT ALL TIMES.

COMMENCE FINAL GRADING AND TRIMMING OPERATIONS. PREPARE SUBGRADE FOR INSTALLATION OF PROPOSED PAVEMENT.

SEED AND MULCH ALL DISTURBED SITE AREAS AND INSTALLED SITE LANDSCAPING.

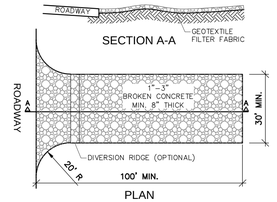
REMOVE CONSTRUCTION DEBRIS AND JET VAC NEWLY INSTALLED STORM SEWER SYSTEM AS REQUIRED BY THE MUNICIPALITY.

REMOVE ALL REMAINING TEMPORARY SOIL EROSION AND SEDIMENTATION CONTROL MEASURES ONCE PERMANENT MEASURES ARE ESTABLISHED.

WHENEVER POSSIBLE, THE SITE SHALL BE GRADED TO WITHIN SIX INCHES (6") OF THE PROPOSED FINISH GRADE PRIOR TO INSTALLATION OF UNDERGROUND FACILITIES.

STAGING OF PROPOSED WORK SHALL BE COMPLETED BY THE CONTRACTOR AS REQUIRED TO ENSURE PROGRESSIVE STABILIZATION OF DISTURBED AREAS.

REMOVE ALL TEMPORARY SESC MEASURES ONCE SITE IS STABILIZED.



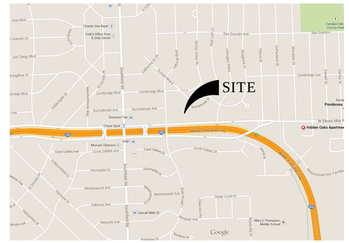

TEMPORARY BROKEN CONCRETE CONSTRUCTION ACCESS ROAD



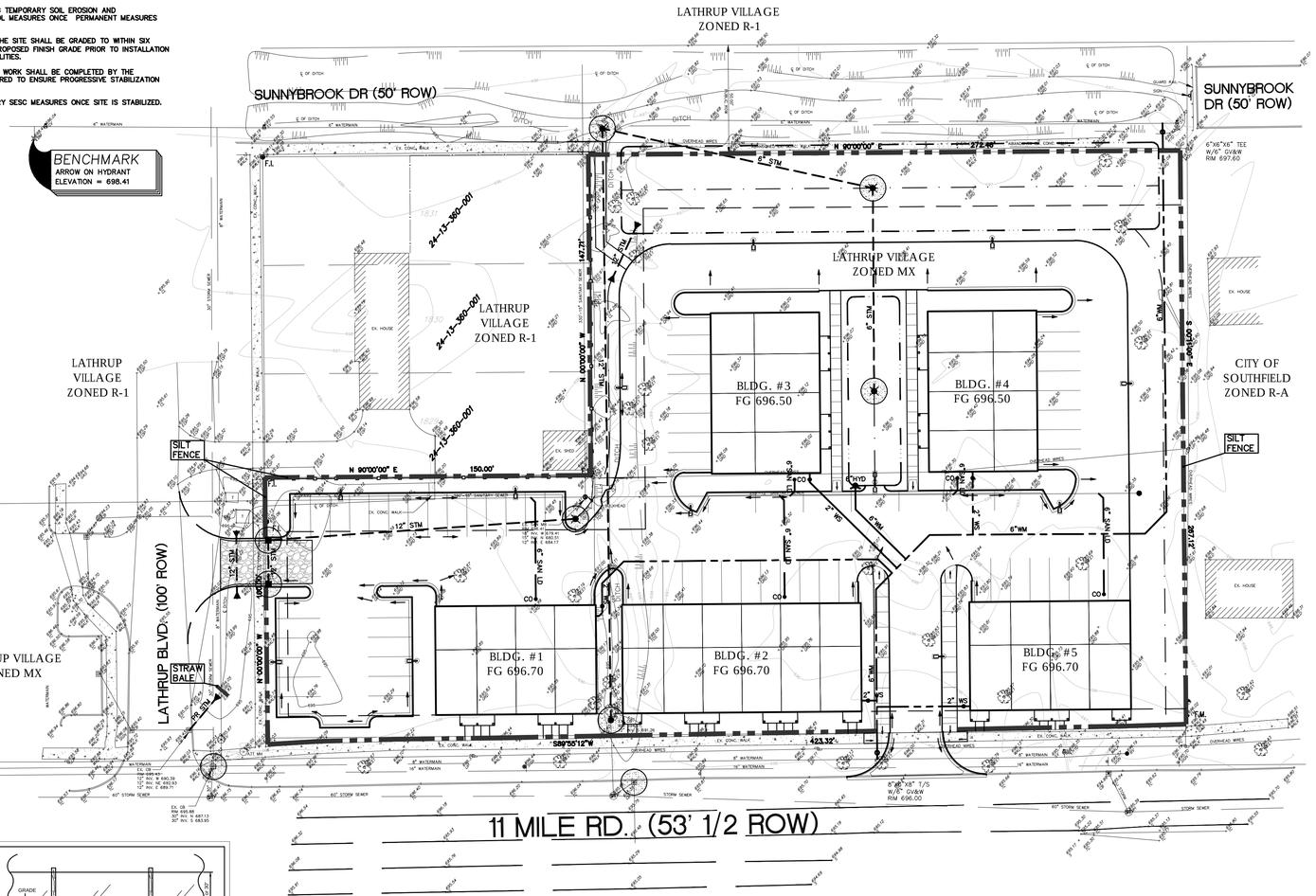

SOIL MAP

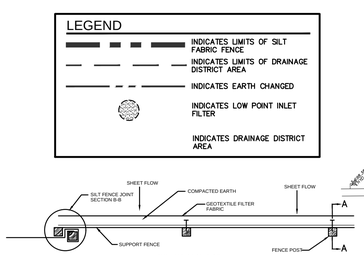
**Oakland County, Michigan (MI125)**

| Map Unit Symbol | Map Unit Name | Acres in AOI | Percent of AOI |
|---|---|---|---|
| 56A | Urban land-Blount-Lenawee complex, 0 to 3 percent slopes | 5.7 | 100.0% |
| Totals for Area of Interest | | 5.7 | 100.0% |

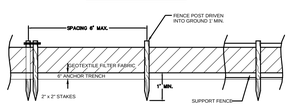



Location Map
N.T.S.

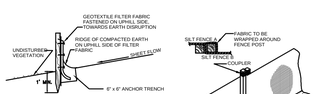


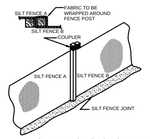

SILT FENCE PLAN VIEW



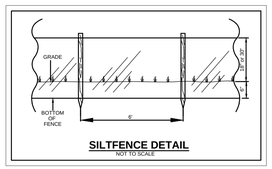

SILT FENCE FRONT VIEW

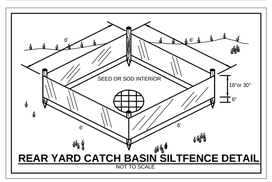



SILT FENCE SECTION A-A




SILT FENCE SECTION B-B




NOTE:

SILT FENCE SHALL BE INSTALLED AT THE 25' BUFFER LINE PRIOR TO ANY GRADING ON-SITE AND SHALL REMAIN IN PLACE AND MAINTAINED PROPERLY DURING THE DURATION OF THE PROJECT. NO GRADING OR DISTURBANCE SHALL BE MADE IN THE BUFFER ZONE.

LEGEND

- MANHOLE — EXISTING SANITARY SEWER
- SAN. CLEAN OUT
- HYDRANT, GATE VALVE — EXISTING WATERMAIN
- MANHOLE, CATCH BASIN — EXISTING STORM SEWER
- EX. R. Y. CATCH BASIN
- EXISTING BURIED CABLES
- UTILITY POLE, GUY POLE, GUY WIRE — OVERHEAD LINES
- LIGHT POLE
- SIGN
- EXISTING GAS MAIN
- C.O. MANHOLE — PR. SANITARY SEWER
- HYDRANT, GATE VALVE — PR. WATER MAIN
- INLET, C.B., MANHOLE — PR. STORM SEWER
- PR. R. Y. CATCH BASIN
- PROPOSED LIGHT POLE
- WETLAND BUFFER (25' FROM WETLAND)
- WETLAND
- FLOOD ZONE
- TOP OF BANK
- BUFFER (FROM T/BANK)
- TC 600.00 — PR. TOP OF CURB ELEVATION
- GU 600.00 — PR. GUTTER ELEVATION
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- TW 600.00 — PR. TOP OF WALK ELEVATION
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- FG 600.00 — FINISH GRADE ELEVATION

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PROJECT
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LATHRUP VILLAGE
DEVELOPMENT

CLIENT
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Ph. 248.840.3438
Fax 248.569.2100

Contact: Jeff Julius

SEAL

Know what's below
Call before you dig.

REVISIONS

| Date | Description |
|---|---|
| 11-14-2018 | SITE PLAN RE-INSTATEMENT |
| 11-03-2015 | REVISED PER CLIENT |
| 06-01-2015 | SECOND SUBMITTAL |
| 03-03-2015 | FIRST SUBMITTAL |

| Designed by: | Drawn by: |
|---|---|
| A.O. | D.W. |

| Approved by: | Date: |
|---|---|
| A.O. | 03-03-2015 |

Scale: 1" = 30'

Job No.: 1056

Sheet: C-3

SHEET
Soil Erosion Control Plan

PROJECT LOCATION
45710 Eleven Mile Road
Lathrup Village, Mi. 48187

## DECORATIVE TAPERED ALUMINUM POLE AND BASE — AV30

SUBMITTAL: _____

JOB: _____

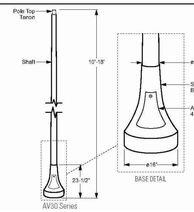
TYPE: _____

EXAMPLE: VM - AV30 - A - 100 - 40 - 156 - T - T23B - DBR - AB - OPTIONS

(PREFIX · SERIES · MATERIAL · HEIGHT · TOP DIAMETER · WALL THICKNESS · SHAFT STYLE · FIXTURE MOUNTING · FINISH OPTIONS · ANCHOR BOLTS · OPTIONS)

### SERIES

**AV30** — Series AV30 poles are 10' to 18' in height including a cast aluminum structural base and a 4' O.D. top tapered round aluminum shaft. The pole is designed to accommodate up to two fixtures on a pole top assembly with a maximum 36" O.C. fixture span.




**AV30 SERIES**
**SHAFT** — The pole shaft is spun from seamless 6063 alloy aluminum.
**POLE TOP** — A pole top plate and tenon (must specify size) are provided for top mount luminaire or Williams' pole top assembly.
**ACCESS DOOR** — The structural base includes an access door for easy on-site maintenance.
**STRUCTURAL BASE** — The structural base is cast from 356 alloy aluminum. A grounding provision with hardware is provided. The pole is inserted and welded into the structural base casting. The completed assembly is heat-treated to a T6 temper.

