

Streetscape Plan

Charlevoix St. and Kercheval Ave. | December 2023



Acknowledgements



We would like to acknowledge the Grosse Pointe Park City Council and the Tax Increment Finance Authority (TIFA) for the roles they played in the development of the Grosse Pointe Park Charlevoix and Kercheval Streetscape Plan.

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Introduction



Grosse Pointe Park is a suburban city located to the east of Detroit in Wayne County, Michigan. Situated on the shores of Lake St. Clair, it is one of the five Grosse Pointe communities, offering a mix of residential, commercial, and recreational spaces, making it an attractive destination for families and individuals seeking a suburban lifestyle with easy access to urban amenities. This study will explore ways to enhance two neighborhood-scale business districts, Charlevoix Street and Kercheval Avenue, based on background information, existing conditions research, observations from site visits, and community input.

Kercheval



Street view of Kercheval Ave. business district in Grosse Pointe Park.

Charlevoix



Street view of Charlevoix St. business district in Grosse Pointe Park.

Map showing business district locations for both Kercheval and Charlevoix in relationship to the Grosse Pointe Park municipal boundary.

Purpose

The purpose of the Plan is to assist the City and the TIFA in creating a vision and actionable framework for the Kercheval Avenue and Charlevoix Street Business districts by considering past work, community sentiment and staff guidance.



Background Information

The Kercheval Avenue and Charlevoix Street corridors make up two of the main commercial business districts for the City of Grosse Pointe Park. As these districts have been the hub for commercial and retail activity for many years, the existing streetscape elements are in need of a new and improved design elements. A comprehensive streetscaping vision for these corridors will allow the City to continue to attract exciting developments and keep these areas an asset for residents and non-residents alike.

The Charlevoix Street Business District

The Charlevoix St. Business District is an important east-west street connecting neighborhoods south of Mack Avenue. Some features include:

- 60-foot right of way with 10-foot-wide sidewalks and a 40-foot-wide roadway with on-street parking.
- Stop signs at intersections with north-south streets
- SMART Bus Route 620, connecting Downtown Detroit and Mack Avenue
- Various businesses, eateries, bars, retail shops, and both multifamily and single-family homes.

The Kercheval Avenue Business District

The Kercheval Ave. Business District is a collector road in Grosse Pointe Park, serving as an east-west link between Detroit and Grosse Pointe City. Some features include:

- Commercial hub with an 80-foot-wide right of way
- Central 40-foot-wide roadway with on-street parking and two 20-foot-wide sidewalks
- SMART Bus Route 610
- Movable planters, benches, ornamental lighting, and trees in concrete planters

Project Goals

Through a comprehensive analysis of the existing conditions and engaging with the community, business owners, City staff, and TIFA members, four project goals were identified to create thriving streetscapes.



Streets for People

Provide public infrastructure that is comfortable and safe for all users.



Community Spaces

Provide opportunities for interactions and gatherings with our friends and neighbors.



Destinations

Create districts that are unique to Grosse Pointe Park.



Strong Businesses

Invest in the City's business districts to support existing businesses and attract new businesses.

Community Engagement



Community engagement is paramount to this plan as streetscapes should capture and reinforce the identity of a community. Grosse Pointe Park is fortunate to have a strong and involved community willing to provide input and feedback. This public guidance was used to shape the recommendations of this plan.

Feedback was obtained through multiple channels.

- Kercheval After 6 Festival
- Charlevoix Street Party
- Online Public Survey
- Corridor walk through with Business Owners

Overall Priorities:

- Pedestrian friendly
- Street Trees, Landscaping, and Green Leisure Space
- Street Lighting

Kercheval Ave. Key Takeaways:

- Family-Friendly
- Restaurants and Dining
- Access demand via parking and biking

Charlevoix St. Key Takeaways:

- Nightlife and socializing
- Safety concerns with visibility at intersections and crosswalks
- A want for this district to blend well with the city's existing charm, but create an identity unique from the Kercheval Business District



Kercheval After 6 Event

Kercheval After 6 - Streetscape Amenities



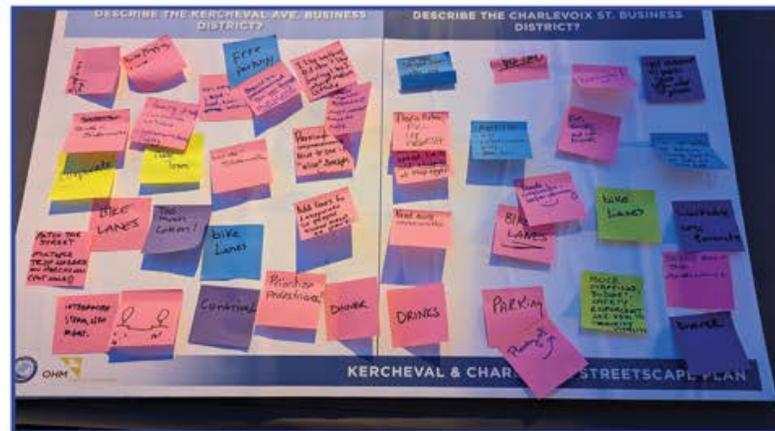
Type of Amenity	# of Votes
Festive Street (Curb-less)	59
Sidewalk Dining	52
Street Trees & Landscaping	40
Improved & Safer Crosswalks	39
Small Pocket Park	39
Public Art & Gateways	28
Bike Lanes (On-Street)	25
Street Furnishings	21
Street Lighting	13
On-Street Parking	10
Wayfinding/Signage	6
Decorative Pavement	2

The community voted for their top three priority streetscape amenities at the Kercheval After 6 Festival. Curbless “Festive Street”, Sidewalk Dining, Street Trees & Landscaping, Improved Crosswalks, and Small Pocket Parks were the highest priorities.

Kercheval After 6 - Business District Identity

Kercheval

- Emphasis on free parking
- Suggestion to pedestrianize the area due to car focus
- Call for safe sidewalks
- Desire for more noble trees
- Noted attributes: family-friendly, walkable, diverse restaurants and retail
- Request for bike lanes and wider sidewalks
- Appreciation for available amenities such as food and hair salons
- Suggestion for a mix of restaurants and a market
- Additional mention of bike lanes
- Described as somewhat contrived
- Mention of bike/jogging lanes
- Reference to corporate presence
- Enjoyment of dining experiences
- Parking improvement suggested, noted lively atmosphere
- Call for clear parking lines on Lakepointe
- Advocacy for pedestrian prioritization
- Desire for improved street atmosphere during meals
- Recommendation for wider sidewalks with trees and integrated stormwater management



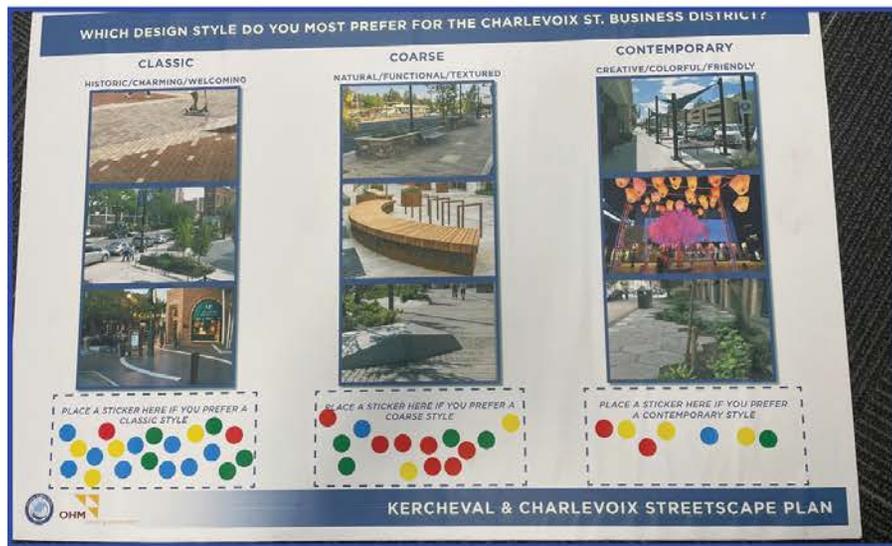
Charlevoix

- Diverse atmosphere
- Call to restore ambulance service
- Concerns about police staffing, budget, safety, and enforcement
- Emphasis on bike lanes for improved mobility
- Need for crosswalks and safer driving conditions
- Parking availability noted
- Enjoyment of socializing with friends, drinks, and fun
- Mention of nightlife, entertainment, and being hip
- Desire for more crosswalks and better enforcement of traffic rules
- Reference to Boca Raton, FL, and a comparison to the "Up North" vibe
- Gritty yet fun atmosphere
- Feedback on the district's car-centric nature, advocating for pedestrian and cyclist prioritization
- Request for striped crosswalks and increased traffic enforcement
- Energized environment
- Home update business presence observed

The residents were encouraged to write down words and sentiments that they feel define the identities of each business district. A summary is provided above and the highlighted words stand out as reoccurring themes.

Charlevoix Street Party

Which design style do you prefer for the Charlevoix St. business district?



Design Style	# of Votes
Classic	20
Coarse	14
Contemporary	7

At the Charlevoix Street Party engagement, a focus was put on identifying what design style the community wants to see along Charlevoix Street. Each person was asked to vote for one style. It is clear that the Classic style that the City already displays is important, but different designs should be blended in to provide Charlevoix Street with a unique identity.

