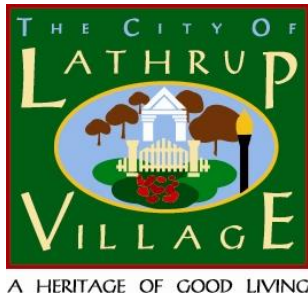


Planning Commission Agenda

Tuesday, April 15, 2025 at 7:00 PM
27400 Southfield Road, Lathrup Village, Michigan 48076

Location: Community Room

1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Approval of Meeting Minutes**
 - [A.](#) March 2025 - Planning Commission Meeting Minutes
5. **Public Comment**
6. **Old Business and Tabled Items**
 - [A.](#) Capital Improvement Plan (CIP) 2025 - 2030
7. **New Business**
 - [A.](#) Public Hearing - 27700 Southfield Road Site Plan
8. **Other Matters for Discussion**
9. **General Communication**
 - [A.](#) Site Development Update Report
10. **Adjourn**



Planning Commission Minutes

Tuesday, March 18, 2025 at 7:00 PM
27400 Southfield Road, Lathrup Village, Michigan 48076

1. **Call to Order** at 7:05pm

2. **Roll Call**

Present: Chair Stansbery, Commissioner Hillman, Commissioner Hammond, Commissioner Nordmoe, Commissioner Scussel

Absent: Commissioner Dizik and Co-Chair Fobbs

Others Present: DDA Director Colson, Planning Consultant Eric Pietsch of Giffels & Webster, Attorney Baker

Motion by Commissioner Hammond, seconded by Commissioner Scussel, to excuse Commissioner Dizik and Co-Chair Fobbs.

Yes: Hillman, Stansbery, Nordmoe, Scussel, Hammond

No: N/A

Motion carried.

3. **Approval of Agenda**

Motion by Commissioner Hammond, seconded by Commissioner Hillman to approve the agenda.

Yes: Hillman, Stansbery, Nordmoe, Scussel, Hammond

No: N/A

Motion carried.

4. **Approval of Meeting Minutes**

A. February 2025 - Planning Commission Meeting Minutes

Motion by Commissioner Scussel, seconded by Commissioner Hillman, to approve the minutes from the February 18, 2025, Planning Commission meeting.

Yes: Hillman, Stansbery, Nordmoe, Scussel, Hammond

No: N/A

Motion carried.

5. **Public Comment**

Diane Anderson, spoke of her disappointment about the former Town Hall being torn down, and her concerns and disappointments about the work of the Surnow group and their preservation and repurposing of Historic buildings.

Don Eichsteadt, expressed that he is against the proposed plan for the apartment building at the former Annie Lathrup School site, commenting that he does not agree Lathrup Village needs more housing, believing the plan for the two apartment wings attached to the school building are ugly and overwhelm the school building, he expressed among other things his ideas about the materials that will be used on the wings' facade and parking plans.

Lauren Beras, Thanked Sam Surnow, for all the things he has done for Lathrup Village, and thanked him for taking on this apartment project.

Irene Mc Donald, spoke about the history of Lathrup Village, her disappointment in Historic buildings being torn down, crime in Lathrup Village, and spoke against the apartment project.

Martha Lyons-Quinn, spoke of her disappointment in the former Town Hall being torn down, transparency in Lathrup Village, not understanding how the Planning Commission could consider this project, and expressed her views against the apartment project at the School building.

Karen Harris, stated we can't stay in the past and she is excited that we are going forward, that apartments are a type of housing in cities, she thinks it is a beautiful thing and part of diversity, and she likes diversity. She also addressed people disrupting her and asked them to respect when other people are talking.

Autumn Sousanis, expressed that she is concerned about asbestos, and wants to know what Surnow will be doing in their plan for the school regarding asbestos. She rebutted Karen Harris's opinion and comments, expressing that there is no need for apartments, and shared her views against the proposed apartment plan, stating among other things that Lathrup Village is different from other cities and was a safe and quiet place to live.

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

7. **New Business**

A. Capital Improvement Plan (CIP) 2025 – 2030

Eric Pietsch of Giffels and Webster explained the Capital Improvement Plan.

Commissioner Hammond, asked for Mr. Pietsch to go over the approval procedure process for the public and new board members to hear, and Mr. Pietsch read over P. 12, and explained the process. DDA Director Colson, also explained details of the procedure.

Chair Stansbery explained that each department is required to go through their portion of the plan

and rank it themselves, and then because it is tied to the Master Plan, the Planning Commission has to set the Public Hearing.

Commissioner Hillman, asked if there was a standardized criteria for ranking the items, and DDA Director Colson and Mr. Pietsch replied.

Commissioner Hillman, asked about the Police vehicle in the plan, and if it was the one that they just bought and if it should be removed from the list or not, and Attorney Baker replied.

DDA Director Colson and Commissioner Hammond discussed the ranking of items.

Commissioner Hammond, mentioned grants, and putting in wording for item(s) that have grants.

Commissioner Nordmoe, talked about a road safety issue, at Eleven Mile, not addressed in the plan.

Commissioner Nordmoe, also commented on Inclusive playscapes, and suggested fences to protect children, who might run out of the park.

Commissioner Hillman, asked if public input would be taken into consideration for this and DDA Director Colson said it will be taken into consideration at the Public Hearing.

Commissioner Hillman, asked for the rankings to be incorporated into the document, in time for the Public Hearing.

Chair Stansbery, asked that it is made clear to the Public, what the City and the Planning Commission does control and what they don't control, and that some items are controlled by the County or State.

Motion by Commissioner Hammond, seconded by Commissioner Hillman, to set a Public Hearing on April 15, 2025, for the Capital Improvement Plan (CIP) 2025-2030.

Yes: Hillman, Stansbery, Nordmoe, Scussel, Hammond

No: N/A

Motion carried.

B. Schedule Public Hearing for 27700 Southfield Road Site Plan

Commission members, DDA Director Colson, and Attorney Baker, discussed the options that the Planning Commission does and does not have regarding reviewing proposed site plans, and whether or not there had to be a Public Hearing or not, for the site plan.

Commissioner Hillman, emphasized the need to demonstrate the need for additional housing in Lathrup Village, as part of the criteria, that has to be met for the first-floor residential units in the site plan.

Motion by Commissioner Nordmoe, seconded by Commissioner Scussel, to schedule a Public Hearing for 27700 Southfield Road Site Plan for on April 15, 2025.

Yes: Hillman, Stansbery, Nordmoe, Scussel, Hammond

No: N/A

Motion carried.

8. **Other Matters for Discussion** None

9. **General Communication**

A. Development Projects Update

DDA Director Colson, gave updates on the status of development projects.

10. **Adjourn**

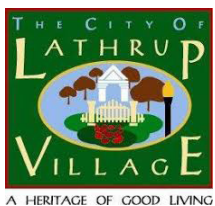
Moved by Commissioner Scussel, seconded by Commissioner Hillman, to adjourn the meeting.
Meeting adjourned at 8:13pm.

City of Lathrup Village

2025 - 2030 Capital Improvement Plan



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PREPARED FOR:

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

MARCH 2025

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Introduction

Introduction

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



Drainage ditch repair (Giffels Webster)

WHAT IS A CAPITAL IMPROVEMENT PLAN (CIP)?

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



Residential City Street in Lathrup Village (Giffels Webster)

WHAT ARE CAPITAL IMPROVEMENT PROJECTS?

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

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



Lathrup Village DPS yard (Giffels Webster, 2020)

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

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

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

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

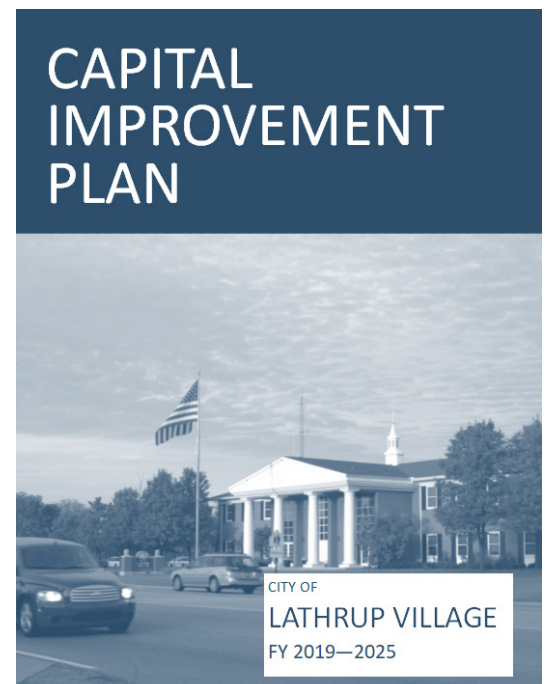
- Any acquisition of land for a public purpose which costs \$5,000 or more.
- Any construction of a new public facility (city building, water/sewer lines, pathways), or any addition to an existing public facility, the cost of which equals \$5,000 or more and has a useful life of three or more years.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



Lathrup Village public safety vehicles (Giffels Webster)

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

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



Lathrup Village 2019 CIP (Giffels Webster, 2020)

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

WHAT ARE THE BENEFITS OF PREPARING A CAPITAL IMPROVEMENT PLAN?

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



Lathrup Village DPS yard (Giffels Webster)



Damaged storm sewer culvert (Giffels Webster)

Program Areas

Program Areas

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

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

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



Sarrackwood Park (Google)

Figure 1. CIP Program Areas

AD	Administrative
DPS	Department of Public Services
DDA	Downtown Development Authority
PR	Parks & Recreation
PD	Police Department
R	Roads
S	Sewer
W	Water

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

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

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

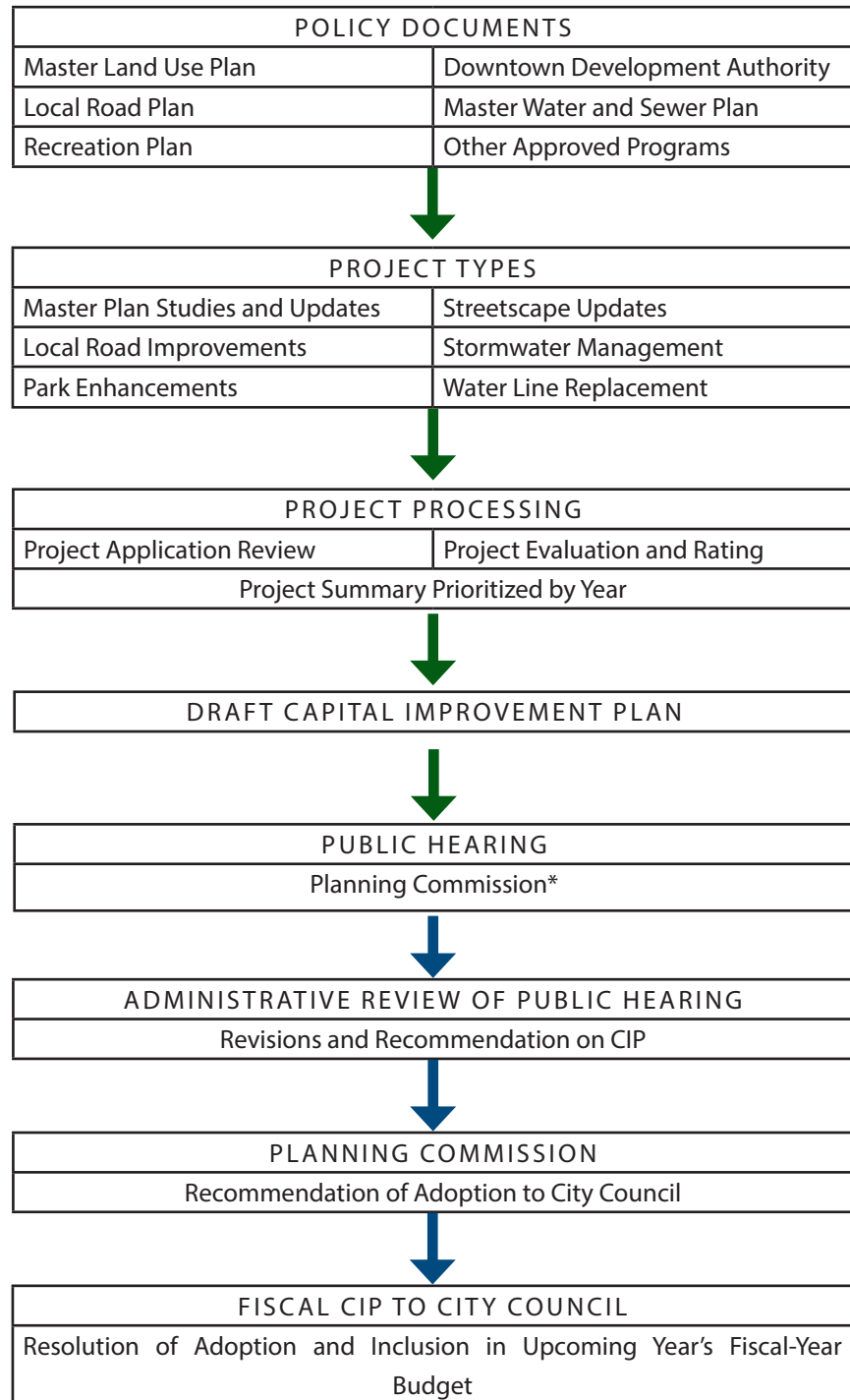
2. **DATA COMPILATION.** The information received from the stakeholders has been compiled into a Project Summary Worksheet. This worksheet contains all of the projects in the CIP over six (6) budget years with a cost summary of each budget year by program area and for the entire CIP. Included with the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



Lathrup Village welcome sign (Giffels Webster)

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

Figure 2 - CIP Adoption Process



Project Inventory

Below is a summarized list of all projects considered for the Capital Improvement Plan. Project details are shown on the following pages; they can also be viewed online via the [Interactive CIP Dashboard Map](#). Changes from the 2024-2029 CIP are provided as applicable. New items added in are marked with an asterisks (*) in the tables below.

Project Number	Name	Fiscal year start	Funding source	Total
Administrative (AD)				
AD25-01	Facility Condition & Needs Assessment	2025	General Fund / Water-Sewer	\$35,000
AD25-02	Community Room Remodel*	2026	General Fund	\$50,000
AD25-03	Master Plan Update 2026*	2026	TBD	\$32,350
AD25-04	BS&A Cloud Software	2029-2031	General, Water/ Sewer	\$80,000
AD Total				\$197,350
Department of Public Services (DPS)				
DPS25-01	City Hall Tables*	2025	General Fund	\$11,000
DPS25-02	City Hall Public Chairs*	2025	General Fund	\$15,000
DPS25-03	Verkada-Camera/Door Lock Lic. Fee	2025	General Fund	\$10,227.87
DPS25-04	Painting DPS Building	2025	General Fund	\$20,000
DPS25-05	Epoxy Floors	2025	General Fund	\$65,000
DPS25-06	Backhoe Tractor	2025	General Fund	\$97,750
DPS25-07	Cement Blocks	2025	General Fund	\$5,000
DPS25-08	Concrete Slab	2025	General Fund	\$25,000
DPS25-09	Kitchen Remodel	2025	General Fund	\$6,000
DPS25-10	Bathroom(s) Remodel	2025	General Fund	\$6,000
DPS25-11	Parking Lot Replacement Phase III	2025	General Fund	\$125,000
DPS25-12	City Hall Roof Repair	2025	General Fund	\$20,000
DPS25-13	Dump Truck	2025	General Fund	\$65,165
DPS25-14	Gutters & Downspouts	2025	General Fund	\$10,000
DPS25-15	DPS Building Roof Repair	2025	General Fund	\$130,000
DPS25-16	Building and Site Improvements	2025	General Fund	\$50,000
DPS25-17	Tow Behind Leaf Blower	2025	General Fund	\$75,000
DPS25-18	City Hall Restrooms*	2027-2028	TBD	\$35,000
DPS25-19	DPS Building - Remodel or New Build	2030-2031	Gen., Water / Sewer	\$1,700,000
DPS Total				\$2,471,142.87

INTERACTIVE CIP DASHBOARD URL:

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

Project Inventory - continued

Project Number	Name	Fiscal year start	Funding source	Total
Downtown Development Authority (DDA)				
DDA25-01	City Hall Parking Lot Reconstruction	2025	DDA General Fund	\$350,000
DDA25-02	HAWK Pedestrian Crossing	2025	DDA General Fund	\$125,000
DDA25-03	Alleyway Improvements	2025-2026	DDA General Fund	\$500,000
DDA25-04	City Hall Monument Sign Conversion	2026	DDA General Fund	\$10,000
DDA Total				\$985,000
Parks and Recreation (P&R)				
PR25-01	Annie Lathrup Park Fitness Court*	2025	Gen. Funds / Grants	\$225,000
PR25-02	Municipal Park Playscape Replacement	2025-2026	Senator Peters	\$625,000
PR25-03	Sarrackwood Park Playscape Replacement	2026	Grant	\$400,000
PR25-04	Goldengate Park Playscape Replacement	2026	Grant	\$400,000
PR25-05	Recreation Plan Update 2026*	2026	TBD	\$9,800
P&R Total				\$1,659,800
Police				
P25-01	Ballistic Plate Carrier Upgrade	2025	General Fund	\$16,000
P25-02	GeTac Video (In-Car Video)	2025	General Fund	\$76,000
P25-03	Power DMS Annual Accreditation Subscription	2025	General Fund	\$5,300
P25-04	Detective Bureau Vehicles	2025	General Fund	\$35,000
P25-05	Chief's Vehicle Replacement	2025	General Fund	\$35,000
P25-06	New Facility or Station Remodel	2025	General Fund	\$1,800,000
P25-07	Carport for Patrol Vehicles	2025	General Fund	\$18,000
P25-08	Patrol Vehicle	2026	General Fund	\$70,000
P25-09	Axon Taser - Replacement	2025 - 2030	General Fund	\$41,778
Police Total				\$2,080,878

Project Inventory - continued

Project Number	Name	Fiscal year start	Funding source	Total
Roads				
R25-01	Eastbound 11 Mile Road Resurface (Southfield Road to on ramp)	2025	General Fund / Federal Grant	\$307,000
R25-02	Lincoln Drive East Reconstruction	2026	General Fund / Major Road	\$450,000
R25-03	Crack Sealing of Streets Paved From 2021 to 2023 (+ / - 9 Miles)	2026	Local / Major Roads	\$27,000
R25-04	Rainbow Circle Reconstruction / Resurfacing	2026	Grant / General Fund Engineering	\$677,000
R25-05	Eastbound & Westbound 11 Mile Road Resurfacing	2027	General Fund / Major Road	\$600,000
R25-06	Southfield Road Reconstruction (Meadowbrook to Cambridge)	2028	Grant / CIP	\$2,650,000
R25-07	11 Mile Road Resurface (Santa Barbara to Evergreen)	2029	Grant / CIP	\$225,000
Roads Total				\$4,936,000
Sanitary and Storm Sewer				
S25-01	2025 Manhole Installation	2025	CIP Bond Issue	\$80,000
S25-02	Sanitary Sewer CIPD	2025	CIP Bond Issue	\$150,000
S25-03	2025 Sanitary Sewer CCTV	2025	Water / Sewer	\$200,000
S25-04	Storm Sewer Improvements & Repairs	2025	CIP Bond	\$150,000
S25-05	2026 Sanitary Sewer Improvements	2026	Water / Sewer	\$200,000
S25-06	2027 Sanitary Sewer Improvements	2027	Water / Sewer	\$200,000
S25-07	2028 Sanitary Sewer Improvements	2028	Water / Sewer	\$200,000
Sanitary and Storm Total				\$1,180,000
Water				
W25-01	Water Meter Replacement	2025	Water / Sewer	\$495,000
W25-02	2025 Water Main Replacment	2025	Water / Sewer	\$250,000
W25-03	Lead & Copper Abatement	2025	Water / Sewer	\$50,000
W25-04	2026 Water Main Replacement	2026	Water / Sewer / EPA Grant	\$380,000
W25-05	2027 Water Main Replacement	2027	Water / Sewer / Grant	\$800,000
W25-06	2028 Water Main Replacement	2028	Water / Sewer	\$500,000
W25-07	2029 Water Main Replacement	2029	Water / Sewer	\$980,000
W25-08	2030 Water Main Replacement	2030	Water / Sewer	\$500,000
W24-09	2031 Water Main Replacement	2031	Water / Sewer	\$500,000
Water Total				\$4,455,000

INTERACTIVE CIP DASHBOARD URL:

Administrative

New to the 2025 CIP is the Community Room remodel at City Hall and the Master Plan Update for 2026. Carried over from the 2024 CIP is a focus on a needs assessment for prioritizing CIP and maintenance and the allocation of operating budgets and updates to the BS&A software to accommodate the conversion to an all cloud-based format.

AD25-01		Facility Condition and Needs Assessment
Project Year:	2025	As City facilities continue to age, the City should utilize qualified consultants to provide a facility condition and needs assessment (FCNA) of the existing City Hall and DPW facilities. The analysis would be utilized for prioritizing CIP and maintenance requirements as well as assisting with allocating operating budgets. The review would include exterior/interior systems, fire/life safety, HVAC, electrical, plumbing, and specialized equipment and systems.
Estimated Cost:	\$35,000	
Funding Source:	General Fund /Water-Sewer	
Ranking:	2	
AD25-02		Community Room Remodel*
Project Year:	2026	The Community Room is currently showing its age and the wear and tear of the facility is in need of a face lift in order to be a community space the City is proud of. Necessary improvements include, cleaning tile replacements, light fixtures, flooring (tile and carpet), painting, fixtures, and technology (audio/visual).
Estimated Cost:	\$50,000	
Funding Source:	General Fund	
Ranking:	3	
AD25-03		Master Plan Update 2026*
Project year:	2026	Updates to the plan will assist in guiding future growth, land use, and development. Update will assess current demographics, economic trends, and community needs while integrating public input to ensure an inclusive and forward-thinking vision for the city. Key components of the plan will include an updated Future Land Use Plan, a Market Analysis, and a Zoning Plan, ensuring alignment with the city's evolving needs. Public participation is a critical element of this process, with multiple engagement opportunities, including surveys, stakeholder meetings, and an online platform for resident feedback. The final plan will include actionable strategies for land use, infrastructure, and economic development, ensuring the city remains a thriving and sustainable community.
Estimated cost:	\$32,350	
Funding Source:	TBD	
Ranking:	1	
AD25-04		BS&A Cloud Software
Project Year:	2029-2031	BS&A software has been in use at the City since 2010 and is used for taxes, utilities, building department, etc. The company launched a cloud based software in 2023 which has become their main focus in terms of platforms. This request is to ensure that the City continues a partnership with BS&A to include the latest cloud based software. Within the next few years it is anticipated that BS&A will cease their support of on-premise software and require all clients to transfer to cloud services.
Estimated Cost:	\$80,000	
Funding Source:	General, Water / Sewer	
Ranking:	4	

Department of Public Services

Lathrup Village has maintained a contract with the private company Lathrup Services to manage all of its public service provisions. Services such as water main repair, snow plowing, landscaping and general maintenance and repairs fall into this category. The City Hall tables and chairs and restroom remodel are new items for the 2025 CIP, and multiple items are carried over from 2024.

DPS25-01		City Hall Tables*
Project Year:	2025	The tables utilized for the Community Room and public meetings have reached the end of their useful life and replacement is recommended. 15 round folding tables, 10 - 6' and 20 - 8' rectangle folding tables are necessary for maximum usage of the Community Room rental and meeting spaces within City Hall.
Estimated Cost:	\$11,000	
Funding Source:	General Fund	
Ranking:	5	
DPS25-02		City Hall Public Chairs*
Project Year:	2025	The fabric chairs utilized for the Community Room and public meetings have reached the end of their useful life and replacement is recommended. 150+ chairs are necessary for maximum usage of the Community Room rental and meeting spaces within City Hall.
Estimated Cost:	\$15,000	
Funding Source:	General Fund	
Ranking:	4	
DPS25-03		Verkada - Camera / Door Lock License Fee
Project Year:	2025	Veranda surveillance camera license fee will expire in August of 2025 and the door lock license fee expires in January of 2027. If the City would like to continue using these products we will need to renew the license fee for the cameras this year. 3yr license - 27 cameras = 10,227.87 5yr license - 27 cameras = 16,748.37 10 yr license - 27 cameras = 33,515.37
Estimated Cost:	\$10,227.87	
Funding Source:	General Fund	
Ranking:	1	
DPS25-04		Painting DPS Building
Project Year:	2025	The building is ready for a new paint job inside and out.
Estimated Cost:	\$20,000	
Funding Source:	General Fund	
Ranking:	15	
DPS25-05		Epoxy Floors
Project Year:	2024	Epoxy floors throughout the entire building will keep office and shop floors clean. The carpet is very dirty and worn out - remove and replace with epoxy.
Estimated Cost:	\$65,000	
Funding Source:	General Fund	
Ranking:	12	
DPS24-06		Backhoe Tractor
Project Year:	2025	Current tractor is 13 years old and in need of replacement.
Estimated Cost:	\$97,750	
Funding Source:	General Fund	
Ranking:	3	

Department of Public Services

DPS25-07		Cement Blocks
Project Year:	2025	Improve yard and organization. Only have three bays to work with. Extra materials used for projects and dumped anywhere in yard.
Estimated Cost:	\$5,000	
Funding Source:	General Fund	
Ranking:	18	
DPS25-08		Concrete Slab
Project Year:	2025	Interior of DPS building is dirt and needs to be replaced with concrete for a cleaner environment.
Estimated Cost:	\$25,000	
Funding Source:	General Fund	
Ranking:	6	
DPS25-09		Kitchen Remodel
Project Year:	2025	Kitchen is not in good shape and needs to be replaced. Remove and replace old equipment and carpet.
Estimated Cost:	\$6,000	
Funding Source:	General Fund	
Ranking:	11	
DPS25-10		Bathroom(s) Remodel
Project Year:	2025	The bathrooms at the DPS building are in bad shape and in need of remodel.
Estimated Cost:	\$6,000	
Funding Source:	General Fund	
Ranking:	10	
DPS25-11		Parking Lot Replacement Phase 3
Project Year:	2025	Repave the northern portion of the parking lot and westerly drive patch.
Estimated Cost:	125,000	
Funding Source:	General Fund	
Ranking:	13	
DPS25-12		City Hall Roof Repair
Project Year:	2025	Roof leaks in several areas in the Community Room.
Estimated Cost:	\$20,000	
Funding Source:	General Fund	
Ranking:	2	
DPS25-13		Dump Truck
Project Year:	2025	Dump Truck in need of replacement it is 12 years old - no floor panel make current one very dangerous
Estimated Cost:	\$65,165	
Funding Source:	General Fund	
Ranking:	7	

Department of Public Services

DPS25-14		Gutters & Downspout
Project Year:	2025	Gutters are broken and are in need of replacement
Estimated Cost:	\$10,000	
Funding Source:	General Fund	
Ranking	8	
DPS25-15		DPS Building Roof Repair
Project Year:	2025	DPS building is in bad shape, it is leaking in many spots and might need an entire roof replacement
Estimated Cost:	\$130,000	
Funding Source:	General Fund	
Ranking	9	
DPS25-16		Building and Site Improvements
Project Year:	2025	West side entry and interior. Salt floor.
Estimated Cost:	\$65,165	
Funding Source:	General Fund	
Ranking:	14	
DPS25-17		Tow Behind Leaf Blower
Project Year:	2025	The Department of Public Works utilizes tow-behind leaf loaders for yearly leaf pickups. The City currently has three (3) units with one (1) of the units past its useful life and currently out of service. While the City service can continue with two (2) units, the rate of service declines greatly, especially if a crew is pulled to another assignment.
Estimated Cost:	\$75,000	
Funding Source:	General Fund	
Ranking:	17	
DPS25-18		City Hall Restrooms*
Project Year:	2027-2028	Installation of low-flow fixtures, including faucets, toilets, and urinals, installing touchless valves and other components improves cleanliness standards. The scope also includes new floor tile, paint, updated mirrors, waste receptacles, finish hardware, and stall doors. This renovation will be for men and women bathroom on each floor.
Estimated Cost:	\$35,000	
Funding Source:	TBD	
Ranking:	16	
DPS25-19		DPS Building - Remodel or New Build
Project Year:	2030-2031	The DPS building is at the end of its useful life as enumerated by the DPS building items listed in the CIP. A new facility is needed to address all the needs of personnel/contractors, and necessary DPS equipment.
Estimated Cost:	\$1,700,000	
Funding Source:	General, Water / Sewer, Grant	
Ranking:	19	

Downtown Development Authority

The DDA has proposed improvements to Southfield Road at the gateways to the City as incremental improvements while the Southfield Road improvement project awaits federal funding priority. These projects will bolster economic development efforts to keep Lathrup Village competitive and attractive for business development. The items below are carried over from the 2024-2029 CIP, and it is noted that the alleyway improvements combine the improvements planned for 2025 and 2026.

DDA25-01		City Hall Parking Lot Reconstruction
Project Year:	2025	Reconstruct the existing asphalt parking lot with spot curb and gutter repairs, ADA compliant walks, new asphalt parking surface, and pavement markings.
Estimated Cost:	\$350,000	
Funding Source:	DDA General Fund	
Ranking:	3	This is part of a larger project to renovate municipal grounds which also includes new landscaping around City Hall & installing a new play structure. Total Project Cost is \$807,264
DDA25-02		HAWK Pedestrian Crossing
Project Year:	2025	This project involves the installation of 3 HAWK/Pedestrian Hybrid Beacons. These will dramatically improve the safety of those wishing to cross Southfield Road and will enhance the connectivity of the community. Approval by RCOC for installation near Margate Ave.
Estimated Cost:	\$120,000	
Funding Source:	DDA General Fund	
Ranking:	1	
DDA25-03		Alleyway Improvements
Project Year:	2025-2026	Reconstruct alleys and approaches per DDA CIP.
Estimated Cost:	\$500,000	
Funding Source:	DDA General Fund	
Ranking:	2	
DDA25-04		City Hall Monument Sign Conversion
Project year:	2026	Convert the existing monument sign to a digital message board.
Estimated Cost:	\$10,000	
Funding Source:	DDA General Fund	
Ranking:	4	

Parks and Recreation

New to the 2025 CIP is the Fitness Court addition to Annie Lathrup Park near City Hall and the 2026 Recreation Plan Update. The City's parks are in need of restoration and upgrades to maintain safety and accessibility. Several parks are in need of additional wood chips and landscaping around play equipment in order to ensure safety of use. Drainage improvements around recreational amenities are needed to reduce instances of standing water and to protect accessibility. The Goldengate, Sarrackwood, and Municipal Park playgrounds have all been moved ahead from the 2024-2029 CIP.

PR25-01		Annie Lathrup Park Fitness Court*
Project Year:	2025	In affiliation with The National Fitness Campaign, the project will install outdoor fitness courts that promote healthy living and physical activity. This state-of-the-art fitness court is designed to be accessible to all, providing Lathrup Village with a space to engage in functional fitness routines while encouraging social connection and wellness.
Estimated Cost:	\$225,000	
Funding Source:	General Fund & Grants	
Ranking:	3	
PR25-02		Municipal Park Playscape Replacement
Project Year:	2025-2026	The playground equipment at Municipal Park has reached the end of its usable life. Since its installation, great strides have been made in creating inclusive playscapes to meet the needs of all children in a community. As the hub of community activities and events, an inclusive and accessible playscape is a necessity at Municipal Park.
Estimated Cost:	\$625,000	
Funding Source:	Senator Peters	
Ranking:	2	
PR25-03		Sarrackwood Park Playscape Replacement
Project Year:	2026	The playground equipment at Sarrackwood Park has reached the end of its usable life. Since its installation, great strides have been made in creating an inclusive playscape to meet the needs of all children in the community. Maintaining clean and safe playgrounds is a hallmark of desirable neighborhoods, assisting with retaining current residents and attracting new ones.
Estimated Cost:	\$400,000	
Funding Source:	Grant	
Ranking:	4	
PR25-04		Goldengate Park Playscape Replacement
Project Year:	2026	The playground equipment at Goldengate Park is not inclusive equipment. Since its installation, great strides have been made in creating inclusive playscapes to meet the needs of all children in the community. Additionally, Goldengate is currently the sole park that services the southern half of the city. Having accessible equipment in the only park on the south side of the city is necessary.
Estimated Cost:	\$400,000	
Funding Source:	Grant	
Ranking:	5	
PR25-05		Recreation Plan Update 2026*
Project Year:	2026	Plan update will enhance & expand recreational opportunities for residents. Plan will be prepared according to MDNR guidelines, ensuring eligibility for future grant funding opportunities. Plan will include an inventory of existing parks & natural spaces, analysis of community rec. needs, & a set of goals & objectives focused on accessibility, sustainability, & inclusivity. Public input to be incorporated through surveys, open houses, & advisory board mtgs. to ensure plan reflects the community's priorities. By identifying strategic improvements & investment opportunities, the plan will help the city create a vibrant & well-connected park system that enhances quality of life for all residents.
Estimated Cost:	\$9,800	
Funding Source:	TBD	
Ranking:	1	

Police

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

PD25-01		Ballistic Plate Carrier Upgrade
Project Year:	2025	The purchase of 4 Ballistic shields equipment for the 4 patrol vehicles to be utilized as needed (baricaded gunman, bank robberies, active shooter situations, etc.) These shields would be rated to stop rifle rounds which our current ballistic body armor will not stop.
Estimated Cost:	\$16,000	
Funding Source:	General Fund	
Ranking:	2	
PD25-02		GeTac Video (In-Car Video)
Project Year:	2025	Cloud storage for body camera video and in-car video. This allows us to archive video for high priority runs and citizen complaints.
Estimated Cost:	\$7,600	
Funding Source:	General Fund	
Ranking:	1	
PD25-03		Power DMS Annual Accreditation Subscription
Project Year:	2025	Software system that assists in managing all of the department policies and procedures, department memos, and the annual accreditation documents. This software is required through the MACP for accreditation certification.
Estimated Cost:	\$5,300	
Funding Source:	General Fund	
Ranking:	1	
PD25-04		Detective Bureau Vehicles
Project Year	2025	Detective bureau vehicle currently has 152,000 miles and has suspension and transmission issues. The replacement vehicle is a Chevy blazer at \$34,000 and \$1,000 for equipment change over.
Estimated Cost:	\$35,000	
Funding Source:	General Fund	
Ranking:	1	
PD25-05		Chief's Vehicle Replacement
Project Year:	2025	Current vehicle has 142,000 miles with suspension and transmission issues. Vehicle replacement is a Chevy Blazer at \$34,000 and \$1,000 for equipment change over.
Estimated Cost:	\$35,000	
Funding Source:	General Fund	
Ranking:	1	
PD25-06		New Facility or Building Remodel
Project Year:	2025	
Estimated Cost:	\$1,800,000	
Funding Source:	General Fund	
Ranking:	2	

Police

PB25-07		Carport for Patrol Vehicles
Project Year:	2025	
Estimated Cost:	\$18,000	
Funding Source:	General Fund	
Ranking:	2	
PB25-08		Patrol Vehicle
Project Year:	2026	Chevy Tahoe patrol vehicle replacement Mideals pricing is \$53,000 for vehicle Equipment change over and replacement of some equipment and vehicle lettering = \$17,000 Already on order.
Estimated Cost:	\$70,000	
Funding Source:	General Fund	
Ranking:	1	
PB25-09		Axon Taser - Replacement
Project Year:	2025-2029	This will be the second year of the Axon taser equipment contract, which offers less than lethal option for gaining compliance for subjects being detained or arrested. The use of tasers reduces injuries for the officers and for the detainees/arrestees.
Estimated Cost:	\$41,778	
Funding Source:	General Fund	
Ranking:	1	



Existing Light pole banner on Southfield Road (Giffels Webster)

Roads

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

R25-01		Eastbound 11 Mile Resurfacing (Southfield Road to on-ramp)
Project Year:	2025	Resurfacing of 11 Mile from Southfield Road to the east city limits; eastbound. Estimated cost of \$520,00 includes a \$213,000 grant (added 20% inflation).
Estimated Cost:	\$307,000	
Funding Source:	General Fund / Federal Grant	
Ranking:	6	
R25-02		Lincoln Dr. East Reconstruction
Project Year:	2026	Reconstructing the north half of Lincoln from the east city border to Southfield Road.
Estimated Cost:	\$450,000	
Funding Source:	General Fund / Major Road	
Ranking:	3	
R25-03		Crack Sealing of Streets Paved From 2021 to 2023. + / - 9 Miles
Project Year:	2026	
Estimated Cost:	\$27,000	
Funding Source:	Local / Major Roads	
Ranking:	7	
R25-04		Rainbow Circle Reconstruction / Resurfacing
Project Year:	2026	Rainbow Drive to Red River South to San Jose to Red River North. Grant = \$250k City = \$339k Engineering: \$88k
Estimated Cost:	\$677,000	
Funding Source:	Grant / Gen. Fund / Engineering	
Ranking:	4	
R25-05		Eastbound and Westbound 11 Mile Road Resurfacing
Project Year:	2027	Resurfacing eastbound 11 Mile Road from Santa Barbara to Southfield and westbound from Southfield to Santa Barbara. Estimate a 2 mill and overlay.
Estimated Cost:	\$600,000	
Funding Source:	General Fund / Major Road	
Ranking:	5	

Roads

R25-06		Southfield Road Reconstruction (Meadowbrook to Cambridge)
Project Year:	2028	In 2024, the RAISE Grant funding was unsuccessful. In 2025, the RCOG resubmitted for the BUILD Grant.
Estimated Cost:	\$2,650,000	
Funding Source:	Grant / CIP Funding	
Ranking:	1	
R25-07		11 Mile Rd. Resurface (Santa Barbara to Evergreen)
Project Year:	2029	The City, in partnership with Southfield, was successful in obtaining a Federal Grant to resurface EB/WB 11 Mile Rd. The City's section is WB from Santa Barbara to Evergreen. LV cost share = \$100,000 LV engineering cost share = \$125,000
Estimated Cost:	\$225,000	
Funding Source:	General Fund / Federal Grant	
Ranking:	2	

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

Sanitary and Storm Sewer

SANITARY SEWER

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

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

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

Sanitary Retention Tank

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

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

Sanitary and Storm Sewer

STORM SEWER

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

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

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

SS25-01		2025 Manhole Installation
Project Year:	2025	Install 11 sanitary manholes at sewer sections with no upper end manhole.
Estimated Cost:	\$80,000	
Funding Source:	CIP Bond Issue	
Ranking:	3	
SS25-02		Sanitary Sewer CIPD
Project Year:	2025	Install 1,750 LFT of CIPD on deteriorated sewers televised in 2024 as part of the manhole installation project.
Estimated Cost:	\$150,000	
Funding Source:	Sewer	
Ranking:	1	
SS25-03		2025 Sanitary Sewer CCTV
Project Year:	2025	Clean, televise, and assess approximately 30,000 linear feet of miscellaneous sanitary sewer sections throughout the city.
Estimated Cost:	\$200,000	
Funding Source:	Water / Sewer	
Ranking:	5	
SS25-04		Storm Sewer Improvements & Repair
Project Year:	2025	Perform required / recommended repairs based on the 2022 CCTV assessment.
Estimated Cost:	\$150,000	
Funding Source:	CIP Bond	
Ranking:	4	

Sanitary and Storm Sewer

SS25-05		2026 Sanitary Sewer Improvements
Project Year:	2026	Budget for sanitary sewer repairs required based on the 2025 Sanitary CCTV assessment.
Estimated Cost:	\$200,000	
Funding Source:	Water / Sewer	
Ranking:	2	
SS25-06		2027 Sanitary Sewer Improvements
Project Year:	2027	Budget for sanitary sewer repairs required based on the 2025 Sanitary CCTV assessment.
Estimated Cost:	\$200,000	
Funding Source:	Water / Sewer	
Ranking:	2	
SS25-07		2028 Sanitary Sewer Improvements
Project Year:	2028	Budget for sanitary sewer repairs required based on the 2025 Sanitary CCTV assesment.
Estimated Cost:	\$200,000	
Funding Source:	Water / Sewer	
Ranking:	2	

Water

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

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

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

Water

Fire Hydrants.