### MATERIAL (Must specify)

| | |
|---|---|
| A | Aluminum |

### HEIGHT (Must specify)

| | | | | | |
|---|---|---|---|---|---|
| 100 | 10'-0" | 120 | 12'-0" | 140 | 14'-0" |
| 160 | 16'-0" | 180 | 18'-0" | SL___ | Special Pole Length (Please specify, consult factory) |

### TOP DIAMETER

| | |
|---|---|
| 40 | 4" |

### WALL THICKNESS (Must specify)

| | | | |
|---|---|---|---|
| 156 | 0.156" | 188 | 0.188" (14', 16' and 18' shaft heights only) |

### SHAFT STYLE (Must specify)

| | |
|---|---|
| T | Tapered Round |

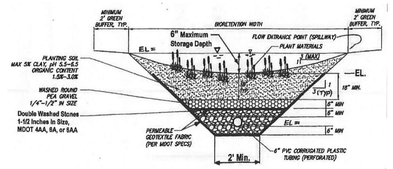


### 10-YEAR STORM BIORETENTION DESIGN CALCULATIONS, AREA 1

| | | | |
|---|---|---|---|
| Pavement: | 0.28 AC x 0.9 = 0.252 | | |
| Lawn: | 0.11 AC x 0.2 = 0.022 | | |
| Total: | 0.274 | | |
| A (area) = | | | 0.39 AC |
| C = 0.274 / 0.39 AC = | | | 0.7 |
| Frontage = | | | 100 FT |
| Qa (allowable) = 0.20 x A = | | | 0.078 CFS |
| Qa (allowable) = 0.103 x Frontage / 100 = | | | 0.103 CFS |
| Use the smaller value, Qa = | | | 0.078 CFS |
| Qo (max) = Qa / (A x C) = | | | 0.286 CFS / ACR.IMP. |
| Ts = - 25 + (6562.5 / Qo)^0.5 = | | | 126.48 MINUTES |
| Vs = 10,500 x Ts / (Ts + 25) - 40 x Qo x Ts = | | | 7,320.17 ACR.IMP. |
| Vt = Vs x A x C = | | | 1,998.40.13 CF |
| Required Volume = | | | 1,999 CF |
| Ponding Storage on top (max. 6" deep): | | | |
| Elev. 695.10 | Area 2,520 SF | | |
| Elev. 694.60 | Area 2,187 SF | Volume: 1,176 CF | |
| Storage in Planting Soils and Gravel Layers (20% void space) | | | |
| Elev. 694.60 | Area 2,187 SF | | |
| Elev. 692.00 | Area 1,035 SF | Volume: 945 CF | |
| Total Storage Provided = 2,120 Cf | | | |

### 10-YEAR STORM BIORETENTION DESIGN CALCULATIONS, AREA 2

| | | | |
|---|---|---|---|
| A (area) = | | | 1.69 AC |
| C = | | | 0.7 |
| Qa (allowable) = 0.20 x A = | | | 0.338 CFS |
| Qo (max) = Qa / (A x C) = | | | 0.286 CFS / ACR.IMP. |
| Ts = - 25 + (6562.5 / Qo)^0.5 = | | | 126.48 MINUTES |
| Vs = 10,500 x Ts / (Ts + 25) - 40 x Qo x Ts = | | | 7,320.17 ACR.IMP. |
| Vt = Vs x A x C = | | | 8,659.76 CF |
| Required Volume = | | | 8,660 CF |
| Ponding Storage on top (max. 6" deep): | | | |
| Elev. 694.50 | Area 10,000 SF | | |
| Elev. 694.00 | Area 9,139 SF | Volume: 4,783 CF | |
| Storage in Planting Soils and Gravel Layers (20% void space) | | | |
| Elev. 694.00 | Area 9,139 SF | | |
| Elev. 691.00 | Area 4,351 SF | Volume: 3,959 CF | |
| Total Storage Provided = 8,742 Cf | | | |




TYPICAL BIORETENTION CROSS-SECTION
N.T.S.

**Bioretention Material Specifications:**

Planting Soil: Planting soil should have a sandy loam, loamy sand, or loam texture per USDA textural triangle. Maximum clay content is < 5%. The soil mixture should have pH between 5.5 and 6.5 with an organic content of 1.5-3.0%, and an infiltration rate greater than 0.5 in/hour. The soil should be a uniform mix, free of stones, roots, or other similar objects larger than two inches. No other materials or substances should be mixed or dumped within the bioretention that may be harmful to plan growth, or prove a hindrance to the planting or maintenance operations. The planting soil should be free of Bermuda Grass, Quack Grass, Johnson Grass, Mugwort, Nutsedge, Poison Ivy, Canadian Thistle, Teartbub, or other noxious weeds.

Sand: Sand should be clean and free of deleterious materials. For planting soil, MDOT Class II clean sand is recommended.

Mulch: Mulch should consist of raw hardwood, MDOT Quality Product List (QPL). Grass clippings are unsuitable for mulch, primarily due to the excessive quantities of nitrogen built up in the materials.

Geotextile Fabric: Geotextile fabric should maintain a flow rate of 125 GPM per square foot. MDOT specifications are recommended (Table 910-1).

Underdrain Gravel Blanket: The gravel blanket should be double washed, 1-1/2 inches in size. MDOT class I Porous material is recommended.

Pea Gravel: Pea gravel should be washed, river-run, round diameter, 1/4 – 1/2 inches in size.

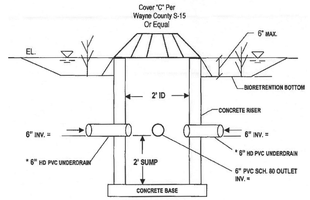
Underdrain Piping: A variety of materials can be used for underdrain piping, including heavy-duty PVC pipe and corrugated metal pipe. Other pipe materials may be used.

Vegetation: The following is a partial list of plants native to southeast Michigan that may be suitable for bioretention areas. The plants listed are excellent for moist organic gardens that are "dry" within 48 hours of a rain. Check sun/shade conditions before planning and planting.

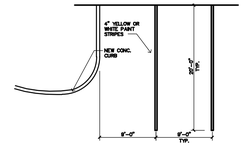
**Wildflowers, Sedges, and Grasses**
Beardtongue (Penstemon digitalis)
Bergamot (Bee-Balm) (Monarda fistulosa)
Black-Eyed Susan (Rudbeckia hirta)
Blue Flag Iris (Iris Virginica)
Blue Vervain (Verbena hostata)
Boneset (Eupatorium perfoliatum)
Canada Anemone (Anemone Canadensis)
Columbine (Aquilegia Canadensis)
Culver's Root (Veronicastrum virginicum)
Indian Grass (Sorgastrum nutans)
Joe-Pye Weed (Eupatorium Maculatum)
Marsh Blazing Star (Liatris spicata)
Missouri Ironweed (Veronia missurica)
New England Aster (Aster Novae-angliae)
Old-Field Cinquefoil (Potentilla simplex)
Porcupine Sedge (Carex hystericina)
Sneezeweed (Helenium autumnale)
Spiderwort (Tradescantia Ohiensis)
Swamp Goldenrod (Soldidago patula)

**Wildflowers, Sedges, and Grasses (Cont.)**
Tall or Green-Headed Coneflower (Rudbeckia triloburn)
Swamp Milkweed (Asclepias incarnata)
Tall Tickseed (Coreopsis verticillata)
White Turtlehead (Chelone glabra)
White Vervain (Verbena urticifolia)
Wild Strawberry (Fragaria virginiana)

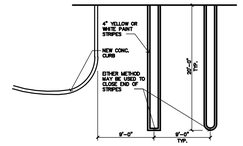
**Shrubs**
American Cranberrybush (Viburnum trilobum)
Black Chokeberry (Aronia prunifolia)
Common Buttonbush (Cephalanthus occidentalis)
Meadowsweet (Spiraea alba)
Ninebark (Physiocarpus opulifolius)
Redosier Dogwood (Cornes stolonifera)
Shrubby Cinquefoil (Potentilla fruticosa)
Shrubby St. John's-Wort (Hypericum prolificum)
Spicebush (Lindera benzoin)
Steeplebush (Spiraea tomentosa)




TYPICAL BIORETENTION OVERFLOW SECTION
N.T.S.
* UNDERDRAIN PIPE SHOULD NOT BE PERFORATED WITHIN 5' OF THE STRUCTURE




PARKING STRIPE DETAIL-RESIDENTIAL
N.T.S.




PARKING STRIPE DETAIL-COMMERCIAL
N.T.S.

### NOTES

DETAILS SPECIFIED ON THIS PLAN APPLY TO ALL CONSTRUCTION, RECONSTRUCTION, OR ALTERATION OF STREETS, CURBS, OR SIDEWALKS BY ALL PUBLIC AGENCIES AND BY ALL PRIVATE ORGANIZATIONS CONSTRUCTING FACILITIES FOR PUBLIC USE.

SIDEWALK RAMPS ARE TO BE LOCATED AS SPECIFIED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

RAMPS SHALL BE PROVIDED AT ALL CORNERS OF AN INTERSECTION WHERE THERE IS EXISTING OR PROPOSED SIDEWALK AND CURB. RAMPS SHALL ALSO BE PROVIDED AT MAJOR LOCATIONS IN THE VICINITIES OF HOSPITALS, MEDICAL CENTERS, AND LARGE ATHLETIC FACILITIES.

SURFACE TEXTURE OF THE RAMP SHALL BE THAT OBTAINED BY A COARSE BROOMING. TRANSVERSE TO THE RAMP.

SIDEWALK SHALL BE RAMPED WHERE THE DRIVEWAY CURB IS EXTENDED ACROSS THE WALK.

CARE SHALL BE TAKEN TO ASSURE A UNIFORM GRADE ON THE RAMP, FREE OF SAGS AND SHORT GRADE CHANGES. WHERE CONDITIONS PERMIT, IT IS DESIRABLE THAT THE SLOPE OF THE RAMP BE IN ONLY ONE DIRECTION, PARALLEL TO THE DIRECTION OF TRAVEL.

RAMP WIDTH SHALL BE INCREASED, IF NECESSARY, TO ACCOMMODATE SIDEWALK SNOW REMOVAL EQUIPMENT NORMALLY USED BY THE MUNICIPALITY.

* MAXIMUM TURNING SPACE SLOPE IS 2.0% IN EACH DIRECTION OF TRAVEL. MINIMUM DIMENSIONS 5' x 5'. SEE NOTES.

** MAXIMUM RAMP CROSS SLOPE IS 2.0%. RUNNING SLOPE 5% – 7% (8.3% MAXIMUM). SEE NOTES.

THE MAXIMUM RUNNING SLOPE OF 8.3% IS RELATIVE TO A FLAT (0%) REFERENCE. HOWEVER, IT SHALL NOT REQUIRE ANY RAMP OR SINGLE RAMP WITHIN A COMBINATION OF RAMPS TO EXCEED 15 FEET IN LENGTH.

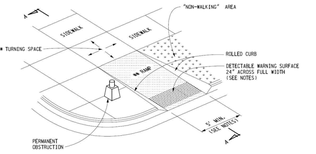
IF POSSIBLE, DRAINAGE STRUCTURES SHOULD NOT BE PLACED IN LINE WITH RAMPS, EXCEPT WHERE EXISTING DRAINAGE STRUCTURES ARE BEING UTILIZED IN THE NEW CONSTRUCTION. LOCATION OF THE RAMP SHOULD TAKE PRECEDENCE OVER LOCATION OF DRAINAGE STRUCTURE.

THE SLOPE OF THE GUTTER PAN SHALL BE TRANSITIONED TO A MAXIMUM OF 5% IN THE AREA OF THE CURB CUT OF THE SIDEWALK RAMP. WHERE POSSIBLE, MAINTAIN THE NORMAL GUTTER PAN SLOPE ACROSS THE DRAINAGE STRUCTURE INLETS.

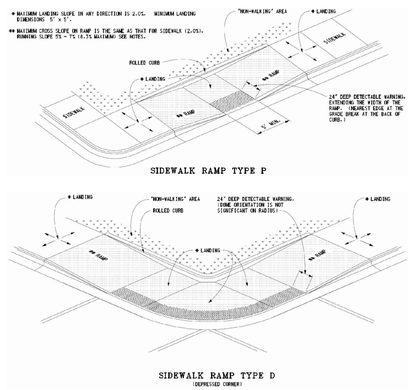
THE TOP OF THE JOINT FILLER FOR ALL RAMP TYPES SHALL BE FLUSH WITH THE ADJACENT CONCRETE.

CROSSWALK AND STOP LINE MARKINGS, IF USED, SHALL BE SO LOCATED AS TO STOP TRAFFIC SHORT OF RAMP CROSSINGS. SPECIFIC DETAILS FOR MARKING APPLICATIONS ARE GIVEN IN THE "MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES".

FLARED SIDES WITH A SLOPE OF 10% MAXIMUM, MEASURED ALONG THE CURB LINE, SHALL BE PROVIDED WHERE A CIRCULATION PATH CROSSES THE SIDEWALK RAMP. FLARED SIDES ARE NOT REQUIRED WHERE THE SIDES OF A SIDEWALK RAMP ARE PROTECTED BY LANDSCAPING OR OTHER BARRIERS TO TRAVEL BY WHEELCHAIR USERS OR PEDESTRIANS ACROSS THE EDGE OF THE SIDEWALK RAMP.