CLASSIC

HISTORIC/CHARMING/WELCOMING



20 Votes

COARSE

NATURAL/FUNCTIONAL/TEXTURED



14 Votes

CONTEMPORARY

CREATIVE/COLORFUL/FRIENDLY



7 Votes

Online Survey

To encourage residents to take the online survey, flyers were distributed at both the Kercheval After 6 and the Charlevoix Street Party. The survey was also posted to social media on September 15 and closed on October 2. The survey had 119 responses.

TAKE THE SURVEY!

KERCHEVAL & CHARLEVOIX STREETScape PLAN

We want to hear from you! Your feedback is needed to help inform streetscape improvements in the Kercheval and Charlevoix Business Districts

Kercheval *Charlevoix*



Participate in our quick online survey by scanning the QR Code or visiting <https://arcg.is/OGKbbe1>



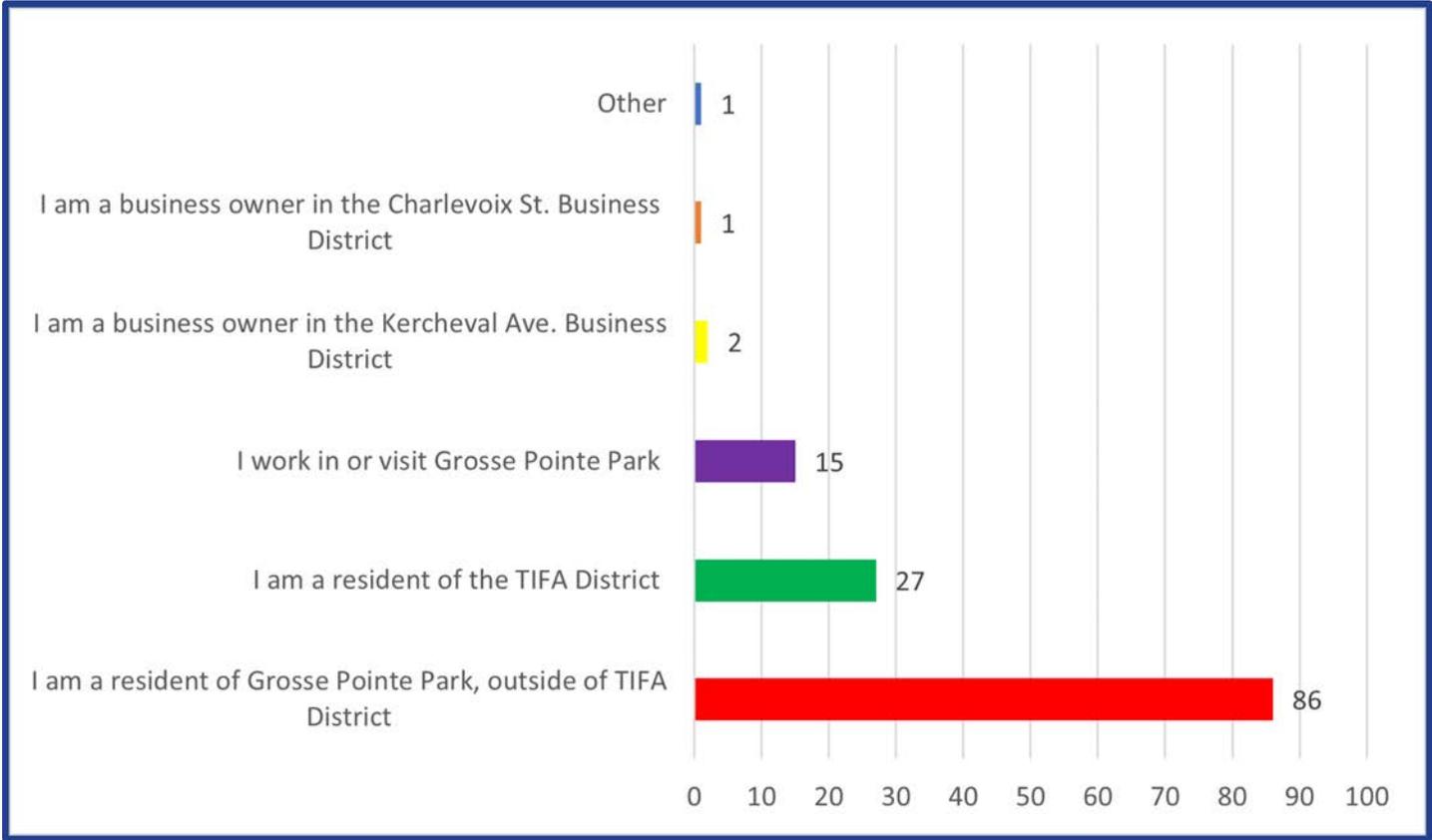
Scan Me!



TAKE THE SURVEY!

Online Survey | Q1

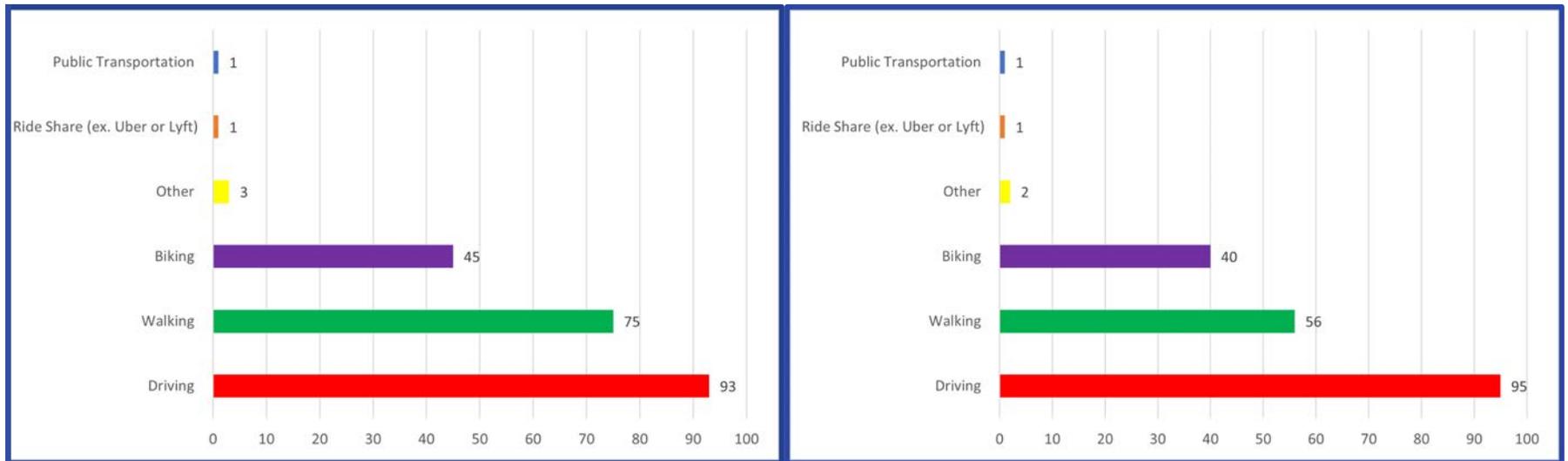
Are you a resident, business owner, or work in GPP?



Survey takers were allowed to select more than one response. All but three responses indicated they were a resident of Grosse Pointe Park.

Online Survey | Q2 & Q3

How do you typically access the businesses?