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

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

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

Water

Water Main Gate Valves.

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

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

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

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

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

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

Water

Lead and Copper Exterior Identification.

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

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

Water Loss and Water Meters.

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

W25-01		Water Meter Replacement
Project Year:	2025	The meters throughout the City have reached the end of their useful life. As part of the program, new meters are recommended to ensure accurate billing and accurate water loss records can be tracked.
Estimated Cost:	\$495,000	
Funding Source:	Water & Sewer Department	
Ranking:	5	
W25-02		2025 Water Main Replacement
Project Year:	2025	Replace approximately 900 linear feet of water main on various streets south of I-696 (Arrowhead, Middlesex, Ramsgate).
Estimated Cost:	\$250,000	
Funding Source:	Water / Sewer	
Ranking:	4	
W25-03		Lead & Copper Abatement
Project Year:	2025	Abate + / - 10 lead service leads.
Estimated Cost:	\$50,000	
Funding Source:	Water / Sewer	
Ranking:	1	

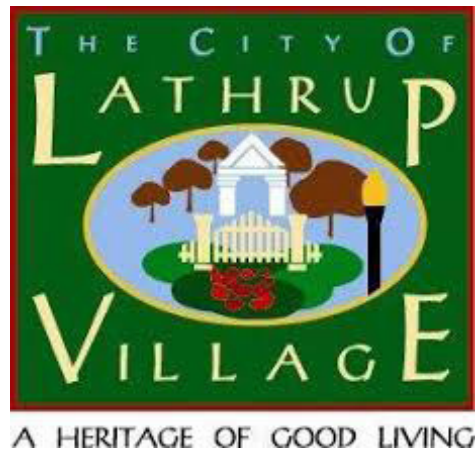
Water

W25-04		2026 Water Main Replacement
Project Year:	2026	Replace approximately 2,400 linear feet of 8" water main on the east side of Southfield Road (Lincoln to 11 Mile). Total cost = \$1,380,000 City match = \$200,000 Engineering = \$180,000
Estimated Cost:	\$380,000	
Funding Source:	Water / Sewer / EPA Grant	
Ranking:	2	
W25-05		2027 Water Main Replacement
Project Year:	2027	Replace 5,400 linear feet of 8" water main on the east and west sides of Southfield Road (11 Mile to 12 Mile Roads). Total cost = \$2,800,000 City match = \$400,000 Engineering = \$400,000
Estimated Cost:	\$800,000	
Funding Source:	Water / Sewer / Grant	
Ranking:	2	
W25-06		2028 Water Main Replacement
Project Year:	2028	Replace approximately 1,625 linear feet of water main on Rainbow and Lathrup Boulevards.
Estimated Cost:	\$500,000	
Funding Source:	Water / Sewer	
Ranking:	3	
W25-07		2029 Water Main Replacement
Project Year:	2029	Replace approximately 2,800 lineal feet of 6" - 8" watermain on El Dorado.
Estimated Cost:	\$980,000	
Funding Source:	Water / Sewer	
Ranking:	3	
W25-08		2030 Water Main Replacement
Project Year:	2030	Place holder for future water main projects.
Estimated Cost:	\$500,000	
Funding Source:	Water / Sewer	
Ranking:	3	
W25-09		2031 - 2032 Water Main Replacement
Project Year:	2031	Place holder for future water main projects.
Estimated Cost:	\$500,000	
Funding Source:	Water / Sewer	
Ranking:	3	

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

63 - CITY OF LATHRUP VILLAGE





April 10, 2025

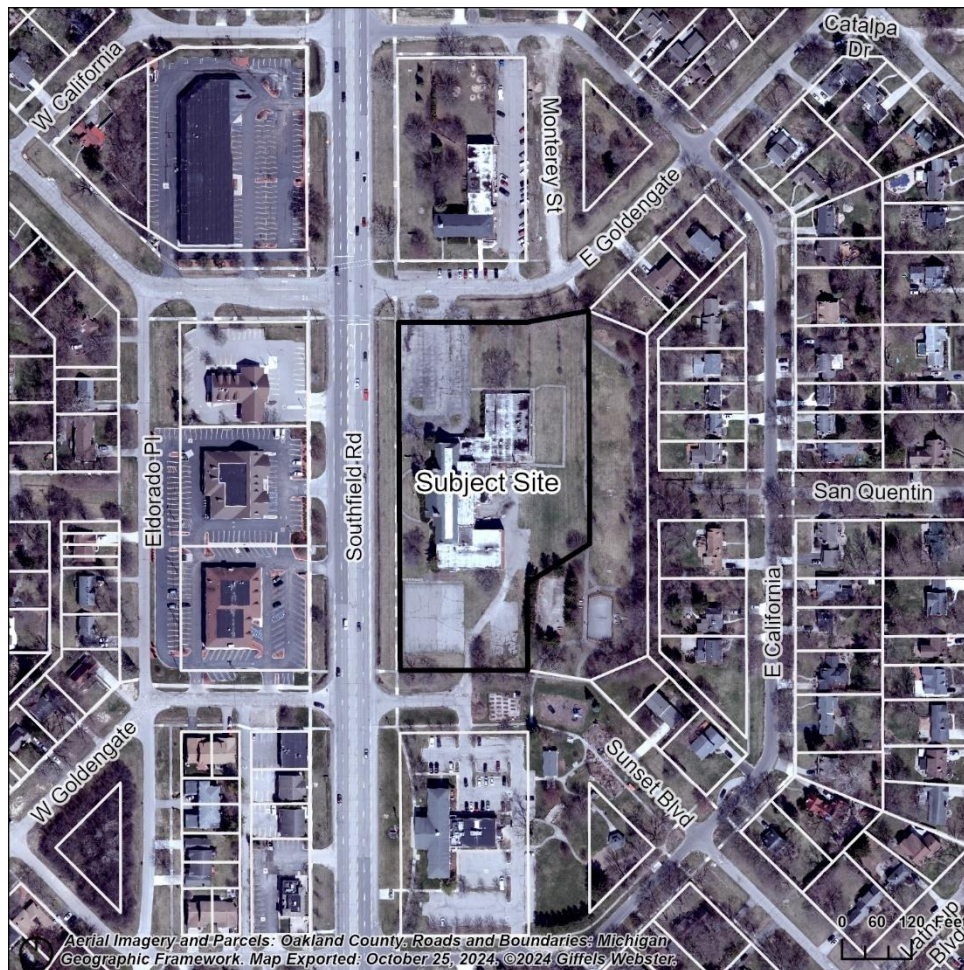
Planning Commission
City of Lathrup Village
27400 Southfield Road
Lathrup Village, MI 48076

Site Plan Review

Site: 27700 Southfield Road
Applicant: Akiva Investments, LLC
Plan Date: October 21, 2024
Zoning: VC Village Center District
Parcel ID: 24-13-303-021
Proposal: Mixed Use: Residential & Commercial

Dear Planning Commissioners,

We have reviewed the site plan application and a summary of our findings is below.



REVIEW SUMMARY

1. The following is a numerical summary of the ordinance standards table and comments that follow, beginning on page 3 below. The proposed development consists of multi-family residential units on the ground floor of two new buildings, which is permitted, subject to a number of ordinance standards requiring consideration and approval by the Planning Commission. The bold text emphasizes action needed by the applicant or Planning Commission considerations. The proposed north and south building placements are not required to demonstrate compliance of the build-to line standards outlined in Section 3.1.8. These standards are provided in the table below for the intention of guiding the Planning Commission when considering to allow for flexibility of the buildings' placements at the site.
2. The Planning Commission shall consider and find the building elements and building compositions to be in character with a traditional downtown, as laid out in the spirit of the ordinance and Master Plan.
3. The previous version of the plans, showing vertical and horizontal metal panels, has been updated to replace the metal panels with Hardey Board and Batt system at different scales. These material changes bring the buildings closer to the required 90% of approved materials; however, **the applicant shall demonstrate the amount of required building materials meets the minimum required by the ordinance.**
4. The ordinance allows some flexibility with respect to parking, allowing the Planning Commission to waive up to 25% of the required parking in the VC district. The applicant proposes 1.5 parking spaces, or 218 spaces for the 145 dwellings, based on their market research and past residential development experience in several surrounding communities. The site proposes 200 spaces on site and 18 parking spaces off-site, within the Golden Gate Drive E. right-of-way to the north. **The Planning Commission may consider a waiver of up to 72 spaces (25% of the required 290 spaces); the construction of 18 on-street spaces requires approval and agreement from the City following approval by the Planning Commission. The applicant should correct the table on sheet SP03, which says there are 128 units and the requirement is one space per unit.**
5. Any additional parking demand generated by the central amenities within the existing historic building will be satisfied by parking agreements with adjacent properties to the north and west. According to the applicant, the site will also implement a valet parking service.
6. **The Planning Commission shall consider the adequacy of the one loading area, adjacent to the east side of the south building.**
7. **The south security gate requires review regarding location, vehicular turnarounds, pedestrian conflict, and overall circulation. The security gates should include consultation with the City Administration and City Engineer.**
8. Certain landscape items, such as street furniture and planter walls, may be under the Planning Commission's consideration of the overall site and landscape plans.

DETAILED REVIEW

Project Summary

The 4.066-acre site is zoned VC – Village Center District and is located in the heart of the city, at the southeast corner of Southfield Road and Goldengate Drive. The existing building, known as the former Annie Lathrup School, has been vacant for a number of years and consists of two floors and 29,810 square feet at the ground level. The original school building was constructed in 1926 and is included in the Lathrup Village Local Historic District. Two additional building wings were constructed in the 1950s and are planned to be removed as part of the redevelopment project. Parcels on all sides of the site are zoned VC-Village Center. Given the unique proposed use of multi-family residential on the ground floor, the applicant will be required to address a number of Village Center zoning standards.

Proposed

1. **Use.** The applicant intends to renovate the original 1920s school building for a mix of uses primarily focused on amenity space for residents/tenants of the development and the greater community. Two new, 4-story residential apartment additions on both the north and south sides of the renovated school building will connect the residential units to the middle amenity spaces. Off-street parking for the development will be provided in a surface lot on the east side (rear) of the buildings.

The exterior architectural details of the historic school building will be preserved and restored. The interior renovation will include a mix of recreational and shared community meeting, gathering, and learning spaces, with a purposeful preservation of historic details.

A surface parking lot is proposed behind the building and no direct vehicular access will be taken from Southfield Road. Residents and guests will access the buildings by entryways adjacent to the parking lot; however, the front of the building is designed to engage walkable pedestrian and amenity zones, with a central gathering space in front of the point of interest that is the existing historic building. East of the parking lot is the Annie Lathrup Park, which currently serves as the central open space of the community and is anticipated to serve as an important amenity accessible to the residents and patrons of the proposed development.

We note a significant update to the north and south building additions now includes the removal of a 3rd and 4th floor unit closest to the front ends of the historic former school building. This is to allow a reduction in scale of the new buildings to further honor the presence and preservation of the former school building as a focal point at the center of the site. As an element of this elimination, the new red brick, adjacent to the new glass building connector, will wrap around to the front or west sides on the third and fourth floors with windows into the building corridor.



2. District Development Standards – Village Center (Section 3.1.8), & Site Standards (Section 5.)

Development Standard	Zoning Ord Section	Required	Provided	Comments
Use Standards				
Ground floor	3.1.8.B.	Multi-family subject to 3.1.8.I.	Multiple family proposed	Requires PC Approval₁
Upper floors		Multiple family permitted	Multiple family proposed	Compliant
Lot Size	3.1.8.C.	5,000 square feet	4.066 acres; 177,119 square feet	Compliant
Maximum Height		5 stories or 60', whichever less	4 stories 52'-8"	Compliant

Setbacks				
Front Yard	3.1.8.C.	0 ft. minimum	4.5' (north bldg.) 2.4' (south bldg.) Approx. 50' (ex. bldg.)	Compliant
Side Yard		0 ft. minimum	5.8' (north side)	Compliant
			6.5' (south side)	
Rear Yard		5 ft. minimum	121'-10" (north bldg.)	Compliant
	52'-4" (south bldg.)			
Build-to-line Coverage & Building Placement				
Primary roads (Southfield Rd.)	3.1.8.C. 3.1.8.D.1.	90% (187.2') <i>*100% is 208' for each wing</i>	54% (113') north bldg.	Requires PC Approval ₂
			54% (113') south bldg.	Existing Nonconforming
			0.0% (0'-0") ex. school	
All other roads	3.1.8.C. 3.1.8.D.2.	75%	70% (137.5') north bldg.	Requires PC Approval ₂
			70% (115') south bldg.	
Building jogs	3.1.8.D.1.A.	≤ 5'-0"	> 5'-0"	Requires PC Approval ₃
Primary building entrances	3.1.8.D.1.B.	3'-5' from build-to-zone	66'-0" – 70'-0" from build-to-zone	Requires PC Approval ₄
Forecourts	3.1.8.D.1.C.i. 3.1.8.D.1.C.ii.	≤ 15'-0"	50'-0" – 71'-0"	Existing Nonconforming Requires PC Approval ₅
Paved areas	3.1.8.D.1.D.	All areas btw. building & street	Only sidewalk areas btw. new buildings & street	Requires PC Approval ₂
Frontage zone	3.1.8.D.1.D. 3.1.8.D.1.C.ii. 5.12.	Paved 2' strip at face of bldg.	Not provided (total of 14' between building & curb) Bldg. placement / frontage flexibility for consideration by PC.	Requires PC Approval ₂
Pedestrian zone		Unobstructed 7' wide path		
Amenity zone		5' width abutting street curb		
Minimum Floor Height				
Ground floor	3.1.8.C.	14'	13'-4"	Requires PC Consideration & Approval Compliant
Upper floors		10'	11'-0"	
Building Elements				
Front, side, & park-facing facades	3.1.8.E.	Traditional downtown features	See elevations	Requires PC Consideration & Approval ₆
Building Composition	3.1.8.E.1.A.	Base: arcade, storefront, residential	Residential apartment units	Requires PC Approval ₆
	3.1.8.E.1.B.	Middle: Visible break	Visible break of materials & colors	Compliant ₆
	3.1.8.E.1.C.		Noticeable metal roof edge	Compliant ₆

		Top: Parapets & equipment	Heating units: interior AC units: center of roofs	Compliant ⁷
Windows & Doors	3.1.8.E.2.A.	Materials	Canopies, signage, mullions	Compliant
		Shutters	Not applicable	N/A
		Façade Opening	Vertical proportions of: porches, doors, windows	Compliant
Ground floor windows / doors	3.1.8.E.2.B.	Integral design	Windows & doors provided	Standard Met
		Transparency: Btw. 70% - 90%	55%	N/A ₈
			31% existing building	Existing Nonconform.₈
		Entry: 1 door per 75' lineal ft. of <u>storefront</u> , access by street	New buildings: ≤ 48' Access from inside bldg.	N/A ₈
			Existing building: 86'	Existing Nonconform.₈
Upper windows & doors: glazing	3.1.8.E.2.C.	30% - 50%	50%	Compliant
Building Materials				
Facing street, park, or plaza	3.1.8.E.3.A.	≥ 90% glass, brick, wood, stone, concrete	Brick, glass, hardie board	Compl. material 90% TBD Verific. Req.₉
			Metal panels/cap	
Corner bldgs.	3.1.8.E.4.	Architectural accents	None identified on north or south wings	Verific. Req.₁₀
Canopies & Awnings				
Style, height, material, color	3.1.8.E.5A-D	8' straight shed	> 8', black metal (west façade)	Compliant
Signage	3.1.8.E.5.E.	8" height & ≤ 80% tot. width	No signage details shown	Compliant ₁₁
Balconies & Overhangs				
Size	3.1.8.E.6.A.	≤ 6' from building facade	Approx. 9' Inset & flush w/ bldg. facade	Compliant
Materials	3.1.8.E.6.B.	Compatible with building	Black aluminum railings	

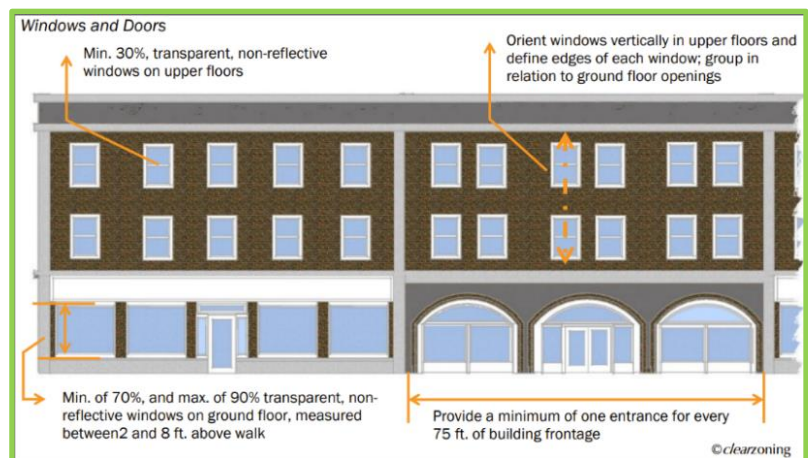
- Multiple-family uses are permitted on the ground floor of buildings in the Village Center District, subject to consideration and approval by the Planning Commission. When ground floor residential is permitted by the Planning Commission, there is no prescribed building frontage, except that building fronts should generally run parallel to the street. Facades facing public rights-of-way, parks, and plazas should contain windows proportionate to the building façade (Sect. 3.1.8.E.1.A.iii.). Review of the proposed buildings above the ground floor, as applied to the VC District standards, continues as outlined in the remainder of this letter.
- The proposed setbacks of the north building are between 4.5' and 12.2' along Southfield Road. Southfield Road setbacks of the south building range from 2.4' to 10'. **At the January 21, 2025 meeting, the Planning Commission expressed concern with the proximity of the residential units to the sidewalks within the rights-of-way. While the proposed buildings aim to incorporate characteristics of the Frontage, Pedestrian, and Amenity Zones, the Planning Commission shall**

consider flexibility with the placement of the sidewalks and amenity features in relation to the ground floor residential units (Sect. 3.1.8.E.1.A.iii.).

3. To allow variation and design flexibility, portions of the building façade may include jogs up to 5' from the property line. Additional variations in setback for architectural features that meet the intent and spirit of this ordinance may be permitted at the discretion of the Planning Commission. **The Planning Commission shall consider the location of the residential patios and balconies as “jogs” that meet the spirit of the ordinance (Sect. 3.1.8.E.1.A.iii.).**
4. There are four building entrances along the Southfield Road frontage with setbacks of approximately 66', 69', and 71'. These proposed entrances are due to the locations where the north and south buildings connect to the existing building, which is no less than 50' to the Southfield Road property line. There will be no direct entrances to the north and south ground floor multi-family units. **The Planning Commission shall consider flexibility with the placement of the primary entrances in relation to the ground floor residential units and existing center amenity building (Sect. 3.1.8.E.1.A.iii.).**
5. The 50'-70' setback of the existing building allows for the mid-block portion of the development to function as the forecourt mentioned in the ordinance. Per Section 3.1.8.E.1.D.ii., **the Planning Commission may allow flexibility for building placement for historic buildings and additions, provided that the development is found to meet the intent of this district.**



6. **Base Level (ground floor) frontage base types are required to consist of either an arcade or storefront, as shown in the image at right, or residential, which is subject to consideration and approval by the Planning Commission.** The proposed buildings consist of multi-family dwelling units with windows and private patio doors that reflect much of the intent of the standards of this section of the ordinance. Base level material consists of brick.



Per Section 3.1.8.E.1.A.iii., when ground floor residential use is permitted by the Planning Commission, there is no prescribed building frontage, except that **building fronts should generally run parallel to**

the street. Facades facing public rights-of-way, parks, and plazas should contain windows proportionate to the building façade.

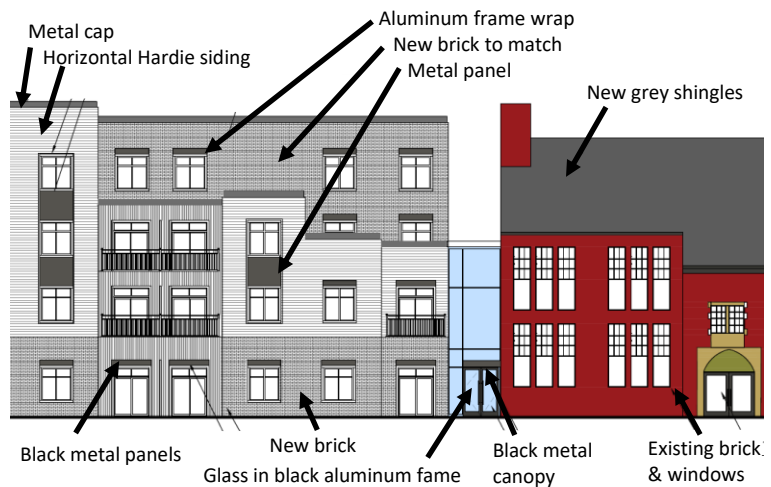
The middle sections of the buildings are depicted by a change in material from brick to sections of vertical and horizontal Hardie Board. Four segments along the Southfield Road frontage consist of balconies with black metal railings. Vertical metal siding has been removed.

The elevations and renderings show a minor metal cap as the defining feature of the top of the buildings which satisfies the noticeable roof edge requirement.

7. The applicant states the heating units will be located within each residential unit and AC equipment will be installed at the center of the roof of the buildings, screened by the roof parapets and site lines from the ground. All mechanical units shall be positioned and screened to minimize views from adjacent properties and obscure views from the public rights-of-way.
8. The minimum transparency requirement of the ground level façade is 70%, but is not applicable to the buildings with ground floor residential uses. The center building consists of about 31% transparency, an existing nonconforming condition. We note, these specific transparency requirements apply to individual tenant space store fronts, as depicted in the storefront diagram above.

Additionally, one doorway shall be provided for every 75' in horizontal building length, with the primary entrance off the street. **This standard applies to individual storefront tenant spaces only.** We note, each residential unit includes a patio doorway along Southfield Road; however, the primary access is from within the building.

9. **The plans shall provide the percentage of acceptable materials for every side of the building.** A sample of the materials used is shown in the image at right.



10. Buildings located at a street corner shall have appropriate architectural features and details that accentuate its prominent corner location through additional building height and /or adding a building peak or tower element at the corner. Other creative techniques may be used, subject to the acceptance of the Planning Commission. No unique architectural features are found on either the north or south wings. **Unless revised plans include features that address this ordinance standard, the Planning Commission shall consider approval of the absence of architectural details that satisfy this standard.**
11. The awnings and canopies are dimensioned to meet ordinance standards. An applicant response note states there is no plans for signage at this time.

Building Lighting				
Height	3.1.8.E.7.A.	$\geq 6'$, $\leq 14'$	None shown	Not Applicable
Contained light	3.1.8.E.7.D.	Lighting plan w/ contained light	Sheet L201 Photometric Plan Lighting contained on-site	Compliant
Outside illumination	5.8. 5.13.9.J.	Direct downwrd Kept within site	20 parking lot pole lights Between 12' – 18' in ht. Light directed down Light contained within site	Compliant See Photometric Plan Sheet L201
		$\leq 18'$ height		

Off-street Parking				
Min. number of spaces	5.13.13.	290 (2 sp. per unit)	200 on-site spaces 18 on-street spaces	Requires PC waiver/approval₁₂
Setbacks	3.1.8.C. 3.1.8.F.1.B.	5' from sidewalk	≥ 5'-0" from property line & sidewalk (Goldengate Dr.)	Compliant
			≥ 10'-0" from property line & sidewalk (California Dr.)	Compliant
		0' from interior lot line	Between 2'-0" & 7'-0" along east property line	Compliant
Location	3.1.8.F.1.A.	Behind building (primary roads)	Behind the building (Southfield Road)	Compliant
Driveway access	3.1.8.F.2.	Not off a primary road	Access is off of secondary roads	Compliant
Screening & landscaping	3.1.8.F.3. 5.13.6.	Combination of landscaping, brick wall, ornament. fence	Provided	Compliant
Location		Adjacent to streets		
Size		30" height		
Parking layout standards	5.13.9.	Stalls: 20' long 9' wide	All spaces 90 deg. 9' wide & 20' long (18' where 2' overhang)	Compliant ₁₃
		22' drive aisles	22' drive aisles	
		22' entry drives	≥ 22' entry / exit driveways	
		Wheel stops	Curbs function as wheel stops	
Adjacent right-of-way access	5.13.9.M.	Paved right-of-way widths	All existing	Coordination with City required ₁₄
Access gate locations		≥ 16' setback (north) At property line (south)	Subject to site plan approval Access alignment & gate obstruction	
Public right-of-way parking	5.13.10.	≤ 25% of required parking	8% (18 spaces)	Requires PC Approval₁₂
Parking reduction	5.13.20.	≤ 25% of required parking	72 spaces fewer than required (25%) if the City also permits the on-street parking.	
Signage	5.13.11.	Directional 13" wide, 18" ht.	Fire Lane & Accessible Parking Signs shown	Standard is met
Shared parking	3.1.8.F.4. 5.13.5.	Reduction allowed for 2 or more uses	Proposed development does not indicate the use of shared parking	Not Applicable
Construction & maintenance	5.13.8.	Asphalt or concrete, curb	Asphalt surface with curb	Compliant
Bicycle parking	3.1.8.F.5.	Required on site	Provided (center east side of existing building)	Compliant
Parking Facilities Landscaping				

Amount of landscaping	5.15.4.A.	Min. 15 sf. per parking space (2,880 sf.)	4,101 sf. provided	Compliant
Min. areas for landscaping	5.15.4.B.	Min. 150 sf. per area of park. lot		
Trees required per landsc. area	5.15.4.C.	8 deciduous or large evergreen	22 trees	Compliant
End islands	5.15.4.D.	Located at end of parking bays	Located at end of parking bays (7' wide)	Compliant
Functional Elements				
Loading zone (unobstructed)	3.1.8.G.1-2. 5.13.12.	On site 10' x 40'	One provided off-street	Requires PC Approval¹⁵
Dumpster enclosure	3.1.8.G.1-2. 5.3.C. & E.	≥ 20' from streets/sidewalk	Behind building. Approx. 168' north of California Dr.	Compliant
		Screening	Dumpster enclosure provided (Sheet SP.102)	Compliant
Mechanical equipment	3.1.8.G.1-2. 3.1.8.H.2.	Obscured from view	Obscured from view	Compliant ⁷
Landscaping				
	5.15.1.	Landscape Plan	Provided on Sheet L2	Compliant
Yard landscaping (beyond parking facilities)	5.15.10.	Grass or ground cover in front, side, & rear yard.	Grass & ground cover provided	Compliant
Mechanical equipment	3.1.8.H.2.	Not in front or side of buildings. Must be screened	All mechanical units will be screened.	Compliant ⁷
Buildings, fronts & backs	3.1.8.H.3.A.	Use of quality landscaping	Subject to admin. review of a sidewalk permit	Req. admin. approval on final site plan
Street trees & plantings	3.1.8.H.5.A. 5.15.11.	50' O.C. (primary streets)	Areas less than & greater than 50' O.C.	Consideration by PC
Tree wells	3.1.8.H.5.B.	5' x 5'	5' x 5' tree grates	Compliant
Clear vision	3.1.8.H.5.C. 5.1	≥ 30' from intersections	No new trees in clear vision areas	Compliant
Street lighting	3.1.8.H.6.A.	≥ 1 f.c. pedest.-scale warm light btw. bld. & curb	Pedestrian street lighting shown on plans.	Compliant Coordinate with City¹⁶
Street Lights	3.1.8.H.6.B.	Required per City standard		
Street furniture	3.1.8.H.7.A,B	Req. within the 5' amenity zone	Provided as intended.	Requires PC Approval¹⁷
Planter walls (where prop.)	3.1.8.H.7.C.	Min. 10" wide & 2.5' ht. at intersections & along the block	Boxwood shrubs shown similar to planter walls.	Requires PC Approval¹⁷

Open Space	3.1.8.H.8. A-E.	Practically located	Centrally located midblock along Southfield Road	Meets standards
		Functional with amenities	Focal point of interest with amenities & art	
		Awareness & security	To be included	
First Floor Uses on Primary Streets				
Retail & restaurant uses	3.1.8.I.1.	20' deep measured from front facade	Not applicable	N/A
Amount of different uses	3.1.8.I.2.	Variety of uses ≤ 25% of a primary street's block	Not applicable Proposed use is multi-family residential only	N/A

12. The ordinance requires two parking spaces per each dwelling, or 290 spaces for the 145 units. The applicant effectively proposes the ratio of 1.5 parking spaces for every dwelling unit, based on market research and past residential development experience in several surrounding communities, and asks for the Planning Commission to consider the 25% waiver. The parking lot will consist of 200 surface parking spaces and 18 on-street parking spaces, for a total of 218 spaces. The on-street spaces are proposed on the south side of Golden Gate Drive E. and will require approval from City Council.

Any additional parking demand generated by the central amenities within the existing historic building (2 stories and 12,949 sq. ft.) will be addressed by parking agreements with adjacent properties to the north and west. According to the applicant, the site will also implement a valet parking service. Sheet SP 101 (Architectural Site Plan) provides a breakdown of the number of one- and two-bedroom units that comprise the buildings, 83 and 62 units respectively. We note the sheet SP03 incorrectly notes the number of units as 128; this should be corrected.

The applicant should be prepared to discuss the proposed parking ratio and demonstrate the number of spaces is sufficient for residents and visitors.

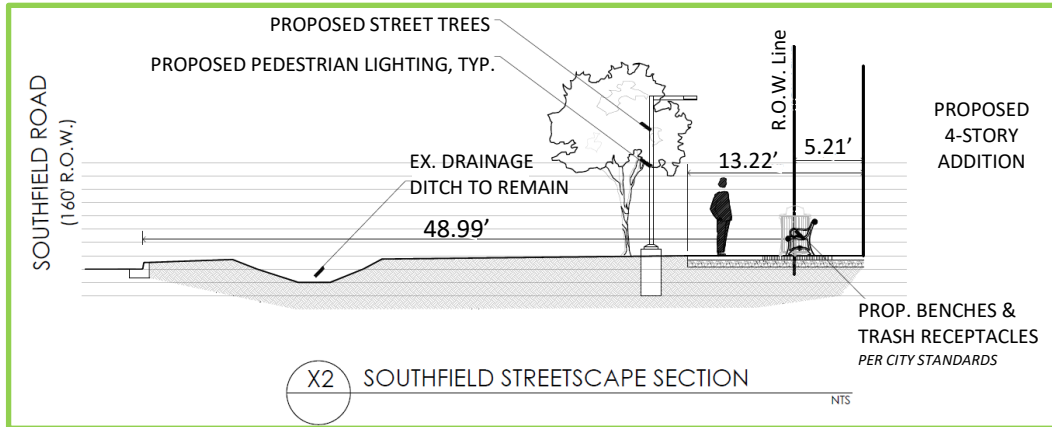
13. All walkways abutting 18' long parking stalls are found to be 7' wide to allow for a 2' vehicular overhang.
14. The north access security gate, as a component of the off-street parking facility, has been relocated from entirely within the public right-of-way of Goldengate Drive, to approximately 16+' from the property line. There no longer appears to be a pedestrian-vehicle conflict between the sidewalk and proposed vehicular gate at this location.

The south security gate is located approximately 2' within the property line; however, there is no turn-around area shown for vehicles unable to access the site. The configuration of the access drive from Southfield Road appears to create challenges when more than one vehicle is present at the gate at any given time. **The applicant shall coordinate with the City Engineer for potential improvements at the south access point, including the location of the security gates and sidewalks.**

15. The plans shall confirm the number of delivery vehicles required by ordinance. Multi-family developments require loading and unloading areas when tenants move in and out of the property, therefore, **the applicant should demonstrate that the one, 10' x 40' loading area on the east side of the south building is sufficient for the development.**

Delivery Vehicle Space	
Floor Area of Building	Number of Spaces
0 to 3,000 sq ft	0
3,000 to 20,000 sq ft	1
20,000 to 100,000 sq ft	1 each 20,000 sq ft (or fraction thereof)

16. **The applicant shall coordinate with the City regarding the standard, vehicular streetlights required along each right-of-way.** See proposed cross section below.



17. **Proposed street furnishings are subject to review by the Planning Commission**, who, per Section 3.1.8.D.1.C.ii, may allow flexibility for building placement for historic buildings and additions, provided that the development meets the intent of this district. The following four criteria may be used as guidance for Planning Commission consideration:

- 1) Must be placed within the Amenity Zone, which is defined as the 5 feet between the curb face and the pedestrian zone.
- 2) Shall be placed at least 2.5 feet from the curb face where on-street parking occurs, and 5 feet where travel lanes adjoin the curb, subject to road commission approval, where required.
- 3) Must be those identified by the City.
- 4) Planter walls, where proposed, shall be a minimum width of 10" and 2.5' in height, and brick to match pavers. Planter walls shall be located at intersections and placed at evenly spaced intervals along the block.

We look forward to discussing this review with the Planning Commission at the April 15th meeting.

Regards,
Giffels Webster

Jill S. Bahm

Jill Bahm, AICP
 Partner

Eric M. Pietsch

Eric Pietsch
 Senior Planner



Owner / Developer

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CONTACT: Brad W. Brickel, P.E.

Landscape Architect

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Fax. (248) 332-8257

CONTACT: George Ostrowski, LLS, LEED AP

City of Lathrup,
Oakland County, Michigan
SITE PLAN DOCUMENTS
Prepared For
The Surnow Company

SHEET INDEX

SP00	Cover Sheet
SP01	ALTA/NSPS Land Title/ Topographic/ Tree Survey
SP02	Demolition Plan
SP03	Site Plan
SP04	Fire Truck Turning Plan
SP05	Paving and Grading Plan
SP05.1	Paving and Grading Plan
SP06	Notes and Details
SP07	Utility Plan
SP08	Soil Erosion Control Plan

L1	Tree Preservation Plan
L2	Landscaping Plan
L3	Details Plan
T.100	Title Sheet
SP.101	Architectural Site Plan
SP.102	Site Details
A.101	First and Second Floor Plans
A.102	Third and Fourth Floor Plans
A.103	Enlarged Common Area Floor Plans
A.201	Exterior Elevations
A.202	Exterior Elevations
A.203	Exterior Elevations
A.301	Exterior Rendering
A.302	Exterior Rendering
A.303	Exterior Rendering
A.304	Interior Rendering
A.305	Interior Rendering
L.201	Site Photometric Study



LEGAL DESCRIPTION - PER TITLE COMMITMENT

LAND SITUATED IN THE CITY OF LATHRUP VILLAGE, COUNTY OF OAKLAND, STATE OF MICHIGAN, DESCRIBED AS FOLLOWS:

LOT 1677 AND VACATED SOUTHFIELD SQUARE, FORMERLY KNOWN AS MONTEREY STREET LYING EASTERLY OF LOT 1677 AND WESTERLY OF LOTS 1665 TO 1689, EXCEPT THAT PART OF VACATED SOUTHFIELD SQUARE LYING SOUTH OF A LINE DRAWN BETWEEN THE NORTHWEST CORNER OF OF LOT 1680 AND A POINT 150 FEET FROM THE SOUTHEAST CORNER OF LOT 1677, ALONG THE EASTERLY BOUNDARY OF SAID LOT 1677, LOUISE LATHRUP'S CALIFORNIA BUNGALOW SUBDIVISION NO. 3, AS RECORDED IN LIBER 32 OF PLATS, PAGE 26, OAKLAND COUNTY RECORDS.

