

CITY OF LATHRUP VILLAGE

2026 Comprehensive Plan Update

DRAFT

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ACKNOWLEDGEMENTS

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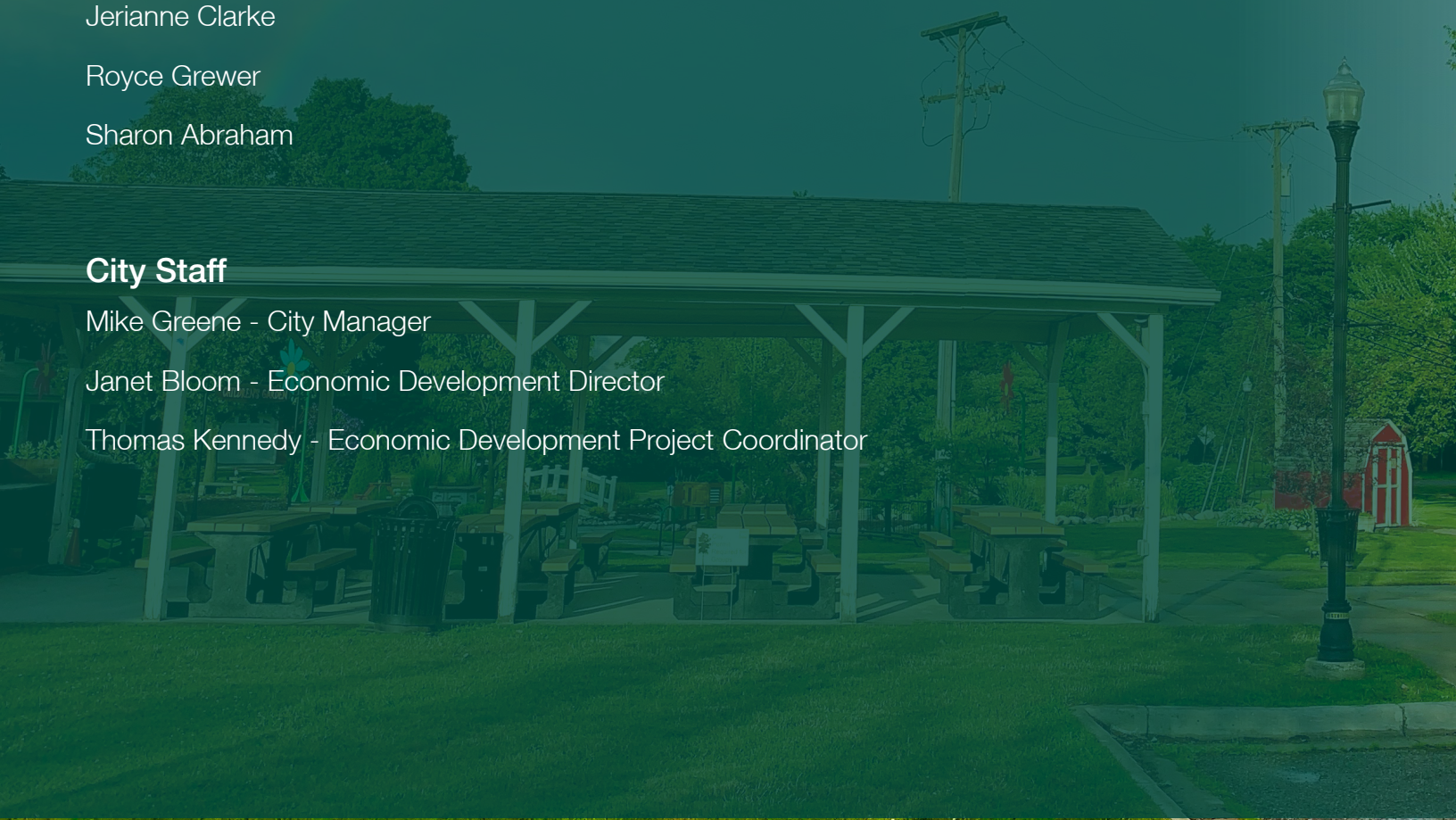




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CITY OF
LATHRUP
VILLAGE
POLICE & MUNICIPAL OFFICES

What's in this Comprehensive Plan?

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

The Place

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

The People

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

The Plan

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

The Program

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

Plan Chapters

Location

Demographics

Existing Land Use

Public Engagement

Goals & Objectives

Housing & Neighborhoods

Economic Development

Transportation

Environment

Future Land Use

Implementation Strategy

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Introduction

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

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

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

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

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

Relationship between the Comprehensive Plan and the Zoning Ordinance

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

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

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

The Planning Process

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

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

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

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

Role of City Council and Commissions

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

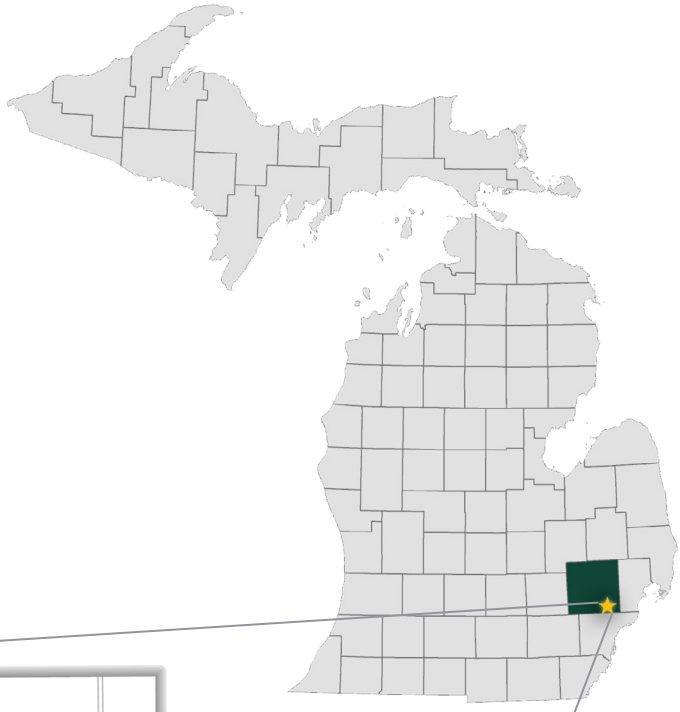
City Council: Legislative body that passes laws and sets policy for the City. The City Council approved the 2021 Comprehensive Plan and adopts ordinances that provide a legal framework for zoning.

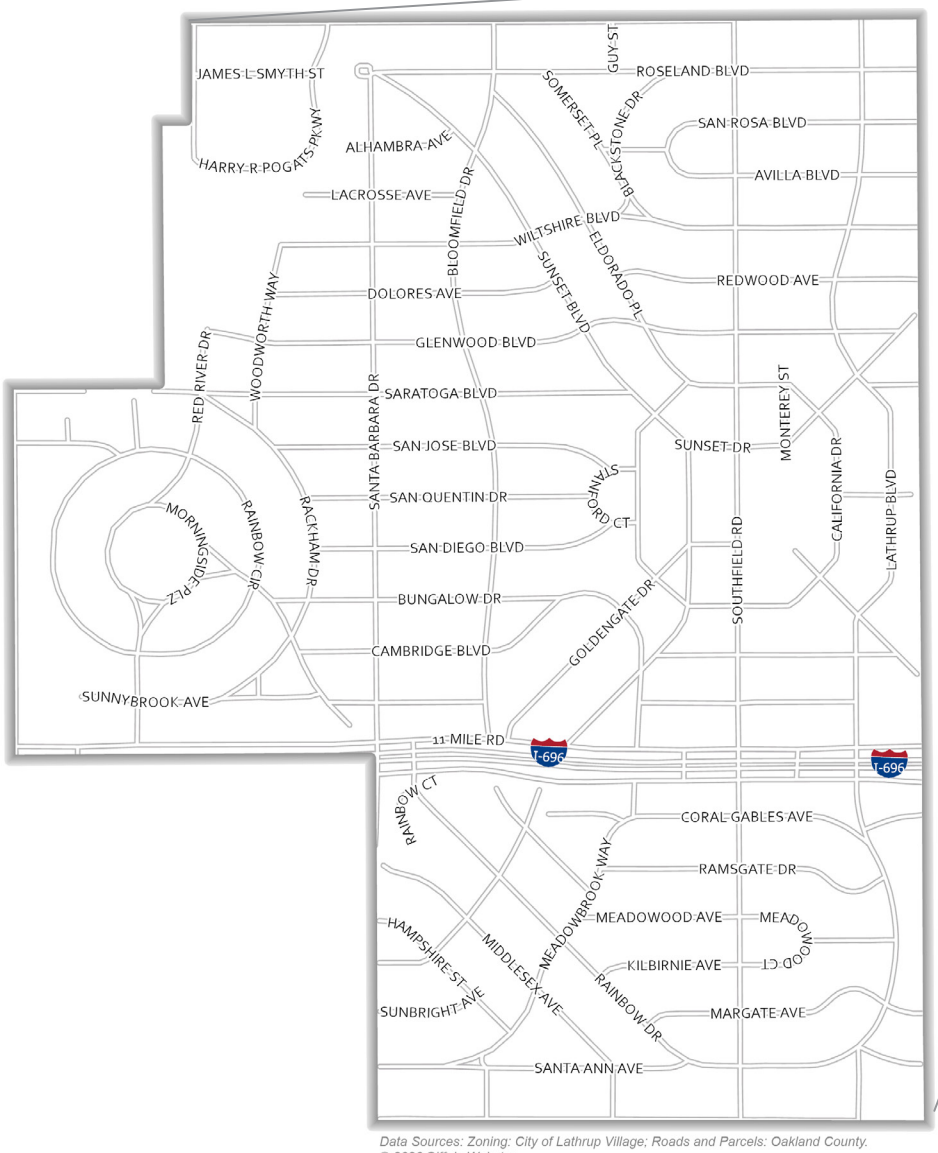
Planning Commission: Recommends policy relating to land use and is the recommending body for development and redevelopment.The Planning Commission oversees and guides the Comprehensive Plan process.

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

Location

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





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

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

Oakland County

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



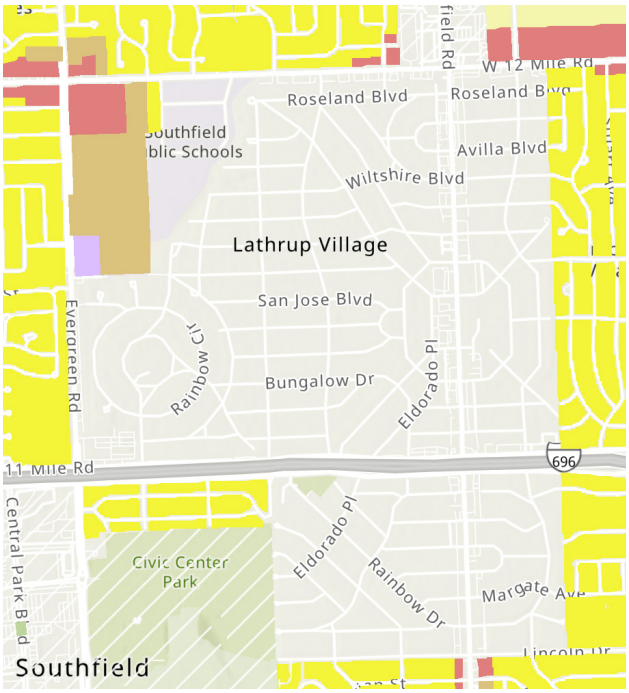
Planning In Neighboring Communities

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

City of Southfield

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

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



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

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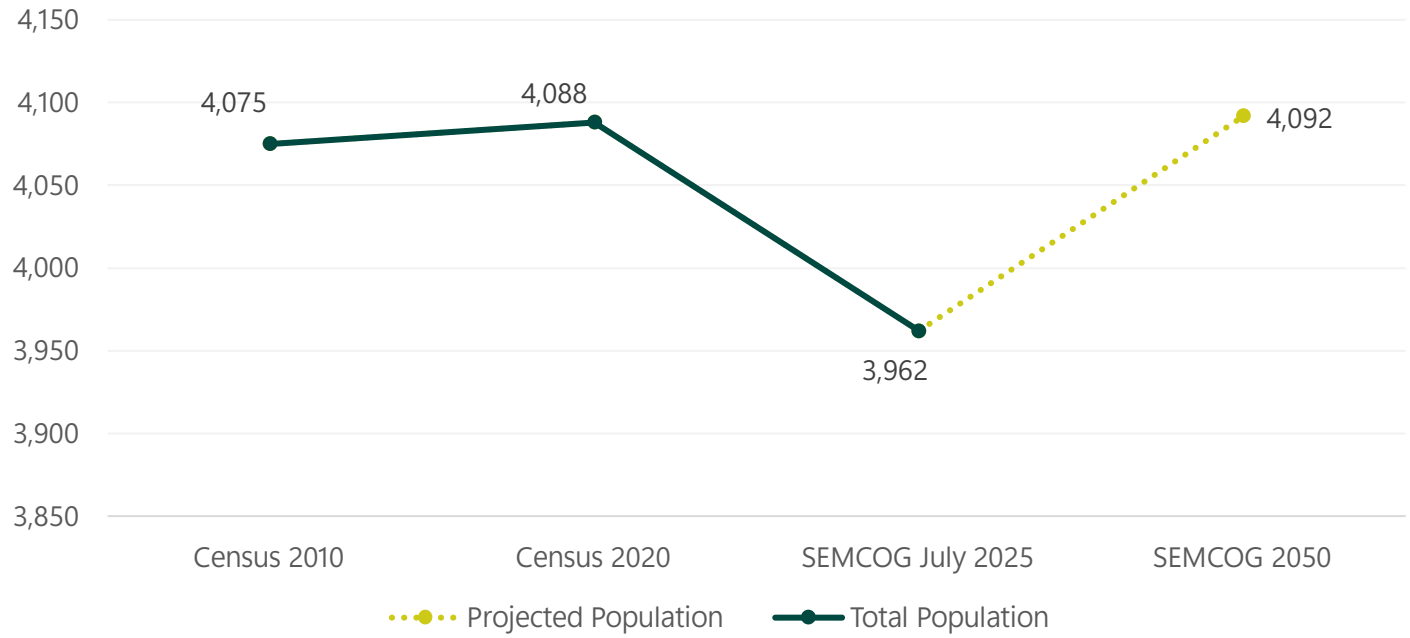


Demographics

Population

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

Figure 1. Population Forecast



SEMCOG Community Profiles, accessed January 2026

Table 1. Regional Population Trends 2010 - 2050

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

Source: SEMCOG Community Profiles, accessed January 2026

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

Age

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

Figure 2. Population by Age

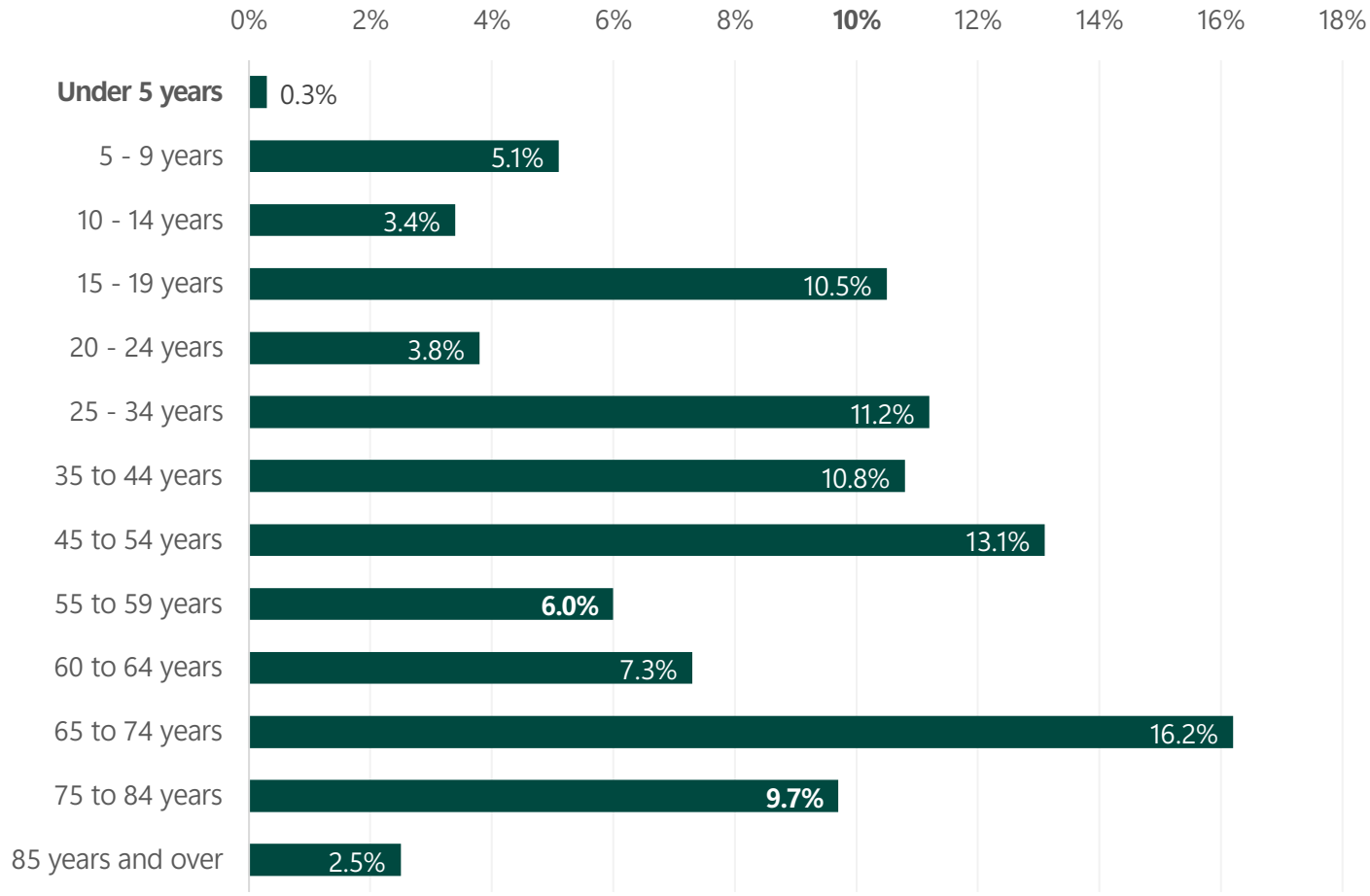


Figure 4. Population by Age 2010-2024

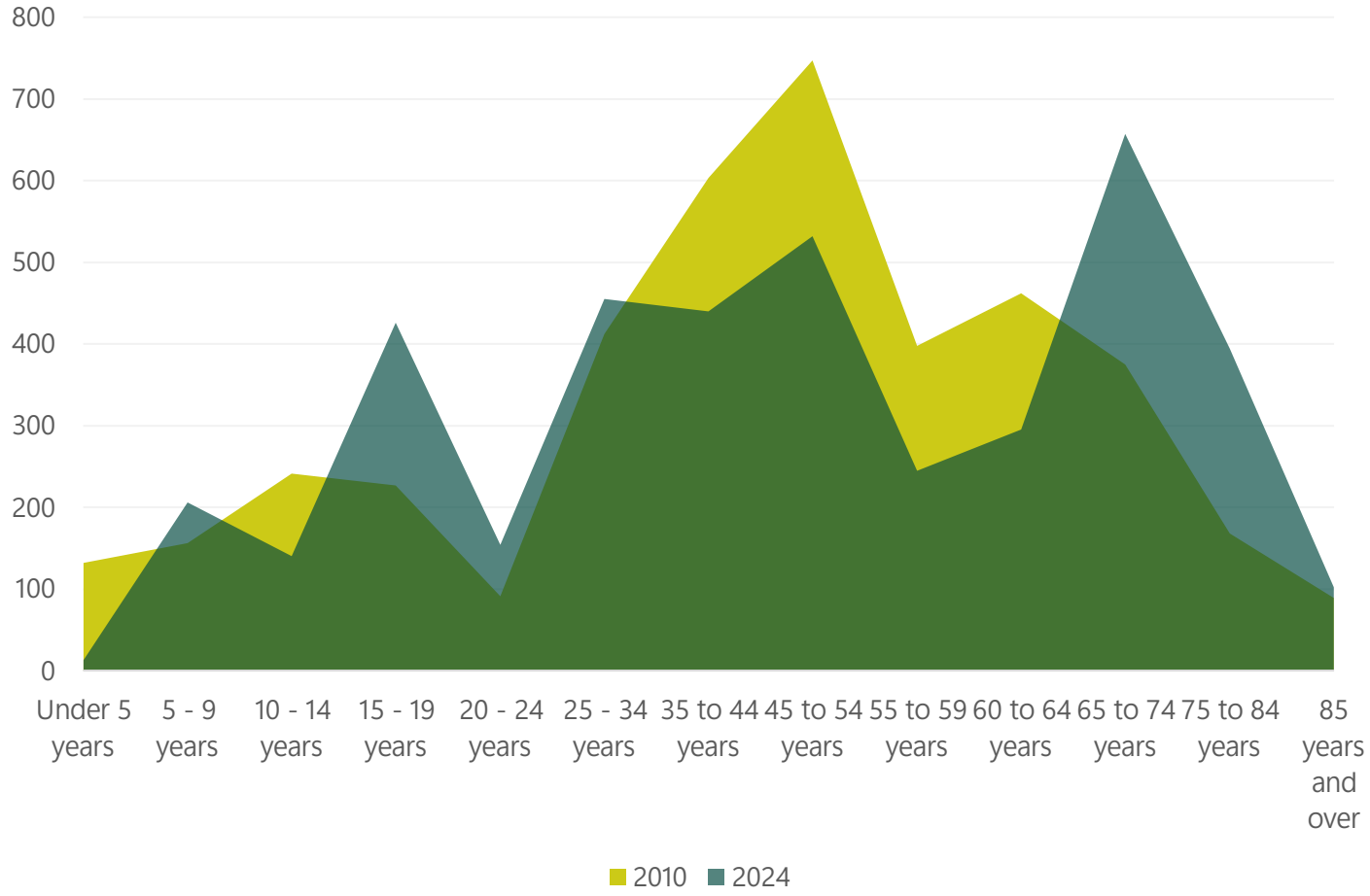
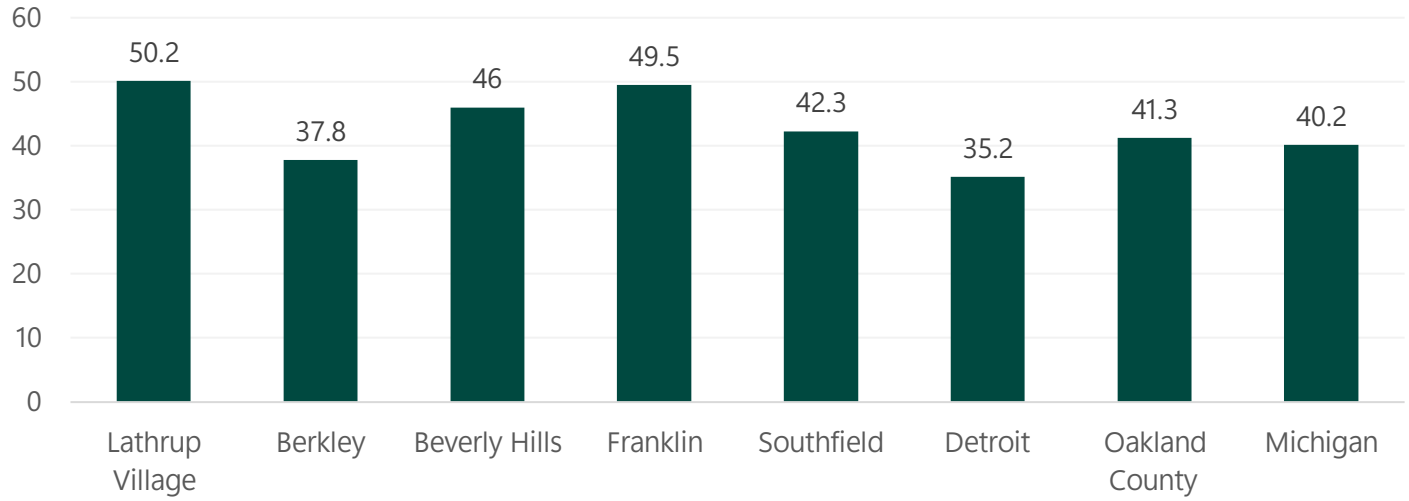


Figure 3. Area Median Age



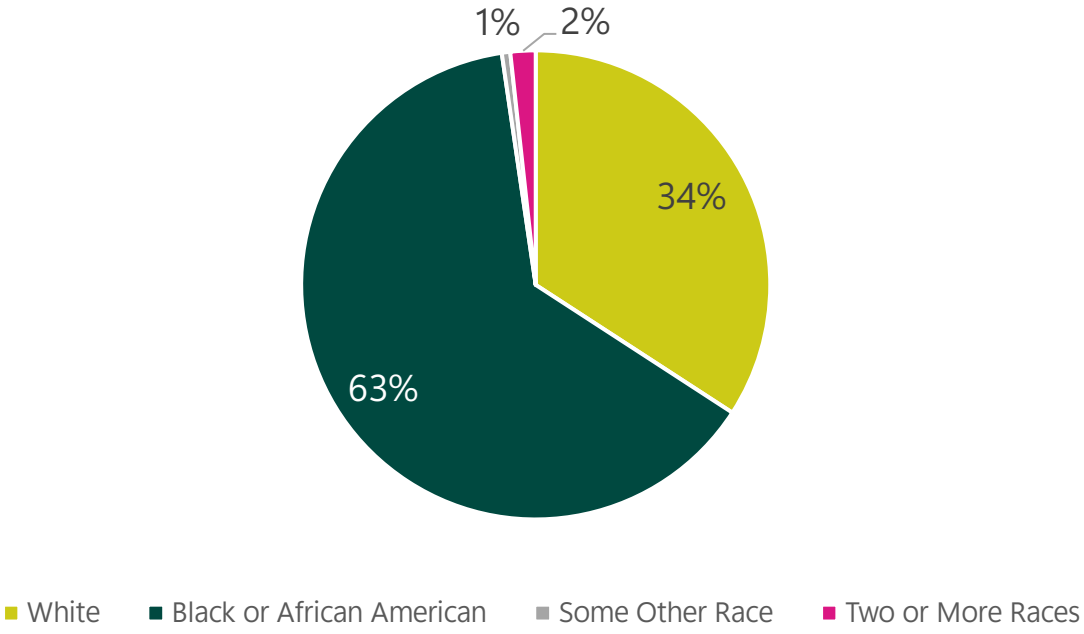
U.S. Census Bureau "Selected Demographic and Housing Characteristics," American Community Survey 5-Year Estimates Subject Tables, Table DP05, 2010 & 2024.

