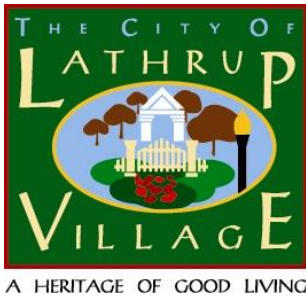


Planning Commission Agenda

Tuesday, April 21, 2026 at 7:00 PM
27400 Southfield Road, Lathrup Village, Michigan 48076

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



Planning Commission Minutes

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

1. **Call to Order** by Vice-Chair Robinson at 7:10pm

2. **Roll Call**

Present: Robinson, Abraham, Nordmoe, Clarke, Hammond

Absent: Hillman

Also Present: DDA Director Colson, CED/DDA Project Coordinator Kennedy, Attorney Baker, City Clerk Emanuel

Motion by Commissioner Hammond, seconded by Commissioner Nordmoe to excuse Chair Hillman's absence.

Yes: Robinson, Hammond, Abraham, Clarke, Nordmoe

No: n/a

Motion carried

3. **Approval of Agenda**

Motion by Commissioner Nordmoe, seconded by Commissioner Abraham to approve the agenda.

Yes: Robinson, Hammond, Abraham, Clarke, Nordmoe

No: n/a

Motion Carried

4. **Approval of Meeting Minutes**

A. February 2026 - Meeting Minutes

Motion by Commissioner Nordmoe, seconded by Commissioner Abraham to approve the February 17, 2026 meeting minutes.

Yes: Robinson, Hammond, Abraham, Clarke, Nordmoe

No: n/a

Motion Carried

5. Presentations

A. Recast City Cohort

DDA Director Colson gave an overview of the program and the goals for Lathrup Village with a visual presentation. CED/DDA Project Coordinator Kennedy explained Small-Scale production and what defines a Maker Space or Maker Business, and the “Maker’s Mile” (actually longer than a mile), and how the program will succeed with community partners like Oakland Thrive, Michigan Economic Development Corporation, Project Diamond, the Lathrup Village Chamber of Commerce, Main Street Oakland County, Financial Institutions like Michigan First Credit Union and Chase Bank, and Lathrup Village Residents.

Commission members, DDA Director Colson, CED/DDA Project Coordinator Kennedy, and Attorney Baker discussed:

- Reaching out to existing small businesses that already operate in Lathrup Village
- Suggested a Change of Use
- Extending an invitation in the Newsletter to people doing business in the basement or at their kitchen table to turn their hobby into a business
- That we have 100ft commercial lot depths – and keeping in mind, the: sounds, odors, and disposable materials that could impact residents and our current ordinances
- Suggested using special land uses
- If this is a Six Sigma Lean project and suggesting it should be
- Six Sigma Lean projects work with Fortune 500 businesses and sometimes they become a lot of work
- Encouraging project management best practices without project management gates
- City buildings with parking in the front, and the vision of a courtyard and people congregating around the shops, and considering rethinking our Parking requirements
- Concept goal to generate interest with windows to get people to come inside the business
- More in-depth information will be presented at next month’s meeting

6. Public Comment

Lauren Beras, Goldengate, expressed in part: she thinks the Makers Mile is exciting, she knows vendors who would be interested, and thinks it would clean up vacant businesses on Southfield Road.

Jonathan Tara, expressed in part: thanks to Commissioner Nordmoe for his comments on the surveys and wanting the actual data, commented on the Village Center Area/District and mixed use/developments in this area, stating that the 30 homes in this area are non-conforming, that he is concerned that people living there might not be aware of that status, and referenced that when Michigan First was built the houses that were on that land went for good amounts.

7. **Old Business and Tabled Items** None

8. **New Business**

A. Capital Improvement Plan (CIP) 2025 – 2030

Motion by Commissioner Hammond, seconded by Commissioner Abraham to recommend the City Council adopt the Lathrup Village 2026 - 2031 Capital Improvement Plan.

Yes: Robinson, Hammond, Abraham, Clarke, Nordmoe

No: n/a

Motion Carried

Commissioner Nordmoe, said in part, that he thought the Boulevard concept was dead, but Southfield is spending money on it, while the Lathrup Village City Council voted to not fund the Boulevard research project even though we are one of three Cities involved in this.

B. Council Input – Master Plan Update

Councilmember Sousanis, expressed in part:

- Question were given to Giffels Webster regarding the Master Plan, the Master Plan process, and Master Plan timeline and they submitted their answers to Council, and this answered questions that he and others in the Community had
- Suggested engaging Mid-Summer with the City Council as a separate or joint meeting, and not just waiting for the scheduled Fall meeting
- Survey wording saying what do you support/like, without asking what you would not like to see
- The Concept of Southfield Road changing into a Boulevard has been around for about 20 years and remains as an aspirational item, that we keep assuming could happen, and making a question for residents of whether they want the Boulevard or not?
- Taking into consideration the School project and Maker’s Mile as well
- Concerned that the comparisons with other communities related to housing are simplistic, and that we can be part of the solution and serve our own interests
- He supports the Makers Mile but doesn’t want the City to be called that
- Believes that there are reasons businesses are in basements, where they don’t pay rent and are working on margins
- Incentives to attract retail stores

Commission members, Attorney Baker, and DDA Director Colson discussed in part:

- In regards to housing needs, some things can be delivered by Cities around us, that we can address, but don’t have to provide, document in the Master Plan: this is a need provided by “_____” City
- Vice Chair Robinson: on record that: “Your point about the Boulevard and the concept has been floating for the last 20 years, and especially in again thinking in terms of housing and the Makers Mile is something that would be beneficial to Lathrup, and as the current buildings are set back and they’re already set back and then you have the parking in front and the buildings are set back and if we did the Boulevard wouldn’t that take you even further away from those building fronts

in order for people to have access and or see them as their going down Southfield Road and that’s just something to take into consideration”

- Commissioner Hammond, commented in part: Southfield Road is owned by the County, the Parking (in front) is in the County’s Right of Way, we don’t have jurisdiction over it, maybe that’s a reason to participate in a Boulevard Project to actually have some control over what happens with that part of the County’s roadway, if we are participating actively through our effort and our money in the project then we have a much better opportunity to have some say so, of what happens with that, then if we don’t
- Parking will be impacted by a Boulevard
- There is a risk that the Road Commission decides what they are going to do and there could be more (Parking) constraints
- We have reduced front setbacks to zero setbacks for new developments can be right at the edge of the property line, this was an effort to promote businesses and reconfigure to have parking in the back, The City has limited lot depths, but has taken steps to address those concerns
- Conversation took place about the Study Session and Meeting Agendas, and what will be discussed at them related to the Master Plan and the timeline related to the input that has been shared at the Meetings and Study Sessions and how feedback is continually being put into the Review and time is given for Commissioners to think over the information from the previous Meeting and have their questions ready for the next Study Session and Meeting
- Sharing the data in full, respect the analysis of it, share without skew or sway
- This is an Update to the plan (a Review), not a re-write, update to a plan that exists, not a re-write which is different and costs more money – more time spent to do a complete re-write
- Surface discussions now, more in depth - where they are headed
- Looking for more detail
- Study Session materialized because of lapse of concern/participation for whatever reason
- After a month to think on it – went back over Transportation, and then next month’s Study Session will go over any loose ends/questions and gather that information, as they lead to the open house in June
- Ask if objectives from the Previous Master Plan are still valid versus looking at each objective
- Giving any questions, concerns, objectives to DDA Director Colson to present to Giffels Webster
- There was information in the Agenda packet with suggestions for preparing for tonight’s meeting

C. Master Plan Update – Transportation Discussion

Eric Pietsch and Hannah Prins of Giffels Webster, went over the timeline for the Master Plan process and reviewed the 2021 Master Plan as it relates to Transportation and shared interactive questions for residents to engage in, whether they were present at the meeting or at home:

- Worked with DDA Director Colson on ways for residents and business owners to be engaged
- The Southwest and Southeast areas of the City have had the least engagement in the surveys
- Existing conditions for no vehicles, 1,2, or 3 vehicles available – City is Auto oriented
- Commute times to work (with the highest amounts between 15 - 34 minutes)
- The time for departing to work graphed
- How residents travel to work (Drive Alone, Carpooling, Work from home, Public Transportation, Walked)

- The Active Transit Network Including: Sidewalks, Bike Routes, HAWK Signal Crossings, Crosswalks, SMART Bus Route (Routes 420 and 740)
- Pavement Conditions for the 79 miles of roadway
- Crash site map, showing crash sites (most crashes along Southfield Rd at I-696 and 11 Mile Rd)
- Goals and Objectives from the 2021 Master Plan on Transportation
- Menti scan code survey questions – as a discussion boost and for input from residents
 - Ranking the current objectives in terms of priority level for the City?
 - Using 1 or 2 words what are your top concerns relating to Transportation in Lathrup Village?
 - Eric Pietsch asked for clarification regarding the Emergency Access response
 - Where/What are some opportunities to improve transportation in Lathrup Village?
 - What are some of the challenges/considerations when it comes to improving transportation in Lathrup Village?
- Complete streets are designed to accommodate all modes of transportation (pedestrians, bikes, motorized vehicles, and transit safely) Complete Street guidelines can be provided
- An Oakland County Road Commissioner will be coming to the April Study Session

Commission members, Attorney Baker, and DDA Director Colson discussed in part:

- Creative and innovative traffic design and the best way to get feedback about innovation in engineering standards to possibly incorporate in the road improvements
- A Grant for Lathrup Blvd and 11 Mile that has been submitted, and slowing down the traffic coming off the exit
- Traffic Calming and Placemaking and Trees
- Planting at intersections, any ordinances of obstructing intersections
- Private development of off-street parking
- Updating conversations relating to permeable and impermeable surfaces in our ordinances
- Attorney Baker, mentioned that some of the suggestions that have been brought up would actually be amendments to existing ordinances, and not related to the Master Plan, guidance comes from the ordinances themselves, this is for developers and outsiders looking to come to the Community, and for considering site plan applications and seeing if it fits with the vision of our future
- Clarification of the sidewalk buffer used in an example in the presentation
- Having paper surveys as well as electronic
- Complete Streets and completing the streets and sidewalks too
- Sidewalks, are the responsibility of the homeowner, they are on the Right of Way
- Suggestion of new housing having a charging port/ability to charge cars

9. General Communication

A. Site Development Report

DDA Director Colson, gave an update on the status of site developments.

10. Commissioner Comments

Commissioner Clarke's commented in part: that she does not think there will be new housing and thinks it should be the homeowner's choice, if they want to install an EV charging station at their home.

11. Adjourn

Motion by Commissioner Clarke, seconded by Commissioner Abraham to adjourn the meeting at 10:12pm.

memorandum

DATE: April 13, 2026

TO: Lathrup Village Planning Commission

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

SUBJECT: Comprehensive Plan Update –Transportation Study Session & Economic Development Kickoff

We will use our meeting on April 21 to further discuss the topic of Transportation at the 6:00 P.M. study session with the Planning Commission. A representative from the Road Commission for Oakland County is will be present at the meeting to provide information and answer questions about the future of Southfield Road as well as transportation in the region. The study session will be followed by the kick off for this month’s discussion on economic development at 7:00 P.M.

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

- ✓ **Surveys.** We have continued to add to the established hub website for the project so that the public may view planning & zoning documents, see the progress of the plan and how they can participate, and submit input and feedback.

Four surveys are now live: Housing, Transportation, Economic Development, and Parks and Recreation. All four surveys are available on the hub website on the Join the Conversation page. We encourage city staff and commissioners to continue to leverage community communication channels and collaborate on spreading the word about the surveys, activities, and events for the comprehensive plan update.

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

- Housing – 200 responses
- Transportation – 67 responses
- Economic Development – 41 responses
- Parks and Recreation – 38 responses

Preparation for the study session on Transportation:

- **Review the 2021 Comprehensive Plan.** Particularly the Transportation and Complete Streets chapter from pages 81-87 and the Transportation Network action strategy on page 98.
- **Review the previously provided data on transportation in Lathrup Village.**
 - About the datasets: In most cases, we have gathered U.S. Census Data from the American Community Survey 5-year estimates. If you would like to learn more about this dataset you may visit:
 - <https://www.census.gov/programs-surveys/acs/about.html>
 - <https://www.census.gov/programs-surveys/acs/guidance/estimates.html>

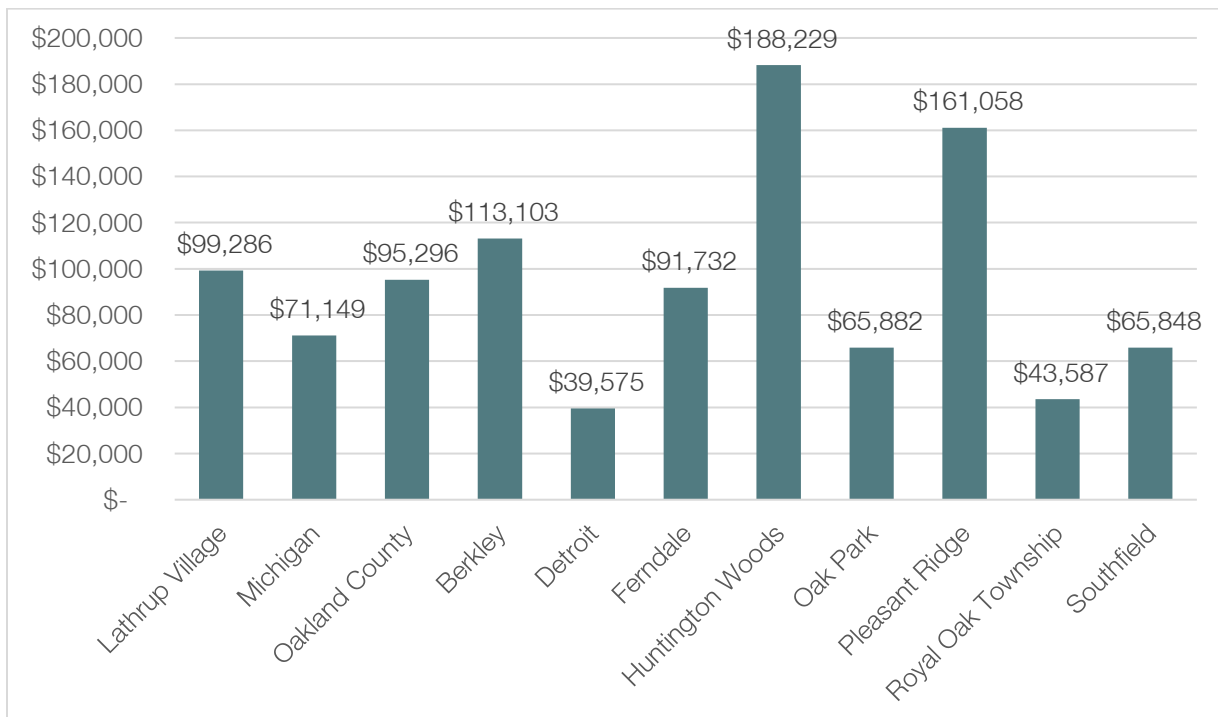
- **Review the previously provided transportation resources packet.** (Note: resource packets can be found at <https://giffelswebster.sharefile.com/public/share/web-s42042d07105041df8f9e34fdc3d5e6d2>)
- **Prepare questions you may have or any resources or data you would like to have.**