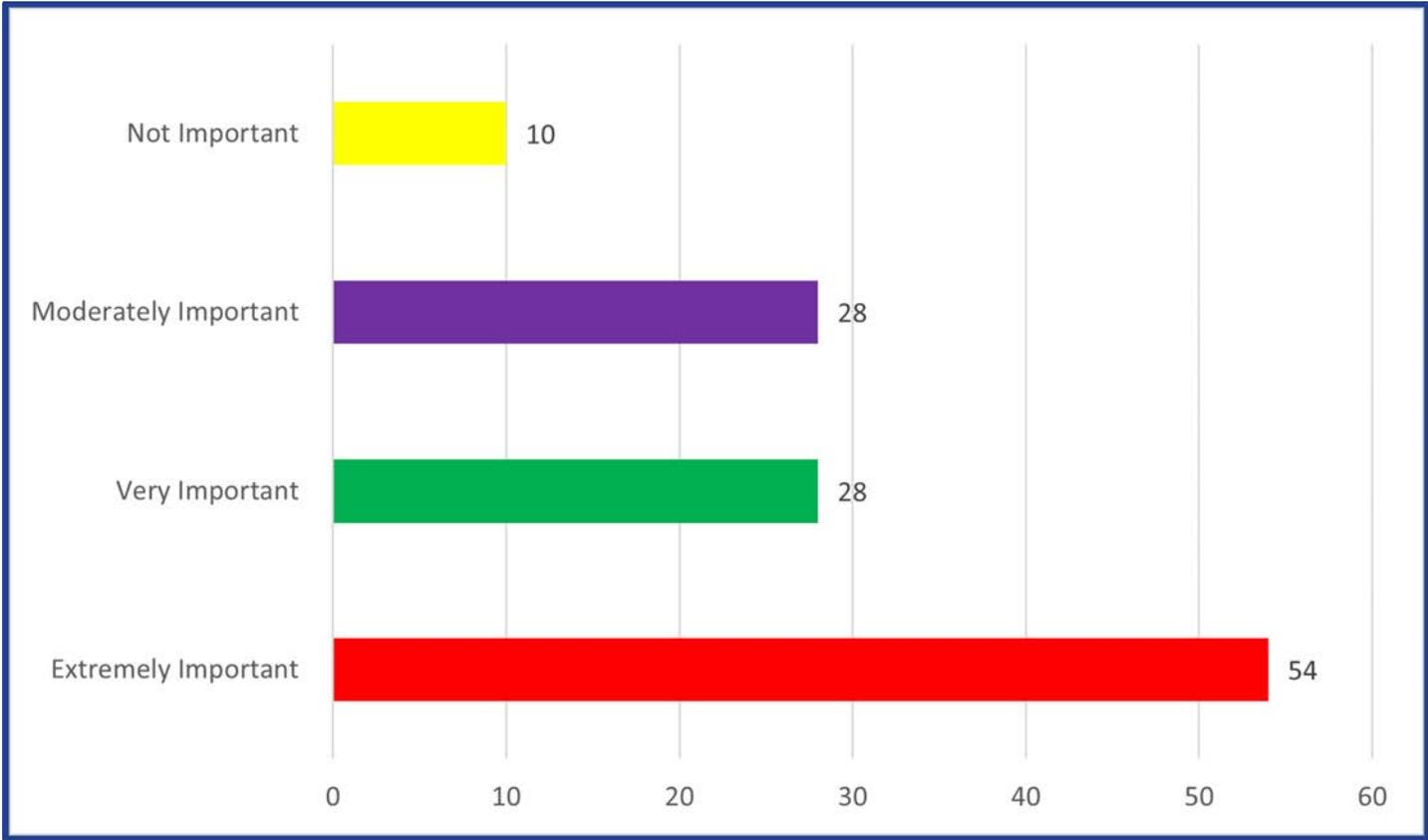
Kercheval Ave.

Charlevoix St.

The survey results for both Charlevoix St. and Kercheval Ave. were similar in that they showed biking, walking, and driving as the primary types of travel to businesses; Driving being the most common mode.

Online Survey | Q4

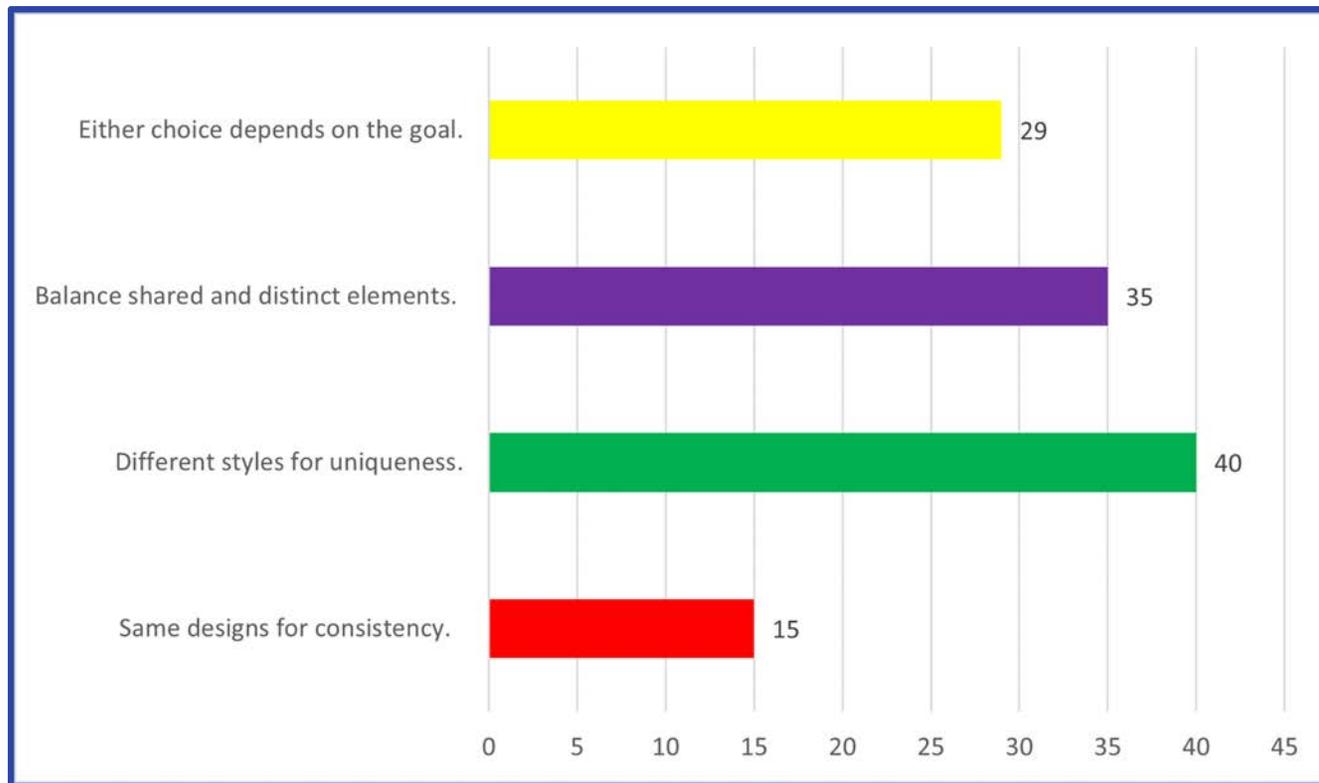
How important is it to have green stormwater infrastructure in the streetscape designs?



The survey respondents indicated that they find importance that green stormwater infrastructure is incorporated into the streetscape design.

Online Survey | Q5

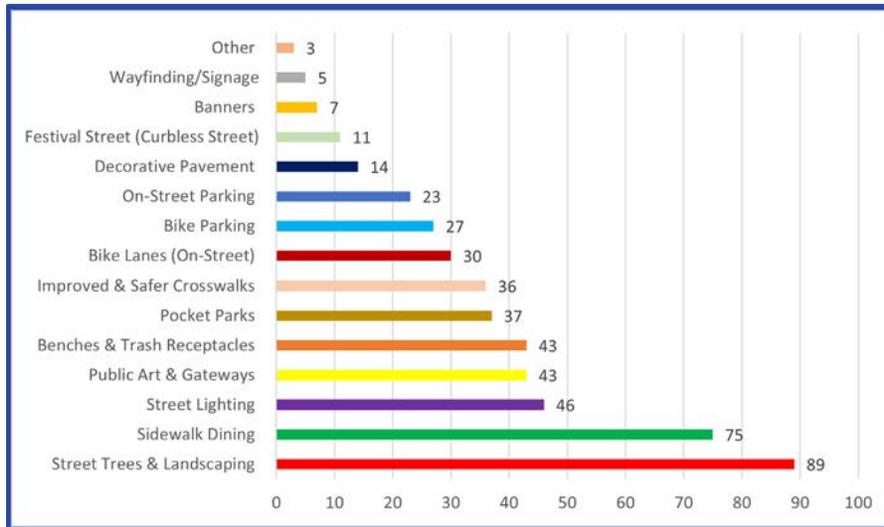
Should Kercheval Ave. Business District and Charlevoix St. Business District share similar design elements for a cohesive look, or should they have distinct styles to create two unique areas?



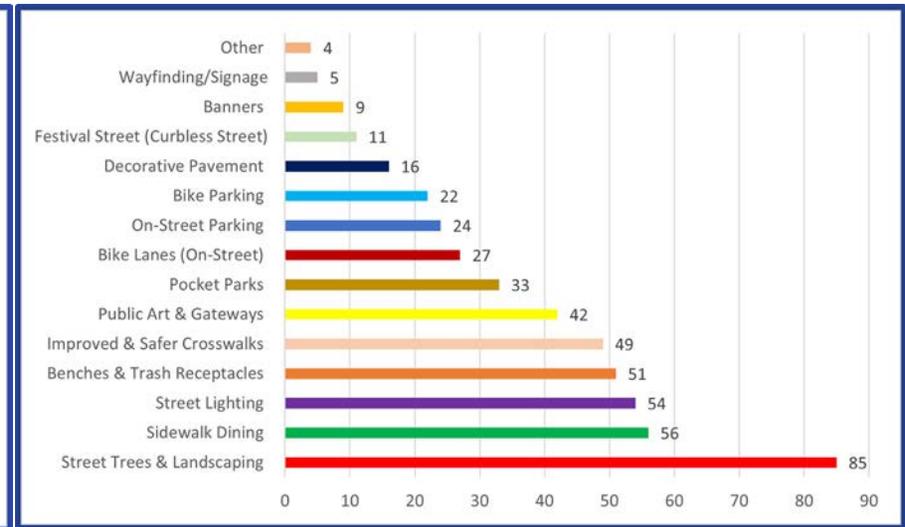
The survey respondents ultimately casted higher votes for uniqueness within each corridor. However, balance shared and district elements took a close second.

Online Survey | Q7 & Q9

Which top four streetscape elements would you like to see?



