



Master Plan

CITY OF GROSSE POINTE, MICHIGAN 2012

City of Grosse Pointe, Michigan Master Plan Update 2012

Adopted by the Grosse Pointe City Council on November 12, 2012

Prepared By:

Grosse Pointe Planning Commission, and



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**RESOLUTION OF ADOPTION
CITY OF GROSSE POINTE MASTER PLAN
CITY OF GROSSE POINTE PLANNING COMMISSION**

WHEREAS, the Michigan Planning Enabling Act, Act 33, of the Michigan Public Acts of 2008, as amended, requires the Planning Commission to make and adopt a basic plan or parts of a plan corresponding with major geographic sections or divisions of the city as a guide for the physical development of the municipality; and

WHEREAS, the Planning Commission has prepared such a plan for the City, including maps, figures, and descriptive matter dated November 2012; and

WHEREAS, in the preparation of the Master Plan, the Planning Commission has made careful comprehensive surveys and studies of present conditions, and future needs of the City; and

WHEREAS, in the preparation of the Master Plan, the Planning Commission has also considered the history and heritage that gives Grosse Pointe much of its character and incorporated these lessons into the policies and guidelines contained in the Master Plan; and

WHEREAS, in the preparation of the Master Plan, the Planning Commission has also considered the Community Planning Principles as drafted by the Michigan Society of Planners and incorporated these principles into the policies and guidelines contained in the Master Plan; and

WHEREAS, the Planning Commission, on October 29, 2012 held a public hearing in accordance with the procedures of Act 33, P.A. 2008, as amended; and

WHEREAS, the Planning Commission has recorded and considered all comments and recommendations made at such hearing.

NOW THEREFORE BE IT RESOLVED:

THAT, the Planning Commission for Grosse Pointe, Michigan hereby adopts the Grosse Pointe Master Plan, dated November, 2012 in its entirety.

**CITY OF GROSSE POINTE PLANNING COMMISSION
GROSSE POINTE, MICHIGAN**

ADOPTED: Ayes: _____ **Nays:** _____ **Absent:** _____ **Date: November 12, 2012**



Acknowledgments

The participation and cooperation of community leaders and residents in the preparation of the Grosse Pointe Master Plan Update is greatly appreciated. In particular, we acknowledge the efforts of the following individuals.

City of Grosse Pointe Planning Commission

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1 - Introduction

Community Background

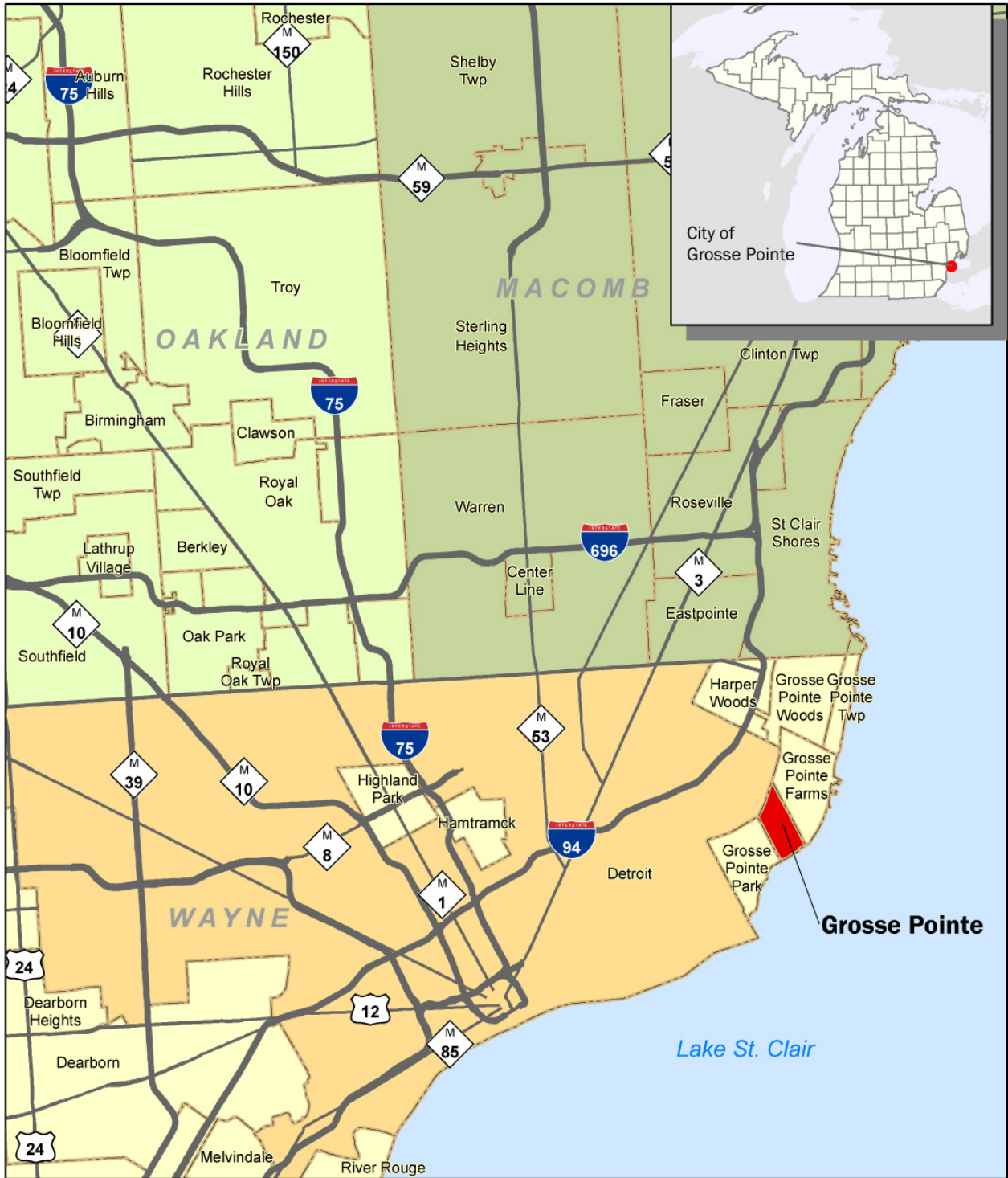
The City of Grosse Pointe is located in northeast Wayne County along Lake St. Clair with the City of Grosse Pointe Farms to the northeast, Grosse Pointe Park to the southwest, and Detroit on the northwest side of Mack Avenue. The City has gone through a number of evolutions, from its early years as French farmlands to its days as the summer escape for residents of the City of Detroit, and finally taking on much of its current form and character during the first quarter of the twentieth century with the mass availability of the automobile and roads that improved access. There are a number of volumes available on the history of Grosse Pointe at the Grosse Pointe Historical Society.



Just over one square mile in area, the City of Grosse Pointe is a mature community that possesses a wide range of attractive buildings and compatible uses. While most of the single family homes date back to the 1920s and 1930s, there are a number of homes that date back even further. Commercial development has occurred in pockets or nodes, with the largest concentration located on Kercheval between Cadieux and Neff Roads. Although there are a significant number of businesses in the City, most residents commute to jobs outside of the City.



The major access roads into and out of the City include Mack Avenue, Jefferson Avenue, and Cadieux. I-94 is only one mile north of the City.



March 23, 2012

Map 1 Regional Location

City of Grosse Pointe, Michigan

- | | |
|---|--|
| Grosse Pointe | Macomb County |
| Municipal Boundaries | Oakland County |
| City of Detroit | Wayne County |

Data Source: Michigan Center for Geographic Information, 2011

0 2.5 5 Miles

McKenna
ASSOCIATES



The Master Plan

The last Master Plan for the City of Grosse Pointe was adopted in 2004. Since then the community has undergone some minor and major changes. While the City has managed to maintain its desirable characteristics, the changing regional environment, evolution of housing and shopping preferences require that the City evaluate its existing conditions and policies to preserve and maintain the relatively high quality of life enjoyed by residents of the community.

The City has realized the need to set a definite goal for the future to help direct redevelopment, protect the character of the community and provide guidelines for residential and commercial development within the City. The Master Plan represents the commitment of the City and its residents to maintain and improve the residential and commercial development standards, and continue to provide a pedestrian friendly community.

The Master Plan is the result of data collection and analysis, meetings and discussions by the Planning Commission with input from City residents and stakeholders. It consists of text, charts, maps and analysis regarding development within the community. The Future Land Use Plan Map provides the basis for the Zoning Map and Zoning Ordinance.

This Master Plan examines existing conditions, identifies the goals of the community and provides recommended methods for achieving these goals.



Strategic Issues

One of the initial steps in the master planning process was to identify those strategic issues that have the greatest potential impact on the community whether positive or negative. The following is a brief description of the strategic issues that surfaced during the initial portions of the master plan process.



LAND USE CONFLICTS

In a tight-knit community like Grosse Pointe, it is inevitable that there will be residential homes located close to commercial or townhouse developments. This proximity creates a dynamic mix of uses that adds to the character of the community. However, if not properly managed with appropriate screening and access control, this proximity to commercial and office uses may begin to have a negative impact on adjacent residential uses and land value.

HOSPITAL EXPANSION

Beaumont Hospital Grosse Pointe is a tremendous asset to the community. However, with the presence of the Hospital comes a number of challenges. Located in a predominantly residential neighborhood, the demand for large-scale parking lots and decks, 24-hour operations, and traffic associated with employees and visitors creates the need to monitor the ever evolving nature of the Hospital and the services it provides. In addition, changes to the Hospital and its facilities not only impact the City of Grosse Pointe, they also impact the City of Grosse Pointe Park. These impacts should be considered for their effect on the residents of the city and also their effect on the continuation of a positive relationship with Grosse Pointe Park and adjacent communities.

The Hospital also presents a challenge to the City in that, beside the School District, it is one of the largest land owners in the City and not subject to property tax. As a result, it is critical for the City to ensure that the agreement between the Hospital and the City to provide payment in lieu of taxes is updated to reflect the actual cost of providing city services to the Hospital in light of potential expansion.

VILLAGE EXPANSION

The City has a number of commercial areas. Commercial and offices uses line Mack Avenue. The Fisher Road district provides local services to the surrounding residential areas and students of Grosse Pointe South High School. The largest and most central commercial area is known as the Village. Residents and merchants within the Village continue to look for a strong mix of uses to support the community and provide a sense of place where residents can gather for special events. One of the elements that has come out of the planning process are proposals to expand development within the Village area. In recent years, an opportunity to provide and establish a critical mass and mix of uses through the redevelopment of the former Jacobson's Department store site, an expanded Kroger Supermarket and the establishment of a community parking deck has been extremely successful and permitted the Village to remain viable as a shopping and leisure destination for residents of the five Grosse Pointes.



PRESERVING TRADITIONAL RESIDENTIAL CHARACTER

One of the most commonly referred to strengths of the community is the architectural character of the houses dating back to the first half of the twentieth century. The character of the housing stock along with the quality of community services has created an environment where residents are reinvesting in the community and their homes. Preserving this environment is critical for the continued success of the community.

Changing trends in residential development such as the popularity of larger, attached garages, puts pressure on the City and its development standards to ensure that the housing stock in the City remains marketable and that the character of the community is maintained.

PARKING IN RESIDENTIAL NEIGHBORHOODS

By far, most of the houses in Grosse Pointe have a two-car detached garage located behind the house. While this configuration established the “no garage” character of the community, it creates difficulties for households with ever increasing number of vehicles. Consequently vehicles are stored on the street, giving rise to real and perceived safety and aesthetic concerns.



PARKING IN COMMERCIAL AREAS

Parking is and always will be a strategic issue in shopping districts. Providing the right amount of parking for patrons and employees in the right location with the right access is critical to the continued success of the all three of the City's business districts. The City's parking standards must be revisited. Parking standards should reflect the degree to which the City's commercial districts have on-street parking available. Parking requirements should also reflect the fact that the number of parking spaces can be reduced when compatible uses are located in the same vicinity.

CHANGING SOCIOECONOMIC CHARACTERISTICS

The Southeast Michigan Council of Governments (SEMCOG) projects that by 2035, the City of Grosse Pointe will have 38 more residents than in 2010. Between 2000 and 2010, the City saw a decrease of 14 residents over 64 and 160 more school aged children. These changes in socioeconomic conditions tend to be cyclical. This means is that City, School and Community service providers must be aware of these cyclical changes and be prepared to respond. Schools may be used as multi-use facilities (such as senior facilities during periods of low student enrollment) rather than investing in large scale single purpose facilities.



Users Guide

Unless used, a plan such as this has no value. To assist the City in using the plan, we have prepared the following matrix. The matrix lists the scenarios for utilization and implementation of the document as a useful tool.

TABLE 1: A USERS GUIDE TO THE CITY OF GROSSE POINTE MASTER PLAN

WHEN TO USE THE MASTER PLAN	HOW TO USE THE MASTER PLAN				
	Data reference	Setting budget priorities	Evaluating land uses	As design guidelines	Defense of zoning decisions
Rezoning¹	Check proposed use for compatibility with existing land uses around site. Check classification of roads serving site. Check goals, objectives and actions related to site or area, e.g. downtown. Are community facilities serving site adequate ?		Is the proposed use consistent with future use of site and area on future land use map?		Does data , future land use map and goals, objectives and actions support zoning of site?
Zoning Ordinance Text Amendment¹	Supportable Plan		What implication does amendment have on future land use and goals , objectives and actions?		Does data , future land use map and goals, objectives and actions support zoning text change ? (e.g. required site improvements or standards.)
Special Land Use and Site Plan Review¹	Do data in plan support the need for the use ? Is proposed use compatible with surrounding existing uses?		Is the use appropriate for the area based on goals, objectives and actions in the plan?	Check standards for the proposed use or surrounding area, e.g. paths, landscaping, corridor improvements that should be conditions of approval.	Does data, future land use map and goals, objectives and actions support conditions of special approval or site plan approval?
Capital Improvement Program	Check inventory of public facilities and demographic data for support of proposed projects.	Are projects, expenditures and priorities supported by goals, objectives and actions , or discussed elsewhere in plan?			

¹While this chart provides a useful tool in using the Master Plan it is recommended that the City continue to seek the guidance of a professional planner and/or attorney in matters related to proposed zoning map or text changes or site plan and special land use approvals.



WHEN TO USE THE MASTER PLAN	HOW TO USE THE MASTER PLAN				
	Data reference	Setting budget priorities	Evaluating land uses	As design guidelines	Defense of zoning decisions
Special programs: economic development, parks, trails, gateway improvements, etc.	Check inventory of public facilities . Use demographic data . Use economic data . Check description of funding sources .		Are proposed improvements consistent with priorities in goals, objectives and actions?	Does project design/location conform to corridor, paths and gateway plan ?	
Preparing Grant Applications	Use data and other descriptive information in preparing support documentation for grant request.	Are projects, expenditures and priorities supported by goals, objectives and actions , or discussed elsewhere in plan?			



2 – Community Profile

This chapter describes the City of Grosse Pointe using demographic statistics. Rather than presenting a lengthy description of data from the Census Bureau, the descriptions below provide a relative comparison of the City of Grosse Pointe, the local area, the region, and the state. In this way, one can more fully appreciate that which is unique about this community. The full statistical abstract is provided in Appendix A to this document.

For the purposes of this chapter, the local area refers to the five Grosse Pointe communities, and Harper Woods. The region refers to all of the communities in Macomb, Oakland, and Wayne Counties, including the City of Detroit. Finally, the comparisons also include the State of Michigan as a whole.

This chapter begins with a brief discussion of the major demographic characteristics of the City and how they have been changing over time. The next three sections compare the City with the local area, region, and state in regard to the population, housing, and the economy. The final section presents projections for the major demographic characteristics for the City.

The People of Grosse Pointe

In many ways, the City's residents are similar to the residents of the other Grosse Pointe communities. This section will illustrate some of the key similarities and key differences among the residents of the City, local area, the region, and the state.

AGE

Based on the median age in 2010, the residents of the City are about one year older than those in the local area, and about 9 years older than those in the region and the state. However, it would not be correct to state that the City is older, because the issue is more complex.

The age distributions of the population for the City of Grosse Pointe and the State of Michigan are presented graphically in Figure 2. What this clearly shows is that individuals aged 15 through 44 are substantially under-represented in the City's population, while those aged 45 to 74 are over-represented.

What appears to be happening is that as young people grow up, they leave their parents' homes and move out of the City. It further appears, that the City attracts a large number of individuals during their money-making prime – their 40s and 50s. One likely explanation is that The City of Grosse Pointe is more conducive to raising a family than supporting a social environment for young singles.