SIDEWALK RAMP TYPE R
(ROLLED SIDES)

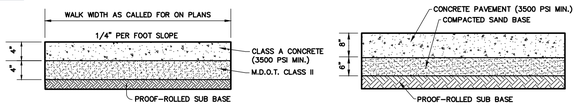



SIDEWALK RAMP TYPE P




SIDEWALK RAMP TYPE D
(DEPRESSED CORNER)

SIDEWALK RAMP DETAILS
N.T.S.



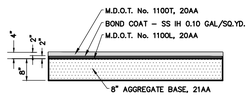

THICKENED CONCRETE WALK SECTION
N.T.S.



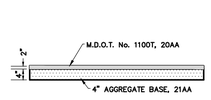

4" CONCRETE WALK SECTION
N.T.S.



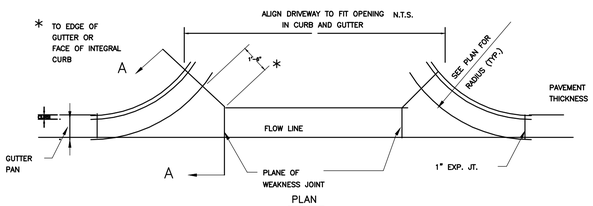

8" CONCRETE SECTION
N.T.S.



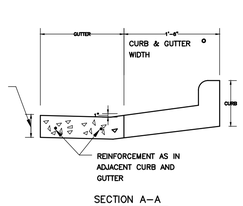

4" ASPHALT PAVING SECTION
(Residential Drive Isles & Parking Lot)
N.T.S.

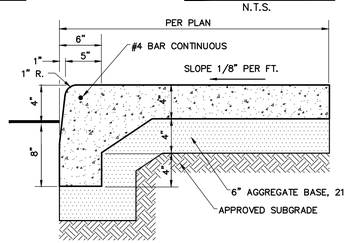



2" ASPHALT PAVING SECTION
(Residential Driveway Approaches)
N.T.S.

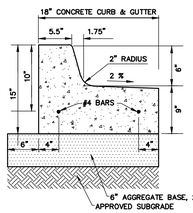



MDOT CONCRETE DRIVEWAY OPENING
N.T.S.

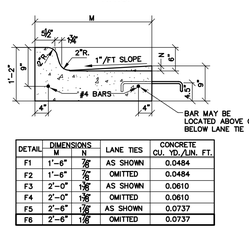



4" MONOLITHIC CURB AND WALK
N.T.S.




CONCRETE CURB DETAIL 'B'
N.T.S.




| DETAIL | DIMENSIONS M | N | LANE TIES | CONCRETE CU. YD./LIN. FT. |
|---|---|---|---|---|
| F1 | 1'-6" | 7/8" | AS SHOWN | 0.0484 |
| F2 | 1'-6" | 7/8" | OMITTED | 0.0484 |
| F3 | 2'-0" | 1 1/8" | AS SHOWN | 0.0610 |
| F4 | 2'-0" | 1 1/8" | OMITTED | 0.0610 |
| F5 | 2'-6" | 1 1/8" | AS SHOWN | 0.0737 |
| F6 | 2'-6" | 1 1/8" | OMITTED | 0.0737 |

MDOT CURB AND GUTTER DETAIL F
N.T.S.

OE Engineering
Civil Engineers • Land Planning
Land Surveying
**Orman Engineering, LLC**
**5476 Vivian Lane**
**Waterford, MI 48327**
**P: 248.682.6001**
**E: ormana@sbcglobal.net**

**PROJECT**
PROPOSED
LATHRUP VILLAGE
DEVELOPMENT

**CLIENT**
FFJ DEVELOPMENT,
L.L.C.
1732 Crooks Road
Troy, Michigan 48084
Ph. 248.840.3438
Fax 248.569.2100

Contact: Jeff Julius

**SEAL**

**SHEET**
Details

**PROJECT LOCATION**
45710 Eleven Mile Road
Lathrup Village, Mi. 48187

Know what's below
Call before you dig.

**REVISIONS**

| Date | Description |
|---|---|
| 11-14-2018 | SITE PLAN RE-INSTATEMENT |
| 11-03-2015 | REVISED PER CLIENT |
| 06-01-2015 | SECOND SUBMITTAL |
| 03-03-2015 | FIRST SUBMITTAL |

| Designed by: | Drawn by: |
|---|---|
| A.O. | D.W. |
| **Approved by:** | **Date:** |
| A.O. | 03-03-2015 |
| **Scale:** | |
| 1" = 30' | |
| **Job No.:** | **Sheet:** |
| 1056 | C-4 |

## LEGEND

- MANHOLE — EXISTING SANITARY SEWER
- HYDRANT, GATE VALVE — SAN. CLEAN OUT
- EXISTING WATERMAIN
- MANHOLE, CATCH BASIN — EXISTING STORM SEWER
- EX. R. Y. CATCH BASIN
- UTILITY POLE, GUY POLE, GUY WIRE — EXISTING BURIED CABLES
- OVERHEAD LINES
- LIGHT POLE
- SIGN
- C.O., MANHOLE — EXISTING GAS MAIN
- HYDRANT, GATE VALVE — PR. SANITARY SEWER
- PR. WATER MAIN
- INLET, C.B., MANHOLE — PR. STORM SEWER
- PR. R. Y. CATCH BASIN
- PROPOSED LIGHT POLE
- WETLAND BUFFER (25' FROM WETLAND)
- WETLAND
- FLOOD ZONE
- TOP OF BANK
- BUFFER (FROM T/BANK)
- TC 600.00 — PR. TOP OF CURB ELEVATION
- GU 600.00 — PR. GUTTER ELEVATION
- BC 600.00 — PR. BACK OF CURB
- TW 600.00 — PR. TOP OF WALK ELEVATION
- TP 600.00 — PR. TOP OF PVMT. ELEVATION
- FG 600.00 — FINISH GRADE ELEVATION

## LANDSCAPE REQUIREMENTS

**LANDSCAPING / GREEN SPACE**

**TOTAL LOT AREA (EXCLUDING ALLEY) = 82,385 SF**
82,385 SF X 5% = 4,120 SF LANDSCAPE AREA REQUIRED

LANDSCAPE AREA REQUIRED: 4,120 SF
**LANDSCAPE AREA PROVIDED: 16,000 SF**

**PARKING LOT LANDSCAPING**

15 SF OF PARKING LOT LANDSCAPING / PARKING SPACE
33 PROPOSED PARKING SPACES
33 X 15 = 495 SF REQUIRED

LANDSCAPE AREA REQUIRED: 495 SF
**LANDSCAPE AREA PROVIDED: 1105 SF**
**(235 SF + 870 SF)**

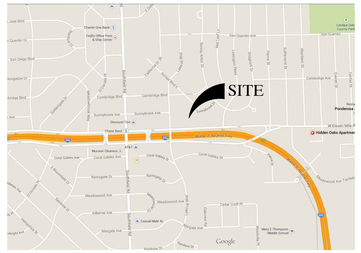
## NOTE KEY: (2)

1. SNOW STORAGE AREA
2. 6' HT. SCREEN WALL - SEE CIVIL PLANS
3. SWALE - SEE CIVIL PLANS
4. LIGHTPOLE - SEE CIVIL / ELECTRICAL PLANS

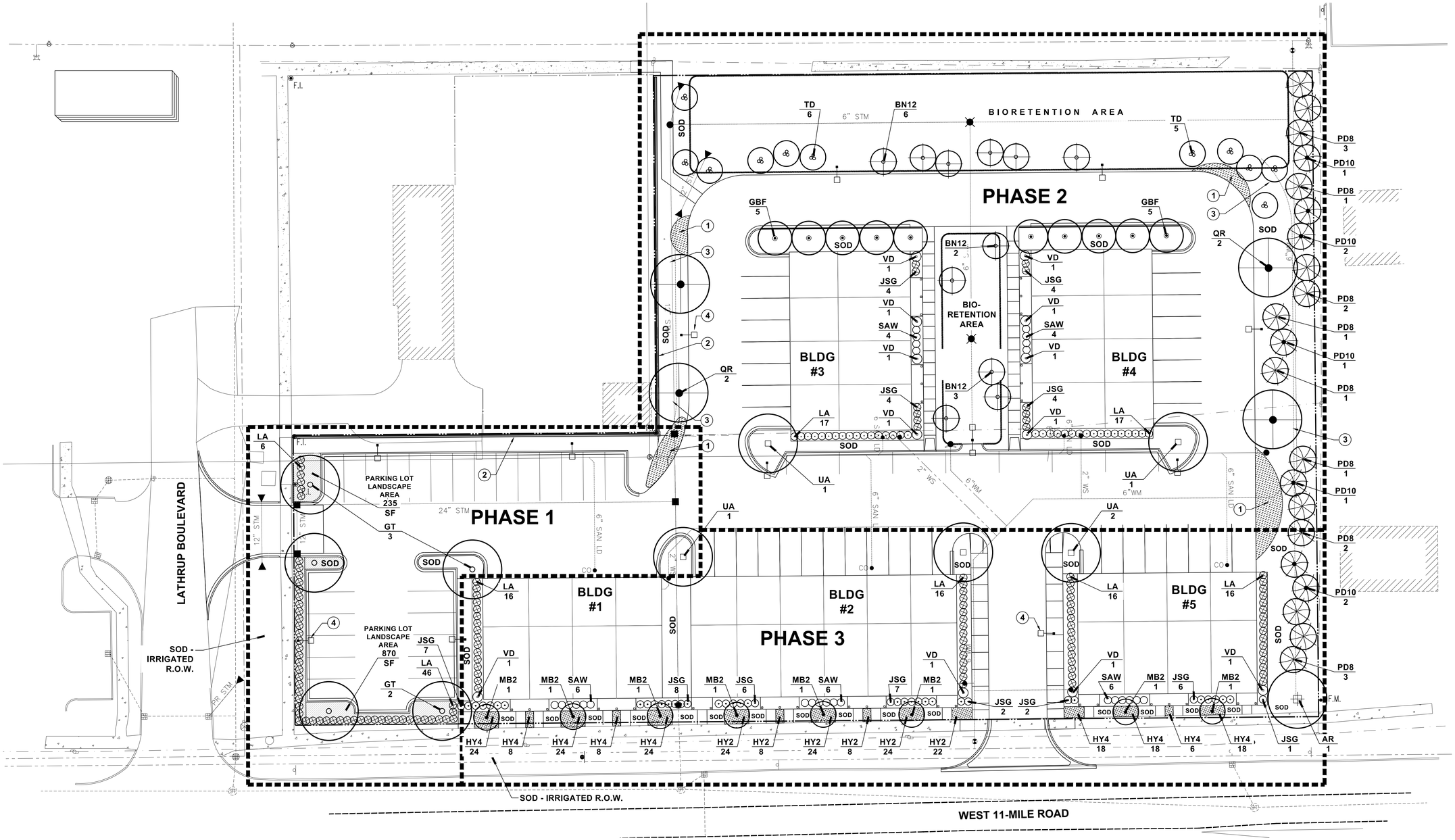
## PLANTING KEY:

TREE SYMBOL
TREE TYPE KEY
PLANT LIST-SEE SHEET LS-2
PLANTING DETAILS-SEE SHEET LS-2
QUANTITY
FA3

KWLA
KENNETH WEIKAL
LANDSCAPE ARCHITECTURE
248 477 3600 TEL
WWW.KW-LA.COM
33203 BIDDESTONE LANE, FARMINGTON HILLS, MI 48334




Location Map
N.T.S.