Kercheval Ave



Charlevoix Ave

Respondents voted for more street trees and landscaping as the top priority along both corridors. Sidewalk dining, street lighting, public art/gateways and benches/trash receptacles were also in demand for both streets.

Online Survey | Q10

What potential opportunities and challenges do you foresee in implementing streetscape enhancements in the Kercheval Ave. and Charlevoix St. Business Districts.



CHALLENGES

- **Physical**
 - Limited Space
 - Parking
 - Vehicle Speeds & Visibility
- **Management**
 - Construction Timeline
 - Maintenance
 - Cost
- **Business Responsibilities**
 - Filling Inactive Storefronts
 - Business Diversity & Hours
 - Maintaining Properties



OPPORTUNITIES

- **Vibrancy & Business Patronage**
 - Pedestrian-Friendly Infrastructure
 - Beautification
 - Expanding Shopping & Dining Options
- **Engaging with Neighbors**
 - More Festivals & Events
 - Outdoor Dining
 - Public Spaces

Existing Conditions & Opportunities

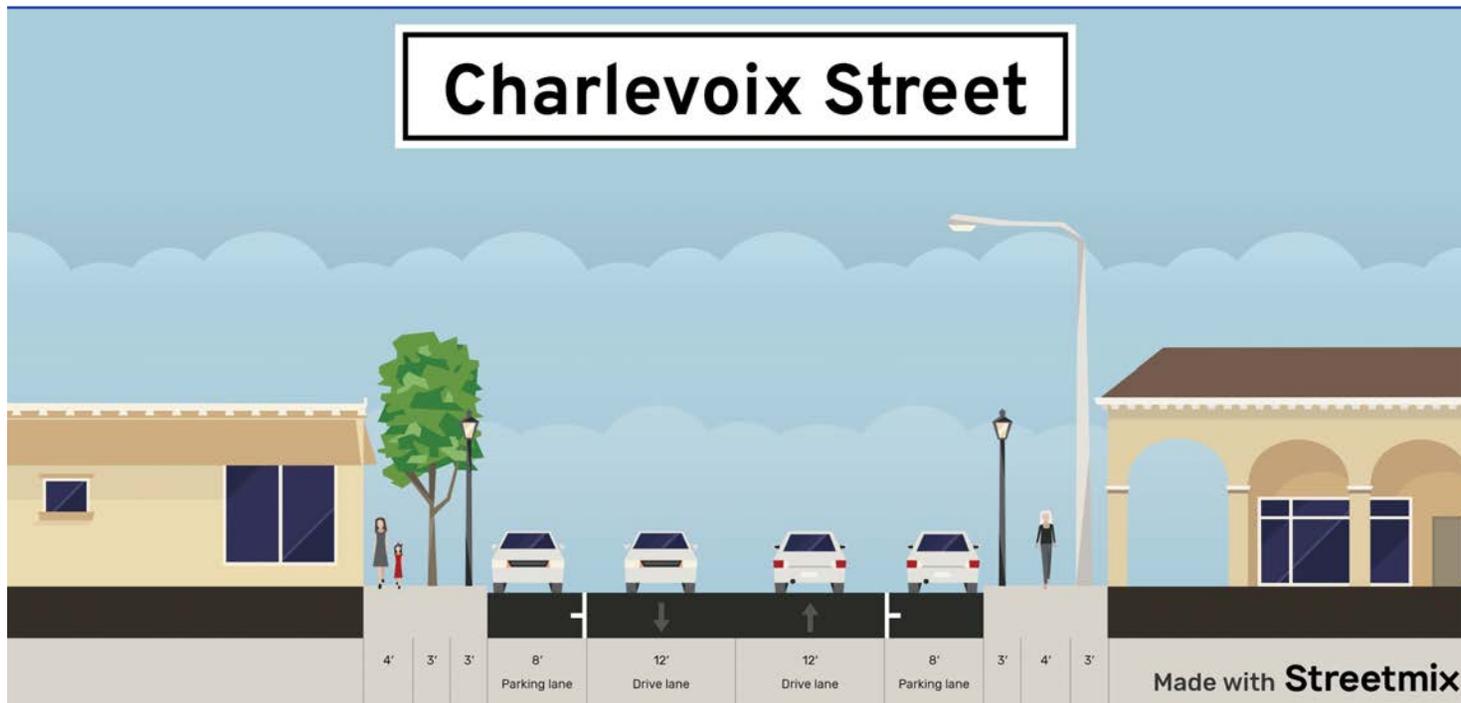


In order to lay a solid foundation for the streetscape designs, a comprehensive assessment of the existing conditions is imperative. From this assessment, opportunities can be identified. This section aims to provide a thorough analysis of the current state of the street infrastructure, landscaping elements, and overall urban fabric.

This information is sourced from the review of existing documents, including 2022 Grosse Pointe Park Master Plan, TIFA Tax Increment Finance and Development Plan, 2021 Parking Study, and Draft 2023 Grosse Pointe Park Zoning Ordinance; the collection of base mapping information such as road limits, utilities, and parcel information; and the documentation and analysis of field data, including traffic data, infrastructure condition, and existing amenities.

Existing Cross Sections

Charlevoix Street is an east-west major collector road connecting neighborhoods south of Mack Avenue. It has a 60-foot-wide right of way. The street includes a central 40-foot-wide roadway with on-street parking with 10-feet behind each curb consisting of approximately 4-foot-wide sidewalks and 6-feet dedicated to utilities or street trees. The streetscape shows signs of deterioration, including sidewalk pavers and small trees. The district includes both new and long-standing businesses, eateries, bars, retail shops, and offices, as well as multifamily and single-family homes. There are some undeveloped lots used for parking or open spaces.



Charlevoix Street cross section

Existing Cross Sections

Kercheval Avenue is a minor arterial road in Grosse Pointe Park, serving as a crucial east-west link between Detroit and Grosse Pointe City. It features a bustling commercial hub with an 80-foot-wide right of way. The avenue includes a central 40-foot-wide roadway with on-street parking with 20-feet behind each curb consisting of approximately 8-foot-wide sidewalks and 12-feet of landscaping, utilities, or dining space. The streetscape is adorned with movable planters, benches, ornamental lighting, and mature trees in concrete planters. While some elements of the streetscape, such as sidewalk pavers and street furniture, show signs of aging, Kercheval remains attractive and essential to the community.



Kercheval Avenue cross section.

Mobility Conditions

Non-Motorized Connectivity

Non-motorized connectivity refers to the establishment of accessible and safe routes that accommodate pedestrians and cyclists, promoting seamless movement without the reliance on motor vehicles creating a more interconnected and vibrant urban landscape.

POSITIVES

- The TIFA District's neighborhood grid and full network of sidewalks provide strong access to both business districts both by pedestrians and cyclists.

OPPORTUNITIES

- Aging infrastructure needs repair.
- Narrow sidewalks should be widened to 8-foot-wide on Charlevoix and 10-foot-wide on Kercheval
- Unmarked crosswalks should be painted.
- Wayfinding to guide pedestrians and bicyclists from one district to the other should be considered.
- Bicycle paths should be signed and marked. Dedicated lanes can be added to meet community requests
- Additional and purposeful bicycle parking should be added throughout the districts.



Example of aging sidewalk infrastructure.

Mobility Conditions

Public Transit Routes, Stops, and Ridership

Grosse Pointe Park is serviced by two regional bus systems, SMART Bus (serving Southeast Michigan) and the City of Detroit Department of Transportation Bus System. SMART's 620 - Charlevoix Route and SMART's 610 - Kercheval Route traverse the project area. Additionally, the Pointe's K-Line Trolley services Kercheval.

POSITIVES

- The K-Line Trolley is hugely popular on weekends.

OPPORTUNITIES

- Unsigned SMART and K-Line stops should have signs.
- Non-accessible bus stops should have accessible pads added.
- Unmarked crosswalks should be painted.



SMART bus on Kercheval Ave.



SMART bus stop on the corner of Maryland St. and Kercheval Ave.

Safety & Accessibility

ADA Accessibility

The Americans with Disability Act (ADA) of 1990 is a broad civil rights statute that prohibits discrimination against individuals with disabilities in all areas of public life, including the public rights-of-way. Therefore, there are federal requirements requiring maximum slopes of sidewalks, the removal of potential trip hazards, and the installation of certain detectable features for those with low vision.

POSITIVES

- Access to buildings are generally flush and accessible

OPPORTUNITIES

- Trip hazards in sidewalk need repair to meet ADA requirements.
- Sidewalk ramps require detectable warning strips.



Example of non-ADA compliant sidewalk

Safety & Accessibility

Vehicle Speeds

The posted speed limits on both Kercheval Ave. and Charlevoix St. are 25 mph. This is considered appropriate for both business districts. Speed data was collected on Tuesday July 25th, 2023, and Wednesday July 26th, 2023, via tube counters. The data is shown in Tables 1 and 2. Overall, the statistically derived 85th percentile speeds are generally considered the best representation of the prevailing speed on roads. The mean speed is the statistical average of the speeds measured during the study. The 10 MPH Pace is a 10-MPH-range based on the mean speed, with percent-in-pace representing the number of vehicles traveling within that 10 MPH band. Percent-in-pace values of 75% or higher indicate good average speed distribution.

