

MASTER PLAN FOR FUTURE LAND USE

The City of Grosse Pointe Park Charter states:

“IN ORDAINING AND ESTABLISHING THIS CHARTER, WE DO HEREBY
DECLARE THAT THIS COMMUNITY IS, AND ALWAYS HAS BEEN,
PREDOMINANTLY A SUBURBAN RESIDENTIAL AREA AND WE DO
HEREBY COUNSEL ALL OFFICIALS OF THE CITY TO DISCHARGE
THEIR OFFICIAL DUTIES IN A SUCH A MANNER AS TO PROTECT AND
FURTHER SUCH RESIDENTIAL CHARACTER OF THE COMMUNITY.”

In keeping with the City Charter directive, the perpetuation of a sound living environment is the prime factor to be considered in the development of the Master Plan for Grosse Pointe Park. This can be accomplished through the proper planning of business areas, the design of the thoroughfare system and the strategy for the preservation of housing areas. The following sections of the Master Plan document are combined, and portrayed on the Master Plan map. An ongoing review of this plan is necessary in order to keep it current in terms of the changing needs of the City.

INTRODUCTION

Possession of, as well as effective implementation of, a practical Master Plan for Future Land Use is essential to fostering orderly community development. In a community such as Grosse Pointe Park with little vacant land for new development offering additional tax base, consideration of the maintenance and enhancement of existing resources is the primary goal. Further, attention must be paid to the concept of redevelopment where obsolete uses or land areas can, over time, be removed or altered to facilitate adaptive reuse. It is when questions arise regarding the nature of such reuse that the Master Plan plays its most important role.

The Master Plan expresses a general overall policy on the use of land within the community. One official policy focuses the combined resources of numerous individual efforts toward achieving desirable long-term objectives. Without such a practical working guide, it is probable that individual efforts will be at cross-purposes with one another or result in operational inefficiencies to the governmental unit.

The Master Plan for Future Land Use can be defined as:

- A long-range, comprehensive and general guide for the development of land, circulation and public facilities in the City.
- A map of future land uses and the supporting documentation describing the details.

- The result of an orderly process of survey which has guided the Planning

Commission thus far in a study of:

Land use

Population

Residential Development

Business Areas

Recreation

Thoroughfares

In so doing, the Land Use Plan must be held in its correct perspective. It must be thought of as:

REPRESENTATIVE in terms of what the people want.

IMAGINATIVE in projecting what the City might be.

REALISTIC in recognizing what is possible.

POPULATION AND HOUSING TRENDS

Knowing or estimating the number and composition of people that may be living in a community in the future is of critical importance when developing a Master Plan. Of especial significance to many elements of master planning is age composition and family size. Is Grosse Pointe Park a city in which a mature population resides? Is it a community in which the national trend toward declining birth rates is being reflected? Is it experiencing a turn-over and a recycling of residences? In addition, age group composition and family size affect demand and need for other services and facilities.

POPULATION TRENDS

Grosse Pointe Park's major development occurred in the late 1920's and 1930's. By 1940, the City's population was 12,646 persons. In the 40 years between 1940 and 1980, the City experienced a peak population of 15,641 persons. This occurred in 1970.

However, in the 1980's, the City's population base began to decline, although the number of housing units actually slightly increased. This decline is due to decreasing family size typical of the nation as a whole. The 2000 Census reflected a population of 12,443 and the 2010 Census reflects a further decline to a population of 11,555.

Relevant to this change, the City will need to focus on the enhancement of our smaller housing units, including 2 family units, bringing them to a standard of amenities which the aging population has been accustomed to. The age distribution of the City's population is reflected in the following table.

