



**MCKENNA**

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**Subject: Zoning Ordinance Update – Public Engagement Summary**

Mr. Rothe:

On December 2 and December 4, 2023, Grosse Pointe Park hosted two public open house events at city hall for residents and stakeholders to share their thoughts on several aspects of neighborhood and commercial development as they pertain to the City's ongoing comprehensive update to the zoning ordinance. Online surveys were available from February 9 to March 8, 2024, to gain additional insight; these surveys were structured similarly to the in-person engagement.

The following report is a narrative analysis of the combined quantitative and qualitative feedback received over the past several months from all engagement methods. Raw data, synthesized by topic/board, can be found under separate cover.

**RESIDENTIAL ZONING STANDARDS**

**Building Materials**

There was consensus that all new buildings should harmonize with the surrounding streetscape and that the classification of brick, burnished concrete masonry, and masonry as primary materials is appropriate. It was suggested that wood be allowed as a traditional, primary material, while allowing authentic Stucco or EIFS in some form, texture, or style.

Concerns arose regarding overly restrictive regulations on vinyl, highlighting advancements in technology and its relative affordability. Respondents supported the prohibition of pre-cast concrete panels and metal wall panels but wanted to ensure existing homes with nonconforming materials be allowed to remain. An architectural review board was suggested as one way to administer updated standards for new construction.

**Fence Materials**

There was consensus on the prohibition of barbed wire, concrete block, and electrified fences. Treated wood, vinyl, metal, and living fences, such as hedges, bushes, and shrubs, all received support as permitted materials. There was notable pushback on prohibiting brick and stone as fence materials.

**Fence Standards (Placement, Dimensions)**

The proposed dimensional requirements for fences were largely supported. Some respondents noted that side yard fences up to 6 feet (privacy fences) between lots should be allowed without neighbor approval and anything over 6 feet should be living screens. Several comments emphasized the preservation of sight lines to the water for adjacent properties/rights-of-way, regardless of fence material or location.

**HEADQUARTERS**

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### **Garages**

Though there were some supporters, there was overwhelming feedback to prohibit front-facing attached garages with front entry and no setback in all districts, while front-facing garages with setbacks were seen more favorably. Side facing attached garages, with side entry in the front of the house received the most mixed support, with a portion favoring prohibiting this style in all districts. Rear yard garages, attached or detached, received the highest level of support across all districts. One respondent expressed that garages should not be the closest structure to any street, with another supporting regulating prominent garages as a special land use.

### **Short Term Rentals**

Overall, there is limited to mixed support for short-term rentals in the residential districts. Wary respondents suggested additional fees, inspections, and other regulations, potentially limiting these uses to multifamily structures in the NR-2 and NR-3 districts. Support for STRs focused on addressing the need for hotels in the area, while opposition focused on infrastructure capacity and potential disruption of single-family neighborhood character.

### **Accessory Dwelling Units**

Opinions about various styles of Accessory Dwelling Units (ADUs) were largely split across the residential districts; however, overall, there was more support for allowing ADUs by-right in all districts. The largest mix of responses were for ADUs in the NR districts, where a slightly larger share of respondents (though not a majority) preferred to limit or prohibit ADUs.

Attached (above garage) ADUs received the most support across residential districts. Detached ADUs, attached ADU additions, and interior converted garages received similar support. Interior conversions (upper story, basement, and garage) received mixed opinions, with comments noting that there must be a differentiation between an ADU and a duplex and provisions for parking, while the design be subject to an architecture review board.

## **COMMERCIAL ZONING STANDARDS**

### **Parking Configurations**

Responses were split for different parking lot configurations, regardless of district. Overall, interior/rear lots with liner buildings received the most support, followed by on-street parking, alley parking, and parking structures with first-floor retail. There was notably less support for parking structures without a retail component, though limiting their height to 2 or 3 floors could help with integration. Additional comments included requiring Planning Commission review for all parking lots, adequate stormwater management, and provisions for EV charging and bicycle parking.

### **Screening/Landscaping**

The sentiment toward screening and landscaping of parking lots was that more is usually better and that all options should be on the table to tailor fit these multiple methods to the site. Screening and landscaping should be used in combination, integrated into the neighborhood, and contribute to effective stormwater management.

### **Commercial Design Standards**

Regarding storefront materials, building height, and pedestrian and architectural features, most people agreed with the proposed standards. Comments included encouraging density and height in NMU, establishing an 'average' building height in the CBD and CMU (2 or 2.5 stories) while allowing rooftop decks, stepping back facades on upper stories, and promoting transparency (uncovered windows) and enhanced pedestrian entrances (vestibules). Others mentioned property maintenance issues in the NMU, promoting pedestrian-scale (lower) lighting, addressing signage regulations (unspecified), and ensuring metered parking accepts both coins and electronic payment.