Race

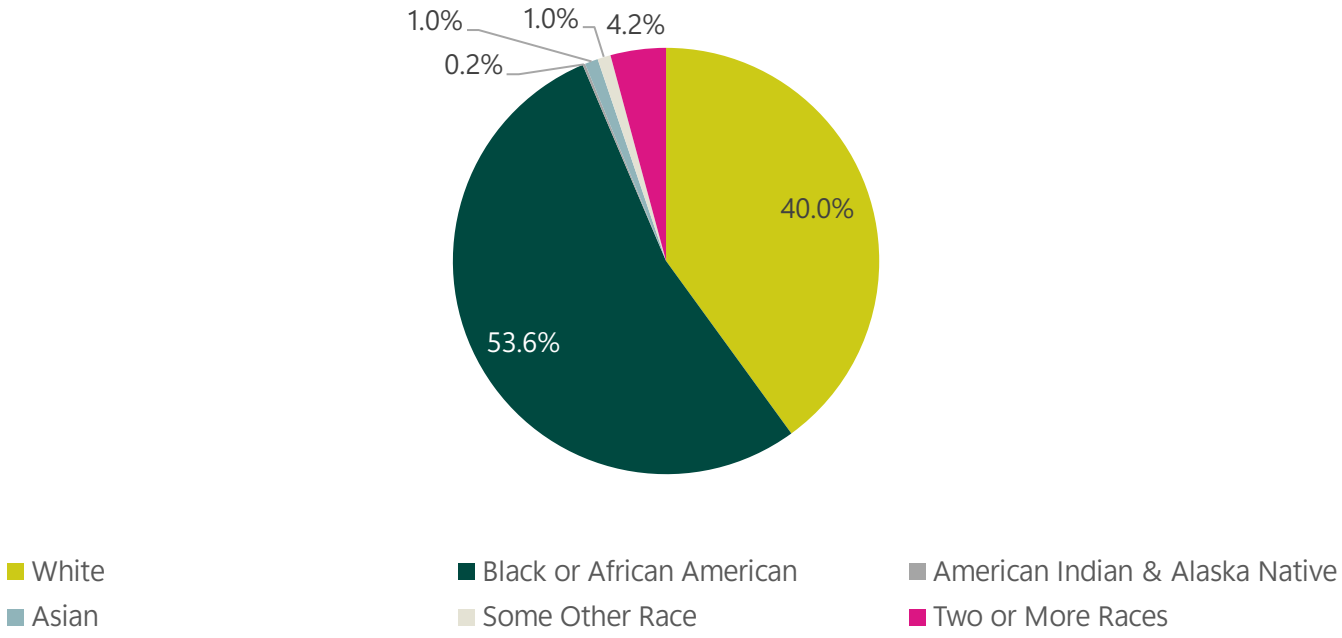
The racial makeup of Lathrup Village is predominantly Black or African American accounting for 63% of the population which is a 10% increase since 2010. This is followed by white residents who comprise 34% of the population. Oakland County is the sixth most diverse county in the entire state with a diversity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

Figure 5. Population by Race

2024



2010



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

Educational Attainment

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

Figure 6. Educational Attainment

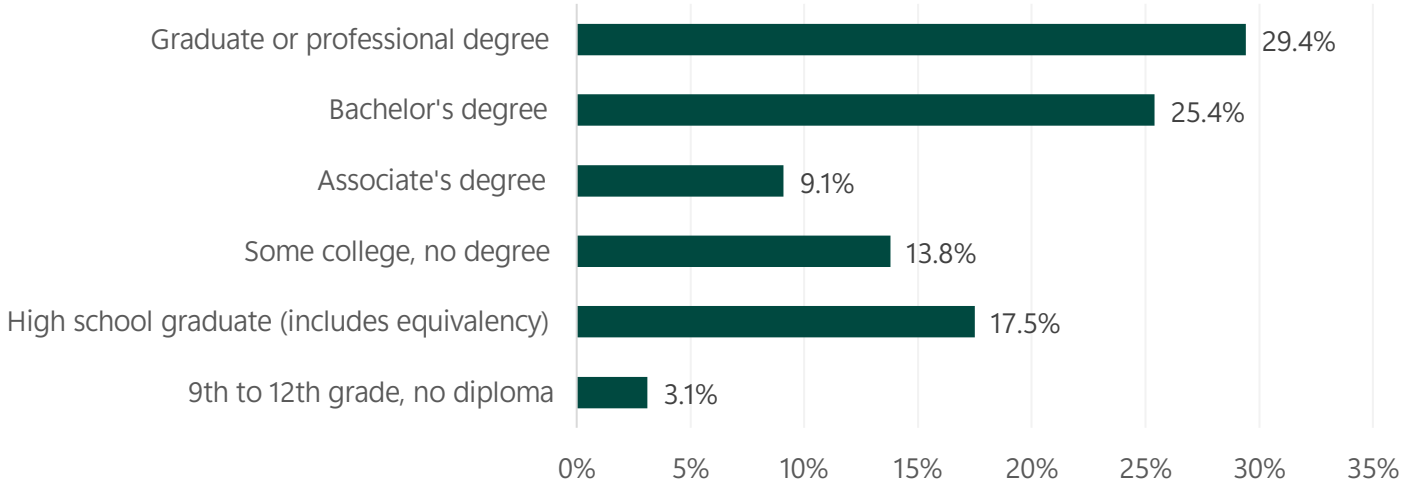
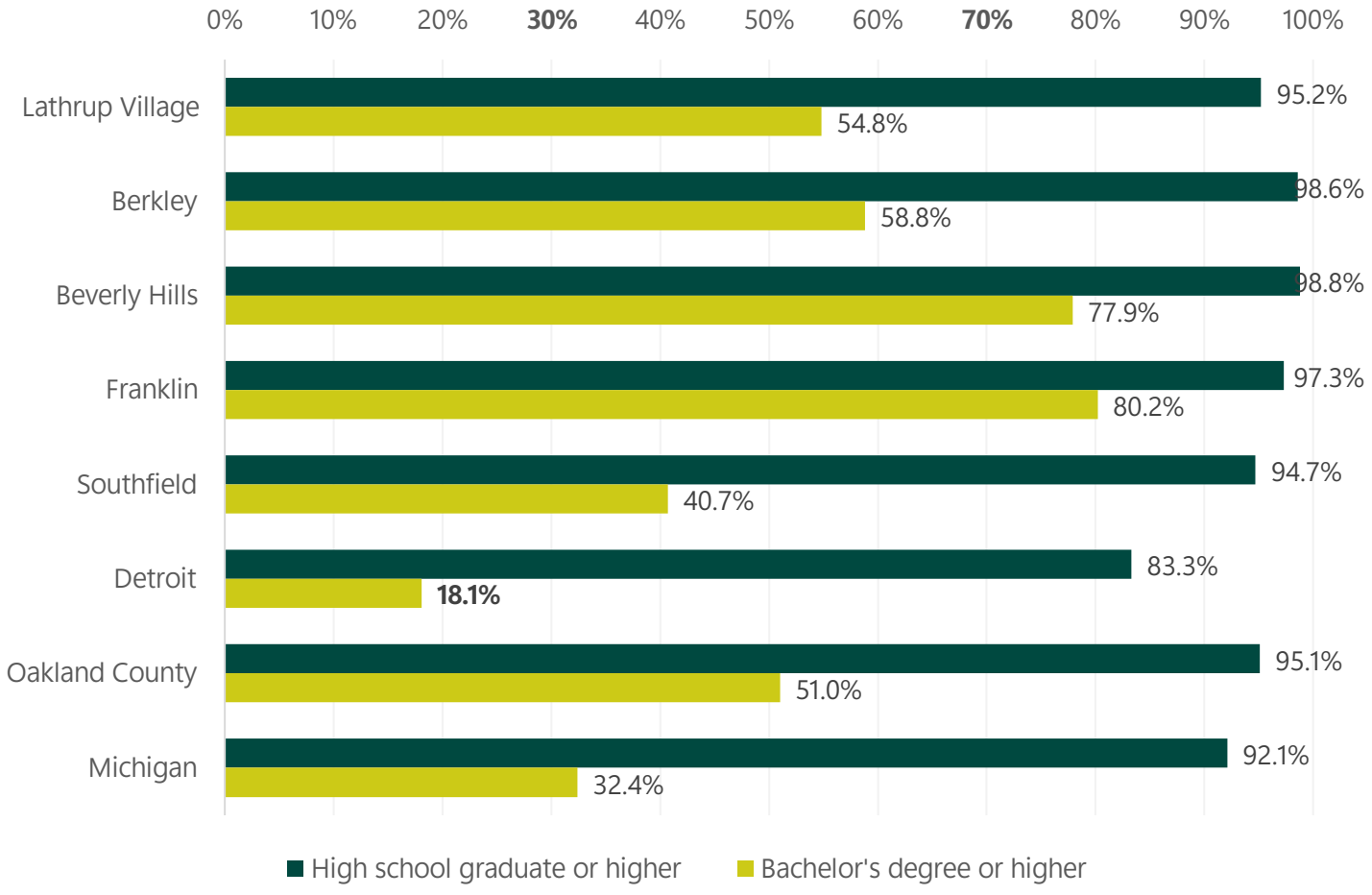


Figure 7. Area Educational Attainment

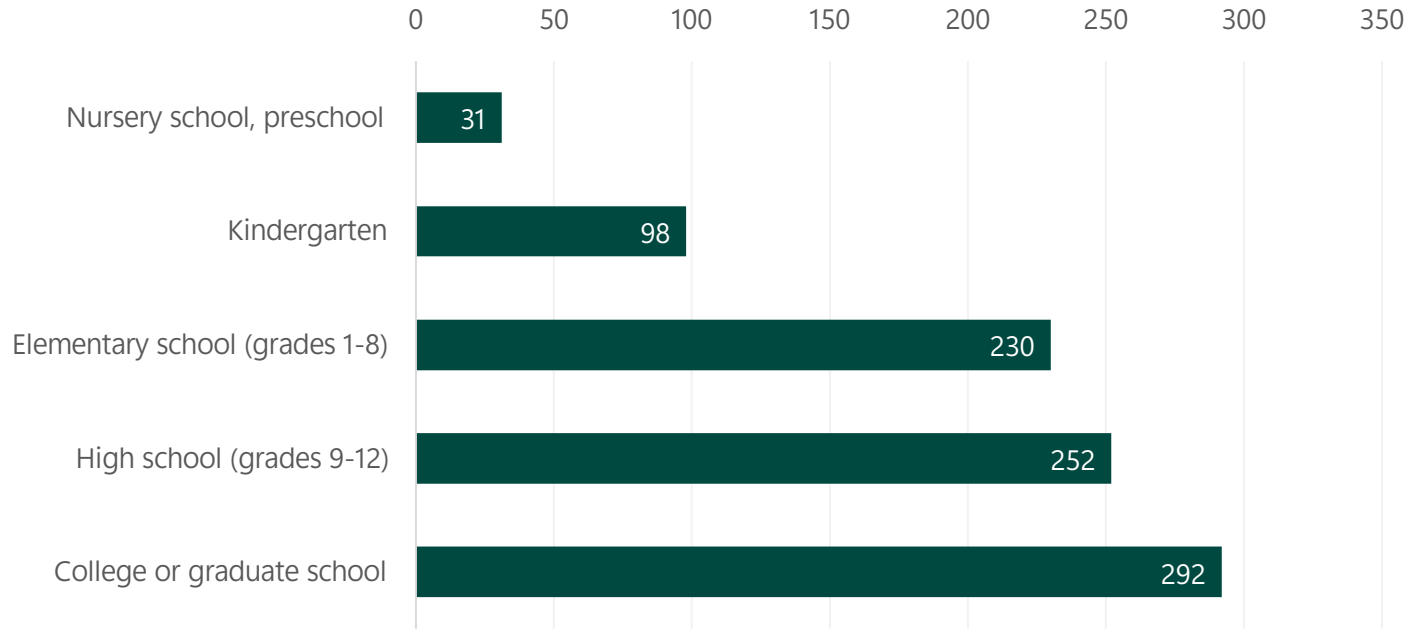


U.S. Census Bureau "Selected Demographic and Housing Characteristics," American Community Survey 5-Year Estimates Subject Tables, Table DP05, 2024.

School Enrollment

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

Figure 8. School Enrollment





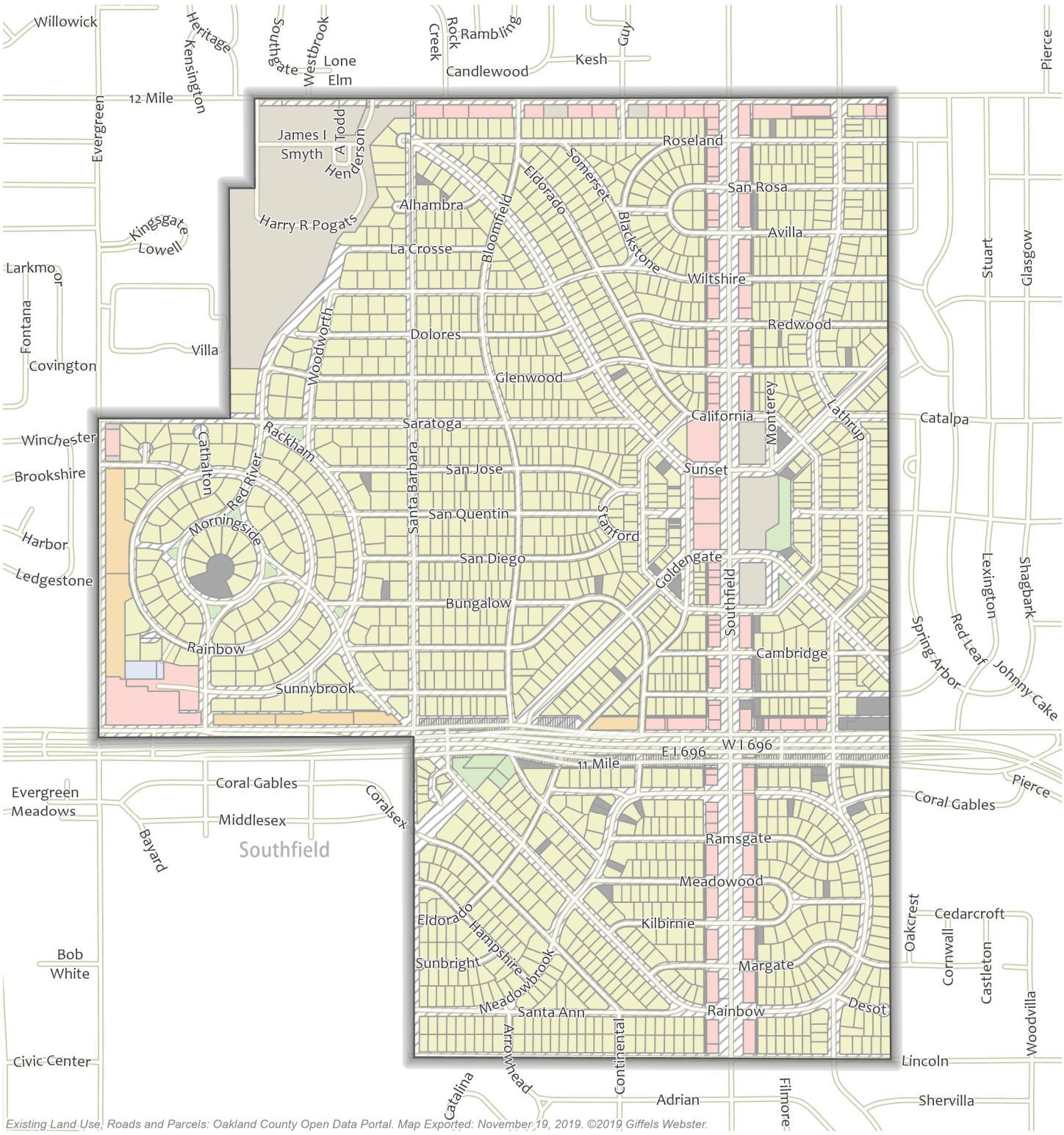
Existing Land Use

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

Table 2. Existing Land Use 2015 - 2020

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

Source: SEMCOG Community Profiles, accessed January 2026



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

0 500 1,000 2,000 Feet

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

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Existing Land Use

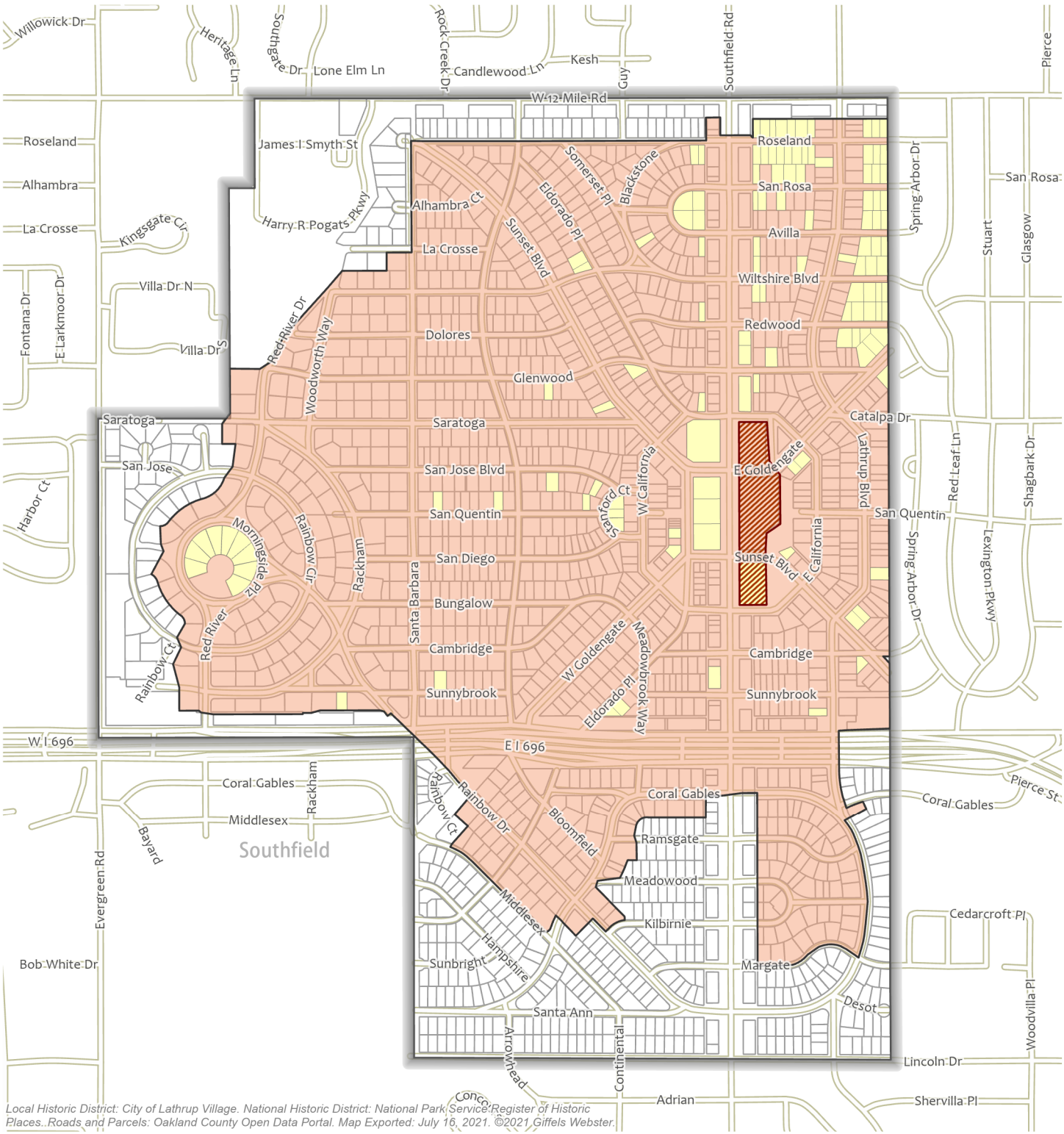
CITY OF LATHRUP VILLAGE

Historic District

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



The historic Annie Lathrup school building along Southfield Rd.



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

0 500 1,000 2,000 Feet

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

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Historic Districts

CITY OF LATHRUP VILLAGE

Community Facilities

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

Fire Department

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

Police Department

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



Lathrup Village City Hall houses the Lathrup Village Police Department.



Tot lot at Goldengate Park.

