



City of Plymouth Planning Commission

Regular Meeting Agenda

Wednesday, October 11, 2023 – 7:00 p.m.
City Hall & Online Zoom Webinar

City of Plymouth
201 S. Main
Plymouth, Michigan 48170

www.plymouthmi.gov
Phone 734-453-1234

<https://us02web.zoom.us/j/87645530778>

Passcode: 185373

Webinar ID: 876 4553 0778

1. **CALL TO ORDER**
 - a) Roll Call
2. **CITIZENS COMMENTS**
3. **APPROVAL OF THE MINUTES**
 - a) Approval of the September 13, 2023, meeting minutes
4. **APPROVAL OF THE AGENDA**
5. **COMMISSION COMMENTS**
6. **PUBLIC HEARINGS**
7. **OLD BUSINESS**
 - a) Zoning Audit Implementation Report discussion
 - b) Review of Draft Old Village Form-Based Article
 - c) Master Plan discussion
8. **NEW BUSINESS**
9. **REPORTS AND CORRESPONDENCE**
 - a) Residential compatibility report presented by Comm. Funk
10. **ADJOURNMENT**

Citizen Comments - This section of the agenda allows up to 3 minutes to present information or raise issues regarding items not on the agenda. Upon arising to address the Commission, speakers should first identify themselves by clearly stating their name and address. Comments must be limited to the subject of the item.

Meetings of the City of Plymouth are open to all without regard to race, sex, color, age, national origin, religion, height, weight, marital status, disability, or any other trait protected under applicable law. Any individual planning to attend the meeting who has need of special assistance under the Americans with Disabilities Act (ADA) should submit a request to the ADA Coordinator at 734-453-1234 ext. 234 at least two working days in advance of the meeting. The request may also be submitted via mail at 201 S. Main St. Plymouth, MI 48170, or email to clerk@plymouthmi.gov.

City of Plymouth Strategic Plan 2022-2026

GOAL AREA ONE - SUSTAINABLE INFRASTRUCTURE

OBJECTIVES

1. Identify and establish sustainable financial model(s) for major capital projects, Old Village business district, 35th District Court, recreation department, and public safety
2. Incorporate eco-friendly, sustainable practices into city assets, services, and policies; including more environmentally friendly surfaces, reduced impervious surfaces, expanded recycling and composting services, prioritizing native and pollinator-friendly plants, encouraging rain gardens, and growing a mature tree canopy
3. Partner with or become members of additional environmentally aware organizations
4. Increase technology infrastructure into city assets, services, and policies
5. Continue sustainable infrastructure improvement for utilities, facilities, and fleet
6. Address changing vehicular habits, including paid parking system /parking deck replacement plan, electric vehicle (EV) charging stations, and one-way street options

GOAL AREA TWO – STAFF DEVELOPMENT, TRAINING, AND SUCCESSION

OBJECTIVES

1. Create a 5-year staffing projection
2. Review current recruitment strategies and identify additional resources
3. Identify/establish flex scheduling positions and procedures
4. Develop a plan for an internship program
5. Review potential department collaborations
6. Hire an additional recreation professional
7. Review current diversity, equity, and inclusion training opportunities
8. Seek out training opportunities for serving diverse communities

GOAL AREA THREE - COMMUNITY CONNECTIVITY

OBJECTIVES

1. Engage in partnerships with public, private and non-profit entities
2. Increase residential/business education programs for active citizen engagement
3. Robust diversity, equity, and inclusion programs
4. Actively participate with multi-governmental lobbies (Michigan Municipal League, Conference of Western Wayne, etc.)

GOAL AREA FOUR - ATTRACTIVE, LIVABLE COMMUNITY

OBJECTIVES

1. Create vibrant commercial districts by seeking appropriate mixed-use development, marketing transitional properties, and implementing Redevelopment Ready Communities (RRC) practices
2. Improve existing and pursue additional recreational and public green space opportunities and facilities for all ages
3. Develop multi-modal transportation plan which prioritizes pedestrian and biker safety
4. Improve link between Hines Park, Old Village, Downtown Plymouth, Plymouth Township, and other regional destinations
5. Maintain safe, well-lit neighborhoods with diverse housing stock that maximizes resident livability and satisfaction
6. Modernize and update zoning ordinance to reflect community vision
7. Implement Kellogg Park master plan

“The government in this community is small and accessible to all concerned.”

-Plymouth Mayor Joe Bida
November 1977



Plymouth Planning Commission
Regular Meeting Minutes
Wednesday, September 13, 2023 - 7:00 p.m.
Plymouth City Hall 201 S. Main

City of Plymouth
201 S. Main
Plymouth, Michigan 48170-1637

www.plymouthmi.gov
Phone 734-453-1234
Fax 734-455-1892

1. CALL TO ORDER

Chair Karen Sisolak called the meeting to order at 7:00 p.m.

Present: Chair Sisolak, Vice Chair Scott Silvers, Commissioners Shannon Adams, Zachary Funk, Joe Hawthorne (arrived at 7:11) Tim Joy, Kyle Medaugh, Holle Saraswat, Eric Stalter

Also present: Community Development and Planning Director Greta Bolhuis, Planning Consultant Sally Elmiger

2. CITIZENS COMMENTS

Laurie Golden, 1260 Linden, spoke about the impact of a neighboring development has on her property.

Tom Doran, 1191 Linden, spoke about the proposed Brookside development and its impact on Joel and Sheridan St.

3. APPROVAL OF MEETING MINUTES

Joy offered a motion, seconded by Silvers, to approve the minutes for the August 9, 2323, meeting as presented.

There was a voice vote.

MOTION PASSED

Joy offered a motion, seconded by Funk, to approve the minutes for the August 14, 2023 working session meeting as presented.

There was a voice vote.

ABSTAIN: Medaugh, Saraswat

MOTION PASSED

4. APPROVAL OF THE AGENDA

Adams offered a motion, seconded by Joy, to approve the agenda for September 13, 2023.

There was a voice vote.

MOTION PASSED

5. COMMISSION COMMENTS

Saraswat said citizens are feeling the effect of development that impacts the character of neighborhoods and the ability of seniors to downsize and young people to purchase homes. She suggested adding this as a goal next year to address this issue.

Adams said the direction of building in the city concerned him.

Silvers said the city has a limit on open excavation and the resident should contact the building department.

Hawthorne said he agreed with the previous comments and said a circle driveway had been rejected recently due to the impervious surface ordinance. He said he was interested in exploring a 60% building rule, meaning an addition or teardown could only be replaced with something no more than 60% larger.

Sisolak said the phone survey results would provide statistically accurate data that would be helpful in updating the master plan, and that those who weren't contacted by phone could complete the survey online after September 18.

6. PUBLIC HEARINGS

a. SP23-09 – 1020 W. Ann Arbor Rd., Special Land Use and Site Plan Review

Mike Devine, a representative of the applicant, reviewed the project and answered the questions presented in the Carlisle Wortman report. He said the business would be open seven days a week from 10:00 a.m. to 2:00 a.m. as a full-service restaurant with live entertainment and music and an expected ratio of 70% food and 30% alcoholic beverages.

Sisolak opened the public hearing at 7:27 p.m.

Rob Mendall, 1293 S. Harvey, asked about the takeout window and preventing it from becoming a drive-through. He also asked if they could switch the outdoor patio to have Harvey frontage.

Sisolak closed the public hearing at 7:29 p.m.

The Commission discussed the plan and how it fits into the Ann Arbor Road Corridor (ARC) district. Several members expressed their concerns about the parameters of the ARC district. They requested additional information about lighting, a dumpster enclosure, siding, a sidewalk, plans for refuse and landscaping.

Silvers offered a motion, seconded by Adams, to postpone SP23-09 at 1020 W. Ann Arbor Rd. for a special land use and site plan review until the applicant is ready to submit a plan to address items in the Carlisle Wortman report and items discussed at the meeting.

There was a voice vote.
MOTION PASSED.

7. OLD BUSINESS

a. Master Plan discussion

It was agreed that a significant amount of work went into the zoning audit and that once the final implementation plan of the audit and results of the current survey are available, the group will form a subcommittee to make recommendations for updates to the master plan.

8. NEW BUSINESS

a. Projections into setbacks ordinance amendments (generator placement edits)

Bolhuis reviewed the Zoning Board of Appeals request to amend the ordinance due to a significant number of variance requests. She recommended changing "not permitted" to 3 feet from the

property line in the rear yard setback and from “not permitted” to 4 feet from the property line in the side yard setback.

There was discussion about noise dampening as it relates to proximity to neighboring properties. Silvers said he was working on writing a separate ordinance for generators and that he would send a draft to Bolhuis for review at the October meeting.

9. REPORTS AND CORRESPONDENCE

Bolhuis said the Planning Commission training would be at Northville City Hall at 7 p.m. on September 19. She said there was a community session with Doug Griffiths on December 5 and more information was to come on the event.

Commission Liaison Kelly O’Donnell said there had been a ribbon cutting at the Saxtons lot and that the patio policy was still under review.

Sisolak provided information from the Mayors and Chairs meeting on September 5 and invited all to attend an informational meeting about the parks and recreation millage on September 21.

10. ADJOURNMENT

Joy offered a motion, seconded by Sisolak, to adjourn the meeting at 8:38 p.m.

There was a voice vote.

MOTION PASSED



Carlisle | Wortman
ASSOCIATES, INC.

117 NORTH FIRST STREET SUITE 70 ANN ARBOR, MI 48104 734.662.2200 734.662.1935 FAX

TO: City of Plymouth Planning Commission
FROM: Megan Masson-Minock, AICP
DATE: September 21, 2023
RE: Updated Draft Old Village Form-Based Article

Thank you for your input at our work session on August 14, 2023. Based on the workbook responses, we have revised the use and building form table in attached the draft Old Village Form-Based Article. We have also updated and verified cross-references. In the future, setbacks and dimensions for the building forms, highlighted in yellow, will need to be calibrated to the existing conditions in the Old Village.

We have also attached a worksheet for you to use to “test” a location. By the end of the worksheet, you should be able to determine what uses, buildings forms and approval processes pertain to an individual site.

Thank you for the opportunity to work on this project. We wish you the best of luck as you go forward with your Master Plan Update and changes to the City’s Zoning Ordinance.

Respectfully submitted,

CARLISLE/WORTMAN ASSOC., INC
Megan Masson-Minock, AICP
Principal

Form-Based Code Worksheet

Address or Property ID Number:

Site information

Street Type (see Regulating Plan in Section 78-183.A):

Site Type (see Regulating Plan in Section 78-183.A):

Allowed Building Forms

*What building forms are permitted approvals?
(see Regulating Table in Section 78-183.C)*

*What building forms are special approvals?
(see Regulating Table in Section 78-183.C)*

Allowed Use Groups

*What uses are permitted approvals?
(see Regulating Table in Section 78-183.C)*

*What uses are special approvals?
(see Regulating Table in Section 78-183.C)*

Other Regulations

What design regulations in Section 78-184 apply?