POSITIVES

- Kercheval Ave’s 85th percentile speed is lower than the posted speed limit of 25 mph for both directions.
- The mean speeds in both tables are close to the posted speeds with 10 MPH pace ranges in an acceptable range for safe, efficient operation.
- Both Charlevoix St. and Kercheval Ave. have high percentages of vehicles in pace, indicating consistent speed distributions in these segments.

OPPORTUNITIES

- Charlevoix St’s 85th percentile speed is slightly higher than the posted speed limit.
- Traffic calming measures, such as curb bumpouts or speed tables should be installed.

Table 1: Speed Data on Kercheval Ave, West of Beaconsfield

	Eastbound	Westbound
85 th Percentile (MPH)	19.4	20.4
Mean Speed (MPH)	17.9	19.1
10 MPH Pace Speed (MPH)	15-24	15-24
Percent in Pace (%)	94.0%	98.0%

Table 2: Speed Data on Charlevoix Street, East of Maryland

	Eastbound	Westbound
85 th Percentile (MPH)	26.4	25.2
Mean Speed (MPH)	22.6	21.8
10 MPH Pace Speed (MPH)	15-24	15-24
Percent in Pace (%)	72.0%	79.0%



Intersection showing bumpouts and a raised crosswalk. Source: National Association of City Transportation Officials (NACTO).

Safety & Accessibility

Crash History

Along Kercheval Ave., there were 12 crashes reported throughout this segment (excluding the intersection at Alter) in the last 3 years. Most of the crashes were classified as single vehicle crashes.

Along Charlevoix St., there were 11 crashes reported throughout this segment (excluding the intersection at Alter) in the last 3 years. Most of the crashes were angle crashes, meaning one vehicle striking another from the side.

It should be noted that there were a significant number of crashes at the Kercheval Ave. and Charlevoix St. intersections at Alter Rd., and although these intersections are outside of the study area, it is near enough to make an impact on the adjacent business districts.

POSITIVES

- The crash patterns for both roadways are typical.

OPPORTUNITIES

- On Kercheval Ave., four of the single vehicle crashes occurred at the roundabout located at Kercheval Ave. and Wayburn St.
 - Roundabout directional chevrons (R6-4a) signs should be installed.
 - Lighting conditions of the roundabout should be reviewed.
- On Charlevoix St., six crashes resulted from failing to yield at side streets or driveways.
 - Intersection sight distance should be evaluated.
 - The addition of 4-way-stops should be investigated.

Segment	Crash Type								Injuries			
	Side Swipe	Head On	Angle	Rear End	Single Vehicle	Back	Other	TOTAL	Fatal	A-Level (Incapacitating)	B-Level (Non-Incapacitating)	C-Level (Possible)
	Alter to Nottingham	1	1	2	0	6	1	1	12	0	0	1
TOTAL	1	1	2	0	6	1	1	12	0	0	1	0
% TOTAL	8%	8%	16%	0%	50%	8%	8%	100.0%	0%	0%	8%	0%

Four of these single vehicle crashes occurred at the roundabout located at Kercheval Ave. and Wayburn St with high speeds noted as contributing factors to the crashes. These vehicles were all traveling eastbound. Additionally, all of these crashes occurred during the evening/night.

Vehicle Considerations

Vehicle Traffic

Vehicle traffic counts were taken and are summarized in Tables 3 and 4. It should be noted that there was construction on Kercheval Ave., closing the road from Balfour to Bedford at the time these counts were taken. The Michigan Department of Transportation has a 2-way, 24-hour count of 2,828 vehicles in 2022, 55% larger than count tabulated below.

Table 3: Traffic Volumes on Kercheval Ave, West of Beaconsfield

Day	Eastbound	Westbound	Total
Tuesday 07/25 ¹	764	568	1332
Wednesday 07/26 ¹	226	260	486
Average Weekday Daily Traffic	990	828	1818

1. Partial Day Count

Table 4: Traffic Volumes on Charlevoix St, East of Maryland

Day	Eastbound	Westbound	Total
Tuesday 07/25 ¹	621	753	1374
Wednesday 07/26 ¹	128	288	416
Average Weekday Daily Traffic	749	1041	1790

1. Partial Day Count

POSITIVES

- Both roads have low traffic volumes.
- There are no noted traffic flow issues from the public.

OPPORTUNITIES

- The roundabout geometry at Kercheval Ave. and Wayburn restricts buses and trucks forcing these large vehicles to use local roads to access the corridor. Revising the geometry should be considered to allow for bus and truck traffic.
- The lack of compliance of traffic laws, especially at stop signs, is a reoccurring topic from the public. This should be investigated, and enforcement should be increased.

Vehicle Considerations

Vehicle Parking

The 2021 Parking Study provided strategic recommendations to optimize parking management, address varying needs, and enhance overall parking experiences for all business districts within the City. As it relates to Kercheval and Charlevoix St. streetscaping, the following notes have been identified.

POSITIVES

- On Kercheval Ave., new off-street parking is being constructed per the recommendations of the parking study.
- On Charlevoix, current parking needs are met with more than half of the street less than 60% occupied at peak times.

OPPORTUNITIES

- Aging pay meters on Kercheval Ave. should be modernized.
- Pay meters and striping should be added to Charlevoix St. to better optimize parking management.
- Wayfinding to parking lots should be added.



Parking lot between Wayburn and Maryland on the north side of Kercheval Ave.

Land Use & Development

Land Use

From the 2023 Draft Grosse Pointe Park Zoning Ordinance, the Kercheval Business District zoning has been designated as CBD, representing Central Business District. This zoning classification is geared towards fostering small to medium-scale mixed-use developments that prioritize pedestrian, bicycle, and transit modes of access, thereby supporting and complementing these endeavors.

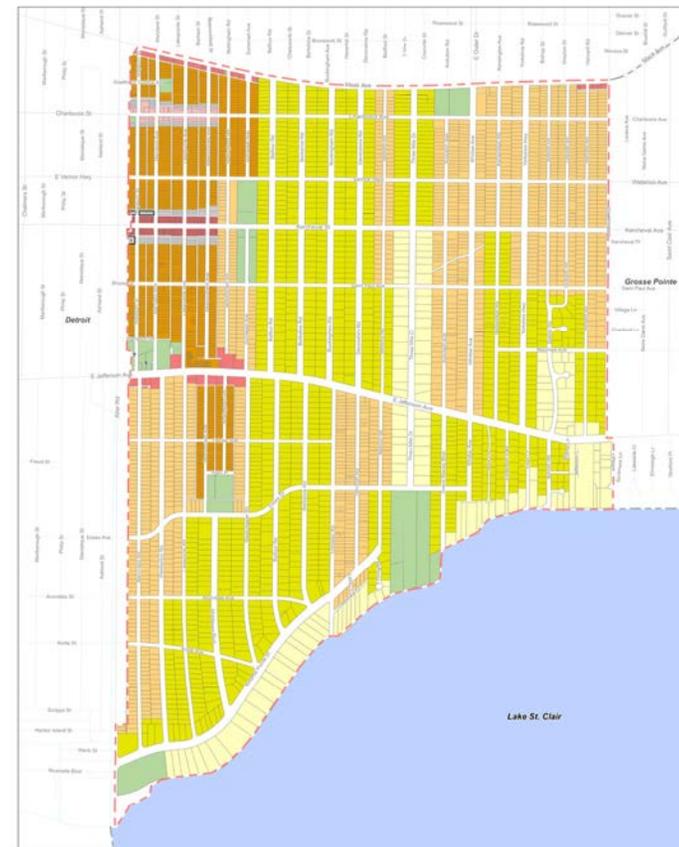
The Charlevoix Business District zoning has been designated as Neighborhood Mixed Use. NMU zoning aims to facilitate the provision of daily services and goods catering to the neighboring communities, alongside context-sensitive live/work developments, residential units, office spaces, and more modest-scale commercial enterprises, all designed to encourage a walkable, pedestrian-centric neighborhood ambiance.

POSITIVES

- The updated master plan and zoning will allow for increased density furthering the vibrancy of the corridors.

OPPORTUNITIES

- The varying zoning classifications allow for each district to have distinct characteristics from each other, and this should be enhanced by the implementation of strategic streetscape elements fitting the scale of each district.
- Infill of undeveloped or low-use lots should be encouraged.



Grosse Pointe Park Zoning Map - DRAFT

Grosse Pointe Park, Wayne County, Michigan

June 15, 2023

LEGEND	
ER - Estate Residential	20,000 sq. ft.
NR-1 - Neighborhood Residential 1	10,000 sq. ft.
NR-2 - Neighborhood Residential 2	5,000 sq. ft.
NR-3 - Neighborhood Residential 3	2,000 sq. ft.
NMU - Neighborhood Mixed Use	
CMU - Corridor Mixed Use	
CBD - Central Business District	
C - Civic and Parks District	
TD - Transitional District	
Conditional Rezoning to P - Parking	
Grosse Pointe Park Boundary	
Other Municipal Boundaries	

Minimum Lot Size per D.U.	
20,000 sq. ft.	
10,000 sq. ft.	
5,000 sq. ft.	
2,000 sq. ft.	



BaseMap Source: Michigan Center for Geographic Information, © 174, Last Source: Wayne County 2023, Grosse Pointe Park 2023, MCKENNA 2023.