Preparation for the regular meeting on Economic Development:

- **Review the 2021 Comprehensive Plan.** Particularly the Future Land Use chapter from pages 43-46, the Commercial Corridors/Downtown Plan chapter from pages 63-80, and page 95-96 for the Commercial Development action strategy.
- **Review the following data and information on economic development in Lathrup Village.**
- **Over the next month, review the provided resource packet on economic development topics for the study session in May.** (Note these resources are also now available on the 2026 Comprehensive plan website under the economic development tab).
 - The selected resources are meant to spark conversation, illustrate actionable strategies, and point to successful models that communities can consider for local adaptation. The packet is not a complete collection—further materials addressing other topics or deeper dives may be introduced as community needs evolve.

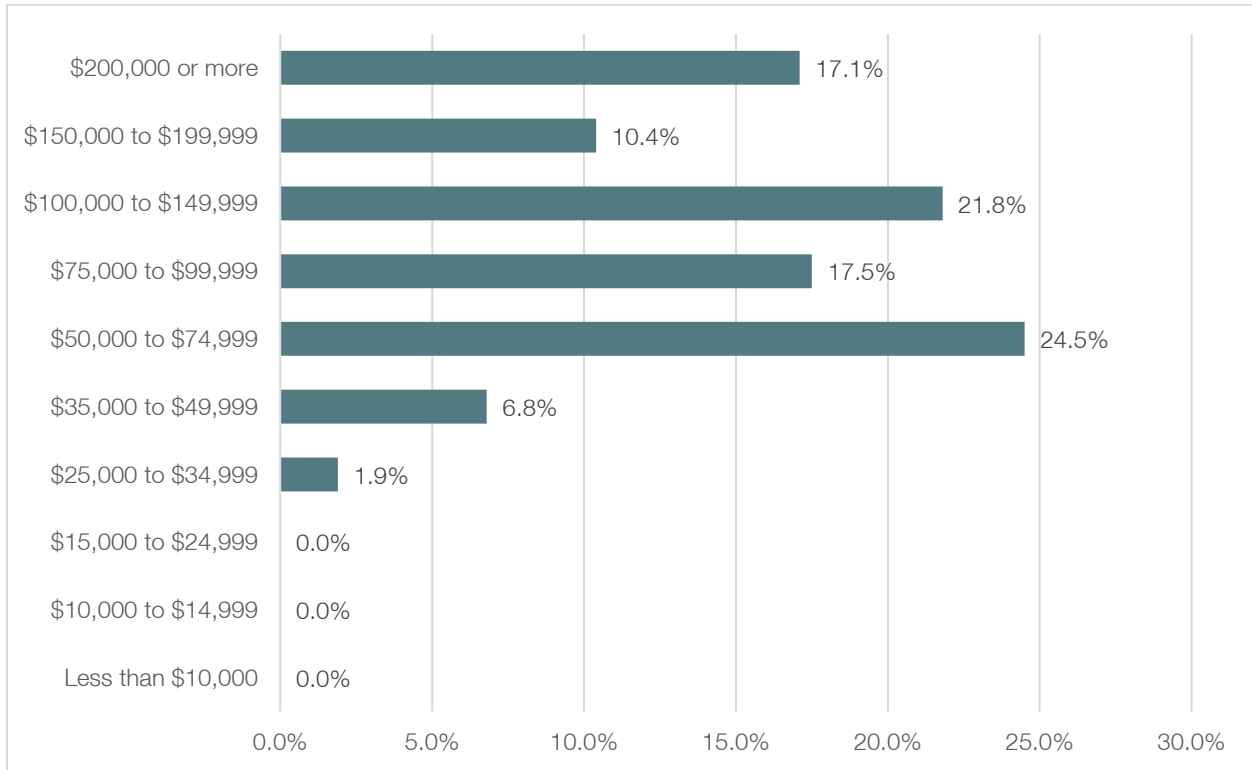
Economic Development in Lathrup Village

Median Household Income. The Median household income for Lathrup Village is approximately \$99,286. This is slightly higher than the county median and is higher than several other nearby communities including the City of Southfield which it is completely enclosed by.



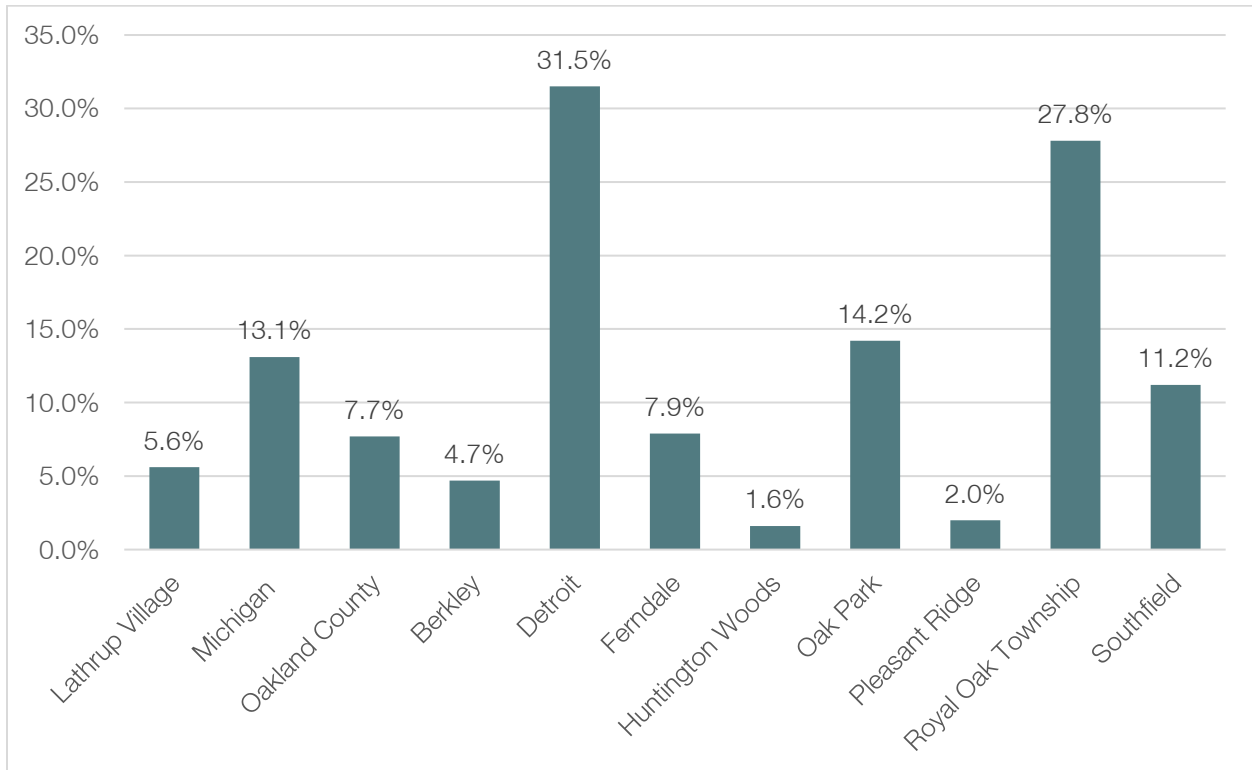
Source: Table DP03 ACS Selected Economic Characteristics 5-Year Estimates for 2023

Household Income. Most residents (63.8%) in the City of Lathrup Village have a reported income between \$50,000 and \$150,000. Notably, nearly a third of the population (27.5%) has an income of more than \$150,000.



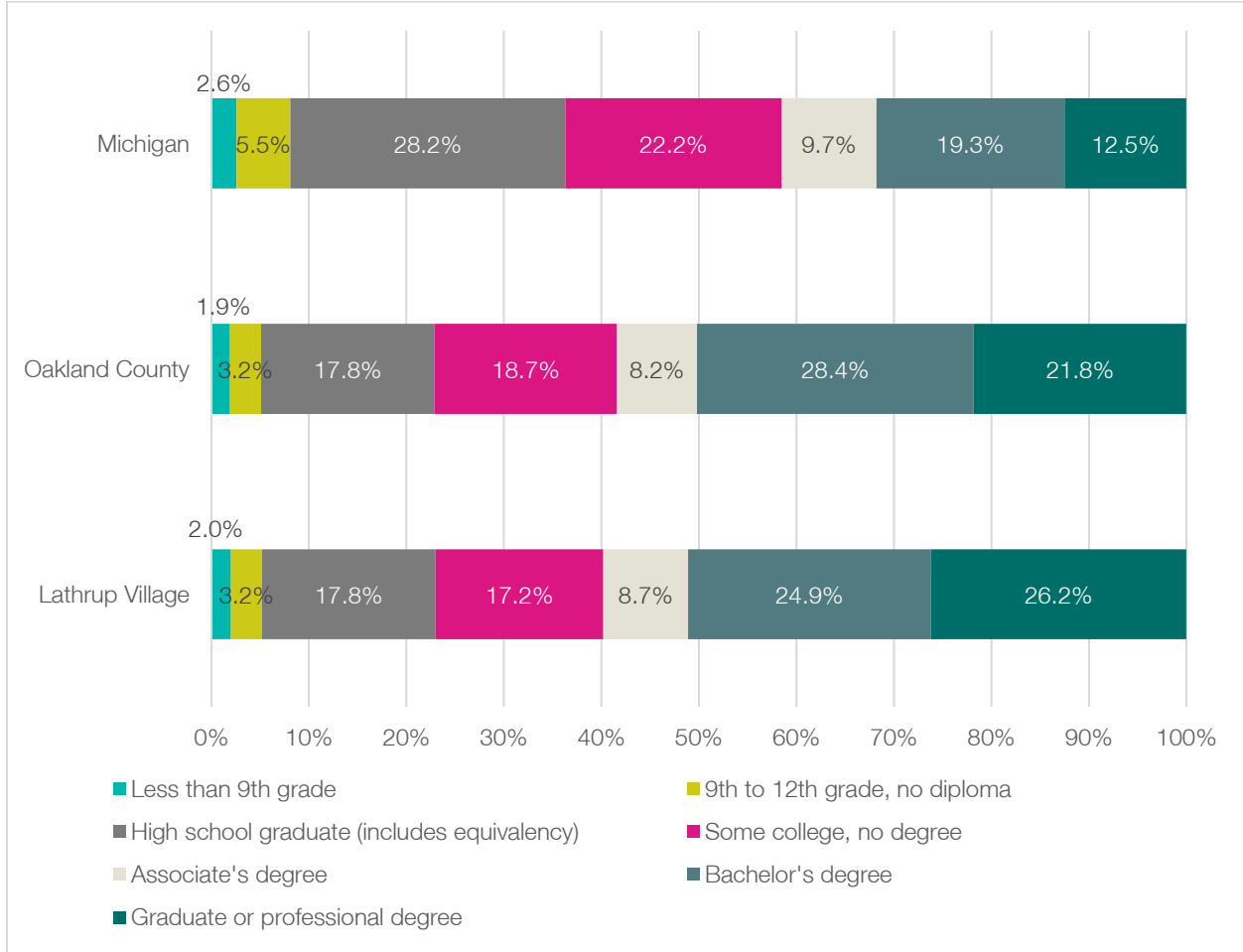
Source: Table DP03 ACS Selected Economic Characteristics 5-Year Estimates for 2023

Poverty. About 5% 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.)