Lathrup Village Community Center

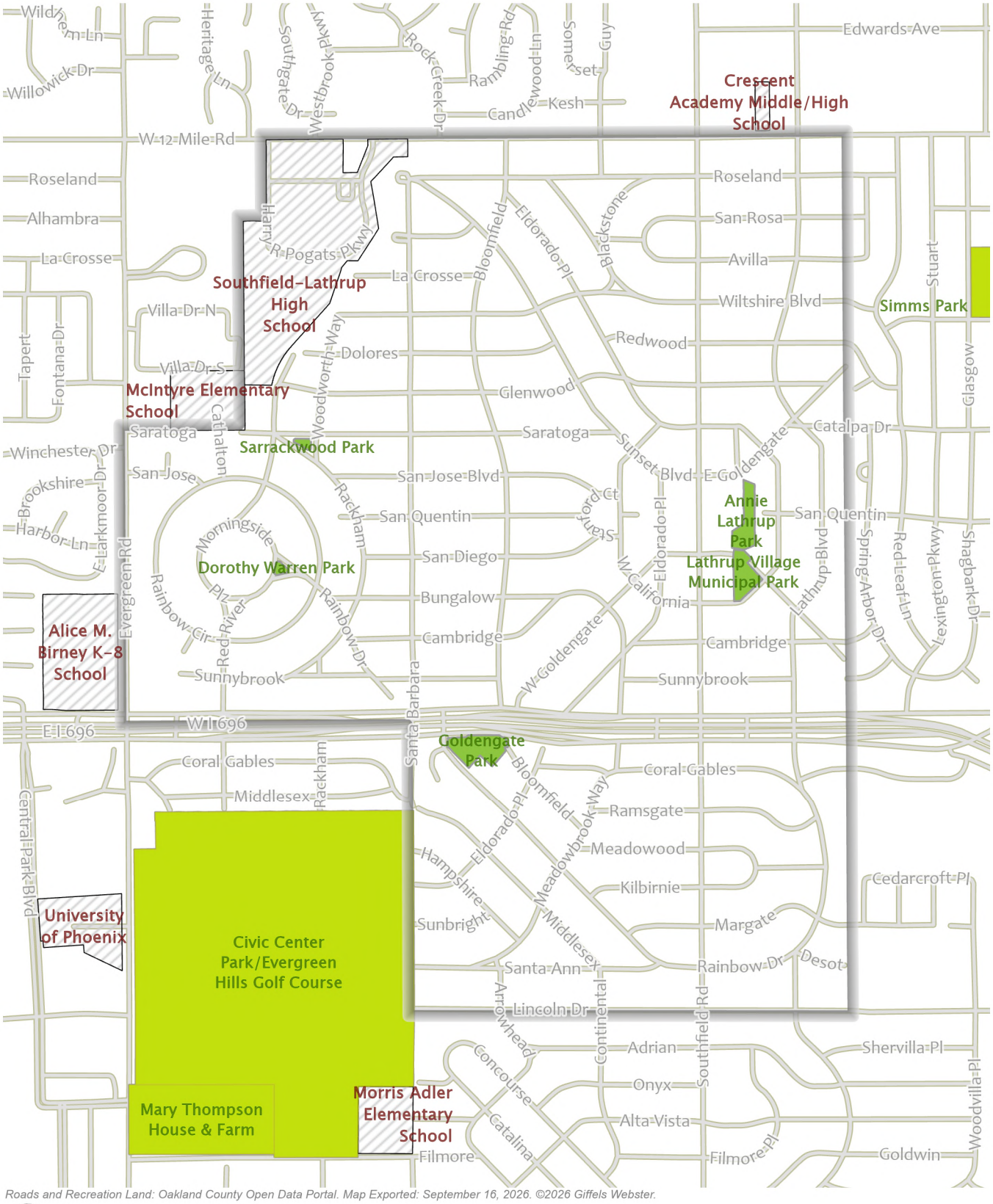
The Lathrup Village Community Center offers several amenities and public facilities for residents. The Community Room is a rentable gathering space which also has a commercial kitchen available and also a public fitness center with exercise equipment available to residents by yearly membership. The city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

Parks

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

Water and Sewer

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



Roads and Recreation Land: Oakland County Open Data Portal. Map Exported: September 16, 2026. ©2026 Giffels Webster.

0 500 1,000 Feet

Lathrup Village Parks

Southfield Parks

Educational Facility

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Schools & Parks

CITY OF LATHRUP VILLAGE

Transportation

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

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



I-696 crossing through the City of Lathrup Village.

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

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

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

Southfield Road

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

Trails and Pathways

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

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



Marked bike-way through the City's neighborhoods.



Community Engagement

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

10 Planning Commission Meetings

4 Study Sessions

4 Surveys

2 Community Events

Engagement Highlights

Joint Kickoff Meeting

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



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

Guiding Principles Activity

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

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

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



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

Strengths and Weaknesses

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

STRENGTHS

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

WEAKNESSES

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

Surveys and Study Sessions

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

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



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

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

Housing
243 Responses

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

Transportation
77 Responses

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

Economic Development
60 Responses

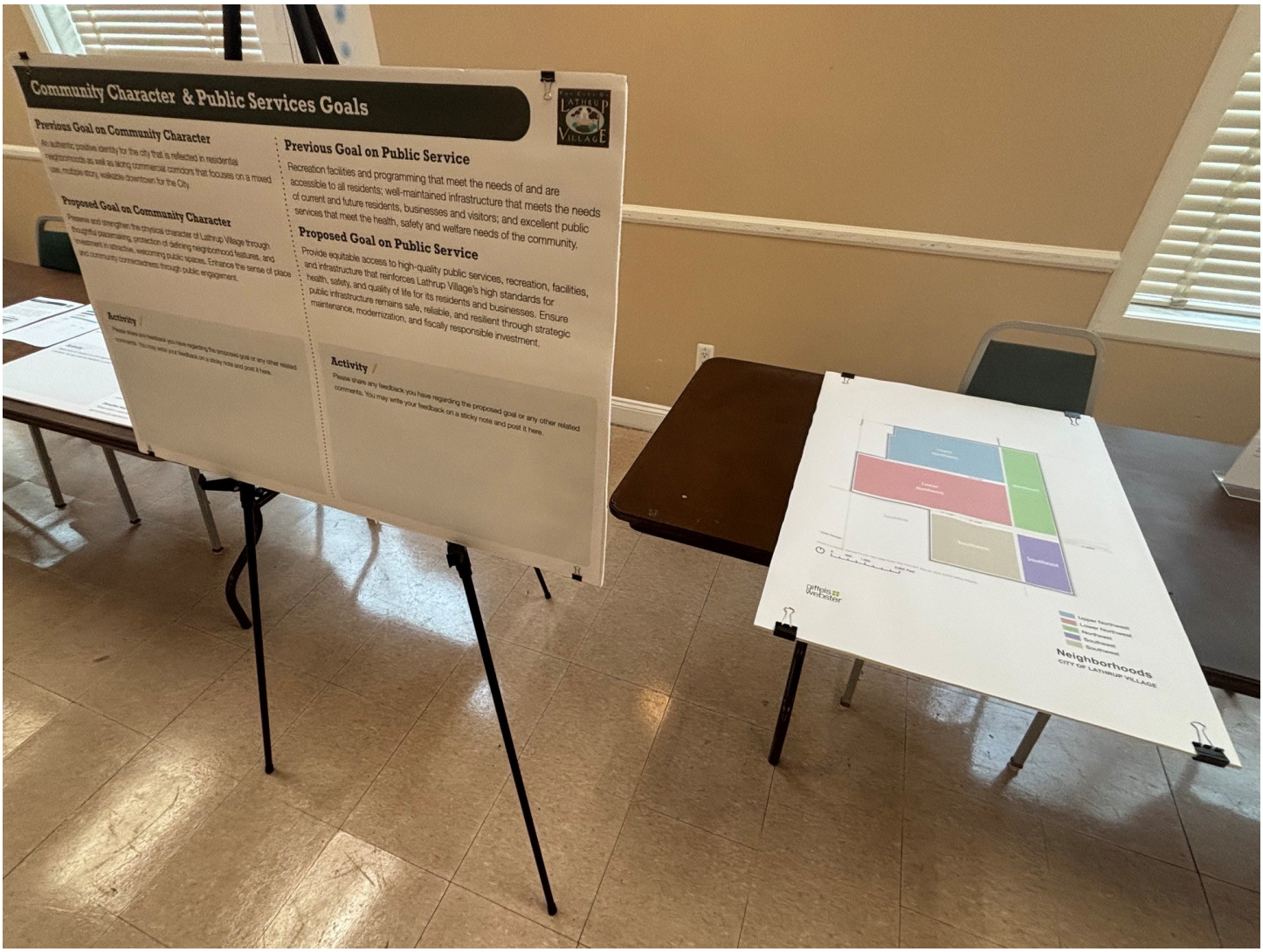
- Residents support reinvestment in vacant and underutilized properties, particularly along Southfield Road, 12 Mile Road, and at the Annie Lathrup School site.
- Residents want more restaurants, cafes, markets, specialty retail, fitness facilities, and other businesses that meet everyday needs close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

Parks & Recreation
59 Responses

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

Community Open House

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



Informational stations at the Community Open House event in July.

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Goals & Objectives

What are goals, objectives, and strategies?

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

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

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

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

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

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

People & Placemaking

What do we want?

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

Why?

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

Where?

Throughout the City.



Decorative banners and flowers along the City's corridors.

Objectives

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

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

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

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

Housing & Neighborhoods

What do we want?

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

Why?

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

Where?

Throughout the City.

Objectives

1. Encourage maintenance of and reinvestment in existing neighborhoods.

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

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



Residential neighborhoods in Lathrup Village.

Economic Development

What do we want?

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

Why?

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

Where?

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

Objectives

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

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

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



A commercial complex in the City's corridors.

Public Services & Facilities

What do we want?

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

Why?

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

Where?

Throughout the City.



Lathrup Village City Hall building.

Objectives

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

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

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

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

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

Transportation

What do we want?

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

Why?

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

Where?

Throughout the City.



A marked bike path within the neighborhoods.

Objectives

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

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

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

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

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

Sustainability, Resiliency, & Adaptability

What do we want?

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

Why?

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

Where?

Throughout the City.

Objectives

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



Natural green space at Dorothy Warren Park.

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Future Land Use

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

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

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

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

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

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

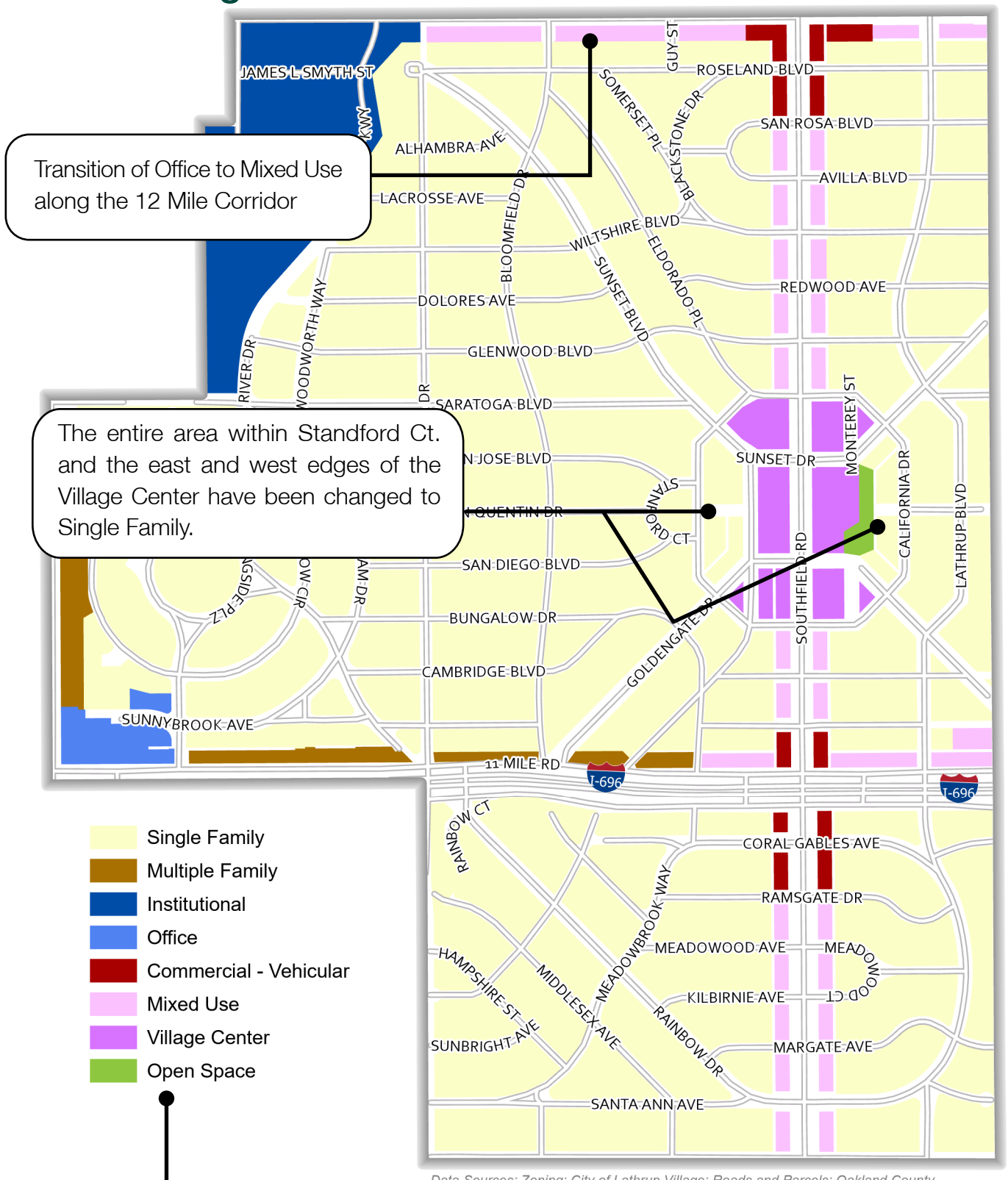
Village Center: The Village Center encompasses the inner segments of the California Drive octagon and, as a result, establishes a concentrated area for commercial and civic activities. It is envisioned that there will be a mix of public and private property, including residential, office, retail, restaurant,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

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

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

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

What's changed since 2021?

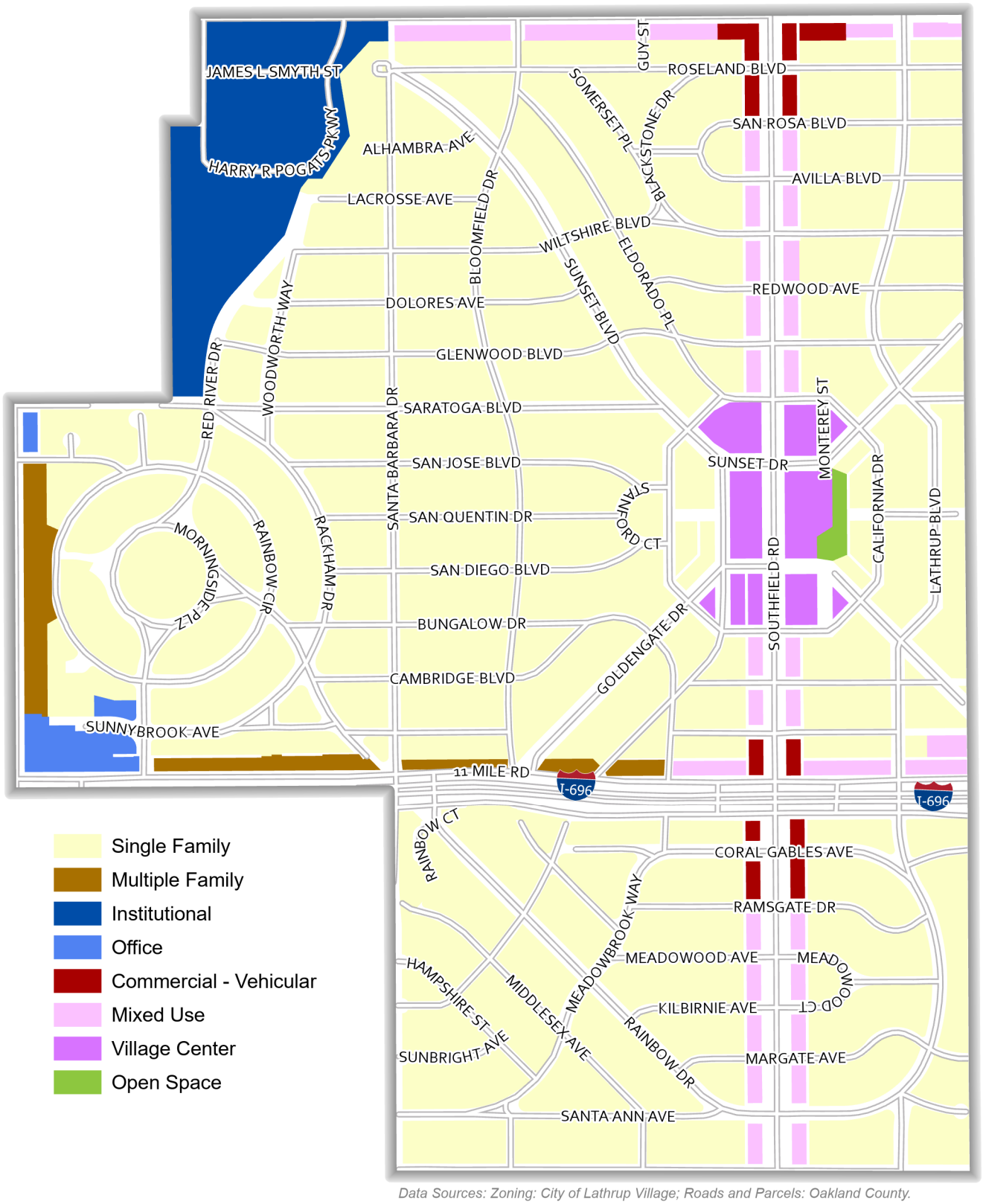


Data Sources: Zoning: City of Lathrup Village; Roads and Parcels: Oakland County.
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Future Land Use

CITY OF LATHRUP VILLAGE



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

0 500 1,000 Feet

giffels webster

Future Land Use

CITY OF LATHRUP VILLAGE

Sustainability, Resiliency, & Adaptability

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

As we plan for the future, many of the challenges we will face are related either directly or indirectly to our place in larger systems, both natural and man made. We often have little direct local control over these systems, but adapting to change and discovering our role in contributing to the health of these systems is nonetheless essential to planning for a community that can survive and thrive even in the face of the most severe challenges. Michigan is affected by our changing climate in many ways, some of which may seem counterintuitive. For instance, as average annual temperatures rise, the chance of prolonged deep freezes such as those experienced in the recent 2025 polar vortex may increase, as warming elsewhere on the planet destabilizes the jet stream, allowing arctic air that would normally be trapped further north to descend into the Upper Midwest. A changing climate has far-reaching implications for Michigan's agricultural and tourism economies, waterfront development, and communities with older stormwater management infrastructure. Within the last decade, Lathrup Village has experienced multiple heavy rain events that have led to property damage and decreased mobility and must anticipate that more flooding will occur in the future, damaging property, impairing access to parts of the city, and creating financial distress for local residents and businesses.



Community Insights

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

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

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

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

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



Sustainability, Resiliency, Adaptability

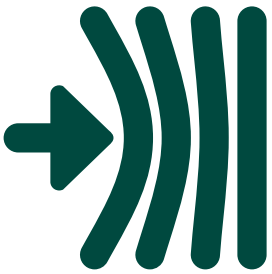
What's the difference?

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



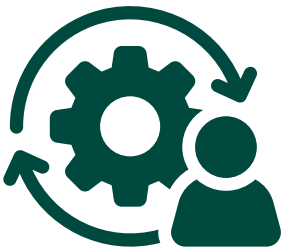
Sustainability

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



Resiliency

Resiliency recognizes that our built environment will be subject to stresses and is the practice of designing that environment in a way that can endure those stresses. Planning for resiliency must consider that some threats are ongoing, persistent stresses, while others are sudden shocks, single events that disrupt the day-to-day functioning of the community. An example of a resilient action might be a stormwater management upgrade that can handle 100-year storm events.



Adaptability

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

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

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

Why Should the City Plan for SAR?

Extreme heat

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

Heavy rain and flooding

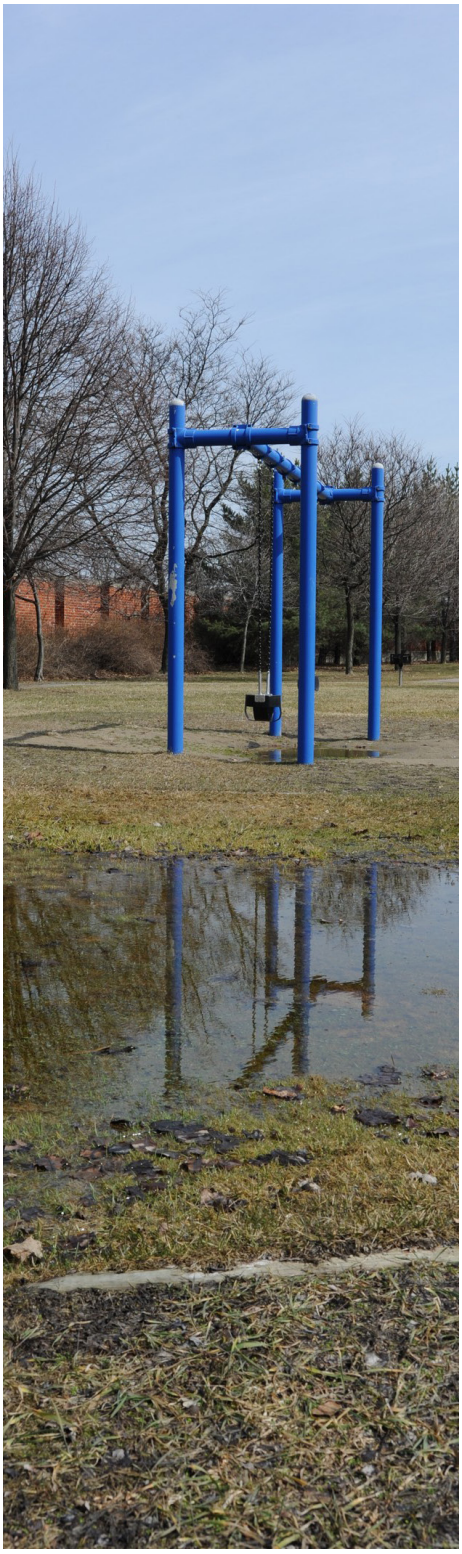
Heavy rain events are already more common in Michigan than they were in the mid-to-late 20th Century, having increased by 35% from 1951 to 2017, as total annual precipitation increased by 14%. They are anticipated to become even more common in the future.

Severe winter storms

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

Public health emergencies

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



Flooding at the park facilities.