Developments Possible

Article XVI

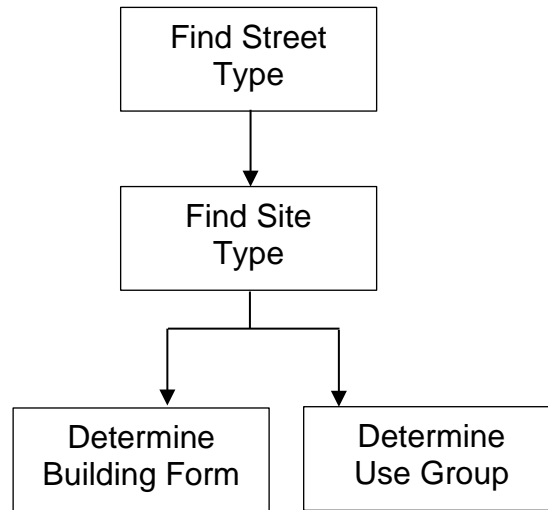
OLD VILLAGE FORM-BASED DISTRICT

Section 78-180 INTENT, PURPOSE AND USE

- A. Intent.** The Old Village (OV) Form-Based District is designed to include a mixture of residential, office and low intensity commercial uses. The OV district is to be limited to the Old Village section of the city, where over the years a combination of land uses has developed, and areas adjacent to the Old Village that are either established neighborhoods or areas in transition. Within this district, the City encourages development with a mix of uses, including public open space, in order to provide development in a sustainable way, while preserving the historic character of this area. The Form-Based Districts are intended to implement the vision, goals, and objectives of the Master Plan and any other applicable Plans.
- B. Purpose.** The general purposes of these regulations are to:
1. Ensure that development is of human scale, primarily pedestrian-oriented, and designed to create attractive streetscapes and non-motorized spaces.
 2. Preserve the historic design, street layout and character of the Old Village area.
 3. Promote infill development and redevelopment.
 4. Promote a compact growth pattern to efficiently use the remaining developable land, and to enable the cost-effective extension of utilities, services, streets, and transit service.
 5. Promote mixed-use development within the Old Village and within buildings.
 6. Ensure reasonable transition between higher intensity development and adjacent neighborhoods.
 7. Improve mobility options and reduce the need for on-site parking by encouraging alternative means of transportation.
- C. Factors for Regulation.** These regulations are based on two (2) significant factors: site context and building form.
1. The Old Village form-based district uses site context to customize the regulations to the inherent conditions of the places where these regulations are applied. Site context is derived from existing and desired characteristics, which include street types and site types.
 - a. Streets are divided into various types, based on purpose and unique attributes.

- b. Sites are divided into site types. Site types are distinguished from one another by their context, which includes shape, size, orientation, configuration, street patterns, location, existing land uses, and intensity of uses.
 2. Building form addresses the manner in which buildings and structures relate to their lots, surrounding buildings, and street frontage. The shape of the building, the land area-to-volume ratio, and the orientation of the building have significant impacts upon the general feel and character of an area. Building form standards control height, placement, building configuration, parking location, and ground story activation applicable to the site context.
- D. Regulating Plan.** The Old Village form-based district uses a Regulating Plan, which relies on street types and site types to determine building forms and allowable uses for a given parcel. The steps to determine the regulations that apply to a specific parcel within the OV district are as follows:
 1. Find the site in question on the appropriate Regulating Plan map.
 2. Identify the street type of types adjacent to the site in question. Streets will be classified Downtown Village, Corridor, Village, or Flex.
 3. Identify the site type for the site in question. Sites will be classified as Site Type A, B, C, D, or E.
 4. Consult the Use Groups and Building Forms Permitted Table. The table will identify if a use group or building form is permitted, permitted as a special use, or not permitted for the site type and street type combination of the site in question.
 5. Follow the regulations for the chosen building form when designing the development application. Building form regulations are established in Section 78-182.D.
 8. Follow the design standards as listed in Section 78-184.
 9. Obtain site plan approval or special use approval for the chosen building form and use, as appropriate.

Form-Based Districts Process



Section 78-181 APPLICABILITY AND ORGANIZATION

A. Applicability

1. Any new use or expansion of existing use that requires site plan review shall comply with the requirements of this Article and other applicable requirements of this Ordinance.
2. The requirements of this Article shall not apply to:
 - a. Continuation of a permitted use within an existing structure.
 - b. Changes of use within existing structures that do not require increased parking.
 - c. Normal repair and maintenance of existing structures that do not increase building size or parking demand.
 - d. Continuation of a legal non-conforming use, building, and/or structure, in accordance with Article XXVI.
 - e. The expansion of a legal non-conforming use, building, and/or structure, in a manner that does not increase its level of nonconformity, in accordance with Article XXVI.

- B. Regulating Plan.** The Old Village form-based district is governed by a Regulating Plan, based on the context of street type and site type, determines building form and allowable use for each parcel within a form-based district.

- C. Street Types.** Street types, as set forth in Section 78-182.B, recognize that street patterns within the Old Village are established. Streets range from Corridor streets, which carry a large volume of traffic, to Village Streets, which carry lower volumes of neighborhood traffic.
- D. Site Types.** Site Types, as set forth in Section 78-182.C, are determined by lot size, lot configuration, location, and relationship to neighboring adjacent sites.
- E. Building Form Standards.** Building form standards, set forth in Section 78-182.D, establish the parameters for building form, height, and placement, and are specifically applied to each district based upon the Regulating Plan.
- F. Authorized Use Groups.** Authorized land uses are organized by use groups. Authorized use groups, as set forth in Section 78-182.F, are specifically applied based upon the regulating plan.
- G. Design Standards.** Design standards, set forth in Section 78-184, are supplementary to other requirements of the Ordinance. Generally, the design standards regulate parking, public spaces, landscaping, and other site design requirements.
- H. Modification of Regulating Plan.** Specific building form, use group, and design standards applied within each Regulating Plan are based upon the designation of street type and site type. Any modification of street type or site type shall be determined by the City Commission, after a recommendation by the Planning Commission, following a public hearing and notice in accordance with Section 78-377 of this Ordinance. The City Commission and Planning Commission shall consider the following when deciding whether to modify a site type or street type designation:

 - 1. The applicant's property shall be used for a purpose permitted in the OV district.
 - 2. Area has been added to or deleted from the subject site in question, requiring the modification.
 - 3. The proposed modification and resulting development will not alter the essential character of the area.
 - 4. The proposed modification meets the intent of the district.
 - 5. Existing streets have been improved and/or new streets constructed that may result in the modification of a specific site type or street type.
 - 6. Modification of the Regulating Plan is in conformance to the Master Plan.

Section 78-182 STANDARDS

A. Intent. The following standards are applicable to all uses and define the elements of the form-based regulations. Each parcel has a street type, site type, and building form.

B. Street Types. Street types are described below and are in order of intensity, from most intense to the least intense.

1. **Downtown Village Street:** The Downtown Village Street Type refers to streets in the Old Village District that form the core of the dense, walkable, historic downtown area of the Old Village. These streets are characterized by multiple-story, mixed use buildings with zero setbacks. The streets have on-street parking and wide sidewalks with street trees and landscaping. Plazas and parks are integrated into the sidewalks and connected via crosswalks and non-motorized pathways. Intersections are designed to create a sense of place, while safely guiding pedestrian circulation in the downtown village area. Lighting and signs are at pedestrian scale and reflect the character of the historic area.

Parking is provided by public parking, in municipal parking lots or on-street parking. Vehicle access is from the rear or side of property via alleys or adjacent side streets. On-site loading and waste disposal areas are in the rear of the properties or adjacent alleys.

2. **Corridor:** The Corridor street type refers to mixed use corridors in the Old Village, which are characterized by high traffic volumes and a mix of uses and parcel sizes. Corridor streets accommodate the majority of the traffic traveling through the Old Village, connect the Old Village downtown area, neighborhoods, and industrial areas in the Old Village to other places in the City and major roads leading to places outside of the City. Corridor streets are envisioned to integrate features designed to accommodate through traffic and local traffic and to enhance experience of traveling along corridors for all forms of transportation, including walking and bicycling.

These streets will evolve over time to form “complete streets,” with sidewalks and accommodations for cyclists, while continuing to accommodate pass through vehicular traffic. These streets have distinct landscaping, pedestrian and traffic-scale lighting, effective signage, non-motorized pathways, and a complementary relationship with transit opportunities. The intersections will be signature places with enhanced community and corridor landmarks. The spaces will be defined by a stable and consistent building-to-building ratio complemented by landmark structures, superior landscaping, and memorable architecture.

On these streets, parking is provided on site in the rear or side yards with loading and waste disposal areas in the rear yards. On-street parking may

be available. Curb cuts are allowed but should be limited and consolidated as much as possible.

3. **Village:** The Village street type are those streets that tie together the neighborhoods in the Old Village and connect neighborhoods and industrial areas to the corridors. These streets are characterized by sidewalks with street trees in boulevard planting areas, buildings set back from the street and bicycle lanes or pathways, when appropriate.

Intersections provide safe pedestrian crossings, facilitating walkability. While on-street parking is provided, Village street types allow curb cuts for individual property when alley access is not available.

4. **Flex:** Flex street type refers to streets that have a variety of parcel sizes and transitioning from one type of land use to another. Typically located on the edges of the OV districts, these streets carry a low volume of traffic but could accommodate higher traffic volumes. These streets are characterized by sidewalks with street trees in boulevard planting areas, and bicycle lanes or pathways, when appropriate. Buildings typically have front yards, but parking is in the rear or side yards.

Intersections provide safe pedestrian crossings, facilitating walkability. While on-street parking is provided, Flex street types allow curb cuts for individual property within driveways spacing regulations and guidelines.

C. Site Types

1. **Site Type A.** These sites have the following characteristics:
 - a. Small lots located in the Old Village.
 - b. Lot widths are a minimum of thirty-six (36) feet but are typically forty (40) or forty-five (45) feet.
 - c. They are typically located on Village streets but are also on Corridor streets.
 - d. They accommodate Building Forms House (H) and Two-Family Dwelling (2F).
 - e. Uses are typically residential but can be used in a non-residential manner in appropriate circumstances.
2. **Site Type B.** These sites have the following characteristics:
 - a. Medium sized lots located in the Old Village. The original plat of these lots had larger lot widths and areas than site type A lots.

- b. Lot widths are typically sixty-six (66) feet or greater.
 - c. They are typically located on Village streets but are also on Corridor and Downtown Village streets.
 - d. They accommodate Building Forms House (H), Two-Family (2F), Single Use (SU), and Institutional (I).
 - e. Uses are residential or non-residential uses appropriate adjacent to residential or semi-public/public uses.
3. **Site Type C.** These sites have the following characteristics:
- a. Small to medium sized lots located in the center of the Old Village downtown area.
 - b. These sites range in size from fifteen (15) foot wide lots to entire city blocks.
 - c. They are located exclusively on Downtown A streets.
 - d. They accommodate Building Form Downtown Mixed Use (DMU) and, in special circumstances, Single Use (SU) or House (H).
 - e. A mix of commercial, office, restaurants, institutional and residential uses within buildings and blocks is allowed.
 - f. Buildings located on Site Type C lots must provide district and prominent architectural features, or site elements which reflect the historic character and context of the Old Village.
4. **Site Type D.** These sites have the following characteristics:
- a. Medium sized lots located outside of the historic Old Village downtown area.
 - b. These sites range in size from five thousand (5,000) square feet to a few acres.
 - c. They are located on Corridor or Flex streets.
 - d. They accommodate Building Forms Commercial Mixed Use/Live Work (CMU), Townhouse (TH), Two-Family (2F), Institutional (I) and, in special circumstances, Single Use (SU) or Multiple Family (MF).
 - e. Uses are residential or non-residential uses appropriate adjacent to residential or semi-public/public uses.
5. **Site Type E.** These sites have the following characteristics:

- a. Large lots that are either vacant, brownfields, grayfields, or areas for redevelopment.
- b. These sites range in size from twelve thousand (12,000) square feet to a few acres.
- c. They are located on Flex streets.
- d. They accommodate Building Forms Commercial Mixed Use/Live Work (CMU), Multiple Family (MF), and Single Use (SU).
- e. A mix of commercial, office, restaurants, institutional and residential uses within buildings and blocks is allowed.