TAX ID NUMBER: 24-13-303-021

ADDRESS: 27700 SOUTHFIELD ROAD, LATHRUP VILLAGE, MI 48076

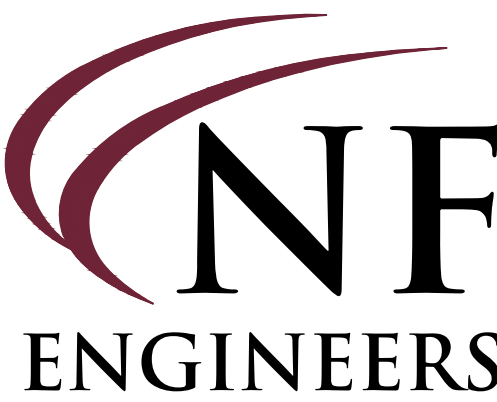
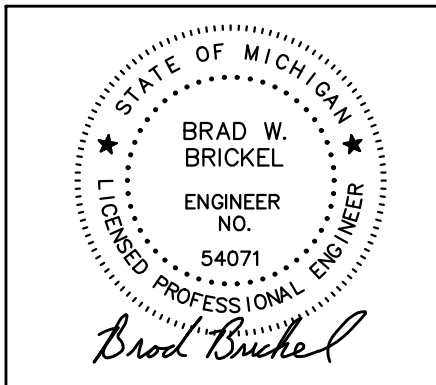
REVISIONS:
10-17-24 ISSUED FOR SITE PLAN REVIEW
01-10-25 REVISED PER CITY REVIEW
03-21-25 REVISED PER CITY/CLIENT

Project Name

27700 Southfield Road

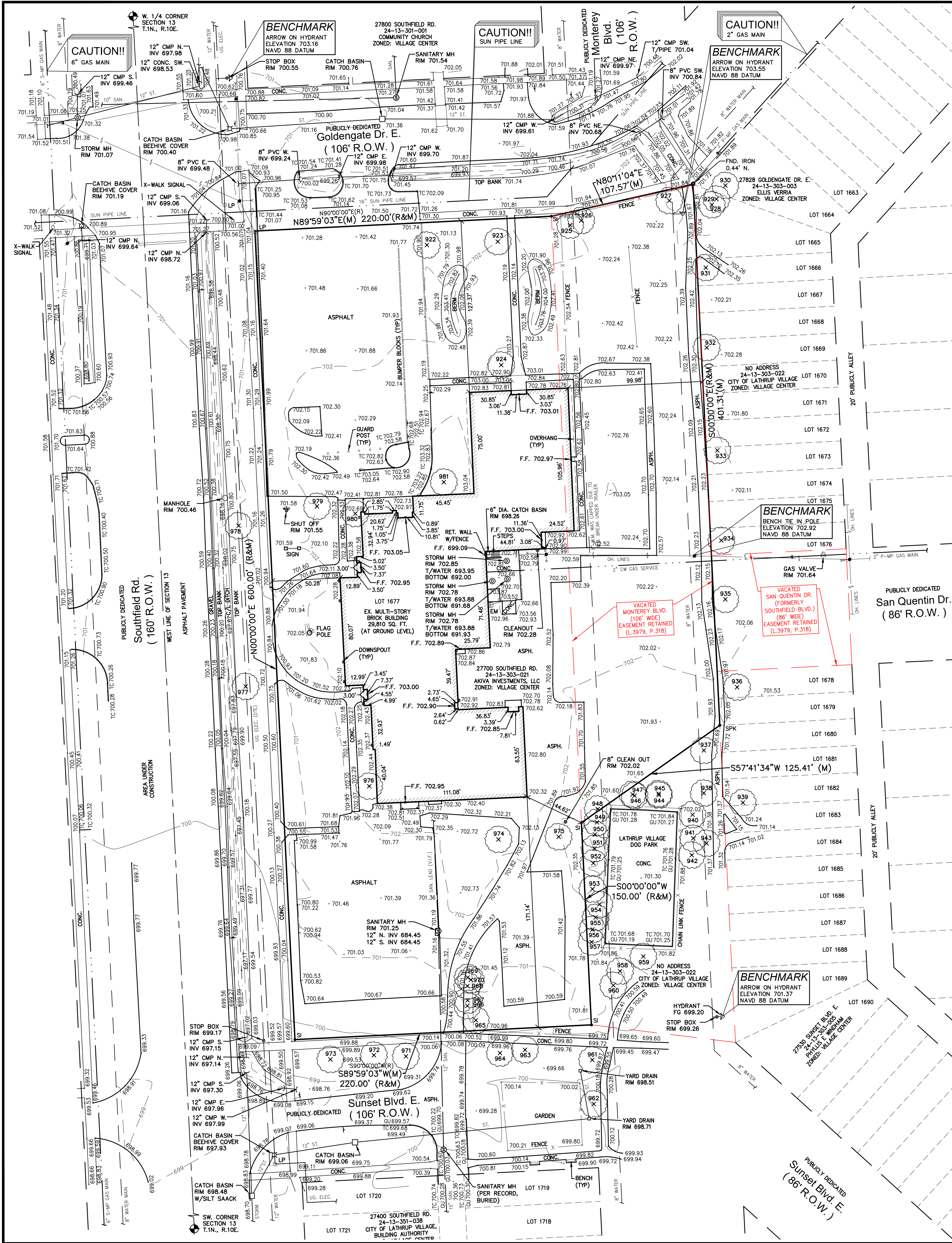


N & F JOB #0129



CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
TEL. (248) 332-7931
FAX. (248) 332-8257
WWW.NFE-ENGR.COM



Miss Dig / Utility Disclaimer Note

A Miss Dig ticket number 2024050104016, pursuant to Michigan Public Act 174 was entered for the surveyed property. Due to the extended reporting period for underground facility owners to provide their records in the field or as depicted by the utility company records furnish prior to the date this survey was issued. The surveyor in the field or as depicted by the utility company records furnish prior to the date this survey was issued. The client and/or their authorized agent shall verify with the facility owners and/or their authorized agents, the completeness and exactness of the utilities location.

DTE Disclaimer Note

Please note that DTE has new regulations that may impact development outside their easement or the public right of way. Client shall contact DTE to determine the "new structures and power line" requirements as they may apply to any future building or renovation of a structure. DTE energy can be contacted at 800-477-4747.

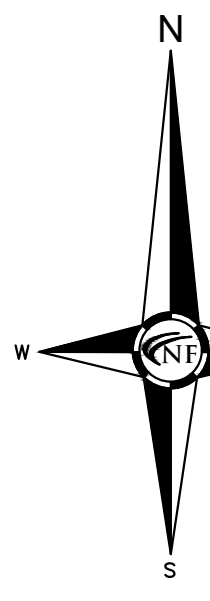
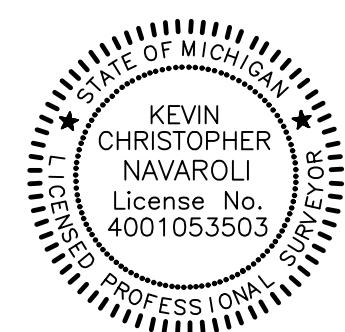
Certificate of Survey

Certified to:

-Akiva Investments, LLC, a Michigan limited liability company
-First American Title Insurance Company

This is to certify that this map or plot and the survey on which it is based were made in accordance with the 2021 minimum standard detail requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and include items 1, 2, 3, 4, 6(a), 6(b), 7(a), 7(b)(1), 7(c), 8, 9, 11(a), 13, 14, 16, 17, 18 and 19 of Table A thereof. The field work was completed on May 7, 2024.

Kevin Navaroli, P.S. No. 4001053503
Date of Plot or Map: 5-17-2024



Title Report Notes

Reference Title Connect, LLC (agent for: First American Title Insurance Company) commitment number: TC13-113055, commitment date: April 18, 2024.

Schedule B, Part II - Exceptions:

Exceptions: 1, 4, 5, 6, 11, 12, 13 and 14 refer to the ownership of the property and/or are not plottable.

2. Any facts, rights, interests, or claims that are not shown by the public records but that could be ascertained by making inquiry of persons in possession of the land.

3. Easements, encumbrances, or claims thereof, not shown by the public records.

7. Covenants, conditions and restrictions and other provisions as contained in instrument recorded in Liber 1088, Page 77, Liber 1418, Page 285, Liber 2677, Page 365, Liber 3206, Page 415, Oakland County Records. Please be advised that any provision contained in this document, or in a document that is attached, linked, or referenced in this document, that under applicable law illegally discriminates against a class of individuals based upon personal characteristics such as race, color, religion, sex, sexual orientation, gender identity, familial status, disability, national origin, or any other legally protected class, is illegal and unenforceable.

8. Subject to the easements, restrictions and reservations contained in the Louise Lathrup's California Bungalow Subdivision No. 3 Plot recorded at Liber 32, Page(s) 26, Oakland County Records. [DOCUMENT DOES NOT DESCRIBE ANY PLOTTABLE EASEMENTS OR PLOTTABLE RESTRICTIONS. THE SURVEYED LAND IS WITHIN THE PROPERTY DESCRIBED IN SAID DOCUMENT]

9. Interest of others in oil, gas and mineral rights, if any, whether or not recorded in the Public Records.

10. Interest, if any, of the United States, State of Michigan, or any political subdivision thereof, in the oil, gas and minerals in and under and that may be produced from the captioned Land.

15. Rights of the public and any governmental unit in any part of the land taken, deemed or used for street, road or highway purposes.

16. Easements, if any, for public utilities, pipelines or facilities installed in any portion of the vacated street or alley, lying within the land, together with the right of ingress and egress to repair, maintain, replace and remove the same.

17. Rights of tenants under any unrecorded leases.

18. Terms, conditions and provisions contained in Resolution Votating Street and Reserving Easement recorded in Liber 3078, page 316 [EASEMENT IS WITHIN THE SURVEYED LAND AND ITS LOCATION IS SHOWN]

19. Notice of Historic District Designation recorded in Liber 21373, page 272. [DOCUMENT DOES NOT DESCRIBE ANY PLOTTABLE EASEMENTS OR PLOTTABLE RESTRICTIONS. THE SURVEYED LAND IS WITHIN THE PROPERTY DESCRIBED IN SAID DOCUMENT]

Survey Data

Site area: 177,119 square feet or 4.066 acres

Zoned: Village Center District

Parking spaces: No Striped Parking Spaces

Building setbacks: (L.1088, P.77 & L.4418, P.265)

Front: 40 feet

Side: 3 feet

A Surveyor cannot make a certification on the basis of an interpretation or opinion of another party. A zoning endorsement letter should be obtained from the City of Lathrup Village to insure conformity as well as make a final determination of the required building setback requirements.

Legal Description - Per Title Commitment

Land situated in the City of Lathrup Village, County of Oakland, State of Michigan, described as follows:

Lot 1677 and vacated Southfield Square, formerly known as Monterey Street lying Eastern of Lot 1677 and Western of Lots 1665 to 1689, except that part of vacated Southfield Square lying South of a line drawn between the Northwest corner of Lot 1680 and a point 150 feet from the Southeast corner of Lot 1677, along the Eastern boundary of said Lot 1677, Louise Lathrup's California Bungalow Subdivision No. 3, as recorded in Liber 32 of Plots, Page 26, Oakland County Records.

Tax ID Number: 24-13-303-021

Address: 27700 Southfield Road, Lathrup Village, MI 48076

ALTA Survey Notes

There is no visible evidence of current earth moving work, building construction or building addition.

There is no proposed changes in street right of way lines and there is no evidence of recent street or sidewalk construction or repair.

There is no visible evidence of site use as a solid waste dump, sump or sanitary landfill.

Location of utilities existing on or serving the property as determined by: observed evidence or evidence from plans requested by the surveyor and obtained from utility companies.

The subject property has access to Goldengate Drive, being a publicly dedicated road.

Basis of Bearing Note

All bearings are in relation to the previously established East Right-of-Way line of Southfield Road (160' wide) of Louise Lathrup's California Bungalow Subdivision No. 3 as recorded in Liber 32 of Plots, Page 26, Oakland County Records. (Due North)

Flood Hazard Note

The property described on this survey does not lie within a special flood hazard area as defined by the Federal Emergency Management Agency; the property lies within Zone X of the Flood Insurance Rate Map identified as map no. 261250C0676F bearing an effective date of 09/29/2006.

Topographic Survey Notes

All elevations are existing elevations, unless otherwise noted.

Utility locations were obtained from municipal officials and records of utility companies, and no guarantee can be made to the completeness, or exactness of location.

LEGEND

MANHOLE(MH)	EXISTING SANITARY SEWER
CO	EXISTING SAN. CLEAN OUT
MH	EX. COMBINED (COMB.) SEWER
HYDRANT(HYD.)	EXISTING WATER MAIN
GATE VALVE(GWV)	EXISTING STORM DRAIN
MANHOLE(MH)	EX. BEEHIVE CATCH BASIN
CBB	EX. UNDERGROUND (UG.) CABLE
UTILITY POLE GUY POLE	OVERHEAD (OH.) LINES
UP	GUY/WIRE
LP	LIGHT POLE
SIGN	EXISTING GAS MAIN
ASPH.	ASPHALT
CONC.	CONCRETE
FD. / FND.	FOUND
RET. WALL	RETAINING WALL
R.O.W.	RIGHT-OF-WAY
SPK	SET PK NAIL
(TYP)	TYPICAL
(R)	RECORD
(M)	MEASURED
C/L	CENTERLINE
P/L	PROPERTY LINE
GM	GAS METER
EM	ELECTRIC METER
LS	LANDSCAPE
DS	DOWNSPOUT
GP	GUARD POST

Job Number:	O129
Job Location:	Lathrup Village
Date:	4/30/2024
Performed By:	A. Simon

Condition Description Notes:

"Good" - no observed structural defects
"Fair" - minor structural defects, marginal form, some insect activity noted
"Poor" - major structural defects, poor form, insect infested

*Structural defects may include decayed wood, cracks, root problems, weak branch unions, cankers, poor tree architecture, dead/fallen branches due to various causes.

Tree #	Tag #	Botanical Name	Common Name	Dia.	Type	Other Dia.	Condition	Comments
2	922	Elaeagnus angustifolia	Russian olive	9.3	Triple	8.2, 7.5	Good	Some dead branches
2	923	Acer saccharinum	silver maple	22.4	Split	10.5	Good	Branches pruned
3	924	Acer saccharinum	silver maple	40			Good	
4	925	Platanus occidentalis	sycamore	19.9			Good	
5	926	Platanus occidentalis	sycamore	21.3			Good	Crown broken off
6	927	Platanus occidentalis	sycamore	18.9			Good	
7	928	Rhamnus cathartica	common buckthorn	6.9			Good	
8	929	Rhamnus cathartica	common buckthorn	4.6			Good	
9	930	Ulmus americana	American elm	16.2			Good	
10	931	Tilia americana	basewood	12.8			Good	
11	932	Pyrus calleryana	Bradford pear	8.9			Good	Suckers
12	933	Tilia americana	basewood	6.3			Fair	Half of crown dead
13	934	Pyrus calleryana	Bradford pear	6.9			Good	Pruned, near overhead power line
14	935	Pyrus calleryana	Bradford pear	9.4			Good	Some dead branches
15	936	Pyrus calleryana	Bradford pear	9.6			Good	Some dead branches
16	937	Gleditsia triacanthos	honey locust	18			Good	Pruned, near overhead power line
17	938	Tilia americana	basewood	11.3			Good	
18	939	Pyrus calleryana	Bradford pear	6.2			Good	Pruned, has suckers
19	940	Picea abies	Norway spruce	9.8			Good	
20	941	Picea abies	Norway spruce	12.3			Good	
21	942	Picea abies	Norway spruce	14.3			Good	
22	943	Acer platanoides	Norway maple	7.2			Good	
23	944	Picea abies	Norway spruce	14.1			Good	
24	945	Ulmus pumila	Siberian elm	6.4			Good	Crowded by surrounding tree
25	946	Ulmus pumila	Siberian elm	14.4			Fair	Trunk split
26	947	Picea abies	Norway spruce	12.1			Good	Shrubby understory
27	948	Picea abies	Norway spruce	9.8			Good	Shrubby understory
28	949	Picea abies	Norway spruce	9.2			Good	Shrubby understory
29	950	Picea abies	Norway spruce	12.2			Good	Shrubby understory
30	951	Picea abies	Norway spruce	8.5			Good	Shrubby understory
31	952	Picea abies	Norway spruce	13			Good	Shrubby understory
32	953	Picea abies	Norway spruce	7.6			Good	Shrubby understory
33	954	Picea abies	Norway spruce	10.6			Good	Shrubby understory
34	955	Picea abies	Norway spruce	11.8			Good	Shrubby understory
35	956	Picea abies	Norway spruce	8.8			Good	Shrubby understory
36	957	Picea abies	Norway spruce	11.6			Good	Shrubby understory
37	958	Picea abies	Norway spruce	10.7			Good	Shrubby understory
38	959	Picea abies	Norway spruce	13.3			Good	Shrubby understory
39	960	Quercus rubra	red oak	13			Good	Shrubby understory
40	961	Acer saccharinum	silver maple	26.1			Good	
41	962	Pyrus calleryana	Bradford pear	7.7	Split	3	Good	
42	963	Acer saccharinum	silver maple	23.4			Good	
43	964	Acer saccharinum	silver maple	27.5			Good	
44	965	Rhamnus cathartica	common buckthorn	5.2	Multiple	5.1, 4.0, 3.2, 2.5	Good	Growing through chain link fence
45	966	Ulmus americana	American elm	10.5	Triple	8.3, 5.6	Good	Growing through chain link fence
46	967	Rhamnus cathartica	common buckthorn	5.2	Split	4.4	Good	Growing through chain link fence
47	968	Rhamnus cathartica	common buckthorn	6	Multiple	2.2, 2.2, 2.2, 2.2	Good	Growing through chain link fence
48	969	Rhamnus cathartica	common buckthorn	6	Triple	2.5, 2	Good	Growing through chain link fence
49	970	Rhamnus cathartica	common buckthorn	6	Triple	5.4, 3	Good	Growing through chain link fence
50	971	Acer saccharinum	silver maple	9.6	Split	8.1	Good	Growing through chain link fence
51	972	Acer saccharinum	silver maple	21.2	Split	14.5	Good	
52	973	Acer saccharinum	silver maple	25.1	Split	20.3, 6.8	Good	
53	974	Gleditsia triacanthos	honey locust	26.7			Good	
54	975	Platanus occidentalis	sycamore	5.5	Multiple	5.3, 4.4, 3.3, 3.3, 3.3	Fair	Main trunk removed, all matured suckers
55	976	Picea abies	Norway spruce	17.2			Good	Limbs pruned near building
56	977	Acer platanoides	Norway maple	5.3			Good	
57	978	Acer platanoides	Norway maple	4.4			Good	
58	979	Acer saccharinum	silver maple	25.4			Good	Pruned
59	980	Pseudotsuga menziesii	Douglas-fir	16.7			Good	Limbs pruned near building
60	981	Malus spp.	Flowering crabapple	11.9	Split	9.8	Good	Pruned



NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
TEL. (248) 332-7931
FAX. (248) 332-8257
WWW.NOWAKFRAUS.COM

SEAL

PROJECT

27700 Southfield Road
Lathrup Village, MI 48076

CLIENT

The Surnow Company

Contact: Sam Surnow
Phone: 248.865.3000 x 102
Email: sam@surnow.com

PROJECT LOCATION

Part of the SW 1/4
of Section 13
T.1N., R.10E.,
City of Lathrup Village,
Oakland County, Michigan

SHEET

ALTA/NSPS Land Title /
Topographic / Tree Survey



DATE ISSUED/REVISED
10-17-24 ISSUED FOR SITE PLAN REVIEW
01-10-25 REVISED PER CITY REVIEW
03-21-25 REVISED PER CITY/CLIENT

DRAWN BY:
M. Carnaghi

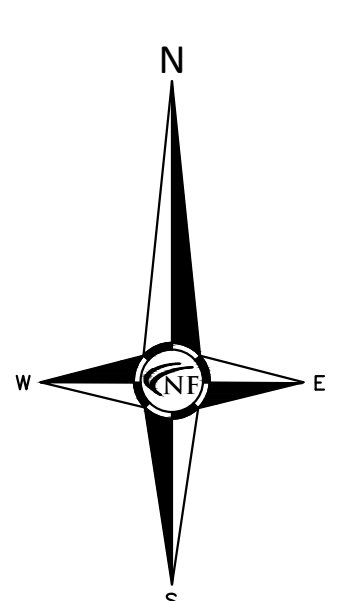
DESIGNED BY:

APPROVED BY:
K. Navaroli

DATE:
October 17, 2024

SCALE: 1" = 40'

NFE JOB NO. O129 SHEET NO. SP01



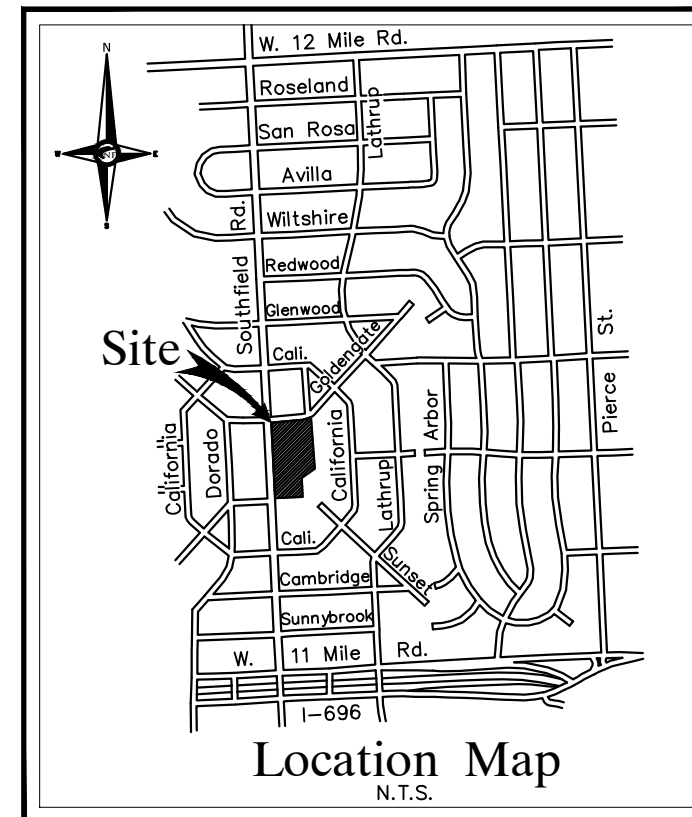
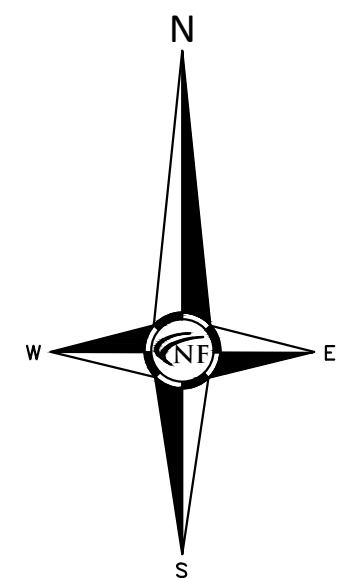
REMOVED AND BACK FILLED WITH MDOT CLASS II GRANULAR MATERIAL AND BE MACHINE COMPACTED TO A MINIMUM OF 98% OF MATERIALS MAXIMUM DENSITY.

OWNER OR OWNERS REPRESENTATIVE.



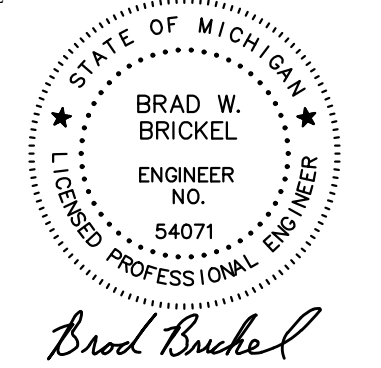
DRAWN BY:
J. Lawrey
DESIGNED BY:
A. Eizember
APPROVED BY:
B. Brickel
DATE:
October 17, 2024
SCALE: 1" = 30'
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NFE JOB NO. SHEET NO.
O129 SP02

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SEAL



PROJECT
27700 Southfield Road
Lathrup Village, MI 48076

CLIENT

The Surnow Company

- Contact: Sam Surnow
Phone: 248.865.3000 x 102
Email: sam@surnow.com

BARRIER FREE PARKING SIGN DETAIL

Diagram illustrating the specifications for a 2 1/2" DIA. GALVANIZED METAL SIGN POST:

- METAL SIGN WITH CONTRASTING COLORS (WHITE SIGN, GREEN LETTERS, BLUE SYMBOL)
- SYMBOL OF COMPLIANCE
- SIGN INDICATING "VAN ACCESSIBILITY" SHALL BE PROVIDED AT (1) OF EA. (8) ACCESSIBLE PARKING SPACES
- 2 1/2" DIA. OR 3" DIA. GALVANIZED METAL SIGN POST
- THRU-BOLT CONNECTION
- 10" DIA. CONCRETE BASE WITH CONCRETE SLEEVE FOR SIGN
- 6" - 5" ABOVE PAVEMENT
- 3" - 6"

NOTES

REFER TO SHEETS SP05-SP05.1 FOR PAVING & GRADING PLANS

REFER TO SHEETS SP07 FOR PRELIMINARY UTILITY PLANS

REFER TO SHEETS SP06 FOR ADDITIONAL PROJECT NOTES AND DETAILS (TYP)

PERMIT NOTES

AN EGLE PERMIT IS REQUIRED FOR WETLAND & FLOOD PLAIN IMPACTS.

RCOC PERMIT IS REQUIRED FOR ALL WORK WITHIN THE SOUTHFIELD ROAD RIGHT-OF-WAY.

UTILITY NOTE

CONTRACTOR TO EXPOSE FIBER/ ELECTRIC/ TELEPHONE CONDUIT PRIOR TO COMMENCING CONSTRUCTION. UTILITY OWNER TO BE PRESENT. CONTRACTOR SHALL NOTIFY CIVIL ENGINEER OR RECORD FOLLOWING EXPOSURE TO COORDINATE.

DETENTION NOTE

REQUIREMENT OF THE CITY OF LATHRUP VILLAGE ENGINEERING STANDARDS
AND OAKLAND COUNTY WATER RESOURCES COMMISSIONER.

SITE DATA

SITE AREA
GROSS/NET: 177,119 SFT. OR 4.066 ACRES

ZONING
EXISTING: VILLAGE CENTER DISTRICT

PARKING
REQUIRED: 1 SPACE/ UNIT
128 x 1.5 = 192 SPACES

PROVIDED: ON SITE SPACES: 198 SPACES
OFF SITE SPACES: 20 SPACES
TOTAL SPACES: 218 SPACES



BICYCLE PARKING
REQUIRED: 1 S

198 / 10 =	20 SPACES
PROVIDED: 4 SPACES	
SITE AREA	177,119.00 SFT. 100.0%
BUILDING FOOTPRINT	56,074.26 SFT. 31.7%
PARKING & DRIVES	81,025.53 SFT. 45.7%
OPEN SPACE	40,019.21 SFT. 22.6%

SETBACK REQUIRE
FRONT:

SIDE: 0'(NORTH),0'(SOUTH) 10.5'(NORTH),10.1'(SOUTH)
REAR: 5'(EAST) 52.3'(EAST)

PAVING LEGEND

	PROPOSED CONCRETE PAVEMENT
	PROPOSED ASPHALT PAVEMENT

LEGEND

Diagram illustrating existing and proposed utilities and structures:

- EXISTING SANITARY SEWER
- SAN. CLEAN OUT
- EXISTING WATERMAIN
- EXISTING STORM SEWER
- EX. R. Y. CATCH BASIN
- EXISTING BURIED CABLES
- OVERHEAD LINES
- LIGHT POLE
- SIGN
- EXISTING GAS MAIN
- PR. SANITARY SEWER
- PR. WATER MAIN
- PR. STORM SEWER
- PR. R. Y. CATCH BASIN
- PROPOSED LIGHT POLE

PROJECT LOCATION

Part of the SW 1/4
of Section 13
T.1N., R.10E.,
City of Lathrup Village,
Oakland County, Michigan

SHEET

Site Plan



Know what's **below**
Call before you dig.

DATE ISSUED/REVISED

10-17-24 ISSUED FOR SITE PLAN REVIEW
01-10-25 REVISED PER CITY REVIEW
03-21-25 REVISED PER CITY/CLIENT

DRAWN BY:
J. Lawrey

DESIGNED BY:
A. Eizember

APPROVED BY:
B. Brickel

DATE:
October 17, 2024

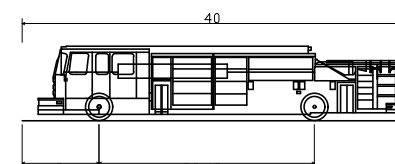
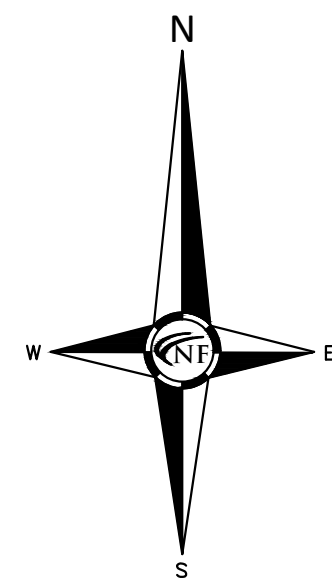
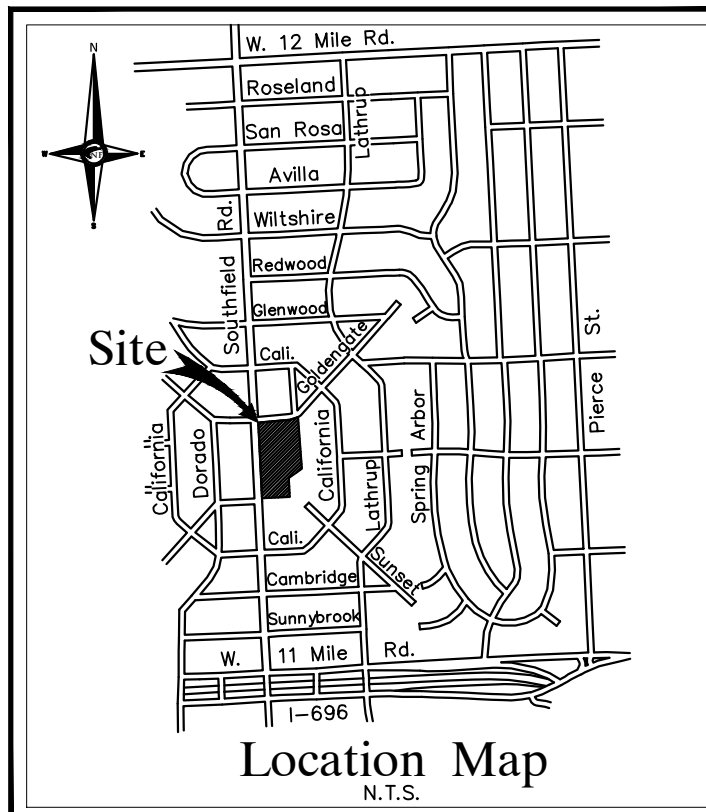
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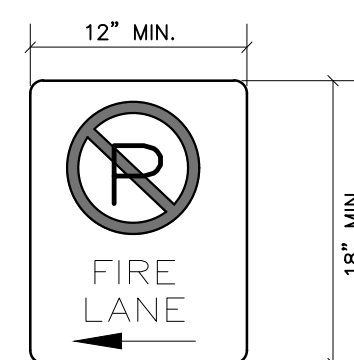
SHEET NO.



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Pumper Fire Truck - Lyone Fire
Overall Length 40.000ft
Overall Width 8.167ft
Overall Body Height 7.750ft
Min. Body Ground Clearance 0.650ft
Track Width 8.167ft
Lock-to-lock time 1.500s
Curb to Curb Turning Radius 41.580ft

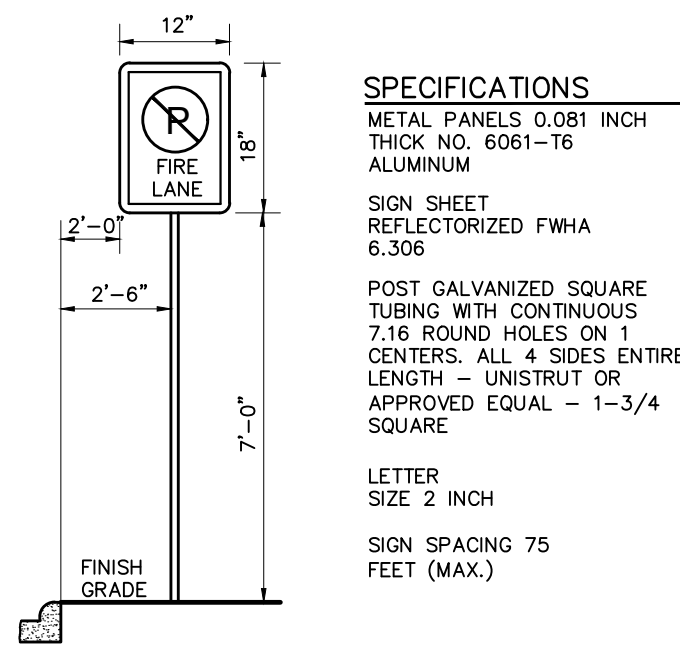


THE SYMBOL "P" IS BLACK, CIRCUMSCRIBED IN A RED CIRCLE, WITH A RED SLASH ON A WHITE BACKGROUND AND BLACK BORDER.

THE SUPPLEMENTAL EDUCATIONAL PLAQUE NO PARKING, WITH A RED LEGEND AND BORDER ON A WHITE BACKGROUND, MAY BE USED ABOVE THE SYMBOL.

CARE SHOULD BE EXERCISED TO SEE THAT THE SINGLE ARROWS POINT IN THE PROPER DIRECTION TO INDICATE THE REGULATED ZONE.

FIRE LANE SIGN DETAIL



SPECIFICATIONS

METAL PANELS 0.081 INCH THICK NO. 6061-T6 ALUMINUM
SIGN SHEET REFLECTORIZED FWH4 6-306
POST GALVANIZED SQUARE TUBING WITH CONTINUOUS 7/16 ROUND HOLES ON 1 CENTERS ALL 4 SIDES ENTIRE LENGTH - UNISTRUT OR APPROVED EQUAL - 1-3/4 SQUARE
LETTER SIZE 2 INCH
SIGN SPACING 75 FEET (MAX.)

NO PARKING SIGN DETAIL

N.T.S.

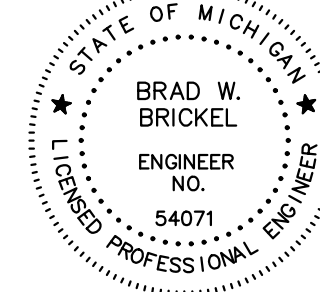
NOTES

REFER TO SHEETS SP05-SP05.1 FOR PAVING & GRADING PLANS
REFER TO SHEETS SP07 FOR PRELIMINARY UTILITY PLANS
REFER TO SHEETS SP08 FOR ADDITIONAL PROJECT NOTES AND DETAILS (TYP)

LEGEND

MANHOLE	EXISTING SANITARY SEWER
HYDRANT	SAN. CLEAN OUT
MANHOLE CATCH BASIN	EXISTING WATERMAIN
UTILITY POLE	EXISTING STORM SEWER
GUY POLE	EX. R. Y. CATCH BASIN
GUY WIRE	EXISTING BURIED CABLES
OVERHEAD LINES	LIGHT POLE
SIGN	EXISTING GAS MAIN
C.O. MANHOLE	PR. SANITARY SEWER
HYDRANT	PR. WATER MAIN
INLET	PR. STORM SEWER
PR. R. Y. CATCH BASIN	PROPOSED LIGHT POLE

SEAL



Brad Brickel

PROJECT

27700 Southfield Road
Lathrup Village, MI 48076

CLIENT

The Surnow Company

Contact: Sam Surnow
Phone: 248.865.3000 x 102
Email: sam@surnow.com

PROJECT LOCATION

Part of the SW 1/4
of Section 13
T.1N., R.10E.,
City of Lathrup Village,
Oakland County, Michigan

SHEET

Fire Truck Turning Plan



Know what's below
Call before you dig.

DATE ISSUED/REVISED

10-17-24 ISSUED FOR SITE PLAN REVIEW
01-10-25 REVISED PER CITY REVIEW
03-21-25 REVISED PER CITY/CLIENT

DRAWN BY:

J. Lawrey

DESIGNED BY:

A. Eizember

APPROVED BY:

B. Brickel

DATE:

October 17, 2024

SCALE: 1" = 40'

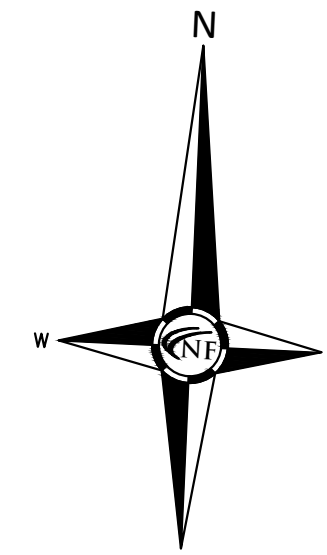
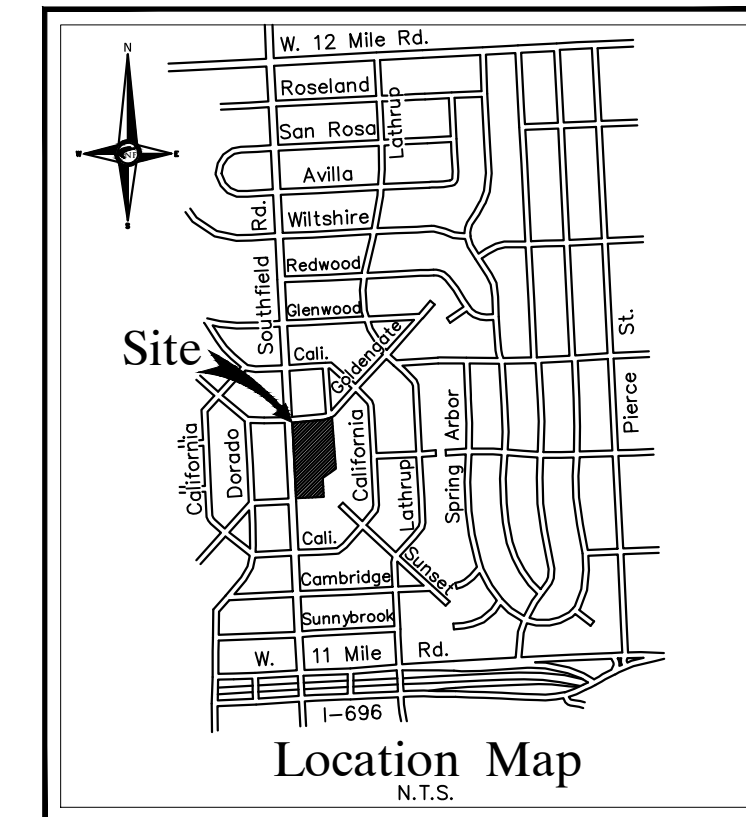
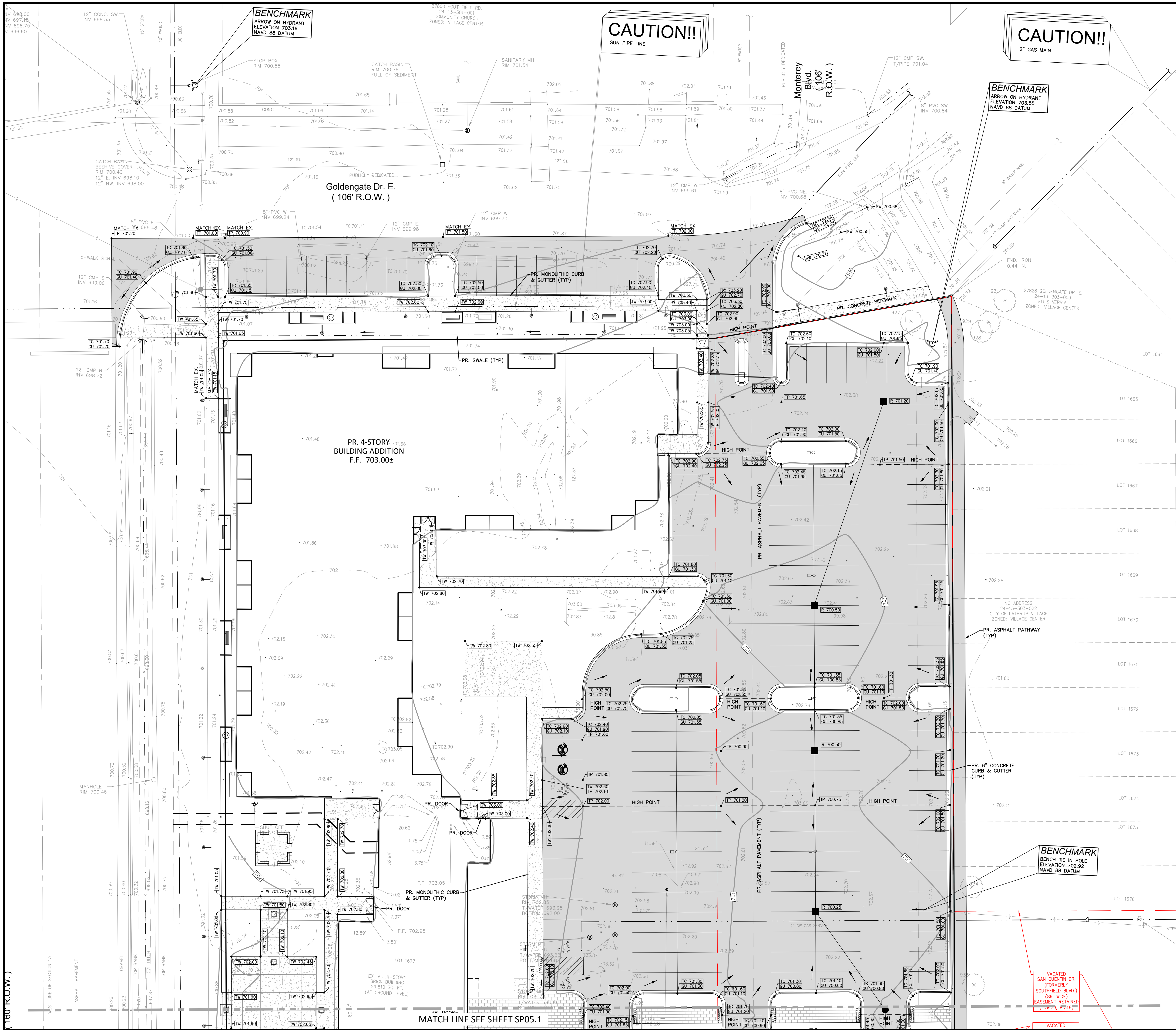
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NFE JOB NO.