Damage to natural systems

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

Food systems

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

Drought

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

Unanticipated events

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



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

A More Local Look at Climate Vulnerability

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

Tangible Benefits of Sustainability Planning

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

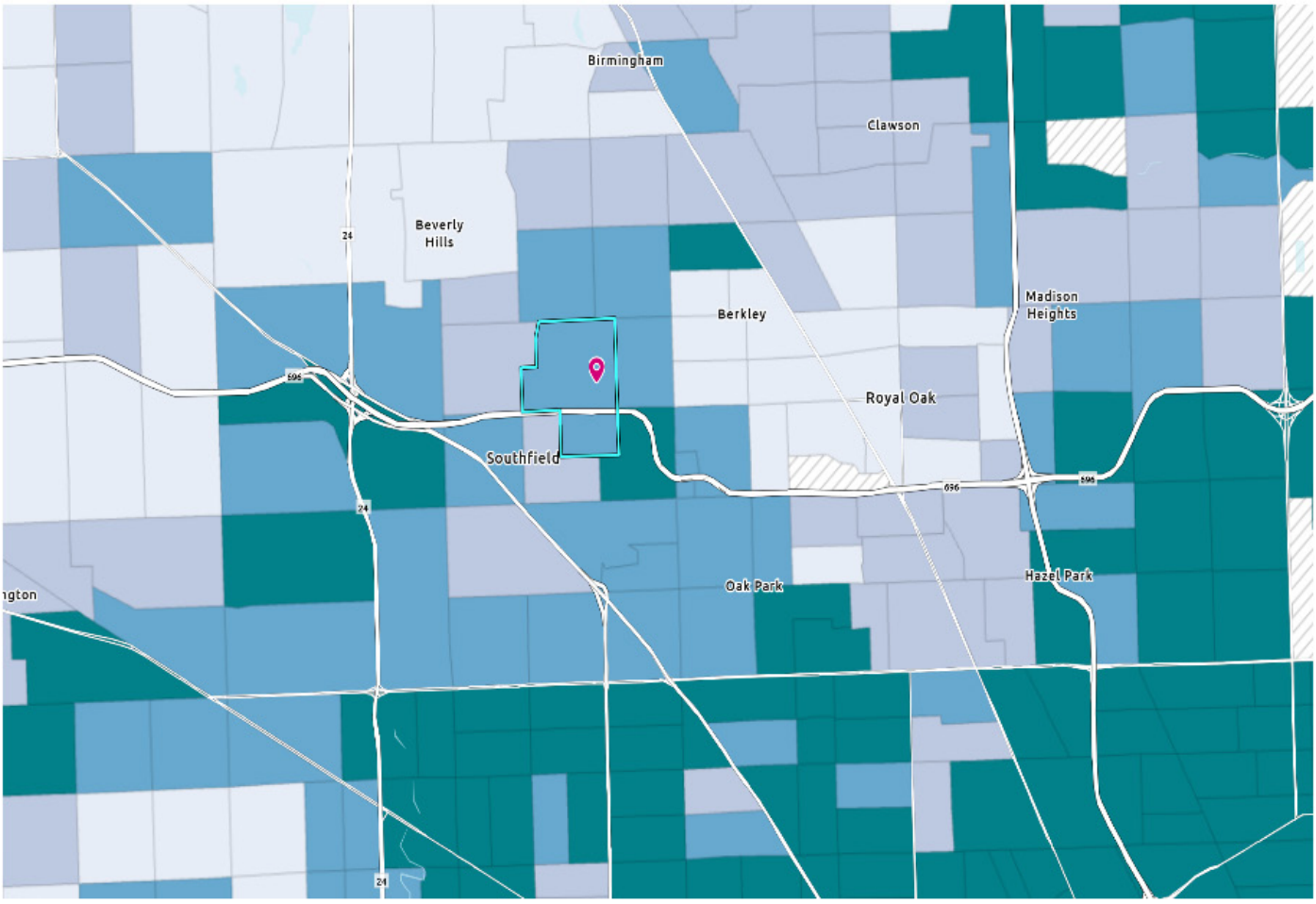


Flooding in the playground before the improvements.



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

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



Opportunities & Considerations

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

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

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

Promote and Support SAR Through Zoning

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

Strengthen Emergency Preparedness.

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



Housing & Neighborhoods

"A welcoming community with interesting architecture and lovely yards"

- Lathrup Village Resident

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

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



Community Insights

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

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

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

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

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



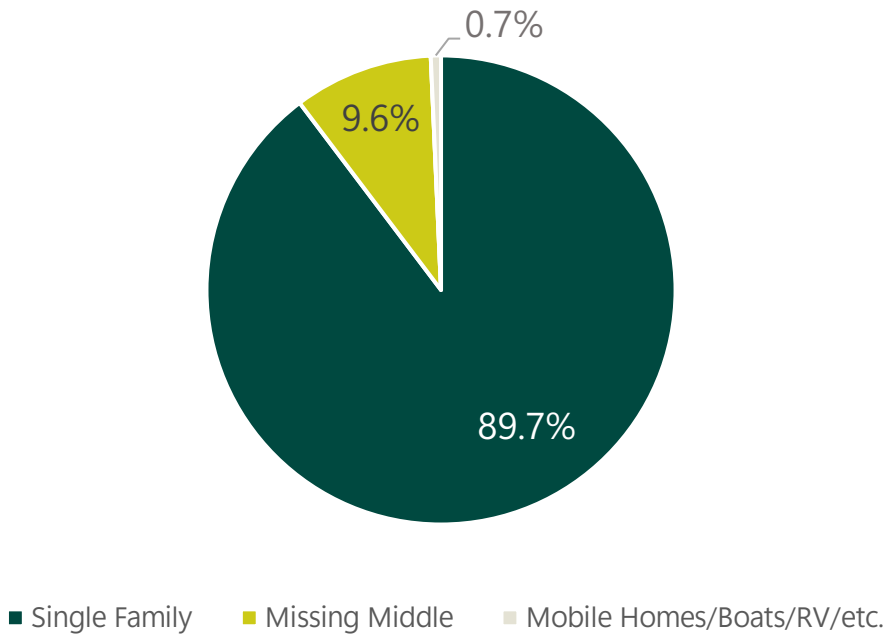
Data Insights

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

Housing Inventory

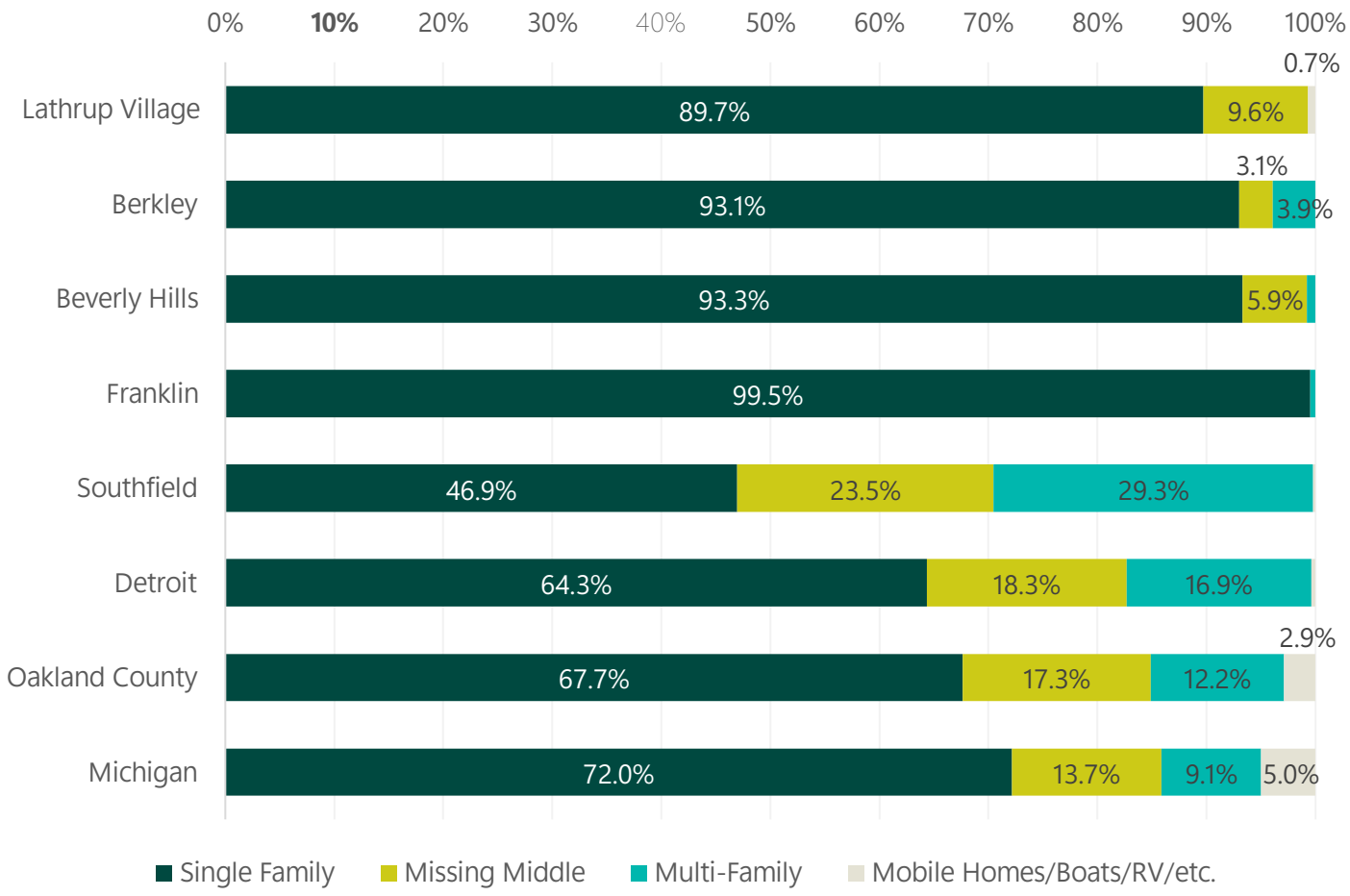
Housing Types. Housing type, from an urban planning perspective, is often referrring to the density or number of dwelling units that a housing structure is supporting. These types are more broadly understood to fall into one of four categories: Single-family homes (1-unit detatched), "missing middle"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

Figure 9. Housing Types in Lathrup Village



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

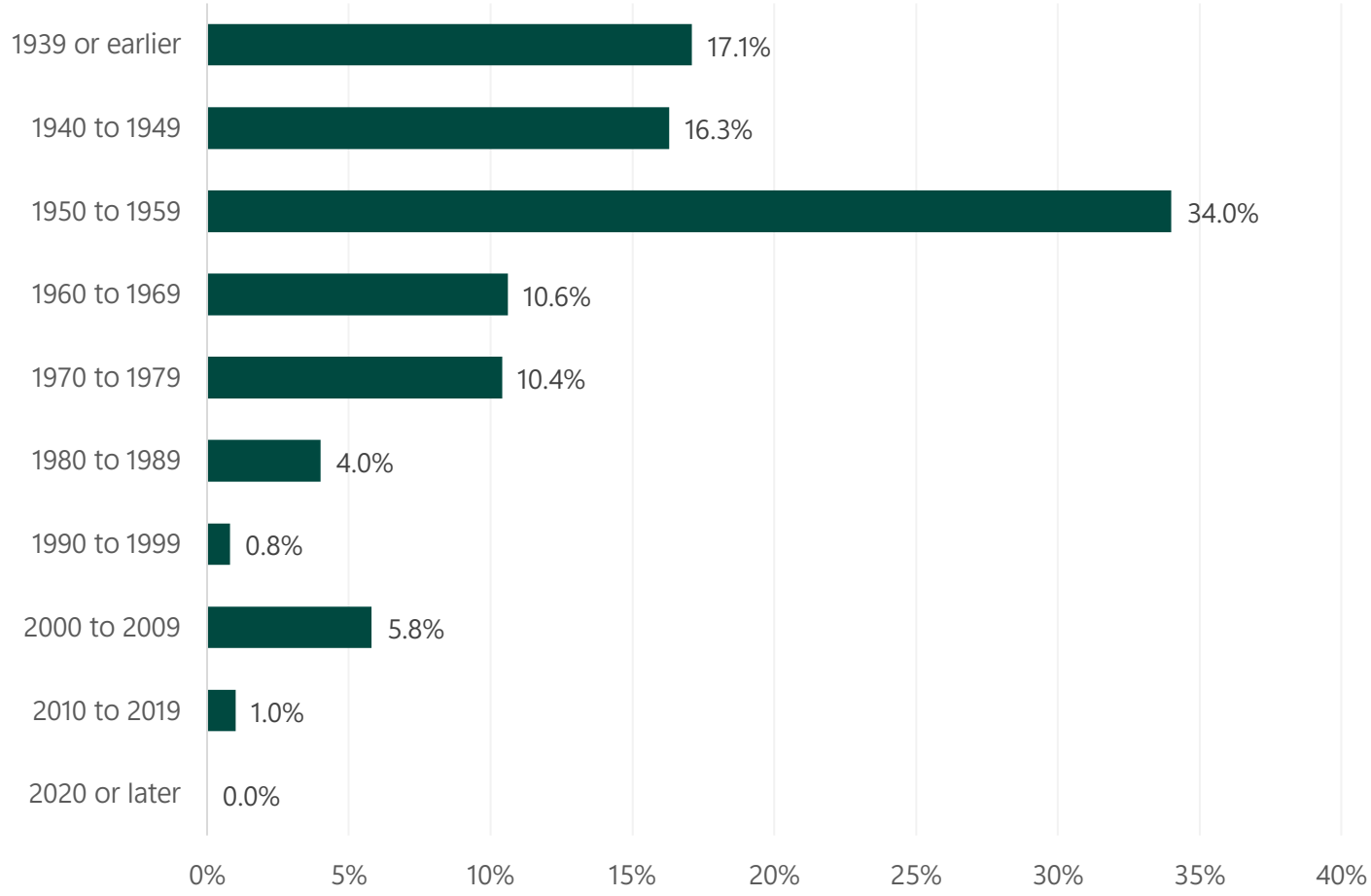
Figure 10. Housing Types - Regional Profile



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

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

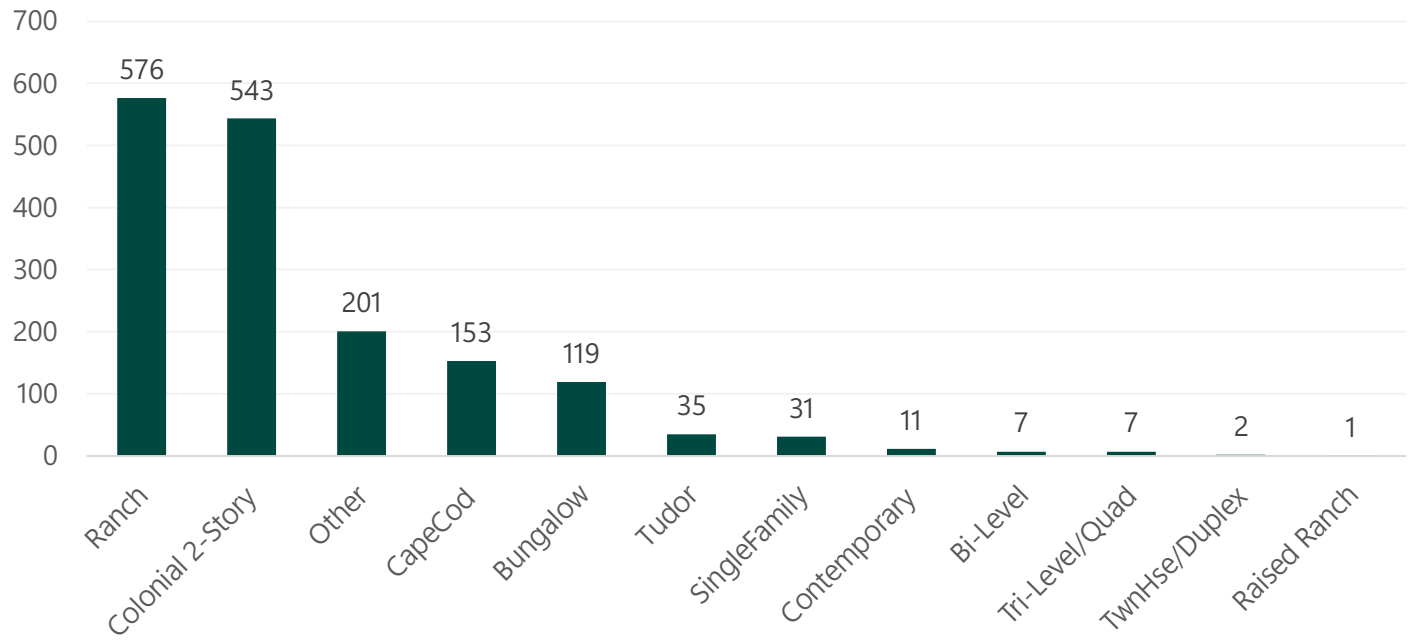
Figure 11. Housing by Year Built



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

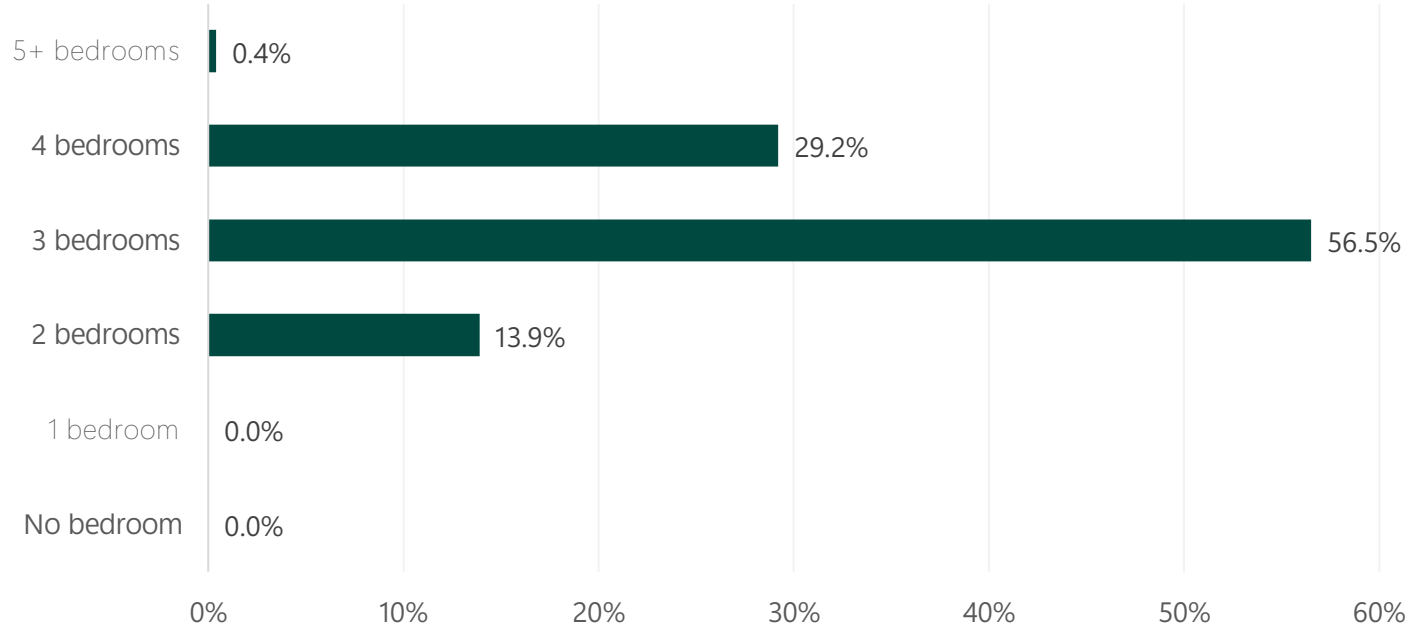
Architecture. Lathrup Village's housing stock is dominated by ranch and two-story colonial homes, with 576 and 543 properties, respectively. Together, these styles account for roughly 64% of the 1,686 properties represented, while Cape Cods (153) and bungalows (119) form smaller but notable shares.

Figure 12. Architectural Styles in Lathrup Village



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

Figure 13. Housing by Number of Bedrooms



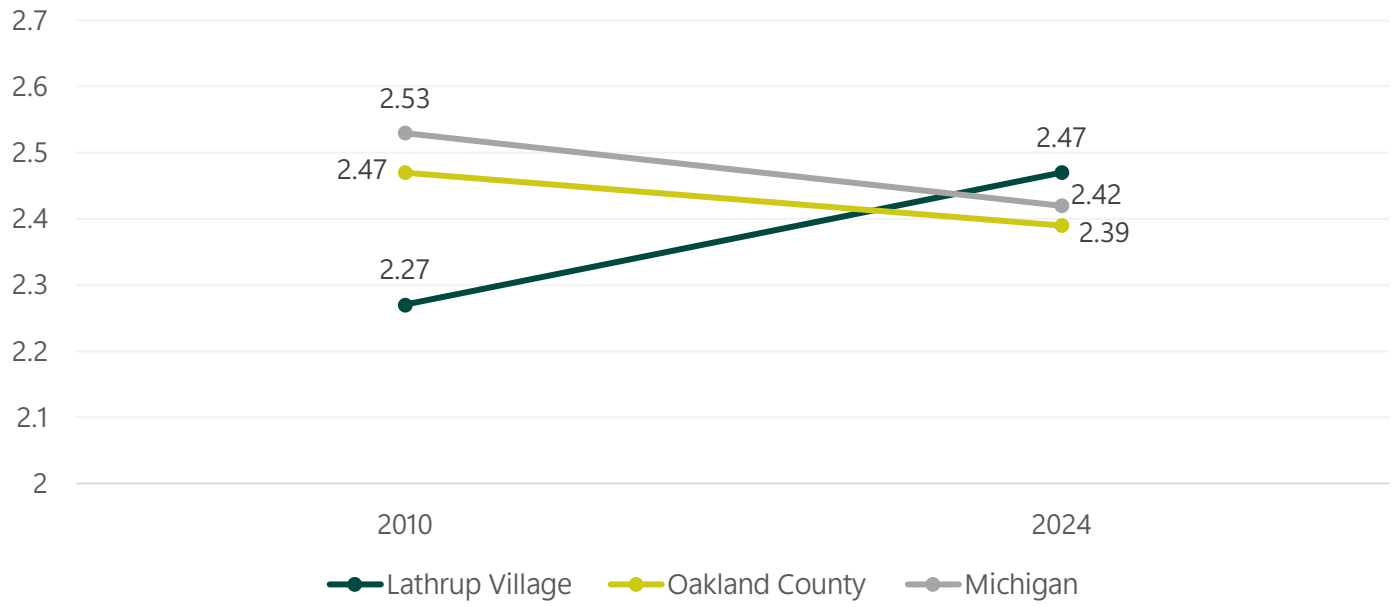
U.S. Census Bureau "Selected Housing Characteristics," American Community Survey 5-Year Estimates Subject Tables, Table DP04, 2024.