D. Building Form Standards

- 1. The mixed-use districts permit a series of building forms, dependent on the site context. The eight (8) building forms are established in this Section as follows.
- 2. Building forms are designated based on the Regulating Plan. Building forms are classified in the following manner:
 - a. **Permitted Building Forms.** These building forms are permitted as of right in the locations specified.
 - b. **Special Building Forms.** These building forms are permitted after review and approval by the Planning Commission, in accordance with the procedures set forth in Article XXIII and the standards in this Ordinance.
 - c. **Exceptions.** For all building forms in all locations, awnings, signs, other projections (e.g., architectural projections, bay windows, etc.) may project into the right-of-way beyond the required building line by up to three (3) feet.
- 3. The Regulating Plan dictates the site type and street type for each individual parcel in the district. Building forms are identified within each district as permitted or permitted subject to special use approval based upon the combination of the site type and the street type of each parcel.
- 4. If a site is adjacent to two (2) different street types, the more intense street type shall control the purpose of determining allowable building forms.
- 5. **Lot Size determines Building Form.** The size of the lot determines what type of building may be placed on a lot, in addition to Street Type and Site Type. For instance, a house or a duplex building type may be constructed on an eight thousand five hundred (8,500) square foot lot, since both of the those building types fit within the allowed lot size for those building types,

but multiple family building is not allowed. Maximum lot depth and width do not determine building types, but all building types must meet the minimum lot width, depth, and size.

6. **Definitions of Terms in Building Forms Standards.** The following terms used in the Building Forms Standards are defined in Article II of this Zoning Ordinance: lot size, lot width, lot coverage, setback, building height.

The following terms in the Building Forms Standards are defined as:

- a. Gross floor area: Gross floor area shall be the total square footage, measured from the interior surfaces of the exterior walls. Gross floor area shall include all areas within the exterior walls.
- b. Dwelling unit floor area: The gross floor area for each individual dwelling unit within a building form.
- c. Porch or stoop front setback: The minimum required distance between the right-of-way line or easement for the public street or private street and the nearest edge of a porch or stoop.
- d. Screening of adjacent street right-of-way: The required screening of parking areas from the view of adjacent street rights-of-way.

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Form A - House

LOT REQUIREMENTS	MIN	MAX
Lot size (sq. ft.)	4,900	--
Lot width (ft)	49.5	--
Lot coverage (%)	--	30
BUILDING ENVELOPE	MIN	MAX
Front setback (front or side) (ft)	15	25
Side setback one side (ft)	5	--
Side setback combined (ft)	15	--
Rear setback (ft)	25	--
Frontage buildout (%) ¹	60	80
BUILDING REQUIREMENTS	MIN	MAX
Floor area (sq. ft.)	1,000	--
Height (ft)	--	35
Height (stories)	1	2.5
FRONT FACADE	MIN	MAX
Porch or stoop front setback (ft)	5	--
Garage Face (ft)	20 ²	--

ACCESSORY BUILDING(S)	MIN	MAX
Number allowed	--	1
Front setback (front) (ft)	15	--
Side street/alley setback (ft)	10	--
Principal Building setback (ft)	10	--
Side setback (ft)	3	--
Rear setback (ft)	3	--
Height (ft)	--	14

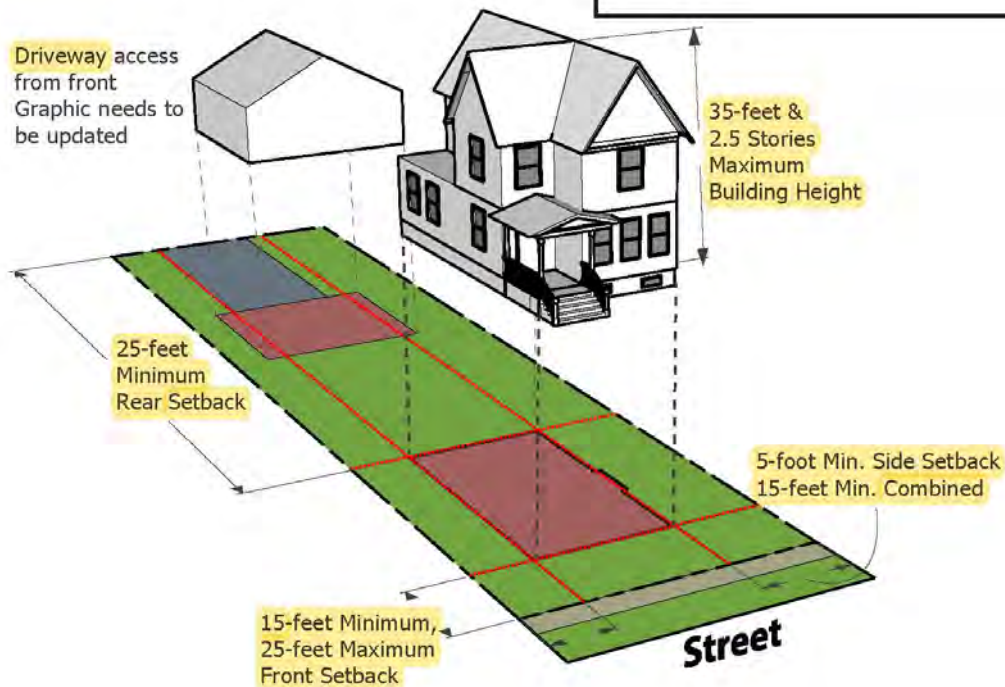
PARKING	
Location	Side & rear yards
Driveway Access	From front. For corner lots, from residential or flex streets.
Screening of adjacent street right-of-way	For non-residential uses, 2-foot evergreen shrubs

NOTES

¹ ~~Front building facade location requirements do not apply to street side yards.~~

² The garage face minimum set back is 5 feet from the front of the house or 20 feet from the front property line, whichever is greater.

Figure 1. Form A - House - Orthographic View

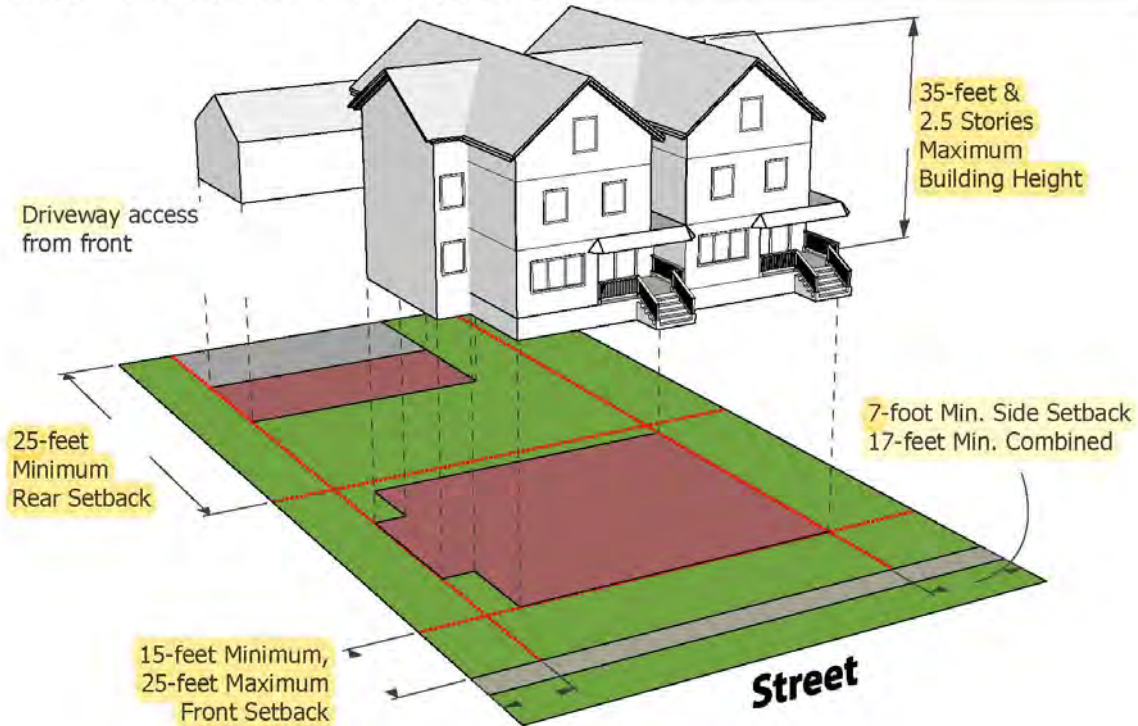


Form B - Duplex / Two-Family

LOT REQUIREMENTS	MIN	MAX
Lot size (sq. ft.)	8,500	--
Lot width (ft)	60	--
Lot coverage (%)	--	60
BUILDING ENVELOPE	MIN	MAX
Front setback (front or side) (ft)	15	25
Side setback one side (ft)	7	--
Side setback combined (ft)	17	--
Rear setback (ft)	25	--
Frontage buildout (%) ¹	60	80
BUILDING REQUIREMENTS	MIN	MAX
Floor area (sq. ft.)	700	--
Height (ft)	--	35
Height (stories)	1	2.5
FRONT FACADE	MIN	MAX
Porch or stoop front setback (ft)	5	
Garage Face	20 ²	

ACCESSORY BUILDING(S)	MIN	MAX
Number allowed	--	2
Front setback (front)(ft)	15	--
Side street/alley setback (ft)	10	--
Principal Building setback (ft)	10	--
Side setback (ft)	3	--
Rear setback (ft)	3	--
Height (ft)	--	14
PARKING		
Location	Side & rear yards	
Driveway Access	From front. For corner lots, from residential or flex streets.	
Screening of adjacent street right-of-way	For non-residential uses, 2-foot evergreen shrubs	
NOTES		
¹ Front building facade location requirements do not apply to street side yards		
² The garage face minimum set back is 5 feet from the front of the house or 20 feet from the front property line, whichever is greater.		

Figure 2. Form B - Duplex / Two-Family - Orthographic View



Form C - Multiple Family Building

LOT REQUIREMENTS	MIN	MAX
Lot size (sq. ft.)	9,000	--
Lot width (ft)	60	--
Lot coverage (%) ¹	--	60
BUILDING ENVELOPE	MIN	MAX
Front setback (front or side) (ft)	15 ¹	25
Side setback one side (ft)	10	--
Side setback combined (ft)	20	--
Rear setback (ft)	10 ²	--
Frontage buildout (%)	75	90
BUILDING REQUIREMENTS	MIN	MAX
Dwelling Unit floor area (sq. ft.)	500	--
Ground floor height (ft)	12	--
Height (ft)	--	45
Height (stories)	2	3
FRONT FACADE	MIN	MAX
Porch or stoop front setback (ft)	5	--

Porches or stoops are required for 1st floor units with front door entrances to the street.

Front facades must meet design standards in 78-184.

LANDSCAPING	MIN	MAX
Street Trees (1 tree per x lineal feet of street frontage)	30	40
Screening between land uses	To be determined	
PARKING		
Location	Side street, side & rear yards.	
Driveway Access	From front, rear or side.	
Screening of adjacent street right-of-way	30 inch masonry wall with shrubs or landscaping within 5 feet of street right-of-way	
NOTES		
¹ The Planning Commission may adjust front yard setbacks, up to 10 feet, and the minimum building frontage to allow a permanent public space, developed as part of the principal building.		
² If adjacent to a one or two family use or zoning district, the minimum setback is 25 feet.		