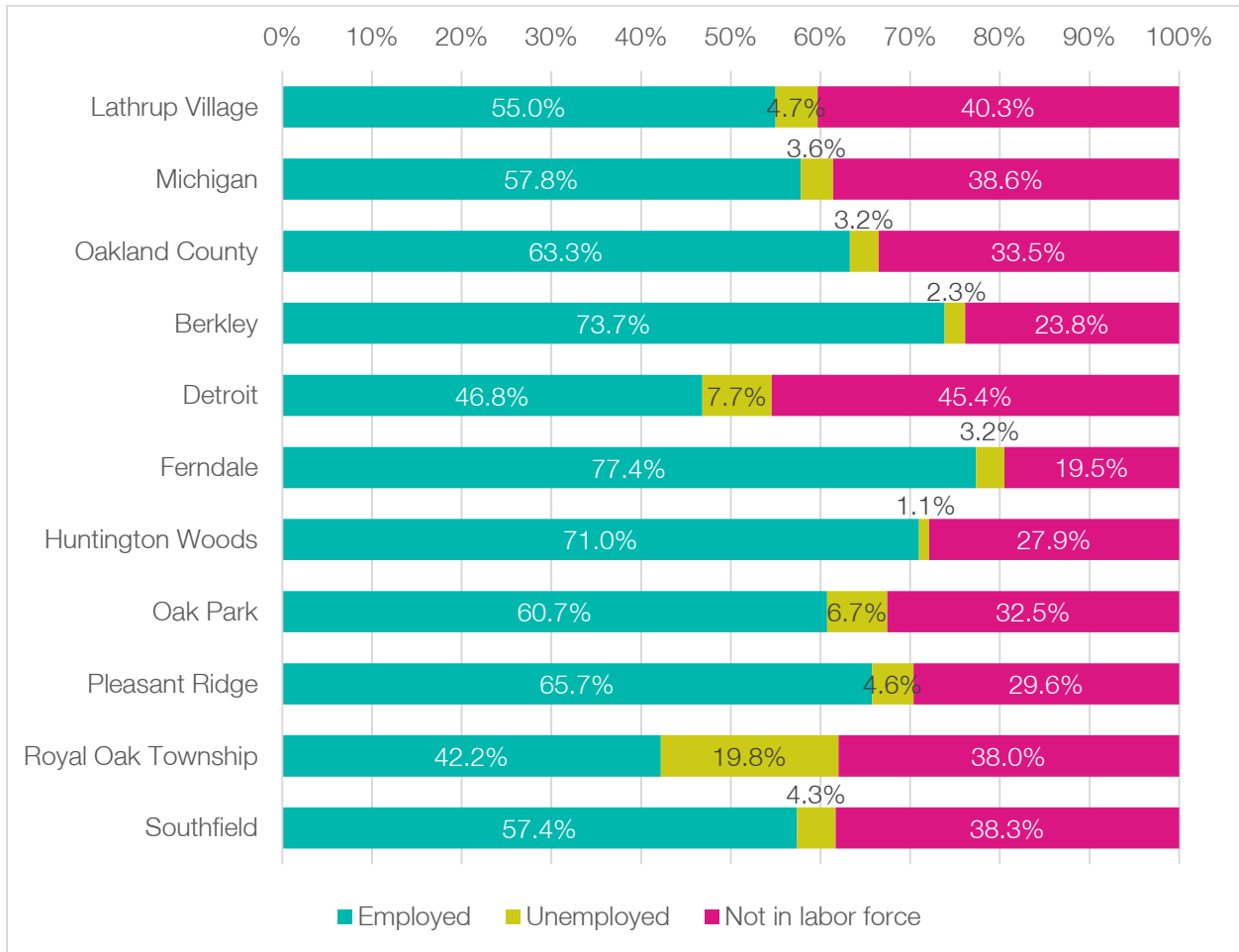
Source: Table DP03 ACS Selected Economic Characteristics 5-Year Estimates for 2023

Educational attainment. Lathrup Village has a higher proportion of residents with advanced or professional degrees than the state and Oakland County overall, indicating a highly skilled resident population and reinforcing the city’s role as a primarily residential community with strong regional employment ties in management, business, science, and arts occupations.



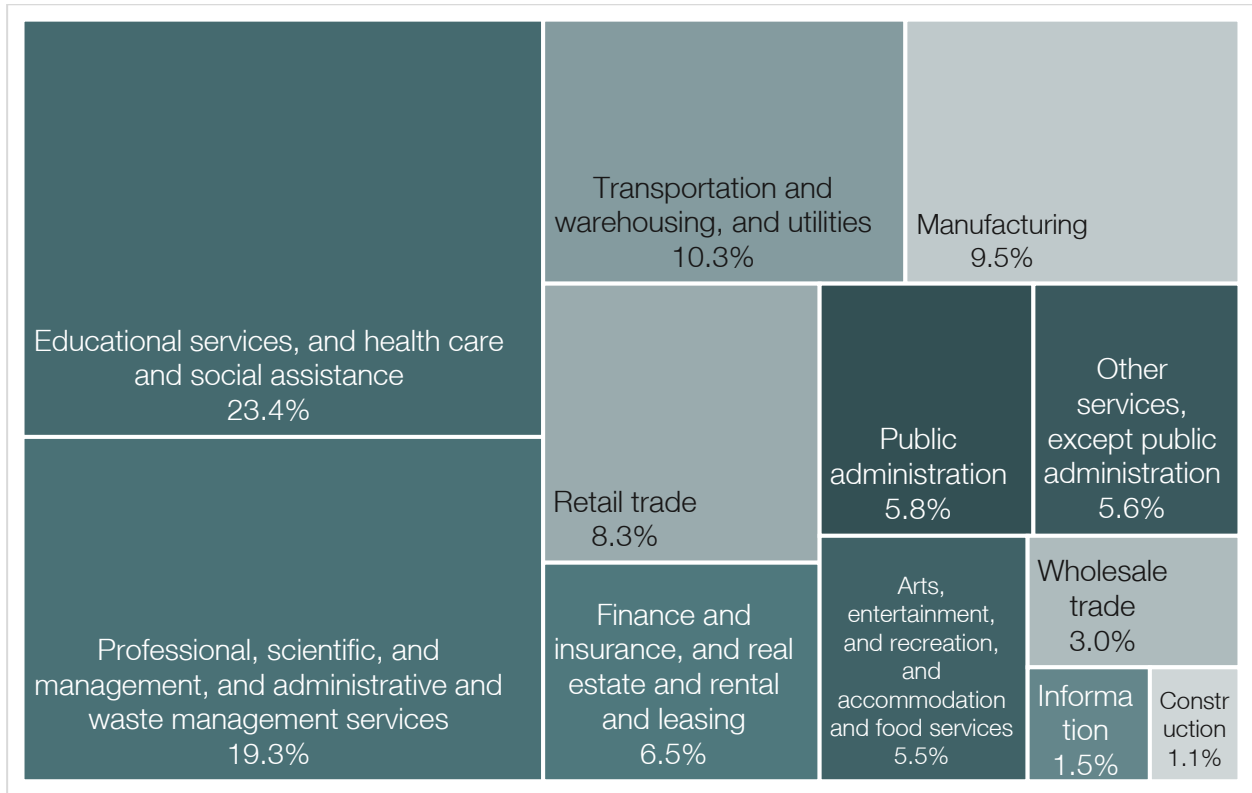
Source: Table DP03 ACS Selected Economic Characteristics 5-Year Estimates for 2023

Employment status. Just under 5% of residents in the community are experiencing unemployment which falls within a typical range that is slightly higher than the state overall. Notably, a greater share of residents are not in the labor force than surrounding communities and than Oakland County (33.5%) 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.



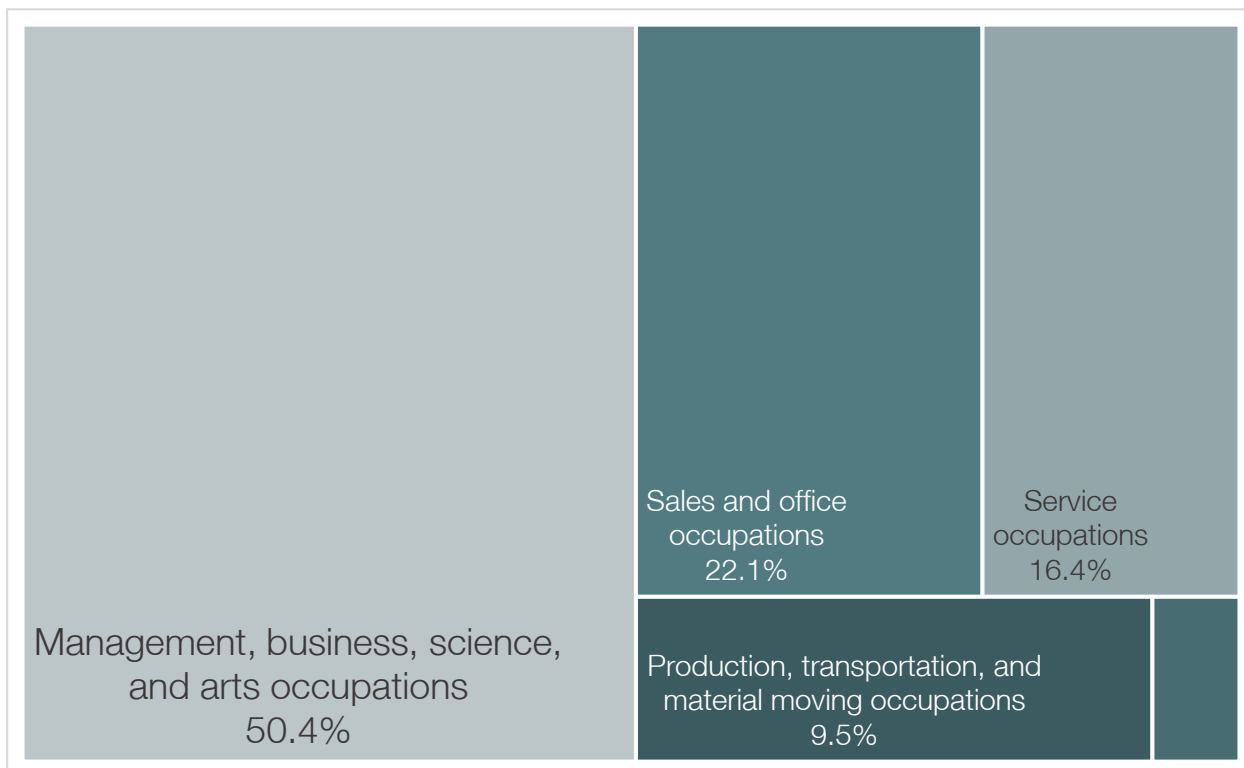
Source: Table DP03 ACS Selected Economic Characteristics 5-Year Estimates for 2023

Employment by Industry. Residents in Lathrup Village are primarily employed in educational services, health care, and social assistance (23.4%) and also in professional, scientific, management, administrative, and waste management services (19.3%). Notable shares of the population work in transportation, warehousing, and utilities (10.3%) and in manufacturing (9.5%) and retail trade (8.3%). 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.



Source: Table DP03 ACS Selected Economic Characteristics 5-Year Estimates for 2023

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 (50.4%) followed by sales and office (22.1%). 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 existing and future neighborhood-serving businesses will be critical.



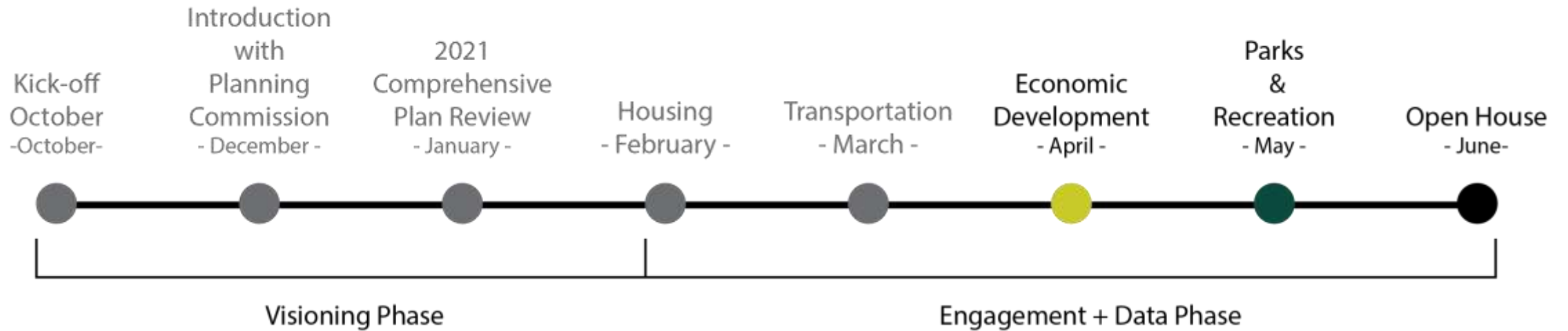
(Natural resources, construction, and maitnenace occupations account for 1.6%)

Source: Table DP03 ACS Selected Economic Characteristics 5-Year Estimates for 2023

Lathrup Village 2026 Comprehensive Plan Update | Economic Development

April 21, 2026

Comprehensive Plan Spring Timeline



Survey Updates

- Housing survey: 193 responses
- Transportation survey: 65 responses
- Economic development survey: 39 responses
- Parks and recreation survey: 32 responses

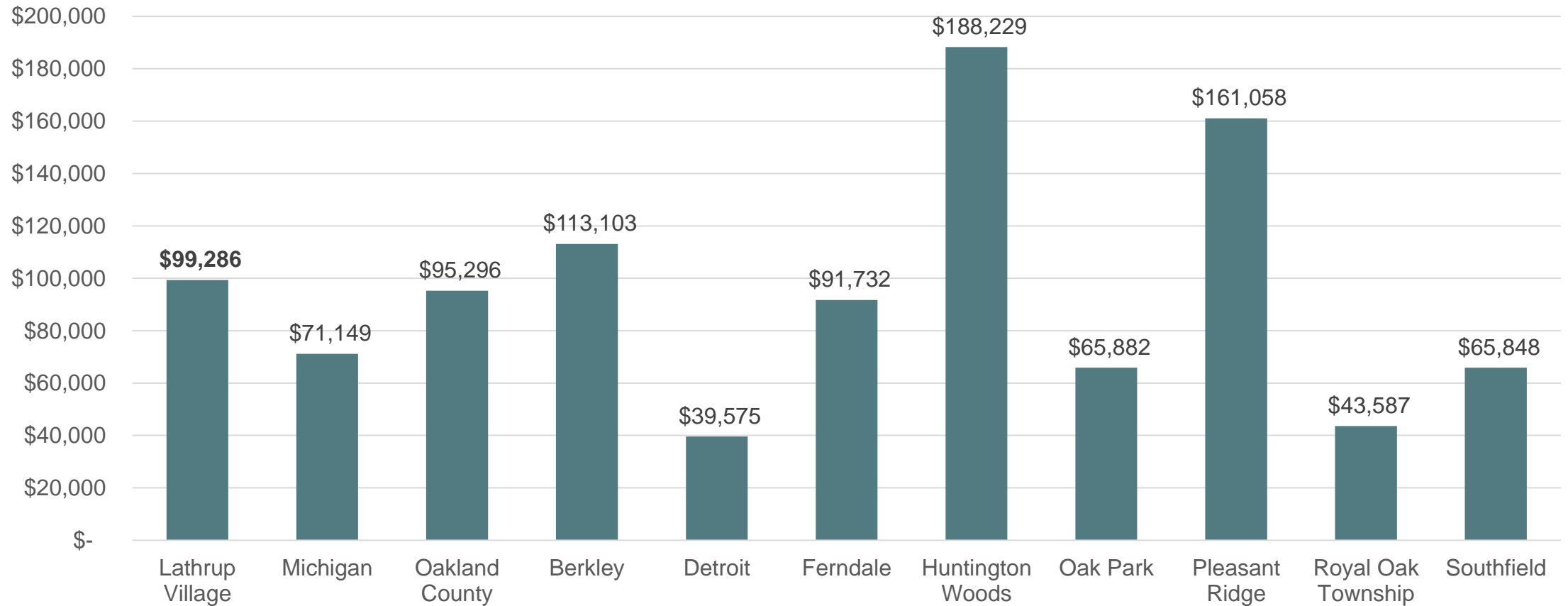
Overview

- Existing Conditions
- Economic Development & Planning
- Existing Goals & Objectives
- Discussion & Questions