**1 / LS-1 SITE PLANTING PLAN**
SCALE 1" = 20'

NORTH

Engineering
Civil Engineers • Land Planning
Land Surveying
**Orman Engineering, LLC**
**5476 Vivian Lane**
**Waterford, MI 48327**
**P: 248.682.6001**
**E: ormana@sbcglobal.net**

PROJECT
PROPOSED
LATHRUP VILLAGE
DEVELOPMENT

CLIENT
FFJ DEVELOPMENT, L.L.C.
1732 Crooks Road
Troy, Michigan 48084
Ph. 248.840.3438
Fax 248.569.2100

Contact: Jeff Julius

SEAL
STATE OF MICHIGAN
KENNETH S. WEIKAL
LANDSCAPE ARCHITECT
No. 1022
REGISTERED LANDSCAPE ARCHITECT

SHEET
Site Planting Plan

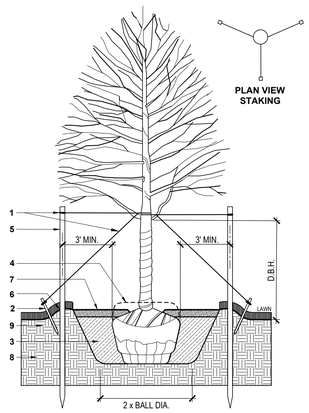
PROJECT LOCATION
45710 Eleven Mile Road
Lathrup Village, Mi. 48187

811 Know what's below Call before you dig.

REVISIONS

| Date | Description |
|---|---|
| 11/14/18 | SITE PLAN RE-INSTATEMENT |
| 11/11/15 | REV. PER CITY REVIEW |
| 08/26/15 | REV. PER CITY REVIEW |
| 06/01/15 | REV. PER CITY REVIEW |

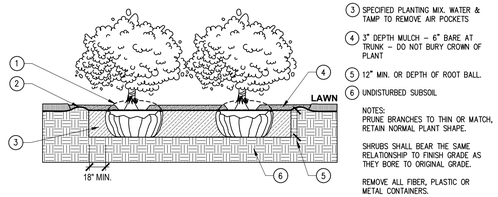
| Designed by: | Drawn by: |
|---|---|
| KW | KMW |
| **Approved by:** | **Date:** |
| KW | 03-03-2015 |
| **Scale:** | |
| 1" = 20' | |
| **Job No.:** | **Sheet:** |
| 1056 | LS-1 |




1. STAKE ALL TREES UNDER 4" CALIPER. GUY ALL TREES 4" AND OVER
2. PRUNE ONLY TO REMOVE BROKEN OR DAMAGED BRANCHES
3. PLANT SO THAT TOP OF ROOT FLARE IS EVEN WITH THE FINISHED GRADE
4. NEVER CUT LEADER
5. "ARBORTIE" NYLON STRAPS. STAKE ABOVE FIRST BRANCHES OR AS NECESSARY FOR FIRM SUPPORT
6. FOR TREES OVER 4" CALIPER (3) 2"x4"x24" PRESS TREATED STAKES – TOP OF STAKE 6" ABOVE GROUND
7. AMEND SOIL PER SPECIFICATION REQUIREMENTS, WATER AND TAMP TO REMOVE AIR POCKETS
8. REMOVE ±4"–8" OF SOIL FROM TOP OF ROOT BALL TO EXPOSE ROOT FLARE. SOIL CAN BE USED IN PLANT MIX. REMOVE TOP ⅓ OF BASKET AND BURLAP
9. HARDWOOD STAKES (3) STAKES 2"X2" DRIVEN (MIN. 18") FIRMLY INTO SUBGRADE PRIOR TO BACKFILLING. REMOVE AFTER 1 YEAR
10. FORM SAUCER 6" BEYOND EDGE OF PLANT PIT
11. 3" MULCH, LEAVE 3" CIRCLE OF BARE SOIL AT TRUNK
12. UNDISTURBED SUBSOIL
13. COMPACTED TOPSOIL – SEE CIVIL DWGS FOR DEPTH AND SPECS

## 1 DECIDUOUS TREE PLANTING

NOT TO SCALE




1. REMOVE TOP 1/3 OF BURLAP FROM ROOTBALL
2. MOUND TO FORM SAUCER FORM SOIL SAUCER WITH 3" HT. CONTINUOUS RIM
3. SPECIFIED PLANTING MIX. WATER & TAMP TO REMOVE AIR POCKETS
4. 3" DEPTH MULCH – 6" BARE AT TRUNK – DO NOT BURY CROWN OF PLANT
5. 12" MIN. OR DEPTH OF ROOT BALL.
6. UNDISTURBED SUBSOIL

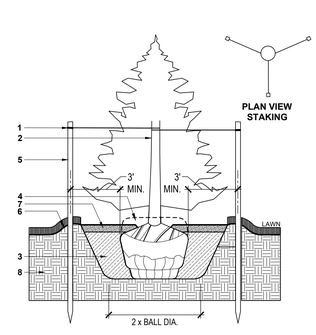
NOTES:
PRUNE BRANCHES TO THIN OR MATCH, RETAIN NORMAL PLANT SHAPE.

SHRUBS SHALL BEAR THE SAME RELATIONSHIP TO FINISH GRADE AS THEY BORE TO ORIGINAL GRADE.

REMOVE ALL FIBER, PLASTIC OR METAL CONTAINERS.

## 2 SHRUB BED PLANTING DETAIL

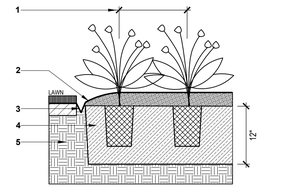
NOT TO SCALE




1. REMOVE ALL TAGS, STRINGS, PLASTICS AND OTHER MATERIALS WHICH ARE UNSIGHTLY OR COULD CAUSE GIRDLING
2. PLANT SO THAT TOP OF ROOT FLARE IS EVEN WITH THE FINISHED GRADE
3. STAKE ALL EVERGREEN TREES UNDER 12' HT.
4. GUY ALL EVERGREEN TREES 12' HT. AND OVER
5. "ARBORTIE" NYLON STRAPS
6. NEVER CUT LEADER
7. AMEND SOIL PER SPECIFICATION REQUIREMENTS, WATER AND TAMP TO REMOVE AIR POCKETS
8. REMOVE ±4"–8" OF SOIL FROM TOP OF ROOT BALL TO EXPOSE ROOT FLARE. SOIL CAN BE USED IN PLANT MIX. REMOVE TOP ½ OF BASKET AND BURLAP
9. HARDWOOD STAKES (3) STAKES 2"X2" DRIVEN (MIN. 18") FIRMLY INTO SUBGRADE PRIOR TO BACKFILLING. REMOVE AFTER 1 YEAR
10. FORM SOIL SAUCER 6" BEYOND EDGE OF PLANT PIT
11. 3" MULCH, LEAVE 3" CIRCLE OF BARE SOIL AT TRUNK
12. UNDISTURBED SUBSOIL

## 3 EVERGREEN TREE PLANTING

NOT TO SCALE




1. CONTRACTOR TO VERIFY PERCOLATION OF PLANTING PIT PRIOR TO INSTALLATION
2. REMOVE ALL FIBER, PLASTIC OR METAL CONTAINERS
3. SEE PLANT LIST FOR SPACING
4. 1–1/2" DEPTH DOUBLE PROCESSED SHREDDED BARK MULCH
5. SHOVEL CUT EDGE OR ALUM. EDGE, SEE PLAN
6. EXCAVATE EXISTING SOIL 12" DEEP FILL WITH PLANT MIX (SEE SPECS.)
7. UNDISTURBED SUBGRADE

## 4 PERENNIAL / GROUNDCOVER PLANTING DETAIL

NOT TO SCALE

## PLANT LIST

| QUAN. | KEY | COMMON/ BOTANICAL NAME | SIZE | SPEC. |
|---|---|---|---|---|
| 1 | AB | Autumn Blaze Maple *Acer x. fremanii 'Autumn Blaze'* | 3" Cal. | B&B |
| 11 | BN12 | River Birch - Clump *Betula nigra* | 12' Ht. 4-stem min. | B&B |
| 10 | GBF | Columnar Ginkgo *Ginkgo biloba 'Fastigiata'* | 3" Cal. | B&B |
| 5 | GT | Thornless Honeylocust *Gleditsia tria.inermis* | 3" Cal. | B&B |
| 8 | MB2 | Red Baron Crab Apple *Malus 'Red Baron'* | 2" Cal. | B&B |
| 4 | QR | Northern Red Oak *Quercus rubra* | 3" Cal. | B&B |
| 5 | UA | Accolade Elm *Ulmus parviflora 'Morton'* | 3" Cal | B&B |
| 14 | PD8 | Black Hills Spruce *Picea g. 'Densata'* | 8' Ht. | B&B |
| 7 | PD10 | Black Hills Spruce *Picea g. 'Densata'* | 10' Ht. | B&B |
| 11 | TD | Bald Cypress *Taxodium distichum* | 10' Ht. Low branched | B&B |
| 55 | JSG | Sea Green Juniper *Juniperus 'Sea Green'* | 24" Spr. | Cont. |
| 150 | LA | Amur Privet *Ligustrum amurense* | 24" Ht. | Cont. |
| 26 | SAW | Anthony Waterer Spirea *Spirea 'Anthony Waterer'* | 24" Ht. | Cont. |
| 12 | VD | Arrowood Viburnum *Viburnum dentatum* | 36" Ht. | Cont. |
| 110 | HY2 | Happy Returns Daylily *Hemerocallis 'Happy Returns'* | 1 Gal. 3 Fan min. | Cont. |
| 148 | HY4 | Stella D'Oro Daylilies *Hemerocallis 'Stella D'Oro'* | 3 Fan min. | Cont. |

Elm Summary

The Elms specified are not American elm trees, which we all know have been decimated over the past 100 years in the American landscape, but special hybrids developed to replace the American Elm.

**The Regal Elm -** is a hybrid elm cultivar developed by the University of Wisconsin at Madison and released in 1983. 'Regal' was derived from seeds arising from the crossing of the Dutch hybrid clones of the Siberian elm and European smooth leaved elm (*Ulmus pumila* × 'Hoersholmiensis'), sent in 1960 by the De Dorschkamp Research Institute in the Netherlands.

The Regal elm casts a honeylocust-like light shade that makes possible the successful culture of turf grass in the vicinity of the tree

**The 'Accolade' Elm** - is a cross of the Japanese elm and Chinese elm, (Ulmus japonica x Ulmus wilsoniana)- and was developed by the Morton Arboretum in Chicago

It is an elm cultivar derived from an elm hybrid planted at the Morton Arboretum in 1924, which itself originated as seed collected from a tree at the Arnold Arboretum in Massachusetts.

Accolade Elm is a cross of Japanese and Chinese species selected for its vase shape, vigorous growth, excellent drought tolerance and good strong yellow fall color. It has excellent disease resistance to both Elm Yellows and to the dreaded Dutch Elm Disease. Mayor Daley of Chicago chose the Accolade Elm to bring elms back to Chicago's Grant Park in 2002.

The original tree at the Morton Arboretum is noted for its resemblance to the American Elm (*Ulmus americana),* its upright-arching branches creating the familiar vase-shape. Moreover, in its 80+ years it has survived three epidemics of Dutch Elm Disease there unscathed.

**The Triumph Elm** - is another elm developed at the Morton Arboretum

It is Asian hybrid - a cross between the 'Vangard Elm' and 'Accolade Elm' (parentage - Japanese, Chinese and Siberian elms)

All three of these elms have been selected for their fast growth and environmental tolerance.

All three of these elms have been specified by our office and are awaiting planting or have been specified and planted in Canton, Novi, Northville, West Bloomfield, Waterford, Shelby Township, Grand Blanc, the city of Detroit and projects in Illinois and Ohio.

## GENERAL PLANTING NOTES:

A. ALL TREES TO HAVE CLAY OR LOAM BALLS, TREES WITH SAND BALLS WILL BE REJECTED.

B. ALL SINGLE STEM SHADE TREES TO HAVE STRAIGHT TRUNKS AND SYMMETRICAL CROWNS.

C. ALL SINGLE TRUNK SHADE TREES TO HAVE A CENTRAL LEADER, TREES WITH FORKED OR IRREGULAR TRUNKS WILL NOT BE ACCEPTED.

D. ALL MULTI-STEM TREES SHALL BE HEAVILY BRANCHED AND HAVE SYMMETRICAL CROWNS. ONE SIDED TREES OR THOSE WITH THIN OR OPEN CROWNS SHALL NOT BE ACCEPTED.

E. ALL EVERGREEN TREES SHALL BE HEAVILY BRANCHED AND FULL TO THE GROUND, SYMMETRICAL IN SHAPE AND NOT SHEARED FOR THE LAST FIVE GROWING SEASONS.

F. NO MACHINERY IS TO BE USED WITHIN THE DRIPLINE OF EXISTING TREES. HAND GRADE ALL LAWN AREAS WITHIN DRIPLINE OF EXISTING TREES.