RACE

One typically considers race and ethnicity in a master plan for two purposes. One is to identify any racial or ethnic groups that might be unduly impacted by community planning. The second reason is to identify any such groups for which special efforts are warranted to assure their participation and representation in planning processes.

In the 2010 Census, non-whites constituted 3.8 percent of the City's population. This is less than the 8.8 percent non-white share of local area population. It is also substantially less than non-whites' 34.7 percent share of regional population and 21.0 percent share of the state's population. However, the City has increased its diversity from 2000, when non-whites constituted 2.3 percent of the population.



EDUCATION

The residents of the City of Grosse Pointe are relatively well educated. Of the population, aged 25 years and older, 71.8 percent have a bachelor's degree or higher. In the local area, 55.5 percent have an equivalent level of education. In the region, the rate is 27.5 percent, and for the State the rate is 25.2 percent.

In a 2002 study, the University of Michigan² identified a trend in which the earnings of those with college degrees increased more than did the median earnings rate in the state; subsequent studies indicate the this truth holds steady.

Thus, the current population of the City appears to be well poised to maintain their higher income levels (described in "the Economic Profile of Grosse Pointe" section) and to maintain high value housing.

HOUSING IN GROSSE POINTE

As one drives into the City of Grosse Pointe, one of the most noticeable characteristics is the quality of housing. This section describes the stock of housing and compares it and contrasts it with that in the local area, region, and State.

TENURE

In 2000, owner-occupied housing constituted 81.8 percent of all occupied housing in the City. By 2010, that number had dropped slightly, to 81.2%. This rate of home ownership is about 10 percent higher than that of the region and the state, but about the same as the local area. Due to the relatively high value of real estate in the local area, it is difficult to generate sufficient rental income to justify maintaining real estate for rental purposes. However, the City of Grosse Pointe and the City of Grosse Pointe Park have significantly more housing types that are conducive to renting than the other Pointes. Single family attached units, duplexes, townhomes and terrace units account for 30 percent of the City's housing units compared to 1 to 4 percent for the other communities.

HOUSING VALUE

Perhaps there is no more readily accepted measure of a premier community than the market value of housing. According to the 2010 Census, the median value of owner-occupied housing in the City of Grosse Pointe was \$338,985. This value is 15 percent higher than the median value of owner occupied housing in the local area. 115 percent higher than that for the region, and 147 percent higher than that for the state as viewed in Figure 4.

Although the Census does not report the median value of rental housing units, it does report the monthly rent paid by tenants. The median rent paid in the City of Grosse Pointe is \$844. Monthly rent in the City was 33 percent higher than in the local area, 67 percent higher than in the region, and 80 percent higher than in the state.

Clearly, the City of Grosse Pointe can be considered as an area of high value housing, both for owner-occupied and for rental units.

²Glazer, Lou, and Grimes, Donald. *Michigan in the Boom Years: Employment and Employment Earnings 1991 — 2000*. University of Michigan, Institute of Labor and Industrial Relations, December 2002.

HOUSING TYPE

Another important characteristic of a community's housing is the type of housing. Although single-family housing is a large part of the housing stock, terrace units and duplexes, are all well represented in the City. In the City of Grosse Pointe, according to the 2010 Census, single family detached housing represents 66.6 percent of all housing units. This rate is lower than that for the state and region, and is substantially lower than the 84.4 percent rate in the local area.



The difference between the housing stock in the City and that in the local area is mostly accounted for in single-family attached terrace style units, 11.8 percent, and duplexes, 12.0 percent.

From 2000 to 2010, the total number of housing units in the City decreased from 2,504 to 2,446. This was mostly due to a decline in the number of units of multiple-family housing.

The housing stock in the City of Grosse Pointe is relatively old – 59.1 percent of the units were constructed before World War II. As was illustrated above, the housing in the City is relatively high value. Thus, the age of housing has had a positive, not negative impact on value.

Demographic Trends

This section provides a brief overview of the trends in population and housing for the City of Grosse Pointe. The meaning and importance of these descriptions is evaluated in the following sections.

POPULATION TREND

The City's population declined in each census from 1970 through 2010. However, SEMCOG and McKenna Associates projections show the population increasing slightly in the next couple decades. This trend is presented graphically in Figure 1.

Between 1990 and 2010, the population growth rate was negative 4.5%. This is actually less decline than was seen in many communities in Southeast Michigan. The region and State also lost population from 1990-2010.

HOUSING TREND

The number of housing units in the City increased over the period from 1970 to 2000, but has declined in the decade since then. In the 2000, there were 2,504 housing units in the city, while the 2010 Census reported only 2,446. Although the City of Grosse Pointe lost 2.3% of its housing stock, the "Local Area" actually gained housing, albeit only slightly (an increase of 0.08%). The region and the State both gained housing units, although both grew by less than 1%.



Looking forward, SEMCOG projects the number of housing units in the City to stay basically stable, partially because there is not much room in the City for new housing construction.

With the reality of declining household sizes, housing growth will always exceed population growth. However, the City of Grosse Pointe has recently started to experience a decrease in housing stock. This is for two reasons. First, the City is “built out,” meaning that there is no new space for housing developments. Second, the rate of population decline, while slow, has outpaced the decline in household size, leading to a decline in the number of housing units demanded.

Additionally, census housing unit data is based on whether or not an address returns the census form. This can lead to inconsistencies between Censuses. The overall trend of housing stock remaining basically flat since 1970, which is projected to continue, is more important than the fluctuations in any 10 year period.

HOUSEHOLDS

As used by the Census Bureau, and in this Plan, a household is the group of people who occupy a housing unit as their usual place of residence. Households come in a variety of sizes and shapes, such as married-couple families, female-headed households, or an individual householder living alone.

Table 2 – Population, Households & Household Size 1990 through 2010

Component	1990 Census	2000 Census	2010 Census
Population	5,681	5,670	5,421
Households	2,387	2,388	2,236
Household Size	2.38	2.37	2.42

In the 2010 Census, married couple families accounted for 54.9 percent of the households in the City; slightly less than the rate for the local area, but higher than the rate for the region and the state. Where the residents of the City differ from those in the local area, the region, and the state are households with the individual living alone.

In the City, 30.2 percent of the households is an individual living alone. This rate is higher than that for the local area (27.0 percent), the region (29.5 percent), and state, (27.9 percent).

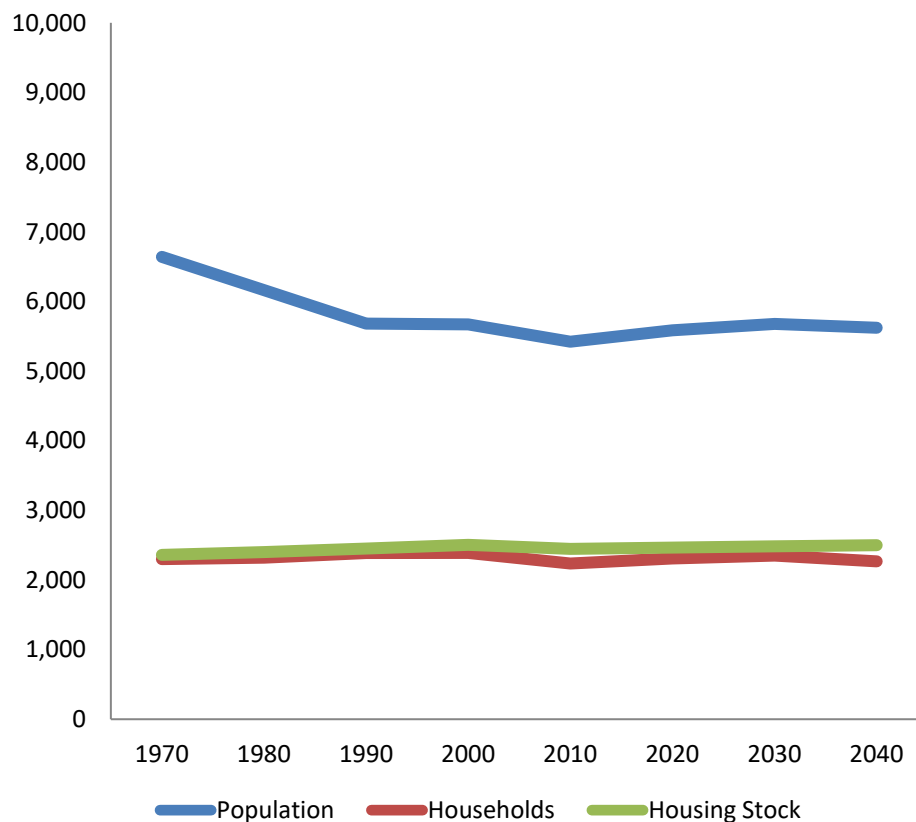
By most other measures, the City’s households are similar to those in the local area, and not substantially different from those in the region and the state. For instance, households in the City and the local area tend to have slightly fewer individuals under the age of 18, and slightly more over the age of 65 than do those in the region and the state. Likewise, City and local area households tend to have slightly fewer people than do those in the region and the state.

Table 4 illustrates the impact these household characteristics have on the household size trend in the City of Grosse Pointe. Average household size has actually increased over the past ten years, as the number of households has shrunk faster than the population.

Figure 1 1 shows that the number of households in Grosse Pointe has decreased very slowly since 1970. SEMCOG projections show a slight uptick in the next ten years, followed by a return to the overall trend of slow decrease between 2020 and 2040.



Figure 1: Population, Households, and Housing Units Trends, City of Grosse Pointe, 1970-2040



Demographic Projections

A necessary element of a Master Plan is to provide an understanding of where the community is heading. For a Plan to be effective and useful, it must indicate if the likely future is one of rapid growth or declining population; new housing construction or maintenance and additions for existing housing; new school children or more empty desks. One way to anticipate future needs is to project the population forward using a “cohort-component analysis.”

The analysis starts with 2010 population data broken down into ten-year age groups. To project out to 2020, each group is moved ten years forward – for instance 21-30 year olds become 31-40 year olds. A migration factor is added to the age 31-40 and 41-50 cohorts to account for people moving into Grosse Pointe because it is a desirable community. Mortalities are factored out using reasonable rates for each age group. Finally, using the statewide birth rate and the estimated number of females of childbearing age, a new 0-10 age group is calculated. The process is then repeated to get the population and age cohorts for 2030. The projection shows slow but steady growth over the next 20 years, with the population of the City growing to 5,584 in 2020 and 5,677 in 2030.



Figure 2: Age Distribution, Grosse Pointe and the State of Michigan, 2010

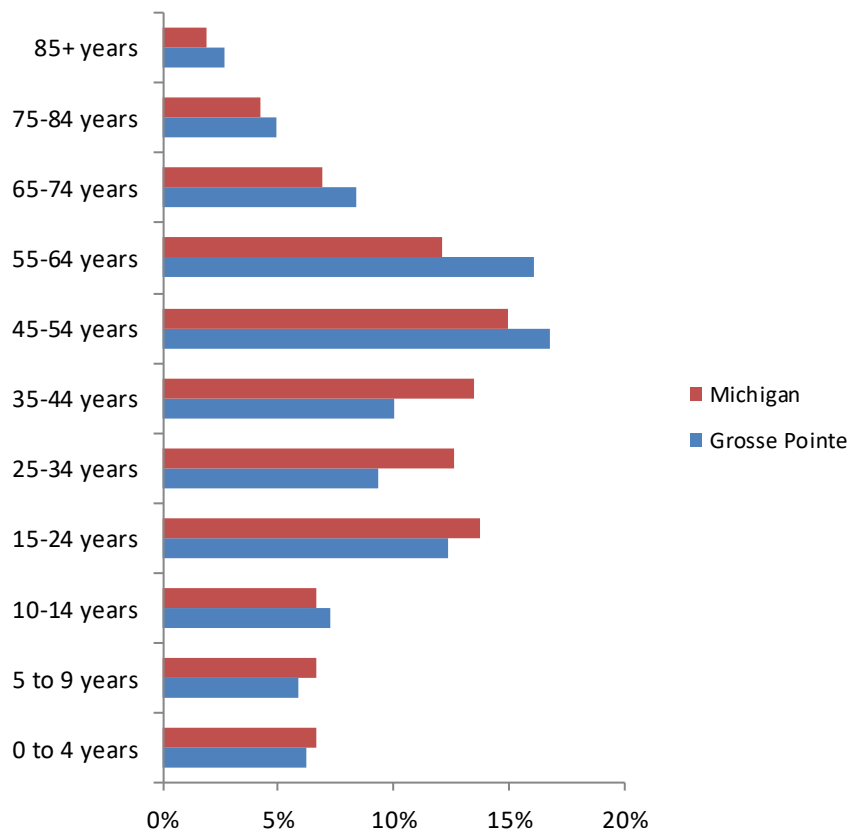


Table 3: Housing Growth Rates 1970-2010

	1970 to 1980	1980 to 1990	1990 to 2000	2000 to 2010
City of Grosse Pointe	4.4%	1.2%	0.5%	-2.3%
Local Area	2.0%	1.4%	-0.6%	1.0%
Region	12.2%	3.7%	6.4%	4.1%
State of Michigan	21.4%	7.2%	10.0%	7.0%

Table 4: Population Projections 2010-2040

2010		2020		2030		2040	
Grosse Pointe	Local Area	Grosse Pointe	Local Area	Grosse Pointe	Local Area	Grosse Pointe	Local Area
5,417	60,187	5,584	62,443	5,677	63,919	5,621	64,274

TREND ASSESSMENT

For 30 years, the City experienced a declining population while the number of houses remained stable or increased slightly. This was explained by the national trend of decreasing household sizes. Every decade the census indicates that each house has fewer and fewer residents.



Demographic Assessment

The preceding descriptions illustrate that which many already know. The residents of the City of Grosse Pointe are more educated and have higher incomes than their neighbors and others throughout the region and the state. These higher incomes are manifest in higher value housing. Even rental properties in the City cost more than in other jurisdictions.

In the past 20 years, the population of the City has declined somewhat. The projection analysis predicts slight growth over the next 20 years. In general, however, the City's population is unlikely to fluctuate dramatically and will remain around 5,500 for the foreseeable future.

The question for the City is whether or not it will continue to attract the region's highest paid and most well educated citizens. Each year there are new households moving to the Detroit region and there are households trading up in housing quality. Each year such households choose between the Grosse Pointe area in general, and the City specifically, versus other communities. These competing areas offer larger houses and larger lots, but also come with the prices imposed by suburban sprawl, such as traffic and community disconnection, as well as the commuting distance from the established job centers to an increasingly remote residential community.

These issues and their solutions, in many ways, involve the entire Grosse Pointe area, as well as regional and statewide planning initiatives and land use subsidies. However, the majority of this Plan will focus on those things that the City and its residents can do to assure that the City of Grosse Pointe remains a pre-eminent place to live and raise a family in the Detroit metropolitan area.

In reviewing the demographic characteristics of other mature waterfront communities such as St. Clair Shores and Harrison Township there were similarities and differences. Similarities included declining populations (20 percent for St. Clair Shores) and aging population. Differences included a lower proportion of 18-34 year olds for Grosse Pointe, indicating recreation seekers focus on St. Clair Shores and Harrison Township; and also, larger than average household size in Grosse Pointe, indicate the strength of the City as a desirable community to raise a family.

Economic Profile of Grosse Pointe

As was shown in the previous section, the City of Grosse Pointe is a high housing value area. This section will describe the economic characteristics of the community.

EMPLOYMENT

At the time the 2010 Census was taken, 68 percent of the City's residents over the age of 16 were in the labor force. This labor force participation rate is slightly higher than that for the local area, region, and state. At the same time, the unemployment rate in the City was 9.1% percent, which is slightly lower than the unemployment rate reported for the local area, region, and State.

Almost 90 percent of the City's employed residents work in "white collar" professions. This is a higher rate than the local area's 83.3 percent.



The previously cited study by the University of Michigan concluded that the future economy of Michigan offered not only high pay for high skills, but also growth in the higher-value-added services sector in an economy centered in offices, schools, and hospitals. The current occupational patterns of the City's residents indicate that they are well situated to continue benefitting from Michigan's growing economy. Although the Country and the State have experienced a leveling off of the economy, one of the State's economic engines, Oakland County, is anticipating that the high-tech industries located in the County are stable.

INCOME

The fact that so many of the City's residents are in management, professional and related occupations suggests that they would have relatively high incomes.

The median household earned income (as opposed to retirement income or social transfer payments) in the City according to the 2010 census, was \$135,579. This median income was 20 percent higher than that for the local area, 77 percent higher than that for the region, and 80 percent higher than that for the state.