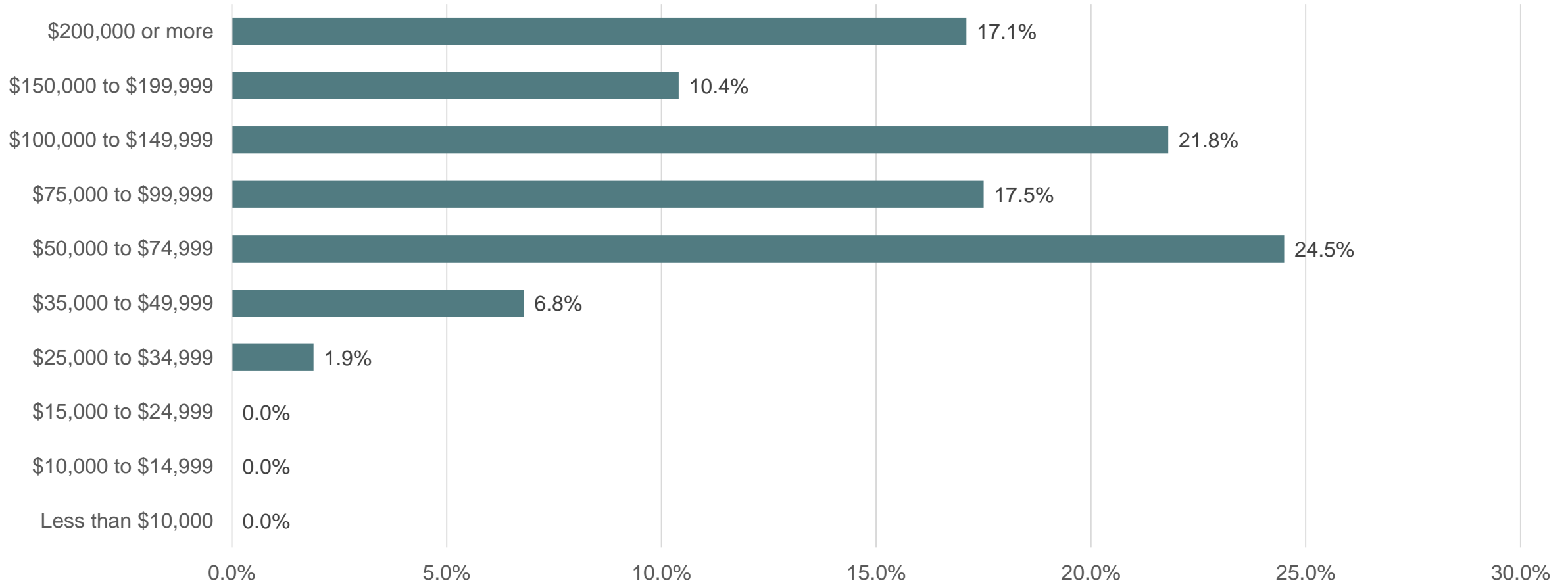


Existing
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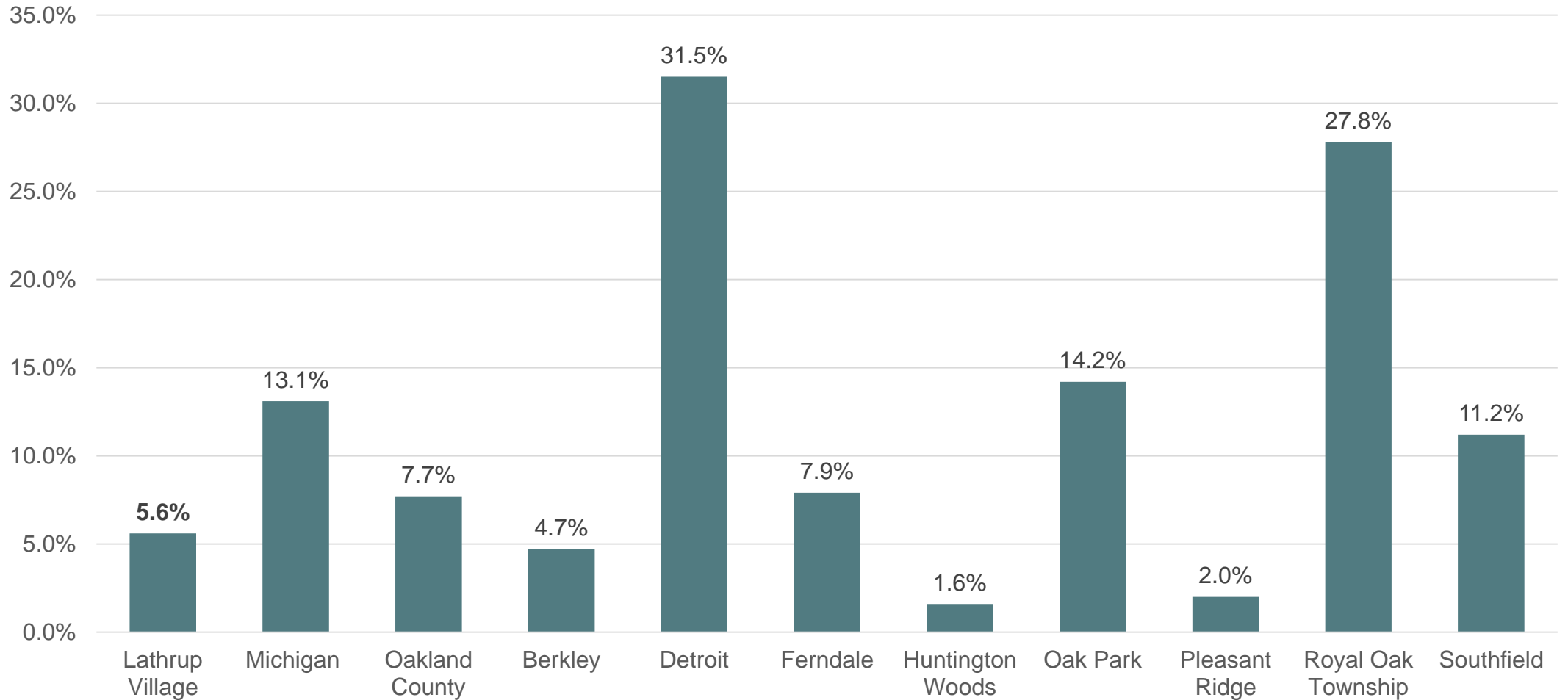
Median Household Income