Figure 3. Form C - Multiple Family Building - Orthographic View

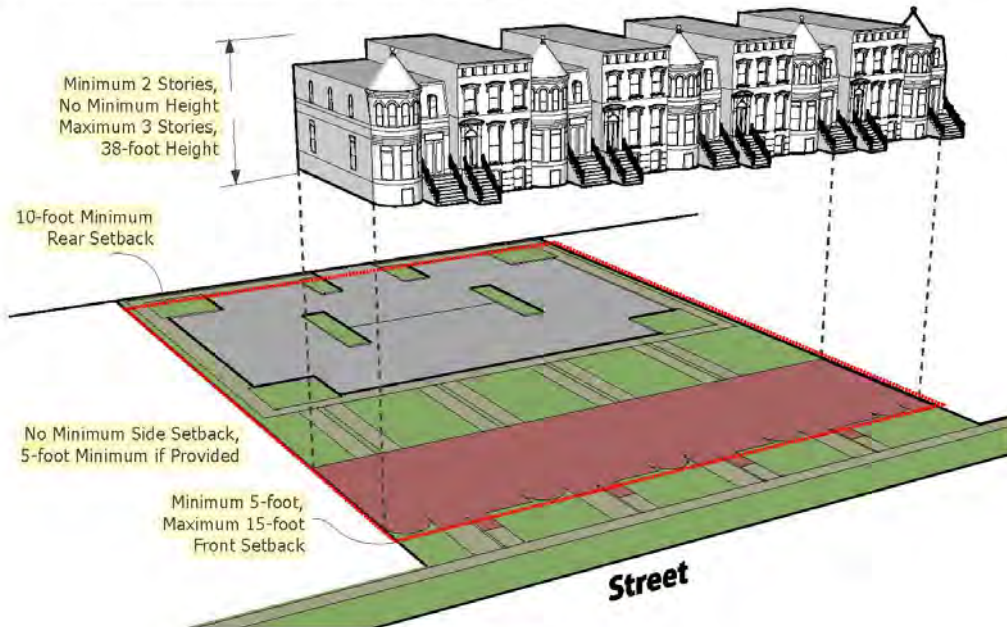


Form D - Attached Residential / Townhouse

LOT REQUIREMENTS	MIN	MAX
Lot size (sq. ft.)	--	--
Lot width (ft)	--	--
Lot coverage (%) ¹	--	80
BUILDING ENVELOPE	MIN	MAX
Front setback (front or side) (ft)	5 ¹	15
Side setback one side (ft)	-- ²	--
Side setback combined (ft)	-- ²	--
Rear setback (ft)	10 ³	--
Frontage buildout (%)	75	90
BUILDING REQUIREMENTS	MIN	MAX
Dwelling Unit floor area (sq. ft.)	500	--
Ground floor height (ft)	12	--
Height (ft)	--	45
Height (stories)	2	3
FRONT FACADE		
Porch or stoop front setback (ft)	5	--
Porches or stoops are required for 1st floor units with front door entrances to the street.		
Front facades must meet design standards in Section 78-184.		

LANDSCAPING	MIN	MAX
Street Trees (1 tree per x lineal feet of street frontage)	30	40
Screening between land uses	To be determined.	
PARKING		
Location	Side street, side & rear yards.	
Driveway Access	From front, rear or side.	
Screening of adjacent street right-of-way	30 inch masonry wall with shrubs or landscaping within 5 feet of street right-of-way	
NOTES		
¹ The Planning Commission may adjust front yard setbacks, up to 10 feet, and the minimum building frontage to allow a permanent public space, developed as part of the principal building.		
² Minimum of 5-foot side yard if provided		
³ If adjacent to a one or two family use or zoning district, the minimum setback is 25-feet.		

Figure 4. Form D - Attached Residential / Townhouse - Orthographic View

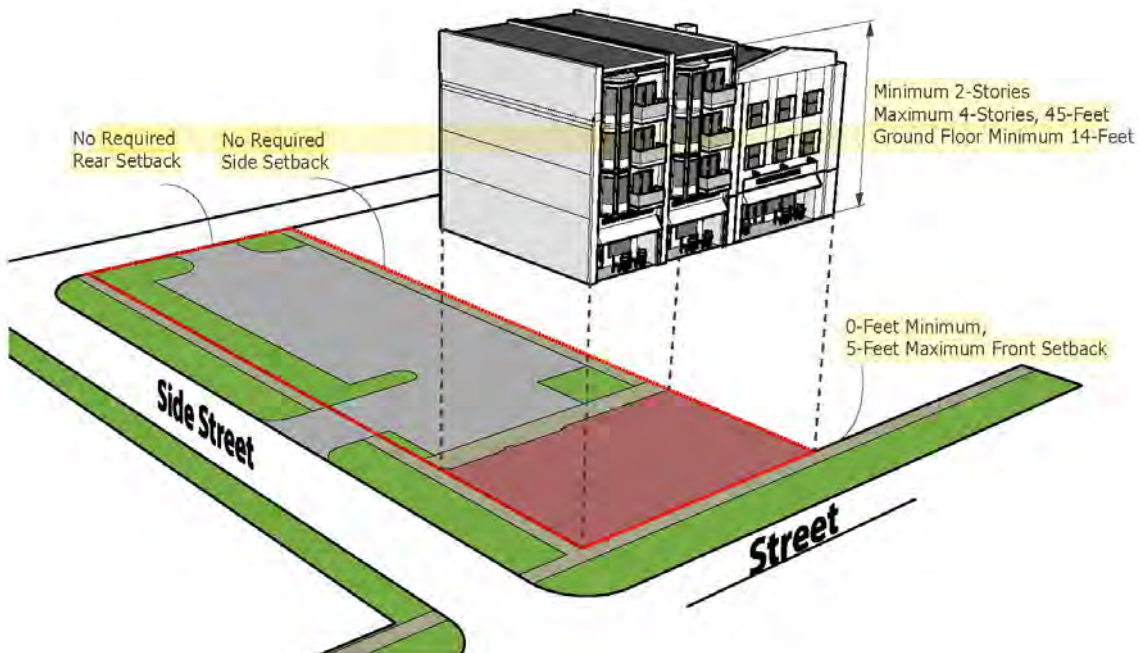


Form E - Downtown Mixed Use

LOT REQUIREMENTS	MIN	MAX
Lot size (sq. ft.)	--	--
Lot width (ft)	--	--
Lot coverage (%)	--	100
BUILDING ENVELOPE	MIN	MAX
Front setback (front or side) (ft)	0 ¹	5
Side setback one side (ft)	--	--
Side setback combined (ft)	--	--
Rear setback (ft)	--	--
Frontage buildout (%)	80	100
BUILDING REQUIREMENTS	MIN	MAX
Dwelling Unit floor area (sq. ft.)	500	--
Ground floor height (ft)	14	--
Height (ft)	--	45
Height (stories)	2	4
FRONT FACADE	Front facades must meet design standards in Section 78-184.	

LANDSCAPING	MIN	MAX
Street Trees (1 tree per x lineal feet of street frontage)	30	40
Screening between land uses	--	
PARKING		
Location	Rear yards	
Driveway Access ²	From side or rear on Village Downtown streets and front, rear or side on Corridor streets.	
Screening of adjacent street right-of-way	--	
NOTES		
¹ The Planning Commission may adjust front yard setbacks, up to 20 feet, and the minimum building frontage to allow a permanent public space, developed as part of the principal building.		
² If a garage or below-grade parking is integrated into the building, it must be accessible from a side yard, rear yard, an alley, or from a side street in the case of a corner lot.		

Figure 5. Form E - Downtown Mixed Use - Orthographic View

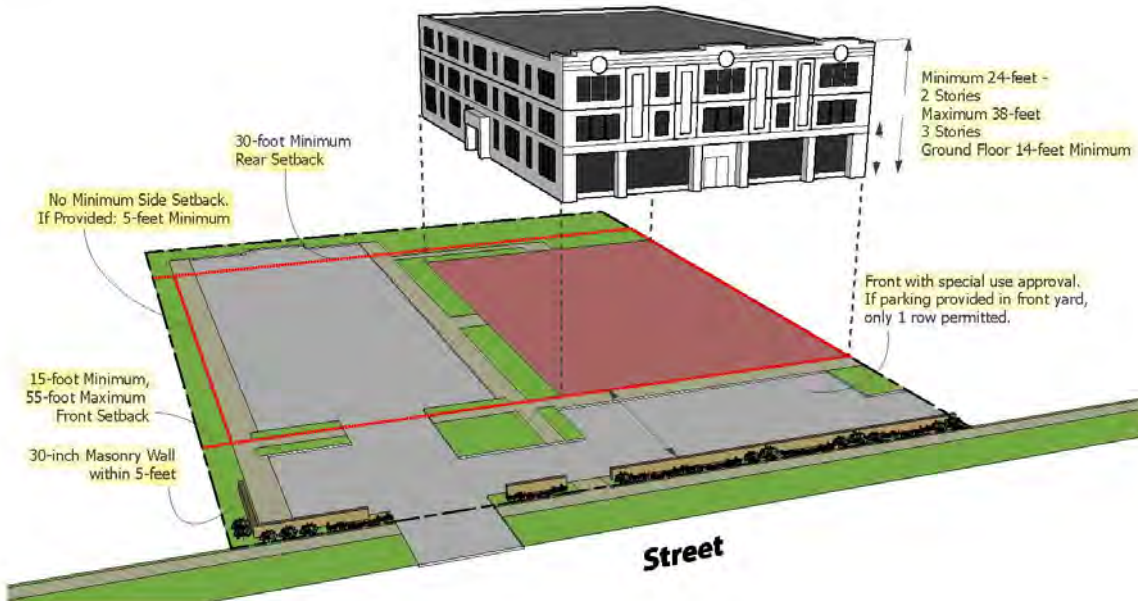


Form F - Commercial Mixed Use/Live Work

LOT REQUIREMENTS	MIN	MAX
Lot size (sq. ft.)	43,560	--
Lot width (ft)	100	--
Lot coverage (%)	--	60
BUILDING ENVELOPE	MIN	MAX
Front setback (front or side) (ft)	15 ¹	55
Side setback one side (ft)	-- ²	--
Side setback combined (ft)	-- ²	--
Rear setback (ft)	10 ³	--
Frontage buildout (%)	50	75
BUILDING REQUIREMENTS	MIN	MAX
Dwelling Unit floor area (sq. ft.)	--	--
Ground floor height (ft)	12	--
Height (ft)	--	38
Height (stories)	2	3
FRONT FACADE	Front facades must meet design standards in Section 78-184.	

LANDSCAPING	MIN	MAX
Street Trees (1 tree per x lineal feet of street frontage)	30	40
Screening between land uses	To be determined	
PARKING		
Location	Side and rear yards. Front with special use approval.	
Driveway Access	From front, rear or side	
Screening of adjacent street right-of-way	30 inch masonry wall with shrubs or landscaping within 5 feet of street right-of-way	
NOTES		
¹ The Planning Commission may adjust front yard setbacks, up to 20 feet, and the minimum building frontage to allow a permanent public space, developed as part of the principal building.		
³ Minimum of 5' side yard if provided		
⁴ If adjacent to a one or two family use or zoning district, the minimum setback is 25 feet		

Figure 6. Form F - Commercial Mixed Use /Live Work - Orthographic View

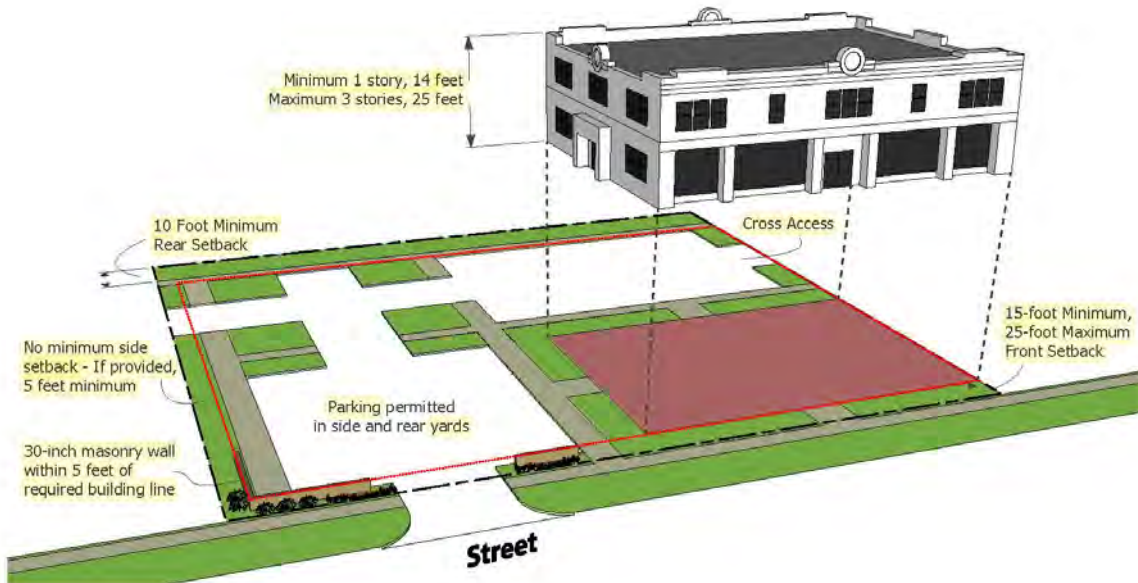


Form G - Single Purpose Building

LOT REQUIREMENTS	MIN	MAX
Lot size (sq. ft.)	21,780	--
Lot width (ft)	50	--
Lot coverage (%)	--	60
BUILDING ENVELOPE	MIN	MAX
Front setback (front or side) (ft)	15	25
Side setback one side (ft)	-- ¹	--
Side setback combined (ft)	-- ¹	--
Rear setback (ft)	10 ²	--
Frontage buildout (%)	50	75
BUILDING REQUIREMENTS	MIN	MAX
Dwelling Unit floor area (sq. ft.)	--	--
Ground floor height (ft)	12	--
Height (ft)	--	38
Height (stories)	1	3
FRONT FACADE	Front facades must meet design standards in Section 78-184.	