TABLE 2
GENERAL POPULATION CHARACTERISTICS

	<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>2000</u>	<u>2010</u>
<u>TOTAL</u>	15,457	15,641(a)	13,639	12,443	11,555
<u>AGE DISTRIBUTION</u>					
Pre-School (0-4 yrs.)	1,224	877	686	794	544
Elementary/Secondary School (5-17 yrs.)	4,100	4,975	3,415	2,626	2,773
Family Forming (20-34 yrs.)	1,859	2,108	3,113	2,239	1,494
Maturing Family (35-64 yrs.)	6,317	5,494	4,652	5,448	4,543
Retirement Age (65 + yrs.)	1,957	2,131	1,773	1,345	2,205
<u>MEDIAN AGE</u>	38.0	33.6	33.1	38.0	41.8

The total population has declined steadily over the last 40 years. The decline has not been evenly distributed over all age groups. The City experienced a decline in the critical family-forming category (20 – 32 yrs.) from 3,113 in 1990 to 1,494 in 2010. This statistic is critical because it outpaces the total rate of population reduction over that decade. In fact, population loss in the family-forming category is responsible for 73% of the total City population loss for that decade. This was due in part to the rising cost of single-family homes. Reversing the decline in the family-forming age group is a major Master Plan objective. It will secure the continued economic health of Grosse Pointe Park.

HOUSING TRENDS

The City's land area has been almost totally developed for many years. To encourage the residency of starter families, the City should focus on providing services and events that not only attract existing family residents but, also appeal to young professionals of family forming age. This effort should include upgrading the starter home single family housing stock, encouraging café, restaurant and entertainment offerings and general promotion marketing the advantages of this community.

School district officials report that it is not uncommon for young couples to settle elsewhere and send their children to elementary schools. However, when the children reach middle and high school age and the couple has built sufficient equity in their first home, they move into the Pointes to take advantage of the highly reputable school system.

RECREATION FACILITIES

INVENTORY OF PUBLIC RECREATION FACILITIES

The following is an inventory of the two parks located in Grosse Pointe Park.

Windmill Pointe Park: This Park has approximately six acres of park land. Attendance at the Windmill Pointe Park is extremely high in the summer months due, in large part, to the presence of a 270 slip boat marina and swimming and wading pools. There are four lighted tennis courts and two major open picnic areas facing the river and the marina. In 2009 total daily attendance for Windmill Pointe Park was 170,500.

Matthew C. Patterson Park: This Park has approximately 22 acres of park land. Significant capital improvements during the last decade resulted in a major increase in its utilization. In 2009 total daily attendance for Patterson Park totaled 35,876.

Summary of the assets of Matthew C. Patterson Park and Windmill Pointe Park:

Windmill Pointe Park

- Large open area
- Large parking area
- Wading pool
- Extensive picnic area
- Playscapes
- Tompkins Center
- Movie Theatre
- Fitness Facility
- Gymnasium
- Horseshoe pits
- Volleyball Courts
- Tennis Courts
- Marina
- Grosse Pointe Sail Club

Patterson Park

- Large open area
- Large parking area
- Winter sledding hill
- Boardwalk
- Tennis courts

- Windsurfing site
- Splash pad
- Extensive picnic area
- Attractive jogging/vita course
- Outdoor refrigerated ice rink/reflecting pool
- Playscape
- Putting and chipping golf greens

BUSINESS AREAS ANALYSIS

The four business areas of Grosse Pointe Park; Mack, Charlevoix, Kercheval and Jefferson Avenue have both negative and positive impacts on their respective abutting residential areas. Depending on the type of business area, negative and positive impacts can be reduced by proper long and short-range planning activity.

Mack Avenue

The Mack Avenue business strip consists of two basic parts: A section roughly five and one-half blocks from Wayburn to Somerset and a one-half block section from Grayton to Cadieux. The former western strip is predominately characterized by general business uses intermixed with a few office uses and some convenience stores. Properties on the north side of Mack, in Detroit, are of a similar character. The eastern section of the Mack Avenue strip consists of businesses which are primarily convenience in nature. The entire strip is comprised of lots with shallow depth making the provision of parking difficult and also presenting a problem for the expansion of business buildings.

Signs of blight exist on the Mack Avenue business frontage. The western end of Mack Avenue, as one enters Grosse Pointe Park from the City of Detroit, is in particularly poor condition. To improve this area, the city needs to consider developing a boulevard on Mack, landscaping improvements and façade improvements.

Charlevoix Avenue

This small business area is a complex mix of businesses and office uses.