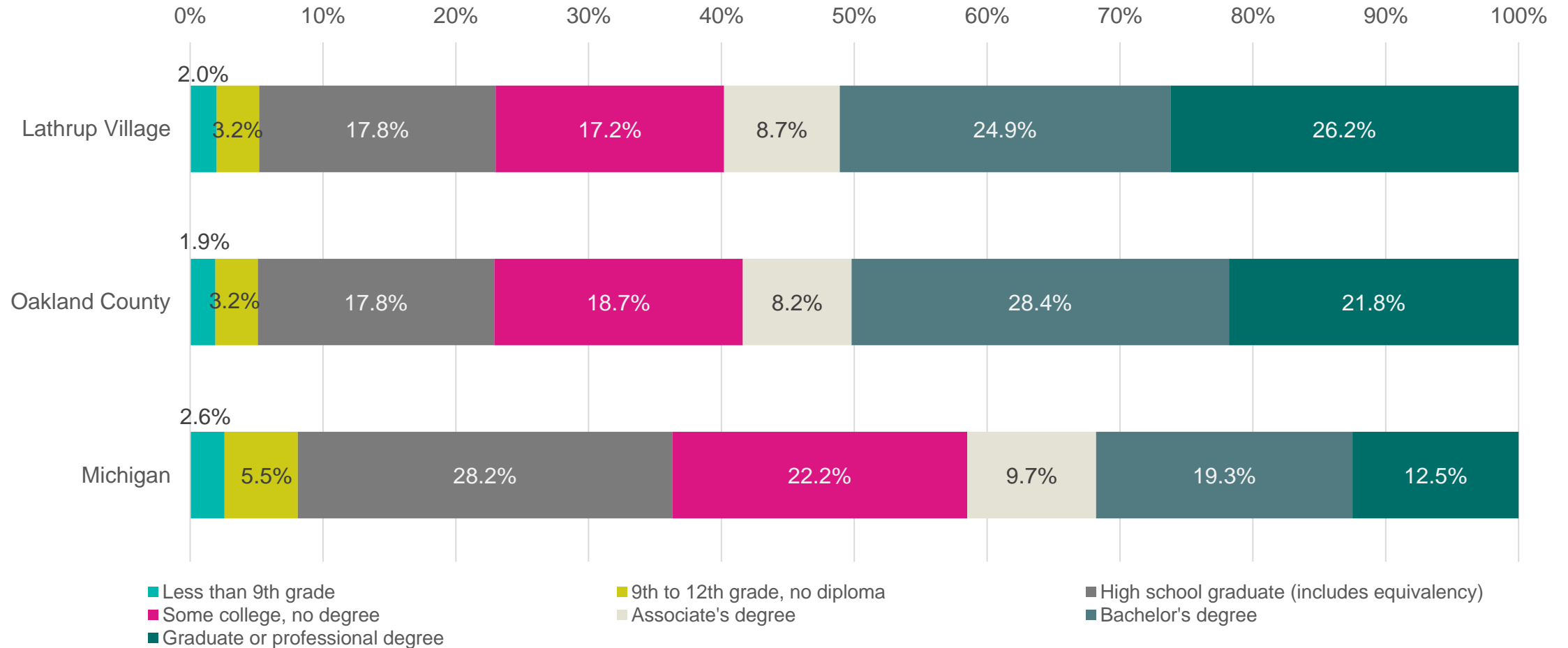
Household Income



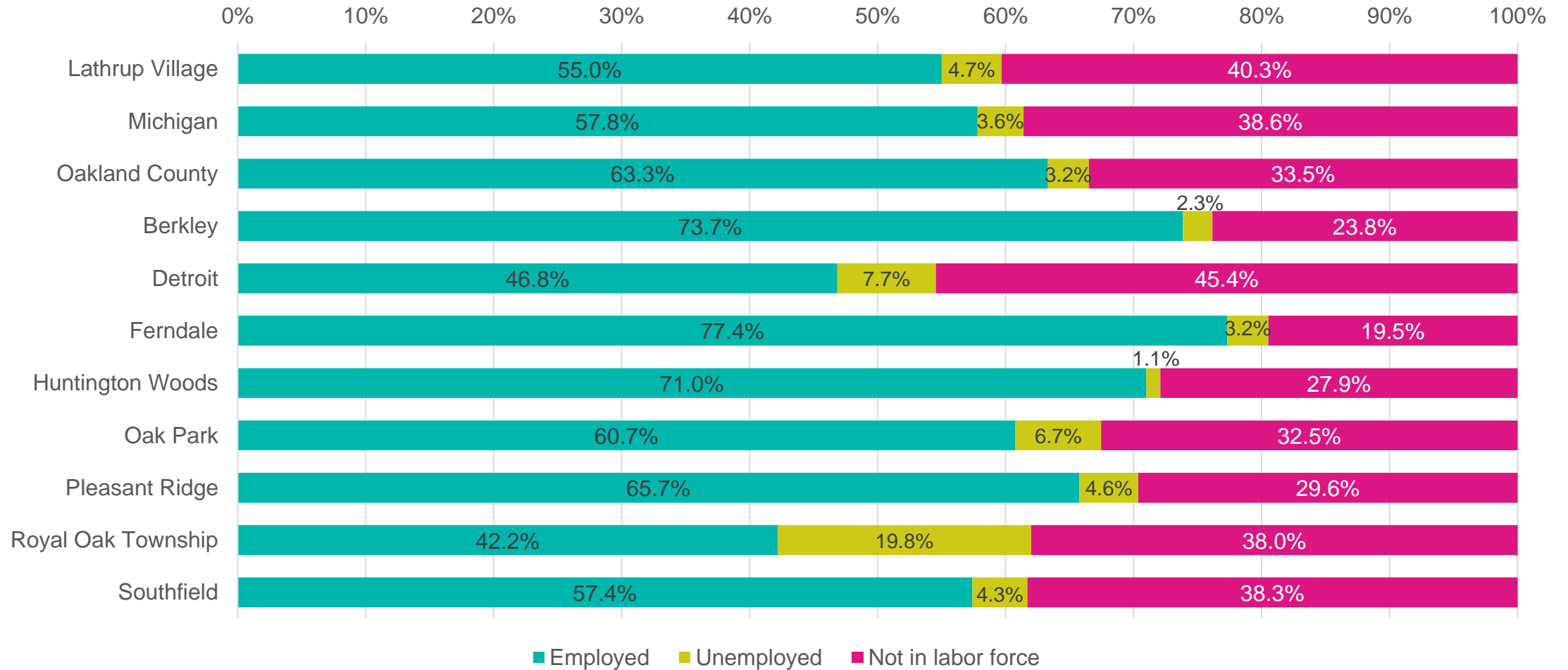
Poverty Rate



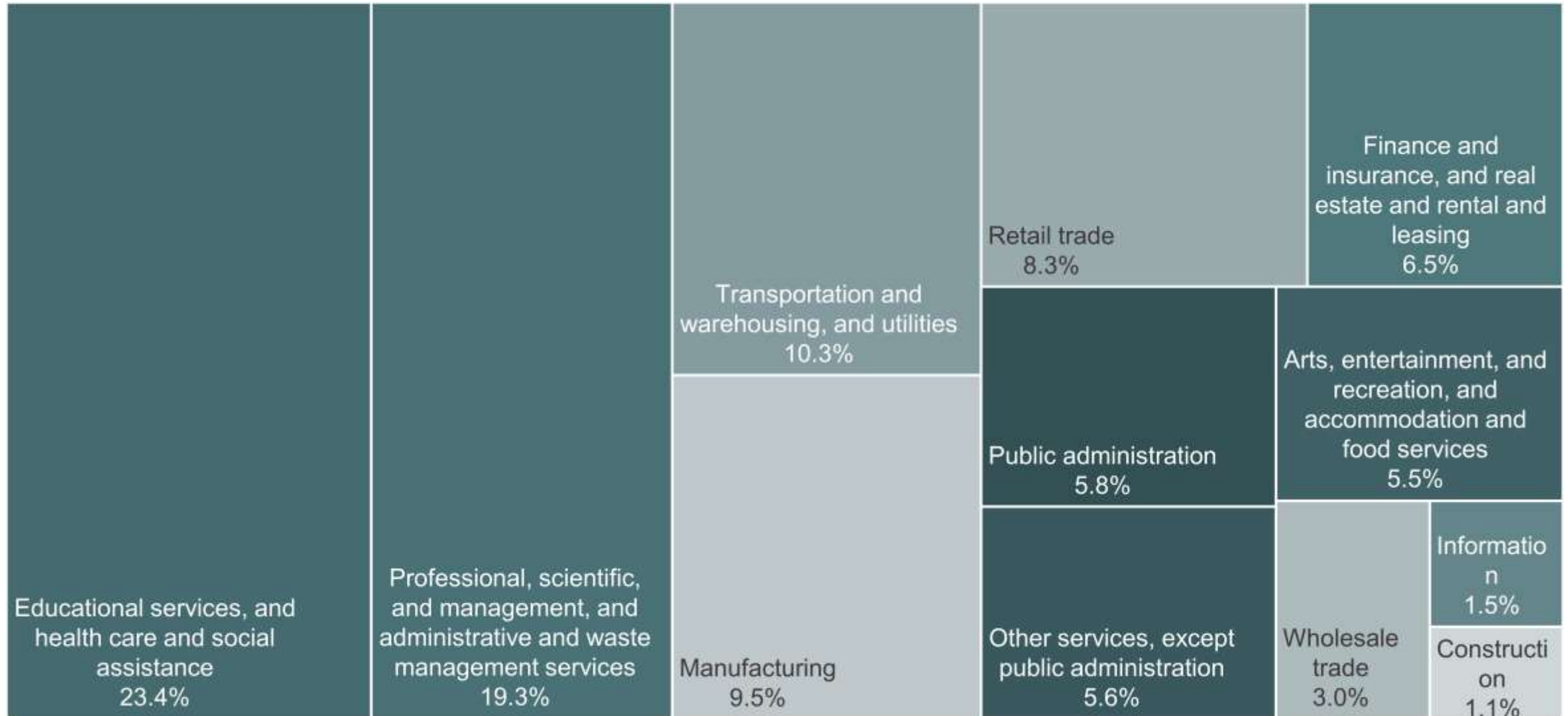
Educational Attainment



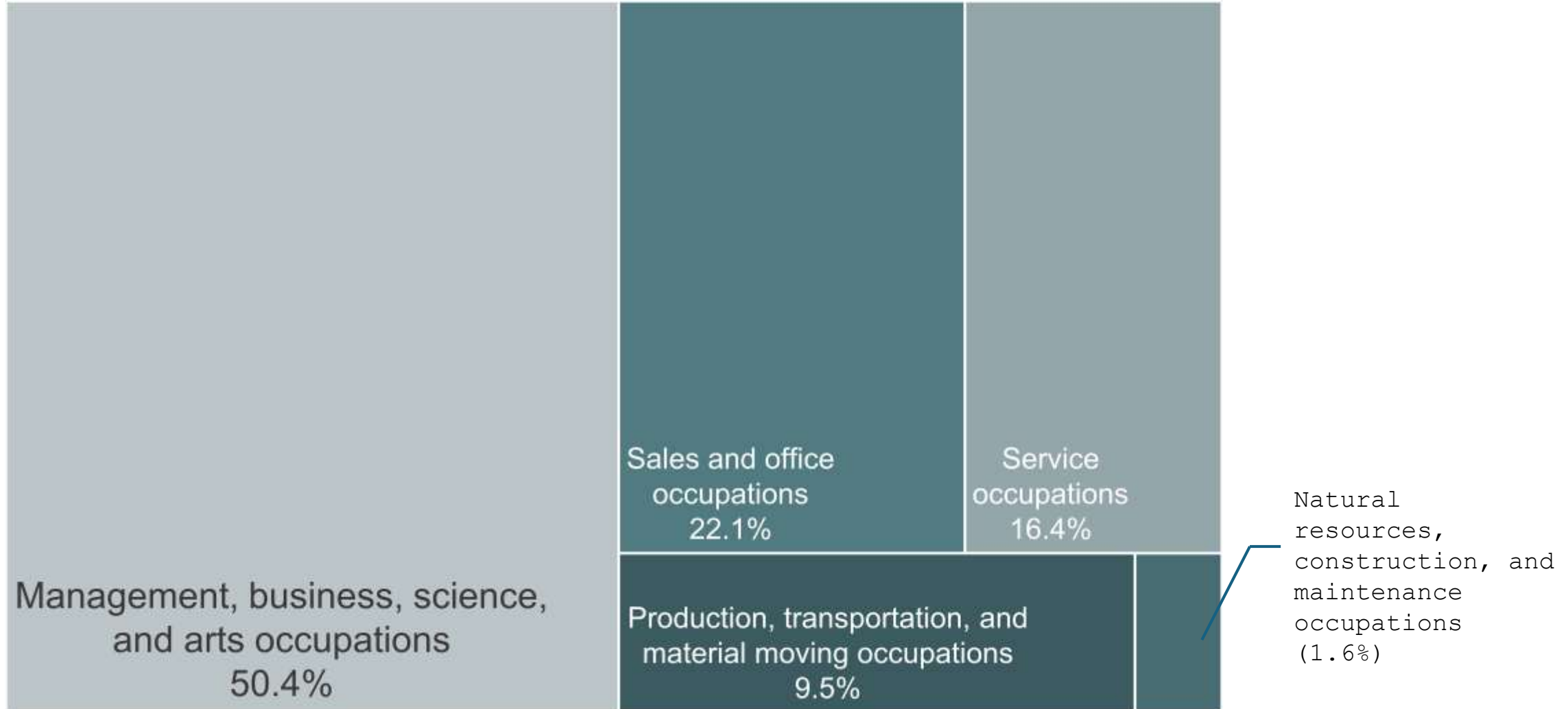
Employment Status



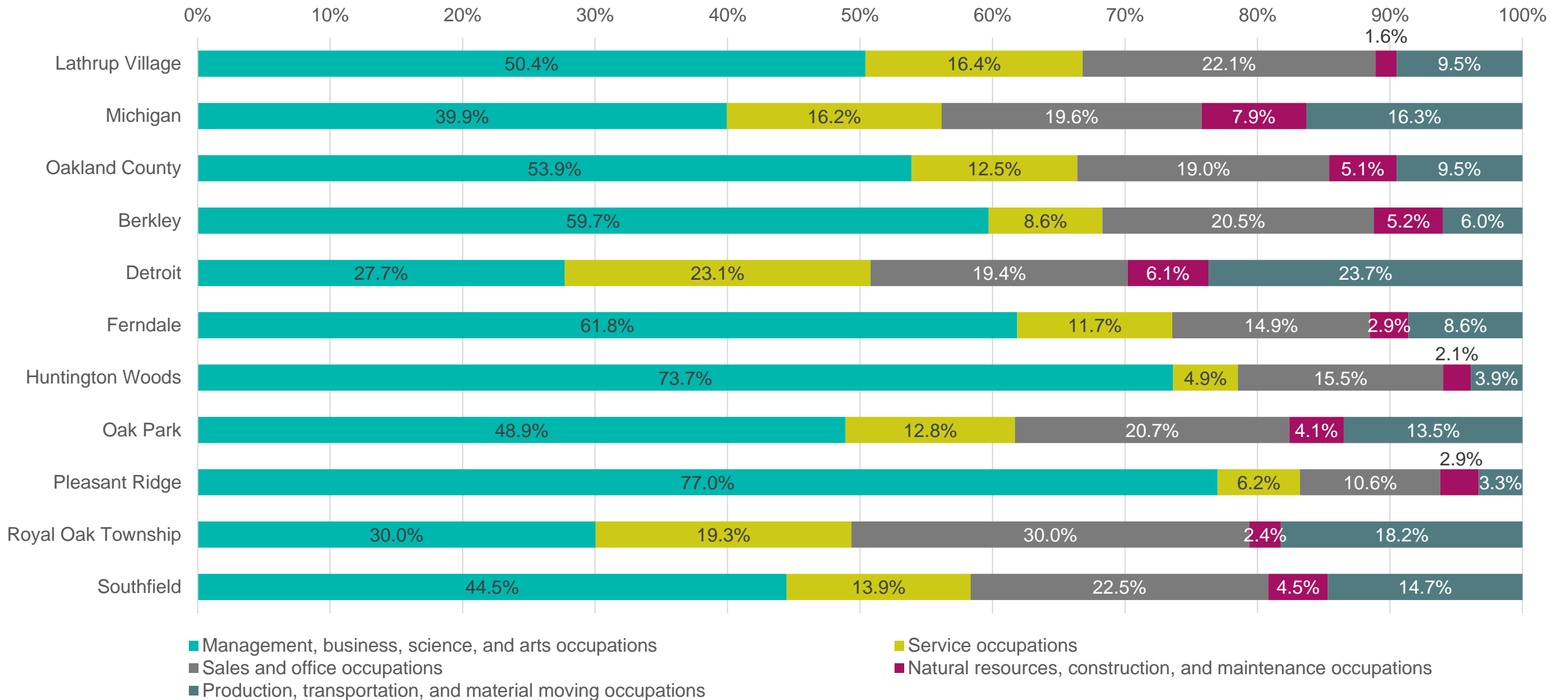
Employment by Industry



Employment by Occupation



Employment by Occupation | Area Comparison





Economic Development & Planning

Previous Planning Efforts

The 2020 market study included a survey of residents (about 90 residents responded).

Village Center District

- The concept for the Village Center was first established in the 2009 Master Plan.
- It included a conceptual illustration and precedent images from developments across the US and was intended to help the community, property owners, and developers understand what the Village Center could potentially become.

Redevelopment Sites

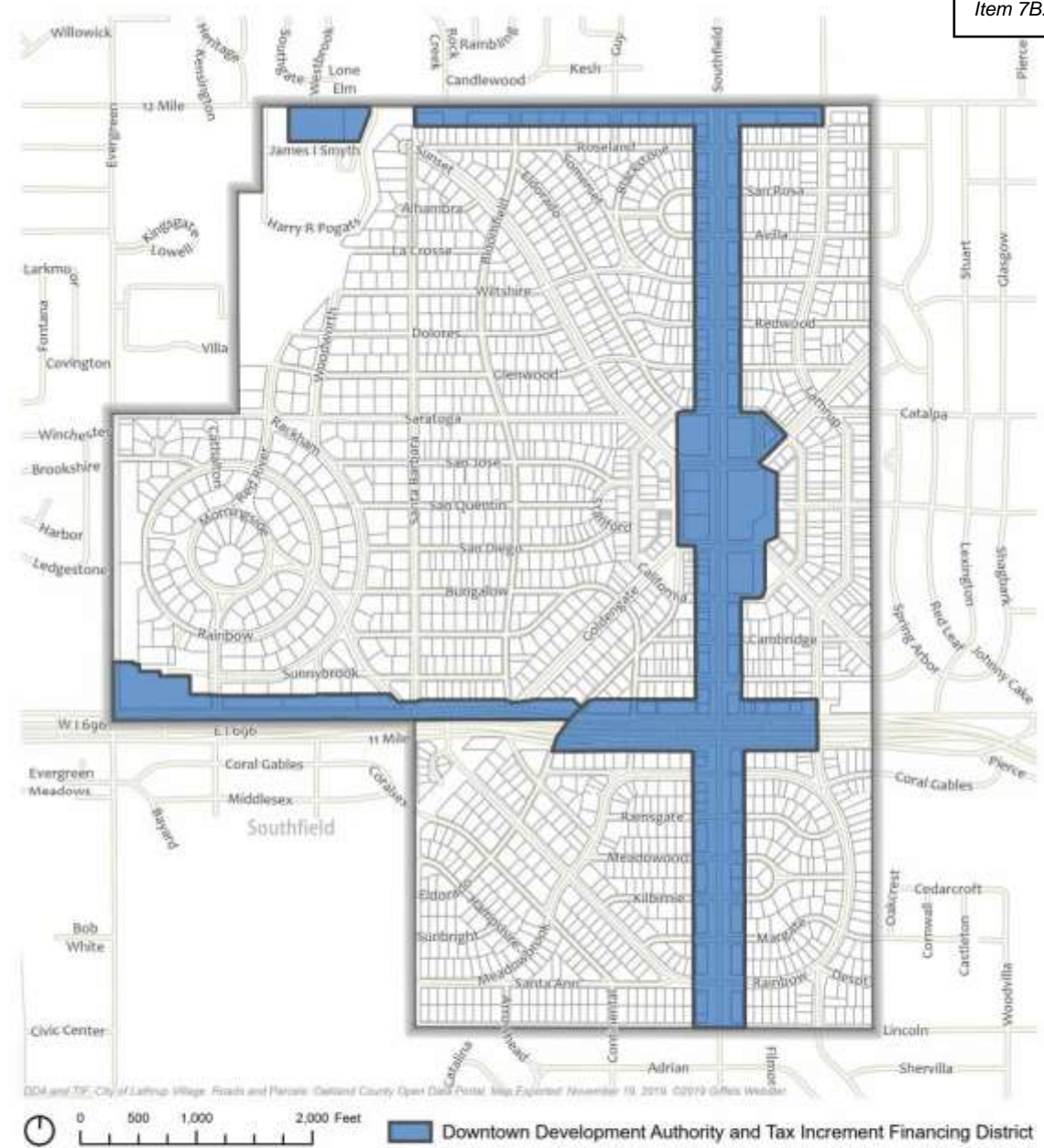
- Annie Lathrup School
- 26026 Southfield Rd. (between Rainbow and Margate)
- House in the Woods

DDA/TIF Area

The Lathrup Village Downtown Development Authority (DDA) was created by the City Council on January 12, 1998. 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.