G. ALL TREE LOCATIONS SHALL BE STAKED BY LANDSCAPE CONTRACTOR AND ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF THE PLANT MATERIAL.

H. IT IS MANDATORY THAT POSITIVE DRAINAGE IS PROVIDED AWAY FROM ALL BUILDINGS, WALKS AND PAVED AREAS.

I. ALL PLANTING BEDS SHALL RECEIVE 3" SHREDDED BARK MULCH. SEE SPECIFICATIONS.

J. SEE SPECIFICATIONS FOR ADDITIONAL COMMENTS, REQUIREMENTS, PLANTING PROCEDURES AND WARRANTY STANDARDS.

K. SOD LAWN AREAS – ALL LAWN AREAS BETWEEN CURBS AND BUILDINGS OR BETWEEN BUILDINGS, DISK SOIL TO 6" DEEP BEFORE TOPSOIL PLACEMENT

## PLANT MIX

PLANTING BEDS TO RECEIVE 70% LOAM TOPSOIL, 10% COMPOST, 20% SAND; EXCAVATE PLANT BED, DISPOSE OF SPOILS OFF SITE, INSTALL PLANT MIX

HAND TILL INTO PLACED PLANT MIX:

(1) 6 CU. FT. BALE CANADIAN PEAT

(1) 40 LB BAG DRIMANURE (COMPOSTED POULTRY MANURE)

(1) 10 LB BAG SHEMINS 13-13-13 MULTI PURPOSE FERTILIZER

PER 100 SQ FT BED AREA.

HAND TILL INTO PROVIDED PLANT MIX TO A DEPTH OF 12" MINIMUM

## PLANT BEDS

ALL PLANT BEDS TO BE FULLY EXCAVATED TO DEPTH SHOWN ON DETAILS AND AREAS SHOWN ON PLANS, AND TO RECEIVE CONTINUOUS PLANT MIX AS SPECIFIED (NOT INDIVIDUAL PLANT HOLES)

## MULCH

MULCH TO BE DOUBLE SHREDDED HARDWOOD BARK MULCH

NO GROUND WOOD PALETTE MULCH PERMITTED

## LANDSCAPE EDGING

ALL LANDSCAPE EDGES ARE SHOVEL CUT

## PLANT SPACING

FILL BED WITH PLANTS SPECIFIED. KEEP PLANTS AWAY FROM BUILDING 12" MATURE SIZE

## LAWNS:

ALL PROPOSED LAWN AREAS TO BE IRRIGATED SOD.

KWLA
KENNETH WEIKAL
LANDSCAPE ARCHITECTURE
248 477 3600 TEL
WWW.KW-LA.COM
33203 BIDDESTONE LANE, FARMINGTON HILLS, MI 48334

OE Engineering
Civil Engineers • Land Planning
Land Surveying
Orman Engineering, LLC
5476 Vivian Lane
Waterford, MI 48327
P: 248.682.6001
E: ormana@sbcglobal.net

PROJECT

PROPOSED
LATHRUP VILLAGE
DEVELOPMENT

CLIENT

FFJ DEVELOPMENT, L.L.C.
1732 Crooks Road
Troy, Michigan 48084
Ph. 248.840.3438
Fax 248.569.2100

Contact: Jeff Julius

SEAL

STATE OF MICHIGAN
KENNETH S. WEIKAL
LANDSCAPE ARCHITECT
No. 1022
REGISTERED LANDSCAPE ARCHITECT

SHEET

Plant List,
Notes & Details

PROJECT LOCATION

45710 Eleven Mile Road
Lathrup Village, Mi. 48187

811 Know what's below Call before you dig.

REVISIONS

| Date | Description |
|---|---|
| 11/14/18 | SITE PLAN RE-INSTATEMENT |
| 11/11/15 | REV. PER CITY REVIEW |
| 08/26/15 | REV. PER CITY REVIEW |
| 06/01/15 | REV. PER CITY REVIEW |

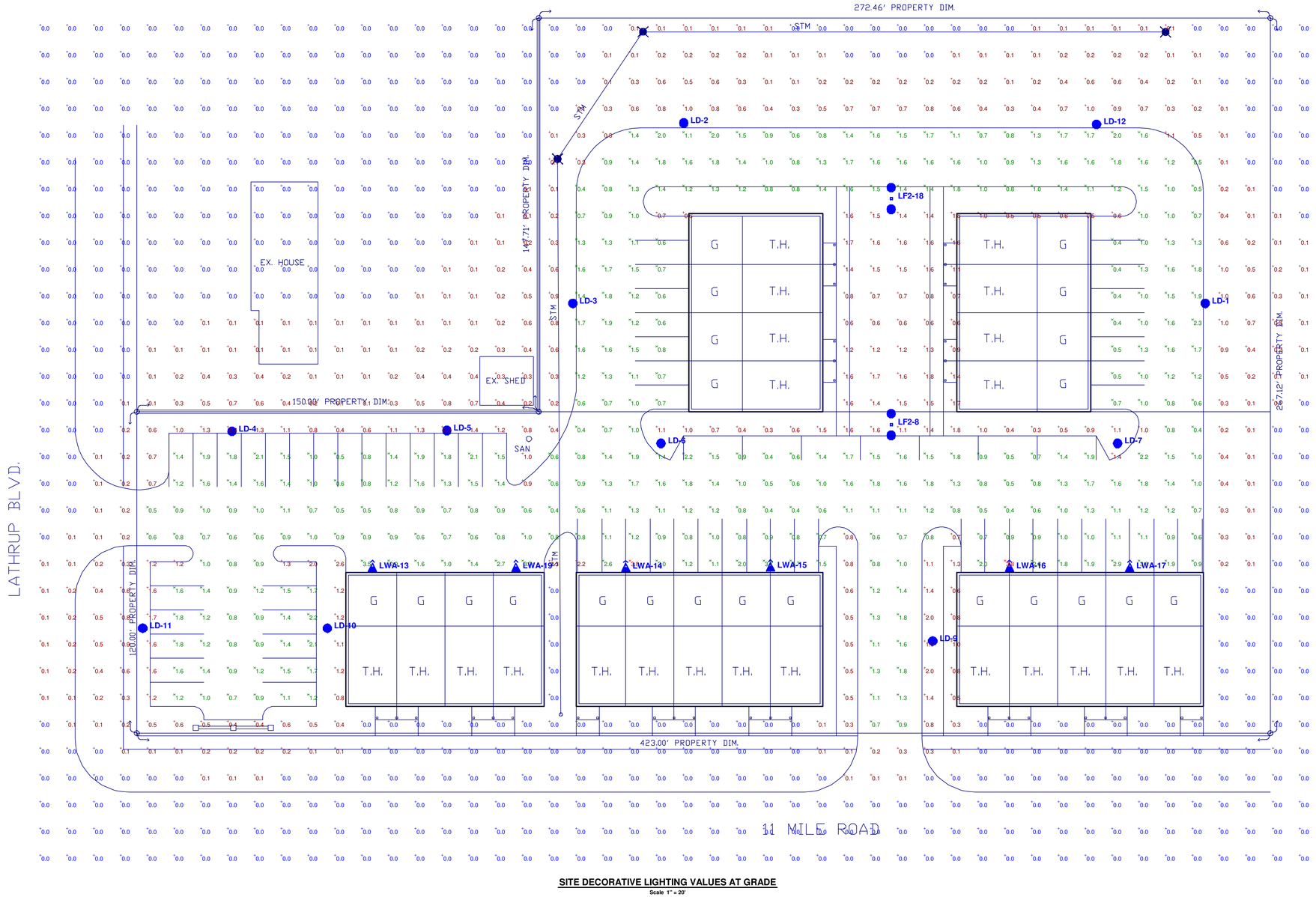
| Designed by: | Drawn by: |
|---|---|
| KW | KMW |

| Approved by: | Date: |
|---|---|
| KW | 03-03-2015 |

Scale:

.

| Job No.: | Sheet: |
|---|---|
| 1056 | LS-2 |




**SITE DECORATIVE LIGHTING VALUES AT GRADE**
Scale 1" = 20'

## LUMINAIRE LOCATIONS

| No. | Label | Location X | Location Y | MH | Orientation | Tilt |
|---|---|---|---|---|---|---|
| 1 | LD | 112.7 | 160.4 | 18.0 | 270.0 | 0.0 |
| 2 | LD | -81.9 | 227.8 | 18.0 | 180.0 | 0.0 |
| 3 | LD | -123.3 | 160.4 | 18.0 | 90.0 | 0.0 |
| 4 | LD | -250.5 | 112.7 | 18.0 | 180.0 | 0.0 |
| 5 | LD | -170.3 | 113.0 | 18.0 | 180.0 | 0.0 |
| 6 | LD | -90.4 | 108.1 | 18.0 | 180.0 | 0.0 |
| 7 | LD | 80.0 | 108.1 | 18.0 | 180.0 | 0.0 |
| 8 | LF2 | -4.5 | 115.2 | 18.0 | 180.0 | 0.0 |
| 9 | LD | 11.0 | 34.4 | 18.0 | 270.0 | 0.0 |
| 10 | LD | -214.9 | 39.2 | 18.0 | 270.0 | 0.0 |
| 11 | LD | -283.7 | 39.2 | 18.0 | 90.0 | 0.0 |
| 12 | LD | 72.1 | 227.3 | 18.0 | 180.0 | 0.0 |
| 13 | LWA | -198.1 | 61.6 | 10.0 | 0.0 | 0.0 |
| 14 | LWA | -103.6 | 61.5 | 10.0 | 0.0 | 0.0 |
| 15 | LWA | -49.5 | 61.8 | 10.0 | 0.0 | 0.0 |
| 16 | LWA | 39.6 | 61.6 | 10.0 | 0.0 | 0.0 |
| 17 | LWA | 84.5 | 61.6 | 10.0 | 0.0 | 0.0 |
| 18 | LF2 | -4.5 | 199.7 | 18.0 | 180.0 | 0.0 |
| 19 | LWA | -144.5 | 61.6 | 10.0 | 0.0 | 0.0 |

## NOTES

1. SEE MH COLUMN OF LUMINAIRE LOCATIONS FOR MOUNTING HEIGHTS.
2. SEE LUMINAIRE SCHEDULE FOR LIGHT LOSS FACTORS.
3. CALCULATIONS ARE SHOWN IN FOOTCANDLES AT GRADE SURFACE.

THE ENGINEER AND/OR ARCHITECT MUST DETERMINE APPLICABILITY OF THE LAYOUT TO EXISTING / FUTURE FIELD CONDITIONS. THIS LIGHTING LAYOUT REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY APPROVED METHODS. ACTUAL PERFORMANCE OF ANY MANUFACTURER'S LUMINAIRE MAY VARY DUE TO VARIATION IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, AND OTHER VARIABLE FIELD CONDITIONS. MOUNTING HEIGHTS INDICATED ARE FROM GRADE AND/OR FLOOR UP.

THESE LIGHTING CALCULATIONS ARE NOT A SUBSTITUTE FOR INDEPENDENT ENGINEERING ANALYSIS OF LIGHTING SYSTEM SUITABILITY AND SAFETY. THE ENGINEER AND/OR ARCHITECT IS RESPONSIBLE TO REVIEW FOR MICHIGAN ENERGY CODE AND LIGHTING QUALITY COMPLIANCE.