Kercheval Avenue

The three and one-half blocks of business frontage on Kercheval present the strongest business image in Grosse Pointe Park. Active businesses occupy this area, serving our community. A number of small comparison type businesses along with convenience stores and offices make up the major portion of business frontage. Recent improvements to pedestrian areas and a strong effort at store front renovation have greatly improved the potential of this shopping area. Additional off street parking will be needed. The shallow depth of properties, with homes occupying the lots immediately to the rear of the business frontage, limits potential business or parking expansion. It is recommended, to facilitate attracting new businesses, the City develop a plan to actively expand parking, as was done on Lakepointe and Beaconsfield. Kercheval is a collector street. However, if the opportunity arises to facilitate community improvements including the attraction of new home buyers and additional businesses, the modification of traffic patterns and/or restrictions should be considered.

Jefferson Avenue

This major entrance to Grosse Pointe Park presents a mixed pattern of land use. The north side of Jefferson consists of neighborhood businesses, civic center activities, and some general businesses and offices. The south side of Jefferson is more unified in activity, being generally offices, open areas, landscaped area across from the civic center, and convenience stores.

The south side of Jefferson does not have a parking problem. Offices and neighborhood businesses (convenience-commercial) are well served with curbside parking.

BUSINESS AREA IMPROVEMENTS

Some of Grosse Pointe Park's business areas should be changed in character through a realignment of the types of business activity allowed.

The following comments relate to land use patterns that will better serve the community and in the long term provide a more stable business environment, as well as enhance the residential quality of abutting neighborhoods.

Mack Avenue

This major thoroughfare presents a difficult improvement problem. It is a general business area both in Grosse Pointe Park and Detroit. The major part of the Grosse Pointe Park frontage (from Wayburn to Somerset) should remain in the general business category. Improvement in this area should target the western portion of Mack Avenue. Specifically, the provision of a boulevard entrance from Detroit and the demolition of blighted businesses in the first block from Wayburn to Maryland will enhance the potential of this area.

It will be necessary to structure a development package which will make private reinvestment more attractive. Look for additional parking for businesses in the area with an expanded plaza "Entrance to the Pointes" to provide a use for the cleared property. In the past store front improvements for the entire Mack Avenue frontage have been undertaken. Pedestrian areas have been improved with tree plantings, planters and decorative sidewalk pavement. A new plan for sidewalk pavement should be prepared in order to implement coordinated improvements in the future. Pedestrian level lighting

would also add character to this street frontage, setting it apart from the usual drab appearance of many strip commercial areas.

The business frontage east of Somerset and the east edge of the City between Harvard and Cadieux should remain in a lighter type of commercial activity (convenience commercial) to provide goods and services to the abutting neighborhood and to be potentially less imposing on the intervening dwellings that side lot Mack Avenue between just east of Somerset to Grayton.

The entire frontage of Mack Avenue in Grosse Pointe Park has limited off-street parking. Additional parking areas are needed to encourage business. A storefront improvement program should be expanded to demonstrate vitality and encourage use of this business area.

Charlevoix Street

This three block business area is small and its neighborhood service potential is limited. Its current land use pattern is, for the most part, of a heavy general commercial nature with very limited site size for the activities being conducted.

For the long-range, the area should be redirected to convenience commercial (neighborhood business) and office uses.

Kercheval Avenue

The three and one-half blocks of Kercheval Avenue from Wayburn to just west of Beaconsfield offer potential for a strong, small convenience and comparison shopping area. Improvements in pedestrian areas already made should be expanded. Additional pedestrian level lighting, new street trees, emphasis on individual store plantings (flowers and shrubs where possible) have been encouraged and provided. A store front

improvement program, already apparent in some blocks, should be expanded. This should include the active participation of the business community with coordination of all private and public improvements, including coordination of paint color, canopies and awnings, signage, street furniture, etc.

Jefferson Avenue

Jefferson Avenue is the most important point of entry from the west into Grosse Pointe Park. Sizable business buildings and sites dominate and set the character of this area. A few additional small businesses and offices comprise the remainder of the business frontage. On the south side of Jefferson, the bank at Barrington is a proper use and fits in with the long-range plan for this district. The vacant land across from the municipal complex serves as an attractive entrance to Grosse Pointe Park. The remaining blocks of business frontage on the south side of Jefferson should remain as convenience businesses serving the abutting residential area. The north side of Jefferson provides some of the largest parcel sizes in the commercial areas of Grosse Pointe Park.