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.



Trends in Commercial & Office

- Adaptive re-use of existing buildings
- Makerspaces and shared spaces for smaller vendors and businesses.
- Shift towards hybrid work and work from home means less office space needed.
- Live/workspace.
- Co-working spaces and business incubators.

The “New” Strategy

- Recast City Cohort has opened channels of discussion and promotion of Lathrup Village in recent weeks to outside groups and businesses.
- Internal discussions amongst DDA staff and the DDA board have provided insight and offered new approaches for the business district.
- Discussions have also led to internal decisions on business support programs, and led to partnerships and relationships with local business support entities (financial institutions, business support, community builders, etc.).

DDA Corridor's Map

- One discussion led to new Corridor Designations, part of the cities Wayfinding Efforts within the Capital Improvement Projects.
- Yellow Corridor: 12 Mile; The Design District.
- Green: Southfield Road; The Maker's Mile.



Corridor Intentions

- Redesignating or redefining these corridors are only to act as a guide- they will not affect current/existing businesses down the respective corridors.
- It's supposed to act as a form of guide.
- Instead of randomly putting a maker space in a parcel within the business district, we instead have a more direct plan that organizes businesses into clusters where they are more likely to succeed.
- Design District: For Engineering/Drafting Businesses + 3D print companies and businesses utilizing CNC machinery.
- Maker's Mile: Artisan Crafts, Maker Spaces, certain SCM.

Business Support

- This program works better with a level foundation.
- DDA staff have identified that most businesses, both new and existing, need financial support in some way.
- We have partnered with local financial institutions, local business advocate groups, the chamber of commerce, and with Small Business Administration to expand our Business Support Network.
- We are expanding our Development Grants (pending approval from the DDA Board).

Business

Current Business Support Webpage

The City of Lathrup Village is a great place to locate a business whether it's in a commercial district or your very own home. Why Lathrup Village? Well, as the old real estate adage goes- location location location! Conveniently located at the major transportation hub of I-696 and Southfield Road Lathrup Village is one of the easiest communities to get to in Metro Detroit. No other community can offer you unparalleled exposure to existing and new clientele.

Beyond Lathrup Village's geography, this highly visible community offers progressive zoning that creates vibrant live/work/play opportunities along areas formally designated for commercial space only. Embracing this change puts our community in an elite league of Cities.

Our Downtown Development Authority and City Staff are ready and willing to go the extra mile to make sure you find yourself here. We have collected some information and links to help you go from brainstorming to a storefront. Please also see our guide to Starting a Business in Lathrup Village for step-by-step instructions on our process.

[Available Properties](#)

Check out the opportunities for investment in Lathrup Village. This list is always being updated as new information becomes available. Contact DDA Director Austin Colson for more information.

[Choose Lathrup](#)

Lathrup Village is a historic residential community that is upwardly mobile, culturally diverse, well-educated, and part of a populous and economically significant region of the country. The vision that this economic development plan sets out to achieve and embraces a new urban character, demographic diversity, and economic variety while establishing the city as a regional economic hub.

[Business Licensing](#)

All businesses in Lathrup Village need to be licensed with the City. This not only keeps us informed about which businesses are operating in the City but also allows us to tailor our business development services to meet the needs of the business operators located here. Click on the above link to find out more.

[Development Grants](#)

The Downtown Development Authority has programs designed to assist businesses and property owners in improving the look and utility of the Downtown District.

[Downtown Development Authority](#)

The mission of the Lathrup Village Downtown Development Authority is to create an accessible village center that brings life to our vibrant, diverse community, supporting economic development. The DDA functions to assist businesses and property owners in the District by combining public and private resources to provide an attractive and pedestrian-friendly environment where residents and visitors enjoy a welcoming, attractive community. **The DDA sends out quarterly Business eNewsletters to LV Business and Property Owners, to view previous issues or sign up, click [here](#).**

[Starting a Business](#)

After the great idea comes figuring out how to create a successful business around it. Learn how to create a business plan, seek financial sources, and other small business resources with our Starting a Business page.

A Proactive, Corridor-Based Approach

From partnering with business support organizations to connecting with institutions and organizations who can help us recruit businesses, to leveraging our vacancies and our Redevelopment Ready status, we are tackling an age-old problem Lathrup Village has had with a strategy that:

- Embraces modern technology,
- Promotes entrepreneurs,
- Focus on targeted (re)development,
- Forms long-lasting partnerships with community and business-focused groups/organizations.



2021
Goals &
Objectives

2021 Goal on Economic Development

“Thriving local businesses and an employed workforce; a convenient selection of goods and services; and a diverse tax base with a resilient economy.”

Objectives:

- Encourage entrepreneurship and growth for diverse businesses of all sizes to promote a balanced local economy.
- Provide incentives and flexible zoning mechanisms for commercial property owners and tenants to upgrade existing commercial and industrial sites.
- Promote the mix of commercial and office uses in a way that fosters collaboration and business growth, while creating a desirable environment for the local workforce.
- Promote walkability by ensuring sufficient local destinations for goods and services.

Commercial Corridors/Downtown Plan

Commercial Corridors/Downtown Plan

Background

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 replaced 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. See Map 11.

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 state, regional, and county 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 within the region of the city's strengths.

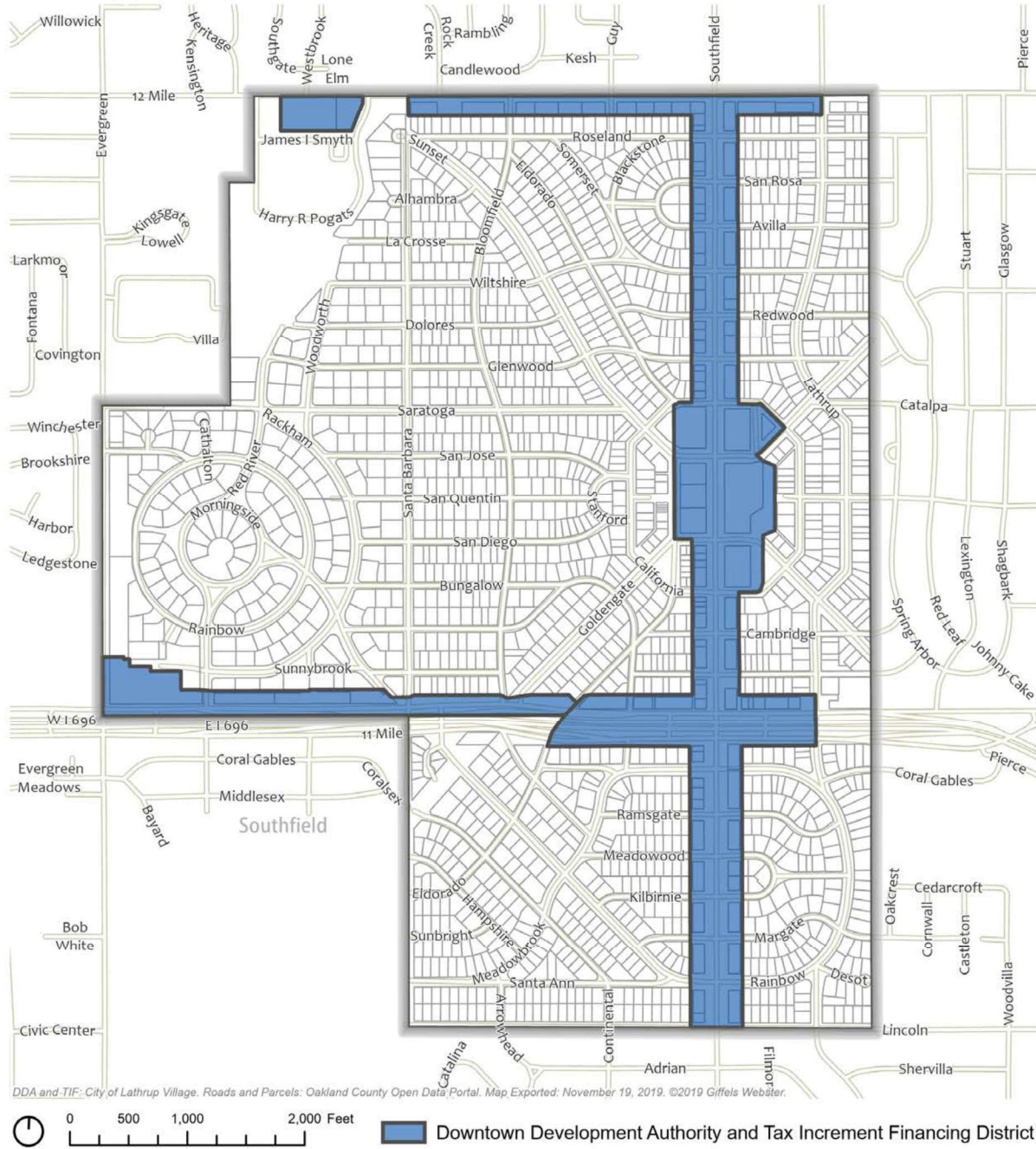
Market Study

In late 2019 and early 2020, a market study was prepared, in conjunction with this Comprehensive Plan. The market study is framed by changing demographics and trends in residential, retail, office and industrial uses. It should be noted that the market study was conducted before the Covid-19 pandemic. Pandemic-related changes to gatherings of all kinds began in March 2020 and continue into 2021. In the short-term, people have worked and attended school remotely when possible and have stopped traveling, dining out, going to sporting events and other activities that involve large gatherings of people. The long-term impacts of the pandemic are unknown, but communities are looking for ways to offer flexible land-use regulations to be prepared for future needs.

The 2020 market study included a survey of residents (about 90 residents responded). With respect to shopping, residents responded that:

- Typical households spend \$122 per week on average on groceries and related products.
- The three primary areas for grocery shopping, which is a surrogate for convenience shopping in general, are Southfield at Twelve Mile and Evergreen and Royal Oak.
- Most households purchase groceries at Kroger, Aldi, Market Fresh, Meijer, and Trader Joes.

MAP 10: LATHRUP VILLAGE DOWNTOWN DEVELOPMENT AUTHORITY (DDA) DISTRICT BOUNDARIES



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



DDA and TIF
CITY OF LATHRUP VILLAGE

- Less than one-third of the households have members that purchase grocery items at non-supermarket, non-box operations, like independent bakeries, farmers' markets, and health food stores, at least twice per month. Many of the products purchased are available throughout the entire year.
- Online purchases are significant and symbolize the exportation of dollars from the community. About one-half of the households purchase merchandise online at least once per week. Nearly two-thirds (65%) of the homes have someone that buys merchandise online at least twice per month, indicating further exportation of dollars. It should be noted that the Covid-19 pandemic likely increased the number and frequency of online purchases significantly.
- At least 64% have one or more members purchasing either or both lunch and dinner outside of the home at food preparation establishments at least once per week.
- A substantial number of households have at least one person who eats lunch outside the home at least once per week. (This implies there is a lunch trade market from residents of the area as well as potential employees and others who live outside the area).
- The preferred food service establishment for lunch and dinner is "local non-chain full-service restaurants."

In terms of housing, nearly all of the respondents own their homes and most reside there all year. Almost half have lived in their current home at least 10 years. Other housing-related findings include:

- About one-half of all households say they may be or are likely to move from their current home in the next five years. Those residents say that lifestyle changes and medical conditions are the two primary reasons for likely moves.
- For those that may or are likely to move, the majority will seek the same size or smaller units than that which they currently occupy.

Walkability continues to be important for Lathrup Village residents. Of those who may or are likely to move, "walkability" is a significant issue.

- About three-fourths (74%) of all households that will potentially move defined being near work, recreational opportunities, and walking areas as being either "extremely important" or "very important." No responding household defined walkability as "not being important at all," and only six percent identified it as being "not so important."

Market Study Findings

Housing

- The market could support 77 additional non-senior-oriented housing units and 130 market-rate senior-related housing in Lathrup Village by 2030. With redevelopment efforts, the city could see up to 150 new senior-related housing units by 2030.
- These could be in the form of single-family structures or non-single-family structures such as duplexes, townhomes, mid-rise three to four-story structures, and other attached structures.
- Many of the residents of the new housing would likely result from the relocation of existing residents, freeing existing housing for households headed by other active adults or younger.