O129

SHEET NO.

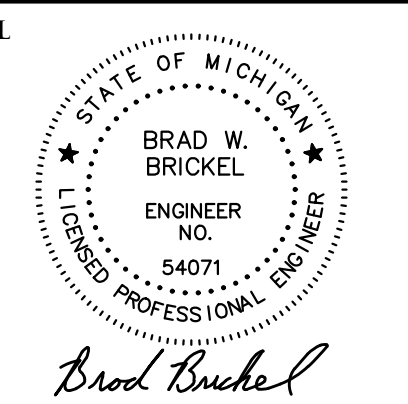
SP04



NF
ENGINEERS
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
TEL. (248) 332-7931
FAX. (248) 332-8257
WWW.NOWAKFRAUS.COM

SEAL



PROJECT
27700 Southfield Road
Lathrup Village, MI 48076

CLIENT
The Surnow Company

Contact: Sam Surnow
Phone: 248.865.3000 x 102
Email: sam@surnow.com

PROJECT LOCATION
Part of the SW 1/4
of Section 13
T.1N., R.10E.,
City of Lathrup Village,
Oakland County, Michigan

SHEET
Paving and Grading Plan

NOTES

REFER TO SHEETS SP05-SP05.1 FOR PAVING & GRADING PLANS
REFER TO SHEETS SP07 FOR PRELIMINARY UTILITY PLANS
REFER TO SHEETS SP06 FOR ADDITIONAL PROJECT NOTES AND DETAILS (TYP)

NOTE

AN EOLE PERMIT IS REQUIRED FOR WETLAND & FLOOD PLAIN IMPACTS.

PAVING LEGEND

	PROPOSED CONCRETE PAVEMENT
	PROPOSED ASPHALT PAVEMENT

LEGEND

	MANHOLE		EXISTING SANITARY SEWER
	HYDRANT		SAN. CLEAN OUT
	MANHOLE CATCH BASIN		EXISTING WATERMAIN
	UTILITY POLE		EXISTING STORM SEWER
	GUY POLE		EX. R. Y. CATCH BASIN
	GUY WIRE		EXISTING BURIED CABLES
	LIGHT POLE		OVERHEAD LINES
	SIGN		EXISTING GAS MAIN
	C.O.		PR. SANITARY SEWER
	HYDRANT		PR. WATER MAIN
	INLET		PR. STORM SEWER
	C.B.		PR. R. Y. CATCH BASIN
	PROPOSED LIGHT POLE		PR. TOP OF CURB ELEVATION
	PR. TOP OF CURB ELEVATION		PR. GUTTER ELEVATION
	PR. TOP OF WALK ELEVATION		PR. TOP OF PWMT. ELEVATION
	PR. TOP OF PWMT. ELEVATION		FINISH GRADE ELEVATION
	FINISH GRADE ELEVATION		

DRAWN BY:
J. Lawrey

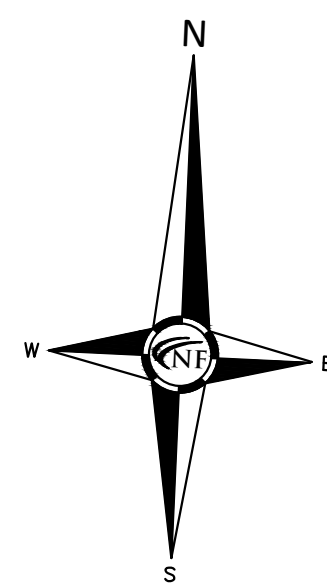
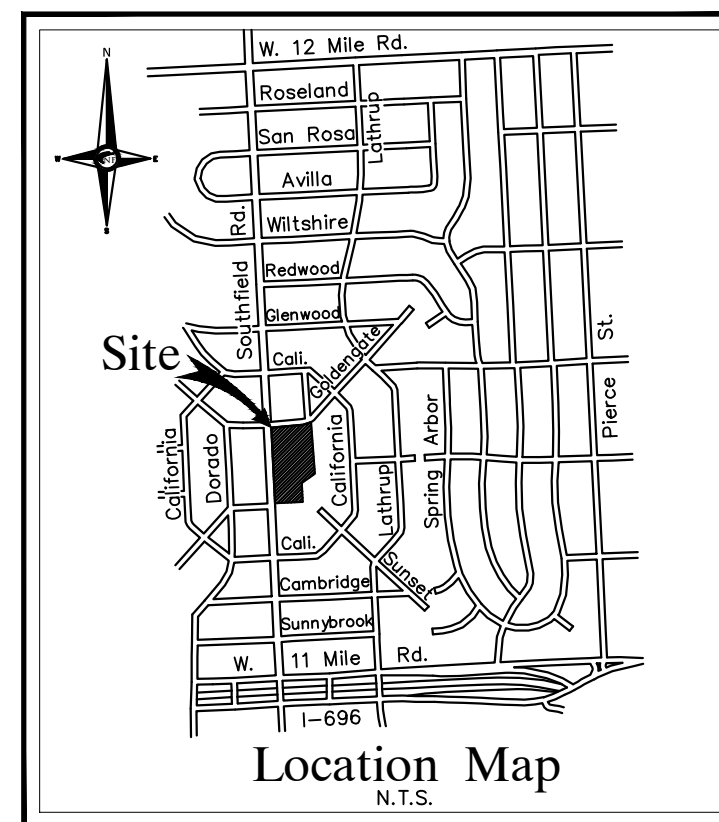
DESIGNED BY:
A. Eizember

APPROVED BY:
B. Brickel

DATE:
October 17, 2024

SCALE: 1" = 20'

NFE JOB NO. 0129 SHEET NO. SP05



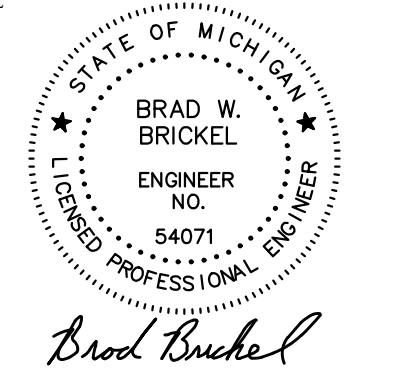
NF

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SEAL



PROJECT
27700 Southfield Road
Lathrup Village, MI 48076

CLIENT
The Surnow Company

Contact: Sam Surnow
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PROJECT LOCATION
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T.1N., R.10E.,
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SHEET
Paving and Grading Plan

NOTES

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NOTE

AN EOLE PERMIT IS REQUIRED FOR WETLAND & FLOOD PLAIN IMPACTS.

PAVING LEGEND

	PROPOSED CONCRETE PAVEMENT
	PROPOSED ASPHALT PAVEMENT

LEGEND

	EXISTING SANITARY SEWER
	SAN. CLEAN OUT
	EXISTING WATERMAIN
	EXISTING STORM SEWER
	EX. R. Y. CATCH BASIN
	EXISTING BURIED CABLES
	OVERHEAD LINES
	LIGHT POLE
	EXISTING GAS MAIN
	PR. SANITARY SEWER
	PR. WATER MAIN
	PR. STORM SEWER
	PR. R. Y. CATCH BASIN
	PROPOSED LIGHT POLE
	PR. TOP OF CURB ELEVATION
	PR. GUTTER ELEVATION
	PR. TOP OF WALK ELEVATION
	PR. TOP OF PWMT. ELEVATION
	FINISH GRADE ELEVATION

DRAWN BY:
J. Lawrey

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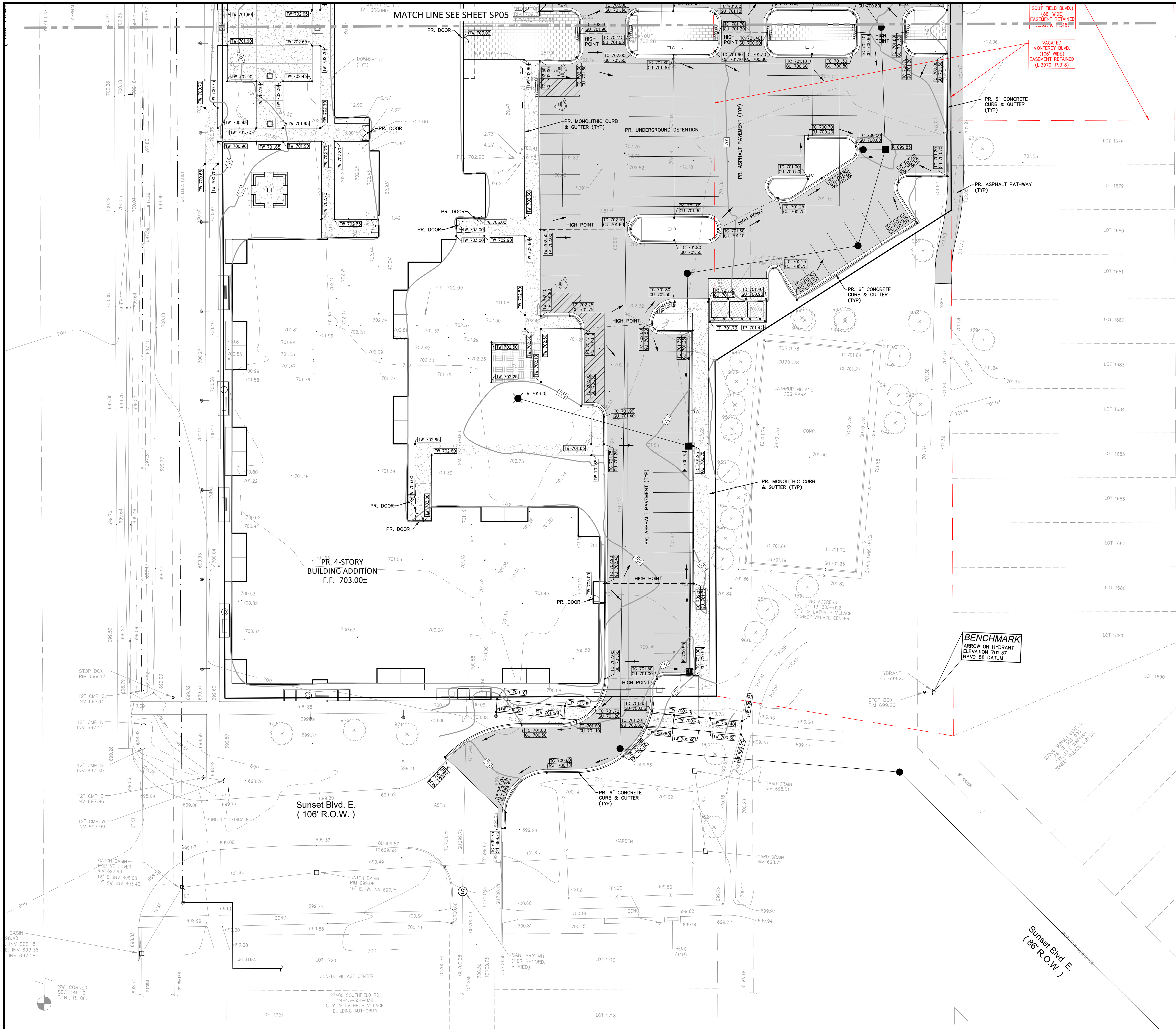
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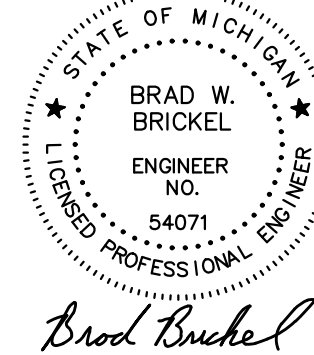
O129

SHEET NO.

SP05.1



SEAL



PROJECT
27700 Southfield Road
Lathrup Village, MI 48076

CLIENT
The Surnow Company

Contact: Sam Surnow
Phone: 248.865.3000 x 102
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T.1N., R.10E.,
City of Lathrup Village,
Oakland County, Michigan

SHEET
Notes and Details



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DRAWN BY:
J. Lawrey

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A. Eizember

APPROVED BY:
B. Brickel

DATE:
October 17, 2024

SCALE: N.T.S.

NFE JOB NO.
0129

SHEET NO.
SP06

GENERAL PAVING NOTES

PAVEMENT SHALL BE OF THE TYPE, THICKNESS AND CROSS SECTION AS INDICATED ON THE PLANS AND AS FOLLOWS:

CONCRETE: PORTLAND CEMENT TYPE IA (AIR-ENTRAINED) WITH A MINIMUM CEMENT CONTENT OF SIX SACKS PER CUBIC YARD, MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3,500 PSI AND A SLUMP OF 1 1/2 TO 3 INCHES.

ASPHALT: BASE COURSE - MDOT BITUMINOUS MIXTURE HMA, 4E ML; SURFACE COURSE - MDOT BITUMINOUS MIXTURE HMA, 5E ML; BOND COAT - MDOT SS-1H EMULSION AT 0.10 GALLON PER SQUARE YARD;

PAVEMENT BASE SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY (MODIFIED PROCTOR) PRIOR TO PLACEMENT OF PROPOSED PAVEMENT. EXISTING SUB-BASE SHALL BE PROOF-ROLLED IN THE PRESENCE OF THE ENGINEER TO DETERMINE STABILITY.

ALL CONCRETE PAVEMENT, DRIVEWAYS, CURB & GUTTER, ETC., SHALL BE SPRAY CURED WITH WHITE MEMBRANE CURING COMPOUND IMMEDIATELY FOLLOWING FINISHING OPERATION.

ALL CONCRETE PAVEMENT JOINTS SHALL BE FILLED WITH HOT POURED RUBBERIZED ASPHALT JOINT SEALING COMPOUND IMMEDIATELY AFTER SAWCUT OPERATION. FEDERAL SPECIFICATION SS-S164.

ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH THE CURRENT STANDARDS AND SPECIFICATIONS OF THE MUNICIPALITY AND THE MICHIGAN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, CURRENT EDITION.

ALL TOP OF CURB ELEVATIONS, AS SHOWN ON THE PLANS, ARE CALCULATED FOR A 6" CONCRETE CURB UNLESS OTHERWISE NOTED.

ALL SIDEWALK RAMPS, CONFORMING TO PUBLIC ACT NO. 8, 1993, SHALL BE INSTALLED AS INDICATED ON THE PLANS.

CONSTRUCTION OF A NEW OR RECONSTRUCTED DRIVE APPROACH CONNECTING TO AN EXISTING STATE OR COUNTY ROADWAY SHALL BE ALLOWED ONLY AFTER AN APPROVED PERMIT HAS BEEN SECURED FROM THE AGENCY HAVING JURISDICTION OVER SAID ROADWAY.

FOR ANY WORK WITHIN THE PUBLIC RIGHT-OF-WAY, THE CONTRACTOR SHALL PAY FOR AND SECURE ALL NECESSARY PERMITS AND LIKewise ARRANGE FOR ALL INSPECTION.

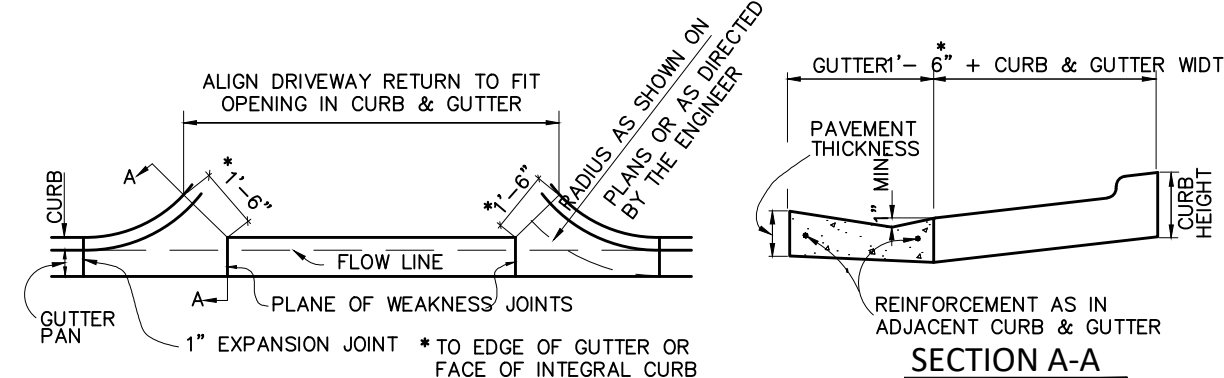
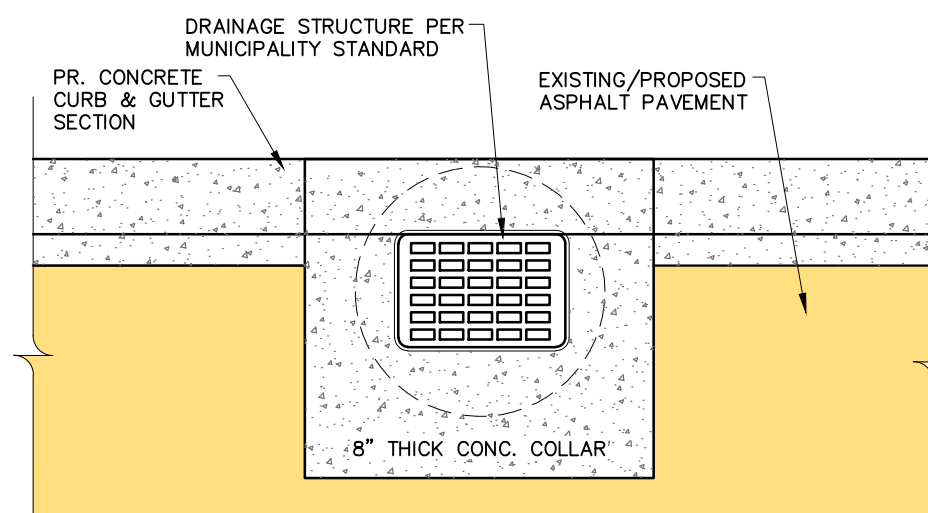
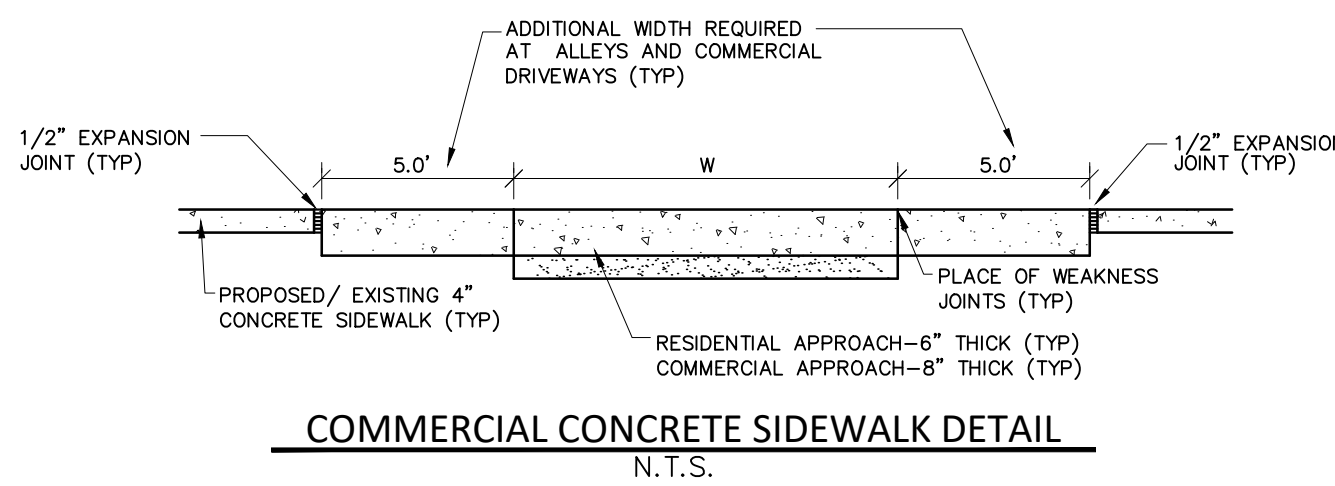
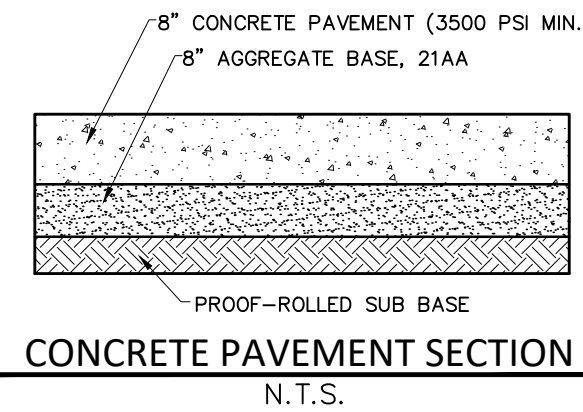
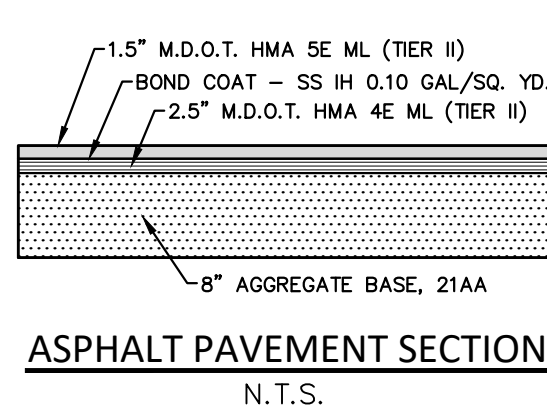
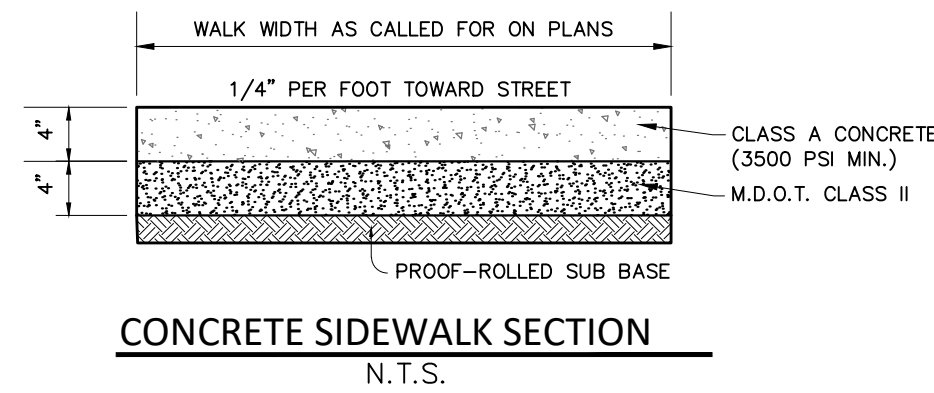
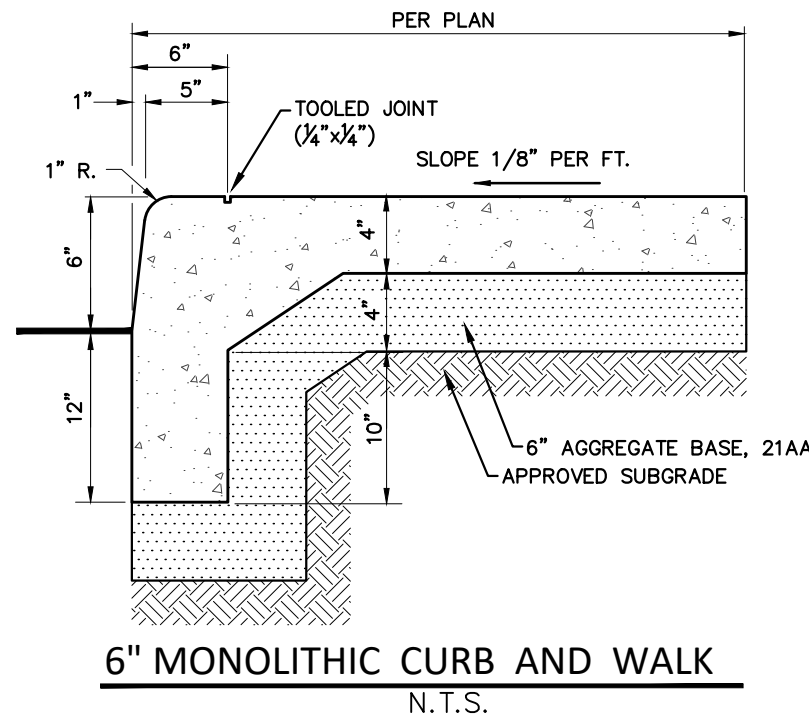
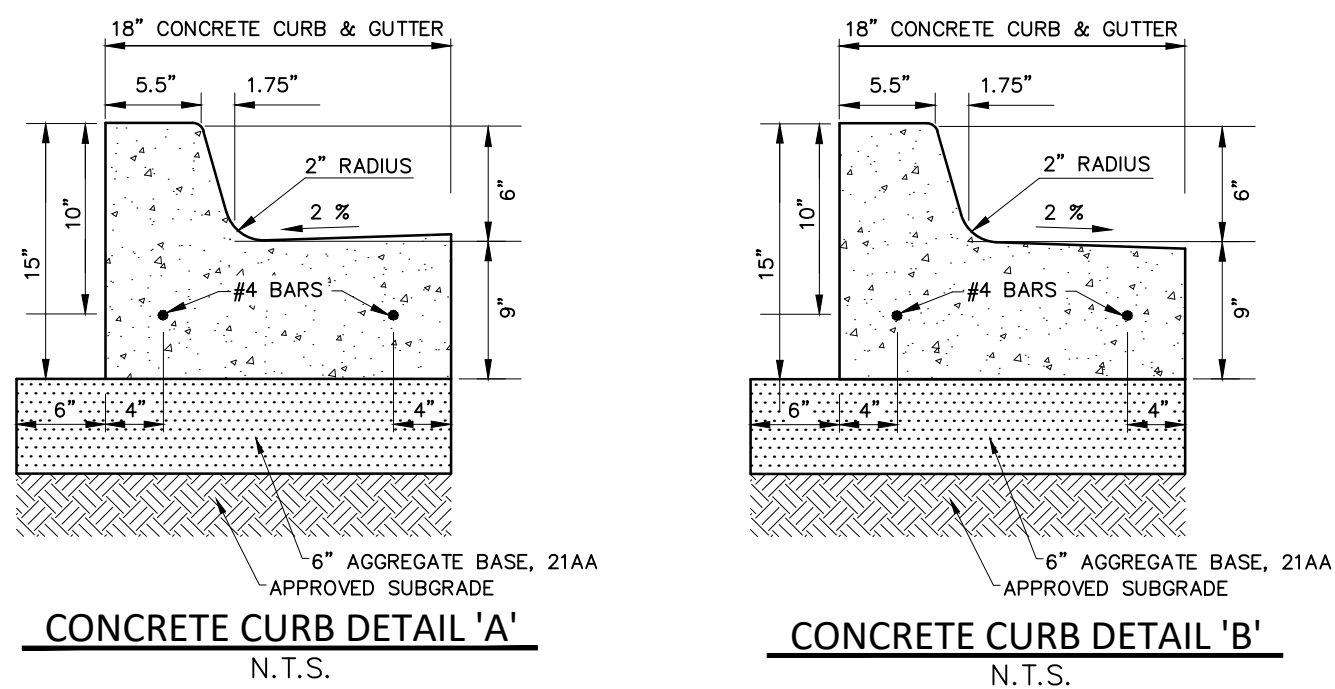
EXISTING TOPSOIL, VEGETATION AND ORGANIC MATERIALS SHALL BE STRIPPED AND REMOVED FROM PROPOSED PAVEMENT AREA PRIOR TO PLACEMENT OF BASE MATERIALS.

EXPANSION JOINTS SHOULD BE INSTALLED AT THE END OF ALL INTERSECTION RADII.

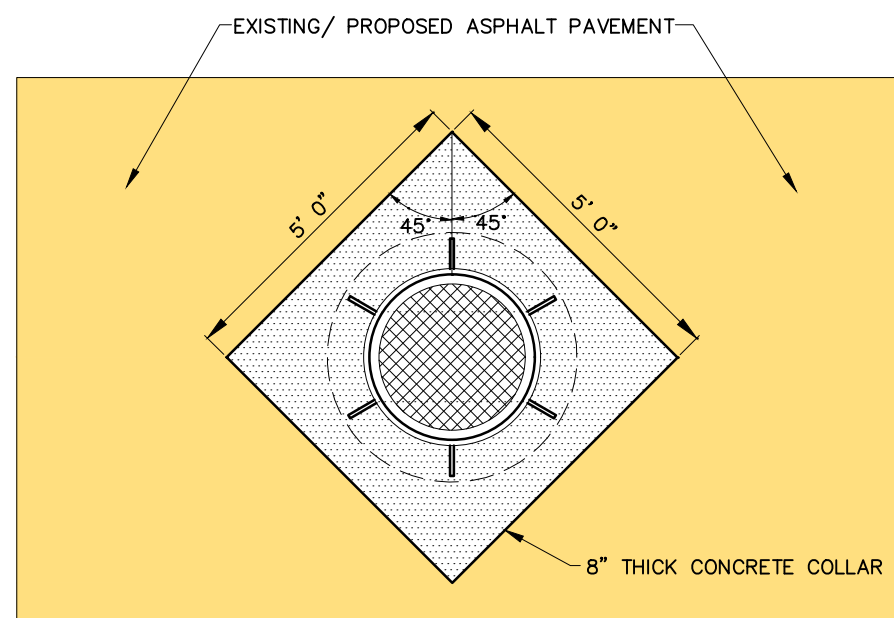
SIDEWALK RAMPS, CONFORMING TO PUBLIC ACT NO. 8, 1973, SHALL BE INSTALLED AS SHOWN AT ALL STREET INTERSECTIONS AND AT ALL BARRIER FREE PARKING AREAS AS INDICATED ON THE PLANS.

ALL PAVEMENT AREAS SHALL BE PROOF-ROLLED UNDER THE SUPERVISION OF A GEOTECHNICAL ENGINEER PRIOR TO THE PLACEMENT OF BASE MATERIALS AND PAVING MATERIALS.

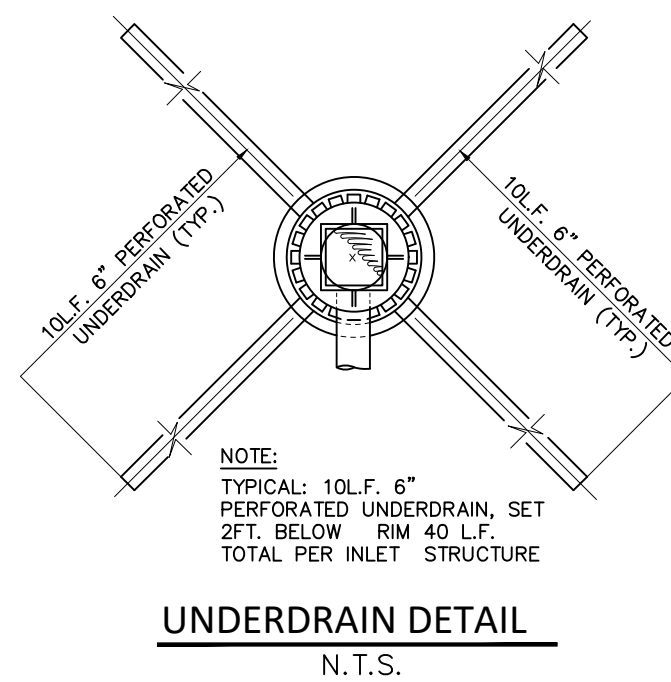
FILL AREAS SHALL BE MACHINE COMPACTED IN UNIFORM LIFTS NOT EXCEEDING 9 INCHES THICK TO 98% OF THE MAXIMUM DENSITY (MODIFIED PROCTOR) PRIOR TO PLACEMENT OF PROPOSED PAVEMENT.