LANDSCAPING	MIN	MAX
Street Trees (1 tree per x lineal feet of street frontage)	30	40
Screening between land uses	To be determined	
PARKING		
Location	Side and rear yards	
Driveway Access	From front, rear or side	
Screening of adjacent street right-of-way	30 inch masonry wall with shrubs or landscaping within 5 feet of street right-of-way	
NOTES		
¹ Minimum of 5' side yard if provided		
² If adjacent to a one or two family use or zoning district, the minimum setback is 25 feet		

Figure 7. Form G - Single Purpose Building - Orthographic View

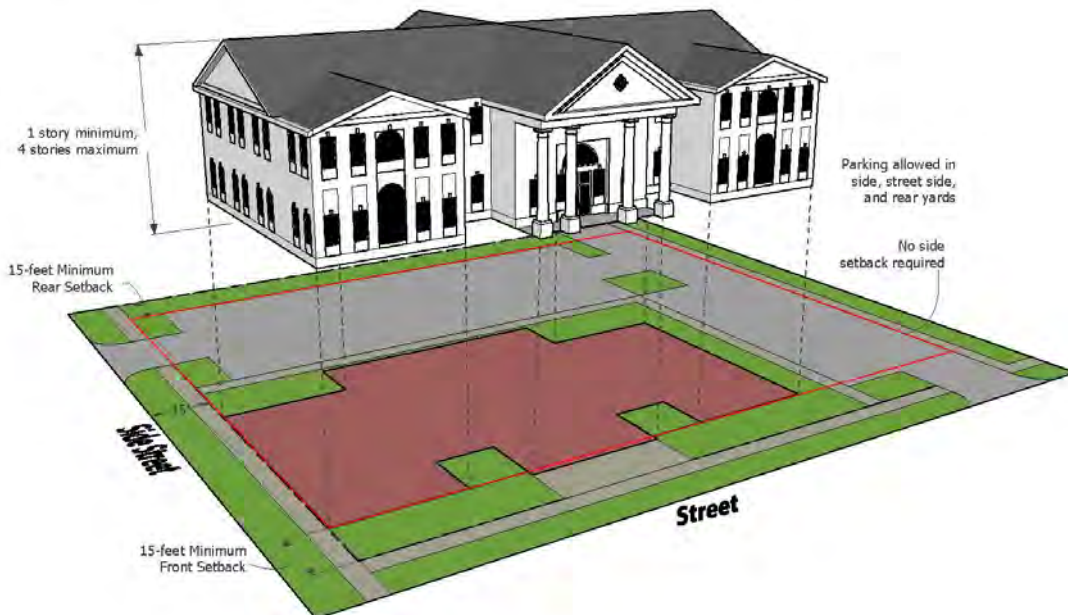


Form H - Institutional

LOT REQUIREMENTS	MIN	MAX
Lot size (sq. ft.)	--	--
Lot width (ft)	--	--
Lot coverage (%)	--	60
BUILDING ENVELOPE	MIN	MAX
Front setback (front or side) (ft)	15 ¹	25
Side setback one side (ft)	10	--
Side setback combined (ft)	20	--
Rear setback (ft)	15	--
Frontage buildout (%)	50	100
BUILDING REQUIREMENTS	MIN	MAX
Dwelling Unit floor area (sq. ft.)	--	--
Ground floor height (ft)	14	--
Height (ft)	--	45
Height (stories)	1	3
FRONT FACADE	Front facades must meet design standards in Section 78-184.	

LANDSCAPING	MIN	MAX
Street Trees (1 tree per x lineal feet of street frontage)	30	40
Screening between land uses	--	
PARKING		
Location	Side street, side and rear yards	
Driveway Access ¹	From front, rear or side	
Screening of adjacent street right-of-way	30 inch masonry wall with shrubs or landscaping within 5 feet of street right-of-way	
NOTES		
¹ The Planning Commission may adjust front yard setbacks, up to 20 feet, and the minimum building frontage to allow a permanent public space, developed as part of the principal building.		

Figure 9. Form I - Institutional - Orthographic View



E. Height, Setback and Landscaping Deviations

1. The Planning Commission may grant height, setback, and landscaping deviations if the following are found:
 - a. The deviation will not adversely impact public health, safety, and welfare.
 - b. The deviation maintains compatibility with adjacent uses.
 - c. The deviation is compatible with the Master Plan and in accordance with the goals and objectives of the Master Plan and any associated subarea and corridor plans.
 - d. The deviation will not adversely impact essential public facilities and services, such as: streets, pedestrian or bicycle facilities, police and fire protection, drainage systems, refuse disposal, water and sewer utilities, and schools.
 - e. The deviation will be in compliance with all other Zoning Ordinance standards.
 - f. The deviation will not adversely impact any on-site or off-site natural features.

F. Authorized Use Groups

1. Authorized uses are categorized by use groups as set forth in the Use Groups. Use groups generally contain similar types of uses in terms of function, character, and intensity.

Use Groups by Category Table

Use Group 1, Residential Uses:
Dwelling, one-family detached
Dwelling, two-family
Use Group 2, Attached Residential Uses:
Dwelling, one-family attached
Dwelling, multiple-family
Bed and breakfasts/Short-term rentals
Live/Work units
Senior assisted/independent living
Group day care homes

Child care centers
Use Group 3, Office / Personal Services:
Civic building
Office, general
Office, medical
Personal services
Business services
Data processing and computing centers
Technology centers/office research
Publicly owned/operated office and service facilities
Use Group 4, Automobile / Transportation Uses:
Vehicle sales
Vehicle service station
Vehicle repair station
Vehicle body repair
Vehicle wash
Automobile, truck, and trailer rental
Use Group 5, Retail/Institutional Uses:
Financial institutions
General retail sales
Art, cultural, or recreation studio
Fitness, gymnastics, and exercise centers
Theatres and places of assembly
Indoor commercial recreation establishments
Restaurant
Primary/secondary schools (private or charter)
Post-secondary schools

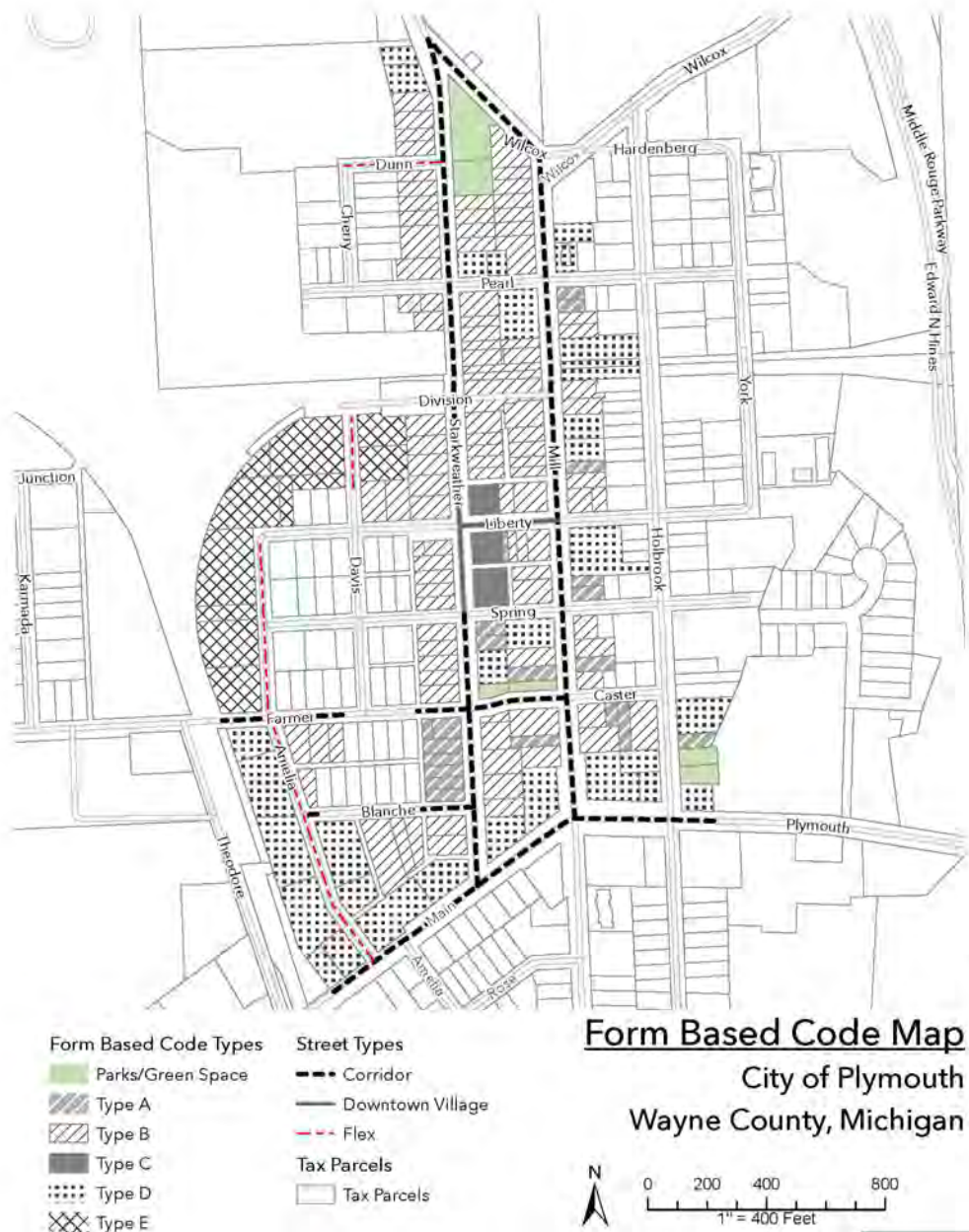
Places of worship
Funeral homes
Upper story residential
Use Group 6, Misc. Commercial Uses:
Lodging
Retail sales, large-scale
Shopping centers
Health fitness center / athletic clubs
Theatres, and places of assembly
Hospital
Building & lumber supply
Garden centers, nurseries
Outdoor commercial recreation
Indoor commercial recreation
Self-storage
Commercial kennels / pet day care
Use Group 7, Industrial Uses:
Contractor's Equipment Storage
Food Products
Commercial outdoor storage
Manufacturing, Processing, etc.
Metal Plating
Plastics
Printing and publishing
Tool & die, gauge & machine shop
Warehousing / Wholesale
Experimental Research & Testing Labs

2. Use groups are designated in locations within each district based on the regulating plan. Use groups are classified in the following manner:
 - a. Permitted use groups. These use groups are permitted as of right in the locations specified, and are depicted with the symbol P.
 - b. Permitted use groups in upper stories. These use groups are permitted as of right in upper stories only in the location specified and are depicted with the symbol UP.
 - c. Special use groups. These use groups are permitted after review and approval by the Planning Commission, in accordance with the procedures set forth in Article XX and the standards in this chapter. Use groups requiring conditional use approval are depicted with the symbol S. The following uses will require a special use regardless of the site type or building form:
 - i. Drive-through uses.
 - ii. Single-use buildings over 15,000 gross floor area abutting residentially used or zoned property.
 - d. Uses permitted in all locations within the district. Public parks and essential public services are permitted by right in all locations.
 - e. Similar uses.
 - i. If a use is not listed but is similar to other uses within a use group, the Zoning Administrator may determine whether the use is similar to other uses within a use group.
 - ii. The Zoning Administrator may also determine whether the use is permitted as of right, permitted in upper stories only, or permitted as a conditional use. The Zoning Administrator may obtain a recommendation from the Planning Commission as to whether or not the proposed use is similar to a use permitted as of right, permitted in upper stories only, or permitted as a conditional use.
 - f. If a site is adjacent to two different street types, the more intense street type shall control for the purpose of determining allowable use groups.