Households

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

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

Figure 14. Household Size 2010 - 2024



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

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

Figure 15. Household Types

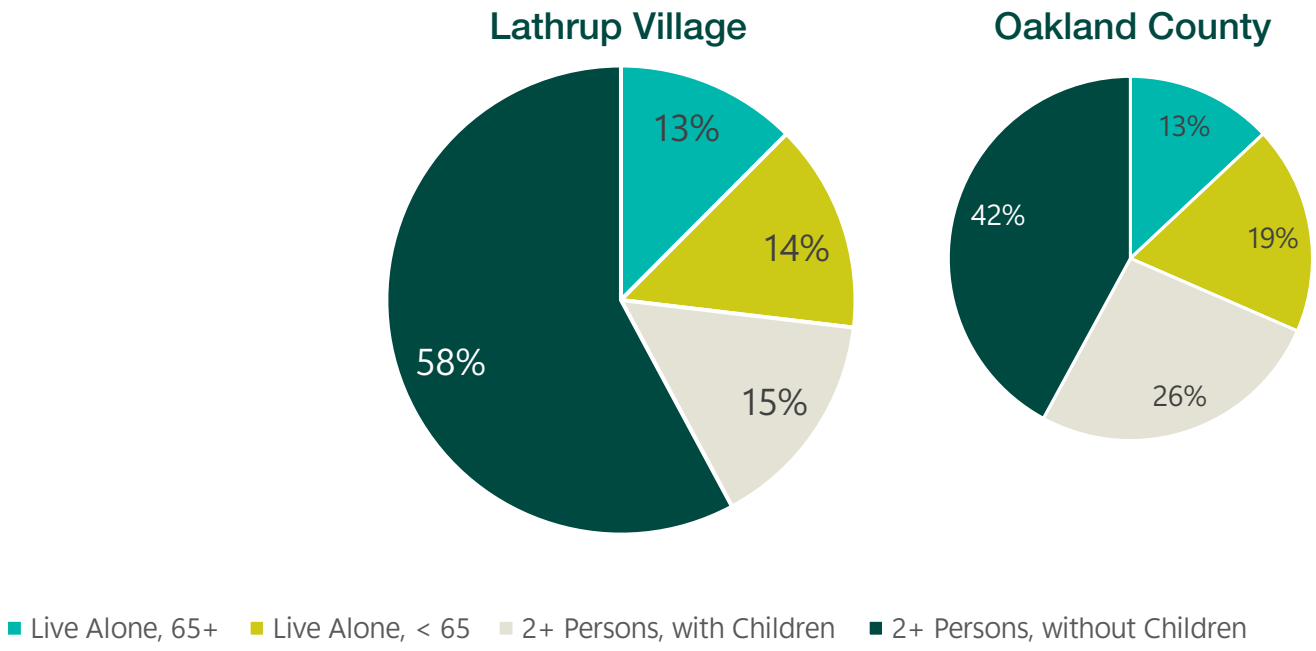
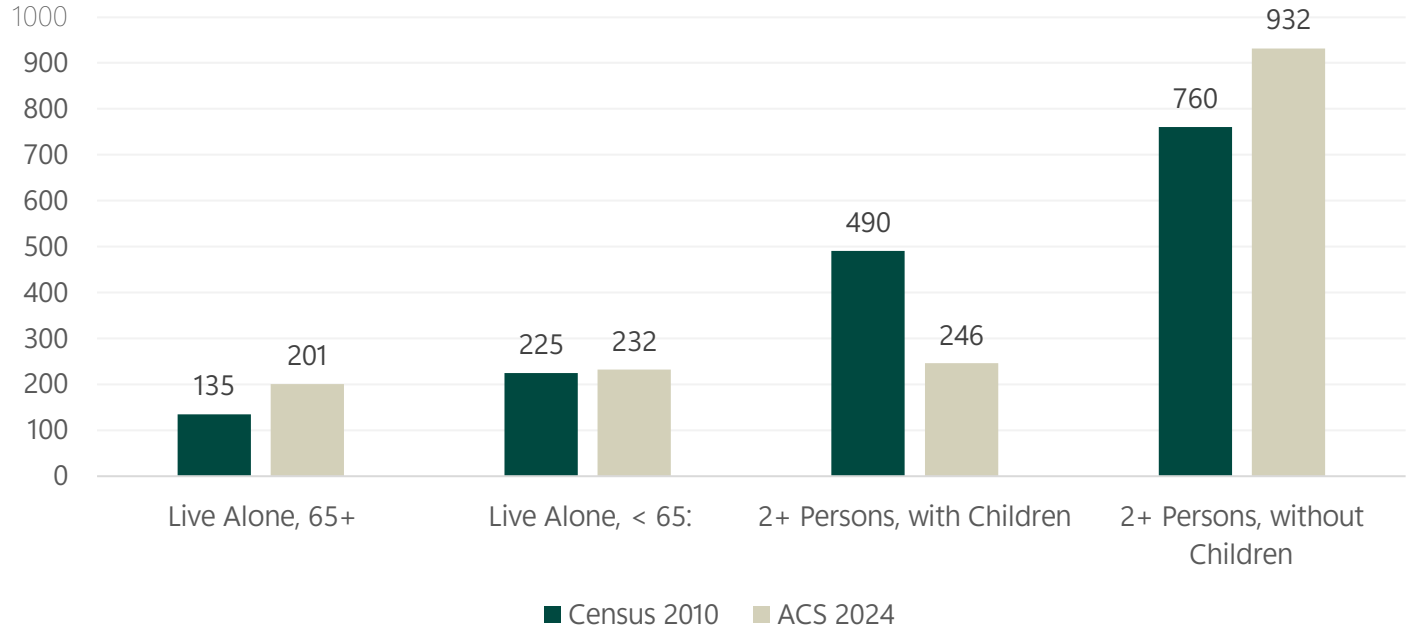


Figure 16. Household Types 2010 - 2024



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

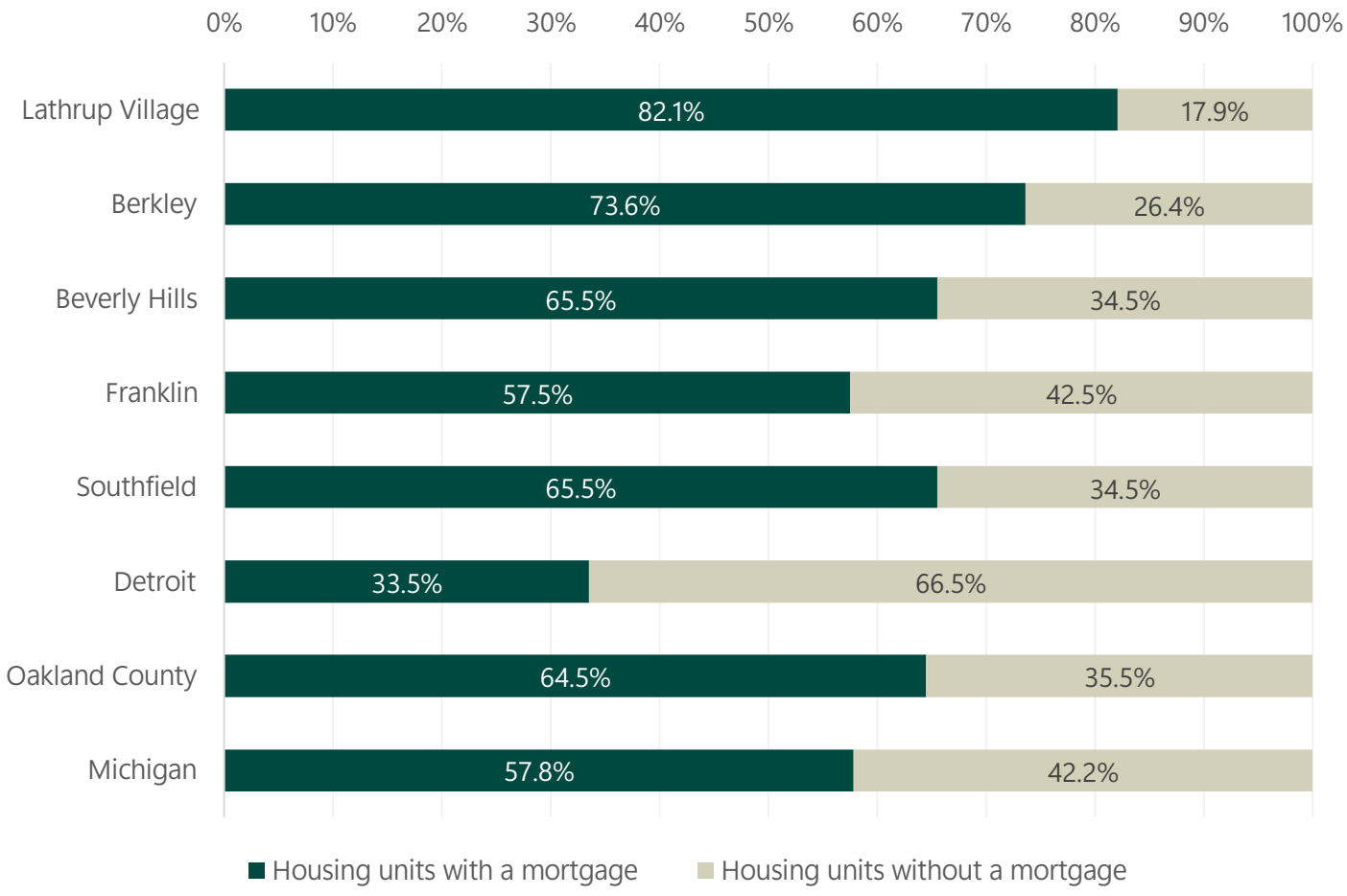
Attainability & Affordability - What's the difference?

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

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

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

Figure 17. Mortgage Status



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

Figure 18. Median Owner Housing Costs

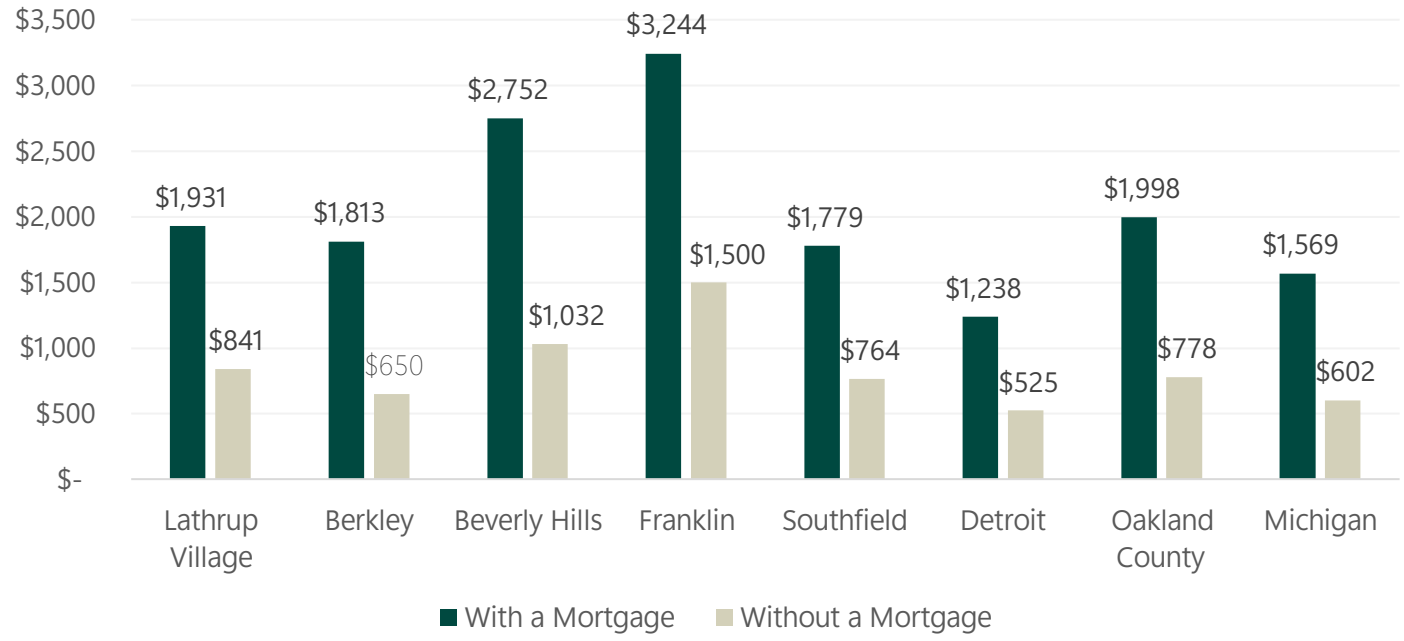
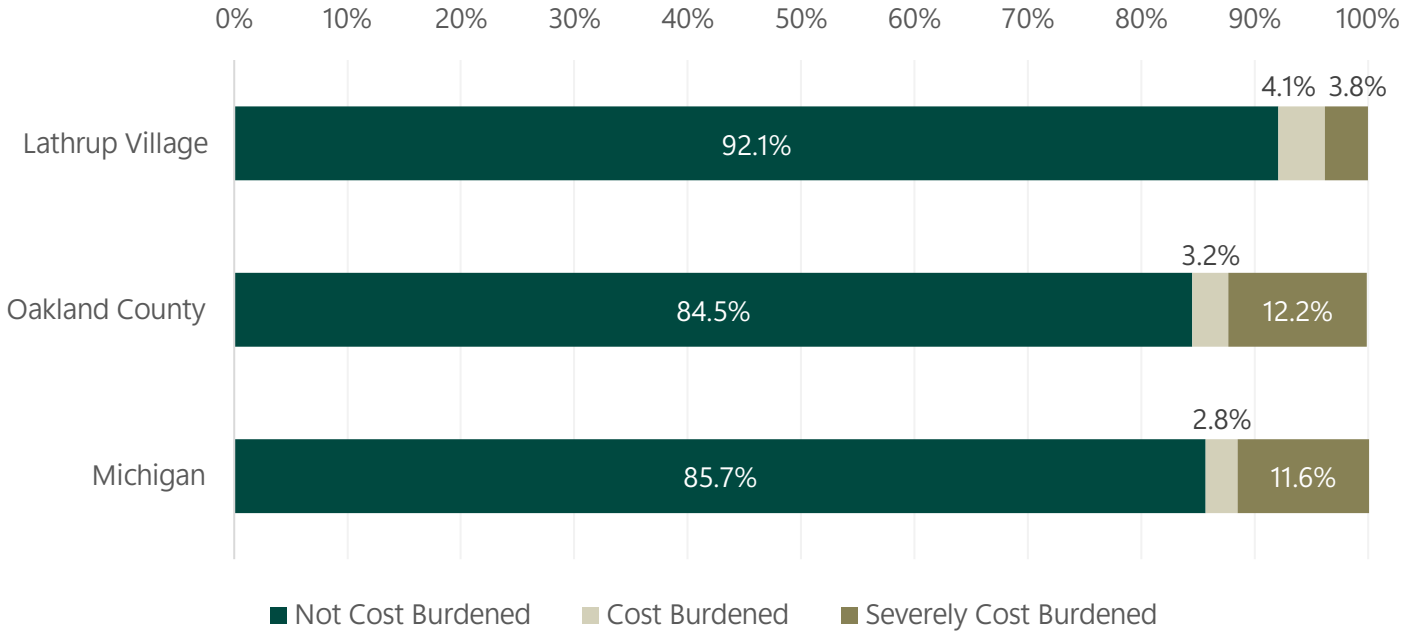


Figure 19. Monthly Owner Costs as a Percentage of Household Income



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

Figure 20. Median Rent

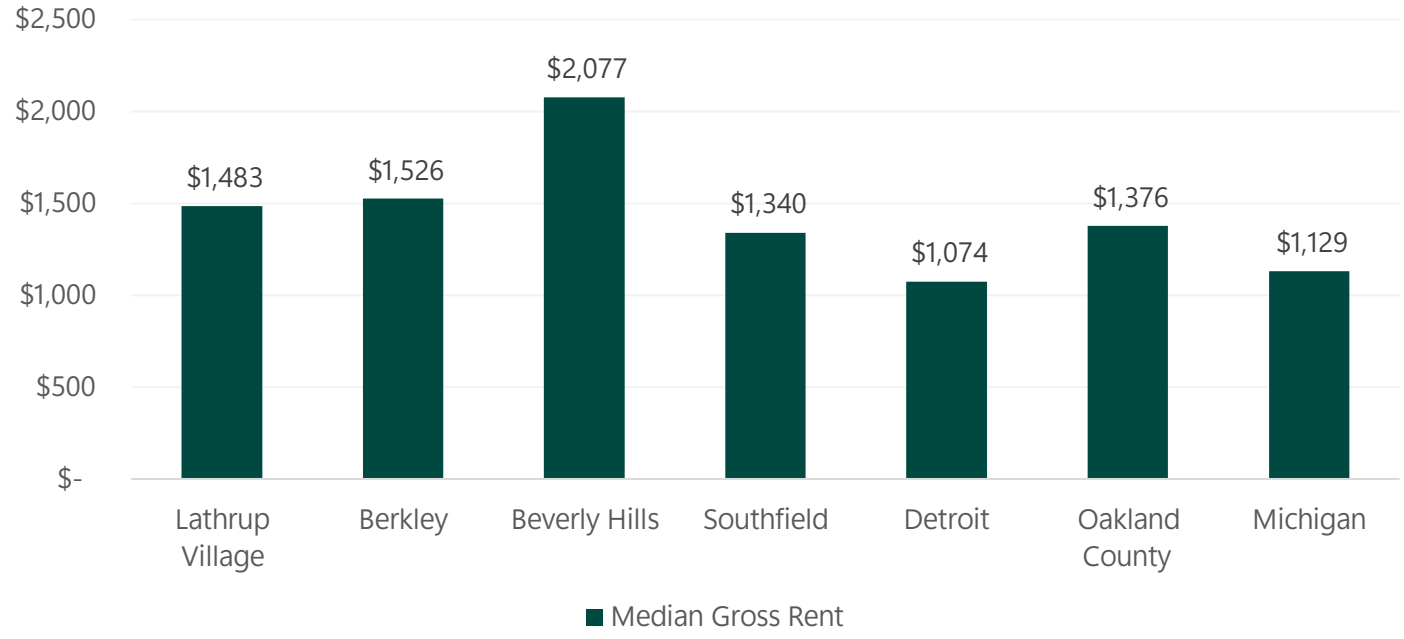
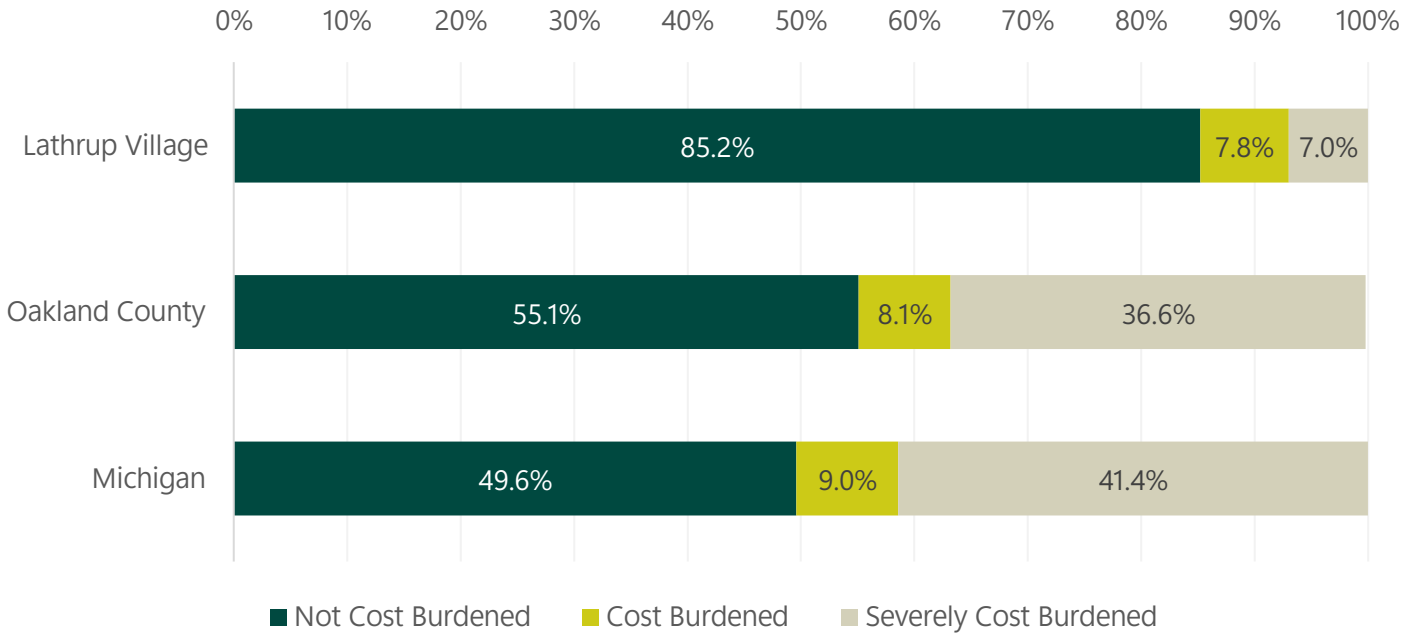


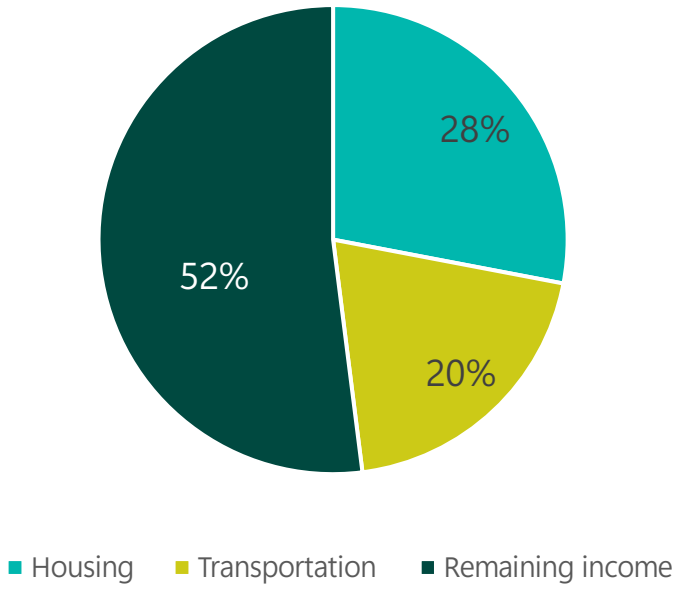
Figure 21. Rent as a Percentage of Household Income



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

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

Figure 22. Housing & Transportation Costs



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

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

Figure 23. Home Values

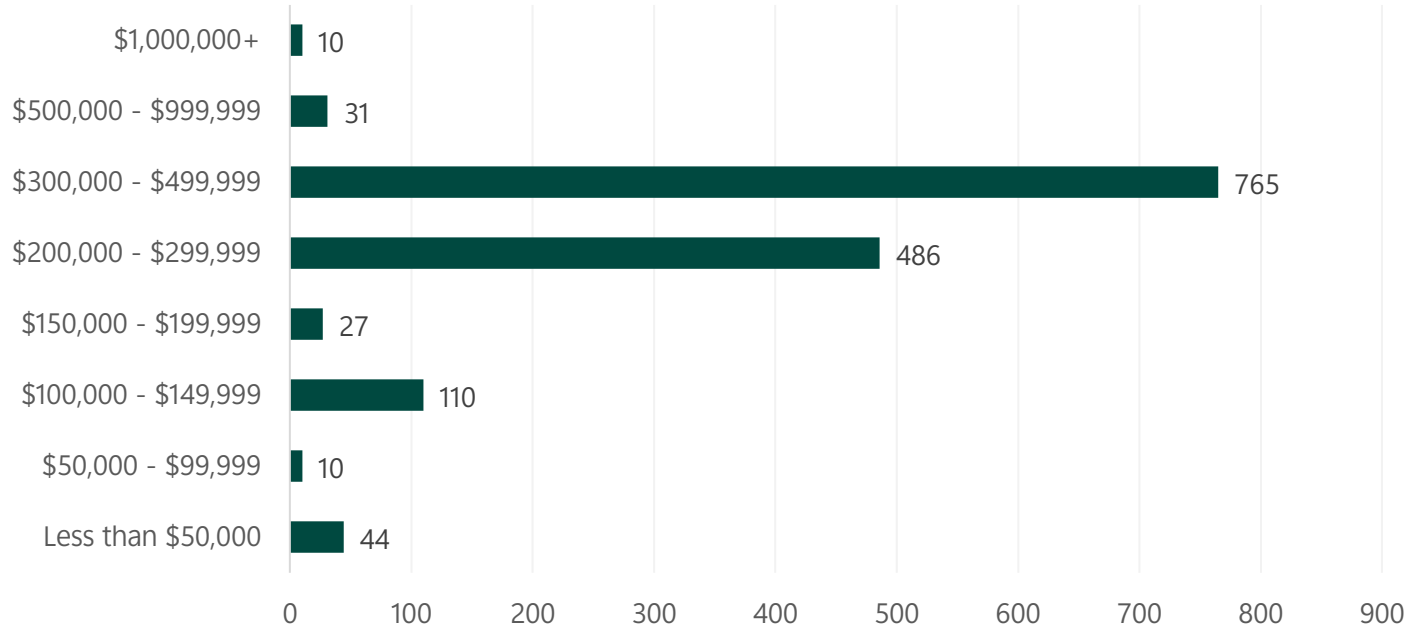
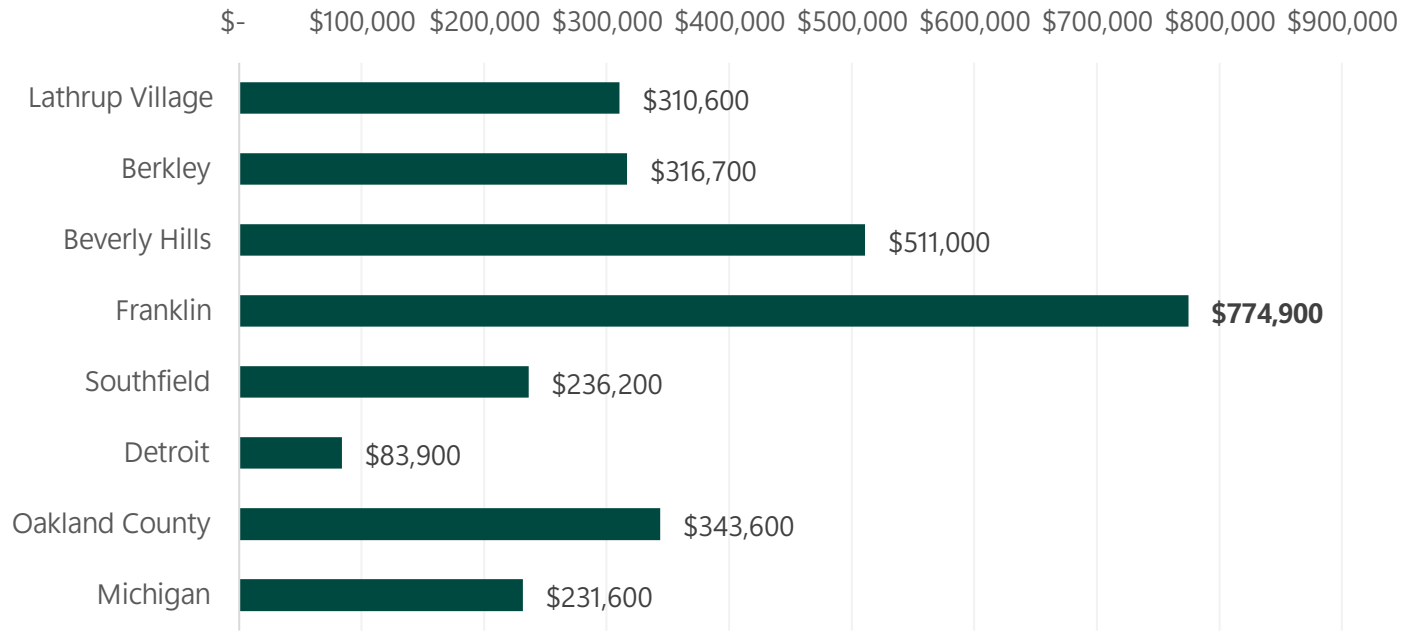


Figure 24. Home Values



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

Opportunities & Considerations

Mixed-Use Corridors

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

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



Attached townhomes in Dearborn, MI.