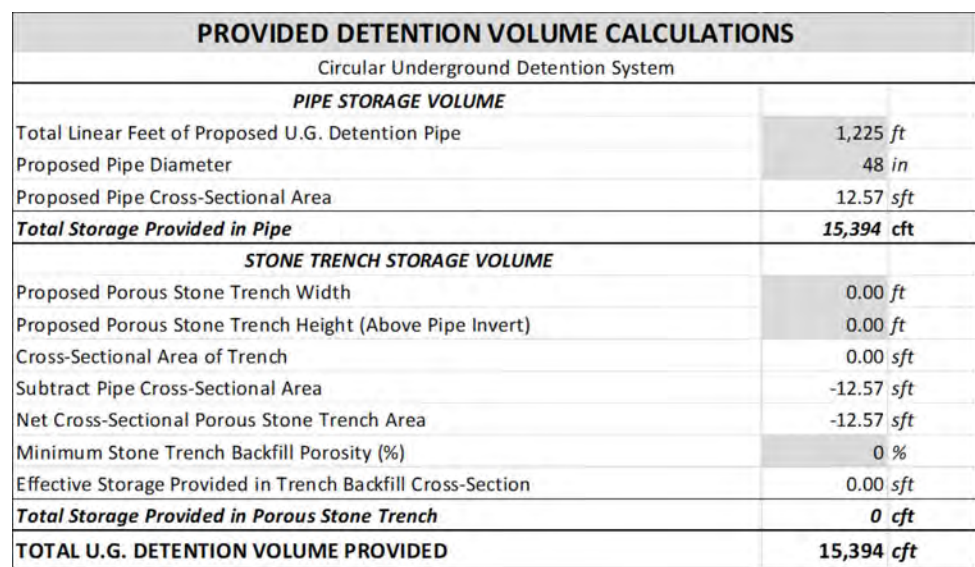
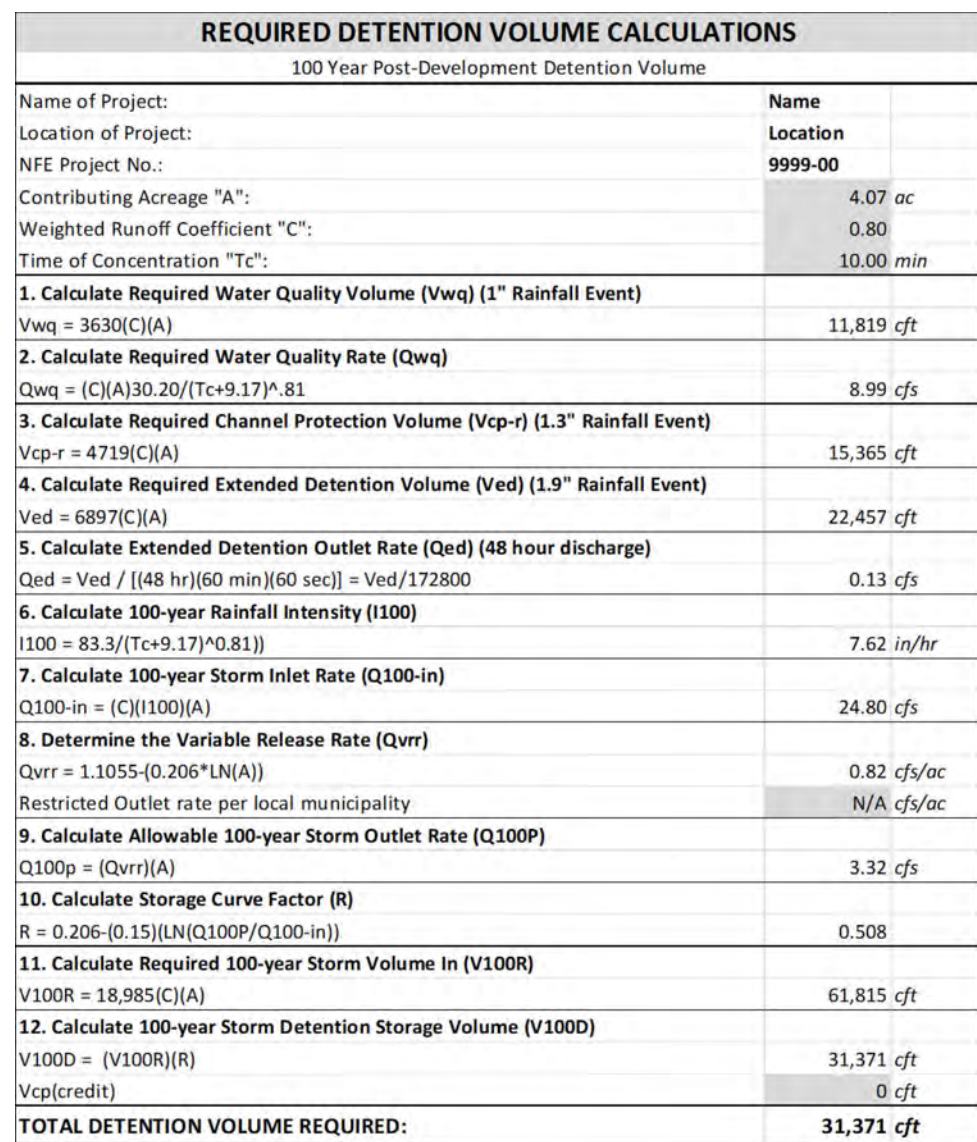
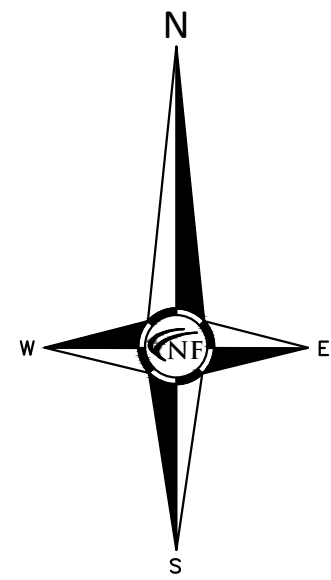
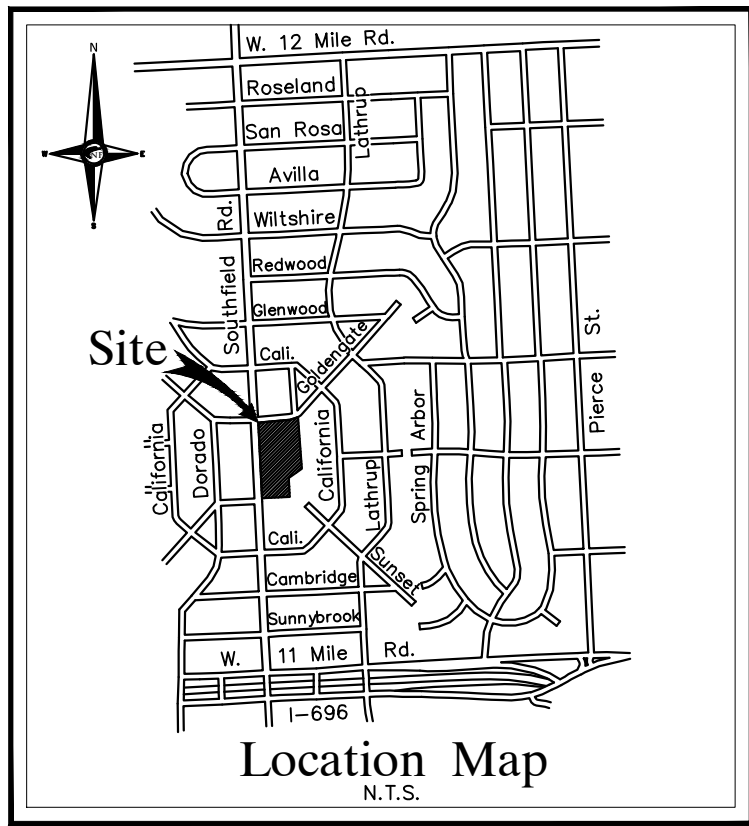
DRAINAGE STRUCTURE BOXOUT DETAIL I
N.T.S.




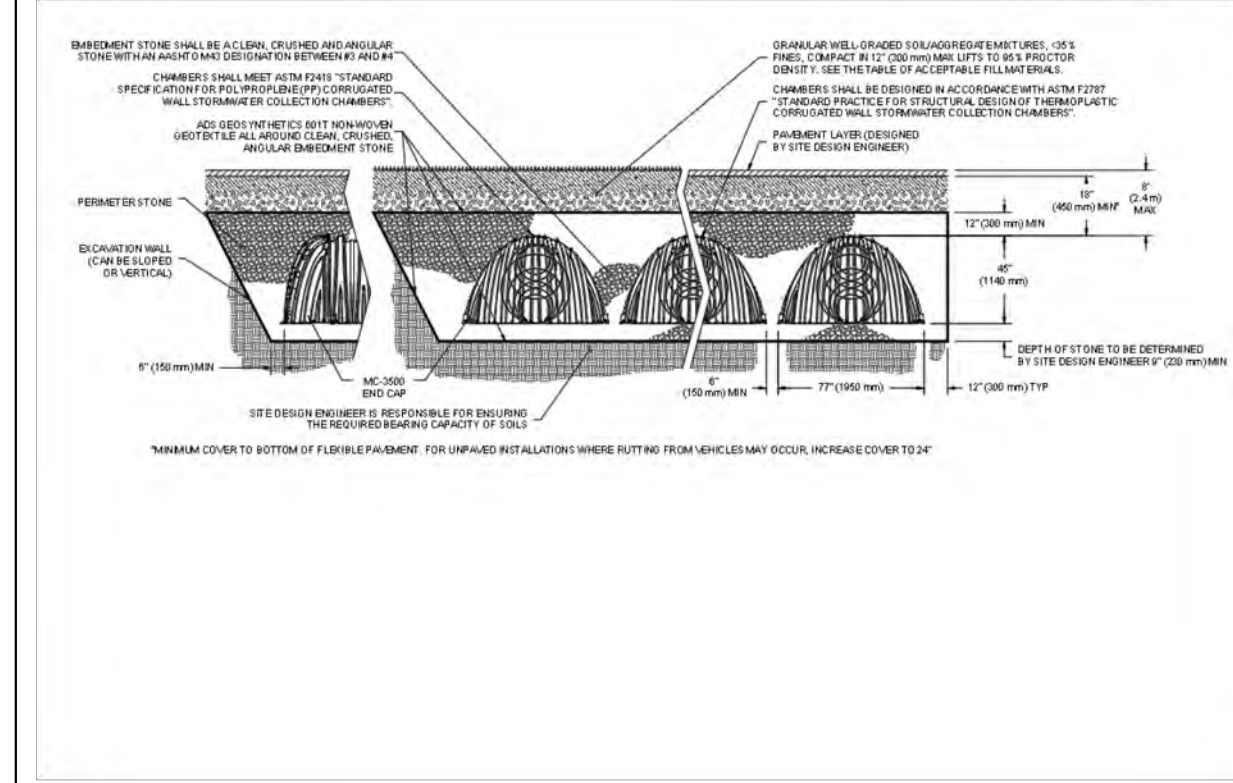
DRAINAGE STRUCTURE BOXOUT DETAIL II
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









UNDERDRAIN DETAIL
N.T.S.



			
<u>User Inputs</u>		<u>Results</u>	
Chamber Model:	MC-3500	<u>System Volume and Bed Size</u>	
Outlet Control Structure:	Yes	Installed Storage Volume:	15544.30 cubic ft.
Project Name:		Storage Volume Per Chamber:	109.90 cubic ft.
Engineer:	N/A	Number Of Chambers Required:	139
Project Location:		Number Of End Caps Required:	18
Measurement Type:	Imperial	Chamber Rows:	9
Required Storage Volume:	15500 cubic ft.	Maximum Length:	124.55 ft.
Stone Porosity:	0%	Maximum Width:	64.35 ft.
Stone Foundation Depth:	9 in.	Approx. Bed Size Required:	7776.08 square ft.
Stone Above Chambers:	12 in.	Average Cover Over Chambers:	N/A
Design Constraint Dimensions:	(70 ft. x 130 ft.)	<u>System Components</u>	
		Amount Of Stone Required:	1009 cubic yards
		Volume Of Excavation (Not Including Fill):	1585 cubic yards
		Total Non-woven Geotextile Required:	2357 square yards
		Woven Geotextile Required (excluding Isolator Row):	117 square yards
		Woven Geotextile Required (Isolator Row):	139 square yards
		Total Woven Geotextile Required:	255 square yards
		Impervious Liner Required:	0 square yards



LEGEND

	EXISTING SANITARY SEWER
	SAN. CLEAN OUT
	EXISTING WATER MAIN
	EXISTING STORM SEWER
	EX. R. Y. CATCH BASIN
	EXISTING BURIED CABLES
	OVERHEAD LINES
	LIGHT POLE
	SIGN
	EXISTING GAS MAIN
	PR. SANITARY SEWER
	PR. WATER MAIN
	PR. STORM SEWER
	PR. R. Y. CATCH BASIN
	SAND BACKFILL (95 % DENSITY)
	PROPOSED LIGHT POLE

REFER TO SHEETS SP05-SP05.1 FOR PAVING & GRADING PLANS

REFER TO SHEETS SP07 FOR PRELIMINARY UTILITY PLANS

CONTRACTOR TO EXPOSE FIBER, ELECTRIC/ TELEPHONE CONDUIT PRIOR TO COMMENCING CONSTRUCTION. UTILITY OWNER TO BE PRESENT. CONTRACTOR SHALL NOTIFY CIVIL ENGINEER OF RECORD FOLLOWING EXPOSURE TO COORDINATE.

AT LOCATION WHERE THERE ARE CROSSING WITH EXISTING UTILITIES AND THEIR DEPTHS ARE UNKNOWN, 18" VERTICAL SEPARATION WILL BE MAINTAINED WHENEVER POSSIBLE. IF THE 18" SEPARATION IS NOT OBTAINABLE, A CONCRETE ENCASEMENT WILL BE INSTALLED AT THE CROSSING.

CONTRACTOR SHALL MAINTAIN A MINIMUM OF 18" VERTICAL CLEARANCE AND A MINIMUM OF 10' HORIZONTAL SEPARATION BETWEEN UTILITIES. WHERE 10' SEPARATION CANNOT BE MAINTAINED, 18" VERTICAL CLEARANCE SHALL BE PROVIDED AND UTILITIES SHALL BE CONFINED TO SEPARATE TRINCHES.

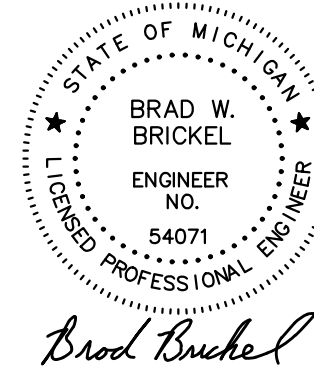
CONTRACTOR SHALL FIELD VERIFY EXACT DEPTH OF EXISTING PIPE WHERE EXISTING CROSSES PROPOSED. CONTACT ENGINEER IF CONFLICT OCCURS.

AT LOCATION WHERE WATER MAIN CROSSES STORM, SANITARY, OR OTHER UTILITIES, CONTRACTOR SHALL PLACE A FULL 20' SEGMENT OF WATER MAIN PIPE CENTERED AT THE CROSSING. CLEARANCE BETWEEN PIPE SHALL NOT BE LESS THAN 18".

LEGEND

SCALE: 1" = 40'

SEAL



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27700 Southfield Road
Lathrup Village, MI 48076

CLIENT

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PROJECT LOCATION

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T.1N., R.10E.,
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Oakland County, Michigan

SHEET

Soil Erosion Control Plan



DATE ISSUED/REVISED
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01-10-25 REVISED PER CITY REVIEW
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DRAWN BY:
J. LawreyDESIGNED BY:
A. EizemberAPPROVED BY:
B. BrickelDATE:
October 17, 2024

SCALE: 1" = 40'

40 20 0 20 40 60

NFE JOB NO.

O129

SHEET NO.

SP08

SOIL EROSION CONTROL - "SEQUENCE OF OPERATION (NEW 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 PEASTONE 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.

SOIL EROSION CONTROL

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 BERMIS MAY BE USED AS TEMPORARY STORMWATER 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 BERMIS SHALL BE STRONGLY ENCOURAGED. OTHER MEASURES MAY BE REQUIRED IF REASONABLY DETERMINED TO BE NECESSARY TO PROTECT A WATERCOURSE OR WETLAND.

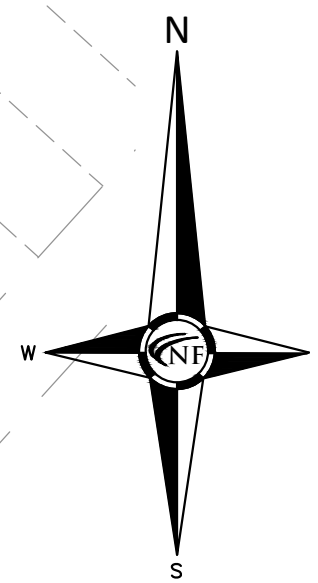
WHEN IT IS NOT POSSIBLE TO PERMANENTLY STABILIZE A DISTURBED AREA AFTER AN EARTH CHANGE HAS BEEN COMPLETED OR WHEN SIGNIFICANT EARTH CHANGE ACTIVITY CEASES, TEMPORARY SOIL EROSION CONTROL MEASURES SHALL BE INSTALLED.

PERMANENT EROSION CONTROL MEASURES FOR ALL SLOPES, CHANNELS, DITCHES, OR ANY DISTURBED LAND AREA SHALL BE COMPLETED WITHIN 15 (FIFTEEN) 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.



San Quentin Dr.
(86' R.O.W.)

CAUTION!!
2" GAS MAINBENCHMARK
ARROW ON HYDRANT
ELEVATION 703.55
NAVD 88 DATUMCAUTION!!
SUN PIPE LINEBENCHMARK
ARROW ON HYDRANT
ELEVATION 703.16
NAVD 88 DATUM

Goldengate Dr. E.
(106' R.O.W.)

INSTALL SILT SACK ON
EXISTING DRAINAGE
STRUCTURE (TYP.)

INSTALL PERIMETER SILT
FABRIC FENCING PER WRC
SP2 (TYP.)

N89°59'03"E (M) 220.00' (R&M)

PR. 4-STORY
BUILDING ADDITION
F.F. 703.00±

FIND IRON
0.44' N.

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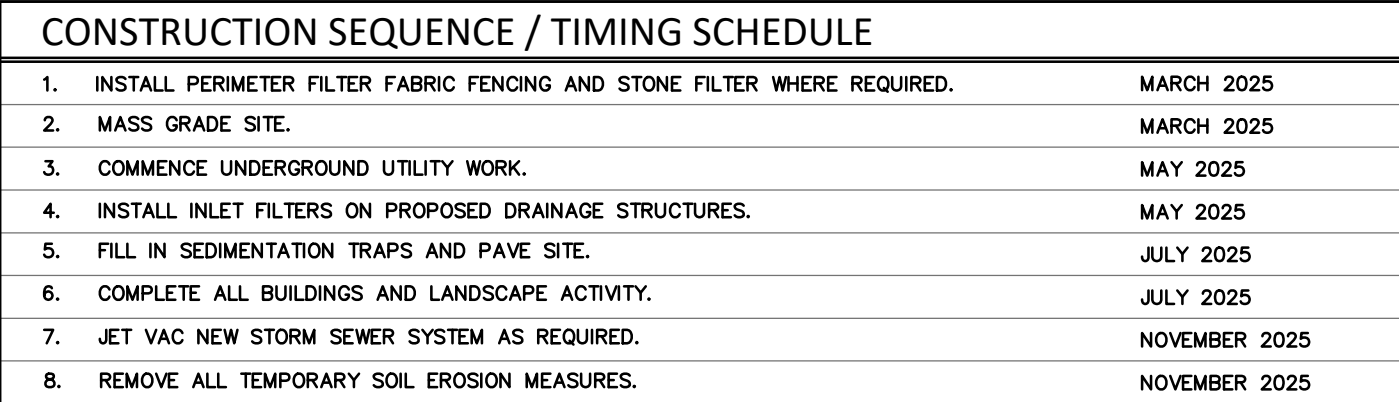
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
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692





BRAD W. BRICKEL
ENGINEER
NO. 54071
LICENSED PROFESSIONAL ENGINEER

Brad Brickel

Contact: Sam Surnow
Phone: 248.865.3000 x 102
Email: sam@surnow.com

PROJECT LOCATION
Part of the SW 1/4
of Section 13
T.1N., R.10E.,
City of Lathrup Village,
Oakland County, Michigan

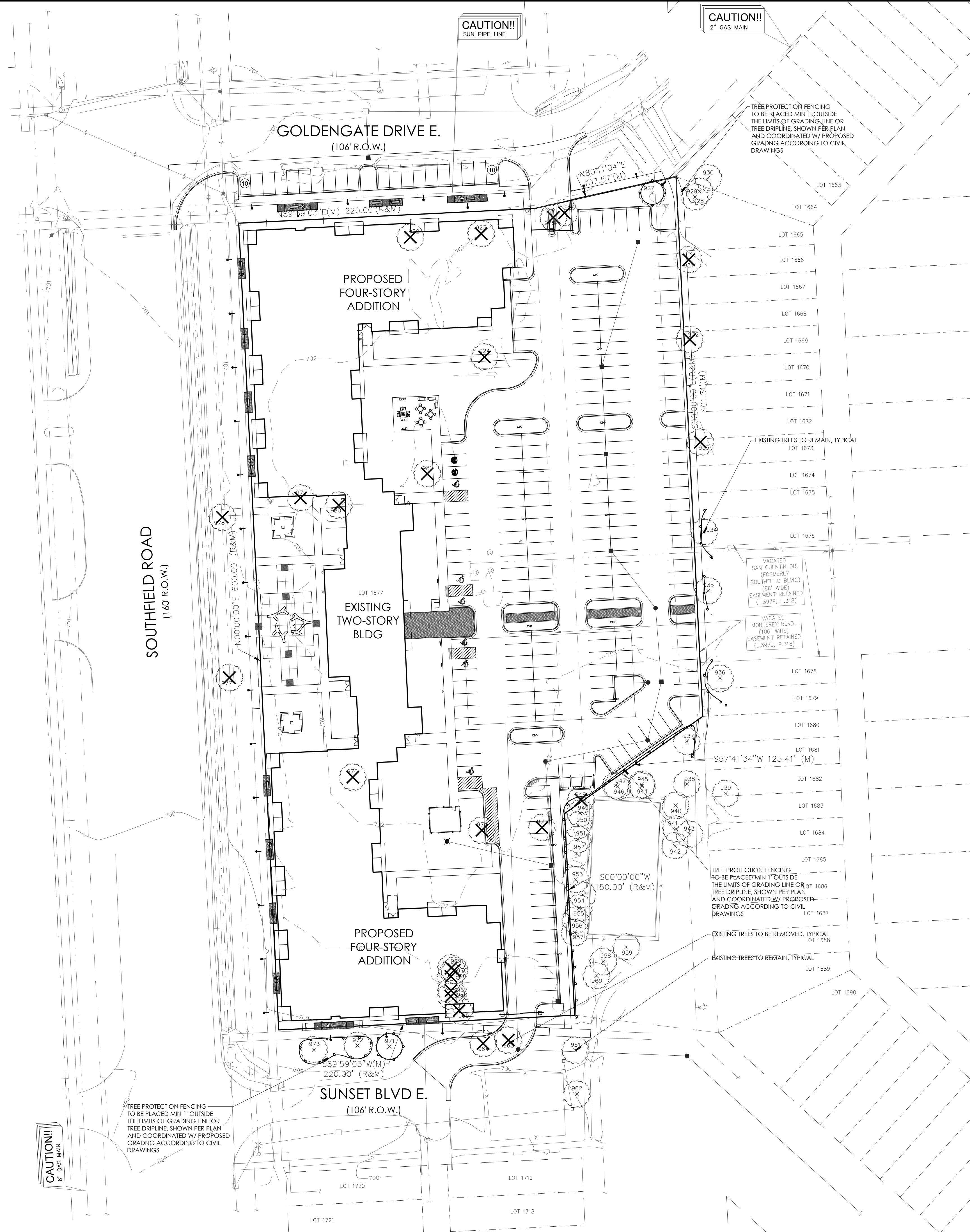
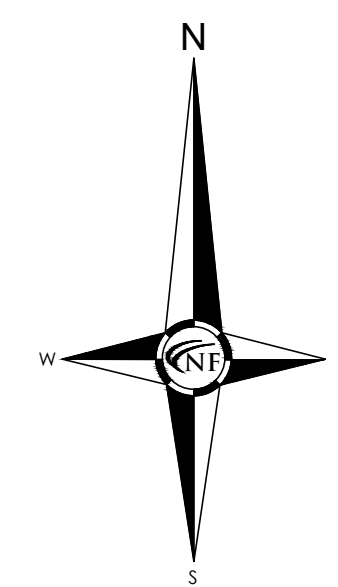
SHEET

Soil Erosion Plan



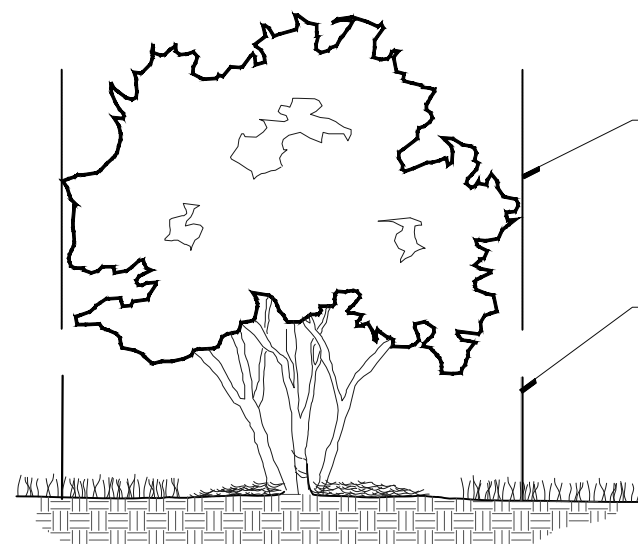
DATE	ISSUED/REVISED
10-17-24	ISSUED FOR SITE PLAN REVIEW
01-10-25	REVISED PER CITY REVIEW
03-21-25	REVISED PER CITY/CLIENT

0129 SP



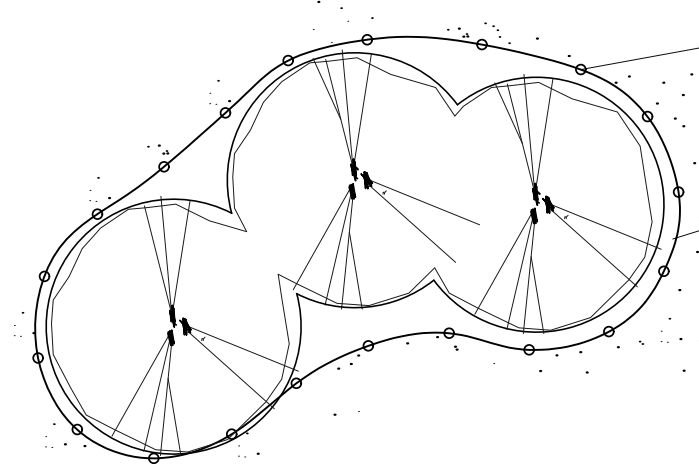
LEGEND:

- TREES TO BE REMOVED
 TREES TO REMAIN
 TREE PROTECTION FENCING



TREE PROTECTION DETAIL-SECTION

NTS



TREE PROTECTION DETAIL-PLAN

NTS

GENERAL TREE PROTECTION NOTES

- APPROVED TREE PROTECTION SHALL BE ERECTED PRIOR TO THE START OF CONSTRUCTION ACTIVITIES, AND SHALL REMAIN IN PLACE UNTIL THE IN PLACE UNTIL CONSTRUCTION IS COMPLETE.
- ALL UNDERSTORY VEGETATION WITHIN THE LIMITS OF PROTECTIVE FENCING SHALL BE PRESERVED.
- NO PERSON MAY CONDUCT ANY ACTIVITY WITHIN THE DRIP LINE OF ANY TREE DESIGNATED TO REMAIN, INCLUDING BUT NOT LIMITED TO, PLACING SOLVENTS, BUILDING MATERIALS, CONSTRUCTION EQUIPMENT, OR SOIL DEPOSITS WITHIN THE DRIP LINE.
- WHERE GROUPINGS OF TREES ARE TO REMAIN, TREE FENCING SHALL BE PLACED AT THE LIMITS OF GRADING LINE.
- DURING CONSTRUCTION, NO PERSON SHALL ATTACH ANY DEVICE OR WIRE TO ANY TREE SCHEDULED TO REMAIN.
- ALL UTILITY SERVICE REQUESTS MUST INCLUDE NOTIFICATION TO THE INSTALLER THAT PROTECTED TREES MUST BE AVOIDED. ALL TRENCHING SHALL OCCUR OUTSIDE OF THE PROTECTIVE FENCING.
- SWALES SHALL BE ROUTED TO AVOID THE AREA WITHIN THE DRIP LINES OF PROTECTED TREES.
- TREES LOCATED ON ADJACENT PROPERTIES THAT MAY BE AFFECTED BY CONSTRUCTION ACTIVITIES MUST BE PROTECTED.
- ROOT ZONES OF PROTECTED TREES SHOULD BE SURROUNDED WITH RIGIDLY STAKED FENCING.
- THE PARKING OF IDLE AND RUNNING EQUIPMENT SHALL BE PROHIBITED UNDER THE DRIP LINE OF PROTECTED TREES.
- THE STRIPPING OF TOPSOIL FROM AROUND PROTECTED TREES SHALL BE PROHIBITED.
- ALL TREES TO BE REMOVED SHALL BE CUT AWAY FROM TREES TO REMAIN.
- THE GRUBBING OF UNDERSTORY VEGETATION WITHIN CONSTRUCTION AREAS SHOULD BE CLEARED BY CUTTING VEGETATION AT THE GROUND WITH A CHAIN SAW OR MINIMALLY WITH A HYDRO-JACK.
- THE CONTRACTOR IS RESPONSIBLE FOR THE REPLACEMENT PER ORDINANCE GUIDELINES, FOR THE DAMAGE OR REMOVAL OF ANY TREE DESIGNATED TO REMAIN.
- TREES TO BE REMOVED SHALL BE FIELD VERIFIED, EVALUATED AND FLAGGED FOR REMOVAL BY THE LANDSCAPE ARCHITECT OR FORESTER, ONLY AS DIRECTED BY THE OWNER OR OWNERS REPRESENTATIVE.

TREE PRESERVATION SUMMARY:

TOTAL NUMBER OF TREES SURVEYED:	60
TOTAL TREES TO BE REMOVED:	25 (41%)
TOTAL NUMBER OF TREES TO REMAIN:	35 (59%)

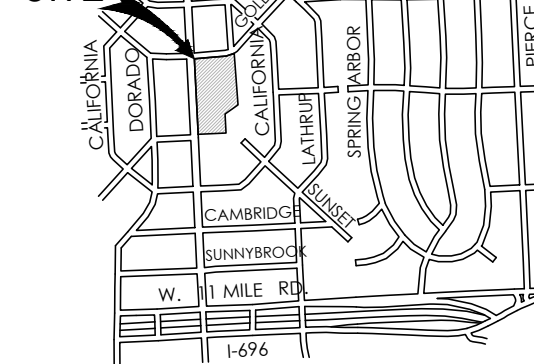
- 5/8" X 6/8" RE-ROD, OR
 EQUAL, SUPPORT POSTS
 EVERY 10' O.C.
 INSTALL POSTS A MIN. 24"
 INTO GROUND, TYPICAL

 4' HIGH FENCING, AS SPECIFIED,
 TO BE PLACED 1' OUTSIDE THE DRIP
 LINE OR LIMITS OF GRADING, AS
 INDICATED ON PLAN, TYPICAL

 NOTE:
 FENCING TO BE 4' HIGH ORANGE
 SNOW FENCE, OR APPROVED EQUAL

 PROTECTION FENCING TO BE
 MAINTAINED THROUGHOUT THE
 CONSTRUCTION PERIOD

SITE



PROPOSED BUILDING ADDITION FOR:

27700 SOUTHFIELD ROAD, LATHRUP VILLAGE

CONDITIONS OF WORK

CONSTRUCTION COORDINATION:

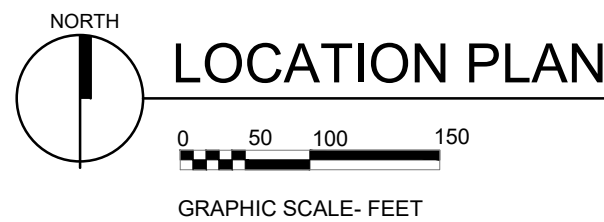
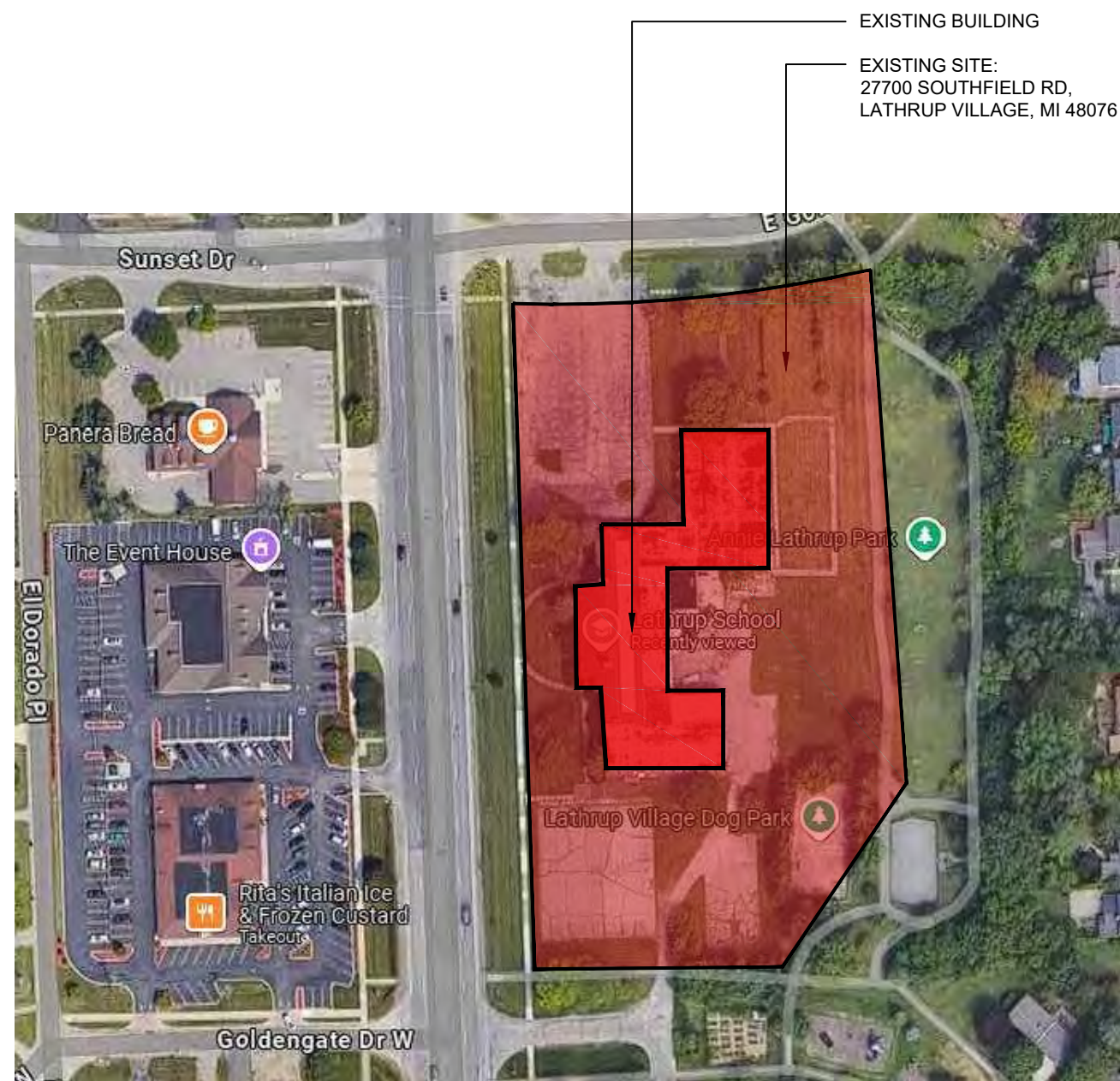
1. ALL CONTRACTORS SHALL REVIEW ALL DRAWINGS & ARE RESPONSIBLE FOR A COMPLETE REVIEW & SITE VISIT. ITEMS AFFECTING ALL TRADES ARE PLACED THROUGHOUT SET & NO "EXTRAS" FOR MISSED ITEMS IN OTHER SECTIONS WILL BE PERMITTED. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY ARCHITECT OF ANY AMBIGUITY, INCONSISTENCY OR ERRORS WHICH THEY DISCOVER UPON EXAMINATION OF DOCUMENTS, THE SITE OR LOCAL CONDITIONS.
2. ANY CONTRACTOR OR SUBCONTRACTOR BY SUBMITTING A BID WARRANTS THAT HE HAS VISITED THE SITE AND IS AWARE OF ANY AND ALL SITE CONDITIONS AFFECTING HIS BID.
3. THE CONTRACTOR BY COMMENCING WORK ACCEPTS THE CONDITIONS OF THE SITE & THE COMPLETENESS OF CONTRACT DOCUMENTS.
4. FIELD VERIFY ALL DIMENSIONS AND REPORT ANY DISCREPANCIES IMMEDIATELY TO THE ARCHITECT. DO NOT SCALE DRAWINGS USE FIGURED DIMENSIONS ONLY.
5. ANY MATERIAL OR LABOR NEITHER SHOWN ON THE DRAWINGS NOR SPECIFIED, BUT WHICH IS OBVIOUSLY NECESSARY TO COMPLETE THE WORK IN A WORKMANLIKE MANNER SHALL BE FURNISHED WITHOUT COST TO THE OWNER.
6. ALL MATERIALS FURNISHED AND INSTALLED BY THE GENERAL CONTRACTOR SHALL BE FREE FROM DEFECTS. ALL WORK SHALL BE GUARANTEED FOR A PERIOD OF (1) YEAR FROM DATE OF ACCEPTANCE OF WORK. DURING THIS PERIOD THE GENERAL CONTRACTOR SHALL CORRECT ANY PROBLEMS DUE TO DEFECTIVE MATERIALS OR FAULTY WORKMANSHIP AT NO COST TO THE OWNER. ANY PROBLEM THAT OCCURS DURING CONSTRUCTION SHALL IMMEDIATELY BE CORRECTED TO THE SATISFACTION OF THE OWNER.
7. NO SUBSTITUTIONS OF SPECIFIED MATERIAL OR EQUIPMENT WILL BE ACCEPTED UNLESS WRITTEN REQUEST FOR APPROVAL HAS BEEN RECEIVED BY THE ARCHITECT AND CONTRACTOR HAS RECEIVED WRITTEN APPROVAL FROM ARCHITECT.
8. DURING AND AT THE COMPLETION OF THE CONTRACTOR'S DAILY WORK, CONTRACTOR IS RESPONSIBLE FOR THE CLEANING UP AND REMOVAL OF ALL RUBBISH AND DEBRIS BEFORE LEAVING THE PROJECT JOB SITE.

PERMITS & SAFETY:

1. GENERAL CONTRACTOR SHALL APPLY & SUBMIT FOR BUILDING PERMIT.
2. GENERAL CONTRACTOR SHALL OBTAIN "ALL RISK" INSURANCE AND ALL CUSTOMARY STATUTORY INSURANCE FOR COMPREHENSIVE GENERAL LIABILITY, ETC. AS REQUIRED BY OWNER/LANDLORD.
3. GENERAL CONTRACTOR SHALL PROVIDE ADEQUATE PROTECTION OF WORK, MATERIALS, FIXTURES, ETC. IN LEASED SPACE FROM LOSS OR DAMAGE FROM FIRE, THEFT OR VANDALISM.
4. ALL WORK SHALL BE DONE IN COMPLIANCE WITH THE OCCUPATIONAL SAFETY AND HEALTH ACT (OSHA). THE FOLLOWING ARE STRICTLY PROHIBITED WORK PRACTICES.
- A. ANY COMBUSTIBLE MATERIALS ABOVE FINISHED CEILING OR IN ANY NON-SPRINKLED LOCATIONS.
- B. IMPOSING ANY STRUCTURAL LOAD, TEMPORARY OR PERMANENT ON ANY PART OF THE LANDLORD'S WORK OR STRUCTURE WITHOUT PRIOR WRITTEN APPROVAL.
- C. CUTTING ANY HOLES IN LANDLORD'S EXISTING FLOOR SLABS, WALLS OR ROOF WITHOUT PROPER APPROVAL'S PROPER APPROVALS FROM LANDLORD. BEFORE STARTING ANY UNDERSLAB WORK CONTRACTORS MUST CHECK WITH THE LANDLORD OR SUPERINTENDENT OF THE LANDLORD'S GENERAL CONTRACTOR TO DETERMINE IF ANY COMMON UTILITY OR OTHER TENANT UTILITY LINES EXIST WITHIN THE SPACE.