IMPACT OF THE "GREAT RECESSION"

The global financial crisis that began in 2008 had a significant impact on Grosse Pointe. While residents' income and employment remained steady, housing values fell. This resulted in lower turnover in the housing stock as residents stayed in their homes to ride out the crisis. Housing construction in the City stopped completely – according to the US Census, there were no new housing units constructed between 2005 and 2010 in the City.

Before the "Great Recession," housing developers targeted Grosse Pointe as a location for luxury senior housing, reasoning that affluent retirees would sell their homes and desire residences with on-site amenities. However, no new projects of this type were actually built, as retirees instead decided not to sell their homes.

The financial crisis also brought about foreclosures for many families, although this problem has not been prevalent in Grosse Pointe itself. However, with many former homeowners losing their homes, the market for rentals spiked, and this trend impacted the City. Between 2000 and 2010, the average rent for an apartment in Grosse Pointe (irrespective of size) increased from \$863 to \$961.

While some aspects of the economy have begun to recover as of 2012, the housing market has been slow to bounce back, meaning many of the housing trends will continue for the near future.

Physical Characteristics

When asked to describe the character of Grosse Pointe, participant's in the Town Meeting used the following terminology: sense of community, family friendly, architectural quality/diversity, walkable, tree lined streets, close proximity of schools and parks, proximity to Lake St. Clair. This section describes the land use and circulation patterns that create these desirable characteristics.

LAND USE

The land use pattern in Grosse Pointe consists of predominantly single family homes located on blocks defined by a grid of local streets. Duplexes are mixed in with single family homes along Neff and St. Clair as well as portions of Rivard. Terrace homes are located primarily on Rivard, St. Clair, and Notre Dame.



Table 5 – Existing Land Use, 2012

Land Use Category	Acres	Percentage
Single Family	402.8	59.2%
Duplex	26.1	3.8%
Townhouse	24.6	3.6%
Public	25.1	3.7%
Semi-Public	13.5	2.0%
Commercial	11.5	1.7%
Office	5.6	0.8%
Mixed Use	0.9	0.1%
Vacant	1.8	0.3%
Parking	10.8	1.6%
ROW	157.3	23.1%
Total	680.0	100.0%

There are three commercial areas within the City. The Village is the commercial center of the City located on Kercheval between Cadieux and one half block west of Neff. The Fisher Road business district is located on the west side of Fisher Road between St. Paul Ave. and Maumee Ave. Mack Avenue contains a mixture of retail, service, and office uses and extends throughout the Pointes.

SINGLE FAMILY RESIDENTIAL

Most of the single-family homes in Grosse Pointe sit on lots that range from 40 to 60 feet. There are several blocks between Maumee and Lake St. Clair and along Lakeland between Kercheval and Maumee where the typical lot is 100 feet. There are some exceptions to this pattern.

Lakeland between Maumee and Lake St. Clair; University, Washington, and Lincoln between Maumee and Jefferson contain some vintage estates that occupy multiple platted lots.

Notre Dame between the Village shopping district and Maumee, St. Clair and Neff between the Village and St. Paul contain homes on lots that are typically between 30 and 40 feet.

Most of the homes on larger lots contain attached garages, especially those constructed following the redevelopment of the lake front estates. Most of the older homes on 50 foot wide lots have detached garages setback behind the house.

The predominant building height is two stories. Most blocks contain a mixture of houses ranging from one story to two and one half story homes.

The architecture of the homes in Grosse Pointe encompass a wide range of traditional housing styles including; Tudor, Colonial, and a mix of bungalows and farmhouses. The newer houses constructed within the last ten to twenty years are well constructed and consist of high quality building materials.





Map 2 Existing Land Use

City of Grosse Pointe, Michigan



McKenna
ASSOCIATES

FEET 0 500 1,000

Existing Land Use

Single Family	Commercial
Duplex	Office
Townhouse	Mixed Use
Public	Parking
Semi-Public	Vacant

August 3, 2012

Base Map Source: Wayne County GIS, 02/2003
Data Source: McKenna Associates, Inc. 03/2003

TWO - FAMILY RESIDENTIAL

According to the 2000 U.S. Census, 301 housing units, or 12 percent of the total housing units are two-family units or duplexes. Most of these units are located on Neff and St. Clair interspersed between single family homes. Because many of these units date back over thirty years, have a single-family character, and are mixed in with single-family homes, their visual impact is minimal.

These two family units are located in the R-2, two family zoning district which permits two-family dwellings. However, the two-family units located on Rivard are existing non-conforming units without proper zoning.



Because many of these two-family homes have been converted from single-family homes, there is insufficient off-street parking placing a greater demand for on-street parking for residents and guests.

OFFICE

Office uses typically consist of professionals such as architects, lawyers, accountants, and medical personnel including dental. While these uses are located in all of the commercial districts of the City, they are primarily located in the areas currently planned for and zoned for office use on Mack Avenue.

Offices along Mack Avenue provide a transition and a buffer between the commercial uses on the north side of Mack and the residential uses to the south. With typical business hours from 9:00am to 5:00pm, they do not create the same level of noise and traffic impacts that commercial uses do. They also typically require less parking than retail uses which is appropriate along Mack due to the lack of available off-street parking.



COMMERCIAL USES

There are three business districts within the City. The Village on Kercheval between Neff and Cadieux; The Mack Avenue business district on Mack between Cadieux and Fisher; and the Fisher Road Business District on Fisher between St. Paul and Maumee.

A survey from the previous master plan indicates the Village contains approximately 290,000 square feet of space; approximately 106,000 square feet is office or service uses and the remaining 184,000 square feet is dedicated to retail uses.

There is one non-conforming site in the Village, a service station located at the corner of Kercheval and Cadieux.

The largest building in the Village is Kercheval Place (the former Jacobson's building) located on the south side of Kercheval between St. Clair and Notre Dame. The site has been redeveloped to include national retailers on the ground floor and office spaces on the second floor.





The City recently invested significant resources in streetscape improvements to enhance the pedestrian environment, resurfaced parking lots and rebuilt the public parking deck in the Village. Improvements along St. Clair on the south side of Kercheval create a useable public plaza space. Improvements on St. Clair north of Kercheval include a monumental water feature with extensive seating areas.

The commercial and office zoned sites on the fringe of the Village both on the north side and on the south side of the Village were rezoned to extend the influence of the Village business district to Waterloo.

The City recently adopted amendments to the zoning ordinance for the Village to broaden the permitted uses on the first floor to increase office uses in limited areas and service uses throughout. Residential is also permitted in the amended ordinance on third and fourth floors subject to special use approval.

The Fisher Road business district currently consists of 60,000 square feet of commercial space. Approximately 12,000 square feet of commercial uses and 48,000 square feet of office and service uses. The most recent construction in the Fisher Road area was the construction of the two story Comerica Bank Building which included the construction of a remote parking lot two lots to the south. The Farmers' Market underwent a significant update. The former service station on the corner of Fisher and Maumee was recently renovated and converted into a health club.



The Fisher Road business district is similar to the Village in that it is surrounded by residential neighborhoods and different in that it is immediately across the street from Grosse Pointe High School. Proximity to the High School is both a benefit and a disadvantage. Some of the stores cater specifically to students. Others suffer from the occupation of valuable parking spaces by students.

PARKING

Unlike commercial developments built within the past fifty years, very few individual uses within the City provide enough parking to support their own business even according to the most lenient parking standards. Most of the parking is provided through municipal lots and on-street parking.

The City has created parking zones located behind the Mack Avenue Business District and the Village. These parking zones are intended to encourage the development of sufficient parking for the adjacent businesses and to provide a transition or buffer to the adjacent residential areas.

Relatively few areas behind the businesses on Mack Avenue have been converted and most currently contain non-conforming single-family houses. Partially due to the non-conforming status and partially due to the proximity of the businesses themselves, these homes are not likely to see significant property value increases or private reinvestment. One area, on Rivard, contains a municipal parking lot with seventy metered parking spaces. Approximately half are all-day meters to accommodate employees.



All of the parking areas around the Village have been developed with municipally owned surface lots and a deck located behind Kercheval Place. These lots provide over 1,000 parking spaces for customers and employees of the Village.

Two off-street parking lots provide 72 parking spaces for the uses in the Fisher Road business district. While there are 23 on-street parking spaces to serve the uses in this business district, the students occupy several of these spaces during school days creating a problem for the office uses in this district.

Table 6 clearly illustrates that none of the business districts meet the zoning ordinance requirements for parking. However, it also indicates that the existing parking supply is close to the surveyed demand for parking according to ITE's Parking Generation 2nd Edition.

Parking spaces will continue to be valuable resources. However, based on the results of the market analysis, land for office and commercial development will continue to be a more valuable resource. This condition is conducive for the development of open air, covered parking decks, especially in the Village where there is a compact concentration of businesses that could benefit from a centrally located parking supply.

PUBLIC

Public facilities include; the City Hall, Public Safety, and Public Works facility; Maire Elementary School, Elworthy Field, and Neff Park. These facilities occupy a combined 24.7 acres.

SEMI-PUBLIC

Semi-public uses include churches, the recently expanded Neighborhood Club and institutional uses such as Beaumont Hospital Grosse Pointe.

The Unitarian Church on Maumee is a community landmark and provides a number of community services including Grosse Pointe Pre-Kindergarten.

Beaumont Hospital Grosse Pointe occupies 1.1 acre and contains approximately 260 beds with an ultimate capacity of 290 beds in a four story building. The Hospital's largest shift includes over 650 employees. According to a parking study completed by the Hospital, their peak parking demand is approximately 1,000 spaces. They currently have about 850 spaces on-site and another 150 spaces leased at off-site locations.

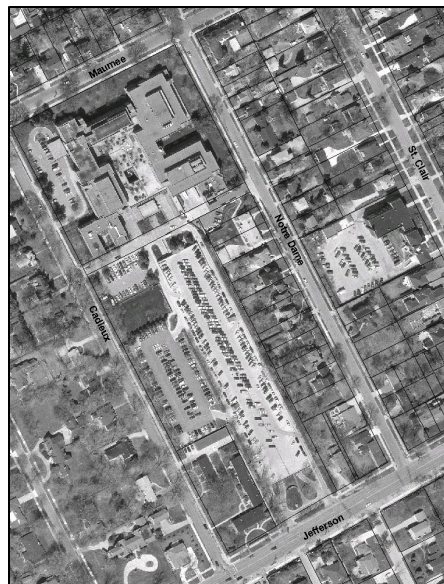


Table 6 – Parking Requirement vs Parking Supply

	Retail Space	Office Space	Total Space	City Parking Reg.	ITE Parking Reg.	Current Parking Supply
The Village	351,527sf	69,235sf	420,762sf	2,152sp	1,600sp	1,133sp
Mack Avenue	44,591sf	96,301sf	140,892sf	623sp	447sp	479sp
Fisher Road	12,773 sf	46,934sf	59,707sf	256sp	182sp	209sp

Source: ITE - Parking Generation, City of Grosse Pointe Zoning Ordinance

Community Facilities

Grosse Pointe residents receive services from several public entities. The City provides fire and police protection, public services including maintenance of City parks, roads, buildings and utilities, and the administration of these functions. Other agencies which provide services include various Wayne County and State of Michigan departments and the Grosse Pointe Public School District.

CITY ADMINISTRATIVE SERVICES

The City of Grosse Pointe's administrative facilities include City Hall, the Public Services Department, and the Public Safety Department. All of these facilities are currently located in one place on Maumee between Neff and St Clair. The Grosse Pointe Public Library serves all of the Pointes. The main branch is located in Grosse Pointe Farms at the corner of Fisher Road and Kercheval.



CITY HALL

City Hall, Public Safety and Public Service, all share a relatively small 1.75 acre site at 17147 Maumee Avenue. In 1963 a 2,000 square foot addition was added to the Police and Fire Station to accommodate growing administrative demands of the City including: Council Chambers, Municipal Court, conference facilities, Manager's office, Clerk, Assessor, the Building Department, and support staff.

Since the 1976 Master Plan was completed, The City acquired additional property adjacent to the Police and Fire station for the purpose of constructing a new City Hall building based on a 1991 space needs plan.



The City renovated a residential property to create a 5,300 square foot City Hall at the corner of Maumee and Neff and the former City Hall was significantly renovated. The renovated building houses the administrative and record keeping functions of the City. The Public Safety building also contains the Court Room and a separate meeting room on the first floor.

DEPARTMENT OF PUBLIC WORKS

The City Hall shares the site with the Department of Public Works, Fire Department. The DPW shares the office space in the City hall and has approximately 2,400 square feet of additional office space along with 20,000 square feet of storage yard to the north of the Public Safety Building. DPW is responsible for maintenance of City property, facilities and equipment and refuse collection. This includes all City parks and recreation facilities, all road and sidewalk construction, maintenance and snow removal, servicing of all City vehicles, and maintenance of all water and sewer lines and distribution facilities. Due to the compact size of the property and the close proximity to surrounding homes, the Public Works Department is forced to look to other site for outdoor storage of materials, including salt and landscaping materials. Additional space will be needed to properly house the Public Works operations.

Current staff includes a director and 16 full time employees split between the Department of Public Works and Building Department. The DPW building also includes department offices and storage area for City maintenance vehicles and equipment. The significant need for additional storage for equipment and materials is a priority.

DEPARTMENT OF PUBLIC SAFETY

The Department of Public Safety operates out of the historic fire station on Maumee which has been renovated and expanded to provide adequate space for the current equipment, approximately 8,500 square feet. The Department includes a director, deputy director, three sergeants, three lieutenants, and 17 other sworn officers. This amounts to 7 officers less than the City had in 1978 prior to the creation of the Department of Public Safety.

The City of Grosse Pointe has a mutual aid agreements with public safety departments in the Pointes and Harper Woods. The City works with the Michigan State Police, Wayne County Sheriff's Department and the Michigan Department of Natural Resources for supplemental services.



Utilities

PUBLIC WATER

Public water has been and will continue to be available to all areas of the City. The City contracts with the City of Grosse Pointe Farms, for its Water supply. Although the water is provided through the City of Grosse Pointe Farms system, the DPW continues to maintain the water lines and distribution within the City. According to officials, the capacity of the public water system is adequate for current and future development throughout the City.

STORM SEWER

The Department of Public Works is also responsible for maintaining the storm sewer system of the City. Storm water drains via enclosed storm drains ultimately to Lake St. Clair.

According to City officials and the storm water analysis plan, the existing storm water system is adequate to serve the existing needs of the City.

SANITARY SEWER

The City of Grosse Pointe is also served by sanitary sewers throughout its borders. The City's sanitary and storm sewers are not combined, as is common in many smaller communities. The City sanitary is sent to and treated by the City of Detroit.

City officials agree that the existing sanitary sewer lines are adequate in providing service for existing development. Increased capacity in the pipes may become necessary if new developments of greater size are constructed within the City. The City's pump stations was built in the 1920's. It was upgraded in 1986 and has a current pumping capacity of 120,000 gallons per minute (gpm). Although it has two primary electrical feeds, the City is currently investigating the addition of an electrical generator to ensure service in the event of power loss or other emergency.

TRANSPORTATION

The City is arranged on a fairly regular grid system of roads. This provides a number of benefits and some difficulties. The primary benefit to a grid system is that there are multiple routes to get anywhere in the City. This distributes the traffic relatively evenly and relieves congestion. The down side to having such a rigid grid system is that there tends to be higher speeds throughout the neighborhoods. In general, the benefits of the connected road network are considered to outweigh the difficulties.

The major arteries in the City include Mack and Jefferson which are both County Primary Roads. Cadieux is also a major artery but it is under local jurisdiction. A number of roads such as Lincoln, Washington, and Rivard tend to have higher volumes and higher speeds because they are wider and provide direct connections between Mack and Jefferson. Recent attempts to mitigate traffic speeds and volumes include the provision of speed cushions on one block of Rivard. The preliminary results of these measures have been encouraging with reduced volumes and speeds.



SIDEWALKS

One of the contributing factors to the sense of community enjoyed by City residents is the fact that Grosse Pointe is an extremely “walkable” community.

Grosse Pointe has a complete network of sidewalks that connect every house with every community facility, commercial district, and other neighborhoods, not only in the City of Grosse Pointe, but throughout all of the Pointes. The City maintains this network of sidewalks on an as needed basis.

COMPLETE STREETS

Grosse Pointe recognizes the importance of street infrastructure and modifications such as sidewalks, crosswalks, shared use paths, and accessible curb ramps, in appropriate locations and consistent with the character of the development, in order to make streets in the City safe and accessible for all legal and relevant users. Such infrastructure is referred to as “complete streets,” which are designed and operated to enable safe access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities. Complete Streets policies direct planners, engineers and community officials to consistently design with all users in mind including drivers, public transportation riders, pedestrians, and bicyclists as well as older people, children, and people with disabilities.