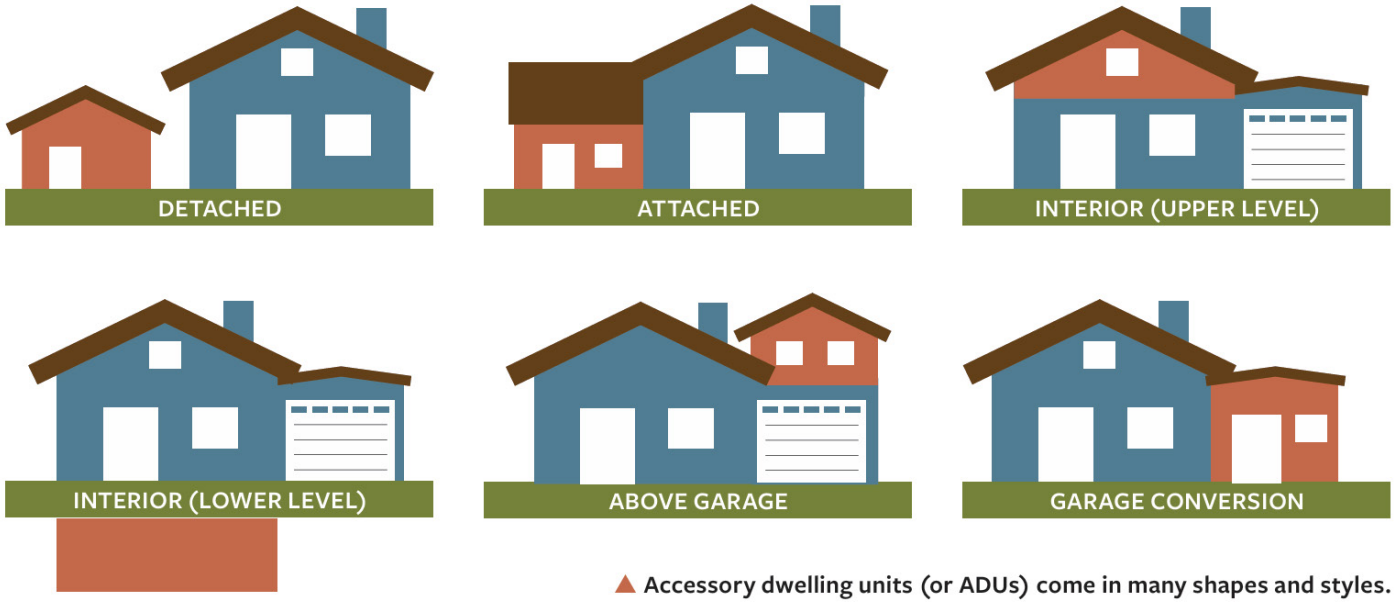




Examples of low-intensity mixed-use housing.

Accessory Dwelling Units

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



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

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

Maintenance & Code Enforcement

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



Neighborhoods

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

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

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

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

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

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

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

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



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

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

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

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

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



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

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

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

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



A neighborhood bike path near Goldengate Park.



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

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

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Neighborhoods

CITY OF LATHRUP VILLAGE

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Economic Development

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

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

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

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

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

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

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

Benefits to the DDA are broad and include:

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

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

Community Insights

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

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

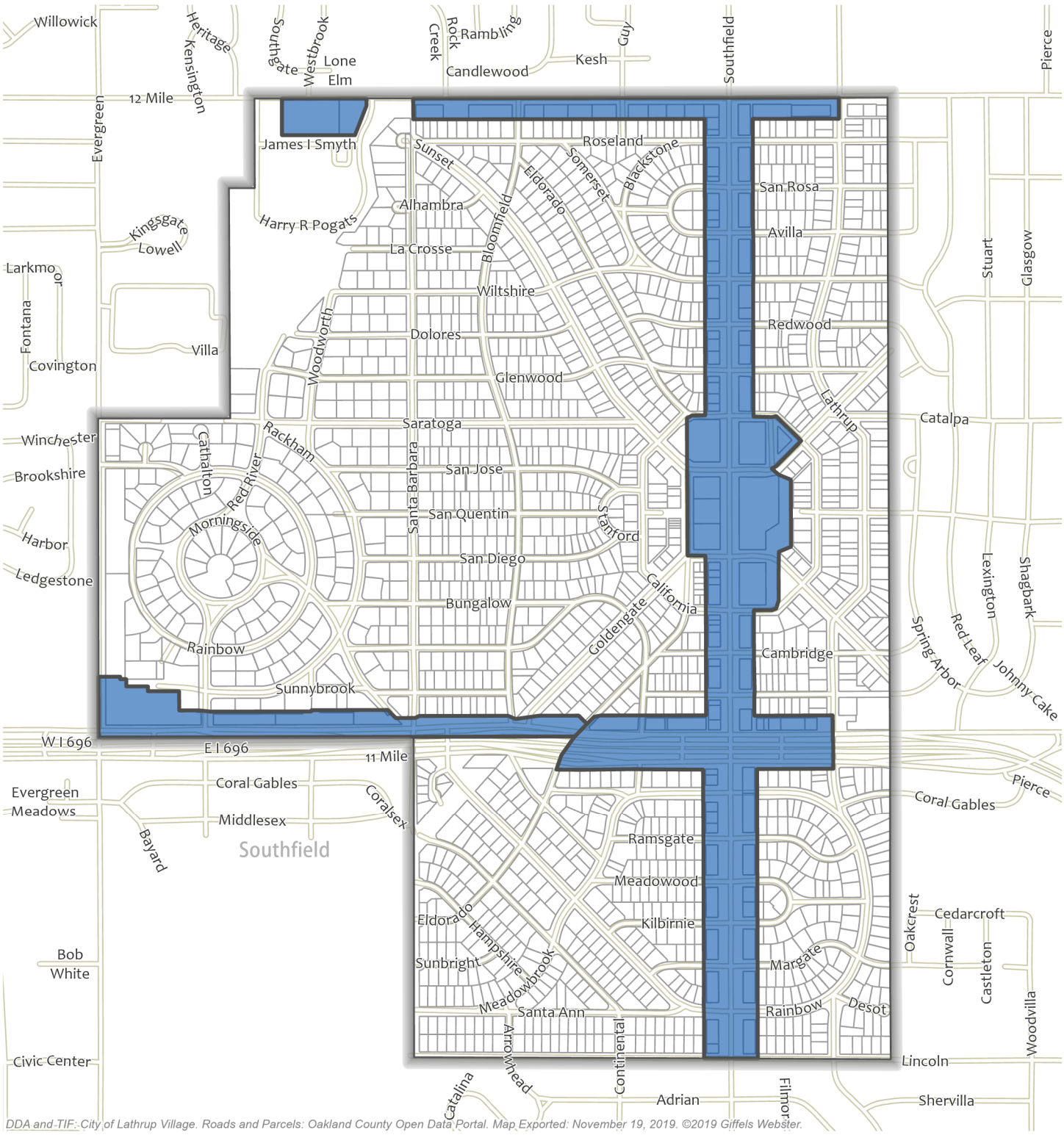
Residents want more restaurants, cafes, markets, specialty retail, fitness facilities, and other businesses that meet everyday needs close to home.

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

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

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





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

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Downtown Development Authority and Tax Increment Financing District

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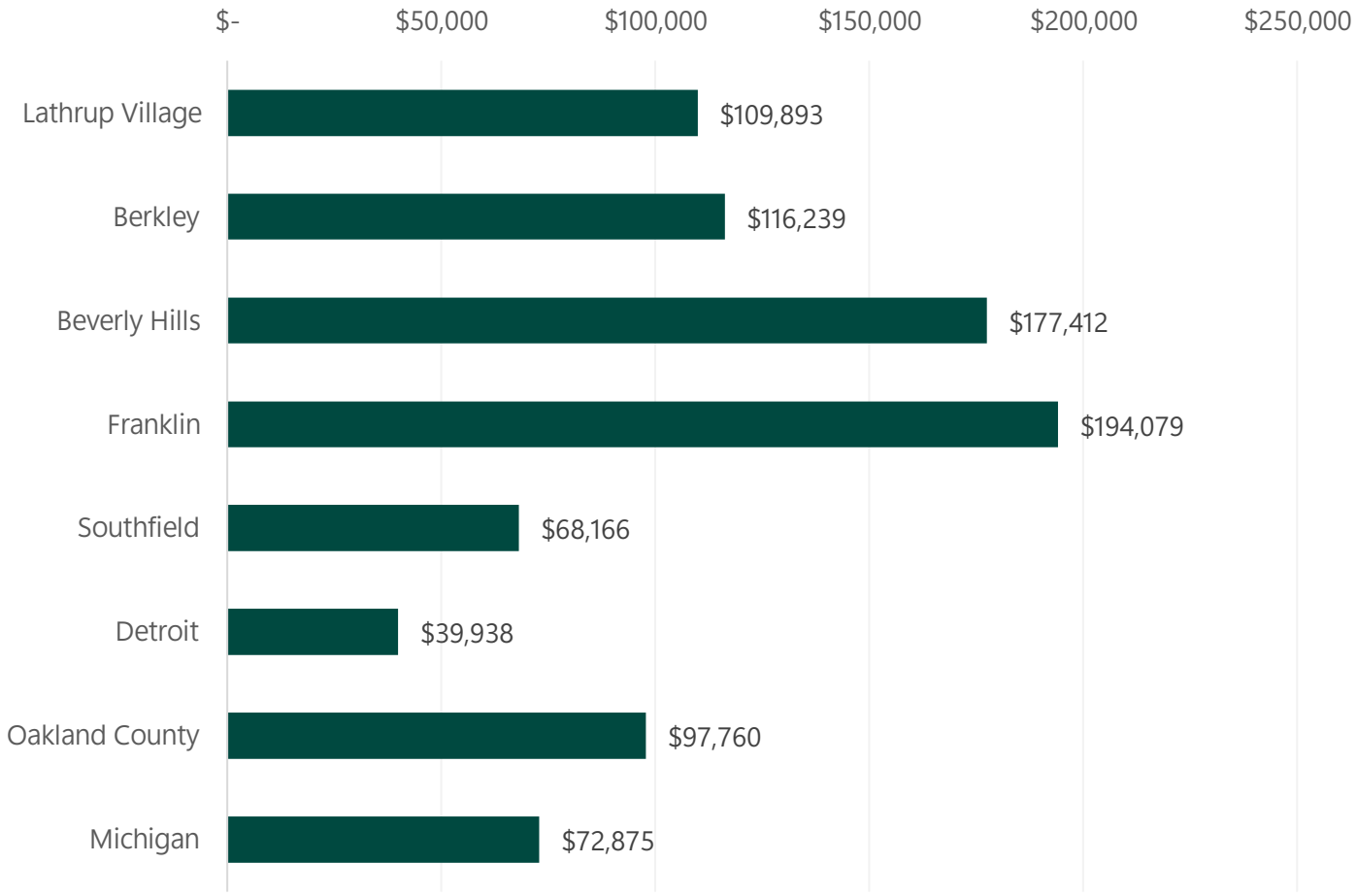
DDA and TIF

CITY OF LATHRUP VILLAGE

Data Insights

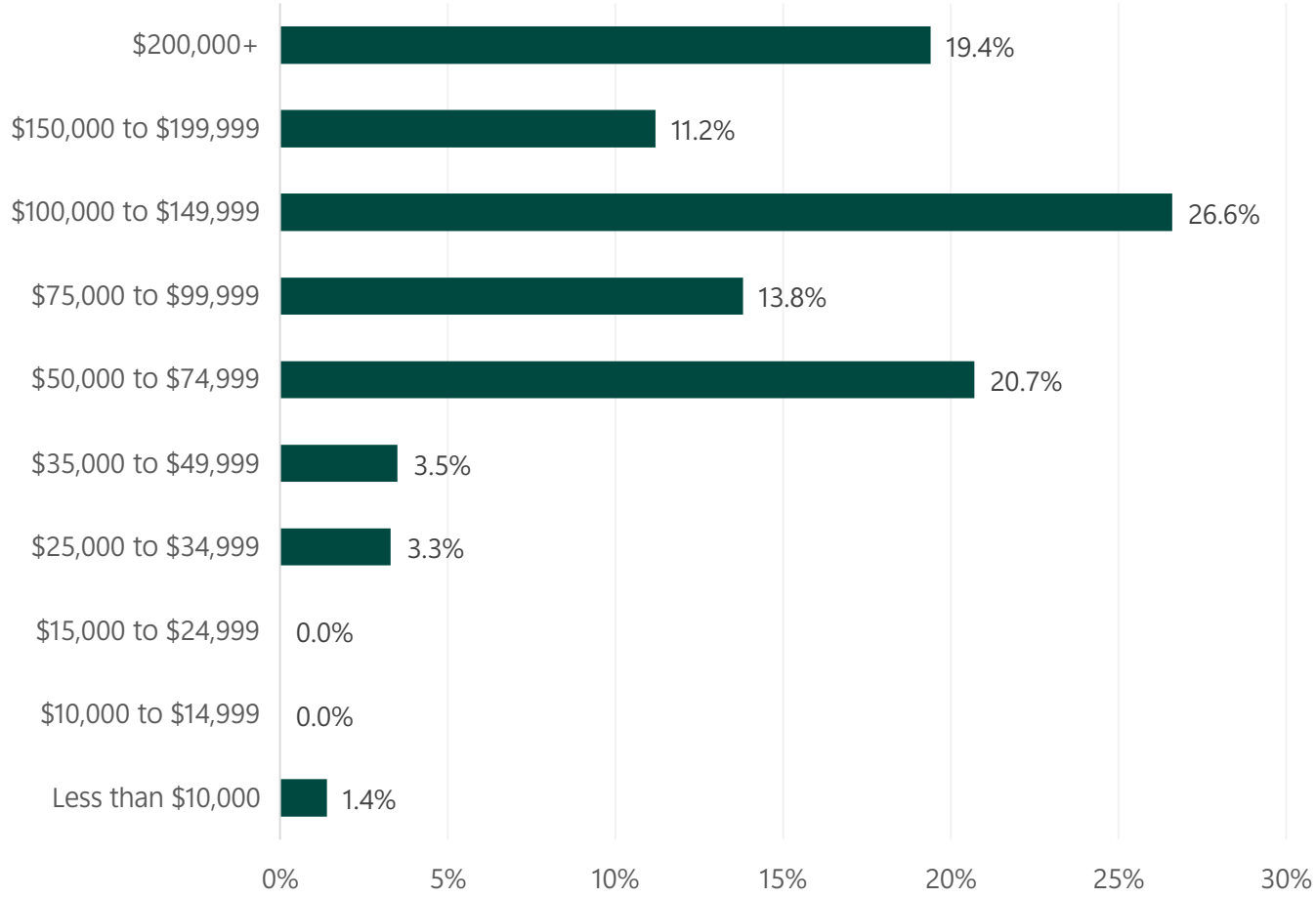
Median Household Income. The Median household income for Lathrup Village is approximately $109,893. This is slightly greater than Oakland County's median and greater than the City of Southfield which it is completely enclosed by, though it is similar to other neighbors like Berkley.