Related Goods & Related Services

New rooftops (additional housing units) result in increased spending and demand for retail goods and related supportable space. Spending will occur in many places, including operations near home and work. Online purchases, vacation spending, and other activity will continue to diminish local sales. On the other hand, people working within the area, employed nearby, and those coming to Lathrup Village for a range of purposes will spend money in the city. Particularly during midday, people who work nearby come to the city for food services and other retail.



The Jagged Fork is a popular restaurant for breakfast and lunch in Lathrup Village.



Most of the Southfield Road corridor is occupied by one story commercial buildings, filled with office, retail and personal service uses.

While there does not seem to be a demand for additional retail goods and related service space, there is the potential to capture exported space in “Food,” “General Merchandise,” and “Miscellaneous” retail that includes operations such as Barber/Beauty salons, Book Stores, Florist/ Nurseries, Paper/Paper Products, and Gifts and Novelties. The catalytic activity and focus could be on specialty food activity.

Office Space

The office market continues to change with the increased emphasis on flexible work arrangements, co-working space, and in-home live/work activity. Added rooftops increase demand for professional services and related space derived from the new households. Rooftop growth and the identified desire of people to work near home also provides the opportunity for office space growth.

New demand generates about 137,000 square feet of office space by 2030. However, about forty-five percent of the space will be “in homes.” There is a potential unmet niche for co-working space in Lathrup Village. Personal and professional service space should be viewed as likely uses to fill vacant spaces. Again, post-pandemic changes could result in lower demand for office space - or increased use of in-home offices.



Office buildings in the corridor are dated; many house different uses than the office uses originally intended.

Market Study Recommendations

- Enhance walkability within neighborhoods.
- Create or enhance spaces for activity for meetings, small family events, etc.
- Expand specialty food opportunities beyond a traditional farmers’ market.
- Continue supporting the enhancements of building façades through grants
- Work with property owners to address the former school buildings and property and contiguous properties. Recruit a developer or developer partner to buy, lease, or pursue partnership options with current owners. Explore mixed-use of activity on the site and buildings that include active adult and the gamut of senior living arrangements
- Utilize space on first floors for year-around and seasonal pop-up retail activities
- Explore reuse for the above in combination with co-working space.
- Expand community activity space for arts, culture, educational training.

The following is also suggested:

- If needed to increase development density options, explore the transitioning of alleys in the rear of the key parcels to private use or consideration in density requirements.
- Consider and explore funding for potential five-year tax abatement, an equity financing fund, public-private investment funding entity for a stake in redevelopment, or other mechanisms to diminish short-term redevelopment risk and increase the probability of property redevelopment.

The complete Market Study is found in the Appendix.



Enhancing walkability will support residents’ desires and needs to walk and bicycle in and around Lathrup Village.



Village Center

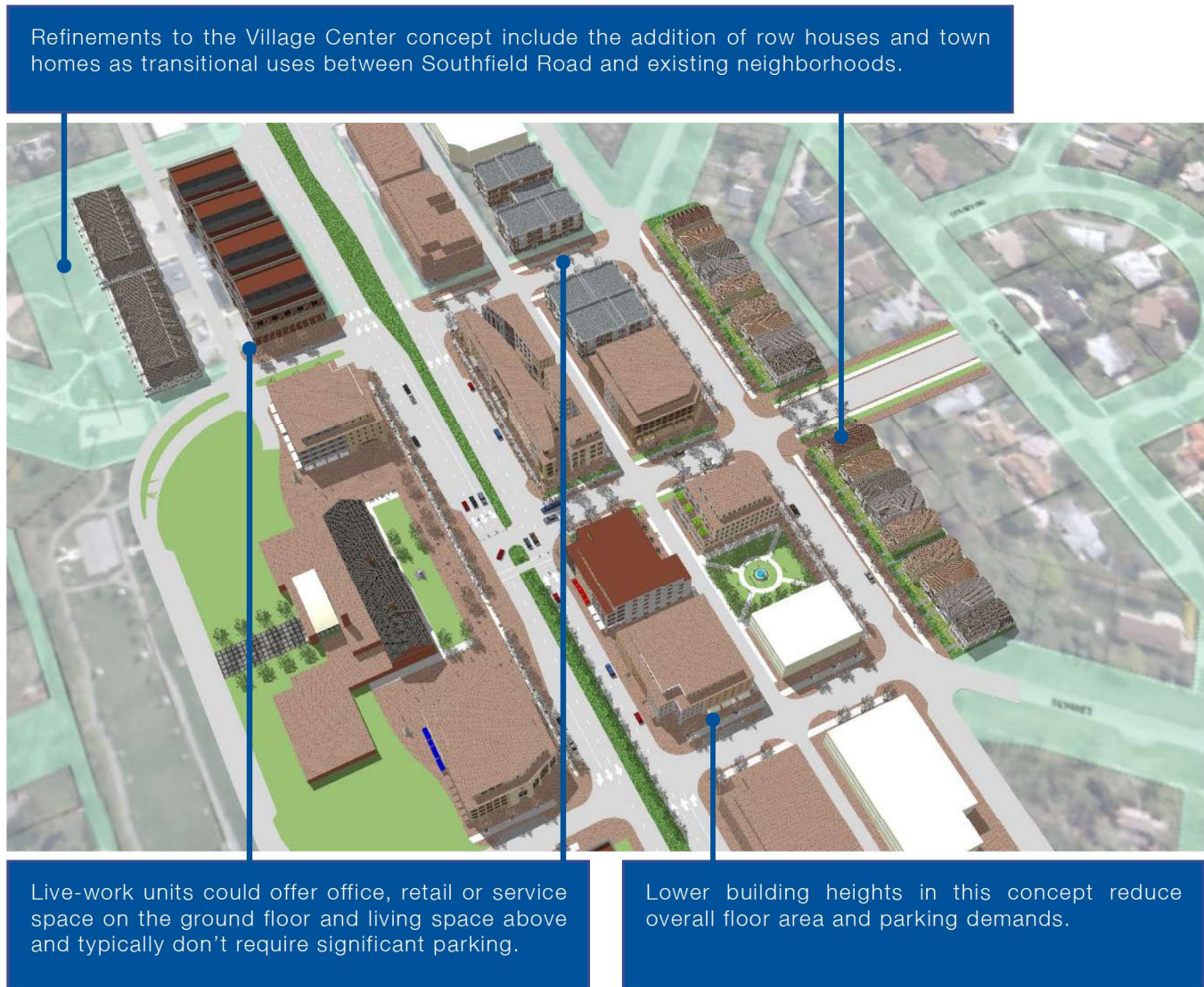
The concept for the Village Center was first established in the 2009 Master Plan. It was further fleshed out and illustrated to include a conceptual development layout and precedent images from developments across the US, intended to help the community, property owners and developers understand what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

Prior to this Comprehensive Plan process, some city officials, property owners and residents expressed concern that, after 12 years of envisioning redevelopment, nothing has been realized. And yet, it remains clear that the corridor remains in need of redevelopment to improve 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.

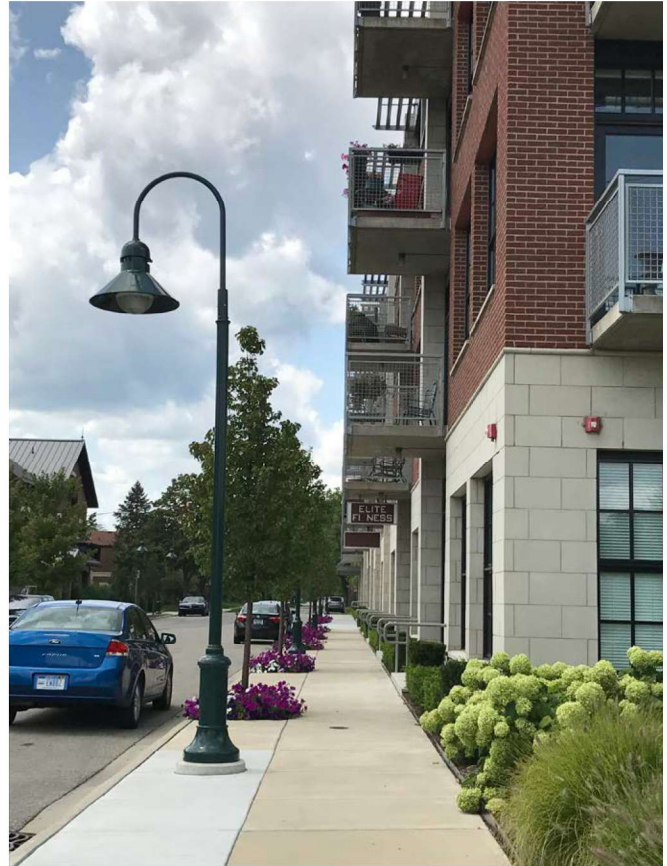
Housing is one of the strongest elements of the current real estate market. In the refined development concept, opportunities to add row houses, town homes and stacked flats in the transition areas could add the needed rooftops to draw additional retail and restaurant uses the city desires.

FIGURE 1: VILLAGE CENTER REDEVELOPMENT CONCEPT





Attached townhomes in Royal Oak (above) and Dearborn (below).



Examples of live-work buildings in Birmingham, MI



Roanoke Commons in Roanoke, TX is a 15,000 sf two-story development with commercial uses on the ground floor, active outdoor space and residential dwellings on the upper floor. Source: Newstream Commercial

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, given their location, unique features, and size. Concepts for redevelopment of these suggest key components that are envisioned and approaches to facilitate redevelopment.

26026 Southfield Road

This site 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 on the east side of Southfield Road, 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.

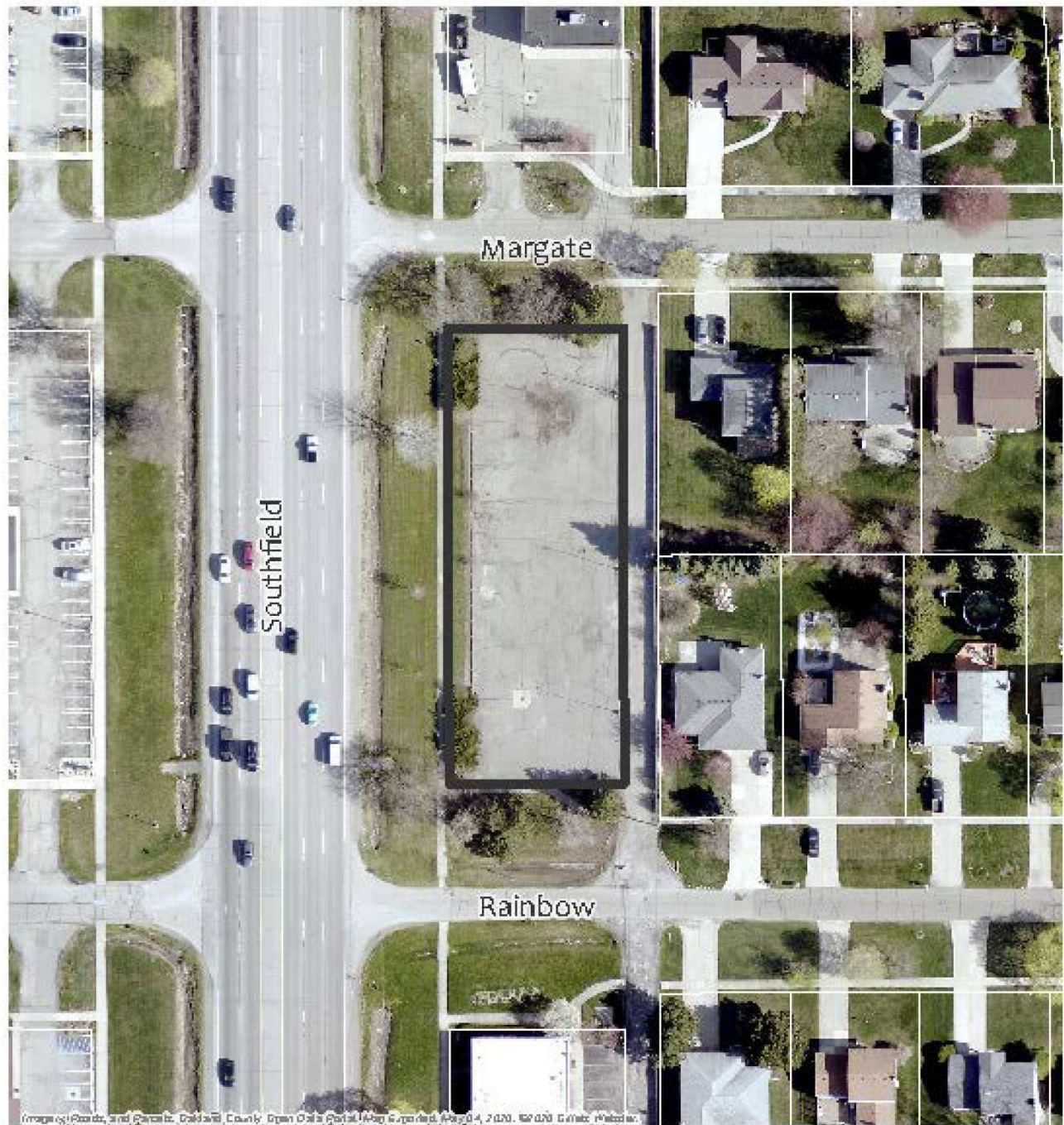


Above: 26026 Southfield Road abuts single family homes and is separated by an existing masonry wall.

Below: The site is currently an undeveloped parking lot with expansive frontage on Southfield Road.