## STATISTICS

| Description | Symbol | Avg | Max | Min | Max/Min | Avg/Min |
|---|---|---|---|---|---|---|
| Calc Zone #1 | + | 0.5 fc | 3.8 fc | 0.0 fc | N / A | N / A |
| PARKING & DRIVE AREAS - VALUES AT GRADE | X | 1.2 fc | 3.8 fc | 0.4 fc | 9.5:1 | 3.0:1 |

## LUMINAIRE SCHEDULE

| Symbol | Label | Qty | Catalog Number | Description | Lamp | File | Lumens | LLF | Watts |
|---|---|---|---|---|---|---|---|---|---|
| ● | LD | 11 | LITHONIA #MRP LED 1 49B350/40K SR3 | MRP LED GEN 1 HLM, 49LEDs, 350mA DRIVER, 4000K COLOR TEMPERATURE, TYPE 3 LENS | ONE 58.2-WATT LED, AIMED DOWN POS. | MRP_LED_1_49B350_40K_SR3.ies | Absolute | 0.90 | 59 |
| ●● | LF2 | 2 | LITHONIA #MRP LED 1 49B350/30K SR5 | MRP LED GEN 1 HLM, 49LEDs, 350mA DRIVER, 3000K COLOR TEMPERATURE, TYPE 5 LENS | LED | MRP_LED_1_49B350_30K_SR5.ies | Absolute | 0.90 | 118 |
| △ | LWA | 6 | LITHONIA #WSR LED 1 10A700/40K SR2 MVOLT | WSR LED WITH 1 MODULE, 10 LED's, 700mA DRIVER, 4000K COLOR TEMPERATURE, TYPE 2 LENS | 1. LUMINAIRE OUTPUT: 1994 Lms. | WSR_LED_1_10A700_40K_SR2_MVOLT.ies | Absolute | 0.90 | 24.1 |

VISUAL

# LATHRUP VILLAGE DEVELOPMENT

SITE PHOTOMETRIC VALUES AT GRADE
PREPARED FOR: ORMAN ENGINEERING, LLC
GASSER BUSH ASSOCIATES

**Designer**
/JAB

**Date**
MAY 21 2015

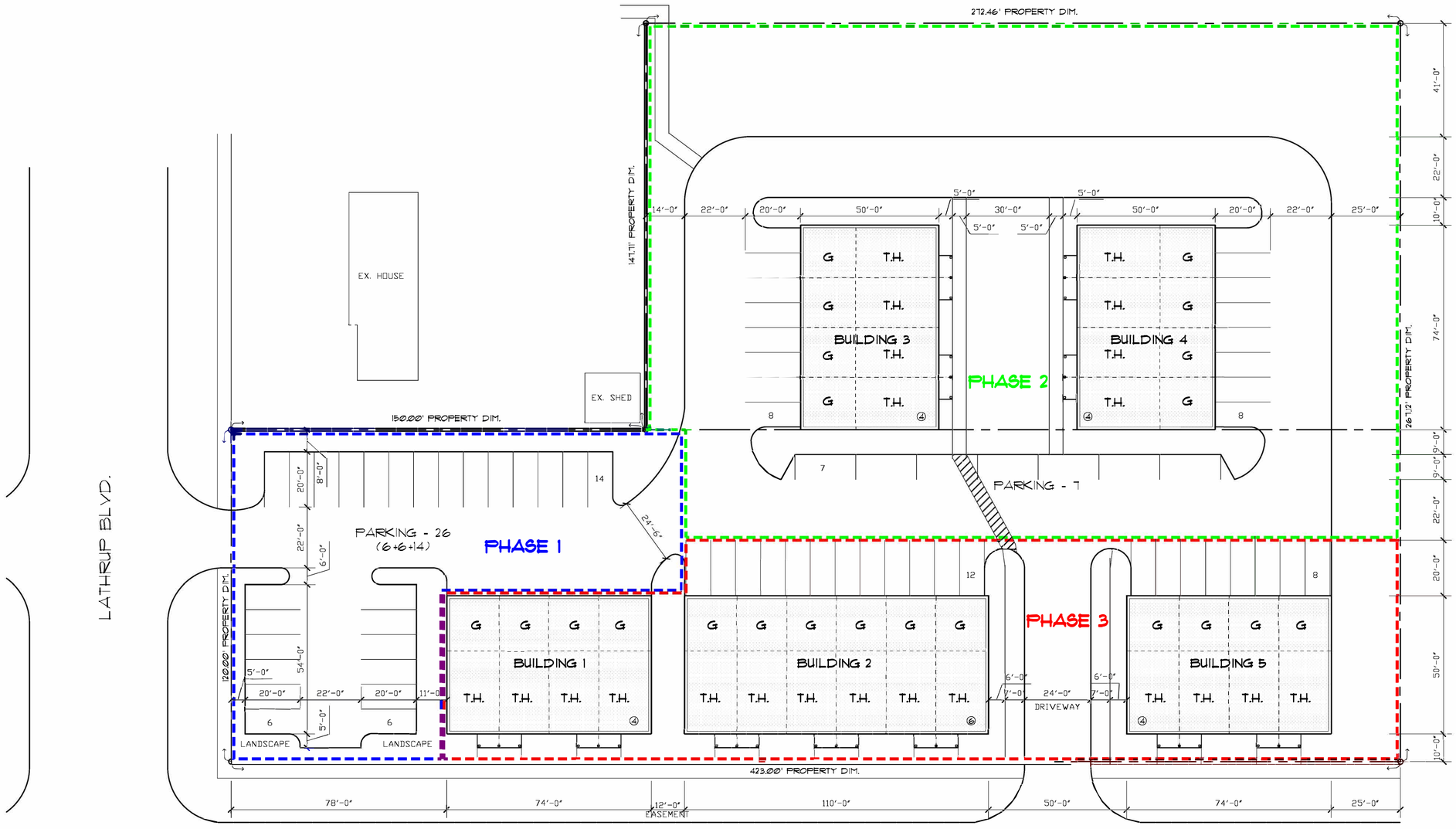
**Scale**
AS NOTED

**Drawing No.**
#15-35986-V3

1 of 1

# LATHRUP VILLAGE MULTI-FAMILY RESIDENCES

## 11 MILE ROAD/LATHRUP BLVD., LATHRUP VILLAGE, MI. 48076




### PROJECT SCHEDULE

- PHASE 1 - PARKING (26 CARS) TO BEGIN PENDING APPROVALS.
- PHASE 2 - TOWNHOUSE BUILDINGS 3 AND 4 WITHIN 1 YEAR.
- PHASE 3 - TOWNHOUSE BUILDINGS 1, 2, AND 5. WITHIN 2 YEARS

11 MILE ROAD (53' 1/2 ROW)

22 TOWNHOUSE UNITS

NORTH

SITE PHASE PLAN

SCALE: 1" = 20'-0"

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PROJECT
LATHRUP VILLAGE MULTI-FAMILY RES.
11 MILE ROAD/LATHRUP BLVD.
LATHRUP VILLAGE, MI 48076

SUBJECT
SITE PHASE PLAN

ARCHITECTS
CHESTER STEMPFEN ASSOCIATES • AIA
29895 GREENFIELD ROAD SOUTHFIELD, MICHIGAN 48076
(248) 557-2145 FAX: (248) 569-2855