Section 78-183 REGULATING PLAN, BUILDING FORMS & USE GROUPS

A. Regulating Plan

1. The Regulating Plan, as set forth in this Section, identifies allowable uses and permissible development within the District based on location.
2. All development shall be compatible with the vision and in accordance with the goals and objectives set forth in the Master Plan and any other applicable Plan.



3. The Regulating Plan is based on four (4) factors: Street Type; Site Type; Building Form; and Use Groups.

C. Authorized Building Forms and Use Groups. The following Building Forms and Use Groups, determined by the Street Type and Site Type in the OV Regulating Plan, are allowed as shown in the table below:

OLD VILLAGE REGULATING TABLE

Street Type	Site Type	Building Form	Approval	Use Group	Approval	
Village	A	House	Permitted	Residential Attached Residential	Permitted	
		Two-family	Special		Special	
	B	House Two-family Institutional (adaptive re-use)	Permitted	Residential Attached Residential	Permitted	
		Institutional (new construction)	Special	Office/Personal Service	Special	
	D	Multiple Family Building Attached Residential Institutional (adaptive re-use)	Permitted	Attached Residential	Permitted	
		Institutional (new construction)	Special	Office/Personal Service	Special	
	Corridor	A	House	Permitted	Residential Attached Residential	Permitted
			Two-family	Special	Office/Personal Service Retail/Institutional	Special
B		House Two-family Institutional (adaptive re-use)	Permitted	Residential Attached Residential Retail/Institutional	Permitted	
		Institutional (new construction)	Special	Office/Personal Service	Special	

Street Type	Site Type	Building Form	Approval	Use Group	Approval
	D	Multiple Family Building Attached Residential Commercial Mixed Use Institutional (adaptive re-use)	Permitted	Attached Residential Office/Personal Service Retail/Institutional	Permitted
		Single Purpose Building Institutional (new construction)	Special	Misc. Commercial Uses	Special
Downtown Village	B	House Downtown Mixed Use	Permitted	Office/Personal Service Retail/Institutional	Permitted
		--	Special	--	Special
	C	Downtown Mixed Use	Permitted	Retail/Institutional	Permitted
		--	Special	Office/Personal Service	Special
Flex	D	Multiple Family Building Attached Residential Commercial Mixed/Use	Permitted	Attached Residential Office/Personal Service	Permitted
		Single Purpose Building	Special	Misc. Commercial Uses Industrial Uses	Special
	E	Multiple Family Building Attached Residential Commercial Mixed/Use	Permitted	Attached Residential Office/Personal Service	Permitted
		Single Purpose Building	Special	Automobile/Transportation Misc. Commercial Uses Industrial Uses	Special

SECTION 78-184 DESIGN STANDARDS

- A. Intent.** The intent of these design standards is to preserve the historic character and maintain a minimum design standard in the form-based districts. Design standards are requirements but guidelines in those Sections are optional.
- B. Design Standards for Dwellings.** The following design standards apply to dwellings in OV district:
1. Dwelling units shall conform to all applicable city codes and ordinances and state or federal requirements with respect to the construction of the dwelling.
 2. Dwelling units shall be permanently attached to a perimeter foundation. In instances where the applicant elects to set the dwelling on piers or other acceptable foundations which are not at the perimeter of the dwelling, then a perimeter wall shall also be constructed. Any such perimeter wall shall be constructed of durable materials and shall also meet all local requirements with respect to materials, construction and necessary foundations below the frost line. Any such wall shall also provide an appearance which is compatible with the dwelling and other homes in the area.
 3. Dwelling units shall be provided with exterior finish materials similar to the dwelling units on adjacent properties or in the surrounding residential neighborhood.
 4. Dwelling units shall be provided with roof designs and roofing materials similar to the dwelling units on adjacent properties or in the surrounding residential neighborhood.
 5. Dwelling units shall be provided with an exterior building wall configuration which represents an average width to depth or depth to width ratio which does not exceed three to one (3:1) or is in reasonable conformity with the configuration of dwelling units on adjacent properties or in the surrounding residential neighborhood.
 6. The dwelling shall contain storage capability in a basement located under the dwelling, in an attic area, in closet areas, or in a separate structure of standard construction similar to or of better quality than the principal dwelling, which storage area shall be equal to ten percent of the square footage of the dwelling or 100 square feet, whichever shall be less.
 7. Any such dwelling unit shall be anchored by an anchoring system approved by the city.
 8. The building official may request a review by the planning commission of any dwelling unit with respect to subsections (1), (2) and (3) of this subsection. The building official or planning commission shall not seek to

discourage architectural variation but shall seek to promote the reasonable compatibility of the character of dwelling units, thereby protecting the economic welfare and property value of surrounding residential uses and the city at large. In reviewing any such proposed dwelling unit, the building official may require the applicant to furnish such plans, elevations and similar documentation as is deemed necessary to permit a complete review and evaluation of the proposal. When comparing the proposed dwelling unit to similar types of dwelling areas, consideration shall be given to comparable types of homes within 300 feet. If the area within 300 feet does not contain any such homes, then the nearest 25 similar type dwellings shall be considered.

B. Design Standards and Guidelines. In addition to standards set forth in this Zoning Ordinance, all proposed development, except for dwellings, in the OV District shall comply with the standards below and should comply with the guidelines below to the greatest extent possible:

1. Site Design

- a. **Intent.** To ensure that site layout considers the internal organization of a development project and the external relationship with the public right-of-way, adjacent properties, naturalized features, in order to relate to the street context.
- b. **Site Design Standards.** Existing and planned pedestrian and bicycle circulation systems and easements shall be integrated into site design. A pedestrian connection shall provide a clear, obvious, publicly-accessible connection between the primary street upon which the building fronts and the building. The pedestrian connection shall comply with the following:
 - i. Fully paved and maintained surface not less than five (5) feet in width.
 - ii. Unit pavers or concrete distinct from the surrounding parking and drive lane surface.
 - iii. Located either within a raised median or between wheel stops to protect pedestrians from vehicle overhangs where parking is adjacent.
- c. **Site Design Guidelines.**
 - i. Site design should consider the placement of adjacent buildings and natural features.
 - ii. Site and building design should accommodate pedestrian circulation on-site from parking areas to plazas, open space, pedestrian pathways, and to adjoining buildings.

- iii. Coordinate site design with adjoining sites to take advantage of shared access and parking, similar perimeter landscape themes, or similar features.
- iv. As part of site design, the use of sustainable practices is strongly encouraged, including:
 - (1) Naturalized stormwater management features such as rain gardens, green roofs, bioswales, and bio-retention basins, which are integrated in a cohesive and logical manner to take advantage of site topography, orientation, and visibility;
 - (2) Use of pervious paving in lieu of impervious paving;
 - (3) Reductions in paved areas to the minimum necessary to accomplish site circulation and parking;
 - (4) Use of native landscaping;
 - (5) Inclusion of natural and open space with access as public space;
 - (6) Inclusion of renewable energy features;
 - (7) Building siting to take advantage of solar orientation and wind protection; and
 - (8) Use of recycled products for infrastructure, site, and building material.

2. **Building Placement and Orientation.**

- a. **Intent.** To require building placement that provides a strong visual and functional relationship with its site, adjacent sites, and nearby thoroughfares and to ensure consistency within sites and with adjacent sites to provide distinct building groups which exhibit similar orientation, scale, and proportion.
- b. **Building Placement and Orientation Standards.**
 - i. Primary building entrances shall front on the public streets.
 - ii. Sidewalks shall be provided along the full length of the building along any façade featuring a public entrance.
 - iii. Building entries shall be located so that they are easily identifiable with convenient public access. Each project shall provide a well-defined entry sequence for pedestrian and vehicular uses from the street to the building.

- iv. All additional public entrances, regardless of location, must provide direct pedestrian access of the same quality and design as that required for the main entrance.

c. **Building Placement and Orientation Guidelines.**

- i. Building placement and orientation should be coordinated with adjoining sites to take advantage of similar perimeter landscape themes, common access, or similar features.
- ii. Plazas, courtyards, and public art are strongly encouraged.
- iii. Where feasible, accessory facilities such as mechanical equipment, trash collection, loading areas, storage areas, and vehicle service areas shall be located away from portions of the site which are highly visible from public streets or private properties with dissimilar improvements.

3. **Parking Placement, Orientation, and Screening.**

- a. **Intent.** To provide a circulation system that efficiently moves vehicles in a well-defined manner, while reducing the visual impact of parking areas and mitigating conflict between pedestrians, bicycles, and automobiles.

b. **Parking Placement, Orientation and Screening Standards.**

- i. **Required Parking.** Off-street vehicle parking shall be provided for a principal use erected, altered, or expanded after the effective date of this Ordinance in accordance with the standards set forth in Article XXII. The OV district is intended to encourage non-motorized and transit friendly design and compact mixed-use developments.

ii. **Location.**

- (1) When parking is located in a side yard (behind the front building line) but fronts on the required building line, no more than twenty-five percent (25%) of the total linear feet along the required building line or sixty (60) feet, whichever is less, shall be occupied by parking.
- (2) For a corner lot, no more than twenty-five percent (25%) of the cumulative linear feet along the required lines or sixty (60) feet, whichever is less, may be occupied by parking. The building must be located at the corner of the lot adjacent to the intersection.

- (3) For a double frontage lot or a lot that has frontage on three (3) streets, the cumulative total of all frontages occupied by parking shall be no more than thirty-five percent (35%) of the total linear feet along a required building line or sixty (60) feet, whichever is less.
- (4) Where off-street parking is visible from a street, it must be screened in accordance with the standards in the building forms.

c. Parking Placement, Orientation and Screening Guidelines.

- i. Large parking lots are discouraged in favor of smaller, connected parking lots that utilize landscaping screening, transitions, and buffers.
- ii. Visitor and employee parking should be separated when possible. Visitor parking lots should be placed closer to the building. Employee parking lots should be oriented to the rear or side of the building and screened from the public right-of-way.
- iii. The placement and design of parking areas and structures should foster safe nonmotorized access and circulation and clearly identifiable public access, bicycle parking and vehicular visitor parking.
- iv. Pedestrian access to parking lots, regardless of location, should be equal to the quality of materials and design of the primary entrance.
- v. Parking lot poles should be located so as not to present an obstacle to pedestrians or hazard to vehicles.

4. Building Massing and Scale.

- a. **Intent.** To maintain consistent massing and scale and ensure the use of properly proportioned building elements.
- b. **Building Massing and Scale Standards.**
 - i. Building massing, height, bulk, scale, and proportion shall maintain consistency with the existing character of the adjacent buildings.
 - ii. Building design should employ coordinated massing to produce overall unity, scale, and interest.

- iii. Rooflines and pitches shall be proportionate to nearby structures so as to provide transition or mitigation of significant changes to scale.