MAP 11: LATHRUP VILLAGE SOUTHFIELD ROAD REDEVELOPMENT SITE



26026 Southfield Road
CITY OF LATHRUP VILLAGE

Components of the Redevelopment

Land Use

This parcel located on the east side of Southfield Road, south of I-696 in the southeast neighborhood. It has been vacant for at least ten 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. 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 a greater sense of place. This type of enclosure would encourage walkability by creating more of a human scale for 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 offers 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



House in the Woods

The “House in the Woods” site is somewhat renowned in the city, as it was originally developed in 1927 with a home for Louise Lathrup Kelley, original developer of Lathrup Village. The house was listed on the National Register of Historic Places in 1998, along with that portion of the city built through 1953. In 2009, the house was struck by lightning and burned to the point it was no longer salvageable. The structure was removed and site was acquired by the city. Since the acquisition, the city allowed interested residents the opportunity to convert the property into a nature preserve. Unfortunately, the volunteer effort was not sustainable.

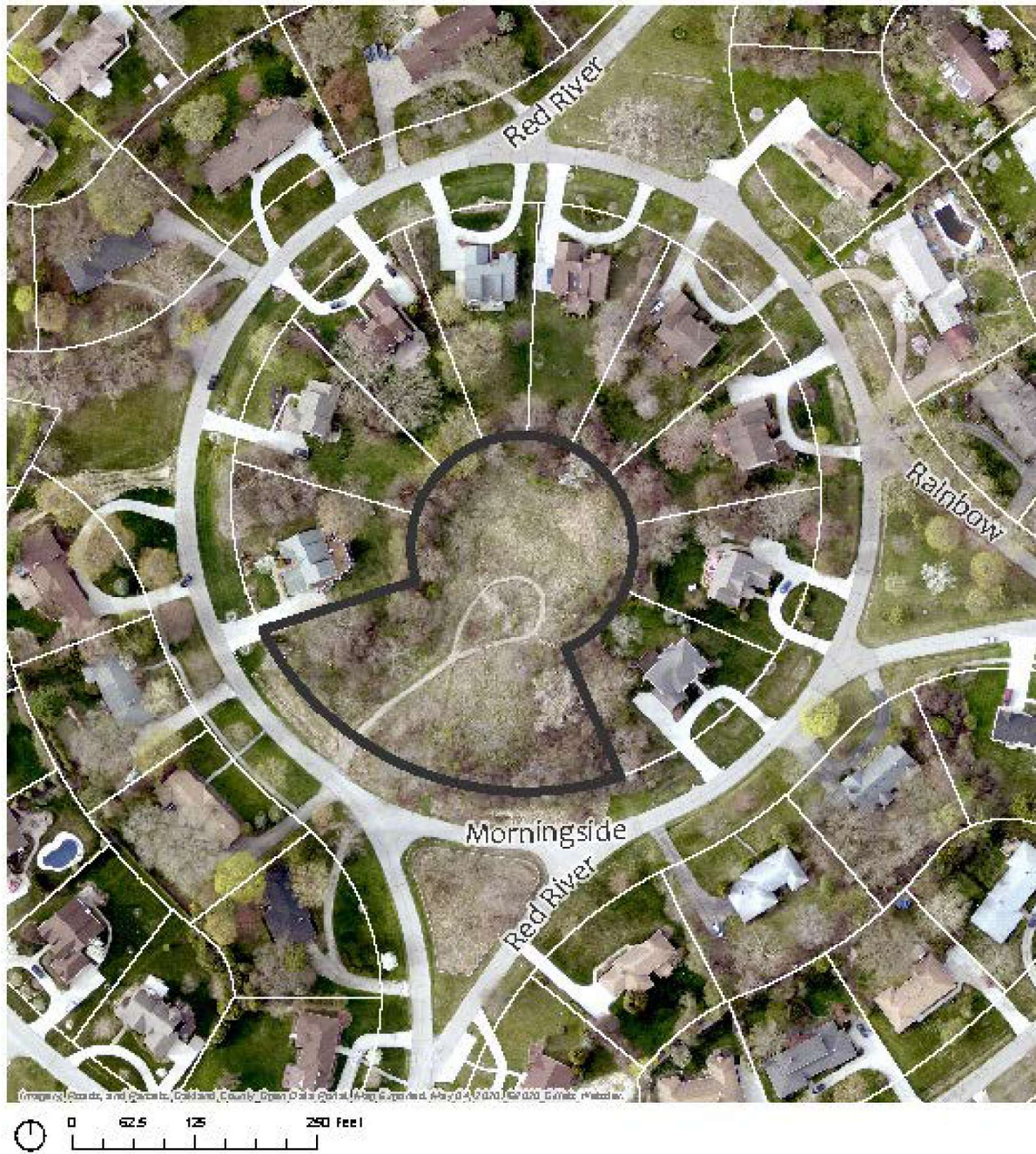


Above: Historic photo of the house (source: Detroit Public Library Digital Images)

Below: The site is currently undeveloped and heavily wooded.



MAP 12: LATHRUP VILLAGE HOUSE IN THE WOODS REDEVELOPMENT SITE



House in the Woods
CITY OF LATHRUP VILLAGE

Components of the Redevelopment

Land Use

Given its location in the middle of the neighborhood, residential uses are preferred by the city, who has considered developing the site as a park. However, the cost of development in addition to ongoing maintenance and operation of a park require resources that would be taken away from other city parks and the city prefers to see the site developed with homes, which also returns the site to the tax rolls.

Building Form

Replicating the building form of the adjacent homes would result in two, possibly three, new homes. However, arranged in a more compact fashion, eight to ten smaller homes could be developed on this site. These homes may be desirable by older residents looking for smaller homes (especially if built as ranches or laid out for first floor living), and more manageable yards as well as by younger professionals looking to move into the city. In creating a compact site layout, a small common space to be enjoyed by all of the neighborhood residents is another benefit.

Transportation

It is anticipated that pedestrian and vehicular access will tap into the existing street network. There are no sidewalks in this portion of the city, but the area is covered by a bike route.

Sustainability

Sustainable building and site design practices can offer a model for development and redevelopment elsewhere in the city. The compact site design allows new homes to be built while minimizing the amount of land needed. Other low-impact design techniques, including the use of native landscape materials should be prioritized.

Development of the District

Zoning for the parcel is currently zoned R3 Single Family Cluster Housing, which allows single-family dwelling units to be developed with varied yard setback requirements to (a) facilitate development of parcels that are difficult to develop under the usual standards, (b) allow for a single-family detached residential development without

increasing the permitted density, and/or (c) enhance useful open space and preserve significant trees and other natural features through the proper utilization of density transfer techniques.

Currently, this type of development would require council approval under the variance provisions of the zoning ordinance. Specific standards relating to building form, placement and architectural standards should be developed for this district to allow the type of compact development noted here.



Annie Lathrup School

The Annie Lathrup School is the last remaining historic structure on Southfield Road. This building is currently vacant. The structure is significant because it tells the story of Lathrup Village as well as provides an example of a different architectural character and building form than is seen elsewhere in the corridor. The school is designated as a local historic district, which means that the alteration of the boundaries of the district or modification of the structure require review and approval by the Historic District Commission.

The former Annie Lathrup School has been vacant for several years and is deteriorating. The school sits on a large parcel on Southfield Road, and is adjacent to City Hall and the community park. The parcel is at the heart of the Village Center district, which encompasses all of the segments of the California Drive octagon.

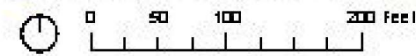


Above: The Annie Lathrup School site is vacant with large adjacent parking lots.

Below: The site is one of the only historical buildings in the city and features ornate brick work and stone details.



MAP 13: LATHRUP VILLAGE ANNIE LATHRUP SCHOOL REDEVELOPMENT SITE



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 preservation of the existing historic building (Annie Lathrup School) and two main roadways that accommodate vehicular traffic with a pedestrian-friendly focus that includes on-street parking, wide sidewalks and abundant landscaping. Key elements in the concept include:

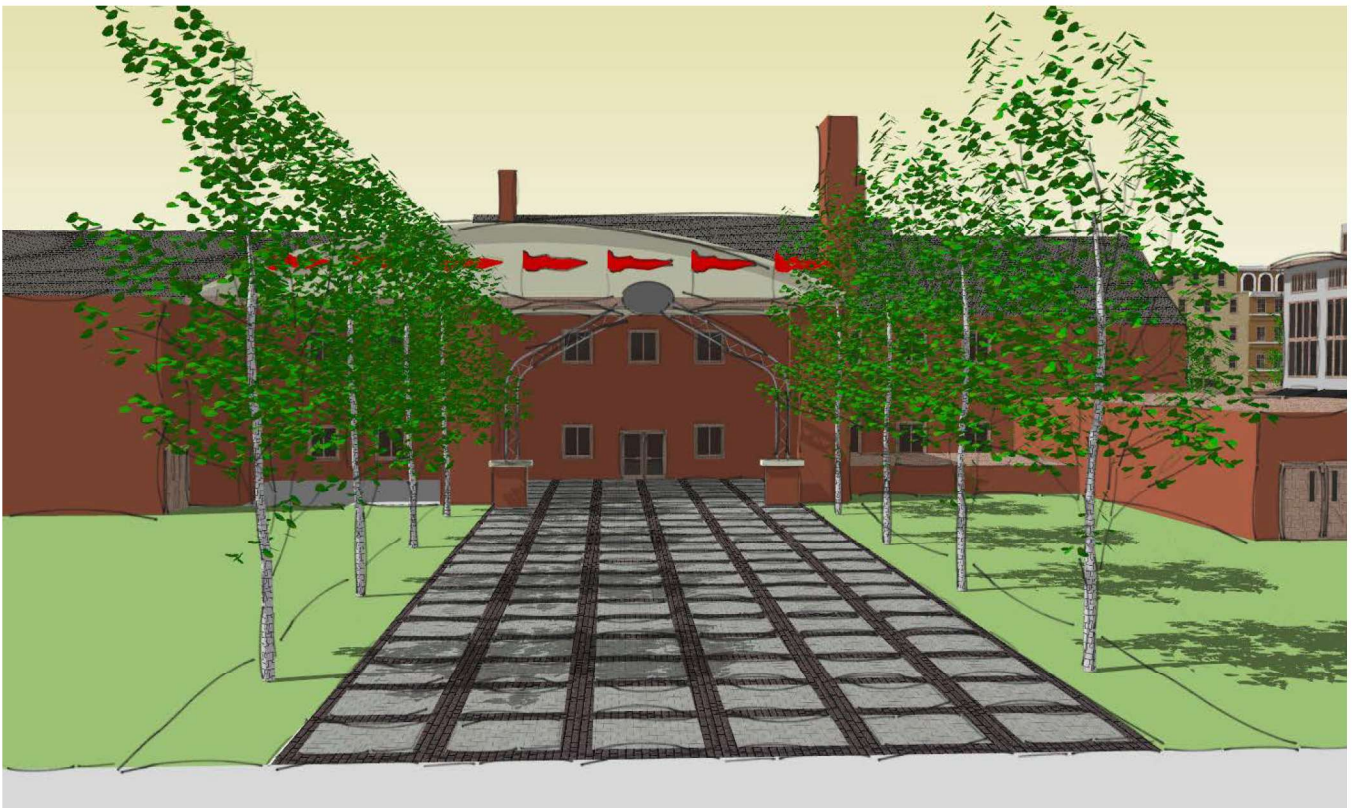
- Southfield Road: The existing 160 ft ROW includes double rows of street trees create a sense of place and makes corridor greener. It could be narrowed to 120 ft of ROW, depending upon the ultimate future road cross-section, which would provide more area for adjacent land development.
- A new Street,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

Sustainability

Development on this site should be based on a framework of sustainable building and site design practices that offers 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 explore other properties in the Village Center district for catalyst development potential.



These images illustrate the preservation of the Annie Lathrup School structure and its enhancement by adjacent development, outdoor spaces and plazas.

LATHRUP VILLAGE – SITE DEVELOPMENT STATUS

Facade	ADDRESS	APPLICANT NAME	PZE PROCESS TYPE	STARTED	NOTES
	27411 Southfield Road	Jay Birds Bar & Grille	Building Permit Review	Spring 2026	Administrative approval was granted for a canopy structure at 27411 Southfield Road to cover the existing paved patio area. The improvement will provide shade and weather protection for outdoor seating without altering the building footprint. Building permit is currently under review.
	27651 Southfield Road	Surnow	Site Plan Review	9/29/2025	Middle Eats restaurant is expanding into the adjacent 1,800-square-foot unit to the south to enlarge its dining area. The space was previously occupied by a retail business, requiring site plan approval to convert the floor area from retail to restaurant use. The Planning Commission approved the site plan at its November 18, 2025, meeting. Building permit have been approved.
	27700 Southfield Road	Surnow	Site Plan Review	10/22/2024	The Lathrup Village Historic District Commission approved the project concept on February 19, 2025. Site plan approval was subsequently granted on April 15, 2025, for the historic preservation and adaptive reuse of the former Lathrup Village School into a mixed-use development including multi-family residential units, co-working space, and activity/event space.

					<p>The applicant is currently awaiting a response from the Michigan State Housing Development Authority (MSHDA) regarding project financing. Due to the extended financing review timeline, the applicant requested a twelve (12) month extension of the site plan originally granted approval on April 15, 2025. The Planning Commission recommended approval of the extension at its February meeting, and City Council subsequently approved the request at its February 23rd meeting, granting the applicant a 12-month extension of the site plan approval.</p>
	<p>28919 Southfield Road</p>	<p>Mahmood Mohamed</p>	<p>Site Plan Review</p>	<p>1/16/2026</p>	<p>Site plan approval is being requested for a change of use at 28919 Southfield Road to allow occupancy of an existing tenant space by a café serving coffee and pastries. The proposed use involves no expansion of the building footprint or changes to site circulation and represents the reuse of an existing commercial tenant space within the multi-tenant plaza.</p> <p>The applicant is scheduled to seek site plan approval at the Planning Commission's February 17th meeting. Approval is being requested contingent upon the applicant receiving a variance from the Zoning Board of Appeals (ZBA) related to off-street parking requirements established in the Zoning Ordinance. The ZBA approved the requested parking variance at its February 23rd meeting, allowing the project to proceed. Engineering plans are being prepared for review</p>