CODE COMPLIANCE:

1. WORK INDICATED IS TO BE EXECUTED IN ACCORDANCE WITH THE LATEST EDITIONS OF ALL APPLICABLE CODES.
2. FIRE EXTINGUISHERS SHALL BE PROVIDED BY G.C. AND INSTALLED PER THE FIRE MARSHALL'S INSTRUCTIONS.
3. ALL WALL FINISHES TO MEET CLASS III FLAME SPREAD RATINGS IN ACCORDANCE WITH MBC-2015 CHAPTER 8.
4. INTERIOR FINISHES IN EXIT ACCESS CORRIDORS, OTHER EXIT WAYS, ROOMS, AND ENCLOSED SPACES IN USE GROUPS "B" AND "S" IN SPRINKLED BUILDINGS ARE REQUIRED TO HAVE AT LEAST A CLASS C: FLAME SPREAD 76-200; SMOKE DEVELOPED 0-450; RATING AS LISTED IN THE 2015 MICHIGAN BUILDING CODE.
5. SAFETY GLAZING MUST HAVE PERMANENT IDENTIFICATION IN ACCORDANCE WITH THE 2015 MICHIGAN BUILDING CODE.
6. ALL REQUIREMENTS OF THE MICHIGAN BARRIER FREE ACT & THE AMERICAN'S WITH DISABILITIES ACT SHALL BE MAINTAINED TO COMPLY WITH ICC/A117.1-2009.
7. ALL OFFICE FURNITURE & EQUIPMENT TO BE PROVIDED BY TENANT. SHOWN FOR LAYOUT PURPOSES ONLY. TO COMPLY WITH ADA-ICC/A117.1-2009 (TYP.) REQUIREMENTS, A MINIMUM OF 5%, BUT NOT LESS THAN (1) OF THE LUNCHROOM TABLES AND EMPLOYEE WORKSTATIONS (CUBICLES) SHALL BE ACCESSIBLE. ACCESSIBLE TABLE AND WORKSTATION TOPS SHALL BE 28" MIN. TO 34" MAX. A.F.F. KNEE AND TOE CLEARANCES AS FOLLOWS SHALL ALSO APPLY- TOE: 4" MIN. HIGH, 17" MIN. TO 25" MAX. DEPTH, AND 30" MIN. WIDE. KNEE: 27" MIN. HIGH, 11" DEEP @ 9" HIGH TO 8" DEEP @ 27" HIGH, AND 30" MIN. WIDE.
8. ALL ENTRANCE AND EXIT DOORS SHALL HAVE BARRIER FREE ACCESSIBILITY TO COMPLY WITH ICC/A117.1-2009.
9. TO COMPLY WITH ADA - ICC/A117.1-2009 (TYP.) REQUIREMENTS, CHANGES IN LEVEL GREATER THAN 1/2" SHALL BE RAMPED AND CHANGES IN LEVEL BETWEEN 1/4" AND 1/2" SHALL BE BEVELED A MAXIMUM OF 1:2.
10. ALL LUNCHROOM APPLIANCES TO BE PROVIDED BY TENANT. TO COMPLY WITH ADA-ICC/A117.1-2009 (TYP.) REQUIREMENTS, DISHWASHERS MUST FIT UNDER A 34" HIGH (32 1/4" CLEAR UNDER) COUNTERTOP. THE REFRIGERATOR MUST BE A SIDE-BY-SIDE OR BOTTOM FREEZER UNIT, AND ALL MICROWAVE CONTROLS TO BE NO HIGHER THAN 46" A.F.F. TO MEET OBSTRUCTED HIGH SIDE REACH REQUIREMENTS.
11. SIGNAGE INDICATING ACCESSIBILITY PROVISIONS SHALL BE PROVIDED AT EACH DOOR TO AN EXIT DISCHARGE. A TACTILE SIGN STATING EXIT AND COMPLYING WITH ICC/ANSI A117.1-2009 SHALL BE PLACED ADJACENT TO THE DOOR. PLEASE REFER TO SHEET A. 601 FOR ADDITIONAL INFORMATION AND LOCATION.



PROJECT ADDRESS

27700 Southfield Road
Lathrup Village, Michigan 48076

Zoned: VC Village Center

APPLICANT INFORMATION

Akiva Investments LLC
320 Martin St, Suite 100
Birmingham, MI 48009
e. Sam@Surnow.com
p. 248.877.4000

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SP.102	SITE DETAILS
A.101	FIRST AND SECOND FLOOR PLANS
A.102	THIRD AND FOURTH FLOOR PLANS
A.103	ENLARGED COMMON AREA FLOOR PLANS
A.201	EXTERIOR ELEVATIONS
A.202	EXTERIOR ELEVATIONS
A.203	EXTERIOR ELEVATIONS
A.300	SITE RENDERING
A.301	EXTERIOR RENDERINGS
A.302	EXTERIOR RENDERINGS
A.303	EXTERIOR RENDERINGS
A.304	INTERIOR RENDERINGS
A.305	INTERIOR RENDERINGS
L.201	SITE PHOTOMETRIC STUDY
L.202	SITE LIGHTING FIXTURES

BIDDISON
ARCHITECTURE

320 MARTIN ST. LL 10 BIRMINGHAM MI 48009
248.554.9500

Consultants

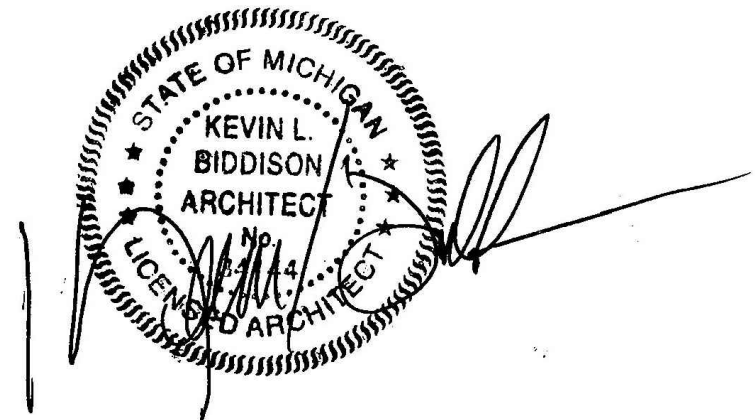
Project data

GOVERNING CODES: 2015 MICHIGAN BUILDING CODE
2021 MICHIGAN PLUMBING CODE
2021 MICHIGAN MECHANICAL CODE
2015 MICHIGAN REHABILITATION CODE
2015 INTERNATIONAL FUEL GAS CODE
MICHIGAN ELECTRICAL CODE, 2017 N.E.C.
W/PART 8 STATE AMENDMENTS
ICC/ANSI A117.1-2015 AND MICHIGAN
BARRIER FREE DESIGN LAW OF PUBLIC
ACT 1 OF 1966 AS AMENDED.
MICHIGAN UNIFORM ENERGY CODE RULES
PART 10 WITH ANSI/ASHRAE/IESNA
STANDARD 90.1-2015
2015 INTERNATIONAL FIRE CODE
NFPA 13 - 2010
NFPA 72 - 2010

BUILDING USE GROUP(S): RESIDENTIAL

Issued for

SITE PLAN REVIEW 10.18.24
REVISED PER CITY REVIEW 01.10.25
REVISED PER CITY REVIEW 03.31.25

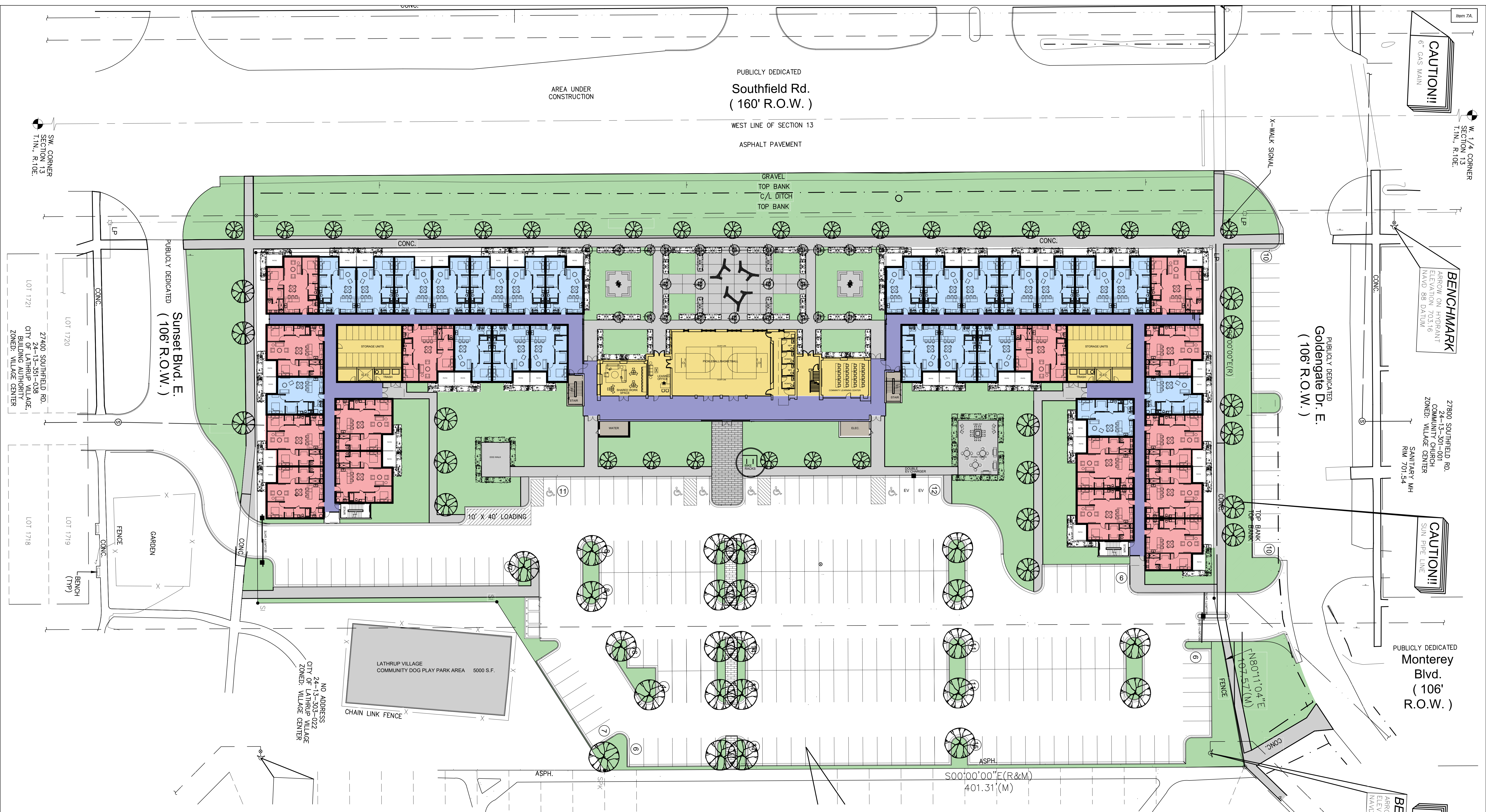


Project no.

2118-24

Sheet no.

T.101



BUILDING AREAS PER FLOOR	
FIRST FLOOR AREA	54,312 s.f. TOTAL
SECOND FLOOR AREA	51,236 s.f. TOTAL
THIRD FLOOR AREA	43,358 s.f. TOTAL
FOURTH FLOOR AREA	41,168 s.f. TOTAL
TOTAL BUILDING AREA	190,074 s.f. TOTAL

UNIT COUNT PER FLOOR						
UNIT TYPE	FLOOR 1	FLOOR 2	FLOOR 3	FLOOR 4	TOTAL	
1 BEDROOM	23	23	22	15		83
2 BEDROOM	15	15	15	17		62
				TOTAL		145

FIRST FLOOR/SITE PLAN

PARKING ON SITE: 198 SPACES + 20 SPACES NORTH OFFSITE

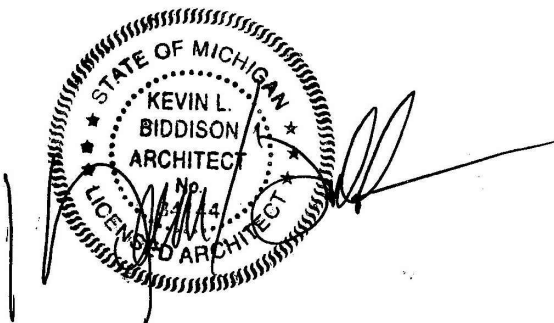
TOTAL PARKING TO MEET CITY REQMTS.: 1.5 PER UNIT= 218 SPACES

PROPOSED BUILDING ADDITION FOR:
**27700 Southfield Rd,
Lathrup Village**

27700 Southfield Road
Lathrup Village, MI 48076

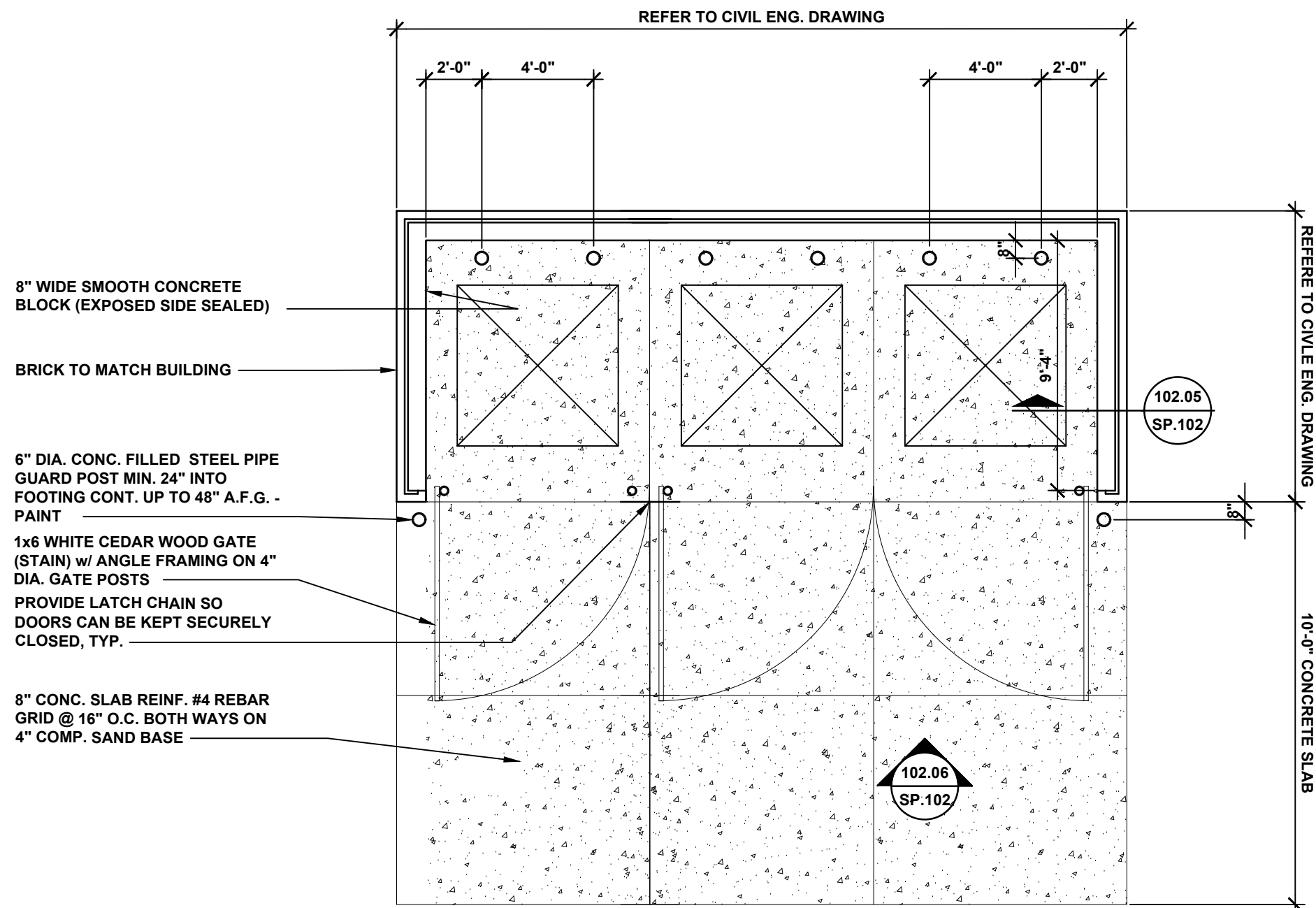
SITE PLAN REVIEW 10.18.24
REVISED PER CITY REVIEW 01.10.25
REVISED PER CITY REVIEW 03.31.25

SITE DETAILS



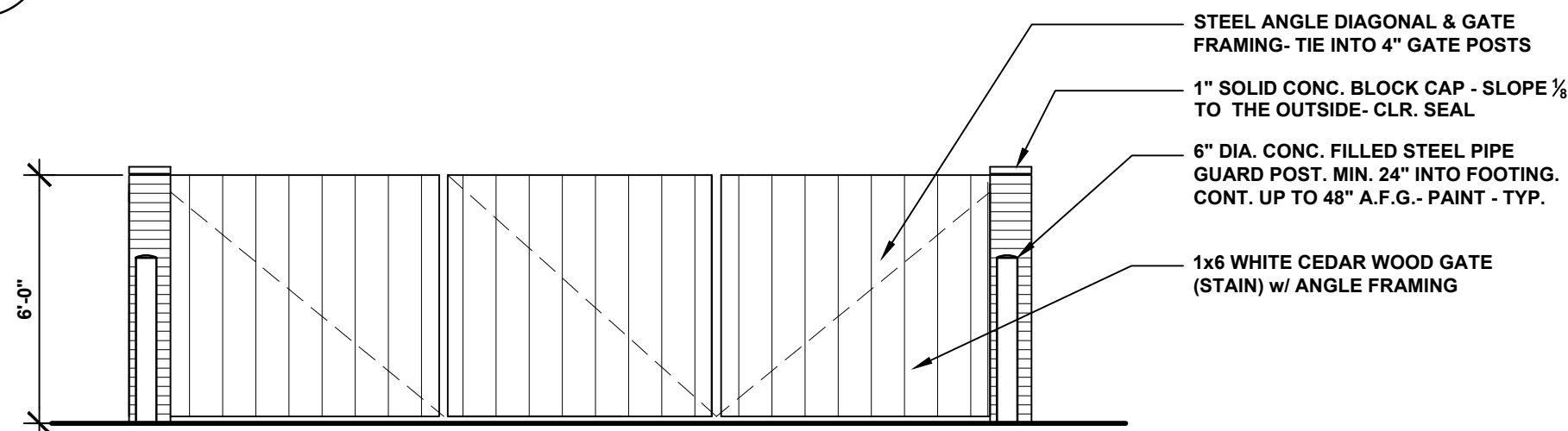
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SP.102



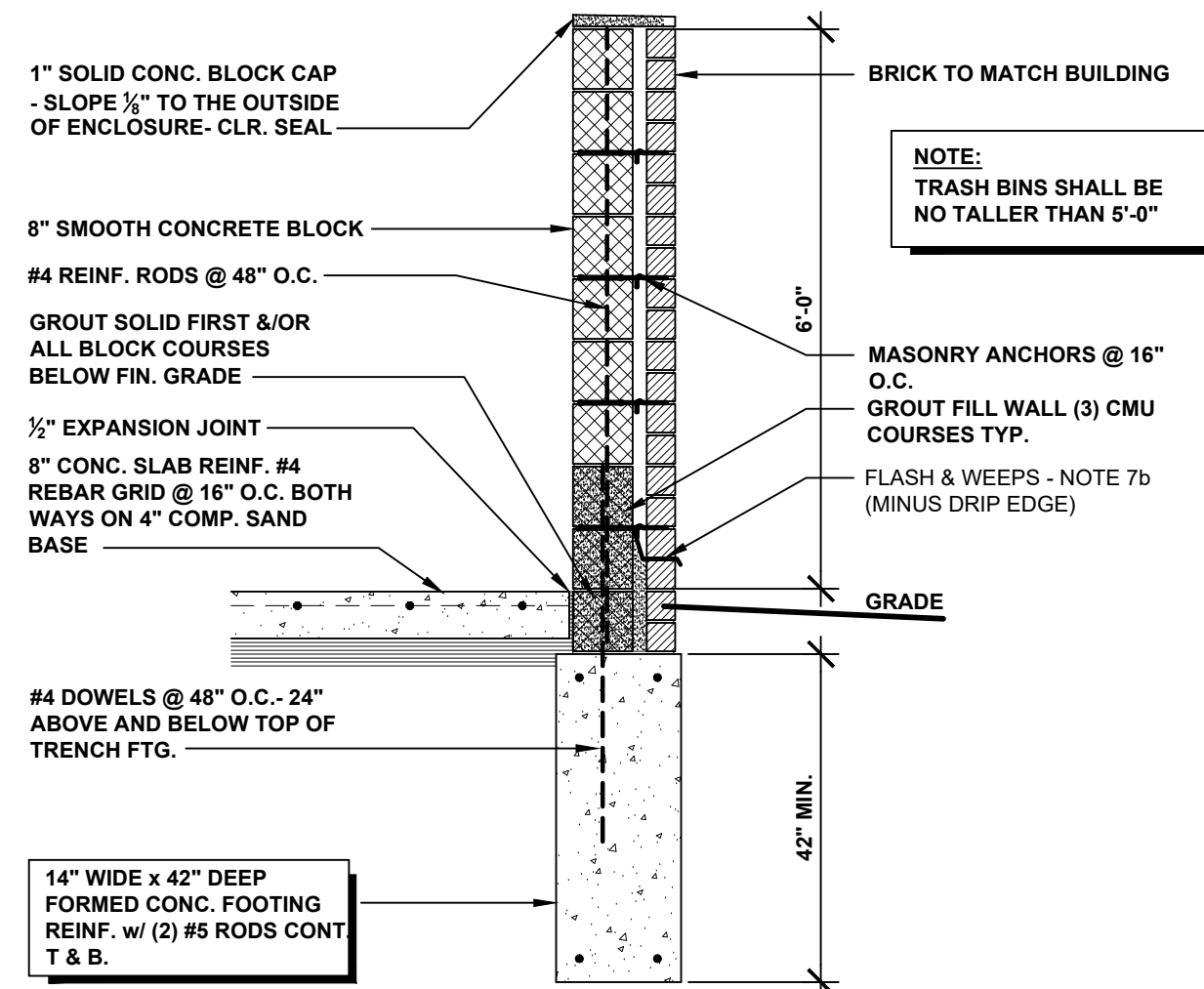
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SP.102
NOT TO SCALE

TRASH ENCLOSURE PLAN



102.06
SP.102
NOT TO SCALE

TRASH ENCLOSURE ELEVATION



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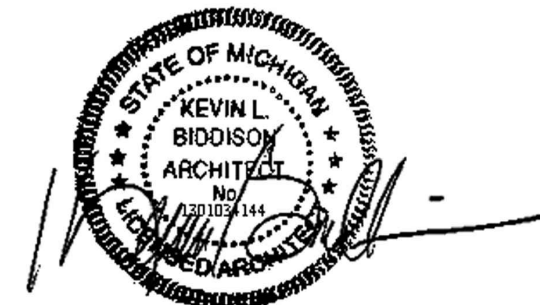
ENCLOSURE WALL SECTION

PROPOSED BUILDING ADDITION FOR:
**27700 Southfield Rd,
Lathrup Village**

27700 Southfield Road
Lathrup Village, MI 48076

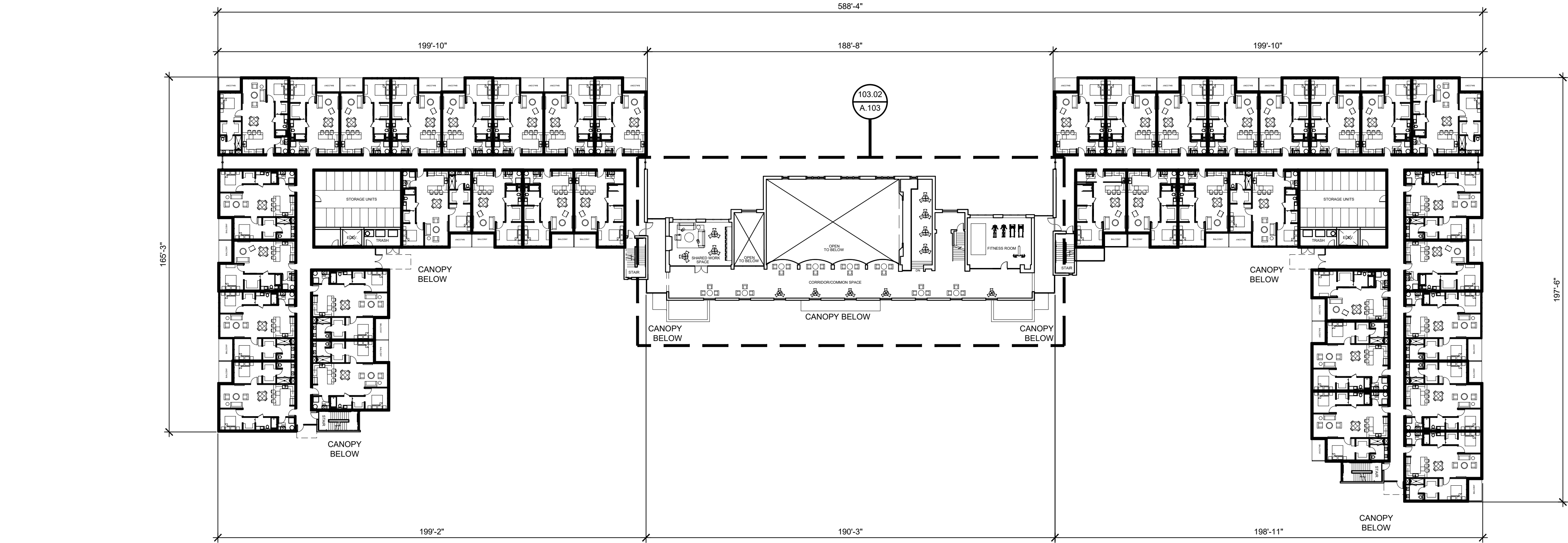
SITE PLAN REVIEW 10.18.24
REVISED PER CITY REVIEW 01.10.25
PLANNING COMMISSION 03.31.25

**FIRST AND SECOND
FLOOR PLANS**

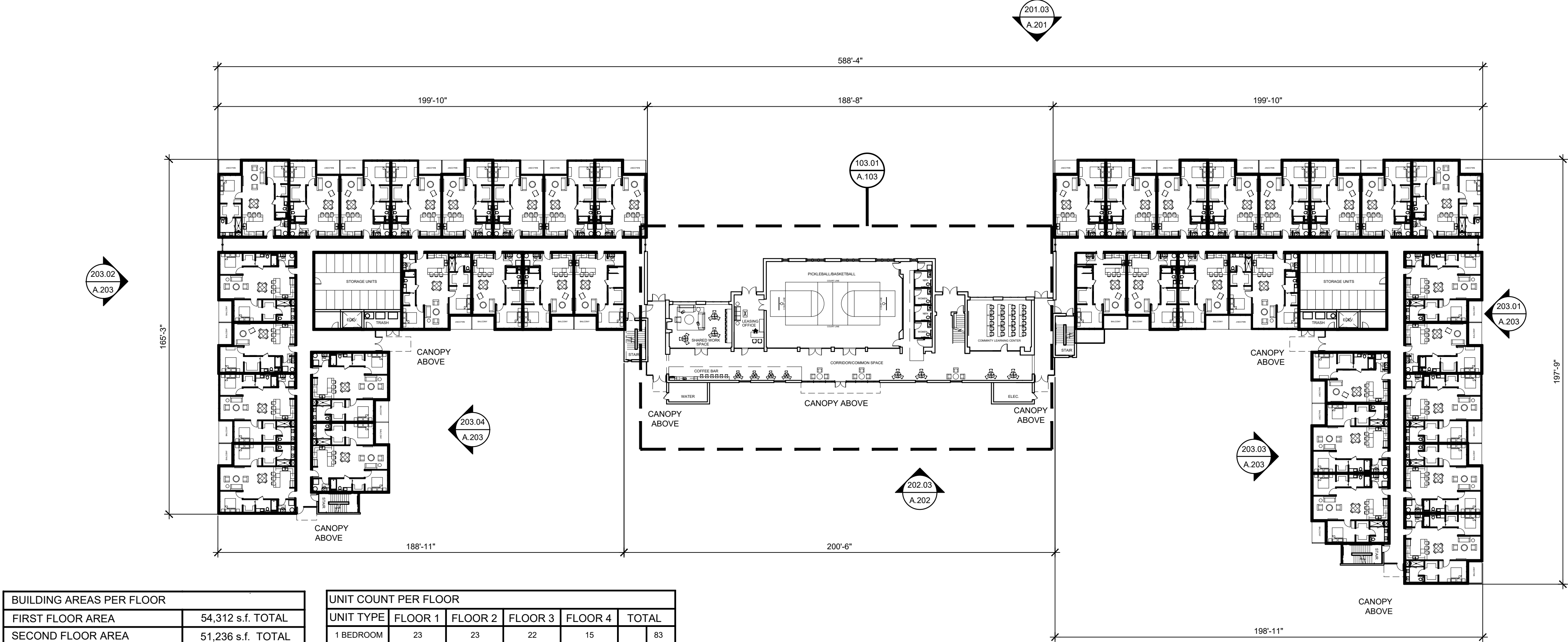


2118-24

A.101



SECOND FLOOR PLAN
SCALE: 1/32"=1'-0"



BUILDING AREAS PER FLOOR	
FIRST FLOOR AREA	54,312 s.f. TOTAL
SECOND FLOOR AREA	51,236 s.f. TOTAL
THIRD FLOOR AREA	43,358 s.f. TOTAL
FOURTH FLOOR AREA	41,168 s.f. TOTAL
TOTAL BUILDING AREA	190,074 s.f. TOTAL

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UNIT TYPE	FLOOR 1	FLOOR 2	FLOOR 3	FLOOR 4	TOTAL
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				TOTAL	145

FIRST FLOOR/SITE PLAN
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TOTAL PARKING TO MEET CITY REQMTS.: 1.5 PER UNIT= 218 SPACES

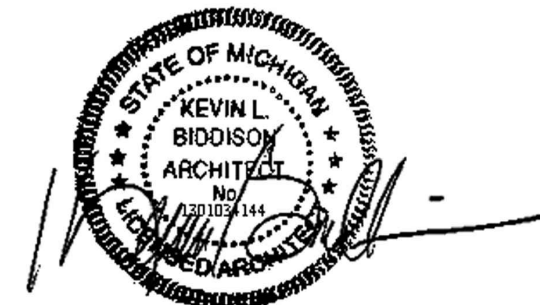
FIRST FLOOR PLAN
SCALE: 1/32"=1'-0"

PROPOSED BUILDING ADDITION FOR:
**27700 Southfield Rd,
Lathrup Village**

27700 Southfield Road
Lathrup Village, MI 48076

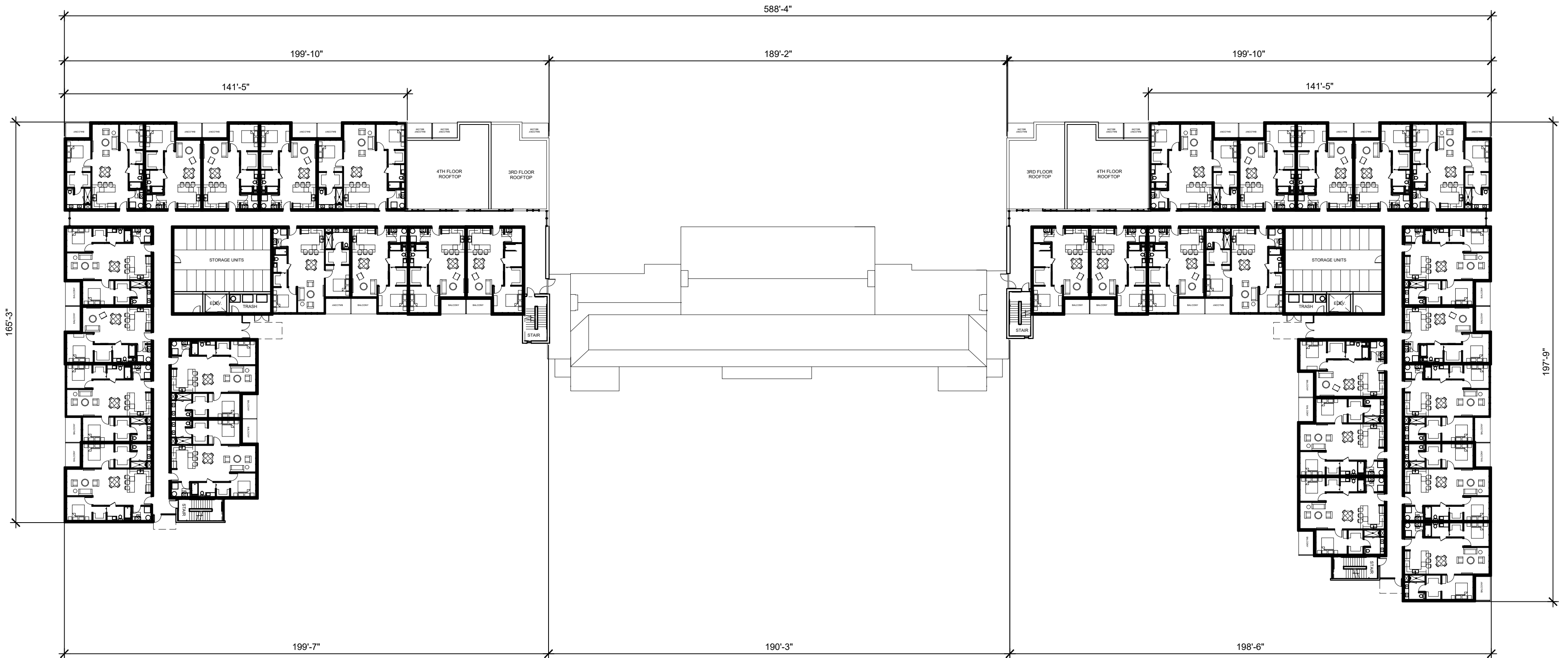
SITE PLAN REVIEW 10.18.24
REVISED PER CITY REVIEW 01.10.25
PLANNING COMMISSION 03.31.25

**THIRD AND FOURTH
FLOOR PLANS**

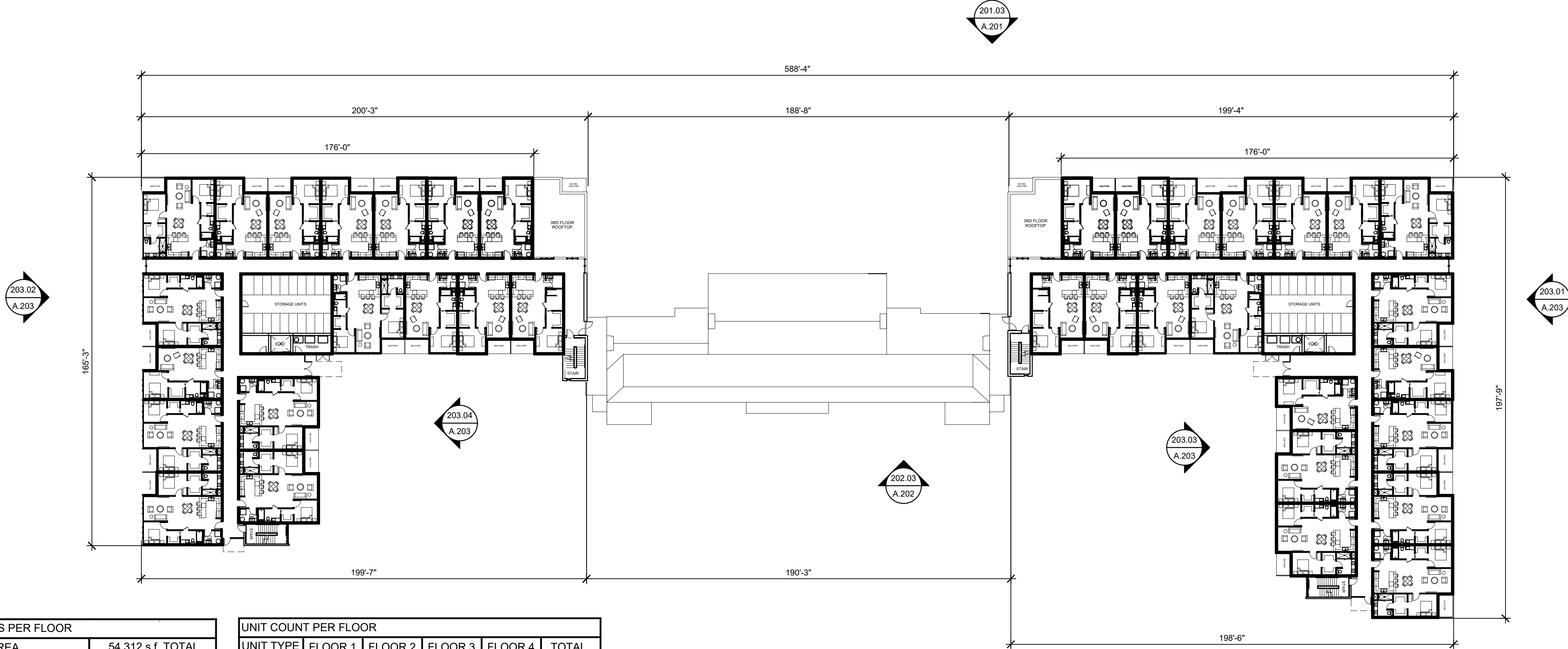


2118-24

A.102



FOURTH FLOOR PLAN
SCALE: 1/32"=1'-0"



THIRD FLOOR PLAN
SCALE: 1/32"=1'-0"

BUILDING AREAS PER FLOOR	
FIRST FLOOR AREA	54,312 s.f. TOTAL
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2 BEDROOM	15	15	15	17	62
				TOTAL	145

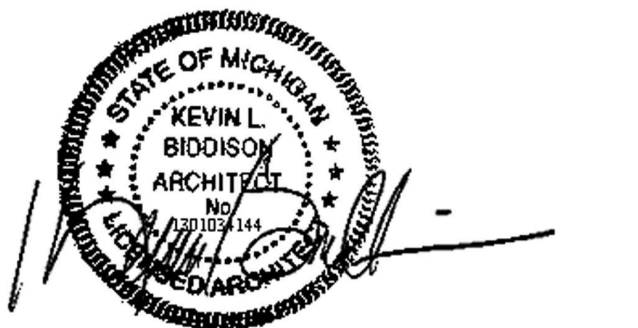
FIRST FLOOR/SITE PLAN
PARKING ON SITE: 198 SPACES + 20 SPACES NORTH OFFSITE
TOTAL PARKING TO MEET CITY REQMTS.: 1.5 PER UNIT= 218 SPACES