Long term development for the north side of Jefferson should encourage office and office/service types of activities. Existing buildings could be remodeled to office use with the remaining lot area used for off-street parking. Further, the area has potential for mixed use multi story facilities. Community orientated improvements should be considered to serve residents with a variety of cultural activities. This may include the use of more active commercial enhancements including civic facilities and restaurants. From an overall appearance standpoint, a general remodeling of pedestrian ways should be considered. This should include improved sidewalks (with decorative paving), distinctive pedestrian level sidewalk lighting, street trees and planters as appropriate, well

designed city identification signage, unified architectural treatment of buildings and/or design review of all new construction or remodeling of buildings. This latter may be incorporated as a part of site plan review procedures under zoning or as a part of the City's permit procedure. This concept of unified architectural treatment is most appropriate along Jefferson, Kercheval and Mack Avenues. It is also well suited to the retail uses proposed for Charlevoix.

The "Master Plan for Future Land Use" map provides a graphic display of the above business areas plan.

TYPES OF PROPERTY USES IN BUSINESS LAND USE CLASSIFICATIONS

OFFICE/SERVICE

- All types of office buildings (professional, administrative, sales, & insurance, etc.)
- Medical offices and clinics
- Publicly owned buildings
- Churches
- Hospitals
- Banks and savings & loan offices
- Accessory uses such as pharmacies, optical services

CONVIENCE/COMPARISION COMMERCIAL

- All uses of an office service nature
- Groceries, meats, dairy products, bakeries and other foods
- Drug stores
- Clothing
- Hardware
- Barber and beauty shops
- Dry cleaners, but not including dry cleaning plants serving more than one outlet
- Photo studios
- Repair shops for light repairs (watches, radio, T.V., shoes, etc.)
- Restaurants for service to the immediate neighborhood excluding drive-in facilities

GENERAL COMMERCIAL

(Diversified businesses of all types which may serve the whole community and areas beyond the community. Often typified as being thoroughfare or highway oriented to capture passerby trade as well as for local services.)

- All types of retail activity and all types of office/service uses
- Nursery stock sales
- Gasoline stations
- Veterinary hospitals and clinics
- Public facilities

THE THOROUGHFARE SYSTEM

The street system for Grosse Pointe Park is a fixed entity. It functions to serve traffic demand for movement through the City and as the primary means of access to and from residences and businesses in the City.

CONCEPTS

Adequate vehicular circulation systems are designed for two primary types of traffic, local and through. To eliminate friction between these two types of traffic, it is desirable to separate them as much as possible. The overall system, nevertheless, must be carefully interconnected. The most common thoroughfare types are summarized in the following paragraphs.

Local Streets

Local neighborhood streets are for local traffic only. The local street should allow access to collector streets or to longer distance through streets, but in such a manner that through traffic is not encouraged to use the minor streets as a shortcut route. Hence, a local street should be relatively short and narrow.

Through Streets

These thoroughfares are normally wider than local streets and should be planned and designed to handle longer range traffic demands. Since demands on through streets vary considerably, several types can be distinguished.

- Secondary Thoroughfare or Collectors – Their purpose is to collect vehicles from the local residential streets and distribute them to either their local destinations or

to a major thoroughfare; or provide internal circulation and access to nonresidential areas, such as shopping areas or to major public facilities such as parks and recreation areas.

- Major Thoroughfares – These serve the same purpose as the collector thoroughfare, except that they usually extend over longer distances and, therefore, handle a larger number of vehicles. Thus, a major thoroughfare will connect the points of major traffic generation. Longer trips, on these thoroughfares, create a desire for higher speeds and require higher design standards for safety. The most important safety design is a dividing strip or center lane to allow for left turning or crossing vehicles to prevent head-on collisions. A thoroughfare of these standards may also serve long distance movements where the amount of expected traffic does not warrant a freeway.

Residential Land

Only minor or local streets should be within residential neighborhoods and these should be developed in such a manner as to discourage through traffic from traversing the area. Major and secondary thoroughfares should form the boundaries of residential neighborhoods.

Residential lots should not have access to and from a major thoroughfare.

Movements to and from these lots will interfere with the flow of high speed traffic.

In time, major thoroughfares might need to be widened. If this occurs, adjacent dwellings are much less disrupted if they are back lotted or side lotted to the major thoroughfare with access to a local street.