Figure 25. Median Household Income



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

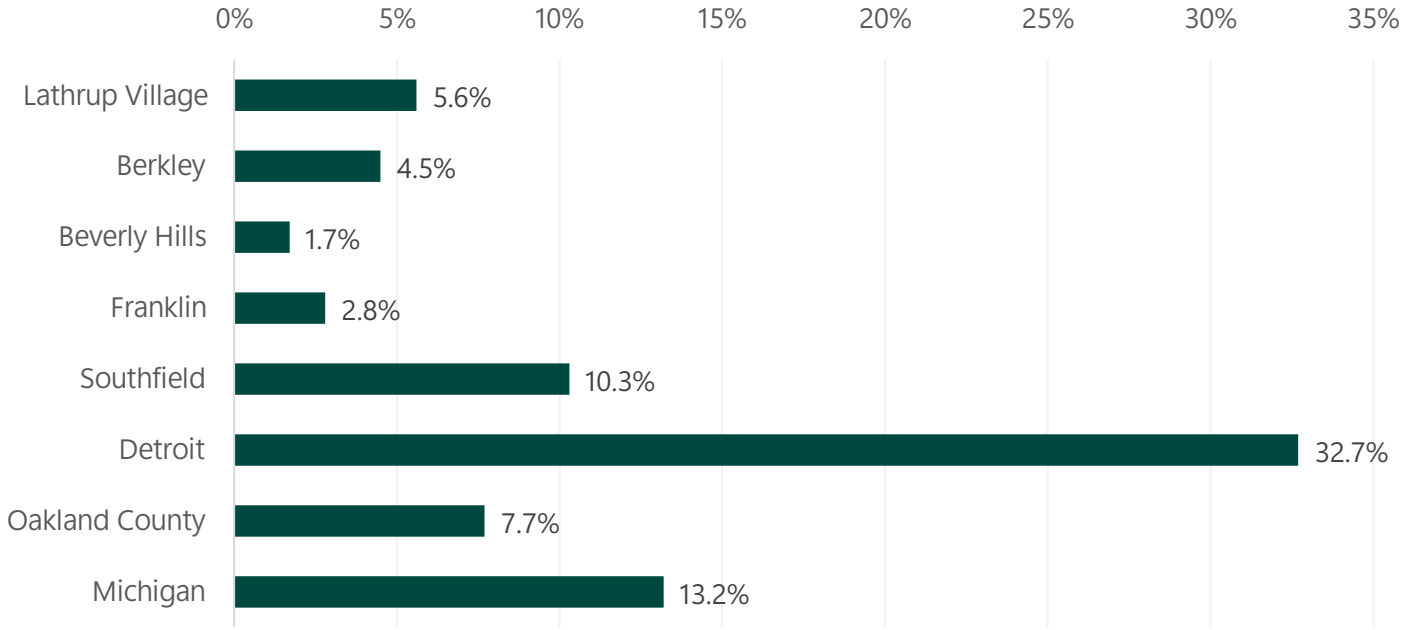
Figure 26. Household Income



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

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

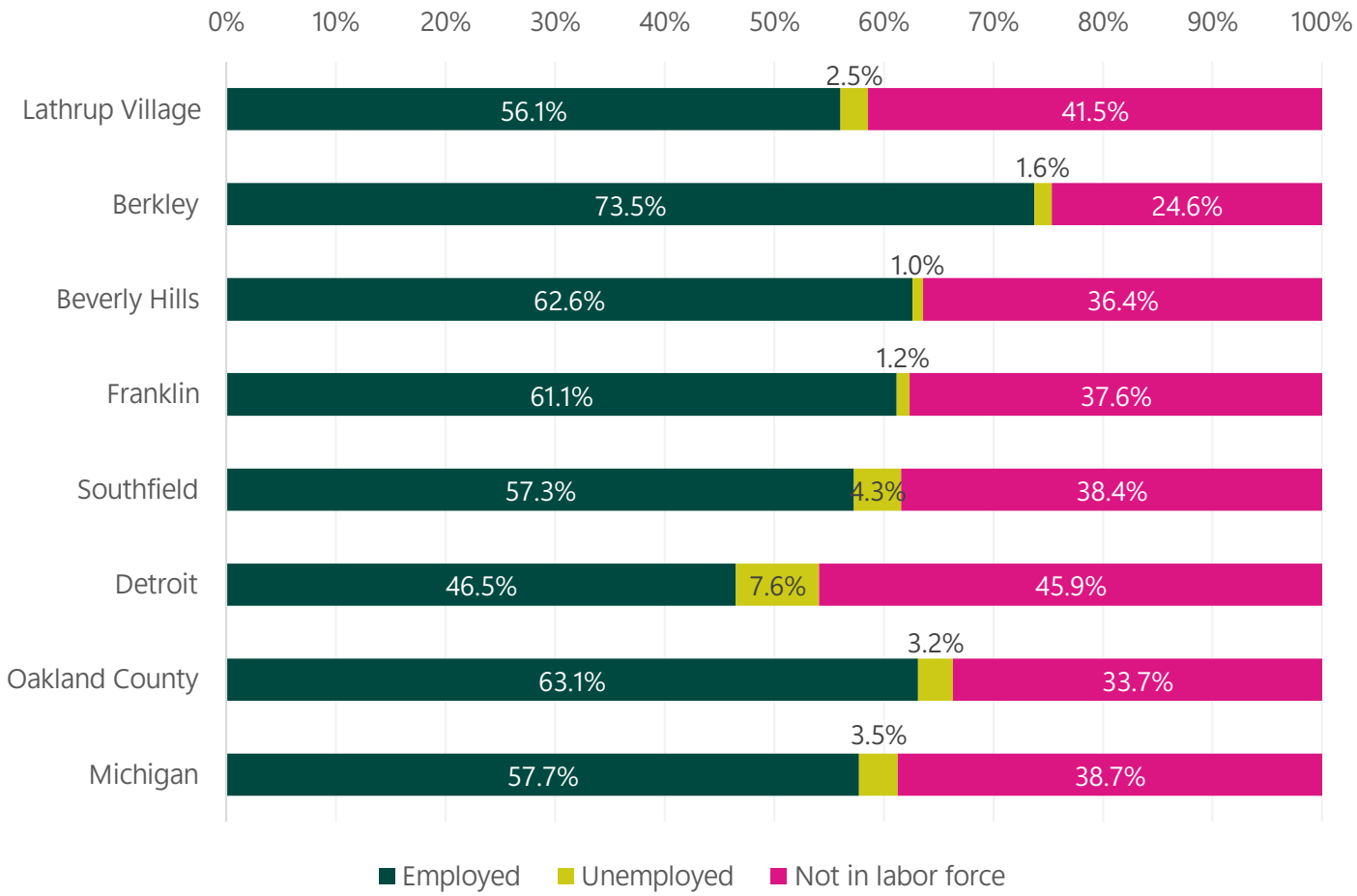
Figure 27. Poverty



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

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

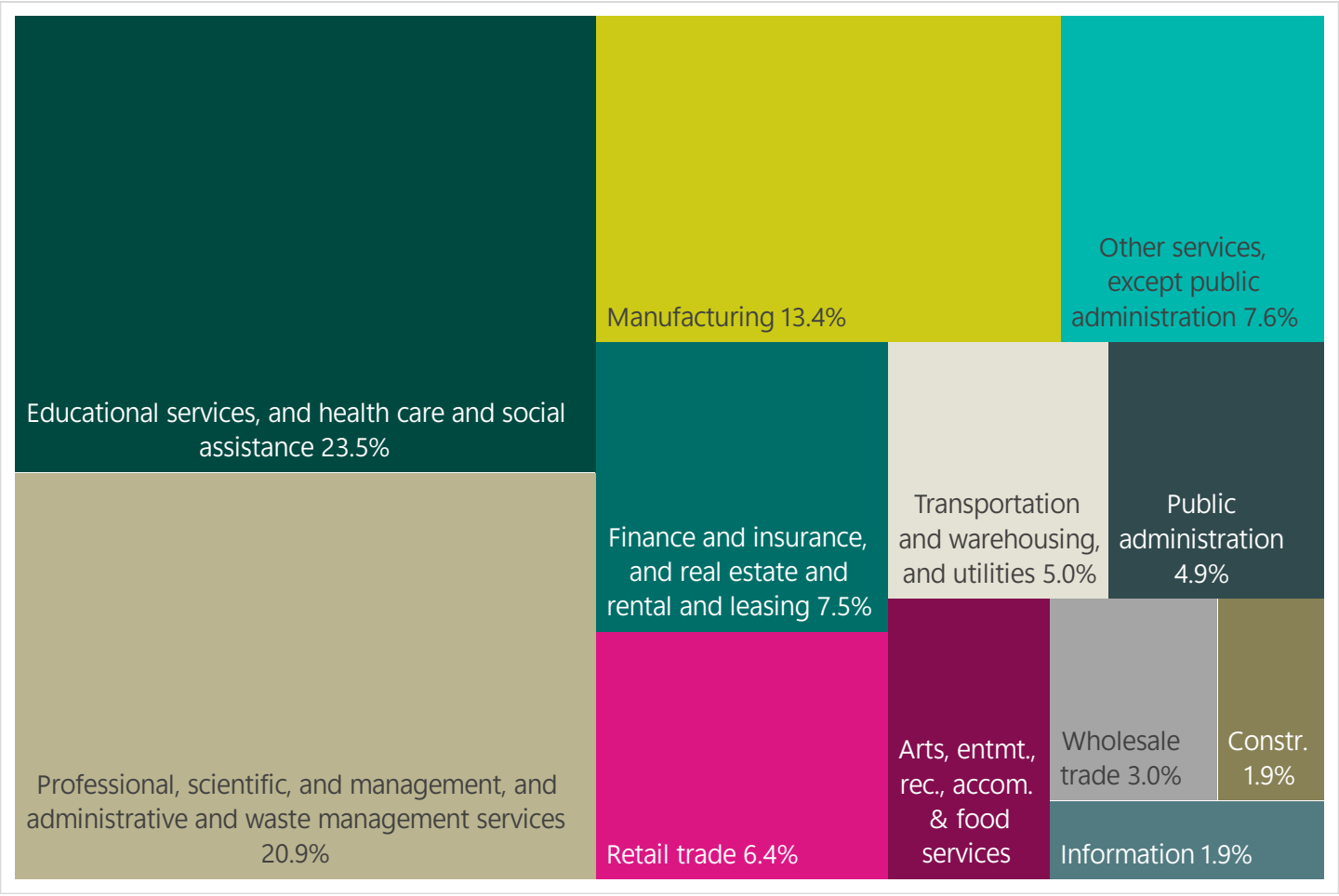
Figure 28. Employment Status



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

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

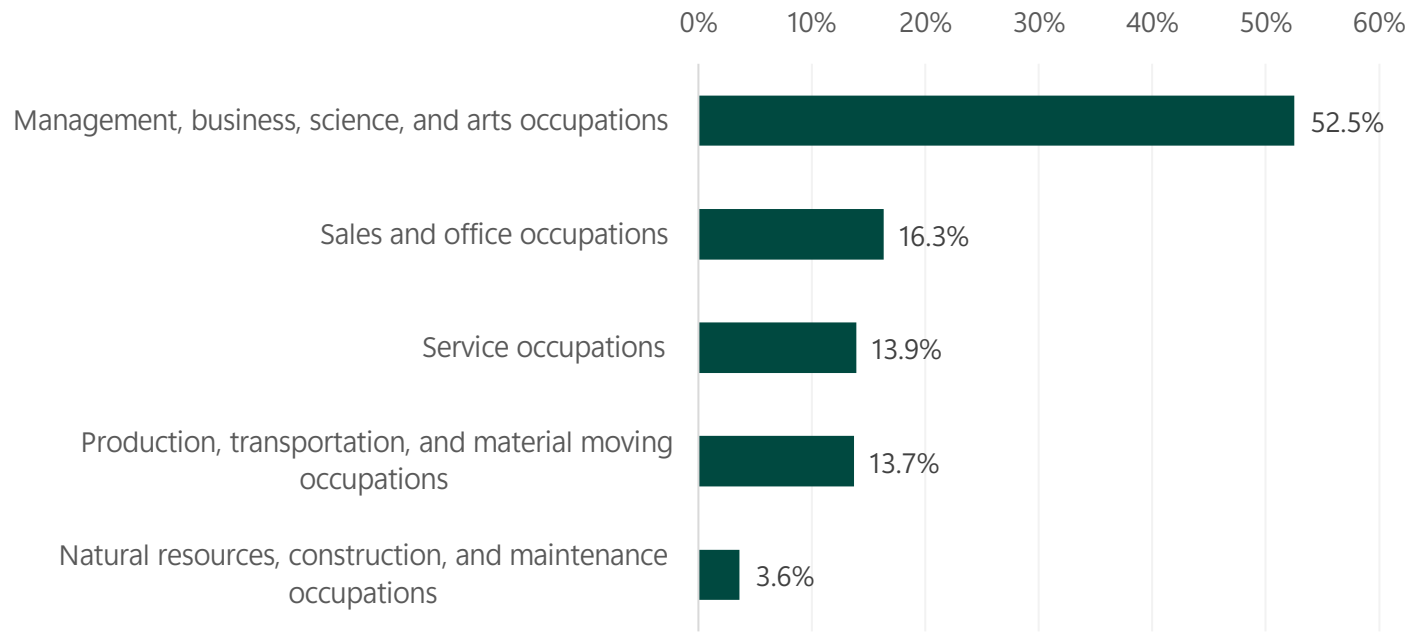
Figure 29. Employment by Industry



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

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

Figure 30. Employment by Occupation



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

Village Center

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

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

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

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



The Village Center redevelopment concept.

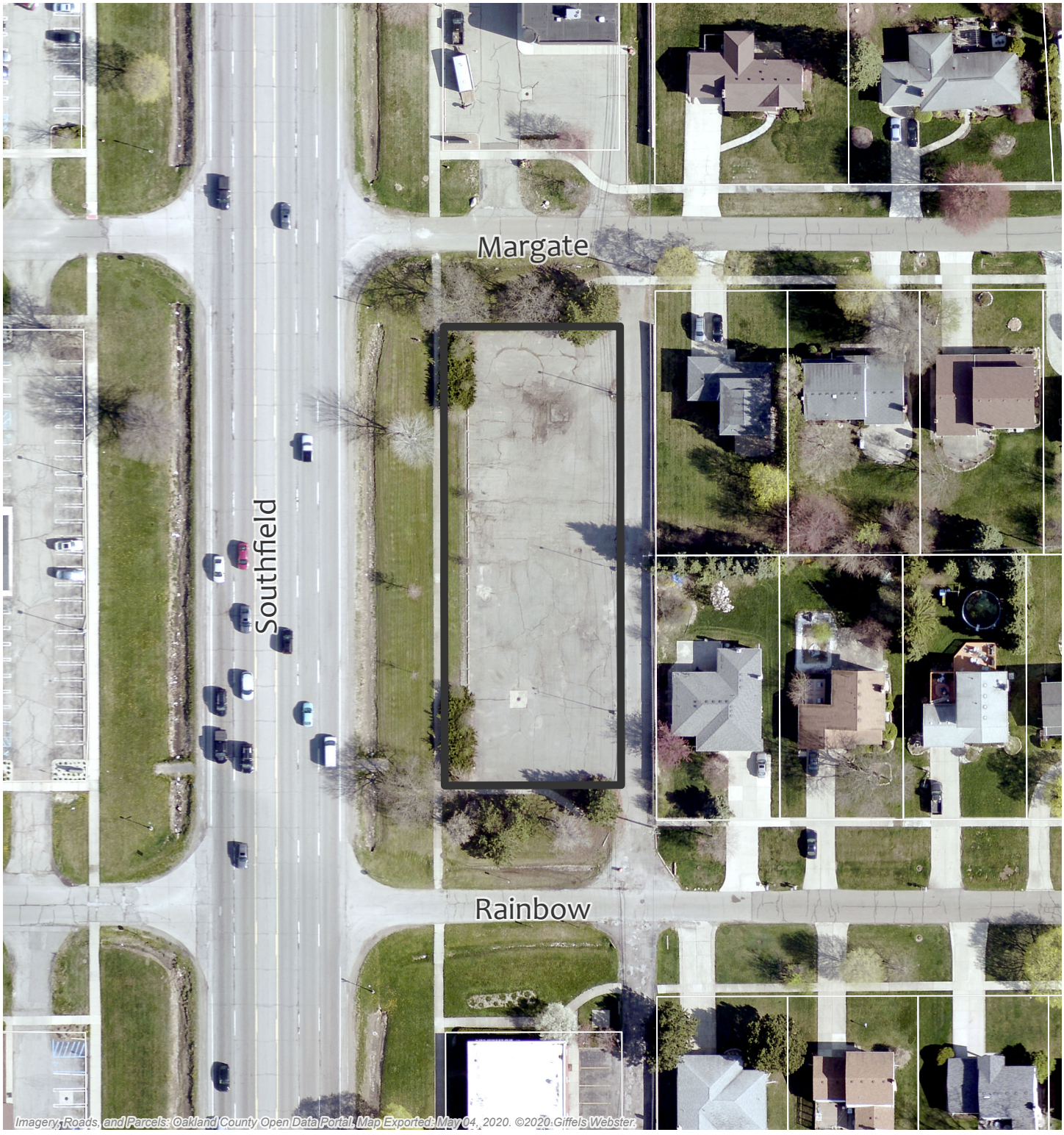
Redevelopment Sites

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

26026 Southfield Road

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





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26026 Southfield Road

CITY OF LATHRUP VILLAGE

Components of the Redevelopment

Land Use

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

Building Form

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

Transportation

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

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

Sustainability

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

Development of the District

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

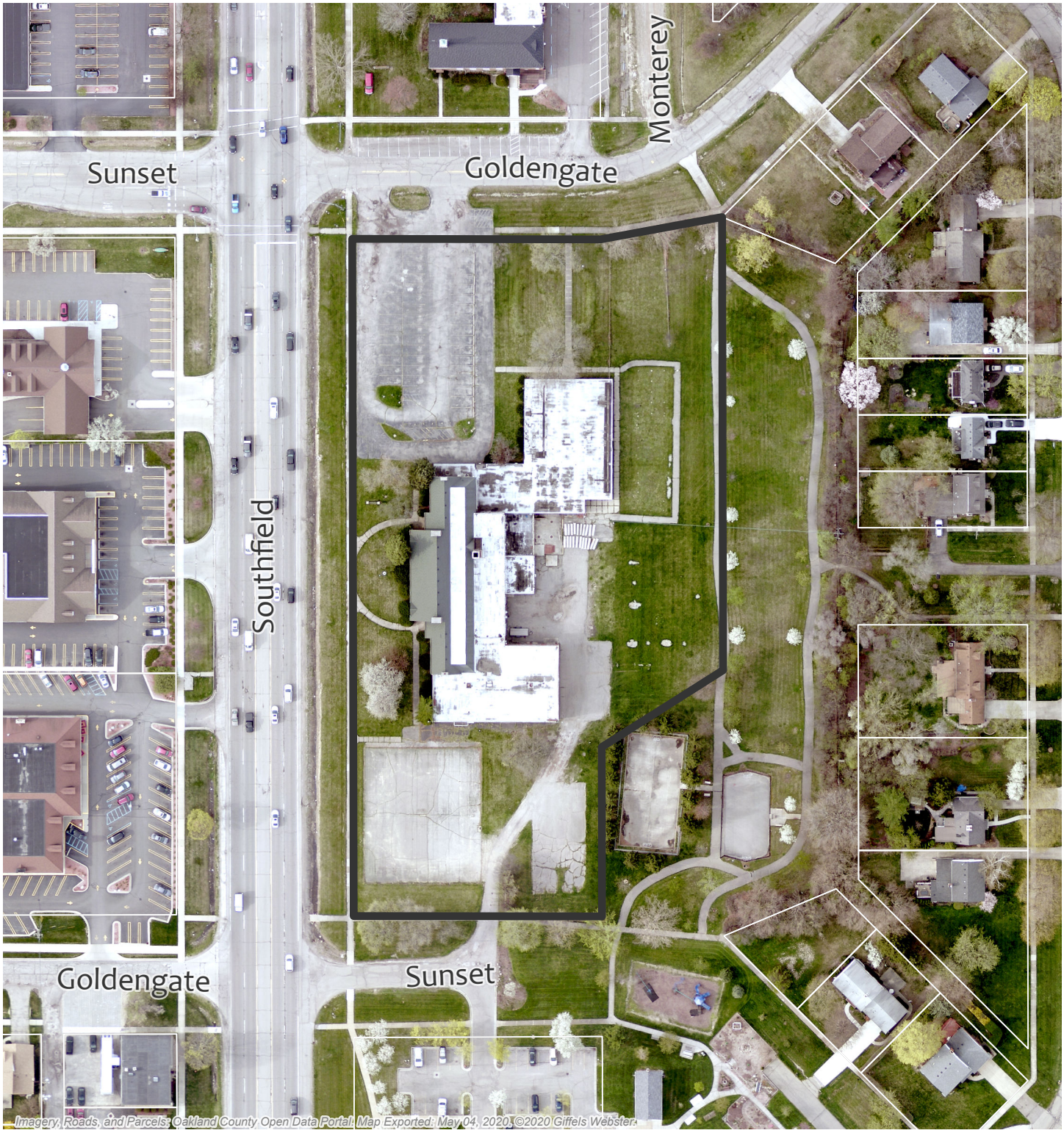
FIGURE 2: SOUTHFIELD ROAD REDEVELOPMENT SITE



Annie Lathrup School

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





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Annie Lathrup School

CITY OF LATHRUP VILLAGE

Components of the Redevelopment

Land Use

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

Building Form

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

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

Transportation

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

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

Sustainability

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

Development of the District

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



Transportation

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

Lathrup Village has developed around a framework of existing roads and streets in a grid and radial pattern reflecting principles of the Garden City movement. Bounded on the north by 12 Mile Road, to the west by Evergreen, to the south by Lincoln Drive and to the east by Lathrup Boulevard, Lathrup Village is a traditional pre-WWII community embedded within a metropolitan area. This Comprehensive Plan will identify additional opportunities to improve the entire transportation network by enhancing pedestrian connections, improving access to neighborhood-serving destinations, and creating safer, more comfortable travel options for people of all ages and abilities.



Community Insights

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

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

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

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

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

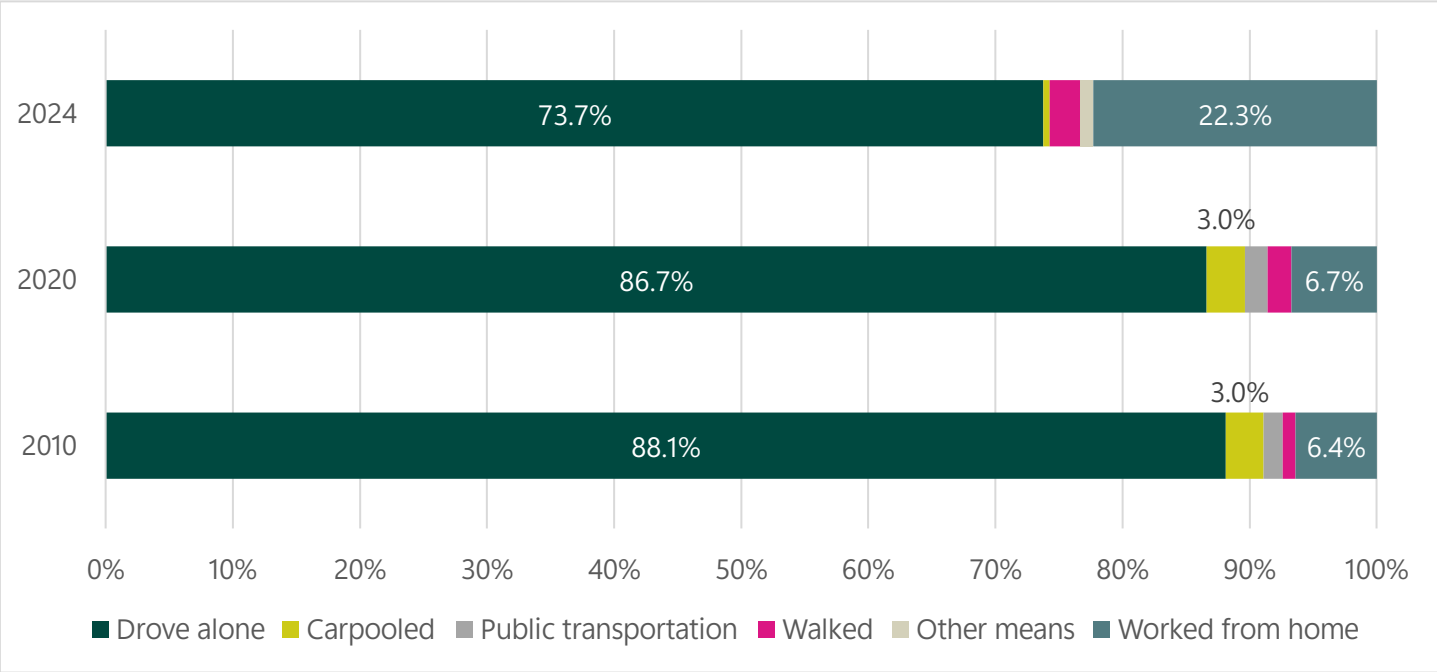
Transportation investments should improve access to parks, schools, businesses, restaurants, and local community destinations.