PROPOSED BUILDING ADDITION FOR:
**27700 Southfield Rd,
Lathrup Village**

27700 Southfield Road
Lathrup Village, MI 48076

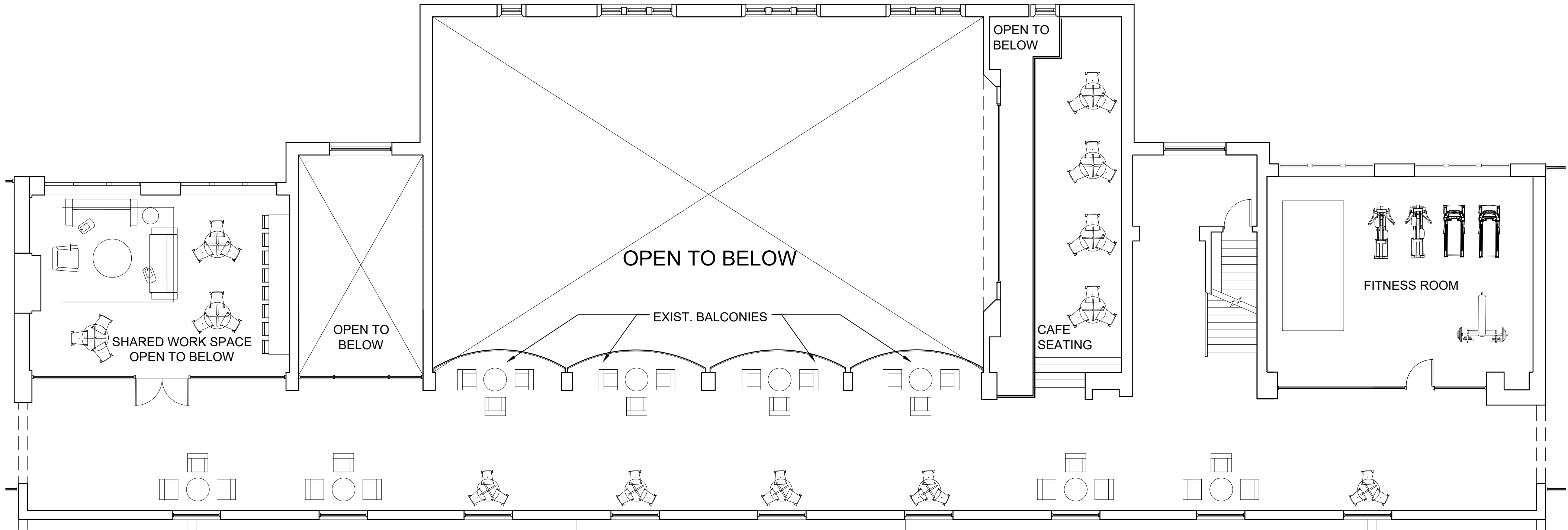
SITE PLAN REVIEW 10.18.24
REVISED PER CITY REVIEW 01.10.25
PLANNING COMMISSION 3.31.25

**COMMON AREA
FLOOR PLANS**



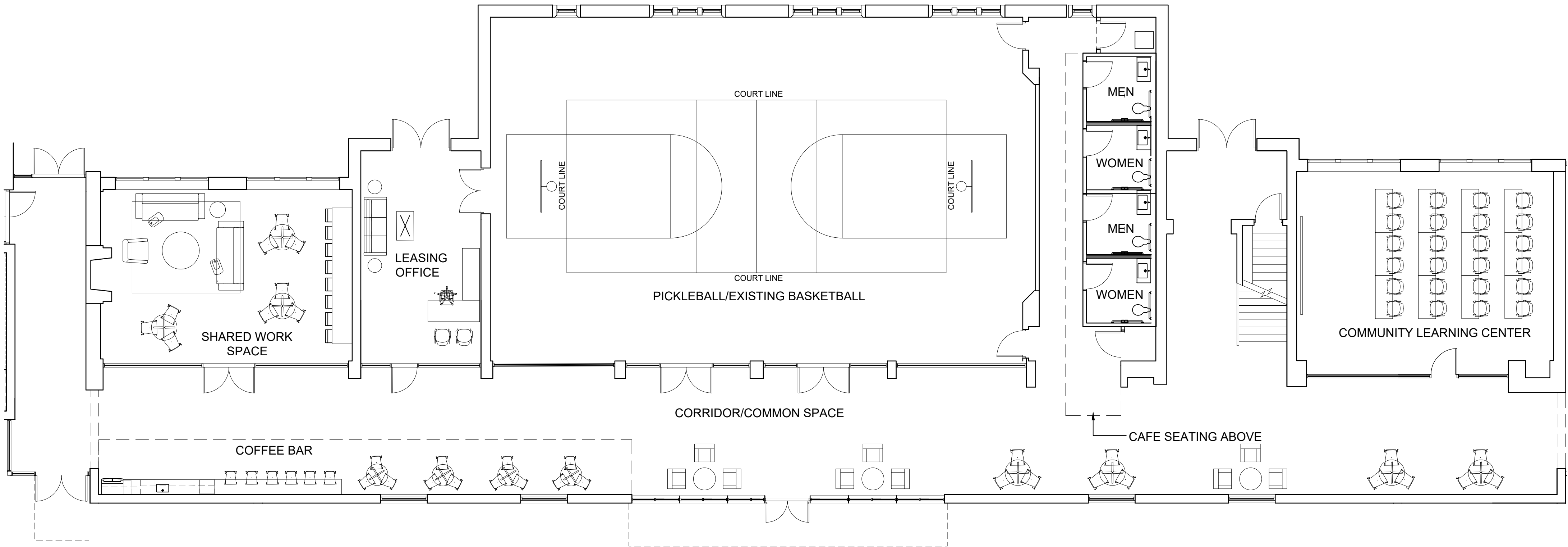
2118-24

A.103



**ENLARGED SECOND FLOOR COMMON AREA
WITHIN EXISTING BUILDING**

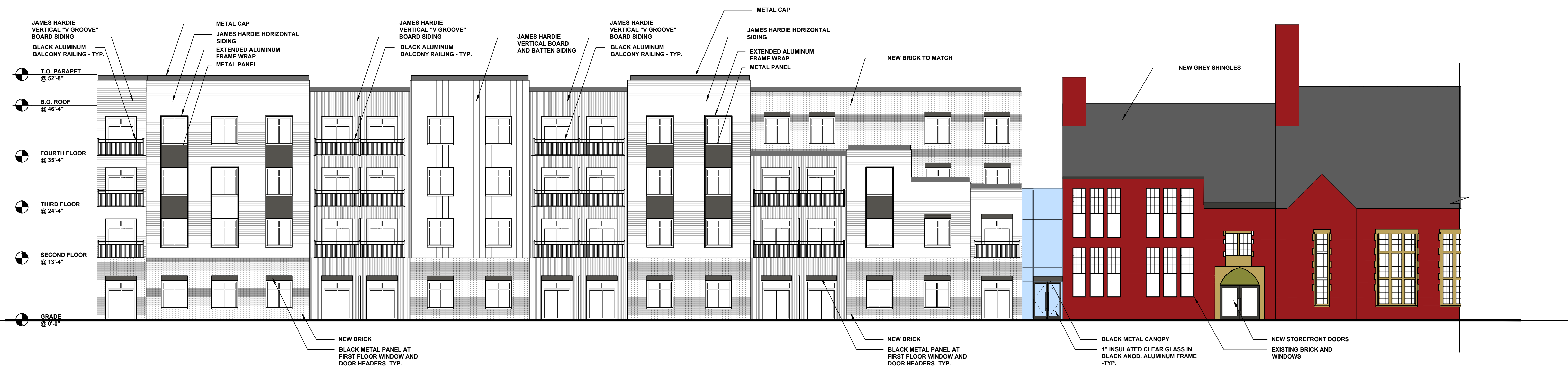
103.02
A.103 SCALE: 1/8"=1'-0"



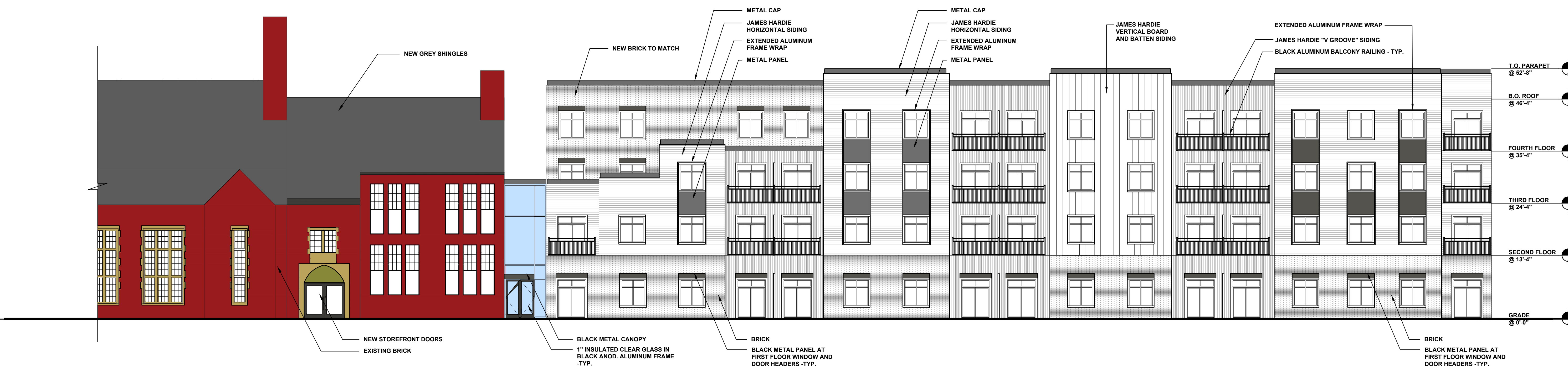
**ENLARGED FIRST FLOOR COMMON AREA
WITHIN EXISTING BUILDING**

103.01
A.103 SCALE: 1/8"=1'-0"

201.03 WEST ELEVATION
A.201 NOT TO SCALE



201.02 **ENLARGED WEST ELEVATION**
A.201 SCALE: 3/32"=1'-0"



201.01 **ENLARGED WEST ELEVATION**
A.201 SCALE: 3/32"=1'-0"

PROPOSED BUILDING ADDITION FOR:

27700 Southfield Rd,
Lathrup Village

27700 Southfield Road
Lathrup Village, MI 48076

SITE PLAN REVIEW	10.18.24
REVISED PER CITY REVIEW	01.10.25
REVISED PER CITY REVIEW	03.31.25

EXTERIOR ELEVATIONS



2118-24

A.201

BIDDISON
ARCHITECTURE320 MARTIN ST. LL 10 BIRMINGHAM MI 48009
248.554.9500

Consultants

Project title

PROPOSED BUILDING ADDITION FOR:
**27700 Southfield Rd,
Lathrup Village**27700 Southfield Road
Lathrup Village, MI 48076

Issued dr/ch

SITE PLAN REVIEW 10.18.24
REVISED PER CITY REVIEW 01.10.25
REVISED PER CITY REVIEW 03.31.25

Sheet title

**EXTERIOR
ELEVATIONS**

Project no.

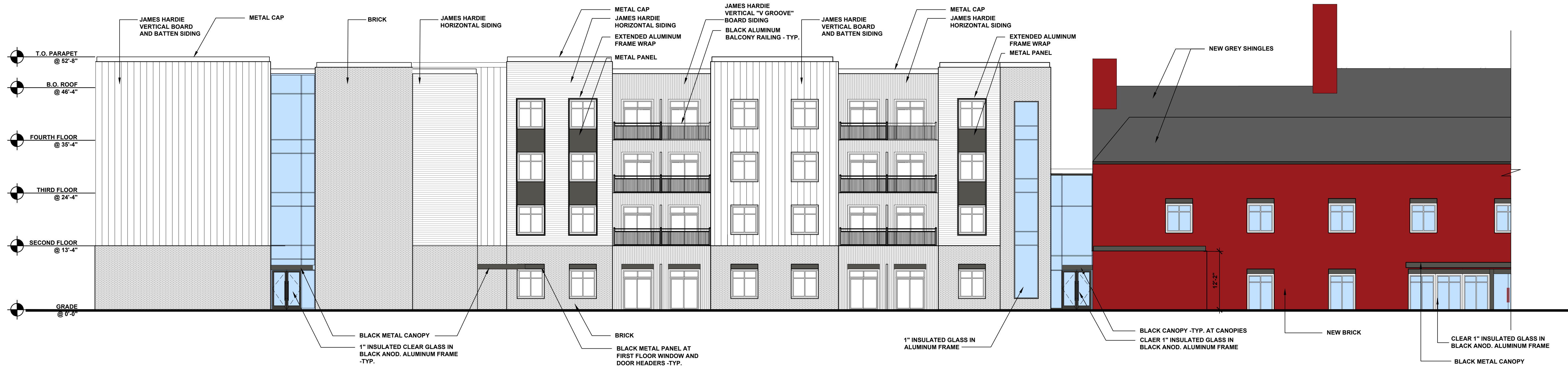
2118-24

Sheet no.

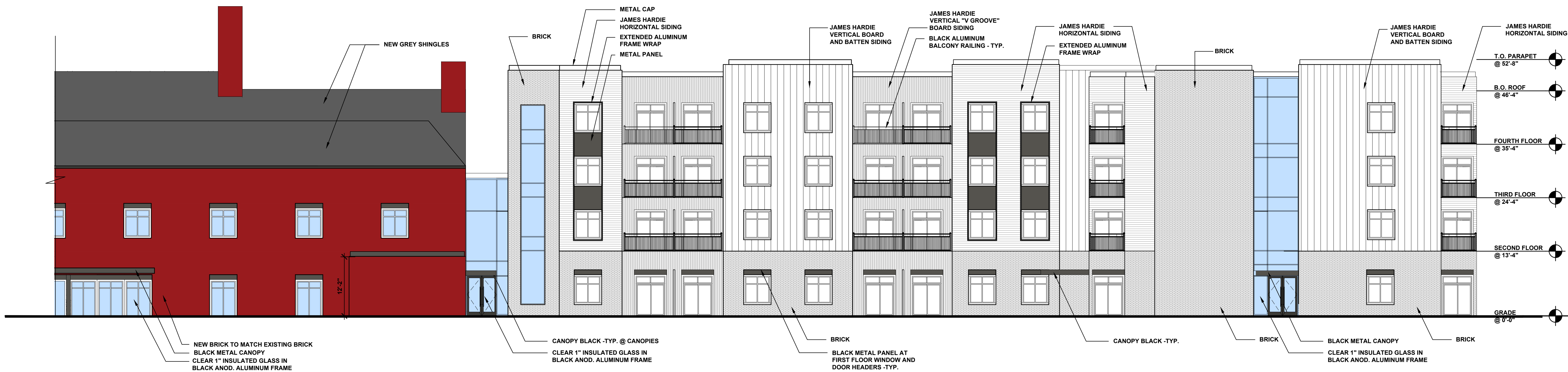
A.202

202.03
A.202**EAST ELEVATION**

NOT TO SCALE

202.02
A.202**ENLARGED EAST ELEVATION**

SCALE: 3/32"=1'-0"

202.01
A.202**ENLARGED EAST ELEVATION**

SCALE: 3/32"=1'-0"

BIDDISON
ARCHITECTURE320 MARTIN ST. LL 10 BIRMINGHAM MI 48009
248.554.9500

Consultants

Project title

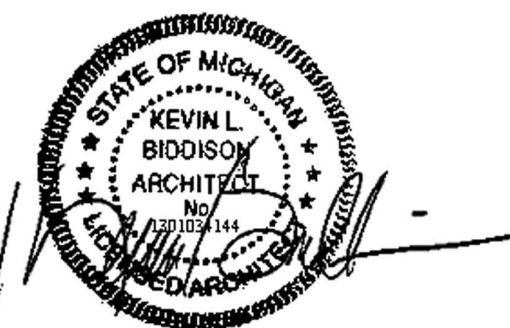
PROPOSED BUILDING ADDITION FOR:

**27700 Southfield Rd,
Lathrup Village**27700 Southfield Road
Lathrup Village, MI 48076

Issued dr/ch

SITE PLAN REVIEW 10.18.24
REVISED PER CITY REVIEW 01.10.25
REVISED PER CITY REVIEW 03.31.25

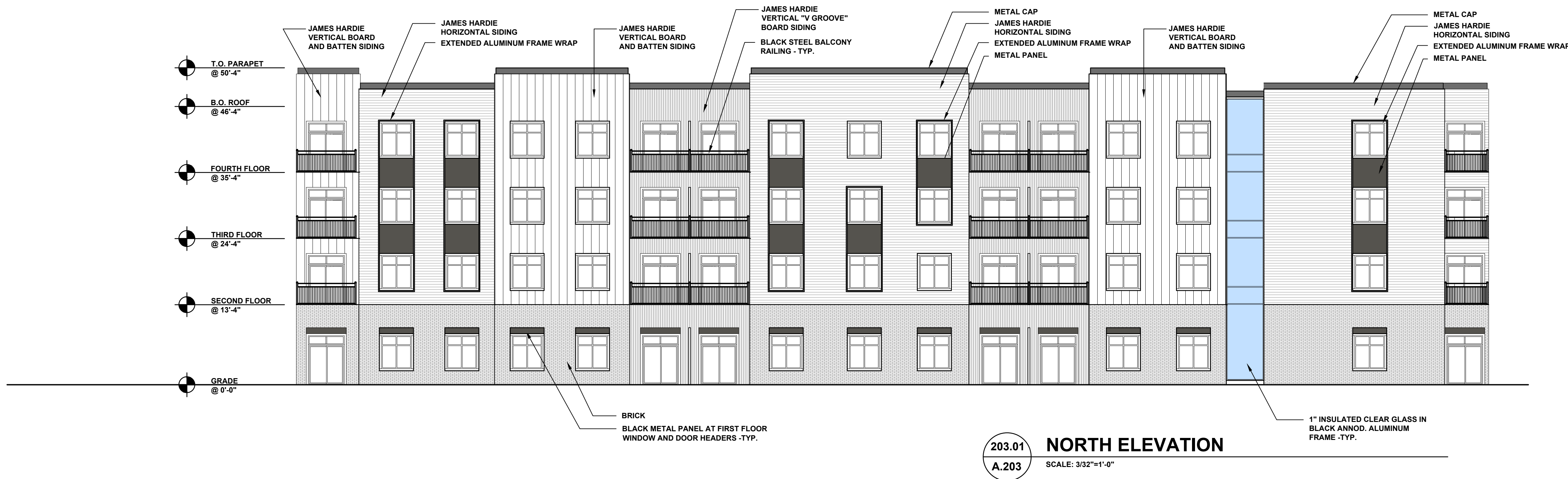
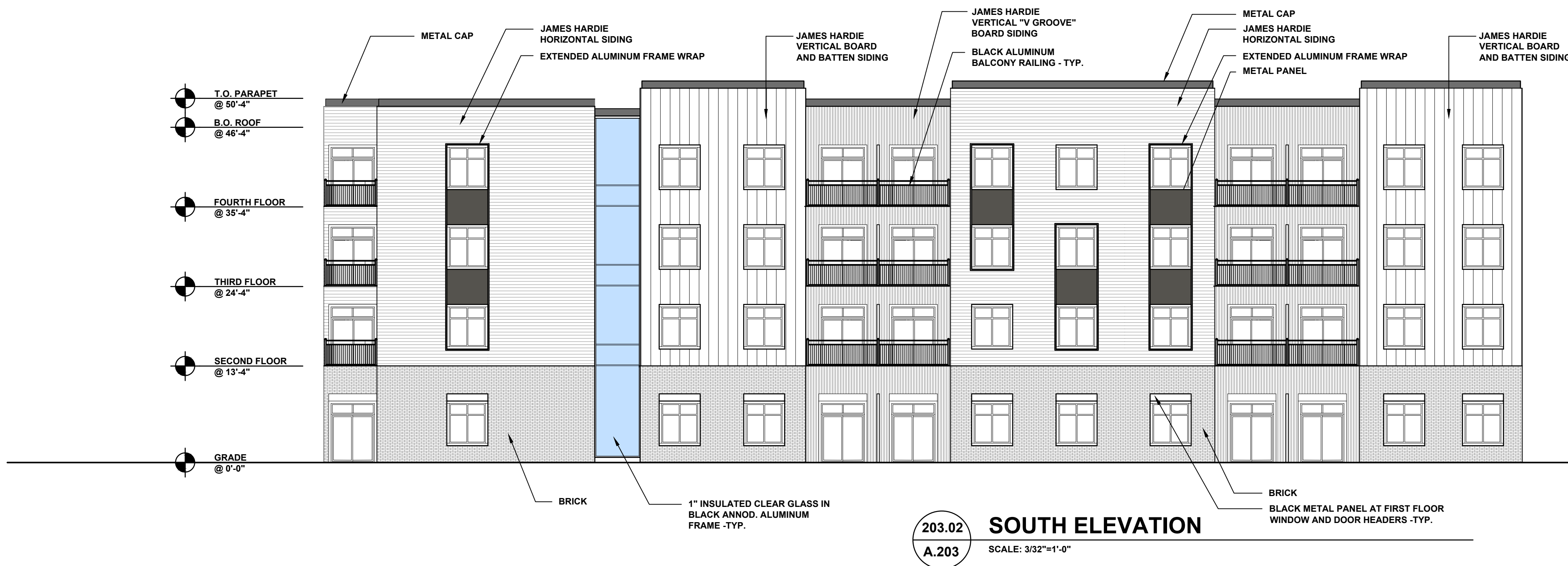
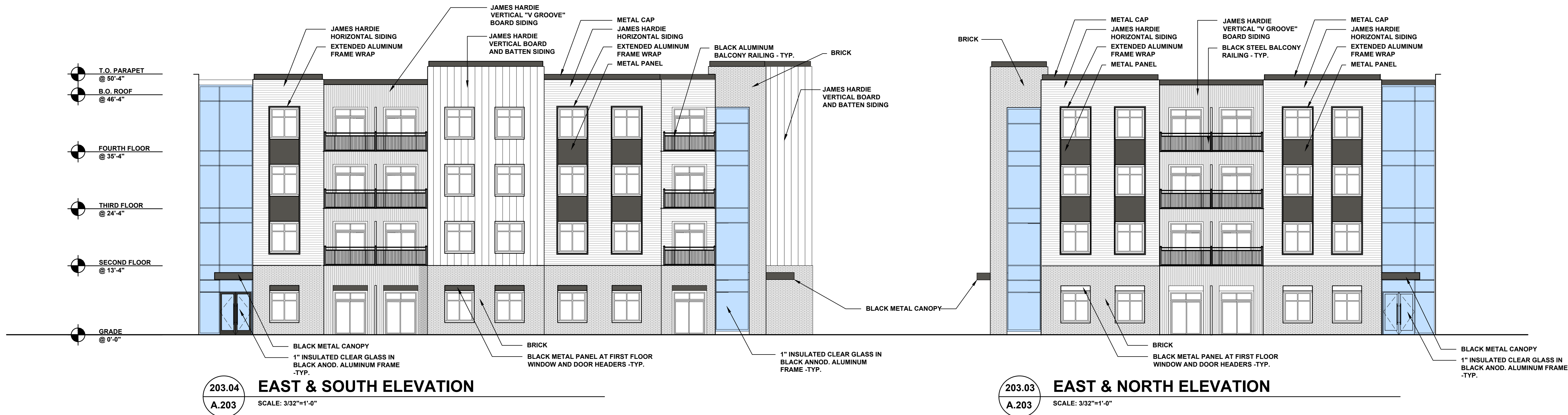
Sheet title

**EXTERIOR
ELEVATIONS**

Project no.

2118-24

Sheet no.

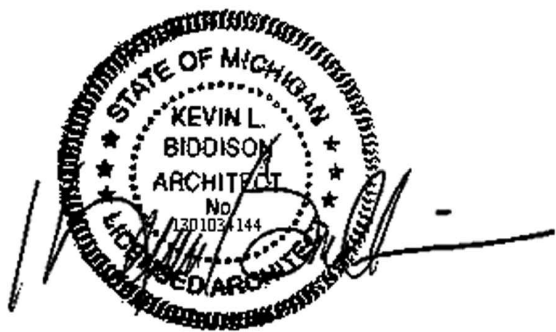
A.203

PROPOSED BUILDING ADDITION FOR:
**27700 Southfield Rd,
Lathrup Village**

27700 Southfield Road
Lathrup Village, MI 48076

SITE PLAN REVIEW 10.18.24
REVISED PER CITY REVIEW 01.10.25
REVISED PER CITY REVIEW 03.31.25

**EXTERIOR
RENDERINGS**



2118-24

A.300



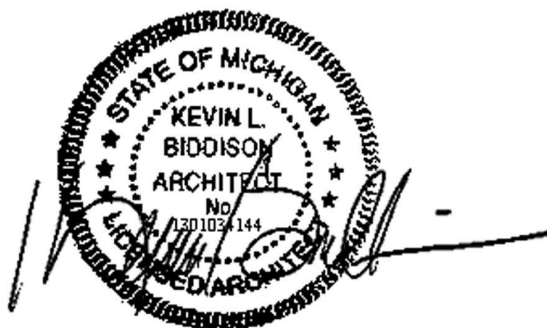


PROPOSED BUILDING ADDITION FOR:
**27700 Southfield Rd,
Lathrup Village**

27700 Southfield Road
Lathrup Village, MI 48076

SITE PLAN REVIEW 10.18.24
REVISED PER CITY REVIEW 01.10.25
REVISED PER CITY REVIEW 03.31.25

**EXTERIOR
RENDERINGS**



2118-24

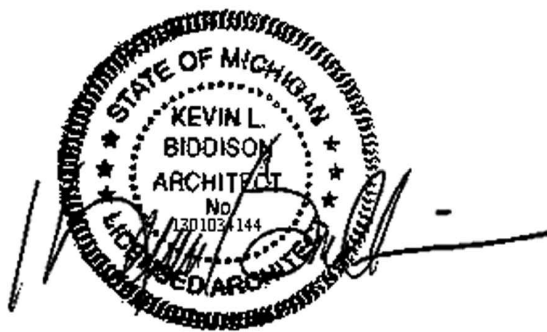
A.301

PROPOSED BUILDING ADDITION FOR:
**27700 Southfield Rd,
Lathrup Village**

27700 Southfield Road
Lathrup Village, MI 48076

SITE PLAN REVIEW 10.18.24
REVISED PER CITY REVIEW 01.10.25
REVISED PER CITY REVIEW 03.31.25

**EXTERIOR
RENDERINGS**



2118-24

A.302

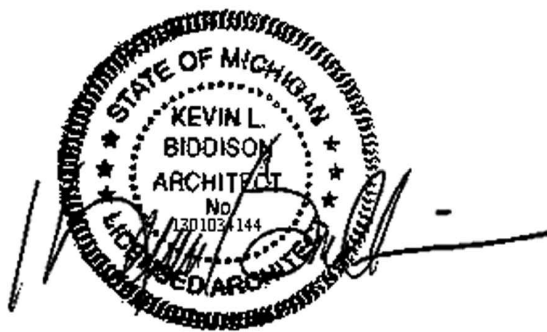


PROPOSED BUILDING ADDITION FOR:
**27700 Southfield Rd,
Lathrup Village**

27700 Southfield Road
Lathrup Village, MI 48076

SITE PLAN REVIEW 10.18.24
REVISED PER CITY REVIEW 01.10.25
REVISIONS PER CITY REVIEW03.31.25

**EXTERIOR
RENDERINGS**



2118-24

A.303



PROPOSED BUILDING ADDITION FOR:
**27700 Southfield Rd,
Lathrup Village**

27700 Southfield Road
Lathrup Village, MI 48076

SITE PLAN REVIEW 10.18.24

INTERIOR
RENDERINGS



2118-24

A.304

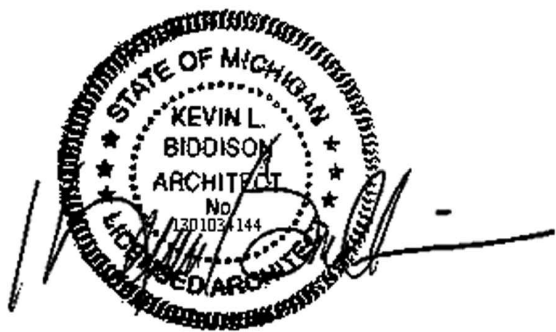


PROPOSED BUILDING ADDITION FOR:
**27700 Southfield Rd,
Lathrup Village**

27700 Southfield Road
Lathrup Village, MI 48076

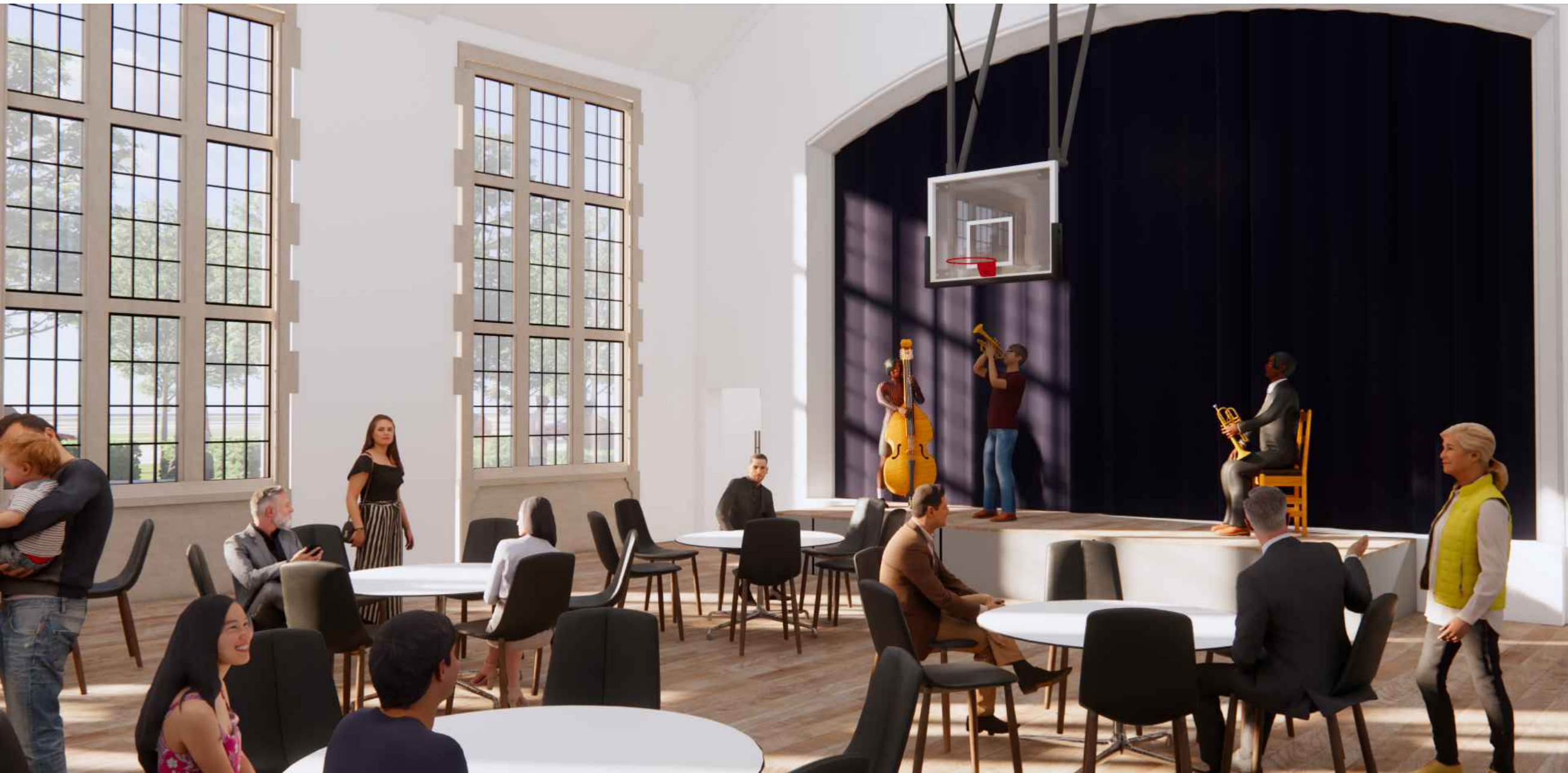
SITE PLAN REVIEW 10.18.24

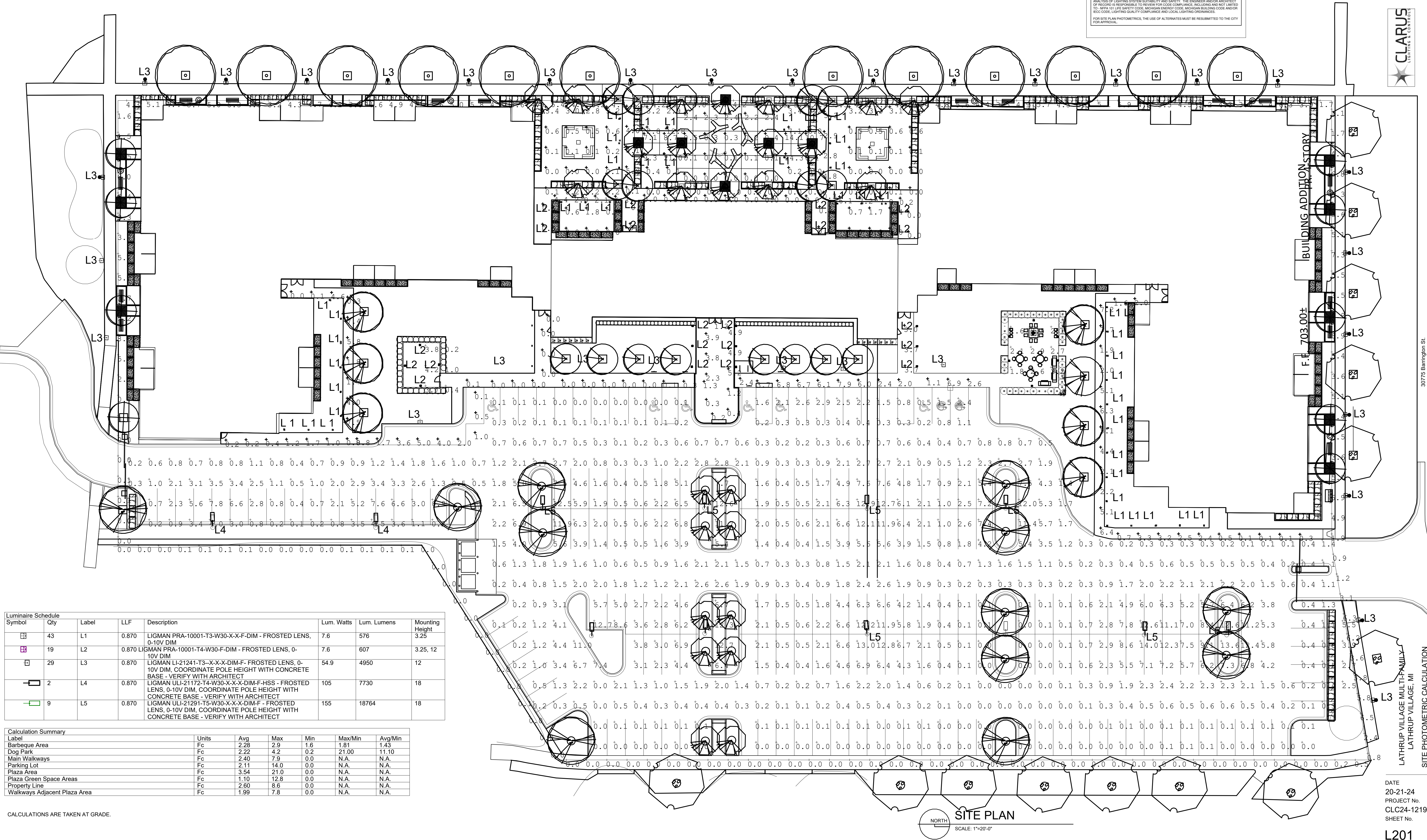
**INTERIOR
RENDERINGS**



2118-24

A.305





Luminaire Schedule							
Symbol	Qty	Label	LLF	Description	Lum. Watts	Lum. Lumens	Mounting Height
	43	L1	0.870	LIGMAN PRA-10001-T3-W30-X-X-F-DIM - FROSTED LENS, 0-10V DIM	7.6	576	3.25
	19	L2	0.870	LIGMAN PRA-10001-T4-W30-F-DIM - FROSTED LENS, 0-10V DIM	7.6	607	3.25, 12
	29	L3	0.870	LIGMAN LI-21241-T3-X-X-X-DIM-F - FROSTED LENS, 0-10V DIM, COORDINATE POLE HEIGHT WITH CONCRETE BASE - VERIFY WITH ARCHITECT	54.9	4950	12
	2	L4	0.870	LIGMAN ULI-21172-T4-W30-X-X-X-DIM-F-HSS - FROSTED LENS, 0-10V DIM, COORDINATE POLE HEIGHT WITH CONCRETE BASE - VERIFY WITH ARCHITECT	105	7730	18
	9	L5	0.870	LIGMAN ULI-21291-T5-W30-X-X-X-DIM-F - FROSTED LENS, 0-10V DIM, COORDINATE POLE HEIGHT WITH CONCRETE BASE - VERIFY WITH ARCHITECT	155	18764	18

Calculation Summary						
Label	Units	Avg	Max	Min	Max/Min	Avg/Min
Barbeque Area	Fc	2.28	2.9	1.6	1.81	1.43
Dog Park	Fc	2.22	4.2	0.2	21.00	11.10
Main Walkways	Fc	2.40	7.9	0.0	N.A.	N.A.
Parking Lot	Fc	2.11	14.0	0.0	N.A.	N.A.
Plaza Area	Fc	3.54	21.0	0.0	N.A.	N.A.
Plaza Green Space Areas	Fc	1.10	12.8	0.0	N.A.	N.A.
Property Line	Fc	2.60	8.6	0.0	N.A.	N.A.
Walkways Adjacent Plaza Area	Fc	1.99	7.8	0.0	N.A.	N.A.

CALCULATIONS ARE TAKEN AT GRADE.