Commercial Land

Ideally, shopping areas should be located on, but not bisected by, through streets. Commercial frontage generates a large number of turning and parking movements which, if left uncontrolled, can cripple the efficiency of a through route. For this same reason, commercial development should not be allowed to string out for a great length along a major thoroughfare. To prevent this condition from occurring, ingress and egress points for commercial properties should be at specific locations so that the number of turning movements can be reduced. In addition, the removal of on-street parking in strip commercial business areas not only increases the capacity of the thoroughfare, but also enhances the safety of both pedestrian and vehicular movement. Parking, of course, must then be provided in off-street locations.

THOROUGHFARE PLAN

The City of Grosse Pointe Park has some 36.80 miles of streets. A major portion of these would be classified as local streets. In addition, two county thoroughfares, Jefferson and Mack Avenue, traverse the City.

The plan for thoroughfare is shown on the Master Plan map. Three basic thoroughfare designations are shown. These are:

Major Thoroughfares

Jefferson Avenue and Mack Avenue are the only streets that should be encouraged to serve extensive areas beyond the City. They both have a continuity as well as adequate right-of-way to accommodate anticipated traffic volumes.

Collectors

Two classes of collector streets are considered. These are collector streets and minor collector streets. Those streets designated as collector would serve the true function of collecting traffic within the community and distributing it to major thoroughfares. They also serve as important traffic carriers to the City's parks on the lake front. The system proposed includes: Windmill Pointe Drive connecting with Bedford; Essex and Whittier; Cadieux on the east city limits; and Pemberton in the west side of the City.

Minor Collectors

In addition to these collector streets, two minor collectors are designated. These are Charlevoix and Vernor. Both of these streets, though having only 60 foot wide rights-of-way, carry a considerable volume of through traffic from both the east and west of the City of Grosse Pointe Park.

In addition to consideration of improving circulation throughout the City, consideration should also be given to alterations of the local street system to enhance and preserve residential areas. This can be done by diverting through traffic. While signage can designate streets as not for through traffic, a more effective as well as attractive means of eliminating through traffic is through street closures at key locations where local streets intersect collector and major thoroughfares.