There is no one design prescription for complete streets, as each right of way has unique geographic, political, jurisdictional and travel volume circumstances. Ingredients that may be found on a complete street include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more. A complete street in the Village will look quite different from a complete street in a residential neighborhood, but both are designed to balance safety and convenience for everyone using the road.

SCHOOLS

The City of Grosse Pointe is served by the Grosse Pointe Public School District which operates nine elementary schools, three middle schools, and two high-schools. The system has a maximum volume of 10,000 students and is currently operating at approximately 85% capacity.



Pointes of Pride

- North and South High Schools have 19 National Merit Scholarship semifinalists and 8 commended students.
- Ninety-eight percent of students K-12 have parents who participate in teacher conferences.
- Ninety percent of graduates go on to higher education.



Map 3 Bicycle Routes

City of Grosse Pointe, Michigan

- ONE-WAY ROUTE
- ➔ TWO-WAY ROUTE

FEET 0 500 1,000



August 16, 2012

Base Map Source: Wayne County GIS, 02/2003
Data Source: City of Grosse Pointe

GROSSE POINTE PUBLIC SCHOOL DISTRICT

Students in Grosse Pointe generally attend either Richard or Maire Elementary School, Brownell or Pierce Middle School, and Grosse Pointe South High School. Maire Elementary School located on Cadieux is the only School located in the City, however, Richard Elementary and Grosse Pointe South High School are located near the Grosse Pointe Farms/Grosse Pointe City boundary on McKinley and Fisher respectively. The School District Offices are also located in Grosse Pointe City on St. Clair.

The School District's 2011-12 budget is approximately \$110,000,000.

The quality of the Grosse Pointe School District is a large reason for the sustained success of the community. Residents have invested heavily in the School District and the investment is reflected in a School District that consistently performs well above the state average MEAP scores.

LIBRARY

The Central Branch of the Grosse Pointe Public Library is located in the City of Grosse Pointe Farms at the corner of Kercheval and Fisher. Two other branches are located in Grosse Pointe Park and Grosse Pointe Woods. Both of these branches are in the process of major renovation and new construction. The main branch is in the process of reviewing options for improving their facilities.



RECREATION FACILITIES

In addition to the highly-rated school system, the park, recreation facilities, and programs offered by the City and the Neighborhood Club contribute to Grosse Pointe's reputation as a premier community.

In 2000, the Neighborhood Club commissioned a joint Recreation Master Plan. Representatives from each of the Pointes and Harper Woods were involved in the process. The result of this effort was an emphasis on coordination of facilities and resources to make the best use of joint resources. The 2000 Plan found that although the tight-knit fabric of the Pointes and Harper Woods creates a rich social fabric, it makes establishing large-scale recreation facilities difficult.



Neff Park contains 5.6 acres with access from Jefferson. The City has recently completed the redevelopment of the Pool house and the swimming facilities. In addition, the boat docks have been redesigned to provide larger boat storage facilities for residents of the City. The improvement to the marina will be completed in 2004.

The City manages year round recreational activities and has recently hired a Director to manage the City's recreation resources.

Table 7 – Recreational Requirements

Type of Park	Recommended Average Per 1,000 Residents	Approximate Existing Acreage	Recommended Acreages for Existing Population	Surplus/Deficiency	
				Acres	Percent
Mini-Parks	0.5 Acres	3.2 Acres	29.39 Acres	-26.2	89
Neighborhood Parks	2.0 Acres	23.3 Acres	117.55 Acres	-94.3	80
Community Parks	8.0 Acres	170.7 Acres	470 Acres	-299	63

Source: National Recreation and Parks Association, U.S. Census.

Elworthy Field contains four baseball diamonds, two little league diamonds, one softball diamond, and one regulation diamond. It also includes twelve tennis courts and a playground and ice skating facilities in the winter on a total of 9.1 acres. Elworthy field is also used for soccer and lacross. The field is owned by the school district and maintained by the City.

The Neighborhood Club is located in a 20,000 square foot building on Waterloo east of St. Clair Ave. It provides community facilities for seniors and manages extensive recreation programs for all age groups.

RECREATION COMPLIANCE AND DEFICIENCIES

The following tables, are based on national standards for recreational facilities. These figures only represent guidelines for comparison purposes. Table 7 provides a comparison of existing acreage of facilities within the entire Grosse Pointe/Harper Woods Community to National Parks and Recreation standards. These standards are based on acreage and population. Table 8 provides a comparison of existing acreage of facilities within the City of Grosse Pointe to National Parks and Recreation standards.

Table 8 — Recreational Surplus/Deficiencies, City of Grosse Pointe

Type of Park	Recommended Average Per 1,000 Residents	Approximate Existing Acreage	Recommended Acreages for Existing Population	Surplus/Deficiency	
				Acres	Percent
Mini-Parks	0.5 Acres	1.0 Acres	2.8 Acres	-1.8	64
Neighborhood Parks	2.0 Acres	8.1 Acres	11.34 Acres	-3.24	29
Community Parks	8.0 Acres	5.6 Acres	45.36 Acres	-39.8	88

Source: National Recreation and Parks Association, U.S. Census.

As the data indicates, the City has provided many parks and facilities for residents. The data also indicates that while the City of Grosse Pointe provides more than its share of the Community Parks for the whole community (Elworthy Field), it lacks local mini and neighborhood parks.

3 - Community Goals and Objectives

A statement of general goals and objectives will help guide the City through the planning and implementation process. It is important to set goals and objectives because they: 1) help achieve consensus on the purpose of the Master Plan and the desired outcome; 2) provide a guide for zoning and capital improvement decisions; and 3) provide a framework for evaluating current and future planning and development issues.

Goals and Objectives

Goals are general in nature and are statements of ideals toward which the City wishes to strive. They represent the ultimate purpose of the planning effort, stated in a way that is broad and are generally not measurable.

Objectives are more specific and present a means of attaining the stated goals. Objectives take the form of more measurable standards, or they specify the way in which the goals can be achieved. Objectives are often specific statements which can be readily translated into recommendations.



Together, the following goals and objectives provide the foundation of the Master Plan and a framework for future implementation strategies. Many of the following goals and objectives come directly from the 1976 General Development Plan because they continue to reflect the desires and values of the residents of Grosse Pointe.

COMMUNITY DEVELOPMENT GOAL

The City of Grosse Pointe will continue to evolve as a compact collection of neighborhoods with a balance of residential, office, commercial, and public uses connected by a series of pedestrian friendly roads, sidewalks, and paths.

RESIDENTIAL GOALS

The City's neighborhoods will continue to be quality traditional style single family homes designed to fit on the range of existing platted lots within the City.



The City's residential lots will be developed in a manner that ensures adequate light and ventilation while recognizing the value of waterfront real estate.

The City will continue to maintain a range of housing types including duplex and terrace style units that are designed to be compatible with the predominant single family character of the community.

RESIDENTIAL OBJECTIVES

1. Protect and strengthen the viability of existing neighborhoods by controlling the expansion of businesses which are adjacent to residential areas. Use setback requirements, parking as a transitional land use, and other buffers such as landscaping and fencing to separate residential areas from commercial uses.
2. Maintain existing living amenities in all residential neighborhoods through high standards of housing design and construction and access to usable and convenient parks.
3. Encourage the preservation of the remaining stately residences of the City by developing specific zoning regulations for larger lots and larger buildings in specific areas of the City.
4. Develop clear and reasonable zoning standards to ensure that residential redevelopment occurs in a manner that is consistent with the platted lots sizes within the City and the traditional character of the homes within the City.
5. Minimize the negative impacts that recent development trends in housing development - such as three car garages - could have on the existing residential character of neighborhoods by developing appropriate zoning standards.
6. Encourage reinvestment in single-family homes by developing flexible zoning standards that allow homes to be modified to accommodate housing trends that attract young families, i.e. increase lot coverage to allow for family room additions.
7. Continue to administer housing stock maintenance programs including a property maintenance code, code enforcement upon transfer or sale, landlord licensing, and assisted housing rehabilitation.
8. Protect all neighborhood areas from disruptive through traffic that should be directed onto collector and arterial roads by implementing appropriate traffic calming techniques.
9. Develop a scoring system for new residential construction or significant modifications to ensure that designs are compatible with the traditional character of the community. Higher scores will be awarded to traditional styles of architecture, recessed or detached garages, quality building materials, etc.

COMMERCIAL DEVELOPMENT GOALS

Each of the commercial areas within the City plays a vital role in providing the City with adequate commercial, office, and service uses. No single area is more important than any other area. However, the Village serves as the primary concentration of community oriented retail including a Kroger's grocery store, two pharmacies, and a hardware store.

Grosse Pointe will continue to preserve and enhance the Village as the center of community commercial and entertainment activities.

The City will also maintain the existing area of small scale neighborhood commercial uses that serve the needs of surrounding residential areas on Fisher Road.

Mack Avenue will continue to contain a balanced mix of small scale convenience retail and service/office uses as limited by the existing parking supply and limited lot depths along Mack Avenue.



COMMERCIAL DEVELOPMENT OBJECTIVES

The Village

1. Maintain and enhance a viable mix of complementary retail uses and discourage domination of the Village by any single category of use.
2. Preserve and enhance the Village as a community asset that contributes positively to property values, community identity, and a sense of place.
3. Serve as the central business district for the citizens of the community to shop in a safe and enjoyable environment.
4. Create a retail-oriented mix of businesses that encourages an active pedestrian environment and promotes both convenience and destination shopping activities.
5. Encourage a lively social environment and economically viable downtown with a wide variety of uses in a pedestrian oriented unified setting, with shared parking.
6. Extend greater opportunities for traditional community living, working, housing and recreation to citizens and residents of the City.
7. Discourage the development of separate off-street parking facilities for each individual use, and encourage the development of off-street parking facilities designed to accommodate the needs of several individual uses with access from side streets only.
8. Promote the creation of urban places such as plazas which are oriented to the pedestrian thereby promoting citizen security and social interaction.
9. Promote developments where the physical, visual and spatial characteristics are established and reinforced through the consistent use of traditional urban design and architectural design elements. Such elements shall relate to the design characteristics of an individual structure or development based on usage of traditional Early American and late 1800s to early 1900s architectural style influences, ranging from Colonial styles of Georgian and Williamsburg; Victorian styles of Italianate, Gothic and Queen Anne; and later Romanticized styles of Tudor and French Country, used in a harmonious manner, resulting in coherent overall development patterns and street scape for the downtown as well as surrounding areas.
10. Discourage commercial and business uses that create objectionable noise, glare or odors.
11. Promote uses that support and complement the retail focus of the Village, such as office and residential uses, above the first floor.
12. Provide incentives (density bonuses, parking waivers) for developments that include a combination of office, retail, entertainment, residential, recreation, and/or public uses.
13. Encourage a mix of uses in large, multi-parcel development projects.
14. Ensure that the Village business district does not encroach into the residential areas along Kercheval to the east and work with Grosse Pointe Park to ensure that it does not expand to the west along Kercheval.



15. Allow the expansion of the Village in a manner that takes advantage of opportunities in the areas between Waterloo and Kercheval, between Notre Dame and the rear of residential lots on Neff.
16. Concentrate redevelopment on those sites that do not currently match the character of the Village and have access to or opportunities to provide parking.
17. Require new buildings to be “built-to” the same setback line as the core buildings in the Village.
18. Provide sidewalks and other open space in front of new or existing developments dedicated to public activities such as outdoor cafes or events.
19. Require new developments to be oriented to the street with large windows with displays and direct access onto the sidewalk.
20. Locate off-street parking to the rear of the buildings
21. Avoid excessive parking beyond that necessary to support a successful mixed use business district by establishing parking requirements that reflect shared parking and mixed uses.
22. Provide generous landscaping within and around the Village parking lots.
23. Develop shared refuse collection points for businesses within the Village.
24. Carefully manage the relationship between parking activities and loading activities with an emphasis on separating pedestrian traffic and vehicle traffic.
25. Provide incentives, such as reduced parking, for uses that are open past 5:00 p.m. such as restaurants, cafes, book stores, etc.
26. Continue to support events such as street fairs, farmer’s market, music on the plaza, and other activities that bring people to the Village.
27. Based on results of retail void analysis, encourage desirable uses that are currently marketable.
28. Continue to maintain pedestrian areas through the provision of safe and attractive sidewalks, plazas and public open spaces.
29. Eliminate vehicle intensive uses such as gas stations and similar uses within the Village.
30. Maintain existing streetscape improvements along all roads within the Village and ensure that private development complements streetscape improvements by providing pedestrian oriented storefronts and storefront activities such as outdoor eating.
31. Minimize barriers such as grade changes and stairs.
32. Maintain safe and attractive pedestrian connections between parking areas and the Village by providing designated (striped or separated) sidewalks, landscaping, and pedestrian scale lighting.
33. Encourage shops to provide enhanced rear entrances with window displays, lighting, and signage.



34. Recognize the relationship between downtown commercial uses and regional commercial uses and use each to promote the other.
35. Maintain architectural design standards that are compatible with the character of the Village, allow more flexibility in terms of architectural style. The historic architecture in the Village is varied and interesting. The architectural standards should promote compatibility of materials, scale, and pedestrian orientation.
36. Promote the identity of the Village as a fun, attractive, vibrant place to shop.
37. Enhance this identity with a constantly well-maintained and attractive appearance. Parking areas must be clean, well landscaped and lighted.

Mack Avenue Business District

1. Encourage quality office development along Mack Avenue.
2. Maintain the appearance of the entire Mack Avenue corridor through development of unified streetscape improvements and site improvement standards.
3. Encourage shops to provide enhanced rear entrances with window displays, lighting, and signage.
4. Direct incompatible vehicular-intensive commercial uses to appropriate areas along Mack Avenue.
5. Assure comprehensive control over the location of commercial/office land uses through the use of zoning regulations and site plan review requirements.
6. Maintain high standards of site design for all commercial and office uses, including frontage beautification, buffering devices, landscaping, walkway linkages, controlled vehicular access, and attractive signage – all of which will promote long-term commercial stability.
7. Develop appropriate parking standards that reflect the use of on-street parking and more closely reflect the actual demand for parking generated by the mix of office and commercial uses on Mack.
8. Provide incentives and flexible mechanisms for commercial tenants and owners to upgrade existing commercial sites.
9. Develop consistent standards for the screening of commercial uses and activities from the adjacent residential uses.
10. Maintain alley access to serve businesses along Mack Avenue.

Fisher Road Business District

1. Maintain the existing character of the Fisher Road business district by developing regulations that require parking to be located to the rear or sides of buildings.
2. Balance the need to maintain a critical mass of buildings with the need for adequate parking by developing parking requirements that accurately reflect the demand for parking in this business district.
3. Work with the High School and the City of Grosse Pointe Farms to monitor and enforce student parking restrictions within the business district.



4. Promote a compatible balance of neighborhood retail uses that serve the convenience commercial needs of the surrounding neighborhood and office uses to maintain a viable commercial district and maximize the use of the existing parking supply.
5. Encourage the shared use of private parking lots to maximize the use of the existing parking supply.
6. Maintain the current boundaries of the Fisher Road Business District. Consider possible expansion for parking on lots to the west of the former service station property.
7. Establish definitive screening requirements to protect the adjacent residential uses to the west including decorative fencing and landscaping.
8. Enhance the appearance of the parking areas and public sidewalk areas.

COMMUNITY FACILITY GOALS

Continue to provide all segments of the population with high quality and affordable community services and facilities.

COMMUNITY FACILITY OBJECTIVES

1. Maintain and where possible improve community services including police and fire protection, regularly scheduled maintenance of street and utility systems, snow removal, senior citizen services, and other municipal activities.
2. Look for ways to increase the level of services and efficiency of services by entering into cooperative agreements with adjacent communities.
3. Identify the appropriate location for the needed expansion of the public works facilities to adequately accommodate the various operations including outdoor storage of materials.
4. Work with the School District and other communities to ensure the continuing quality of education that draws families to the City.
5. Work with the School District to preserve the schools' existing facilities even during periods of low student enrollment by using facilities to serve other community functions such as senior activities or community recreation.
6. Maximize the efficient use of all existing public facilities, through cooperative development and joint agreements with public providers such as the school district and other government entities.
7. Continue to seek opportunities for expanding public waterfront access for the residents of Grosse Pointe.
8. Place emphasis on the development of attractive, high quality parks and recreation facilities, in order to enhance local identity, image, and property values.
9. Continue public capital improvement efforts in the City, including street and sidewalk repair and placement, provision of needed street lights, and placement of new street trees.
10. Pursue technological advances in communication infrastructure. Look for opportunities such as "Link Michigan" to assist in the development of a "wired city".