Land Use & Development

Development

A large-scale development along Kercheval Ave. between Ashland Street and Wayburn Road is proposed. With the development, streetscaping improvements are also included.

POSITIVES

- The proposed plan incorporates much of the same or similar streetscaping opportunities that this plan is identifying.
- Further infill adjacent to the Kercheval Business District will only bolster the corridor as a whole.

OPPORTUNITIES

- Geometry, streetscape elements, and design preferences needs to be coordinated with the developer.



Kercheval Ave. plan rendering advertised to the public.

Physical Conditions

POSITIVES

- Trees on Kercheval Ave. are mature creating a beautiful tree canopy.
- Planters are full of healthy plant material.
- Street lighting appears to be in good, working condition.

OPPORTUNITIES

- Both roads require repaving at a minimum due to their deteriorated condition, but consideration should be given to full reconstruction, which presents an opportunity for improved geometry and the use of decorative materials.
- All sidewalks are in poor condition and need to be rebuilt allowing for the opportunity of decorative materials.
- Planting material is healthy, but there does not appear to be any continuity from one planter to another and a consistent planting scheme should be identified.
- Planters should be replaced with a more decorative treatment, as they are surrounded by an aging concrete curb on Kercheval Ave. and nonexistent on Charlevoix St.
- Planter sizes should be reduced on Kercheval to allow for additional sidewalk space and reduced maintenance.
- Irrigation should be installed to reduce the maintenance burden to the TIFA.
- Trees on Charlevoix St. vary in both health and species, creating an opportunity for a fresh start with matching species, planted in more advantageous locations to add to the pedestrian experience.



Example of road and sidewalk deterioration.

Corridor Character & Identity

Kercheval Avenue

POSITIVES

- The strong network of businesses and people first and foremost define the character of the business district.
- Kercheval Ave. offers a comfortable experience with quaint shops and cozy mood beneath a mature canopy of locust trees.
- The street lamps are a core feature to the identity of the TIFA district.
- The current streetscape elements including string lights, brick pavers, landscaping, benches, litter receptacles, banners, and music.
- The frequent sidewalk dining spaces create a sense of vibrancy on the corridor and allow for impromptu interactions with neighbors.

OPPORTUNITIES

- The mismatched styles of site furnishing such as benches, bike racks, and trash receptacles should be updated to define a distinct style and brand identity for the district.
- The aging brick pavers need to be replaced and visual interest and identity can be redefined through either the reuse of the brick pavers or other decorative concrete elements.
- Sidewalk gathering or meeting spaces are not well defined or instinctive.
 - Seat walls around planters should be considered to provide informal seating and gathering spaces.
 - Parklets (sidewalk extensions into the parking lane providing more space for people and amenities) should be considered to provide more formal seating and gathering spaces.



Kercheval Ave. highlighting mature trees and memorial clock.



"The Park" sign with street lamp imagery.

Corridor Character & Identity

Charlevoix Street

POSITIVES

- Charlevoix St. is a neighborhood destination frequented most often by those in the surrounding neighborhood.
- The Charlevoix St. Businesses District caters more toward adult-focused services with several bars and eateries.

OPPORTUNITIES

- Successful and core identifying elements should be mirrored from Kercheval Ave. to bring the quaint feeling to Charlevoix St.
 - Such elements could include additional and purposeful street trees, string lights, and sidewalk dining.
- Charlevoix St. is a distinct business district and unique features should be considered to define its identity.
 - Such differentiating features could include decorative pavements, specific plantings, street lights, or artistic installations.
- Curb bumpouts should be installed to create a cozier feeling.
- Infill of undeveloped or low-use lots will help reduce the open feeling.



Charlevoix St. looking east.



Charlevoix St. businesses.

Streetscape Recommendations



Kercheval Avenue

Overall Concept

With the four goals in mind, the proposed work includes:



Streets for People

- Shorter Crosswalks

- Narrow vehicles lanes from 12 ft to 11 ft
- Mill and overlay the road
- Rebuild sidewalks in concrete
- Construct intersection bumpouts to narrow crosswalks
- Rebuild the curbs



Community Spaces

- Gathering Spaces
- Sidewalk Dining

- Provide larger pedestrian areas near intersections as gathering spaces
- Add the extra 2 ft to create more outdoor dining space on the north side of the road
- Upgrade site furnishings



Destination

- Trees & Greenery
- Decorative Pavements

- Paint and repair pedestrian lights and string lights
- Replace DTE streetlight poles with more decorative poles. Save foundations and wiring.
- Update landscaping planters with irrigation and include new trees where possible
- Protect all existing trees
- Include decorative accent pavement in select areas
- Install green stormwater infrastructure



Strong Businesses

- A streetscape acting as a destination

- The implementation of the proposed work will reinforce Kercheval Ave. as a crown jewel destination for the region.