NOTES:
THE ENGINEER AND/OR ARCHITECT MUST DETERMINE APPLICABILITY OF LAYOUT TO EXISTING/FUTURE FIELD CONDITIONS AND ALL MANDATORY BUILDING AND LIFE SAFETY CODES AND COMPLIANCE.
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 LAMP/LENS AND OTHER VARIABLE FIELD CONDITIONS.
MOUNTING HEIGHTS INDICATED ARE FROM GRADE TO BOTTOM OF LUMINAIRE LENS OR FROM FLOOR TO BOTTOM OF LUMINAIRE LENS, UNLESS OTHERWISE NOTED.
CLARUS DOES NOT ACT AS THE ELECTRICAL, CIVIL OR STRUCTURAL ENGINEER AND DOES NOT DETERMINE BASE REQUIREMENTS AND APPLICABLE CODE COMPLIANCE. CLARUS IS NOT LIABLE FOR ANY CODE COMPLIANCE DISCREPANCY.
LIGHTING CALCULATIONS ARE NOT A SUBSTITUTE FOR INDEPENDENT ENGINEERING ANALYSIS OF LIGHTING SYSTEM SUITABILITY AND SAFETY. THE ENGINEER AND/OR ARCHITECT OF RECORD IS RESPONSIBLE TO REVIEW FOR CODE COMPLIANCE, INCLUDING AND NOT LIMITED TO: NFPA 101 LIFE SAFETY CODE, MICHIGAN ENERGY CODE, MICHIGAN BUILDING CODE AND/OR IBC CODE, LIGHTING QUALITY COMPLIANCE AND LOCAL LIGHTING ORDINANCES.
FOR SITE PLAN PHOTOMETRICS, THE USE OF ALTERNATES MUST BE RESUBMITTED TO THE CITY FOR APPROVAL.



E: info@clarus-lighting.com
P: 248.677.8852
P: 248.677.8852
Madison Heights, MI 48071

DATE
20-21-24
PROJECT No.
CLC24-121915
SHEET No.

STONEFIELD

March 25, 2025

Revised: April 9, 2025

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

**RE: Traffic & Parking Assessment Report
Proposed Multi-Family Residential Development
27700 Southfield Road
Parcel ID 2413303021
City of Lathrup Village, Oakland County, Michigan
SE&D Job No. DET-250168**

Dear Board Members:

Stonefield Engineering and Design, LLC ("Stonefield") has prepared this analysis to examine the potential traffic and parking impacts of the proposed multi-family residential development on the adjacent roadway network. The subject property is located along the easterly side of Southfield Road, between Sunset Drive East and Goldengate Drive East, in the City of Lathrup Village, Oakland County, Michigan. The location of the site is shown on appended **Figure I**. The subject property is designated as Parcel ID 2413303021. The existing site contains the Academy of Lathrup Village school building which is permanently closed and associated asphalt surface parking lots. Based on research the school has been closed since 2012. The existing access is provided via two (2) curb cuts along Goldengate Drive East and one (1) driveway along Sunset Boulevard East. Under the proposed development program, the main central structure of the existing school would be repurposed, and a multi-family residential development consisting of 145 dwelling units would be constructed. Access is proposed via one (1) driveway along Goldengate Drive East and one (1) driveway along Sunset Boulevard East. It is recommended to install "No Right-Turn" signage egressing the site at the proposed driveway along Goldengate Drive driveway to enforce no cut-through traffic through the residential neighborhood to the northeast of the site.

Existing Conditions

The subject property is located along the easterly side of Southfield Road, between Sunset Drive East and Goldengate Drive East, in the City of Lathrup Village, Oakland County, Michigan. The subject property is designated as Parcel ID 2413303021. Land uses in the area are a mix of residential, commercial, and retail uses.

Southfield Road is classified as a Principal Arterial roadway with a general north-south orientation and is under the jurisdiction of the Road Commission of Oakland County (RCOC). Along the site frontage, the roadway provides two (2) lanes of travel in each direction, separated by a two (2)-way left-turn lane median, and has a posted speed limit of 45 mph. Curb is provided along the westerly side of the roadway, sidewalk is provided along both sides of the roadway, shoulders are provided along both sides of the roadway, and on-street parking is not permitted. Southfield Road provides north-south mobility within the City of Lathrup Village and surrounding municipalities, and provides access to Interstate-696 to the south of the site. Land uses in the area are a mix of retail (Angeles Fashion, Ashley Stewart, Lane Bryant, etc.), restaurant (Panera Bread with drive-through service, Rita's, Jay Birds Bar and Grill, etc.), recreational (Lathrup Village Dog Park, Lathrup Village Community Center, etc.), and residential uses.

Goldengate Drive is a local roadway with a general northeast-southwest orientation and is under the jurisdiction of the City of Lathrup Village. It is noted that the roadway is considered Goldengate Drive East to the east of Southfield Road and Goldengate Drive West to the west of Southfield Road. Along the site frontage,

STONEFIELDENG.COM

555 S. OLD WOODWARD AVENUE, SUITE 12L, BIRMINGHAM, MI 48009 248.247.1115 T. 201.340.4472 F.

the roadway provides one (1) lane of travel in each direction and does not have a posted speed limit. Curb, sidewalk, and shoulders are not provided, and on-street parking is permitted along both sides of the roadway. It is noted that perpendicular on-street parking is provided along the northerly side of the roadway along the site frontage.

Sunset Drive is a local roadway with a general northwest-southeast orientation and is under the jurisdiction of the City of Lathrup Village. It is noted that the roadway is considered Sunset Drive East to the east of Southfield Road and Sunset Boulevard West to the west of Southfield Road. In the vicinity of the site, the roadway provides one (1) lane of travel in each direction and has a posted speed limit of 25 mph. Curb, sidewalk, and shoulders are generally not provided and on-street parking is not permitted.

Southfield Road, Sunset Boulevard West, and Goldengate Drive East intersect to form a four (4)-leg signalized intersection. The eastbound approach of Sunset Boulevard West provides one (1) exclusive left turn lane, one (1) exclusive through lane, and one (1) exclusive right turn lane. The westbound approach of Goldengate Drive East provides one (1) full-movement lane. The northbound and southbound approaches of Southfield Road each provide one (1) exclusive left turn lane, one (1) exclusive through lane, and one (1) shared through/right turn lane. Crosswalks and pedestrian signals are provided across each of the intersection legs. The location of the intersection is shown on appended **Figure I**.

Southfield Road, Sunset Drive East, and Goldengate Drive West intersect to form a four (4)-leg unsignalized intersection with the eastbound approach of Goldengate Drive West and the westbound approach of Sunset Drive East operating under stop control. The eastbound approach of Goldengate Drive West provides one (1) full-movement lane. The westbound approach of Sunset Drive East provides one (1) full-movement lane. The northbound and southbound approaches of Southfield Road each provide one (1) exclusive left-turn lane (via the two (2)-way left-turn lane median), one (1) exclusive through lane, and one (1) shared through/right-turn lane. Pedestrian ramps are provided across the eastern and western legs of the intersection. The location of the intersection is shown on appended **Figure I**.

The subject site is located within 0.1 miles (two (2)-minute walk) bus stops that service Smart Bus Route 420, with the nearest stop located at Southfield Road and Sunset SW (Stop ID: 23673). Smart Bus Route 420 provides service to Southfield, Birmingham, Royal Oak, and various points of interest throughout Oakland County.

Proposed Trip Generation

Trip generation projections for the proposed multi-family residential development were prepared utilizing the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition. Trip generation rates associated with Land Use 221 "Multi-Family Housing (Mid-Rise)" were cited for the 145 multi-family dwelling units. **Table I** provides the weekday morning and weekday evening peak hour trip generation volumes associated with the proposed development.

TABLE I – PROPOSED TRIP GENERATION

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
145-Unit Multi-Family Housing (Mid-Rise) ITE Land Use 221	12	40	52	35	22	57

The trips generated by the proposed development were distributed according to the existing travel patterns along the adjacent roadways and the allowable turning movements at the site driveways. It is noted that vehicles would not be permitted to make a right turn onto Goldengate Drive when leaving the proposed

development. Based on historic traffic volumes provided within the Michigan Department of Transportation's (MDOT's) Traffic Data Management System, the split between northbound and southbound traffic along Southfield Road is nearly 50/50 during the weekday morning and weekday evening peak hours. As such, the traffic volumes were distributed according to the Southfield Road travel patterns and the location of parking on the site, which is generally concentrated on the northerly portion of the site proximate to Goldengate Drive East. Appended **Figure 2** summarizes the Site-Generated Trip Distribution and appended **Figure 3** summarizes the Site-Generated Traffic Volumes.

The proposed development is expected to generate 52 new trips during the weekday morning peak hour and 57 new trips during the weekday evening peak hour. Based on the Multimodal Transportation Impact Analysis for Site Development published by ITE, a trip increase of less than 50 vehicle trips would likely not change the level of service of the adjacent roadway system or appreciably increase the volume-to-capacity ratio of an intersection approach. The proposed development would provide two (2) access points, alleviating either access point from facilitating all of the traffic into and out of the site. As shown in **Figure 3**, no intersection approach is anticipated to experience more than 50 vehicle trips within one (1) hour. As such, the proposed development is not anticipated to significantly impact the operations of the adjacent roadway network.

It is recommended to install "No Right-Turn" signage egressing the site at the proposed driveway along Goldengate Drive driveway to enforce no cut-through traffic through the residential neighborhood to the northeast of the site. The proposed driveway geometry would also encourage drivers to make a left-turn onto Goldengate Drive. The proposed access would force vehicles to utilize Southfield Road rather than the residential streets in the neighborhood. As a result, minor to no additional traffic is anticipated to utilize residential streets such as Lathrup Boulevard, California Drive, Red Leaf Lane, etc. Therefore, the proposed development would not have an effect on traffic volumes, delays, or queues within the residential community.

Existing vs. Proposed Trip Generation Comparison

Under the existing condition, the subject site is occupied by a school that was most recently recognized as the Academy of Lathrup Village and served 356 students in kindergarten through eighth grade. It is noted that the school has been closed since 2012. The trip generation of the school that previously occupied the site was projected utilizing rates associated with Land Use 520 "Elementary School." **Table 2** provides a comparison between the existing school and the proposed multi-family residential development.

TABLE 2 – EXISTING VS PROPOSED TRIP GENERATION COMPARISON

Land Use	Daily	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	Total	Enter	Exit	Total	Enter	Exit	Total
<i>Previous Development</i> 356-Student Elementary School <i>ITE Land Use 520</i>	808	144	123	267	74	86	160
<i>Proposed Development</i> 145-Unit Multi-Family Residential Development <i>ITE Land Use 221</i>	658	12	40	52	35	22	57
Difference	-150	-132	-83	-215	-39	-64	-103

As shown in **Table 2**, the proposed multi-family residential development is expected to generate 215 fewer trips during the weekday morning peak hour and 103 fewer trips during the weekday evening peak hour than the school that previously occupied the site. In addition to the differing trip generation, the two uses would

have different travel patterns and tendencies into and out of the site. Schools typically facilitate most traffic volumes into and out of the site in a condensed 15–30-minute window around school arrival and dismissal times. Residential developments experience an efflux of vehicles within a one (1) to two (2) hour window during the morning time period and an influx of vehicles within a one (1) to two (2) hour window during the evening time period, with various trips into and out of the site throughout the day. The school that previously occupied the site would generate substantially more traffic compared to the proposed residential development during the peak hours and throughout the course of a day.

Permitted vs. Proposed Trip Generation Comparison

Based on the City of Lathrup Village Zoning Map, the subject site is located within the Village Center District. The Lathrup Village Zoning Ordinance states that professional and administrative offices and retail commercial uses are permitted within the Village Center District. **Table 3** provides a comparison of the proposed multi-family residential development and the existing school's trip generation to other uses that are permitted on the subject site. The sizes of the permitted developments are based on the size of the parcel and the necessary parking required for each use.

TABLE 3 – PROPOSED VS PERMITTED TRIP GENERATION COMPARISON

Land Use	Daily	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	Total	Enter	Exit	Total	Enter	Exit	Total
<i>Proposed Development</i> 145-Unit Multi-Family Residential Development <i>ITE Land Use 221</i>	658	12	40	52	35	22	57
<i>Previous Development</i> 356-Student Elementary School <i>ITE Land Use 520</i>	808	144	123	267	74	86	160
<i>Permitted Use</i> 80,000 SF General Office Building <i>ITE Land Use 710</i>	956	122	16	138	23	115	138
<i>Permitted Use</i> 60,000 SF Medical-Dental Office Building <i>ITE Land Use 720</i>	2,160	120	32	152	72	169	241
<i>Permitted Use</i> 55,000 SF Shopping Plaza (40-150k) <i>ITE Land Use 821</i>	3,714	59	36	95	140	145	285

As shown in **Table 3**, the proposed multi-family residential development is anticipated to generate significantly fewer trips than other permitted uses that could occupy the site both during the peak hours and throughout the day. Based on the trip generation of the site, the proposed development would not have as significant an impact on the surrounding roadway network as other developments that are permitted in the District.

Site Circulation/Parking Supply

A review was conducted of the proposed multi-family residential development using the Site Plan prepared by Biddison Architecture. In completing this review, particular attention was focused on the site access, circulation, and parking supply.

Under the proposed development program, the main central structure of the existing school would be repurposed, and a multi-family residential development consisting of 145 dwelling units would be constructed. The main central portion of the existing school would be repurposed as a community center, recreational sports court, work space, and leasing office. The proposed residential units would be constructed to the north and to the south of the central repurposed school structure. Access is proposed via one (1) driveway along Goldengate Drive East and one (1) driveway along Sunset Boulevard East. It is recommended to install "No Right-Turn" signage egressing the site at the proposed driveway along Goldengate Drive driveway to enforce no cut-through traffic through the residential neighborhood to the northeast of the site. Security gates would provide access to the parking area located to the east of the proposed structure. A 10-foot-wide by 40-foot-long loading zone would be provided within the parking lot on the southerly portion of the site.

Regarding the parking supply of the proposed development, the site would provide 1.5 parking spaces per unit. For the proposed 145 multi-family residential dwellings, this equates to 218 required spaces. The site would provide 200 parking spaces within the surface parking lot to the east of the proposed building and 18 perpendicular on-street parking spaces along Goldengate Drive East to the north of the structure for a total parking supply of 218 spaces.

The parking supply was evaluated with respect to data published within the ITE's Parking Generation, 5th Edition, for Land Use 221 "Multi-Family Housing – 2+ Bedroom (Mid-Rise)." The 85th percentile parking demand rate during the peak weekday period for Land Use 221 "Multi-Family Housing – 2+ Bedroom (Mid-Rise)" is 1.45 vehicles per dwelling unit. For the proposed 145 multi-family residential dwellings, this equates to 210 parking spaces. As such, the proposed parking supply of 218 spaces would be sufficient to support the parking demand of the site.

Conclusions

This report was prepared to examine the potential traffic impact of the proposed multi-family residential development. The analysis findings, which have been based on industry standard guidelines, indicate that the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network or the traffic operations within the residential communities east of the site. The proposed development would generate significantly less traffic compared to the previous use on the site and other permitted uses in the Village Center District. The site driveways and on-site layout have been designed to provide for effective access to and from the subject property. The proposed parking supply would meet the parking demand of the site.

Please do not hesitate to contact our office if there are any questions.

Best regards,



John R. Corak, PE
Stonefield Engineering and Design, LLC



Nicholas Kennedy
Stonefield Engineering and Design, LLC

TECHNICAL APPENDIX

MDOT COUNT DATA



Volume Count Report

LOCATION INFO		INTERVAL:15-MIN					
Location ID	63-5479	Time	15-min Interval				Hourly Count
Type	SPOT		1st	2nd	3rd	4th	
Funct'l Class	3	0:00-1:00	60	64	52	41	217
Located On	SOUTHFIELD RD	1:00-2:00	32	36	35	27	130
Direction	2-WAY	2:00-3:00	17	25	29	19	90
County	Oakland	3:00-4:00	27	22	21	23	93
Community	Lathrup Village	4:00-5:00	26	38	58	78	200
MPO ID	40484	5:00-6:00	73	110	148	177	508
HPMS ID		6:00-7:00	192	288	331	390	1,201
Agency	MDOT	7:00-8:00	410	538	635	745	2,328
		8:00-9:00	680	685	679	650	2,694
		9:00-10:00	552	511	538	557	2,158
		10:00-11:00	513	516	486	570	2,085
		11:00-12:00	527	541	563	589	2,220
		12:00-13:00	567	596	589	597	2,349
		13:00-14:00	663	582	681	631	2,557
		14:00-15:00	661	649	632	676	2,618
		15:00-16:00	712	737	759	716	2,924
		16:00-17:00	768	771	736	805	3,080
		17:00-18:00	769	797	749	675	2,990
		18:00-19:00	656	732	640	615	2,643
		19:00-20:00	611	577	516	455	2,159
		20:00-21:00	432	384	429	377	1,622
		21:00-22:00	326	295	274	228	1,123
		22:00-23:00	225	191	163	128	707
		23:00-24:00	121	130	112	92	455
COUNT DATA INFO		Total					39,151
Count Status	Accepted	AADT					39,151
Holiday	No	AM Peak	07:45-08:45				2,789
Start Date	Wed 10/30/2024	PM Peak	16:45-17:45				3,120
End Date	Thu 10/31/2024						
Start Time	11:00:00 AM						
End Time	11:00:00 AM						
Direction	2-WAY						
Notes							
Station	63-5479						
Study							
Speed Limit							
Description							
Sensor Type	Video (Length-based)						
Source	TcdsBinToVol						
Latitude,Longitude							

Volume Count Report

LOCATION INFO	
Location ID	63-5479_NB
Type	SPOT
Funct'l Class	3
Located On	SOUTHFIELD RD
Direction	NB
County	Oakland
Community	Lathrup Village
MPO ID	40482
HPMS ID	
Agency	MDOT

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Wed 10/30/2024
End Date	Thu 10/31/2024
Start Time	11:00:00 AM
End Time	11:00:00 AM
Direction	NB
Notes	
Station	63-5479
Study	
Speed Limit	
Description	
Sensor Type	Video (Length-based)
Source	TcdsBinToVol
Latitude,Longitude	

INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	27	38	30	22	117
1:00-2:00	20	21	15	13	69
2:00-3:00	9	17	12	14	52
3:00-4:00	13	12	11	15	51
4:00-5:00	10	21	23	40	94
5:00-6:00	21	52	70	102	245
6:00-7:00	90	148	164	195	597
7:00-8:00	173	267	312	385	1,137
8:00-9:00	324	344	364	376	1,408
9:00-10:00	300	286	276	295	1,157
10:00-11:00 	275	269	255	320	1,119
 11:00-12:00	279	259	278	316	1,132
12:00-13:00	285	286	319	301	1,191
13:00-14:00	303	264	289	277	1,133
14:00-15:00	304	295	301	324	1,224
15:00-16:00	347	356	382	372	1,457
16:00-17:00	379	367	372	382	1,500
17:00-18:00	386	358	415	394	1,553
18:00-19:00	402	339	313	291	1,345
19:00-20:00	258	272	236	205	971
20:00-21:00	190	187	197	164	738
21:00-22:00	144	142	109	108	503
22:00-23:00	100	78	85	69	332
23:00-24:00	47	71	54	54	226
Total					19,351
AM Peak					07:45-08:45 1,417
PM Peak					17:15-18:15 1,569

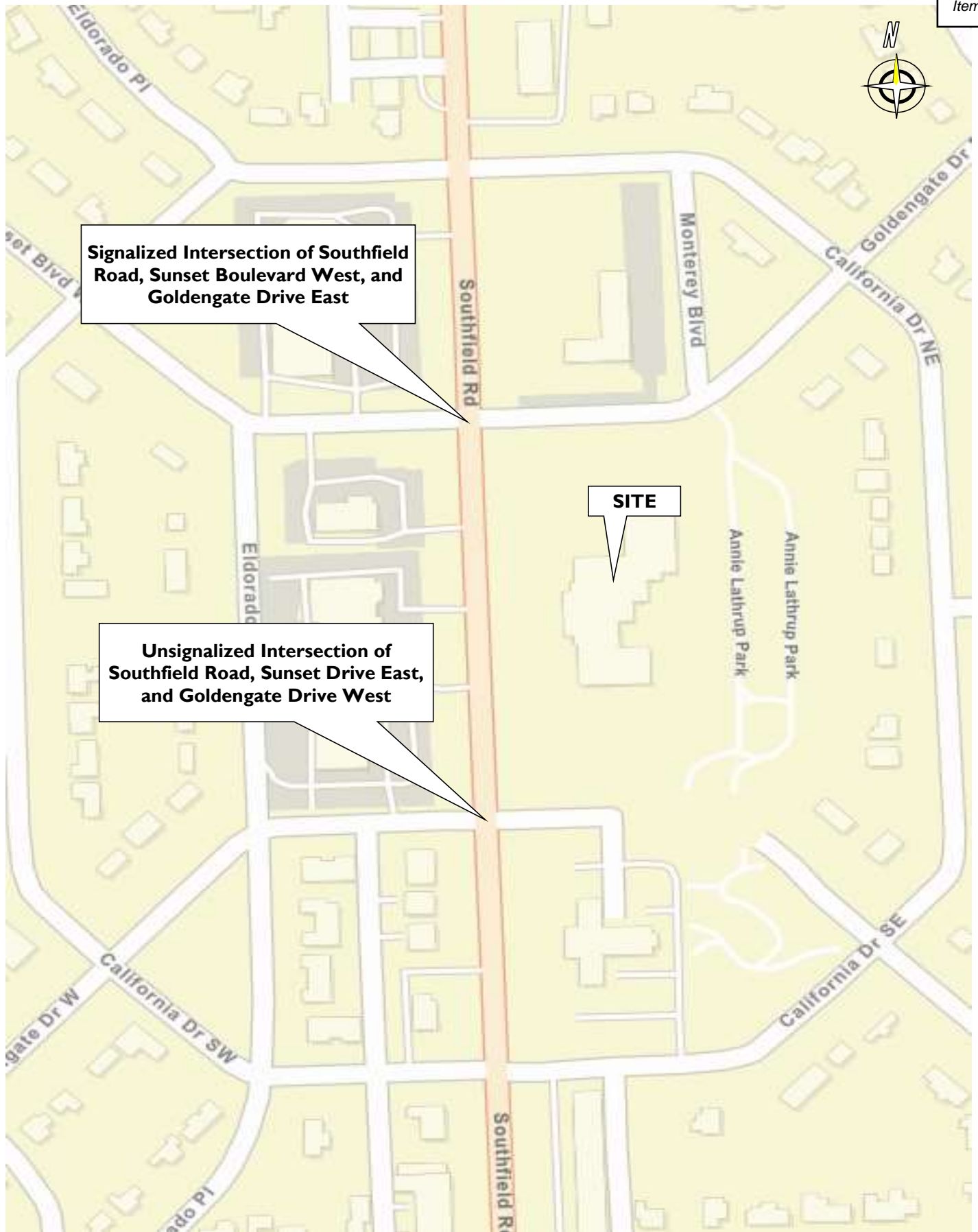
Volume Count Report

LOCATION INFO					
Location ID	63-5479_SB				
Type	SPOT				
Funct'l Class	3				
Located On	SOUTHFIELD RD				
Direction	SB				
County	Oakland				
Community	Lathrup Village				
MPO ID	40483				
HPMS ID					
Agency	MDOT				

INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	33	26	22	19	100
1:00-2:00	12	15	20	14	61
2:00-3:00	8	8	17	5	38
3:00-4:00	14	10	10	8	42
4:00-5:00	16	17	35	38	106
5:00-6:00	52	58	78	75	263
6:00-7:00	102	140	167	195	604
7:00-8:00	237	271	323	360	1,191
8:00-9:00	356	341	315	274	1,286
9:00-10:00	252	225	262	262	1,001
10:00-11:00	238	247	231	250	966
11:00-12:00	248	282	285	273	1,088
12:00-13:00	282	310	270	296	1,158
13:00-14:00	360	318	392	354	1,424
14:00-15:00	357	354	331	352	1,394
15:00-16:00	365	381	377	344	1,467
16:00-17:00	389	404	364	423	1,580
17:00-18:00	383	439	334	281	1,437
18:00-19:00	254	393	327	324	1,298
19:00-20:00	353	305	280	250	1,188
20:00-21:00	242	197	232	213	884
21:00-22:00	182	153	165	120	620
22:00-23:00	125	113	78	59	375
23:00-24:00	74	59	58	38	229
Total					19,800
AM Peak	07:30-08:30				1,380
PM Peak	16:30-17:30				1,609

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Wed 10/30/2024
End Date	Thu 10/31/2024
Start Time	11:00:00 AM
End Time	11:00:00 AM
Direction	SB
Notes	
Station	63-5479
Study	
Speed Limit	
Description	
Sensor Type	Video (Length-based)
Source	TcdsBinToVol
Latitude,Longitude	

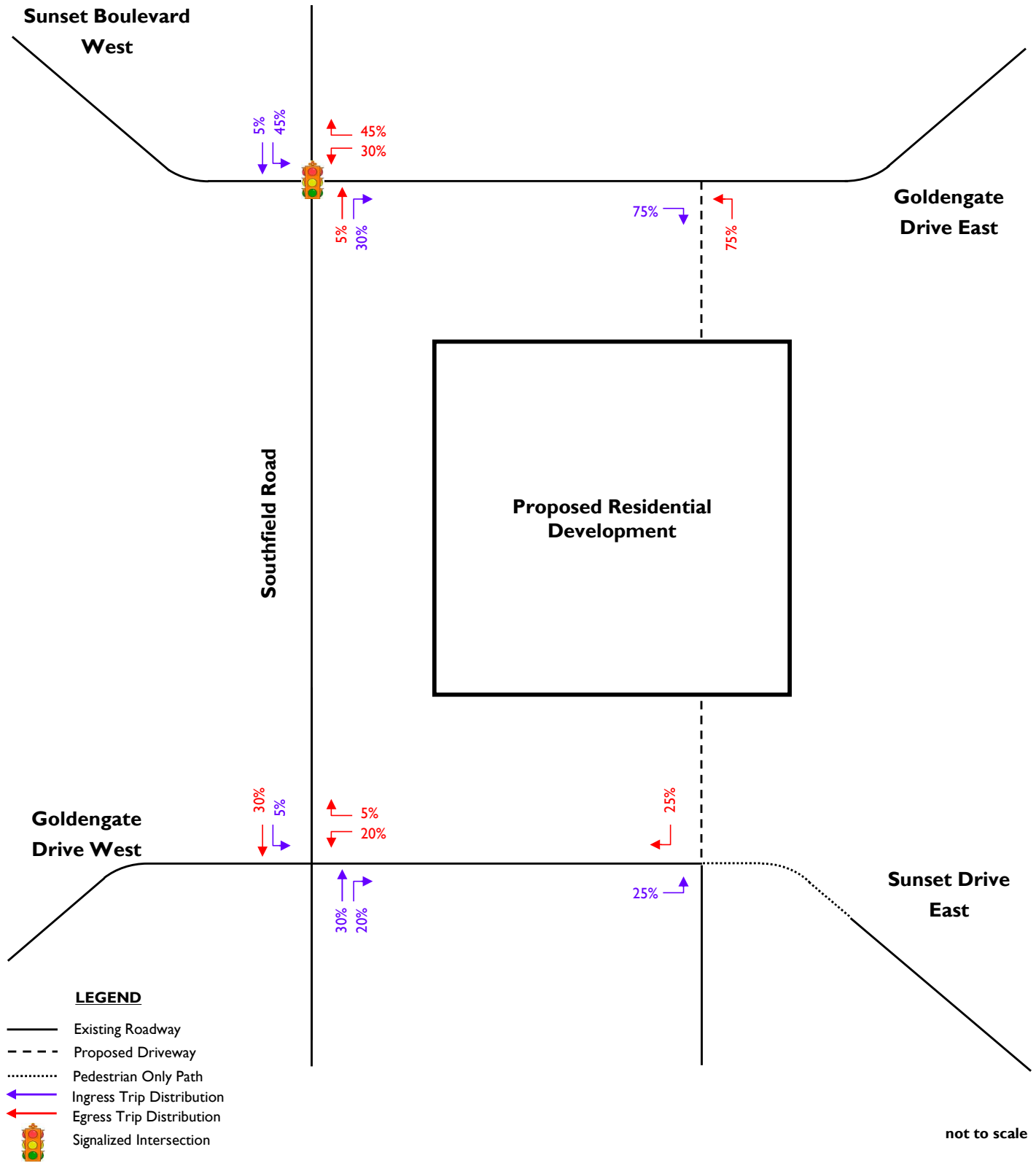
FIGURES

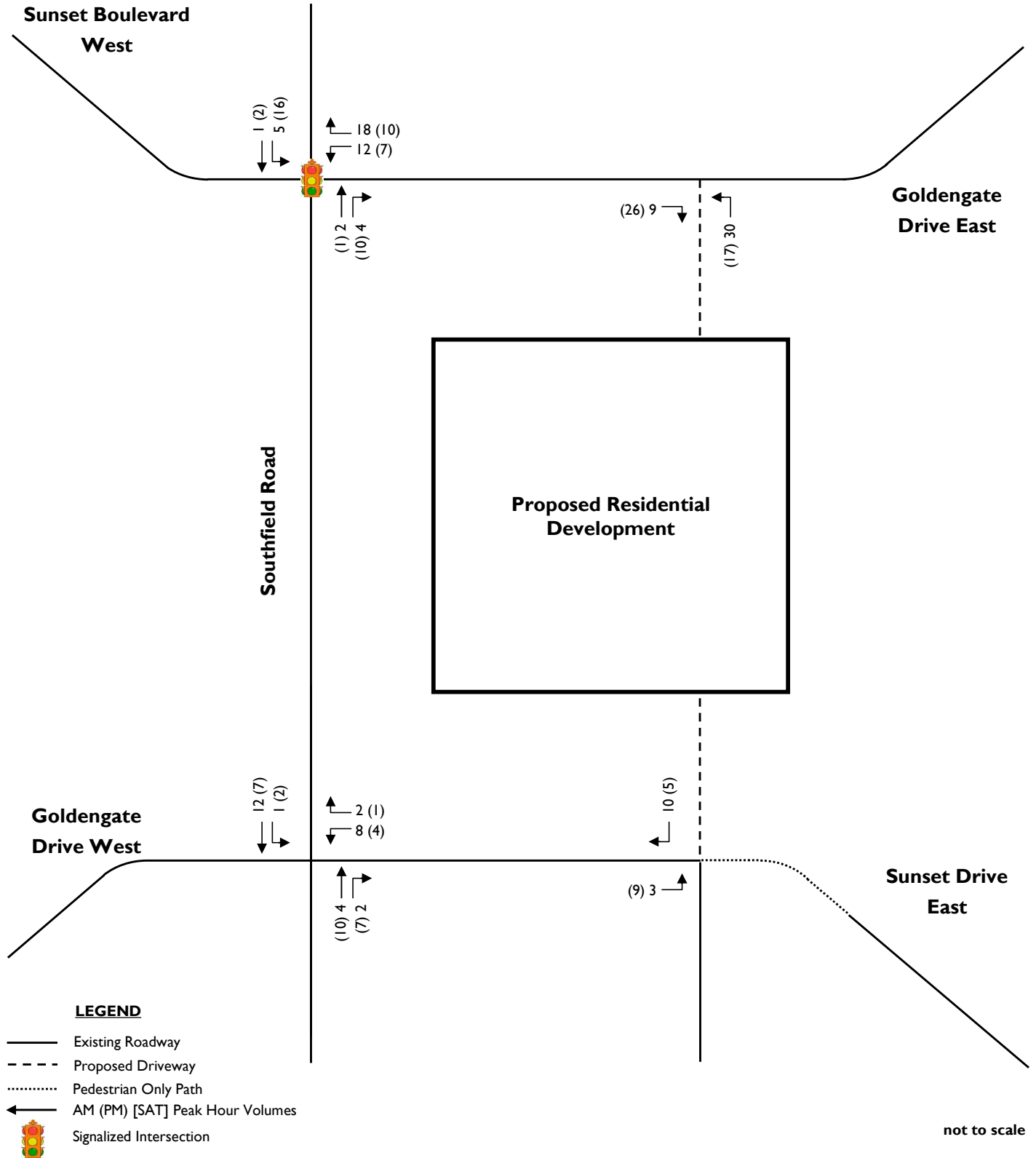


STONEFIELD

Proposed Multi-Family Residential Development
27700 Southfield Road
City of Lathrup Village, Oakland County, Michigan
Traffic Assessment Report

FIGURE I
Site Location Map





memorandum

DATE: April 11, 2025
TO: Lathrup Village Planning Commission
FROM: Eric Pietsch - Michael Darga, P.E.

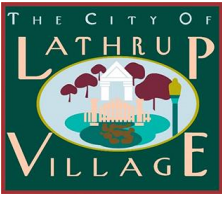
SUBJECT: 27700 Southfield Road Traffic & Parking Assessment Review Memo

Giffels Webster prepared this review letter in response to the applicant's Traffic & Parking Assessment Report, along with a site plan for the proposed Multi-family Residential Development project, located at 27700 Southfield Road in Lathrup Village. The proposed project is planned to redevelop the existing Academy of Lathrup Village school building and construct additional buildings into 145 residential dwelling units. This TIA was prepared by Stonefield on March 25, 2025, and it constitutes traffic and parking assessments. The subject site is located along the easterly side of Southfield Road, between Sunset Boulevard East and Goldengate Drive East.

The results of the review and key findings are summarized below.

- The proposed development is planned to include 145 multi-family dwelling units generating 52 trips during weekday morning and 57 trips during weekday evening peak hours, in compliance with the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. **No comment.**
- The proposed development is anticipated to generate parking demand of 210 spaces, according to ITE Parking Generation, 5th Edition, which is covered under the proposed parking supply of 218 spaces. **No comment.**
- Without knowing the capacity and operation impacts from a previous use on adjacent intersections, having lower trips than a previous use doesn't automatically indicate acceptable conditions. Different land uses have different traffic patterns and peak hours, this should be considered in the comparison between previous and proposed uses. **Please provide additional information for the impact of previous use on both access intersections on Southfield Road and the year when the school closed for business, or conduct a capacity & queue analysis for the proposed development. While the trip generation comparison indicates that the proposed development will generate less trips than what was on the network about six years ago, this information is an essential piece for the assessment.**
- The intersection of Southfield Road and E. Goldengate Drive/Sunset have experienced a recent change in operations with the opening of Panera Bread with drive-through. **Please consider this change in comparing previous site use with the proposed development and in the capacity & queue analysis.**
- **Please provide trip distribution sketch or a table for the proposed trips during the AM and PM peak hours.**

The number of units is not likely to burden Southfield Road traffic; however, additional information is needed for due diligence and to ensure new development projects support and are supported by a safe and efficient transportation network. Please provide responses and additional information as per this review letter for review.



City of Lathrup Village
 27400 Southfield Road
 Lathrup Village, MI 48076
www.lathrupvillage.org | (248) 557-2600

VIA Email

Lathrup Village Building Department
 27400 Southfield Rd.
 Lathrup Village, MI 48076

February 20, 2025

RE: 27700 Southfield Road – Lathrup Village HDC Decision

Lathrup Village Building Department:

This letter will be considered the Lathrup Village Historic District Commission (HDC) certificate of approval. On February 19th, 2025, the HDC met and acted on the application received for 27700 Southfield Road – Annie Lathrup School Partial Demolition & Rehabilitation plans. Below are the motions:

Moved by Warner, seconded by Johnson to approve the 27700 Southfield Road – Annie Lathrup School partial Demolition & Rehabilitation proposal.

Yes: Johnson, Roberts, Warner, Kenez, Khamo

No: N/A

Motion Carried

Moved by Roberts, seconded by Johnson to approve the 27700 Southfield Road – Annie Lathrup School partial Demolition & Rehabilitation plan.

Commissioner Warner – While Section 40-29(e)(8) remains a concern, when only one item does not meet the ordinance requirements, it shows the developer is making an effort. This is a rare project and if the project saves the truly historical portion of the site, then it should continue to move forward.

Secretary Khamo – The ultimate concern is the building being torn down and that may be a possibility. The size (Section 40-29(e)(8)) is still a concern.

Chair Johnson – Believes the petitioners have acted in good faith and the true historical building stays intact. To achieve 9 out of 10 elements of compliance is an achievement. The HDC must stop the potential of the building being demolished.

Vice-Chair Roberts – 9 out of 10 elements appear to be met. The economics make sense, and the original school stays intact.

Commissioner Kenez – The preservation of the building was a major concern. Maintaining the integrity of the area will be needed to showcase the property. Wants to see the relationship in the Village Center district expand if this project proceeds.

Yes: Johnson, Roberts, Warner, Kenez, Khamo

No: N/A

Motion Carried

Based upon the approved motion, this letter will serve as the certificate of approval and the HDC ask the building department to file this in its usual manner and take such action as necessary to require compliance with the approved building plan.

If you have any questions, please feel free to reach out.

Sincerely,

Dane Johnson
 LV HDC Chairman

cc: Akiva Investments, LLC

Kelly Garrett
 Mayor

Bruce Kantor
 Mayor Pro-Tem

Jalen Jennings
 Council Member

Dalton Barksdale
 Council Member

Jason Hammond
 Council Member

4/15/2025

Lathrup Village - Site Development Status

PZE Process #	Address	Applicant Name	PZE Process Type	Started	Date Completed PZE Process	Completed Construction (Yes/No)	Notes
PZE23-010	27300 Southfield Rd	Sadier Abro	Site Plan Review	6/15/2023	2/20/2024	No	<p>The Planning Commission reviewed and issued a zoning interpretation confirming that a laundromat is a permitted use, allowing the project to move forward. Following this decision, the site plan was formally approved on February 20, 2024. The interior renovations for the "white box" units, which are part of the laundromat project, are now in the final stages of completion.</p> <p>The approved site plan permits retail and personal care uses in the remaining units. An accounting firm, which previously occupied the northern unit, is returning to its original location. A nail salon and vape shop are currently waiting for the property owner to complete the interior build-out before they can proceed.</p>
PZE24-013	26600 Southfield Rd	Hatem Hannawa	Site Plan Review	8/1/2024		No	<p>The revised site plan was approved by the Planning Commission on January 21, 2025. The engineering review for both interior and exterior build-out has been completed, and the necessary building permits have been obtained. Construction is now underway.</p>

4/15/2025

PZE24-019	27700 Southfield Rd	Akiva Investments, LLC	Site Plan Review	10/22/2024		No	<p>The applicant is requesting site plan approval for the historic preservation and adaptive reuse of Lathrup Village's former high school, proposing its transformation into multi-family housing, co-working space, and an activity/event space. The project received approval from the Lathrup Village Historic District Commission (HDC) on February 19, 2025.</p> <p>A public hearing is scheduled for April 15, 2025, where the applicant will present the site plan to the Planning Commission for review and consideration.</p>
PZE24-020	28317 Southfield Rd	Lantei Takona	Site Plan Review	11/4/2024	12/17/2024	No	<p>The site plan for a golf simulator business was approved by the Planning Commission on December 17, 2024. Since no interior construction is required, the business is currently in the process of installing golf simulator equipment in preparation for opening. CED staff are working with their selected sign company for final approval.</p>