11. Continue to prepare and annually update a comprehensive capital improvements plan for City facilities and major equipment expenditures.
12. Continue to work with Bon Secour Hospital to ensure that any negative impacts relating to noise, traffic, and parking are mitigated to the maximum extent.
13. Develop specific regulations and a regular review process to monitor the Hospital's activities and possible future development.
14. Ensure that the image of the Hospital and its grounds continues to provide an appropriate high quality entrance into the City.

TRANSPORTATION AND CIRCULATION GOALS

Maintain a safe, efficient transportation and circulation systems which minimizes conflicts among transportation users, promotes accessibility throughout the community, and accommodates the circulation needs of pedestrians within the City.

TRANSPORTATION AND CIRCULATION OBJECTIVES

1. Promote the design and construction of thoroughfares for motorized users (automobiles) and non-motorized users (pedestrians, cyclists) on both major and minor streets within the City, ensuring to connect destinations (the Village, parks, schools) with each other.
2. Maintain the existing interconnected network of roads throughout the City.
3. Reduce the amount and speeds of cut through traffic on local roads by implementing traffic calming techniques that have a positive cost benefit ratio.
4. Maintain the current network of sidewalks for pedestrian circulation throughout the City.
5. Maintain and upgrade existing pedestrian cross walks to ensure pedestrian safety.
6. Maintain the current well defined circulation system within the Village, including adequate parking, pedestrian circulation, loading areas, traffic directional signs, and controlled access.
7. Preserve the capacity of the major road network by managing access and minimizing curb cuts and conflict points.
8. Reduce the number of site access drives along major roadways by encouraging the use of common entrances and shared parking facilities.
9. Continue to use and expand the site plan provisions of the zoning ordinance during the review of development plans to assure minimum traffic conflicts, adequate parking and loading areas, adequate on-site pedestrian circulation, proper signage, and reduction of motorist confusion resulting from clutter.
10. Establish high quality, unified images along all of the major thoroughfares within the City. Each of these corridors, Cadieux, Mack, Jefferson, and Kercheval has a different character; each should convey the same high quality image the residents of the community have come to expect.



ENVIRONMENTAL PROTECTION GOALS

Preserve and enhance the natural environment and water quality.

ENVIRONMENTAL PROTECTION OBJECTIVES

1. Continue to promote tree planting along streets, the City's parks, and other public areas.
2. Ensure the use of multiple species of street trees throughout the City to avoid the impacts of a single pest or disease.
3. Provide for the protection of lake St. Clair by minimizing pollution, run-off, overuse, and misuse.
4. Protect the vistas and overlooks provided to the residents and the public from vantage points along the lake.

PLANNING AND COMMUNITY DEVELOPMENT GOALS

Ensure ongoing community planning and the implementation of Master Plan recommendations.

PLANNING AND COMMUNITY DEVELOPMENT OBJECTIVES

1. Review, update, and amend the zoning and subdivision regulations to address the goals and objectives of the Master Plan.
2. Recommend priorities for long-range capital improvements programs.
3. Update the Master Plan on a regular basis to address changing conditions, redevelopment proposals, and the development of new needs by residents and stakeholders.
4. Cooperate with nearby communities through the exchange of information on development and redevelopment issues and other shared interests, such as community facilities, services, and development along shared boundaries.

4 - Future Land Use Plan and Policies

Grosse Pointe is a series of tight-knit neighborhoods. The Future Land Use Plan is focused on ensuring that redevelopment occurs in a manner that preserves and enhances the existing character of these neighborhoods, both in the residential and commercial areas.

The Future Land Use Plan divides the City into eleven different categories of land use, namely: Estate Residential, Medium-Low Density Residential, Medium Density Residential, Terrace Residential, Neighborhood Business, General Business, Central Business, Healthcare, Public, Semi-Public and Parking. The characteristics of these planning districts are described in detail in this chapter.



Residential Districts

ESTATE RESIDENTIAL

This district encompasses those remaining large lot estates in Grosse Pointe. The typical lot size in this district ranges in size from 150 feet wide to 200 feet wide. Streets such as Lakeland and Washington are lined with these beautiful homes that date back to the beginnings of Grosse Pointe.

The intent of this district is to encourage reinvestment in these beautiful homes rather than facilitate their demolition by allowing the lots to be divided. Special zoning provisions regarding the maintenance of accessory structures, building height, lot coverage, and setbacks, have been developed to reflect the unique characteristics of the homes located in this district.



Many of the homes in this district are located on several platted lots. When under the same ownership, these lots will be considered one single building lot.

MEDIUM LOW DENSITY

This district occupies more than 50% of the area between Kercheval and Lake St. Clair. As in the Estate District, many of the homes in this district occupy multiple platted lots. Combined lot widths are, on average, between 100 and 150 feet. This district is characterized by larger homes and larger open spaces between the homes. Typical lot sizes range from 15,000 to over 17,000 square feet.

MEDIUM DENSITY RESIDENTIAL

The remainder of the single family homes in Grosse Pointe fall into this category. Unlike the Estate and the Medium-Low Density districts where there is a distinct character of larger homes and larger lots, this district contains a wide range of house size and lot size. The intent in this district is to maintain the existing variety of house size and lot size within this district.

A typical lot in this district is 50 feet wide and 150 feet deep. However, there are radical departures including areas along Notre Dame and St. Clair where the lots may be 40 feet wide and 125 feet deep. Many of these lots are currently considered *legal non-conforming*. This means that if they are destroyed it would be difficult to rebuild them. For this reason, some of these legal non-conforming homes have not seen the same levels of reinvestment that other areas of the City have.



These smaller lots are also important to the City's commitment to providing a range of housing types. Smaller, one-story homes often appeal to single adults or empty-nesters because of the reduced maintenance required.

As with the Estate District, special zoning provisions have been created to allow these homes to be improved and maintained.

TWO-FAMILY RESIDENTIAL

As stated above, the City is committed to maintaining a healthy balance of housing types for the current and future residents of the City. An important part of this balance is the two-family dwellings located throughout the City. Historically these two-family dwellings have taken on many of the visual characteristics of their one-family neighbors. In many cases it is difficult to identify these units.

There are currently over 301 two-family units in Grosse Pointe, more than in any of the other Grosse Pointe Communities. Based on the 1976 Master Plan and the current Zoning Map, this number could more than double upsetting the balance of housing types in the City. In addition, there does not appear to be a significant market for this type of housing unit. Many of the newly constructed two-family units more closely resemble townhouses rather than single family homes.

As a result, two-family homes will be encouraged to remain on sites where there are already two-family homes. Most of these are spread out along St. Clair and Neff. Special zoning provisions should be developed to encourage the maintenance of these units in a manner that is consistent with their surrounding single family neighbors.

TERRACE RESIDENTIAL

The architectural character of most of the terrace units in Grosse Pointe is unparalleled. This district and future zoning provisions are intended to preserve and perpetuate the character of these buildings.

RESIDENTIAL DEVELOPMENT POLICIES

The architectural variety of the homes creates a rich fabric that has appreciated significantly over the decades. Much of this character was established before zoning even existed.

Unfortunately there are a number of trends in the housing industry that threaten the traditional character of the community. "Big foot" houses that are disproportionately large relative to the lots they sit on is one trend encountered by many mature communities.

The convenience of attached garages is another modern standard for residential construction. Yet both of these trends are drastically in conflict with the existing and desired character of Grosse Pointe.



Additional zoning standards for all residential construction have been developed to ensure that any future infill development will be compatible in scale and character with the housing stock of the City. Residential design standards, lot coverage requirements, accessory structure provisions, and more flexible zoning regulations are a few of the tools that should continue to be used to encourage reinvestment and compatibility.

TRANSITIONAL DISTRICT

The area located behind the parking Lot 4 is designated as a Transitional District. This district would accommodate a range of low to moderate intensity uses to serve as a transition between the activities in the Village and the surrounding residential land uses. Appropriate land uses in this district would include townhouse residential, attached residential, or hotel uses. The maximum height in this district would be three stories with the potential for greater height depending on specific design features and setbacks.

Business Districts

The City of Grosse Pointe has three distinct business districts that provide a range of non-residential uses. Each one of these districts has a different mix of retail, office, and service uses and each of these areas has a different physical character.

One of the major issues facing the business community is the continued vitality of the Village. In order to determine the range of potential uses for the Village and others in the City a market study was performed by The Strategic Edge in 2004. The study included a survey of shoppers to determine where the customers live (trade area) and what they are shopping for as well as what stores they would like to see in the City.

A technical analysis was also done to determine how much commercial could be financially supported by the trade area.

The results of the market study indicate that the City has a strong retail base, especially in the Village. Other advantages that the City has are: an affluent, upscale trade area, an even more affluent customer base for the Village, and there is a substantial day-time population due to the supply of office employees supporting the businesses throughout the day. In addition, people surveyed rate the Village positively when it comes to atmosphere and parking.

Individuals who participated in the 2012 Town Meeting, indicated that they want to see a variety of retail and entertainment establishments, high-quality hotel, residential condominiums, and independent senior housing. At a minimum, respondents expressed a strong desire for a wider range of retail options.

Since 2004, the Village has seen the attraction or expansion of a number of national retailers. However, the challenge continues to be to attract high quality and economically viable uses that contribute positively to the vitality of the Village.

MACK AVENUE BUSINESS DISTRICT

Property owners and merchants have expressed the desire to expand the range of uses allowed on Mack Avenue. This previous Future Land Use Plan designated property along Mack Avenue as either office or commercial categories. One block would be restricted to office while the next block could be either office or commercial. In some cases one half of a block was designated office while the other half was commercial. This creates an unfair distinction between properties with similar characteristics.

The Mack Avenue Business District is anticipated to retain its mix of Neighborhood Commercial and Office uses in a single unified General Business Designation. Based on the proximity of this area to existing residential uses, lot configurations, and parking constraints, the emphasis should be on small-scale, low intensity uses.



Businesses in this corridor should also be encouraged to participate in a number of programs intended to promote these uses and improve the overall image of the Mack Avenue Business District. Special assessment districts may be established to help pay for streetscape improvements (street trees, lighting, benches, and signage) and the development of off-street parking lots. The site plan review process should also be used to ensure that infill development and redevelopment will complement the desired image of the Mack Avenue Business District.

Businesses should be encouraged to maintain the existing orientation toward Mack Avenue and the on-street parking. Any off-street parking will be required to be located behind the buildings.

The size of future retail and office buildings should be limited by the availability of parking. A definitive ratio of building area to available parking should be established in the zoning ordinance. This ratio will be based on actual and documented parking demand as well as the availability of on-street parking.

FISHER ROAD BUSINESS DISTRICT

The Fisher Road Business District is a one block commercial area located on Fisher between Maumee and St. Paul. The district currently consists of a mix of office (50%), retail (20%), and service (30%) uses. As with the Mack Avenue Business District, parking is one of the limiting factors for the Fisher Road Business District.

Being located across Fisher Road from Grosse Pointe South High School is both a blessing and a curse for businesses. During the School year, parking spaces are in high demand; however, students also patronize some of the businesses. When school is not in session there is no shortage of available parking.



Because of this ebb and flow, it is anticipated that the uses in this area will continue to be a mix of small scale, office, retail, and service as described in the Neighborhood Business District.

The development pattern in this area is much more eclectic than on Mack Avenue or in the Village. There are old and new one and two story buildings with parking in front, there are businesses operating out of converted residential buildings, and there are buildings built out to the sidewalk with the parking, if there is any, located to the rear of the building.

To encourage reinvestment in this business district, parking standards should be adjusted to reflect the existing supply of on-street parking. Designated off-street parking should be required for office uses where employees will occupy spaces for the full business day. Infill development should be encouraged to be built out to the sidewalk to reinforce the pedestrian nature of this business district.

The businesses should be encouraged to pool their collective resources in terms of promoting and managing the district, providing shared parking facilities, attracting compatible businesses, and improving the physical characteristics of the district by adding street trees, benches, signage, and other customer amenities.

THE VILLAGE BUSINESS DISTRICT

Based on feedback throughout the Master Planning process from residents, businesspeople, and shoppers, the Village is and should remain the core shopping district in the City.

The following plan for the Village has been designed and is intended to promote the development of a pedestrian oriented and accessible central commercial service district in which a variety of retail, commercial, office, civic, and residential uses are permitted.

The Village Plan is further designed and intended to:

1. Maintain and enhance a viable mix of complimentary retail uses and discourage domination of the Village by any single category of use.
2. Preserve and enhance the Village as a community asset that contributes positively to property values, community identity, and a sense of place.
3. Serve as the central business district for the citizens of the community to shop in a safe and enjoyable environment.
4. Create a retail oriented mix of businesses that encourages an active pedestrian environment and promotes both convenience and destination shopping activities.
5. Extend greater opportunities for traditional community living, working, housing, and recreation to citizens and neighboring residents of the City.
6. Encourage a lively social environment and economically viable downtown with a wide variety of uses in a pedestrian oriented unified setting, with shared parking.
7. Discourage the development of separate off-street parking facilities for each individual use, and to encourage the development of off-street parking facilities designed to accommodate the needs of several individual uses with access from side streets only.
8. Promote the creation of urban places such as plazas that are oriented to the pedestrian thereby promoting citizen security and social interaction.
9. Promote developments where the physical, visual, and spatial characteristics are established and reinforced through the consistent use of traditional urban design and architectural design elements. Such elements shall relate to the design characteristics of an individual structure or development based on usage of traditional early American and late 1800 to early 1900 architectural style influences, ranging from Colonial styles of Georgian and Williamsburg; Victorian styles of Italianate, Gothic and Queen Anne; and later Romanticized styles of Tudor and French Country, used in a harmonious manner, resulting in coherent overall development patterns and streetscape for the downtown as well as surrounding areas.
10. Discourage commercial and business uses that create objectionable noise, glare or odors.
11. Promote uses that support and compliment the retail focus of the Village, such as office and residential uses, above the first floor.



GUIDING PRINCIPLES FOR A THRIVING VILLAGE

Promote a Diversity of Use

The Village currently has diversity of retail uses ranging from restaurants to daily needs shopping uses including a grocery store and pharmacy. This mix needs to be reinforced in all areas including offices, retailing, housing, culture, entertainment and recreation, public spaces and special events.

Emphasize Compactness

The Village should continue to be walkable and new uses, including parking areas and plazas, should support the pedestrian environment.

Encourage Intensity

Development, including traffic and parking, as well as land use densities should be designed to ensure that the continuity is not disrupted by the intrusion of “dead”, vacant, spaces.

Maintain Balance

The Village should maintain a balance of activities that result in a vitality that attracts businesses and residents to the CBD. Care will be taken to balance the following:

day - night
weekday - weekend
office - retail
concentration - overconcentration
high activity - congestion
auto – pedestrian

Ensure Accessibility

While a priority for pedestrians must be maintained, a clear vehicular pattern, short-term shopper parking, etc., need to be defined and implemented.

Maintain Functional Links

Pedestrian walks and routes between activity centers must be convenient, direct and attractive.

Promote a Positive Identity

The Village already has a diversity and scale which attracts. Enhancement and preservation of a safe, pleasant, quality, exciting place should be developed and regularly reinforced.

VILLAGE SIZE

Much of the success of the Village can be attributed to its compact size - approximately three blocks wide, and one-half block deep on either side of Kercheval. This assures that parking and complimentary uses are in close proximity and easy walking distance.

Although the Village may be considered as only those stores that front on Kercheval, its impacts extend beyond that. Without the Village, it is not likely that there would be offices uses on Notre Dame or commercial uses on St. Clair. It is also not likely that there would be the concentration of Terrace residential uses if there was not an existing concentration of activity in the Village. As a result and for the purpose of this Master Plan, the Village has been defined as that shown in Map 4.

VILLAGE LAND USE

As stated in the intent of this section, the Village will contain a mix of compatible uses - retail, office, service, civic, and residential. Although the Village area has expanded, the current development pattern is not likely to change dramatically. Map 4 illustrates the proposed land use plan for the Village. Kercheval will continue to be the retail core of the Village with the greatest concentration of development (up to four stories) occurring at the center of the Village between St. Clair and Notre Dame. This core will provide the opportunity of establishing a critical mass of retail activity that will have the same impact as an anchor store at a shopping center.

In the retail core of the Village, the ground floor is reserved for retail uses, the second floor for office/service uses, the third floor for office/service/residential, and fourth floor for residential uses.