ISSUED:
11-13-2015
SITE PLAN
REINSTATEMENT
11-14-2018

DRAWN VS
CHECKED C.R.S.
APPROVED C.R.S.
BIDS
CONSTR

DO NOT SCALE PRINTS - USE FIGURED DIMENSIONS ONLY

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24028

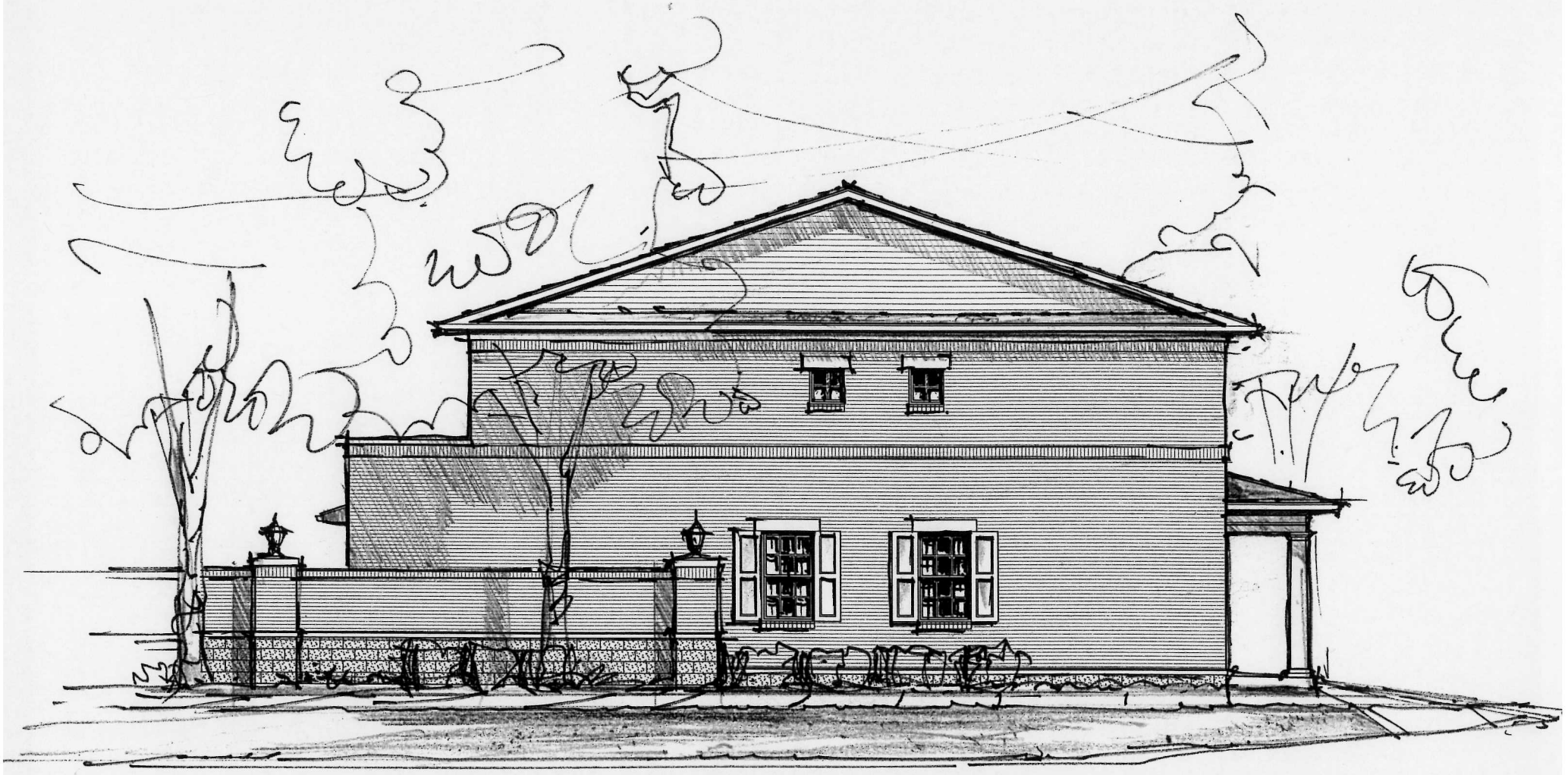
SHEET
A.1

LATHRUP MULTI-FMLY



FRONT ELEVATION - TOWNHOUSE

DEC. 15, 2015
JOB# 2014-0127



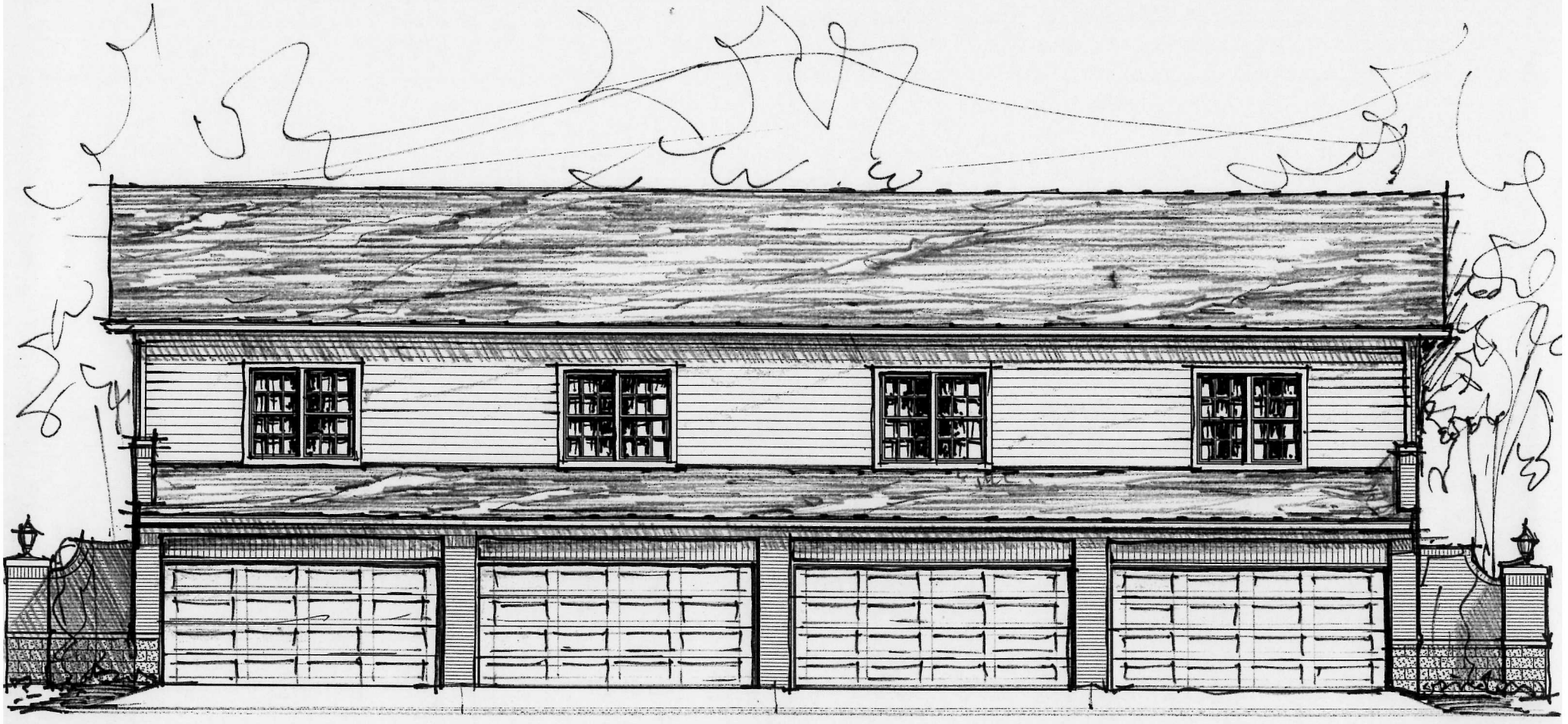
SOUTH SIDE ELEVATION - TOWNHOUSE

DEC. 15, 2015
JOB# 2014-0127



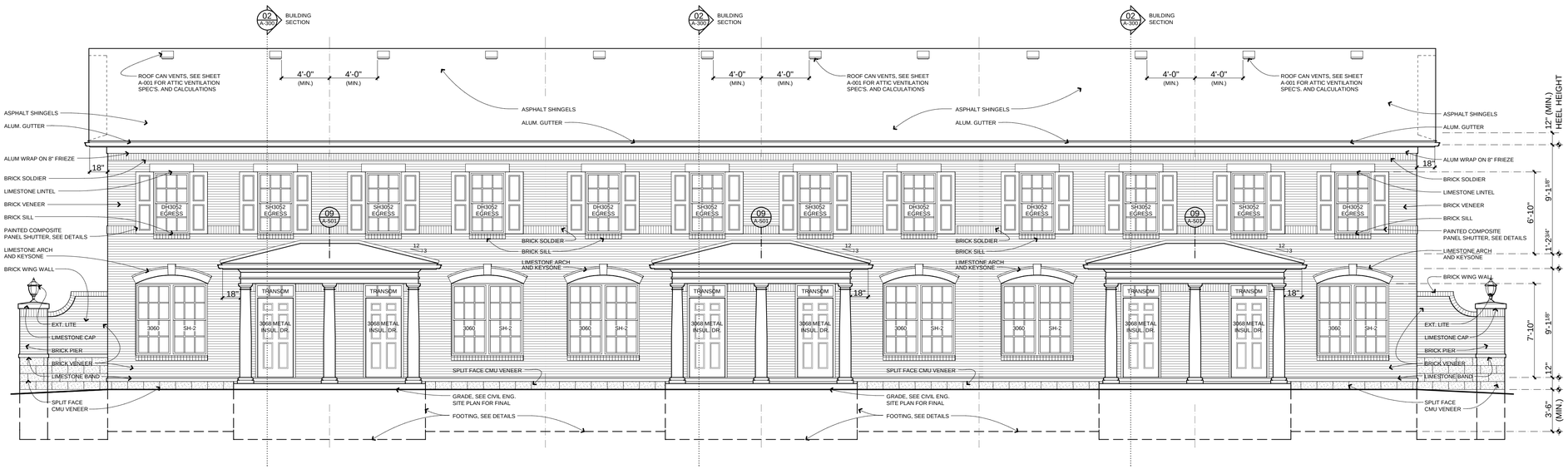
NORTH SIDE ELEVATION - TOWNHOUSE

DEC. 15, 2015
JOB# 2014-0127



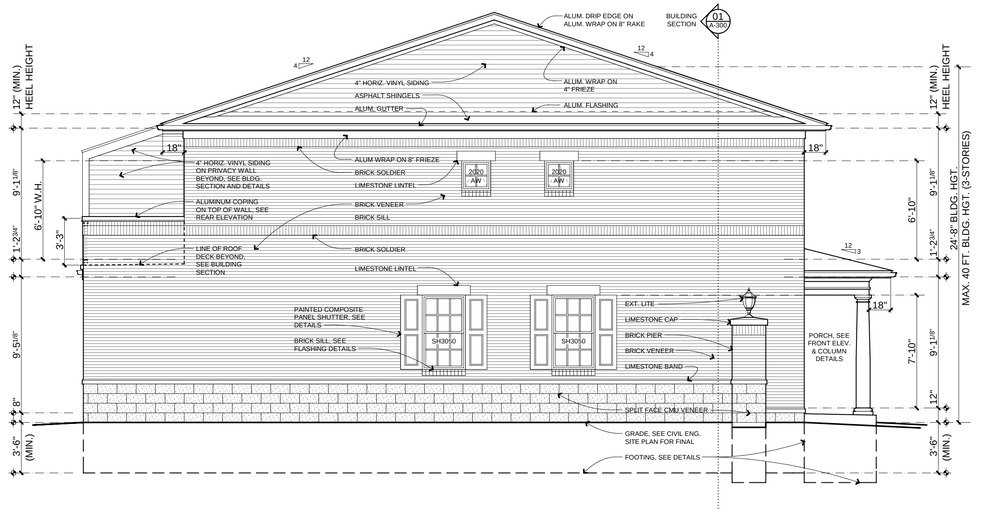
REAR ELEVATION - TOWNHOUSE

DEC. 15, 2015
JOB# 2014-0127




01 A-200 FRONT ELEVATION

SCALE: 0' 2' 4' 6' 12' 18'




02 A-200 LEFT SIDE ELEVATION

SCALE: 0' 2' 4' 6' 12' 18'

## SHEET SPECIFIC NOTES

ROWHOUSE ELEVATIONS

01. GENERAL

See GENERAL NOTES on sheet A-001 for general requirements in addition to the notes below and on the elevations.

02. MATERIALS and COLORS

The materials and colors shall comply with the Peninsula Neighborhood Code, Covenants, and Deed Restrictions and the Applicant shall provide additional specifications for the materials and colors to be used on the rowhouse building depicted herein.

03. ATTIC VENTILATION REQUIREMENTS

See the GENERAL NOTES on sheet A-001 for the attic ventilation requirements and calculations for required vents.

04. WINDOW SHUTTERS

Window shutters shall be proportional to the window opening. Shutters shall be equal in height and ½ the width of the window opening and be installed as detailed on Sheet A-501, Detail 01.

05. WINDOWS and DOORS

See Note (08. and 09.) on Sheet A-001 for additional requirements and specifications of the Windows and Doors, including EGRESS, FALL PROTECTION, and SAFETY GLAZING, etc.

BUILDER/APPLICANT shall provide Window and Door product rating, energy efficiency rating, and performance data as may be required by the building official and/or to demonstrate compliance with the Michigan Energy Code.

**ARCHITECTS**
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ROBERT LIPKA ARCHITECT
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PROJECT
ROWHOUSE
LATHRUP VILLAGE

(6) Unit Building

CLIENT
EIG Development
3221 W. Big Beaver Road
Suite 111
Troy, MI 48084

p. 248.817.1689

CLIENT REPRESENTATIVE
Amy Labadie

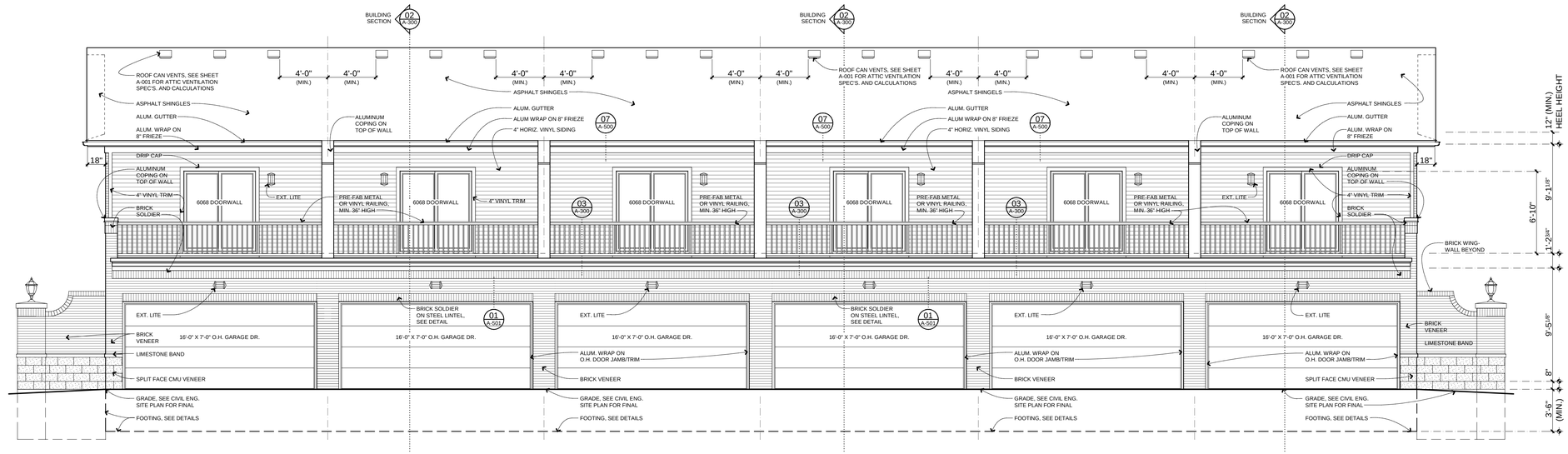
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| ISSUED FOR | DATE |
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| CLIENT REVIEW-BIDDING | 09.10.2015 |
| BIDDING + revised title block | 09.17.2015 |
| BIDDING+PERMITS-PHASE 2 | 12.21.2015 |
| REVISED PERMITS-PHASE 2 | 02.23.2016 |
| REV PERMITS+CONST-PH-2 | 06.15.2016 |
| PERMITS+CONST-rev. CLIENT | 11.01.2018 |

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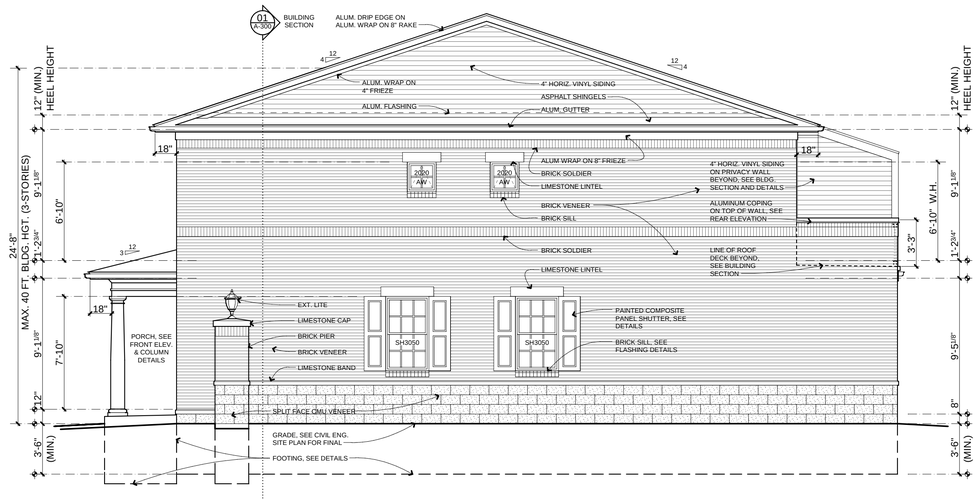
SHEET TITLE
FRONT and LEFT SIDE ELEVATIONS
PROJECT NUMBER
2014-0127

SHEET NUMBER
A-200




01 A-201 **REAR ELEVATION**

SCALE: 0' 2' 4' 6' 12' 18'




02 A-201 **RIGHT SIDE ELEVATION**

SCALE: 0' 2' 4' 6' 12' 18'

## SHEET SPECIFIC NOTES

ROWHOUSE ELEVATIONS

01. GENERAL

See GENERAL NOTES on sheet A-001 for general requirements in addition to the notes below and on the elevations.