5. Architectural Design and Building Materials

- a. **Intent.** To preserve the historic character of the Old Village and nearby areas and to create a character for the OV district that encourages the greatest amount of visual interest, architectural consistency, and high-quality material use. The standards are not intended to limit imagination, innovation, or variety.
- b. **Materials.** Durable building materials, simple configurations, and solid craftsmanship are required. More restrictive regulations may be applied in individual form-based districts.
 - i. Eighty percent (80%) of walls visible from public streets, exclusive of wall areas devoted to meeting transparency requirements, shall be constructed of high-quality materials (i.e., brick veneer, quarried stone, glass, precast concrete).
 - ii. Exterior walls facing public rights-of-way and customer parking areas shall have a finished appearance, using the same materials as used on the front of the building.
 - iii. Materials shall be selected for suitability to the type of buildings and the architectural design in which they are used.
 - iv. Material selection shall be consistent with architectural style in terms of color, shades, and texture. However, monotony should be avoided.
 - v. Materials shall be consistent with adjoining buildings.
 - vi. Buildings shall have the same materials, or those that are architecturally compatible, for construction of all building walls and other exterior building components wholly or partly visible from public ways and public parking lots.
 - vii. Preferred building materials: quarried stone, cultured stone, full veneer brick, composite lap siding, architectural concrete (with recessed panels and reveal lines), colored CMU block and architectural CMU block (i.e., split face, fluted, scored, honed, etc.), architectural metals and standing seam metal roofing, and dimensional shingles.
 - viii. Preferred accent materials: precast cast stone, natural stone accents, glass accents.

- ix. Prohibited Materials are plain, flat faced CMU block (painted CMU), brick tiles, metal walls and EIFS. EIFS may be used if no more than five percent (5%) percent permitted and used as an accent only.
 - x. The applicant shall provide a schedule indicating percentage of façade materials totaling one hundred percent (100%) and the applicant shall provide a sample board to the Planning Commission.
- c. **Building Variation.** Building articulation or architectural design variations for building walls facing the streets are required to ensure that the building is not monotonous in appearance.
- i. Building facades shall be subdivided, through the location of architectural treatments and the arrangement of openings (doors and windows) that are compatible in size and scale to the surrounding buildings.
 - ii. The height to width ratio of these subdivided facades of single story buildings shall not exceed 1:2. The height to width ratio of these subdivided facades of two-story buildings shall not exceed 1:1.
 - iii. The maximum linear length of an uninterrupted building façade facing public streets and/or parks shall be thirty (30) feet. Building articulation shall be accomplished through a combination of the following techniques:
 - (1) Façade modulation: Stepping portions of the façade to create shadow lines and changes in volumetric spaces.
 - (2) Use of engaged columns or other expressions of the structural system.
 - (3) Horizontal and vertical divisions: Use of textures and materials, combined with façade modulation.
 - (4) Dividing facades into storefronts with visually separate display windows.
 - (5) Providing projections such as balconies, cornices, covered entrances, pergolas, arcades, and colonnades.
 - (6) Variations in the rooflines by use of dormers windows, overhangs, arches, stepped roofs, gables, and other similar devices.

- d. **Transparency.** The first floors of all buildings shall be designed to encourage and complement pedestrian-scale activity and crime prevention techniques. It is intended that this be accomplished principally by the use of windows and doors arranged so that active uses within the building are visible from or accessible to the streets.
- i. The first floor of any front façade facing a right-of-way of street on the Regulating Plans shall meet the minimum requirements based on street type and building form in First Floor Transparency Requirements Table. The minimum transparency requirement shall apply to all sides of a building that abut an open space, or public right-of-way. Transparency requirements shall not apply to sides which abut an alley. If a building form and street type is not specified, the minimum percentage is fifty percent (50%).

First Floor Transparency Requirements Table

BUILDING FORM	STREET TYPE	MIN. 1ST FLOOR TRANSPARENCY (%)
House, Two-Family	All street types	0
Multiple-Family, Attached Residential/Townhouse	All street types	30
Institutional	All street types	50
Downtown Mixed Use	All street types	70
Commercial Mixed Use/Live Work Single Use	All street types	50
All building forms, except for House and Two-Family	Village Downtown	70

- ii. If a building is on a corner and the side street is classified as a Village street in a Regulating Plan, the minimum transparency for the facades facing a side street may be reduced to no less than thirty percent (30%) of the façade.
- iii. Transparency Alternatives. The following alternatives may be used singularly or in combination. If used in combination, they may count toward no more than eighty percent (80%) of the transparency requirement set forth in First Floor Transparency Requirements Table:
 - (1) Wall Design. Wall designs that provide visual interest and pedestrian scale may count toward no more than

fifty percent (50%) of primary street and fifty percent (50%) of side street transparency requirements. Wall designs must provide a minimum of three (3) of the following elements, occurring at intervals no greater than twenty-five (25) feet horizontally and ten (10) feet vertically:

- a. Expression of structural system and infill panels through change in plane not less than three (3) inches.
 - b. System of horizontal and vertical scaling elements such as: belt course, string courses, cornice, pilasters.
 - c. System of horizontal and vertical reveals not less than one (1) inch in width/depth.
 - d. Variations in material module, pattern, and/or color.
 - e. System of integrated architectural ornamentation.
 - f. Green screen or planter walls.
- (2) Permanent Art. Non-commercial art or graphic design of sufficient scale and orientation to be perceived from the public right-of-way and rendered in materials or media appropriate to an exterior, urban environment and permanently integrated into the building wall may count toward no more than forty percent (40%) of the transparency requirement.
- (3) Outdoor dining/seating. Inclusion of outdoor dining/seating located between the building and the primary street lot line.

6. **Landscaping.**

- a. **Intent.** To incorporate appropriate native landscaping to enhance visual appearance, provide transitions between properties, and screen unsightly areas.
- b. **Landscaping Standards.** Landscaping in the OV district shall meet the following standards:
 - i. Street trees shall be provided at a minimum of one (1) tree per every forty (40) feet of lineal street frontage, and at a

maximum of one (1) tree per every twenty (20) feet of lineal street frontage with other regulations as required in Chapter 34, Article I.

- ii. Plant, shrub, and tree species shall be appropriate to the southeast Michigan climate and should require minimal water and care.
- iii. Landscaping shall be protected from vehicular encroachment by the use of curbs.
- iv. Except on streets designated Downtown Village on the Regulating Plan, landscaping shall be provided around the perimeter of a building to minimize the “hard edge” that is created where the building meets the pavement.
- v. Screening between land uses shall be provided in compliance with Section 78-206.

c. Landscaping Guidelines.

- i. The use of naturalized stormwater management techniques (bioswales, roof gardens, rain gardens) is highly encouraged to reduce stormwater runoff.
- ii. Landscaping should conform and incorporate existing landscape and topographic features.
- iii. Landscaping within courtyards and patios may include hardscape and softscape materials.
- iv. Landscaping should maintain adequate sight lines for visual safety, visibility, and efficient security.
- v. Pedestrian areas and walks should be distinguishable from parking and circulation areas with distinct paving materials, shade trees, and groundcover planting

7. Utilities and Mechanical Screening.

- a. **Intent.** To ensure that utilities are designed to be a part of the overall building so to reduce the visual impact.
- b. **Utilities and Mechanical Screening Standards.**
 - i. New utilities shall be located underground.
 - ii. Ground mechanical equipment and utilities shall be screened from the public right-of-way with the use of walls, fencing, or

roof-top mechanical equipment and utilities shall be screened from view of adjacent parcel or the public right-of-way.

- iii. Walls, fencing, and architectural details for screening shall complement the materials used in the associated building's architectural style.

8. Loading and Storage Areas

- a. **Intent.** To ensure that loading, storage, and other building utility features are designed to be a part of the overall building as so to reduce the visual impact.
- b. **Loading and Storage Areas Standards.**
 - i. Loading and service areas shall be located on the sides or rears of the buildings.
 - ii. Loading and service areas shall be screened from the public right-of-way with the use of fencing, landscaping, or walls.
 - iii. Freestanding storage facilities (including warehousing) shall comply with all design standards.
 - iv. Trash storage and pick-up facilities shall be located in the rear or side of a building or site and screened from view of adjacent parcel and the public right-of-way.
 - v. Outdoor trash storage shall be screened with fencing or walls, which are consistent with the associated primary building color and materials.



City of Plymouth Planning Commission Memorandum

City of Plymouth
201 S. Main
Plymouth, Michigan 48170

www.plymouthmi.gov
Phone 734-453-1234
Fax 734-455-1892

TO: Planning Commissioners
FROM: Greta Bolhuis, AICP, Planning & Community Development Director
DATE: October 5, 2023
RE: EPIC-MRA Survey Results

As you are aware, the city engaged EPIC-MRA to conduct a scientifically significant resident survey on topics related to recreation and planning topics to inform the Recreation Master Plan and City Master Plan documents. The Planning Commission reviewed the survey questions at the June 14 and July 12 meetings. The survey was conducted via phone calls the week of September 11, 2023, and had 264 respondents. Attached for your review is the City of Plymouth Citizen Survey Executive Summary and Analysis.

Should you have any questions, please contact me directly.

City of Plymouth Citizen Survey September 2023

Presented by:
EPIC ■ MRA

EXECUTIVE SUMMARY and DEMOGRAPHIC ANALYSIS



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METHODOLOGY

EPIC ▪ MRA administered interviews with 264 adult residents residing within the City of Plymouth, Michigan from September 11th through September 15th, 2023. Respondents were selected utilizing an interval method of randomly selecting records of published residential telephone numbers. In addition, a commercially available list of cell phones - designated as being in the possession of city residents - was obtained. Eighty percent of the sample, or 214 interviews, were completed via cell phone contact. Interviews were terminated if, in response to the initial question of the interview, the respondent reported living somewhere other than in the City of Plymouth.

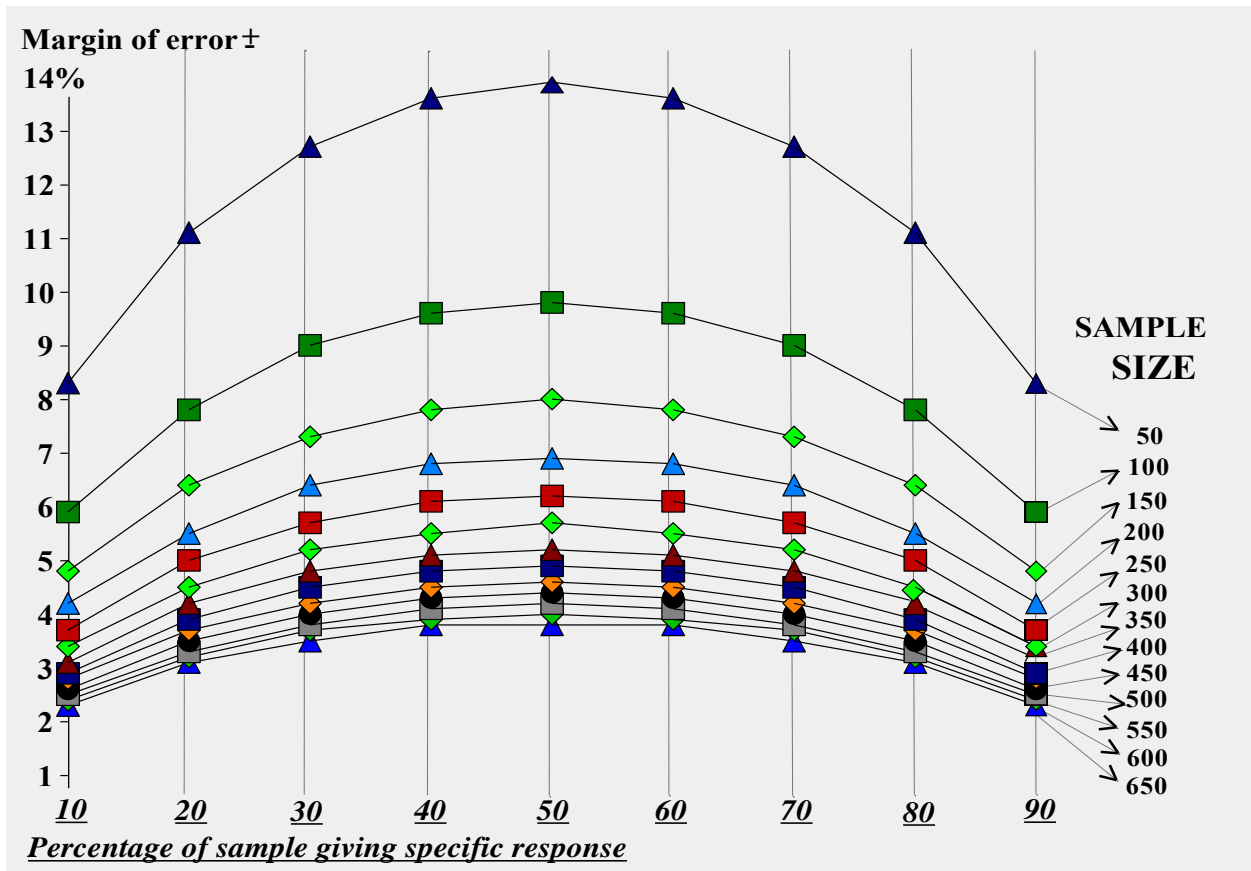
In interpreting survey results, all surveys are subject to error; that is, the results of the survey may differ from those that would have been obtained if the entire populations were interviewed. This “margin of error” quantifies the degree to which random sampling will differ from a survey of the entire population, taking into account, among other things, the disposition of individuals who do not complete the interview. Put another way, the opinions of those who are not randomly selected or who decline to be interviewed, are no more or less likely to be different – within the margin of error – than the opinions of those who complete an interview and are included in the sample. The size of sampling error depends on the total number of respondents to the particular question.