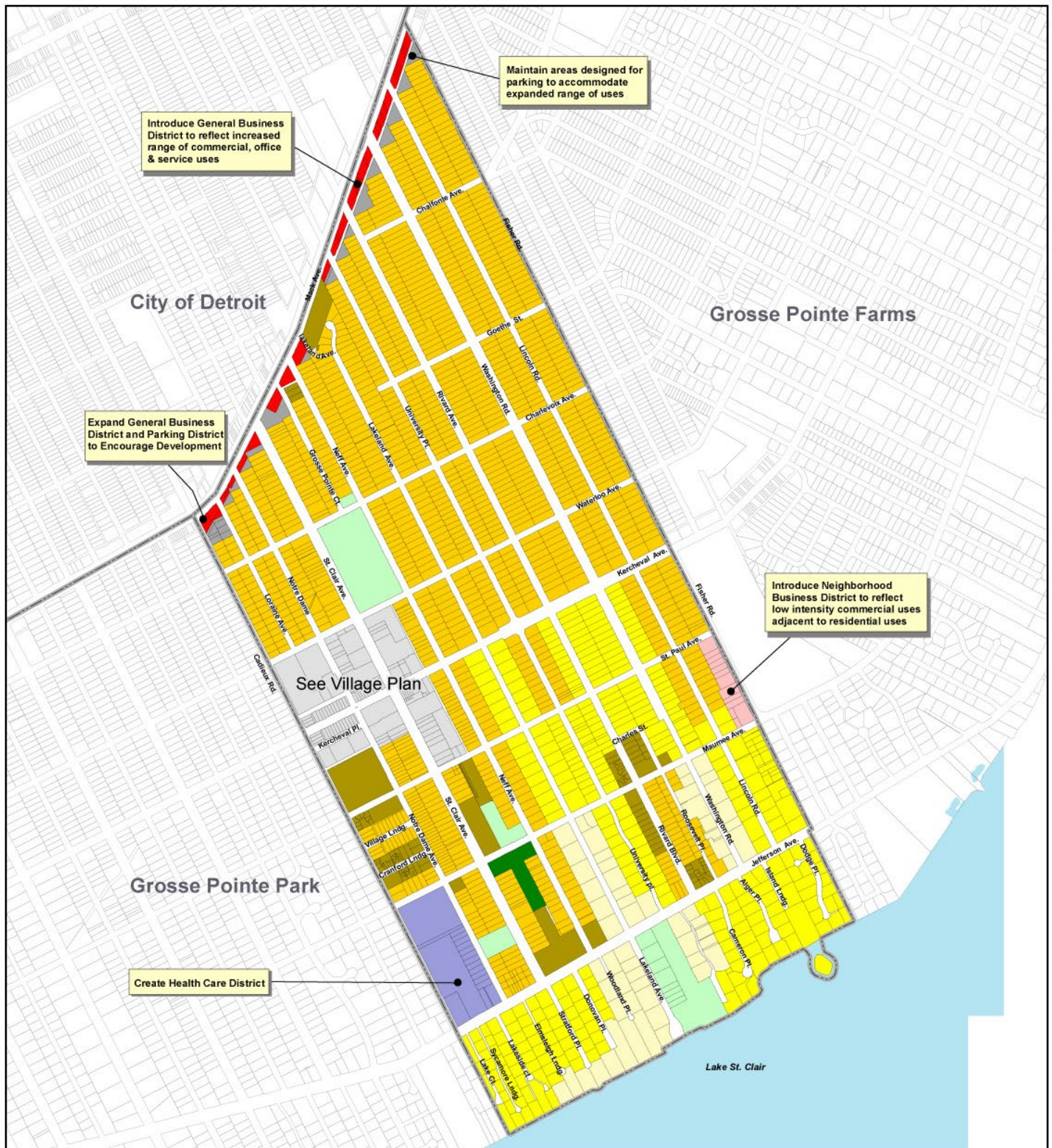
In the secondary areas, the ground floor may be retail, office, or service, with upper floors reserved for office and residential uses.

Parking, either surface lots, or low profile decks will be used as a transition between the Village and the adjacent residential land uses.

Where the Village is bordered by roads such as Cadieux and Waterloo, low rise buildings (2 - 2 ½ stories) containing such uses as civic (the Neighborhood Club or Maire Elementary School), townhouses, office uses, or senior housing will serve as the transition.

A successful parking program is essential for the success of the Village. Adequate, safe, clean, consistent, and convenient parking must be made available for the customers of the Village. Convenient, short-term parking will be provided in the form of on-street parking. Longer term and employee parking will be reserved for parking decks. Providing adequate parking will be a joint effort between the businesses and the City. Special assessment district(s), and payment-in-lieu of parking may be established to ensure all businesses are contributing to the parking solution.





Map 4 Future Land Use

City of Grosse Pointe, Michigan

FEET 0 500 1,000



July 12, 2012

Future Land Use

Estate Residential	Neighborhood Business District	Semi-Public
Medium Low Density	General Business District	Parking
Medium Density	Healthcare District	Village Core
Terrace	Public	

Base Map Source: Wayne County GIS, 02/2003
Data Source: McKenna Associates, Inc. 03/2003



Map 5 Village Future Land Use

City of Grosse Pointe, Michigan



August 20, 2012

Parking

- Parking: surface or platform
- Office/service ground floor
- Residential above

Transition - 1

- Uses: Office, Terrace Residential, Senior Housing, Public

Transition - 2

- Ground floor retail/office/service
- Second floor office/service
- Third floor office/service/residential

Transitional - Mixed Use

- Terrace Residential, Senior Housing, Hotel

Core

- Ground floor (Kercheval frontage): retail
- Other ground floor areas: retail/office/service
- Second floor: office/service
- Third floor: office/service/residential
- Fourth floor: residential

Public



Map 5A Village Building Heights

City of Grosse Pointe, Michigan

Building Heights

- 35 feet
- 48 feet
- 54 feet
- Public

FEET 0 100 200



August 16, 2012

Base Map Source: Wayne County GIS, 02/2003
Data Source: McKenna Associates, Inc. 03/2003

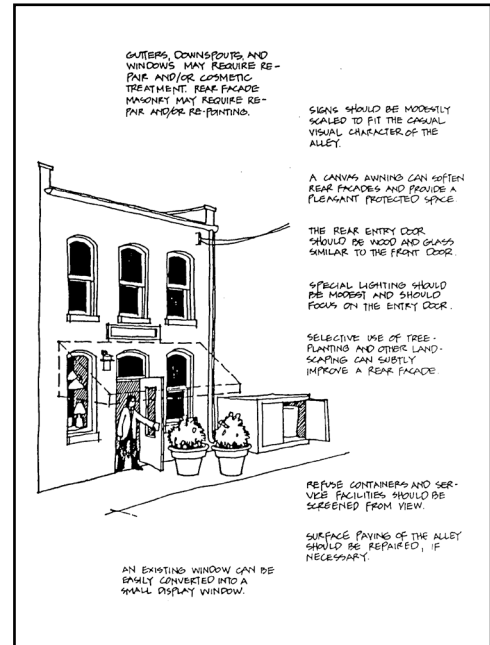
VILLAGE DESIGN STANDARDS

To promote the pedestrian orientation desired for the Village, the City has invested significant resources. Decorative paving, street trees, lighting, and benches have been provided to make the streets of the Village pedestrian friendly.

This theme is encouraged in the architecture of new buildings or remodeling of existing buildings in the Village. New developments are encouraged to use the National Main Street Model for facade design which includes the use of expansive display windows, traditional proportions and details on windows and cornices.

On large scale buildings, three stories or larger, the roof line should consist of a pitched roof such as a mansard or other similar style. In addition, extensive facades should be divided into well-defined storefronts at the ground level to maintain the scale and rhythm of the existing store fronts.

Much of the access to the stores in the Village will be from the rear where parking is available. Rear facades should be as inviting for pedestrians as front facades.



Healthcare District

The Beaumont Hospital property located on the block bordered by Maumee, Cadieux, Jefferson, and Notre Dame, has been designated as the City's only healthcare district. Health care uses less than 10,000 square feet may be located in any of the City's other business districts. Medical office uses are encouraged in the Village and other business districts where existing office space is available. Facilities that are over 10,000 square feet will be subject to a more rigorous review process due to the potential impact they may have.

Although the City does not anticipate establishing a second healthcare district or the further expansion of the existing healthcare district, it should establish zoning procedures for the regulation of this type of facility.

Uses in the healthcare district should be limited to non-residential, in-patient and out-patient facilities under the control of a single management entity. A complete campus plan and business plan should be required for the establishment or expansion of a healthcare district in the zoning code.

For the Healthcare district, it is anticipated that all building(s) will be limited to the existing building envelope and the interior of the block. No new buildings should exceed the height of the existing building and should be located in the center of the block as indicated in Map 6.

Any parking structures should be limited in height to one story and must be setback from Jefferson, Cadieux, and Notre Dame as indicated in Map 6.

A continuous green belt should be provided around the perimeter of the district with landscape screening and decorative masonry walls where surface parking is visible from the street similar to the existing treatment along Cadieux.

Access to the Hospital should be limited to Jefferson and Cadieux to prevent non-residential traffic on Notre Dame and Maumee.

The Healthcare district will require the submission of an annual report from the management entity providing an update on the status of the facility and addressing any changes in the operation or other impacts such as traffic and parking.

Consistent with the City's agreement with the Hospital, any expansions or conversion of residential property to non-profit uses should include appropriate payments in lieu of taxes to cover increased service demands and loss of tax revenue.

Public

The public land use designation is intended to accommodate those public facilities and services that the residents of Grosse Pointe depend on. These uses include City Hall, Public Safety, Public Service, and Public Parks. The need for these facilities is addressed in the Community Facilities section of the Plan, however, the location of these facilities is a critical land use issue because of the potential impact they may have on surrounding uses.

Due to increasing demand for the maintenance of the City's roads, sidewalks, plazas, and landscape areas, the Department of Public Works needs additional space for storage of equipment and supplies. The City currently depends on the City of Grosse Pointe Park for the storage of supplies such as road salt. Provided the municipal parking area located mid-block between Neff and St. Clair is replaced within the Village Boundaries, this site would provide a suitable and centralized location for DPW storage.





Map 6 Healthcare District Plan

City of Grosse Pointe, Michigan

FEET 0 100 200



Healthcare Districts

- Surface Park
- Parking Deck
- Hospital Facilities
- Landscape Buffer

City Future land Use

- Medium Low Density
- Medium Density
- Terrace
- Public
- Semi-Public

July 12, 2012

Base Map Source: Wayne County GIS, 02/2003
Data Source: McKenna Associates, Inc. 03/2003

Semi-Public

Semi-public uses include the Neighborhood Club and The Unitarian Church. These uses are institutions within the community. The Unitarian Church especially with the Grosse Pointe Pre-K program, generates significant traffic issues. Any expansion or modification of these facilities should be monitored closely. The Neighborhood Club's recent expansion represents a significant asset to the Village Business District.

Parking Districts

Parking is at a premium in each of the business districts. Parking will be one of the most important issues defining the character of each of these districts.

The number of parking spaces currently required by the City for commercial and office uses is excessive by comparison with other similar communities. Excessive parking requirements drive up the cost for business investment, resulting in more land dedicated to parking than to building, and is inconsistent with the desired character of the City's Business Districts. The City's parking standards should be reevaluated based on the availability of on-street parking, frequency of multiple use stops, and pedestrian accessibility. See Table 9.



This is especially important in the Fisher Road and Mack Avenue Business Districts, where development is generally going to be limited by the amount of surface parking that can be achieved on the areas designated for off-street parking.

The Parking District along Mack Avenue has been established for three key reasons. One, to provide the businesses along Mack with the potential for providing additional parking when and if needed. Secondly to provide a transition between the businesses on Mack Avenue and the residents located to the south. Finally, the parking district has been established to restrict the encroachment of non-residential uses into residential areas.

Table 9 – Standard Table Comparison

Use	Current Zoning Standard		ITE Standard	
Medical Office	1 space	100sf	1 space	358sf
Professional Office	1 space	200sf	1 space	358sf
Retail	1 space	150sf	1 space	250sf

Parking improvements within the Mack Avenue Business District can efficiently be developed through the use of a special assessment to acquire and improve land.

The City has invested in the development of a parking model for the Village. The parking model is based on the effective demand generated by existing and proposed uses. Most of the existing development in the Village is parking exempt meaning the existing parking supply is sufficient to accommodate existing uses. However, as the future land use plan for the Village is gradually realized through redevelopment, new development will be required to provide additional parking through a variety of methods including payment-in-lieu of parking, or entering into specific development agreements with the City.

Unlike the parking situation in the Mack and Fisher Business Districts, the intensity of development in the Village will support the construction of parking decks. As a result, the parking issue in the Village is not only how much parking, but how to provide it economically and equitably. Parking Decks in the Village should be located at the edge of the district to provide easy access to the core of the district without compromising the development potential of this area.

Parking within all of the business districts may be public or private, but should be common or shared parking to maximize the efficiency of a significant investment.



5 - Circulation Plan

Much of the City's character is defined by the current system of roads. This plan does not anticipate significant changes to the existing road network. The key recommendations of this plan include:

1. Preserve existing road network capacity by managing access on the arterial, collector, service, and feeder roads;
2. Reduce the negative impacts of cut-through traffic including speed and excessive volume by incorporating traffic calming techniques;
3. Balance the need for on-street parking with the need for safe visibility at intersections and traffic capacity;
4. Continually monitor the City's major traffic generators to identify changes in traffic patterns or volumes;
5. Preserve the tree-lined character of the existing road network;
6. To the maximum extent possible, limit truck traffic to those service streets equipped to accommodate heavy loads;
7. Enhance the image of major commercial streets and entrances into the City with streetscape improvements;
8. Preserve the pedestrian-friendly environment along the City's streets by maintaining the network of sidewalks and promoting complete streets design for City streets.

Access Management

Grosse Pointe is fortunate to have a traditional system of roads and alleys that serve the City's business districts. The result is very few individual curb cuts on the City's major roadways including Kercheval, Mack, and Fisher. Access should continue to be restricted on these major roads to preserve capacity, minimize potential conflicts, and protect the building fabric of these districts. Parking lots should be located behind the businesses with access from alleys or service drives.

Traffic Calming

Traffic calming methods respond to public concerns about speeding and cut-through traffic, particularly on neighborhood streets. Traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming measures are designed to:

- Reduce through traffic
- Reduce occurrence of excessive speeding
- Reduce accidents
- Provide safer environment for pedestrians and children



After identifying the extent of a traffic related problems on certain streets or area, the following are tools to help solve these problems. Each should be reviewed according to cost and benefit.

Some of the more effective methods include (Figure 3: Traffic Calming Methods):

Chicanes are curb extensions on otherwise straight streets that cause travel lanes to bend one way and then bend back the other way to the original direction of travel.

Chokers are curb extensions at mid-block that narrow a street by widening the sidewalk, causing traffic to slow down when entering and exiting.

Neckdowns are curb extensions at intersections that reduce roadway width curb to curb, increasing pedestrian safety.

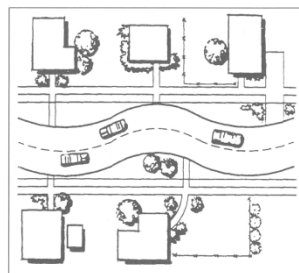
Speed tables or cushions are essentially flat topped speed bumps often constructed with brick or other textured materials on the flat section. Speed cushions have recently been installed on Rivard with positive results in terms of slower traffic and fewer vehicles.

Residential On-Street Parking

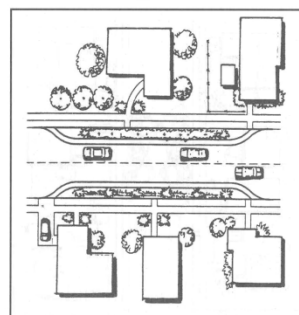
On street parking is an issue along many of the interior residential streets. Lack of garage space and narrow driveways that are characteristic of Grosse Pointe create the need for overflow on-street parking. In addition to overflow parking, on-street parking can also serve as a traffic calming measure. However, problems such as pedestrian safety (crossing the street between cars), traffic congestion, minor accidents, sight difficulties at intersections, and obstacles to city services (trash and snow removal) are some of the potential issues with on-street parking.

The majority of problems with on-street parking occurs where non-residential uses create a demand for on-street parking on residential streets. Grosse Pointe South High School, Bon Secour Hospital generate a significant on-street parking issue. In order to address this issue, a parking permit program has been implemented for the streets around Grosse Pointe South High School, and the Hospital was recently permitted to expand their off-street parking facilities to alleviate some of the problems on Cadieux.