Data Insights

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

Figure 31. Means of Commuting to Work 2010 -2024



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

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

Figure 32. Travel Time to Work

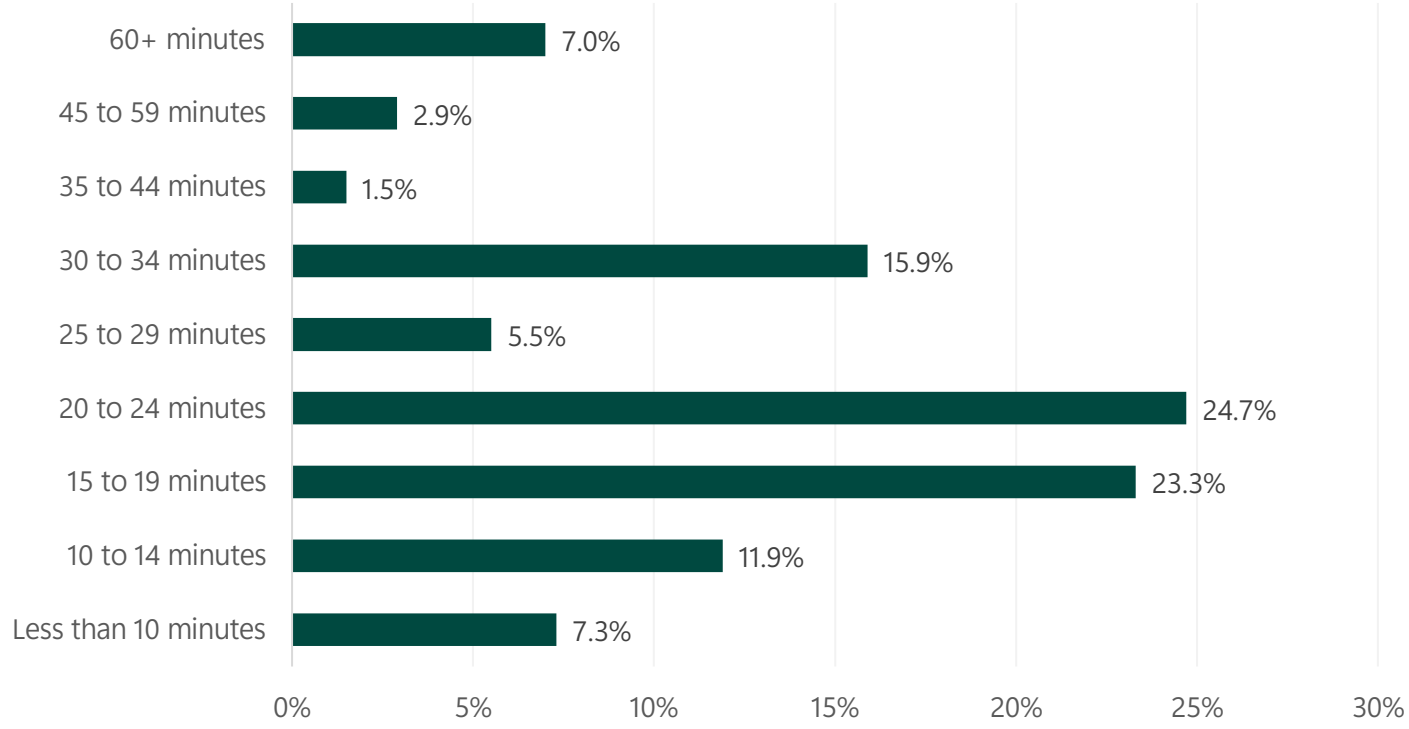
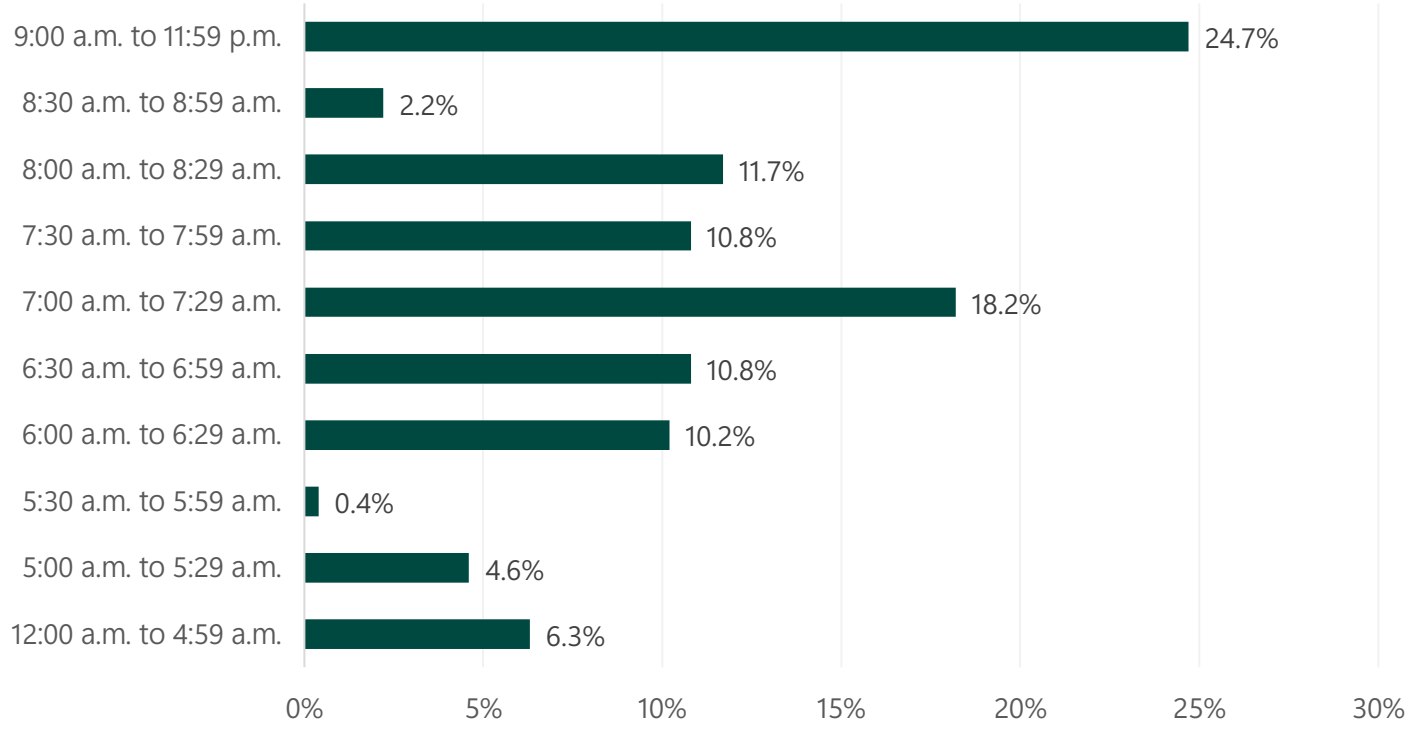


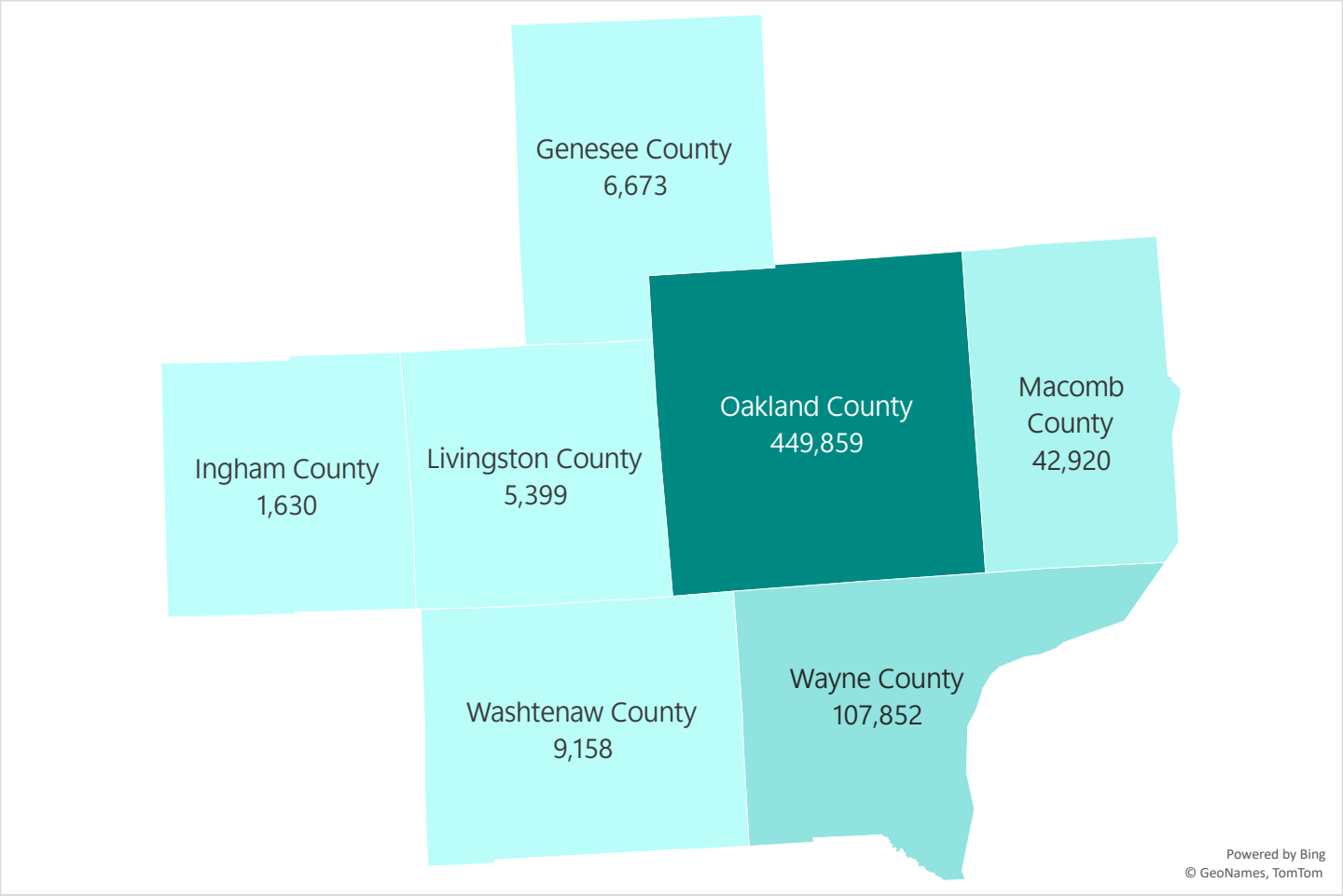
Figure 33. Time of Departure to Work



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

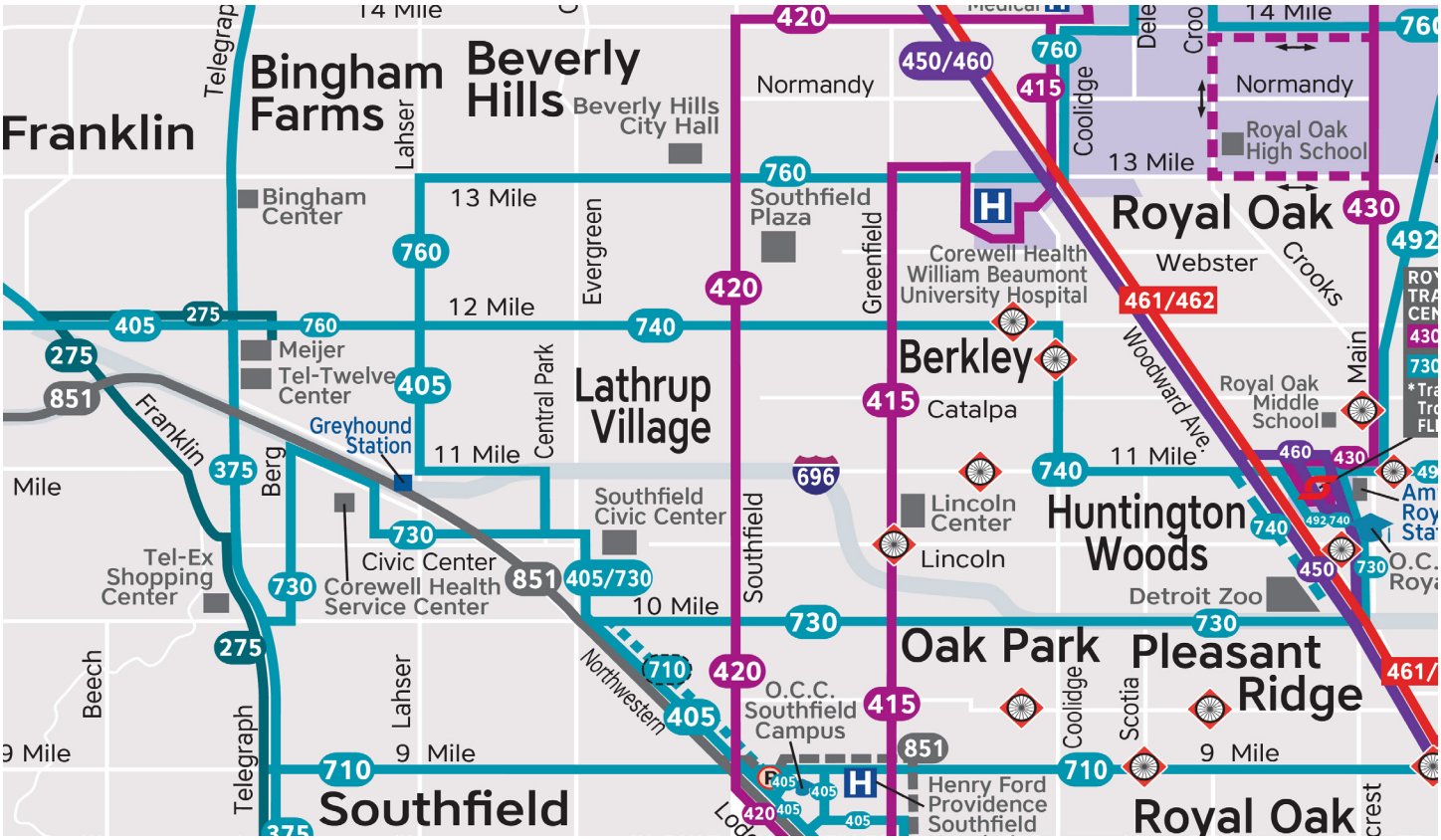
In addition to regular annual data, the U.S. Census Bureau also tracks other metrics such as commuter flows over certain time periods and releases this data as a special set. The commuter flow is calculated at the county level using a person's home and their work location to determine an overall pattern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

Figure 34. Commuter Flows from Oakland County 2016 - 2024

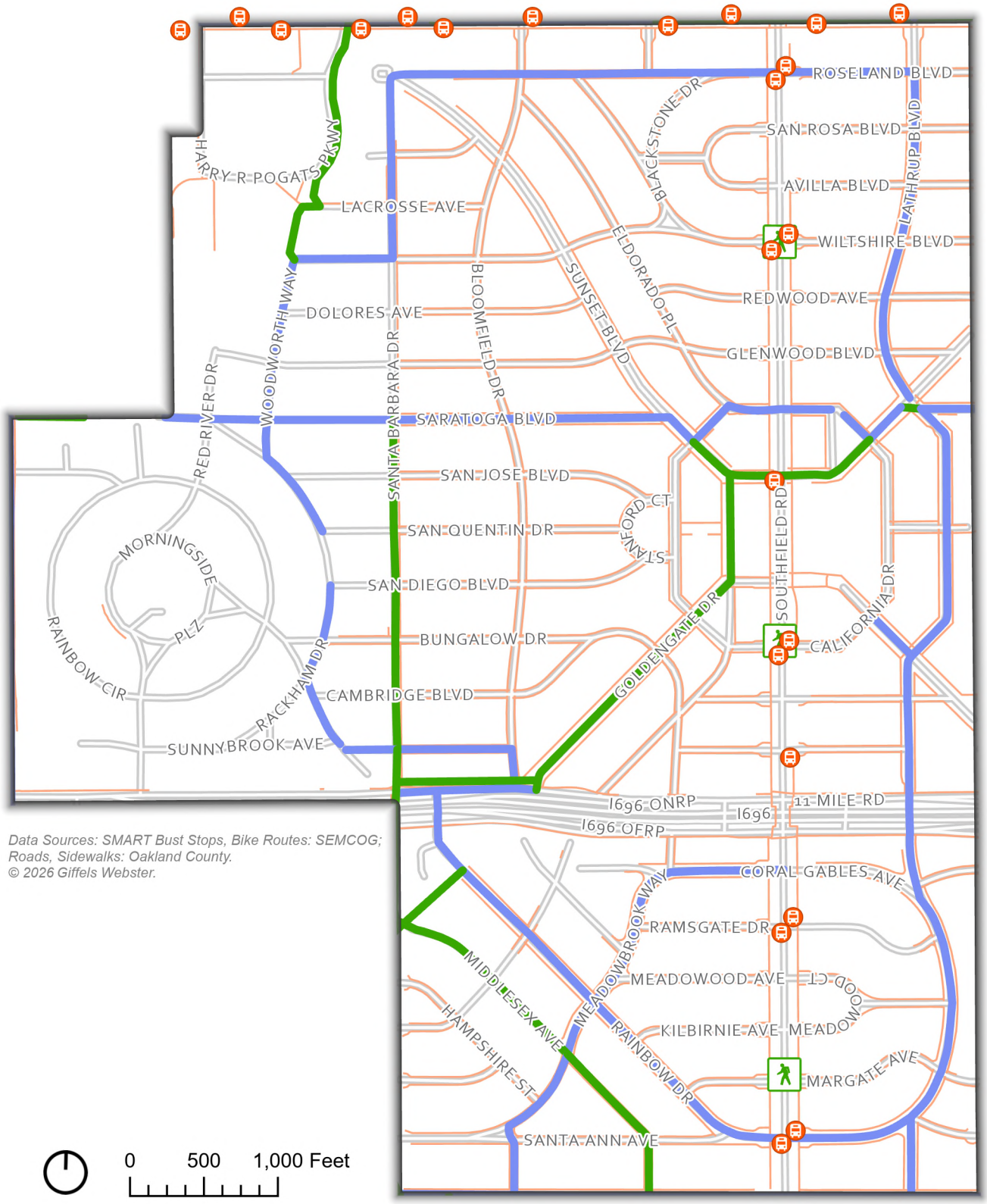


 U.S. Census Bureau "Selected Housing Characteristics" and "Selected Social Characteristics", American Community Survey 5-Year Estimates Subject Tables, Tables DP04 & DP02 2024.

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



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



Data Sources: SMART Bust Stops, Bike Routes: SEMCOG; Roads, Sidewalks: Oakland County.
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TRANSIT NETWORK

CITY OF LATHRUP VILLAGE

Transportation & Complete Streets

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

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

Village Center. The context of the surrounding area influences the function of the roadway. Roads in this area will feature elements that are more suitable for a denser, walkable urban setting, such as the following:

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



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

Backstreets/Alleys. In Lathrup Village, alleys are designated behind buildings along both sides of the Southfield Road Corridor; the framework for these alleys exist and in some cases are currently utilized as a way to move between properties without using Southfield Road. A built-out alley network can accommodate service delivery and provide short block-to-block access for motorists, minimizing travel movements on adjacent roadways.

Pedestrian crossings. Street intersections are typically considered the best locations for pedestrians to cross the street. The best crossings minimize crossing distance, maintain visibility, and allow sidewalk ramps to be placed within the sidewalk. In Lathrup Village, all of the major signalized pedestrian crossings take place where two streets meet or cross. Most crossings are existing, except for those proposed in the Village center area. A pedestrian-only crossing is proposed along 12 Mile Road and the 11 Mile Road service drives. The existing crossing at Sunset Boulevard will be relocated to where the new road will meet Southfield, and three additional crossings will be added, making it easier for non-motorized travelers to cross this major roadway.

Access Management

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

Transportation Network

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

- **I-696:** This freeway is a major commuter route linking second and third tier Detroit suburbs between I-275/I-96, I-75 and I-94. Before its construction, however, the I-696 project was controversial. Lathrup Village, Pleasant Ridge, and the Detroit Zoo filed awsuits in an attempt to stop construction of the freeway, which eventually did what these opponents knew it would: divide neighborhoods and communities. While the interstate provides great access to the region, it poses a significant physical barrier between the north and south ends of the city.

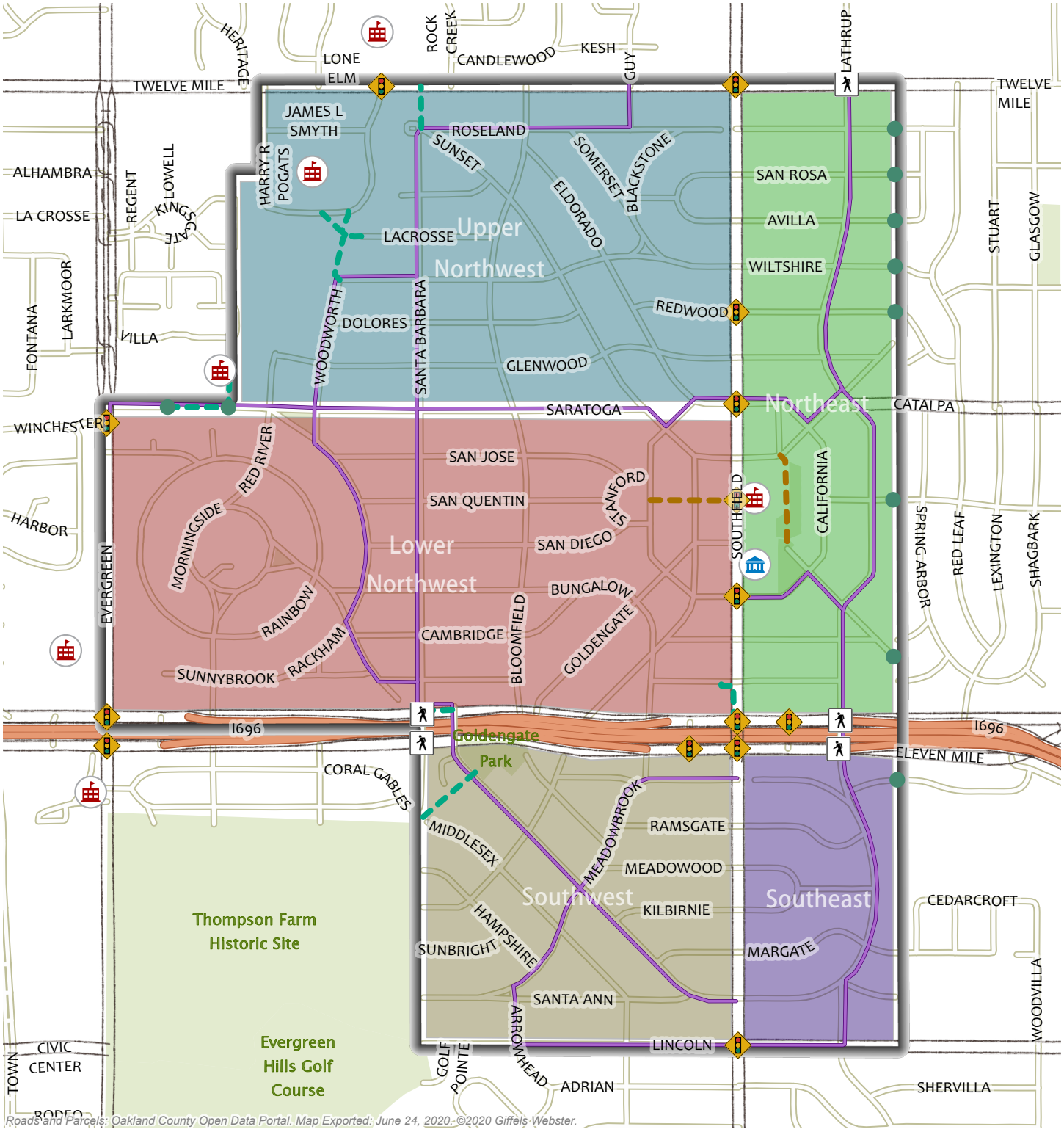


I-696 through Lathrup Village.

- **Southfield Road:** Southfield Road became an important north-south roadway in the mid-20th century, with demand for suburban living and access afforded by new federal highways leading from Detroit. The expansion of Southfield Road to a five lane “super-highway” was heralded by the local leaders of the time, who could not have envisioned that mass transit systems would falter and personal automobile traffic would dominate the landscape. The City is engaged with the Road Commission for Oakland County (RCOC) as that agency develops a road reconstruction project that improves traffic flow and safety. The city continues to advocate for resident and business owner demands for a more walkable community.
- Other major roads such as 11 and 12 Mile Roads also provide cross-town access between communities. These roadways generally have a sidewalk system in place, linking neighboring communities of Southfield and Berkley to Lathrup Village.
- Local streets provide access into neighborhoods and provide the safest and most comfortable facilities for non-motorized transportation. Most of the city’s streets have sidewalks.
- The City opted into the SMART bus system in 2015 and enjoys six bus signed bus stops in each direction through the community. While one bus stop, at City Hall, offers riders a safe place to wait out of the elements, few of the other stops do.



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



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Complete Streets and Neighborhoods

CITY OF LATHRUP VILLAGE

Pedestrian Improvements

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

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

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

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

The locations of conventional traffic signals in the Southfield Road reconstruction project should be equipped with crosswalks, to take advantage of the fact that traffic in at least one direction on Southfield Road will be stopping for crossing vehicular traffic. The plan assumes that HAWK signals (aka Pedestrian Hybrid Beacons) can be installed on the opposing side of the boulevard at such locations, to serve pedestrians desiring to safely complete their crossing of the highway.

IMPLEMENTATION

How to get started

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

Lead Body:

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

Annual Work Plans:

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

Documenting and Communicating Results:

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

Continuous Improvement:

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

People & Placemaking

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

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

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

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

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

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

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

Housing & Neighborhoods

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

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

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

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

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

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

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

Economic Development

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

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

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

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

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

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

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

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

Transportation

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

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

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

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

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

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

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

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

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

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

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

Public Services & Facilities

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

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

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

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

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

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

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

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

Objective 5.4: Continue to cooperate with surrounding communities and the County to provide public services.

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

Objective 5.5: Keep recreation and capital improvement plans up to date to ensure the city maintains eligibility for a wide variety of funding sources.

Action Item	Lead	Timeline	Measures of Success
1. Update the CIP and Recreation Plan as necessary.	City Council	Ongoing	• Plans updated and adopted.

Sustainability, Resilience, & Adaptability

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

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

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

Objective 6.2: Mitigate current and future climate impacts.

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

Objective 6.3: Increase the community's emergency preparedness.			
Action Item	**Lead**	**Timeline**	**Measures of Success**
1. Develop an emergency preparedness guide for residents that identifies local points of shelter during climate events, provides up-to-date tips and best practices for climate preparedness, and includes emergency support contacts.	Staff	Short-Term	• Resource guide created and promoted in available places and media channels such as the City newsletter.