Kercheval Avenue

Overall Concept



Bump Out



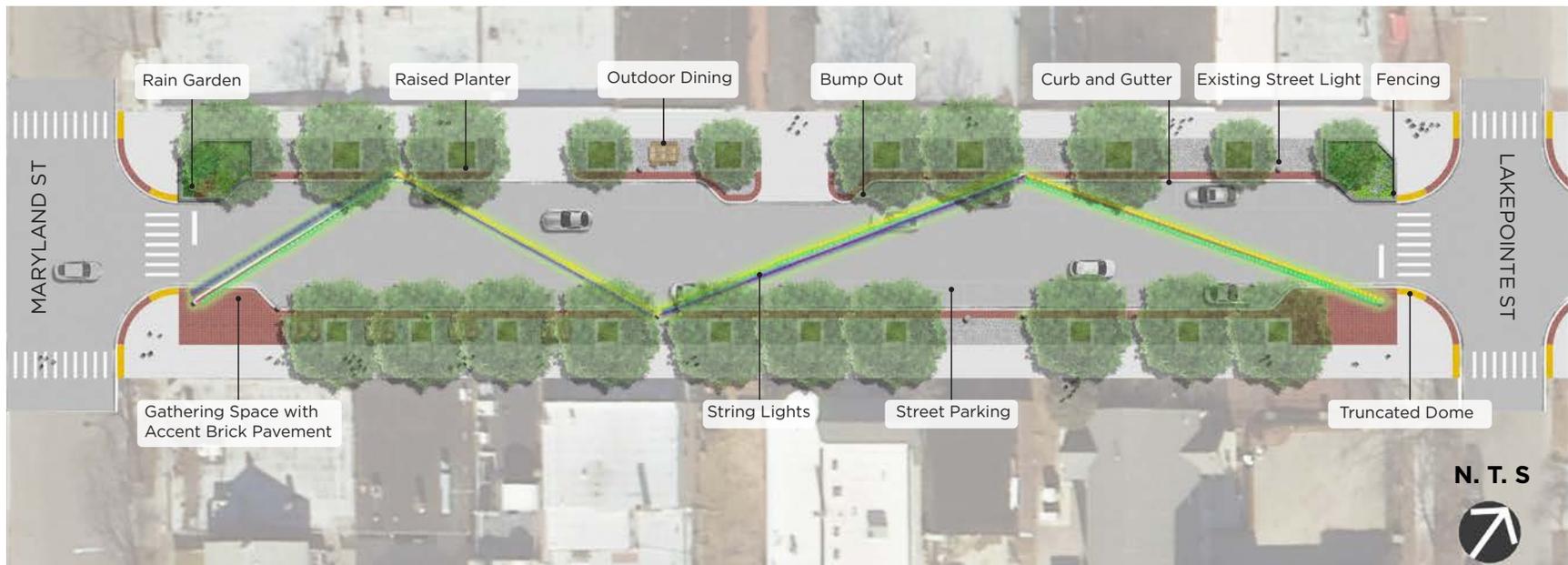
Raised Planter



Rain Garden Fencing



Active Streetscape



Bike Rack



Bench



Trash Receptacle



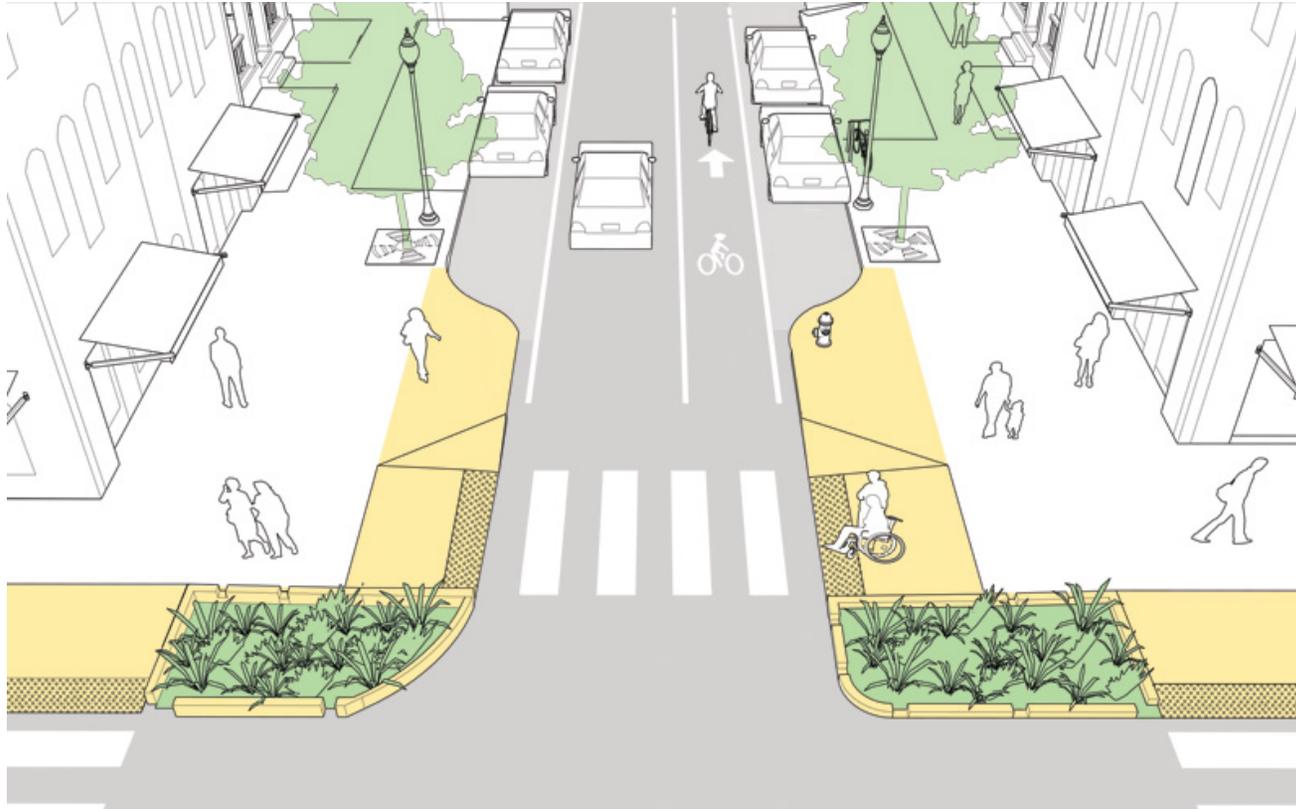
Pedestrian Lighting



Kercheval Avenue

Intersection Bumpouts

Intersection bumpouts or curb extensions visually and physically narrow the roadway creating shorter and safer crossings for pedestrians. They allow for better visibility between pedestrians and vehicles by moving the sidewalk ramp in front of the parking lane. Because the intersection is narrowed, vehicles are encouraged to take turns at slower speeds. The bumpouts also provide additional space for landscaping, green infrastructure, and other amenities that would otherwise be unused space in the road.



An intersection showing curb bumpouts and green stormwater infrastructure. Source: National Association of Transportation Officials (NACTO).

Kercheval Avenue

Trees & Landscaping

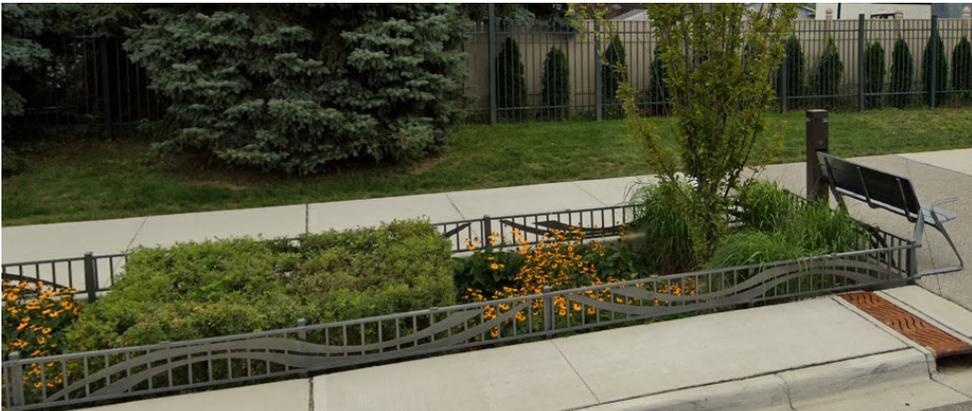
One of the defining characteristics of the existing Kercheval Ave. corridor is the established tree canopy that provides a comfortable and intimate setting resulting in a unique sense of place for the community. The proposed landscaping is meant to enhance this existing canopy by providing low maintenance accents without compromising the character and flow of the street life. Raised planters will be reconditioned to better fit the scale and appearance of the corridor, and proposed plantings will be rich in color and texture.



Kercheval Avenue

Green Stormwater Infrastructure

The revised corridor plan also offers a 'green' component to provide a sustainable alternative to traditional stormwater practices. Multiple rain garden planting beds included in the design will collect and clean stormwater runoff before replenishing the ground water table, as opposed to having it piped to an offsite location for treatment and dispersal. While plantings for these areas are primarily selected for their adaptability to these conditions, they also have ornamental appeal that will add to the character of the corridor.



A manicured style of rain garden.



A more natural style of rain garden.

Kercheval Avenue

Site Furnishings

Proposed site furnishings will remain classic and in tune with the existing character of the corridor. Ornate black metal will be the common theme between benches, bike racks, and trash receptacles, while the street lights will maintain the classic charm and appeal depicted in the Grosse Point Park logo. These furnishings are intended to stretch beyond the Grosse Point Park boundaries, and match (or be complimentary to) the furnishings included in the Kercheval Ave. improvements in the City of Detroit.



An example of a bike rack.



An example of a bench.



An example of a trash receptacle.

Kercheval Avenue

Gathering Spaces

With the redesign of the intersection bumpouts and planter areas, larger spaces for spontaneous gathering is proposed. These spaces can be furnished to accommodate all types of meet-up, yet be flexible enough when site programming requires spaces for larger crowds or pocket activities.

An interactive feature at these locations will encourage foot traffic and provide a comfortable place to gather, whether it is to meet friends and family, wait for a table at a nearby restaurant, or have an impromptu chat with a neighbor.



A gathering space in Grosse Pointe City.



A gathering space with a fountain and decorative brick pavers.



A gathering space with a fire pit.

Kercheval Avenue

Outdoor Dining

The redesign of the corridor also includes spaces for street-side dining. These areas are typically spaced between the large trees bookended with plantings or put directly adjacent to the buildings.



Outdoor dining showing seating both against the building and situated between trees in front of the sidewalk.



Larger outdoor dining area.

Kercheval Avenue

Decorative Pavements

To maintain visual interest and break up the monotony of typical concrete surfacing throughout the corridor, various styles of hardscape are used to help identify designated activities. Standard concrete is used to signify the sidewalk areas intended for pedestrian traffic and movement. Decorative brick pavers are used as accent pieces in the parkways along the curbs and in the designated dining areas. These pavers will offer warmer color tones and the classic appeal of the corridor, while also creating a visual designation that these are areas of importance and heightened energy. Finally, decorative concrete (exposed aggregate, colored and/or stamped) is used in the gathering spaces between the parkways and sidewalks, intended to slow movement and draw people away from the higher traffic areas.



A sidewalk with brick pavers.



An intersection with decorative pavements.

Kercheval Avenue

Lighting

The Kercheval Ave. Business District already has a strong lighting scheme providing an inviting environment for the street, but the infrastructure is aging and is in need of repairs. The pedestrian lighting should be repaired, painted, and replaced where needed. It is recommended that the overhead road light poles are replaced with more decorative poles. Maintenance is needed on the string lights to replace bulbs and repair malfunctioning strands.



String lights in Detroit's Greek Town.



Decorative streetlight pole in East Grand Rapids.

Kercheval Avenue

Wayburn Roundabout

The crash analysis showed multiple single vehicle crashes at the Wayburn Roundabout all occurring at night. This suggests there is an issue with visibility of the roundabout. The situation can be improved with the addition of retro-reflective traffic signs and a review of the street lighting.

A lighted, overhead gateway feature is also recommended above the roundabout. This will bring attention to the roundabout and reinforce the roundabout as a clear entrance into the Kercheval Ave. Business District and that vehicle speeds must be reduced. The gateway feature could be additional string lights or a more unique art piece.

The current configuration of the roundabout prevents trucks and buses from passing through the intersection. It is recommended that the circle be modified to have a mountable curb and truck apron to allow larger vehicles through on Kercheval Ave.



Example of a string light gateway that can be constructed above the Wayburn Roundabout.

Charlevoix Street

Overall Concept

With the four goals in mind, the proposed work includes:



Streets for People

- Wider Sidewalks
- Shorter Crosswalks

- Widen sidewalks to 8 ft wide
- Construct intersection bumpouts to narrow crosswalks
- Narrow vehicle lanes from 12 ft to 11 ft
- Relocate or replace pedestrian streetlights to make a clear 8 ft wide sidewalk



Community Spaces

- Curbless Street
- Sidewalk Dining

- Mill and overlay the road
- Provide a curbless road for improved accessibility and flexibility
- Upgrade site furnishings



Destination

- Trees & Greenery
- Decorative Lighting

- Install string lights similar to Kercheval Ave.
- Replace DTE streetlight poles with more decorative poles. Save foundations and wiring
- Plant new and more trees and landscaping with irrigation



Strong Businesses

- An active and flexible streetscape

- The implementation of the proposed work will contribute to strong businesses, as the streetscape will become more unique, flexible, and accommodating for residents/visitors.