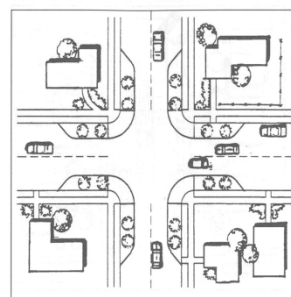
CHICANES
(deviations, serpentine, reversing curves, twists)



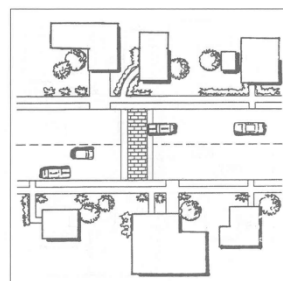
CHOKERS
(pinch points, midblock narrowings, midblock yield points, constrictions)



NECKDOWNS
(nubs, bulbouts, knuckles, intersection narrowings, corner bulges, safe crosses)



SPEED TABLES
(trapezoidal humps, speed platforms)



Truck Routes

Most of the truck traffic in the City is associated with the three business districts. The Village puts the most truck pressure on the local road network. To better accommodate the truck traffic, intersections of service streets should be designed with larger turning radius. Service areas should also be configured to facilitate loading and unloading activities without using public right-of-ways.

Streetscape Enhancements and Entrances

The City recognizes the importance of enhancing and maintaining the character of the streets in Grosse Pointe. The tree-lined residential streets enhance the quality of life and value of homes. Recent streetscape improvements to Kercheval in the Village and Mack Avenue create an exceptional pedestrian environment and improve the image for private investment.

Other areas that need additional improvements include: Mack Avenue, Cadieux, and Fisher from Kercheval to Maumee. The City should work with local businesses to generate funds for streetscape improvements including street trees, lighting, signage, landscaping, and street furniture.

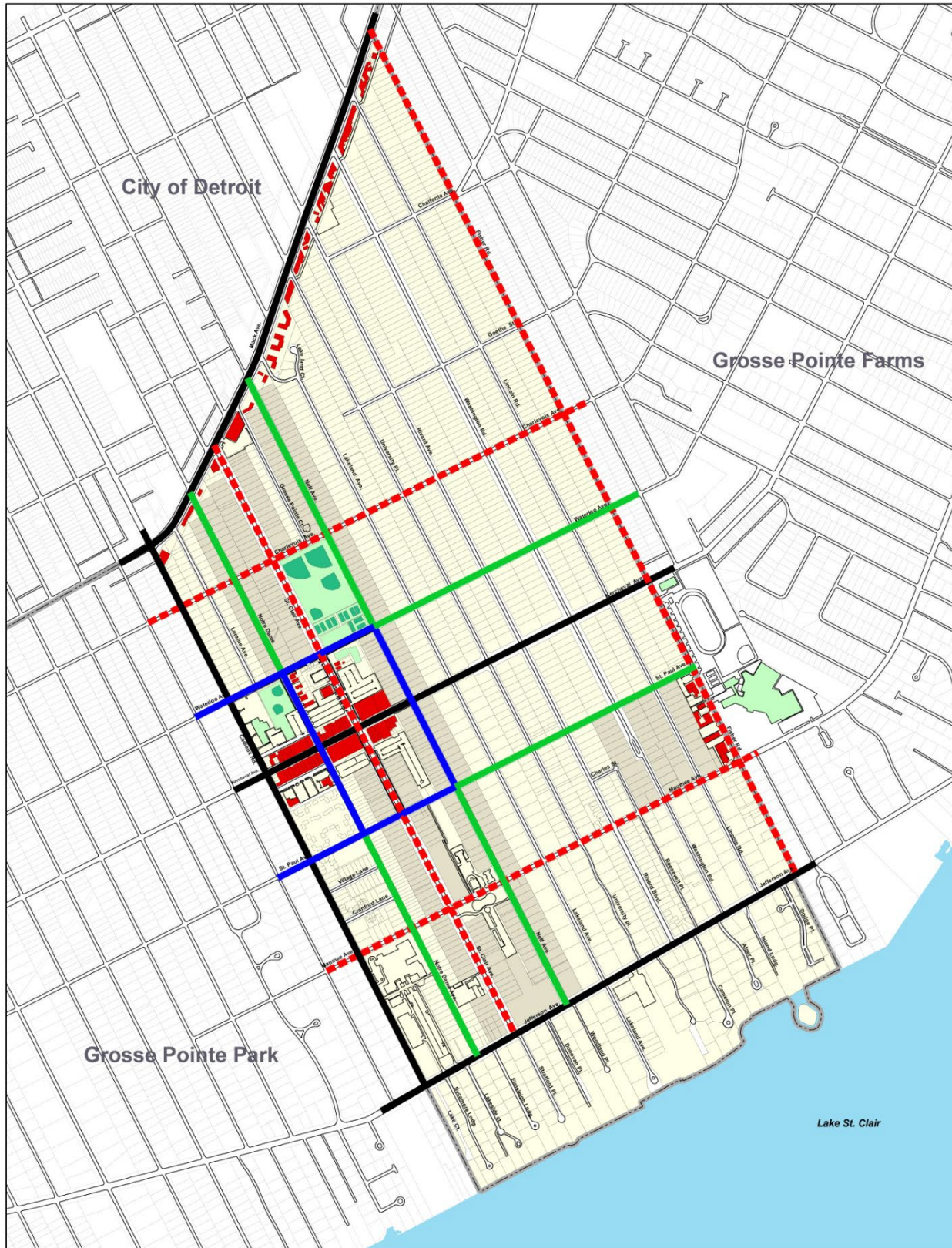
Entrances into the City also play an important role in maintaining the City's image. Key intersections include Cadieux and Jefferson, Cadieux and Mack, Cadieux and Kercheval, and Kercheval and Fisher. Substantial landscaping, decorative signage, and lighting can enhance these areas.

Continuous Maintenance

The existing road network puts a larger financial burden on the City in terms of maintenance. Grosse Pointe has a large ratio of road expenditure per capita because all of the roads fall under City jurisdiction. The City has and should continue to be committed to a regular schedule of maintenance based on the life cycle of the City's roads.

Every effort should be made to coordinate with other jurisdictions including Grosse Pointe Park, Grosse Pointe Farms, and the Wayne County Road Commission on roads that cross jurisdictional boundaries.





Map 7 Road Classifications

City of Grosse Pointe, Michigan

- Major Commercial Parking/Traffic Generators
- Major Public Parking/Traffic Generators
- Residential Streets With High On-Street Parking Demand

- Arterial
- Collector
- Service
- Feeder
- Local

FEET 0 500 1,000



McKenna
ASSOCIATES

March 23, 2012

Base Map Source: Wayne County GIS, 02/2003
Data Source: City of Grosse Pointe

6 – Community Facilities and Utilities Plan

Grosse Pointe is renowned for its high level of community services. In order to maintain this level of quality, changes and improvements have to be made continuously. The following section identifies various planned improvements for community facilities and infrastructure that have been identified through this planning process.

Parks and Recreation

The City of Grosse Pointe has reinforced their commitment to maintain high levels of Park and Recreational facilities and services by establishing a full time Parks and Recreation Department. One of the activities conducted by this department will be the maintenance of the City's Park and Recreation Plan. This plan will detail specific projects as well as the overall level of service. The Plan will be updated on a five year schedule to ensure compliance with DNR requirements and to ensure eligibility for State grants.

To ensure that Neff Park continues to meet the needs of the residents of Grosse Pointe, the City should consider expanding the park to Lakeland Avenue if the property were to become available. Additional improvements to existing facilities include the provision of storage space. Maintenance and sports equipment should be kept available at each of the City's parks.



Department of Public Services

Finding appropriate long-term facilities for the storage of equipment and supplies is a priority for the City. Alternatives should be further explored including the employment of currently under utilized property within the City or looking outside City boundaries for land that can be acquired economically. Any location for the Public Works facilities must be centrally located to maintain efficient access, communication, and security. Any new or relocated DPS facility should reflect the same development standards in terms of screening that would be expected of any other new development in the City.

Map 7 reflects the City's current Community Facilities as well as potential areas for expanded DPW storage and expansion of Neff Park.

Streets, Water, and Sewer

The City has an extensive system of infrastructure currently in place. Every effort should be made to monitor these systems and budget for their replacement and repair through an updated Capital Improvement Plan. The life cycle of these facilities should be factored into the annual budgeting process and repairs should be coordinated to minimize impacts on residents and businesses within the City.

As more intense development begins to occur in the Village, the cost of replacing undersized or inadequate infrastructure should be shared with new development.

Communication Facilities

As emerging technology becomes available, Grosse Pointe should be on the leading edge of linking the City's residents and businesses with these resources. Future communication technology should be integrated into the current physical character of the City while minimizing any negative impacts.

Public Safety

As the City continues to develop and as the Village continues to thrive with new and active development, every effort must be made to ensure adequate public safety. The financial burden of providing additional fire protection resources should be shared with new development.

Community Facility Strategies

The City of Grosse Pointe is well-served by its community facilities, both public and private. These facilities provide high quality services and amenities for the community, including recreational and cultural activities, large areas of open space, and preservation of the natural environment. Every effort must be made to retain these facilities since they advance the quality of life and contribute to the character and appeal of the community. Fortunately, all of the agencies operating community facilities in the City of Grosse Pointe currently intend to preserve and maintain, and in some cases expand upon their current facilities. Potential redevelopment is not a consideration for the foreseeable future. The City should consider the following strategies in relation to community facilities:

1. Foster and maintain strong working relationships with public service providers and operators of community facilities. The City can better achieve its long-range goals and objectives through cooperation with the public and quasi-public entities. Also, although no organizations in the City of Grosse Pointe plan to spin-off any land holdings, plans do change. By maintaining good relationships with the organizations, the City will be better able to monitor and direct any possible development on community facilities sites.
2. Involve community facilities in overall aesthetic or design plans. Aesthetics is an issue at several of the sites within the City of Grosse Pointe. As the City prepares corridor or landscaping plans, community facilities and the operators of these facilities should be involved. If the community decides upon a motif or central design theme, the community facilities should be a part of the motif.
3. The City must continually monitor and evaluate the quality of its public services to residents, and provide the budgetary and organizational flexibility to make improvements or changes as required.
4. Carefully consider the long term benefits of any relocation of City Hall. City Hall represents the civic core of the City. It also generates a significant amount of traffic at a variety of times. As a result, City Hall, if relocated, should occupy a position of prominence in conformance with clearly identified community design principles.



Base Map Source: Wayne County GIS, 02/2003
Data Source: City of Grosse Pointe

McKenna Associate
Town Planning Guidelines

Public Facilities and Civic Institutions

I. Introduction

Public and civic uses, such as municipal offices, libraries, fire and police stations, schools, and churches are a primary individual component of the community land use plan. At the same time, however, their principal value to their communities is not simply in meeting narrow program requirements, but in giving visible presence and support to the broadest civic and community values.

II. Land Use & Location Guidelines

A. Enhancing Symbolic Values

- The location of public and civic buildings should express the central importance and value of community and public life. A central, prominent, or important location is symbolic of this role.
- Public buildings should be located to be highly visible community focal points, landmarks and orienting features.
- Public buildings should be located to emphasize, define or terminate vistas.
- Public buildings should be located to form or enhance community or neighborhood entries, gateways or centers.

B. Supporting Functional Needs

- Public buildings should be located to support community needs by providing proximate locations for community-wide and neighborhood meetings and events.
- Public buildings should be located to define the community's public spaces – town squares, plazas, greens and parks - which, in turn, can provide a memorable and significant frame for civic buildings and events.
- Public buildings, especially schools, should be located to provide or enhance residential neighborhoods and their individual identity and character.
- Public buildings should be located to complement commercial uses, both office and retail. Public uses elevate and give value to commercial areas so that they become true town centers; commercial, primarily retail, uses can provide a vitality and convenient, pedestrian-oriented environment often lacking in single use governmental areas.

C. Accessibility

- Public buildings should be located to incorporate finely grained accessibility to residents and visitors of all ages and incomes, by car, transit, bicycle or on foot.
- Parking lots should be placed strategically so that they do not dominate the building or site.



7 - Implementation Plan

As stated in the introduction, unless used, the Master Plan has no value. A “users’ guide” was included in the introduction to facilitate use of the plan and this is one way to better ensure that the plan is implemented. To reinforce the use and implementation of the plan, the following implementation techniques are provided.

Projects: Priority, Funding, And Responsibility

This section categorizes, assigns a priority, identifies funding sources, and assigns responsibility for projects or actions recommended in the plan. Several projects are from the vision, goal and actions section of the plan, while others are from the evaluation of public facilities, the recommendations regarding future land uses, and circulation. Table 10, the Project Evaluation Summary, identifies 19 of these projects. Further evaluation is then focused on those projects which will have significant positive impact on the City of Grosse Pointe and have reasonable likelihood of being implemented. To help make such determinations, each potential project was evaluated according to four general criteria:

1. The extent to which the project furthers the goals and vision of the Master Plan.
2. The availability and likelihood of financing for the project.
3. The overall impact on improving conditions within the City.
4. The feasibility of actual implementation.

The foregoing criteria are generalized and difficult to quantify. However, this evaluation will help the City focus on those projects which warrant the greatest attention.



TABLE 10: PROJECTS, PRIORITIES, FUNDING, AND RESPONSIBILITY

RECOMMENDATIONS					
Future Land Use Changes	Priority	Time Frame	Zoning Ord.	Capital Improvement	Funding Source or Responsibility
Comprehensive Review of Current Zoning Ordinance	High	6 Months	Yes	No	Planning Commission/ City Council
Create New Residential Standards	High	6 Months	Yes	No	Planning Commission/City Council
Create Healthcare District	Medium	1 Year	Yes	No	Planning Commission/City Council
Rezone properties according to Future Land Use Plan including two-family properties	High/Medium	6 Months/Life of Plan	Yes	No	Planning Commission/City Council
Expand the Village area to increase opportunities for development	High	6 Months	Yes	No	Planning Commission/City Council
Identify preferred location for parking structure and construct new structure	High	1-2 Years	No	Yes	City Council/Administration
Actions/Projects Related to Circulation Improvements	Priority	Time Frame	Zoning Ord.	Capital Improvement	Funding Source or Responsibility
Develop specific standards for access management	Medium	6 Months	Yes	No	City Council/Planning Commission
Establish truck routes and make necessary improvements	Medium	2 Years	No	Yes	City Council/Administration
Evaluate traffic calming techniques for various applications	Medium	On-Going	No	No	City Council/Administration
Monitor Traffic patterns of major traffic generators	Medium	On-Going	No	No	City Council/Administration
Implement sidewalk improvement program	Medium	On-Going	No	Yes	City Council/Administration
Designate "Gateway" points of entry into City	Medium	2 Years	No	Yes	City Council/Administration
Establish design standards for Fisher Road and Mack Ave. Streetscapes	High	6 Months	Yes	No	City Council/Planning Commission
Actions/Projects Related to Community Facilities	Priority	Time Frame	Zoning Ord.	Capital Improvement	Funding Source or Responsibility
Disperse parking currently on potential DPW site	High	1 Year	No	No	City Council/Administration
Notify property owners along Lakeland of desire to expand park	Medium	As Needed	No	No	City Council/Administration
Prepare and adopt 5-year recreation plan	High	6 Months	No	No	City Council/Administration
Apply for Recreation Improvement Grants from DNR	High	Annual	No	No	MDNR
Develop 5 year CIP	High	On-Going	No	No	City Council/Administration

Codes and Ordinances

Without reasonable, firm codes and ordinances, a City cannot carry out the best of plans. With the use of the police power, a City can guide private development, redevelopment and rehabilitation in a coordinated plan of total City effort. Among the more important codes are:

ZONING

The City Zoning Ordinance is a principal tool for the implementation of the Plan.

Zoning is the regulation of the use of land and buildings, including their height and bulk, the proportion of lot that may be covered by them, and the density of population. Zoning is enacted under the police power of the State for the purpose of promoting health, safety, and general welfare and has long been supported constitutionally by the U.S. Supreme Court and the Michigan courts.

The purpose of zoning is to assist in orderly development and growth. It is also used to protect property values and investments. Because of the impact it can have on the use of land and related services, zoning regulations must be related to the Master Plan. Zoning is an instrument for effecting that part of the Plan relating to the use and development of land. Through the process of amendments, site plan review, special approval of certain land uses and administration, the City implements its zoning in conformance with the Plan.