02. MATERIALS and COLORS

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03. ATTIC VENTILATION REQUIREMENTS

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04. WINDOW SHUTTERS

Window shutters shall be proportional to the window opening. Shutters shall be equal in height and ½ the width of the window opening and be installed as detailed on Sheet A-501, Detail 01.

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See Note (08. and 09.) on Sheet A-001 for additional requirements and specifications of the Windows and Doors, including EGRESS, FALL PROTECTION, and SAFETY GLAZING, etc.

BUILDER/APPLICANT shall provide Window and Door product rating, energy efficiency rating, and performance data as may be required by the building official and/or to demonstrate compliance with the Michigan Energy Code.

**ARCHITECTS**
**CHESTER STEMPIEN ASSOCIATES · AIA**
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PROJECT
ROWHOUSE
LATHRUP VILLAGE

(6) Unit Building

CLIENT
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3221 W. Big Beaver Road
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CLIENT REPRESENTATIVE
Amy Labadie

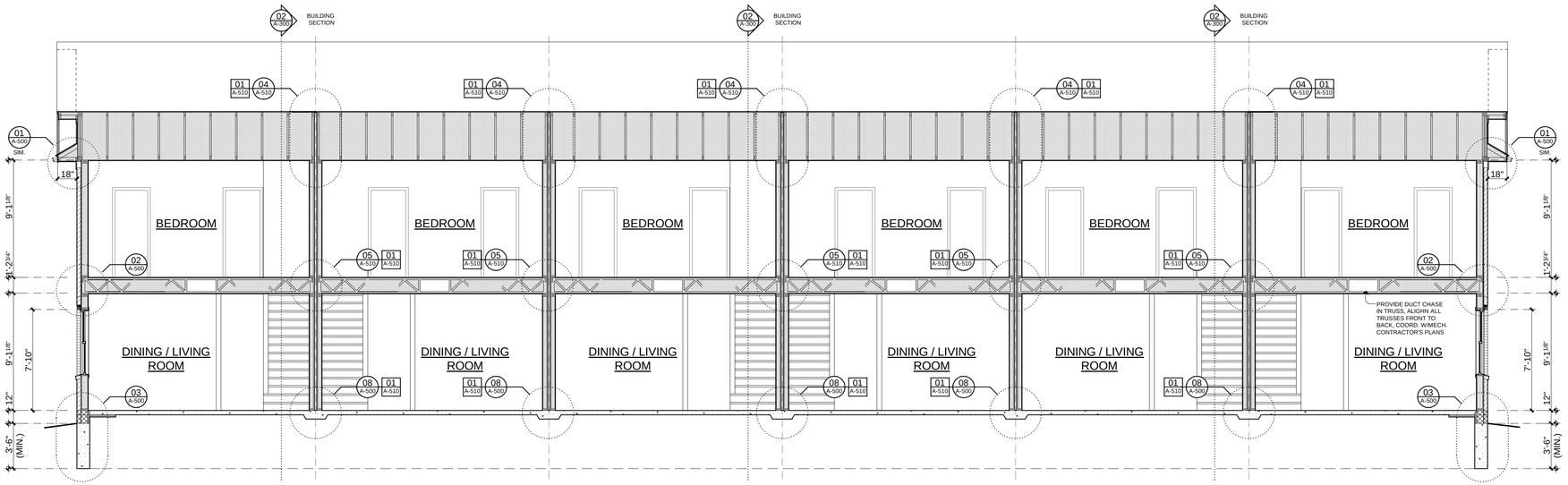
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| BIDDING + revised title block | 09.17.2015 |
| BIDDING+PERMITS-PHASE 2 | 12.21.2015 |
| REVISED PERMITS-PHASE 2 | 02.23.2016 |
| REV PERMITS+CONST-PH-2 | 06.15.2016 |
| PERMITS+CONST-rev. CLIENT | 11.01.2018 |

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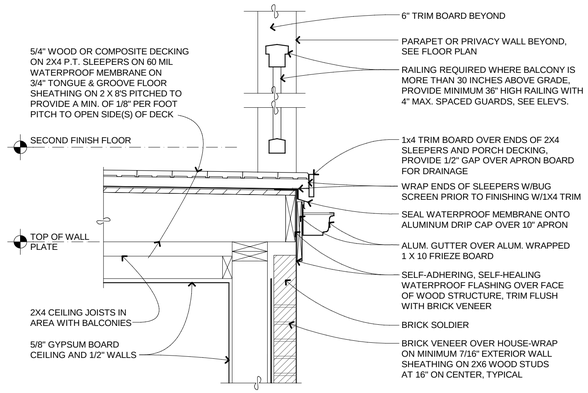
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REAR and RIGHT SIDE ELEVATIONS
PROJECT NUMBER
2014-0127

SHEET NUMBER
A-201



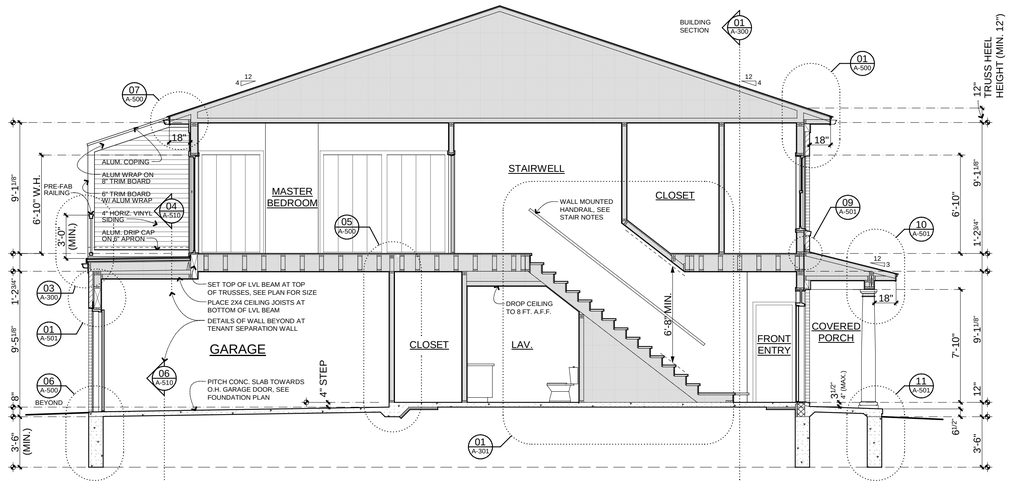

01 A-300 **BUILDING SECTION**

SCALE: 0' 2' 4' 6' 12' 18'




03 A-300 **ROOF DECK & RAILING DETAIL**

SCALE: 0" 6" 12" 24" 36"




02 A-300 **BUILDING SECTION**

SCALE: 0' 2' 4' 6' 12' 18'

## SHEET SPECIFIC NOTES

### ROWHOUSE STAIR AND BUILDING SECTIONS

**01. GENERAL STAIR CONSTRUCTION MATERIALS**

11-1/4" TREADS
1X8 RISERS
2X12 STRINGERS

**02. STAIR DIMENSIONS**

Stair dimensions for both interior and exterior stairs shall be as dimensioned and noted herein and per the referenced PROJECT CODES, see the GENERAL CONDITIONS on sheet A-000.

a. Maximum riser height = 8 1/4". The riser variance shall not exceed 3/8" within any flight of stairs.
b. Minimum tread depth = 9" plus nosing.
c. Winders shall not be less than 6" at the narrowest point and not less than 10" at a point 12" from the narrowest side of the tread.
d. A continuous handrail shall be located on the side where the tread is narrower.
e. A nosing of not less than 3/4" and not more than 1 1/4" shall be provided on stairways with solid risers. Nosing is not required with treads greater than 11".

**03. HANDRIALS**

Handrails shall be provided on one side (less than 44" in width) of stairways having 4 or more risers. A handrail shall be mounted between 34" and 38" above the line of nosing and shall have a minimum of 1-1/2" space between wall and rail. Handrails must extend for the full length of the stair run and shall be returned to the wall or terminate in a newel, post, or safety terminal.

Handrail grip size shall be 1-1/4" to 2" in diameter if the cross section is circular. If the cross section is non-circular, it shall have a perimeter dimension of at least 4" and not more than 6-1/4" with the largest cross sectional dimension not greater than 2-1/4". All handrail edges shall have a minimum of 1/8" radius.

**04. GUARDRIALS**

Guardrails a minimum 36" in height shall be provided on open sides of porches, balconies, and other raised floor areas located more than 30" above adjacent floor area or grade below.

Guardrails shall be provided on open sides of stairways where the total rise is more than 30" above the adjacent floor area or grade below. Guardrails shall be a minimum of 34" high with spindles spaced such that a sphere of 4" diameter cannot pass between rails.

**05. UNDER STAIR FIRE PROTECTION**

Under stair protection for enclosed spaces under stairs shall be provided by having walls, under-stair surface, and all soffits protected on the enclosed side with minimum 1/2" non-rated gypsum board.

**ARCHITECTS**
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PROJECT
ROWHOUSE
LATHRUP VILLAGE

(6) Unit Building

CLIENT
EIG Development
3221 W. Big Beaver Road
Suite 111
Troy, MI 48084

p. 248.817.1689

CLIENT REPRESENTATIVE
Amy Labadie

PROFESSIONAL SEAL

| ISSUED FOR | DATE |
|---|---|
| CLIENT REVIEW-BIDDING | 09.10.2015 |
| BIDDING + revised title block | 09.17.2015 |
| BIDDING+PERMITS-PHASE 2 | 12.21.2015 |
| REVISED PERMITS-PHASE 2 | 02.23.2016 |
| REV PERMITS+CONST-PH-2 | 06.15.2016 |
| PERMITS+CONST-rev. CLIENT | 11.01.2018 |

SCALE
DO NOT SCALE DRAWINGS
USE FIGURED DIMENSIONS ONLY. REDUCED SIZE REPRODUCTIONS MAY HAVE ALTERED THE SCALE AS NOTED ON THE DOCUMENTS HEREIN.

SHEET TITLE
BUILDING SECTIONS

PROJECT NUMBER
2014-0127

SHEET NUMBER
A-300

OAKLAND COUNTY
PLANNING, ZONING
AND LAND USE

# *Virtual* Planners Gathering



# COMMERCIAL AND OFFICE SPACE MARKET CHANGES

## *– Five-Plus Years Since the Pandemic*

The commercial and office space market has changed dramatically since the COVID-19 pandemic. But what does the market look like now—and what does it mean for our communities?

Join us for a timely discussion on how changing work patterns, hybrid work, redevelopment, shifting tenant demands, and economic conditions are reshaping the commercial and office landscape.

Whether you are a planner, economic development professional, community leader, property owner, or simply interested in the future of commercial space, you will gain insights into where the market is headed and what communities should be watching.

*NOTE: This session will be recorded and available at* **OaklandCountyMI.gov/**

### SPEAKERS

Matthew J. Farrell, *Chief Executive Officer and Owner, Team CORE*

Samuel A. McLean, *Vice President, Team CORE*

Kevin N. Tamer, *Vice President/Associate Broker, Team CORE*

### AGENDA

**10:00 AM** Welcome

**10:05 AM** Presentation Begins

**10:45 AM** Q&A

**11:00 AM** Adjourn

**November 19, 2026** | 10 to 11 AM

**REGISTER TODAY AT:**

**AdvantageOakland.Eventbrite.com**

*COST: free | Registration Required for Zoom link*

**QUESTIONS? CONTACT:**

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OAKLAND COUNTY MICHIGAN
ECONOMIC DEVELOPMENT
DAVID COULTER
OAKLAND COUNTY EXECUTIVE