Charlevoix Street

Overall Concept



Bike Rack



Planter



Curbless Parking



Rain Garden

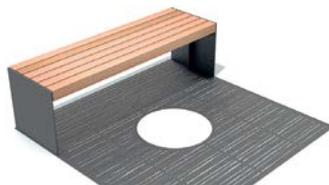


Artistic Fence

Bench & Tree Grate

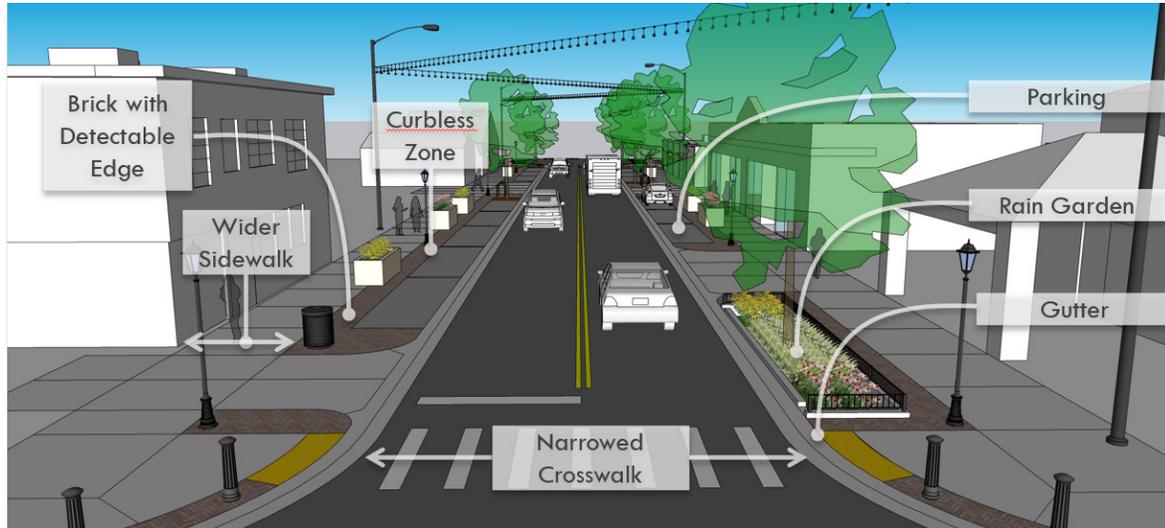
String Lights

Active Streetscape



Charlevoix Street

Overall Concept



Charlevoix Street

Curbless

A curbless street is formed by eliminating the curb between the road and sidewalk, prioritizing pedestrians and bicyclists over cars and trucks. This design not only enhances accessibility for individuals with mobility challenges, but also signals to drivers that the area is a destination rather than merely a thoroughfare.

A second benefit of curbless allows for flexibility in how the road is used. Businesses can more easily use the parking area in front of their building and the entire street becomes more functional when closed for events.

Safety is the highest priority in any road and streetscape design. Aside from standard marking and signs, the sidewalk and the road will be delineated in multiple ways to prevent any confusion for drivers. This ways include landscaping, colored and textured pavements, street lights, signs, and other utilities. The pavement between the parking lane and the sidewalk will be a different color and feature a “detectable edge” that will be perceptible both underfoot and with walking canes.



A recently constructed curbless street in Ann Arbor, MI.

Charlevoix Street

Trees & Landscaping

In its current state, the Charlevoix St. corridor has a limited amount of greenspace incorporated into the existing streetscape. There are green “spaces” along the corridor, however these are private spaces that are adjacent to and not integrated within the corridor. The proposed landscape plan looks to change this by introducing raised planters into the sidewalk areas and positioning tree plantings in line with the parallel parking areas. These raised planters will provide relief from the “flat” sidewalk areas and also provide some protection to adjacent parking areas. Plantings will be hardy for the urban Michigan environment, but also ornamental in color and texture.



Examples of different planting styles.

Charlevoix Street

Lighting

Street lighting was considered a high priority during the community engagement. Grosse Pointe Park is already well known for its decorative lighting throughout the TIFA district, from lanterns and porch lights on the houses to string lights and holiday lights in the commercial districts. Charlevoix St. will continue this theme.

The decorative pedestrian lighting currently obstructs the sidewalks. It will be removed and relocated or replaced near intersections and along the “step-out” space between the parking lane and sidewalk. The overhead road lighting is also proposed to be replaced with more decorative poles. String lights will be connected to the road lights similar to Kercheval Ave.



Examples of overhead string lighting.

Charlevoix Street

Fencing & Screening

Unique and decorative fencing or screening is suggested along vacant and private areas along the corridor. The intent of this is two-fold: 1) to keep the activity and energy within the corridor, and 2) to offer a unique and artistic identity to the corridor. Fencing and screening opportunities include custom fencing, painted murals, and/or bollards with themes/designs that are unique to the Charlevoix St. corridor and Grosse Pointe Park as a whole.



Examples of decorative and screening fence.

Additional Components

Pocket Parks

The community engagement showed a want for more communal spaces and green spaces in or near the business districts. “Pocket Parks” are small parks or outdoor areas adjacent to urban cores where residents can relax and gather. It is recommended that the TIFA encourage future developments of underutilized lots to provide space for outdoor recreation and socializing.

Wayfinding

Wayfinding is a future or supplemental option for the business districts. This includes signage to guide vehicles to parking lots helping to get them off the road sooner and reduce congestion. This could also include signs for pedestrians and bikers helping to guide them to specific business or between Grosse Pointe Park’s business districts on Mack Ave., Kercheval Ave., Charlevoix St., and Jefferson Ave.

Pay Meters

It is recommended that the pay meters be upgraded on Kercheval Ave. and considered on Charlevoix St.

Music

Music is a feature beloved on Kercheval Ave. and is recommended to be extended to Charlevoix St.

Wi-Fi

Public wireless internet is becoming a more common amenity for urban public spaces. It is especially useful during street festivals. Vendors commonly use digital payment methods and a lack of phone service has made this difficult in previous festivals like Kercheval After 6. The installation of public wireless is relatively inexpensive, but comes with a continued service charge that would need to be budgeted for.

Cost Opinion Breakdown

The following cost opinions are based on general streetscape elements and should be considered an order-of-magnitude. Costs are estimated from pricing of recently constructed projects in the area and from industry standard principles.

PROBABLE CONSTRUCTION COST	CHARLEVOIX	KERCHEVAL
Road Work	\$ 700,000	\$ 700,000
Sidewalks	\$ 650,000	\$ 925,000
Drainage	\$ 300,000	\$ 200,000
Street Lighting	\$ 300,000	\$ 125,000
Landscaping	\$ 300,000	\$ 300,000
Street Furniture & Amenities	\$ 175,000	\$ 150,000
Green Stormwater Infrastructure	\$ 50,000	\$ 100,000
Miscellaneous Features	\$ 50,000	\$ 125,000
CONTINGENCY (20%)	\$ 500,000	\$ 500,000
SUBTOTAL =	\$ 3,000,000	\$ 3,100,000
ENGINEERING FEES (25%) =	\$ 750,000	\$ 775,000
TOTAL CONSTRUCTION COST =	\$ 3,800,000	\$ 3,900,000

Implementation Plan



The Streetscape Plan for Charlevoix St. and Kercheval Ave. is the first step in providing focus on how to move forward. With these plan guidelines in mind, the TIFA, the City, and residents will work together to bring these concepts to reality. This plan will need to build on and remain flexible with any future developments and funding needs. Additional engineering work and community engagement is needed before construction can begin.

Further community engagement needs are recommended to better understand:

- Parking, biking, and access needs
- Business uses, dining preferences, and delivery locations
- Locations and types of amenities
- Style choices

Funding

The Streetscapes should be coordinated with capital improvement programs, such as road paving, water main upgrades, and tree planting programs performed by the City. Because of the disruptive nature of these construction projects, it makes both financial and practical sense to perform all construction improvements along a single corridor under one contract.

Additionally, the TIFA and the City should continue to pursue available regional, State, and Federal grants to help offset the costs to the TIFA. Some such grants include:

- Transportation Alternatives Program (TAP) distributed via both the Michigan Department of Transportation (MDOT) and the Southeast Michigan Council of Governments (SEMCOG)
- SEMCOG Planning Assistance Program
- State Transportation Improvements Program (STIP) distributed via the Wayne County Federal Aid Committee (FAC)
- Carbon Reduction Program (CRP) distributed via MDOT
- Michigan Economic Development Corporation (MEDC) Grants



Time Line

It is recommended that the Charlevoix St. Streetscape be pursued before the Kercheval Ave. Streetscape. The road is in a worse pavement condition, the sidewalks have more deficiencies, and there is strong public interest in improving the condition of this business district. If funds are available, it is not recommended to perform construction on both districts at the same time. This would be unreasonably disruptive to the businesses and the community as a whole. These projects should be staged at least one year apart.

Considering grant opportunities, the Charlevoix St. project is aptly suited for the TAP Grant. If pursued, the time line for application, design, review, and administration of the funds puts construction in line with Summer 2026.

Streetscape amenities that are not integral to the infrastructure such as string lighting, wayfinding, music, wi-fi, pocket parks, pay meters, fencing, surface mounted street furniture, and gateway and gathering space features can be phased in over time.