Depending on the rate of development change and requests for change in the zoning map, an annual appraisal of the zoning map should be made. The zoning ordinance must be flexible so that as changes in the population, economic base, and land use relationships occur in the City, the ordinance can be revised to reflect new objectives of the Master Plan. As necessary, amendments to improve the ordinance should be considered so as to carry out the objectives of the Master Plan. It is generally accepted practice to provide zoning on the basis of a five year land use projection, whereas the plan is a longer projection.

SUBDIVISION REGULATIONS

To help guide the development of vacant land areas, the subdivision of land is regulated in accordance with the provisions of the Subdivision Control Act, Act 288, P.A. of 1967, as amended. Although the City of Grosse Pointe is substantially developed, Act 288 remains important to the City with regard to amending plats, vacating streets and alleys, and reserving or vacating easements for utilities. Act No. 591 of Public Acts of 1996 has made major changes to the Subdivision Control Act. These changes include complicated new provisions affecting land divisions. Updates to the City's local land division regulations are recommended to reflect these major amendments to the state Subdivision Control Act.

HOUSING CODE

The City has adopted the BOCA (Building Officials & Code Administrators) Basic Housing Code and Property Maintenance Code. The purpose of the housing code is to upgrade and improve existing and new housing in the City and to provide specific standards for such things as minimum floor space per occupant, basic sanitary facilities, light and ventilation, structural conditions of buildings, and method to cause the vacation of dwellings unfit for habitation and their subsequent demolition.



PROPERTY MAINTENANCE CODES

The housing code can be supplemented by other related ordinances such as a nuisance code, weed control code, and sidewalk repair regulations. Similar to the housing codes, these ordinances establish minimum standards governing the condition and maintenance of properties.

The City is an older, substantially developed community. As time passes, existing structures will become older, and proper maintenance of these structures will become increasingly more important. Therefore, it is recommended that the City re-examine all existing codes which pertain to property maintenance. These codes should be strengthened to assure that a well-administered and coordinated property maintenance program is in place in the City.

LANDLORD LICENSING CODE

A landlord licensing code also can be adopted to require upgrades and maintenance of aging properties. Accompanied by an annual fee and inspection program, a landlord licensing code can be a very effective tool to discourage conversion of units, encourage proper maintenance, and protect property values.

Capital Improvement Program

A Capital Improvement Program (CIP) is used to evaluate, prioritize, and structure financing of public improvement projects. The City has begun to prepare and annually update a Capital Improvements Program.

The CIP provides a basis for a systematic review of proposed improvements related to the Master Plan by the Planning Commission, and creates an opportunity to coordinate timing, location, and financing of those projects. To that end, three objectives can be achieved: (1) financial analysis can minimize the impact of improvement projects on the local tax rate; (2) appropriate scheduling of projects can take place given an advance picture of future need and development activities identified in the Plan; and (3) the Planning Commission can demonstrate its coordinating role in serving other elements of local government in formulating project recommendations.

In general, capital improvement programs are most often presented in terms of specific fiscal year listings, although there are some shown in terms of priority categories with a more flexible time schedule.

The capital improvements process should include the following steps:

1. Inventory of potential projects as related to the Master Plan, including preliminary cost estimation and initial prioritization.
2. Evaluation of projects proposed, in addition to those in the Plan, by various sponsors and City departments.
3. Financial analysis of the proposed projects in terms of the available community revenues.
4. Project scheduling for five years.
5. Recommendation of first-year projects (capital improvement budget) to City Council.
6. Formal approval of the capital improvement budget.

The role of the planning agency is primarily to identify potential projects as related to the Master Plan, coordinate material submitted by others, and work with financial officials in assembling facts for decision by the City Council.



Department Liaison

Any coordinated planning program requires good liaison between the City Planning Commission and other City administrative departments, the School Board, citizen committees, local business groups, and other organizations. Recommendations by the Commission to the Council and other departments could aid in their selection of sites or facilities for expansion; help to prepare a program for development of specific districts; and assist in decreasing the cost of development by spelling out in advance the needs and location of various functions, thereby avoiding duplication in expenditures.

Public Understanding and Support

The necessity of citizen participation and understanding of the planning process and the Plan cannot be over-emphasized. A carefully organized public education program is needed to organize and identify public support in any community development plan. The lack of citizen understanding and support can seriously limit implementation of the planning proposals. The failure to support needed bond issues, failure to elect progressive officials, and litigation concerning taxation, special assessments, zoning, and public improvements are some of the results of public misunderstanding of long-range plans.

In order to organize public support most effectively, the City must emphasize the reasons for the planning program and encourage citizen participation in the adoption of the Plan and the continued planning process. Public education can be achieved through informational presentations at various local functions, newspaper articles, and preparation of simple summary statements on plans for distribution. Participation by residents in various civic groups is evidence of community involvement.

Continuous Planning

A role of the Planning Commission is to provide recommendations to the City Council and Administration. This planning function is a continuous process which does not terminate with the completion of the Master Plan. The various districts in the City will continue to undergo change over time. Planning is an on-going process of identification, adjustment, and response to problems or opportunities that arise. In order to sustain the planning process and generate positive results, maintain momentum, and respond to change; the Plan should be reviewed and updated every five years, at a minimum.

In addition, the Planning Commission or other designated committees, under the direction of the City Council, can prepare organizational plans for specific issues or areas of concern as specified in the Master Plan. Such plans may include a Central Business District plan, corridor plans, housing maintenance programs, or a recreation plan.

Programs and Funding

Successful implementation of projects will depend on the ability of the City to secure the necessary financing. Besides the general fund, there are several sources of revenues which the City could utilize and should investigate in more detail. The primary sources of funding are summarized below:



MICHIGAN STATE HOUSING DEVELOPMENT AUTHORITY (MSHDA)

- **Home Improvement Program.** This program provides low interest loans for home improvements through local lending institutions. The Home Improvement Program (HIP) is not targeted to any specific area, but can be utilized City-wide. Interest rates on loans are related to income. The property must be twenty years or older in age or in need of repair. The loans must be utilized to correct items that are hazardous to health and safety, or for items related to energy conservation.
- **Neighborhood Improvement Program.** The Neighborhood Improvement Program (NIP) is another home improvement program developed by MSHDA, but it is directed toward specific revitalization areas. Loans, with interest rates dependent on income, are made available to homeowners within such areas. The program operates very similarly to the HIP with local lending institutions participating in the program.

COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM (CDBG)

The Community Development Block Grant program is an annual allocation of the U.S. Department of Housing and Urban Development to local governments for a wide range of community development activities, including housing rehabilitation, public and neighborhood improvements, and economic development activities that primarily benefit low and moderate income persons. The City receives funds through Oakland County.

BROWNFIELD FINANCING REDEVELOPMENT ACTS, PUBLIC ACTS 381, 382, AND 383 OF 1996

These Acts establish a new method of utilizing the TIF financing mechanism. This new initiative can be used by a community and land owner or potential user working together to finance the cleanup and reuse of contaminated property. Costs which can be funded include the demolition of buildings necessary to remove the hazardous substances, and new construction if needed to protect against exposure to hazardous substances that are to remain. An important feature of this new initiative is that it restores the ability to capture state and local school taxes but only from the taxes paid by the user of the redeveloped contaminated site.

DOWNTOWN DEVELOPMENT AUTHORITY (DDA), PUBLIC ACT 197 OF 1975

A Downtown Development Authority (DDA) is a non-profit development corporation which exists for the purpose of promoting a desirable environment for businesses and residents and implementing economic revitalization projects. Projects can be implemented by the DDA through a variety of financing techniques, including bond issues, tax increment financing, and public and private contributions.

The foregoing State Enabling Legislation plays an important part in expanding the capacity of the City to attract and accommodate economic development. A successful program, however, is predicated in major part on having the fiscal resources necessary to support or provide for development or redevelopment activities. Without some financial participation by the community, many projects have little chance of becoming reality.

A critical element for spurring economic development is the creation within the community of profit-making opportunities for the private sector. Without the basic profit incentive built into a project, its chances of success will be limited. Thus, if conditions appear to be shaky for a particular project the community wants to see built, the community must be prepared to advance risk capital that may not otherwise be available.



PRINCIPAL SHOPPING DISTRICTS ACT, PUBLIC ACT 120 OF 1961, AS AMENDED

This Act provides for the establishment of principal shopping districts and for the undertaking of certain activities within these districts. Municipalities are permitted to complete street and pedestrian improvements; acquire property for and construct parking facilities, and construct pedestrian malls along with other facilities that “serve the public interest.”

The municipality may also create a board for the management of certain additional ongoing activities. These activities include various initiatives to promote economic development (e.g. market studies, public relations campaigns, and retail and institutional promotions). In addition, the maintenance, security, and operation of the principal shopping district may be carried out through this board. For ease of description, this board is often referred to throughout the state as a Downtown Management Board (DMB) and the area it represents as the Principal Shopping District (PSD).

The DMB is composed of a number of members determined by the City at the time of authorization with a majority of the members being nominees of individual businesses within the PSD. One member is a representative of adjoining residential neighborhoods and one member is a representative of City government. All board members are appointed by the chief executive officer of the City with the concurrence of the governing body.

DMB's throughout Michigan engage in a variety of activities including the operation of public parking systems, cooperative advertising campaigns, and various promotions and special events.

The DMB may be funded through grants and contributions and may also use the proceeds of special assessments levied by the governing body on property within the PSD specifically for maintenance, security, and operation purposes of the DMB. All assessments are levied in accordance with the City's special assessment policies and procedures.

Advantages:

- The advantages of this approach is that it focuses responsibility and accountability for the completion of various initiatives on a single organization. The organization is business driven, yet closely linked to the City through the appointment process and funding arrangements. It is therefore an organizational expression of the partnership between the City and business interests. Its powers to conduct cooperative advertising and promotion, undertake public relations, maintenance, security and general operation are broad enough to address many of the strategies outlined previously.

Disadvantages:

- The chief disadvantage of this approach is that the DMB does not possess broad redevelopment and public infrastructure development powers. It also does not have access to a dedicated millage or the ability to undertake tax increment financing.



Additional Financing Tools

Successful implementation of the Master Plan will depend on the ability of the City to secure necessary financing. Besides the general fund, the following sources of revenue are available to the City:

- *Dedicated Millage.* A special voted millage can be used to generate revenue for a specific purpose.
- *Special Assessments.* Special assessments are compulsory contributions collected from the owners of property benefitted by specific public improvements, such as paving and drainage improvements, to defray the costs of such improvements. Special assessments are apportioned according to the assumed benefits to the property affected.
- *Bond Programs.* Bonds are one of the principal sources of financing used by communities to pay for capital improvements. General obligation bonds are issued for specific community projects and are paid off by the general public with property tax revenues. Revenue bonds are issued for construction of projects that generate revenue. The bonds are then retired using income generated by the project (for example, water and sewer service charges).
- *Grants.* Public grants from various agencies are available for specific municipal projects. Grant acquisition will be important to the City in the future for many projects or recreational opportunities throughout the City.
- *Land and Water Conservation Fund.* These grants are 50/50 matching grants for land acquisition and development of outdoor recreation facilities. Eligible projects receive a reimbursement from the Federal government equal to half the total project cost. The other half may be provided in the form of cash outlay, donation of land, or by credit for certain locally assumed costs. To be eligible, the City must have an approved, up-to-date recreation plan that has been formally adopted by the City Council. Facilities which may be developed with these funds include, but are not limited to, soccer fields, ball diamonds, tennis courts, playgrounds, fitness trails, picnic areas, archery ranges, and ice rinks.
- *Michigan Natural Resources Trust Fund.* This fund replaced the Michigan Land Trust Fund in October, 1985. All proposals for local grants must include a local match of at least 25 percent of a total project cost. Projects eligible for funding include: 1) acquisition of land or rights to land for recreational uses or for protection of the land for environmental importance or scenic beauty; 2) development of public outdoor recreation or resource protection facilities (i.e., picnic areas, winter sports areas, playgrounds, ballfields, tennis courts, trails, etc.); 3) indoor facilities if their primary purpose is to support outdoor recreation. Eligible indoor facilities include nature interpretive buildings and park visitor centers. Also eligible are outdoor recreation support buildings such as restrooms, maintenance, and storage buildings. Proposed local government fund recipients must have a recreation plan no more than five years old that is approved by the Michigan Department of Natural Resources.
- *Transportation Enhancement Act (TEA-21).* Transportation Enhancement Act (TEA-21) grants are available for improvements to the City's transportation system, including motorized and non-motorized systems. This federal program provides funding for all types of transportation-related projects, and has been used throughout Michigan by communities to further a range of

improvements. This funding may be useful in implementing a streetscape improvement program along Main Street.

- **Private Sources.** Private sources for grants also exist. Foundations and utility companies are a common source for private grants for municipal projects. These grants are usually special purpose and limited to specific geographic areas.
- **Local Development Financing Act, Public Act 281 of 1986.** Act No. 281 of 1986 is intended to replace Public Act 450 of 1980 as the means of making tax increment financing procedures available to assist industrial development. The principal intent of the act is to promote economic growth and prevent unemployment. Eligible activities include the support of business investment in districts in which the primary activity is 1) manufacture of goods or materials, 2) agricultural processing, or 3) a high technology activity that has as its primary purpose research, product development, engineering, laboratory testing, or development of industrial technology." A municipality wishing to use the Act 281 of 1986 must create an authority. The local development finance authority exercises the powers provided in the act within the boundaries specified by the municipality's resolution. Areas included in the authority boundaries do not have to be contiguous. Only one authority may be created by a municipality.
- **Special Assessment.** This technique allows for the financing of public improvements through the assessing of property taxes, on an equitable basis, to benefitting property owners in a specific district.
- **Rehabilitation Act, Public Act 344 of 1945.** Act 344 of the Public Acts of 1945 is the basic Michigan rehabilitation statute. It provides powers and procedures for local governments to acquire, assemble, and finance the redevelopment of blighted areas for general rehabilitation purposes.
- **Section 202/8.** This is a federally sponsored program which provides mortgage financing and rent subsidies for the construction and maintenance of elderly housing. Only non-profit, private organizations (such as churches, unions, fraternal and other non-profit organizations) are eligible sponsors; but local governments usually cooperate in the assembly of land, applications, public improvements and supportive actions. Such projects are tax exempt, but the State rebates an equivalent amount to local tax jurisdictions.
- **Maintenance of Shopping Areas Act, Public Act 260 of 1984.** An amendment of Act. No. 120 of 1961, now authorizes cities to establish special assessment districts to be used for the maintenance of commercial areas. Act No. 260, Public Acts of 1984, retitles the original to read: "An act to authorize the redevelopment of principal shopping areas of certain cities; to permit the creation of revenue and the bonding of certain cities for such redevelopment projects. "Basically, Act 260 expands the original act to allow the use of special assessment districts to be used not only for the redevelopment project, but now, also for the continued and on-going maintenance, promotion, and security of a redevelopment project. The act also provides for the creation of a board for the management of activities within the redevelopment project, and allows for the issuance of special assessment bonds in anticipation of future collections of special assessments for the redevelopment.
- **Intergovernmental Cooperation.** Act No. 425 of 1984 deals with inter-governmental land transfer for economic development projects, instead of through annexation. In the past, as many economic development project expanded beyond one governmental unit's boundaries, it required annexation

of land area from the neighboring unit. Implementation of Act No. 425 will permit this process to occur by a conditional transfer of property controlled by a written contract between affected units for renewable periods of up to 50 years. This act will allow two or more units of government to actually share a given land area (sort of a joint custody) for purposes of economic development projects. The sharing, under this act, may involve public services, taxes, and other general revenue, as provided by contract, rather than the all or nothing approach of annexation. In addition, there are many other Michigan laws which provide for intergovernmental cooperation on mutually beneficial projects.

Commercial Rehabilitation

The successful implementation of commercial rehabilitation projects can be achieved through a working partnership between: the public sector, including the City and other public agencies, and the private sector, consisting of concerned merchants, owners, community organizations and financial institutions. The role of the City in this concerted effort includes providing or sharing the following:

- Planning and Design: Specific plans and/or design after physical inventory and analysis of existing conditions within the commercial districts, including public right-of-way and private land and buildings.
- Public Improvements: Specific projects based on planning recommendations, which can include parking, pedestrian and vehicular circulation, utilities, signage, and landscaping.
- Management: Structuring the public/private partnership and over-all responsibility for a comprehensive program within the commercial districts, including the resources necessary to initiate private input, involvement, execution, and administration over the longer term.
- Financing: Facilitating methods for financing the costs of commercial rehabilitation including pursuit of grant opportunities; implementing state economic development mechanisms; assisting in establishing loan funds; establishing special assessments districts; and issuing bonds for improvements, land acquisition, and/or development.