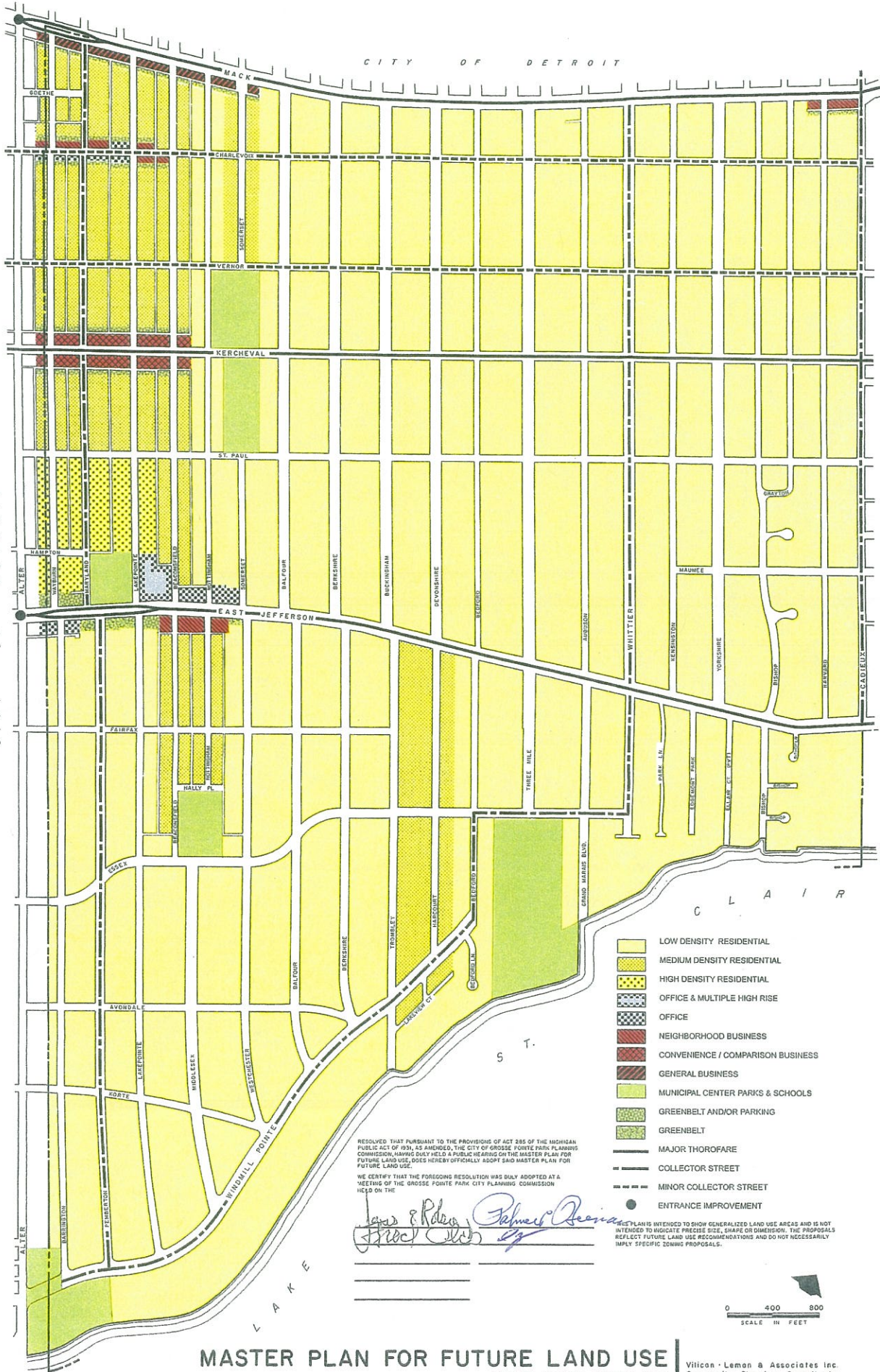
COMMUNITY ZONING ORDINANCE

The City Zoning Ordinances, currently in effect, as attached shall be maintained in a matter as currently set forth with existing ordinances.

CAPITAL IMPROVEMENT PLAN

Consistent with the maintenance of the Community's infrastructure needs it is recommended the following capital improvements be implemented on a reoccurring basis:

- Street and curb resurfacing and repair
- Sidewalk replacement
- Annual tree maintenance and replacement
- Replacement/upgrade public works facilities
- Commercial district parking improvements
- Water and sewer system repairs and improvements



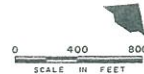
RESOLVED THAT PURSUANT TO THE PROVISIONS OF ACT 285 OF THE MICHIGAN PUBLIC ACTS OF 1931, AS AMENDED, THE CITY OF GROSSE POINTE PARK PLANNING COMMISSION, HAVING DULY HELD A PUBLIC HEARING ON THE MASTER PLAN FOR FUTURE LAND USE, DOES HEREBY OFFICIALLY ADOPT SAID MASTER PLAN FOR FUTURE LAND USE.

WE CERTIFY THAT THE FOREGOING RESOLUTION WAS DULY ADOPTED AT A MEETING OF THE GROSSE POINTE PARK CITY PLANNING COMMISSION HELD ON THE

James P. Ryan
Robert J. Deane
1/20/11

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- OFFICE & MULTIPLE HIGH RISE
- OFFICE
- NEIGHBORHOOD BUSINESS
- CONVENIENCE / COMPARISON BUSINESS
- GENERAL BUSINESS
- MUNICIPAL CENTER PARKS & SCHOOLS
- GREENBELT AND/OR PARKING
- GREENBELT
- MAJOR THOROFARE
- COLLECTOR STREET
- MINOR COLLECTOR STREET
- ENTRANCE IMPROVEMENT

THIS PLAN IS INTENDED TO SHOW GENERALIZED LAND USE AREAS AND IS NOT INTENDED TO INDICATE PRECISE SIZE, SHAPE OR DIMENSION. THE PROPOSALS REFLECT FUTURE LAND USE RECOMMENDATIONS AND DO NOT NECESSARILY IMPLY SPECIFIC ZONING PROPOSALS.



MASTER PLAN FOR FUTURE LAND USE
CITY OF GROSSE POINTE PARK

Viticon · Leman & Associates Inc
Community Planning Consultants