For example, a “Total” Oppose of 52 percent was recorded in response to the hypothetical proposition of, “*Would you strongly favor, somewhat favor, somewhat oppose, or strongly oppose the City of Plymouth allowing duplexes to be built in single-family residential neighborhoods*” (Q. 27). As indicated in the chart that follows, this percentage would have a sampling error of plus or minus 6.0 points. This means that with repeated sampling, it is very likely (95 times out of every 100), the percentage for the entire population would fall between 58 percent and 46 percent, hence 52 percent ± 6.0 points.

EPIC • MRA SAMPLING ERROR BY PERCENTAGE (AT 95 IN 100 CONFIDENCE LEVEL)

Percentage of sample giving specific response

SAMPLE SIZE:	<u>10</u>	<u>20</u>	<u>30</u>	<u>40</u>	<u>50</u>	<u>60</u>	<u>70</u>	<u>80</u>	<u>90</u>	
	% margin of error ±									
650	2.3	3.1	3.5	3.8	3.8	3.8	3.5	3.1	2.3	
600	2.4	3.2	3.7	3.9	4.0	3.9	3.7	3.2	2.4	
550	2.5	3.3	3.8	4.1	4.2	4.1	3.8	3.3	2.5	
500	2.6	3.5	4.0	4.3	4.4	4.3	4.0	3.5	2.6	
450	2.8	3.7	4.2	4.5	4.6	4.5	4.2	3.7	2.8	
400	2.9	3.9	4.5	4.8	4.9	4.8	4.5	3.9	2.9	
350	3.1	4.2	4.8	5.1	5.2	5.1	4.8	4.2	3.1	
300	3.4	4.5	5.2	5.5	5.7	5.5	5.2	4.5	3.4	
250	3.7	5.0	5.7	6.1	6.2	6.1	5.7	5.0	3.7	
200	4.2	5.5	6.4	6.8	6.9	6.8	6.4	5.5	4.2	
150	4.8	6.4	7.3	7.8	8.0	7.8	7.3	6.4	4.8	
100	5.9	7.8	9.0	9.6	9.8	9.6	9.0	7.8	5.9	
50	8.3	11.1	12.7	13.6	13.9	13.6	12.7	11.1	8.3	



EXECUTIVE SUMMARY

EPIC ▪ MRA was commissioned in September 2023 by the City of Plymouth to measure public opinion about a variety of city-specific features and policies, focusing attention on parks, recreation opportunities, housing, and issues related to them. Questions going to bicycle accommodations, and the effectiveness of ordinances concerning the tree canopy and residential lot landscaping were also tested.

-- Parks and Recreational Activity Opportunities

There was near unanimity among respondents that recreational activities, special events, and parks enhance home values and provide an economic benefit to the community as a whole; a sentiment quite strongly held. This observation is substantiated by the nearly eight-in-ten respondents who reported being in favor of the city purchasing activity space to replace the space lost to the school district's needs. The value of parks to respondents can also be found in the responses given to which recreational facilities they or a member of their household has . . . *visited within the past year.*

When presented with a list of eleven separate public and/or privately maintained facilities, four of them were City of Plymouth sites – Kellogg, Hines, City neighborhood parks, and Plymouth Cultural Center – which found from 95 percent to 65 percent of respondents reporting affirmatively that a household member had recently visited it. Two private concerns – P.A.R.C. (64%) and private fitness center (58%) – were the only two other venues receiving a majority of respondents reporting visitation. While 65 percent of respondents indicated an “Awareness” of Tonquish Creek Park and Nature Area in an earlier question, just 41 percent reported recent visitation. The Don Massey Baseball/Softball Field received the lowest proportion among city-owned facilities at 22 percent, private dance and art studios received fewer than one-in-five respondents answering in the affirmative about visitation.

Consistent with the number of respondents reporting school-age children in their household (33%), just over one-third of respondents reported that either they and/or another member of their household participates in an organized recreational activity. When asked what park amenities might be preferred in any new space acquired, *Playgrounds* garnered the most responses (14%), but there were more than two dozen other specific responses to this open-ended question. Substantiating this correlation are the results of an open-ended question asking what type of activities these respondents engaged in, where Soccer (21%) and other youth team sports

captured the lion's share of the up-to-four responses solicited. Moreover, an immediately following open-ended question asked respondents to identify any other not-currently-offered activity or league the city might sponsor. In response, half of respondents were unable to offer a specific response, and to the extent any were offered, *Pickleball* was the only item breaking double digits.

Up to three responses were recorded for an open-ended question asking respondents for their preferred method of receiving information about recreational or special events in the city. In all, over a dozen different categories were mentioned, with *Email* (44%) and *Direct mail* (20%) being the two most mentioned modes of communication for this purpose. Other frequently mentioned means were, *City website* (10%), *Facebook* (8%), and *Text Message* (6%).

-- Bicycles

Again, one-third shows up as the proportion of respondents who were of the opinion that *More* bicycle lanes are needed in the city. Only 15 percent reported their belief that there are *Too Many*, with the balance expressing the opinion that there were *Enough* (21%) or were undecided (6%) on the question. These proportions shifted, however, when it came to opinions about the number of bicycle racks needed. For bike racks, nearly half of respondents (47%) reported *More* were needed, compared to the one-third who believed there are already *Enough*.

For those who expressed that *More* lanes or racks were needed for bicycles, a follow-up open-ended question accepted up-to-two responses as to where the respondent would like to see them located. In the case of bike lanes, Ann Arbor Trail, Main, Penniman, and Harvey together received over half of all of the over fourteen specific responses. As for more bike rack locations, *Downtown* captured nearly one-in-four responses and together with *Kellogg Park* (20%) and *Near Parks* (12%), the three locations account for more than half of thirteen site-specific responses.

-- Housing

The topic of housing was introduced with a question asking respondents to express whether they believed the City of Plymouth has *Too Many*, *Too Few*, or *About the Right Amount* of multi-family housing units, described as including duplexes, apartments, and townhomes. Opinion was split at 17 percent apiece between "too many" and "too few", with a strong majority of 58 percent reporting "enough". In a follow-up question asking if the city should allow more duplexes in residential areas, however, a slim 52 percent majority reported being *Oppose[d]* to the notion, with 37 percent saying they favored the proposition. Importantly, the intensity of

sentiment among opponents of more duplexes – as expressed by the modifier *Strongly* – was nearly two-and-half times that of those expressing support.

Respondents were next given a description of accessory dwelling units (ADUs), which referred to them as separate same-lot detached housing units that may or may not be used for short or long-term rental. The question went on to ask if the respondent would Favor or Oppose allowing ADUs on the second level of detached garages. A strong 59 percent majority were in “favor” of such a proposal compared to the 37 percent expressing opposition, with the intensity of those favoring being slightly higher than intensity of opposition.

The size and height of single-family homes and the height of garages were the next focus of the interview, with each of these three inquiries being a measurement of opinion of about whether the size and height regulations in city ordinance has been observed post-COVID – that is, since March of 2020. As for the size and height of post-COVID construction of single-family homes, respondents were in a statistical tie (46% “yes” – 48% “no”) regarding the appropriateness (not necessarily compliance with city ordinance) of their size, but were more certain about the new construction height, with two-thirds reporting it has been appropriate.

Consistent with their perceptions of the appropriateness of single-family new construction size and height, considerably fewer respondents expressed a belief that the city ordinance specifications governing the height of homes should be *Decreased* (23%), than those reporting a preference for a decrease in size specifications (37%).

When the same pairing of questions was presented regarding the height of detached garages, the results were decidedly more lopsided than with single-family homes. Perhaps reflecting the receptivity to ADUs discussed above, over three-quarters of respondents perceived the height of post-COVID detached garages as being appropriate and only 10 percent expressed a preference for the city to decrease the height specifications for these structures.

-- Trees and Landscaping

Respondents were informed that a 2017 city ordinance aimed to increase the number of trees in the city and were then asked if they believed if *Enough*, *Too Much*, or *Too Little* was done in this regard. The next question posed the same inquiry regarding a 2023 ordinance setting the minimum square footage of landscaped area on all residential property. As can be seen in the comparison of results chart below, the greatest area of disparity between the results lies in the volunteered response of *Unaware* of the ordinance, which is over three times higher in the case of the landscaping ordinance than the ordinance concerning trees.

2017 Tree Ordinance		2023 Landscaping Ordinance
48%	Done Enough	42%
29%	Done Too Little	21%
10%	Done Too Much	7%
5%	Unaware (volunteered)	18%
8%	Undecided	12%

-- Upshot of the Findings

The residents of the City of Plymouth value their parks and the recreational opportunities available to them. So much so, most report at least one household member having visited a park within the last year. Moreover, they overwhelmingly say “yes” in response to a question generally asking if the city should expend funds to replace green space (and its attendant youth sports programming) lost to the school district. It is cautioned, however, that this question did not apprise respondents of many important particulars of such a purchase (i.e., cost, location, etc.), so any official decisions in this regard should not place too much reliance on this single result to a very generalized proposition.

One-third of respondents expressed a preference for more bicycle lanes to be established, with four major thoroughfares dominating the specific locales named as where they should be located. Unlike with bike lanes, a strong plurality of respondents reported a preference for the city to provide more bicycle racks. Kellogg Park and Downtown were overwhelmingly named as the preferred places for the location of more bike racks.

As for local availability of multi-family housing, a strong majority of residents express the belief that there is the right amount of these types of dwellings, and they are opposed to allowing duplexes in neighborhoods otherwise filled with single-family homes. These findings notwithstanding, there is great receptivity to the city allowing ADUs to be established on the second level of detached garages; a finding consistent with the three-quarters of respondents’ perceptions’ that the height of post-COVID construction of garages has been “appropriate”, and the only one-in-ten expressing a desire to see this garage height specification “decreased”.

Unlike the questions regarding garage heights, there is greater difference of opinion when it comes to the size of single-family homes. There is a virtual tie in perception concerning the “appropriateness” of post-COVID construction home size and nearly two-of-five respondents

express a preference for the ordinance regulating home size decrease the allowed mass of new homes. As for the height of homes, respondent sentiment is not nearly as acute as it is regarding home size and indeed, is closer to the proportions expressed about garage heights.

QUESTION-BY-QUESTION RESULTS

-- Value of Recreation Opportunities and Green Space – Q’s. 2 & 3

Two initial survey questions – the presentation of which was rotated – went to respondents’ perceptions of the economic benefit of maintained parks and availability of recreation activities have for the community as a whole and residents’ home values, particularly. The available response options were, *A lot, Some, Only a little, and No benefit at all.*

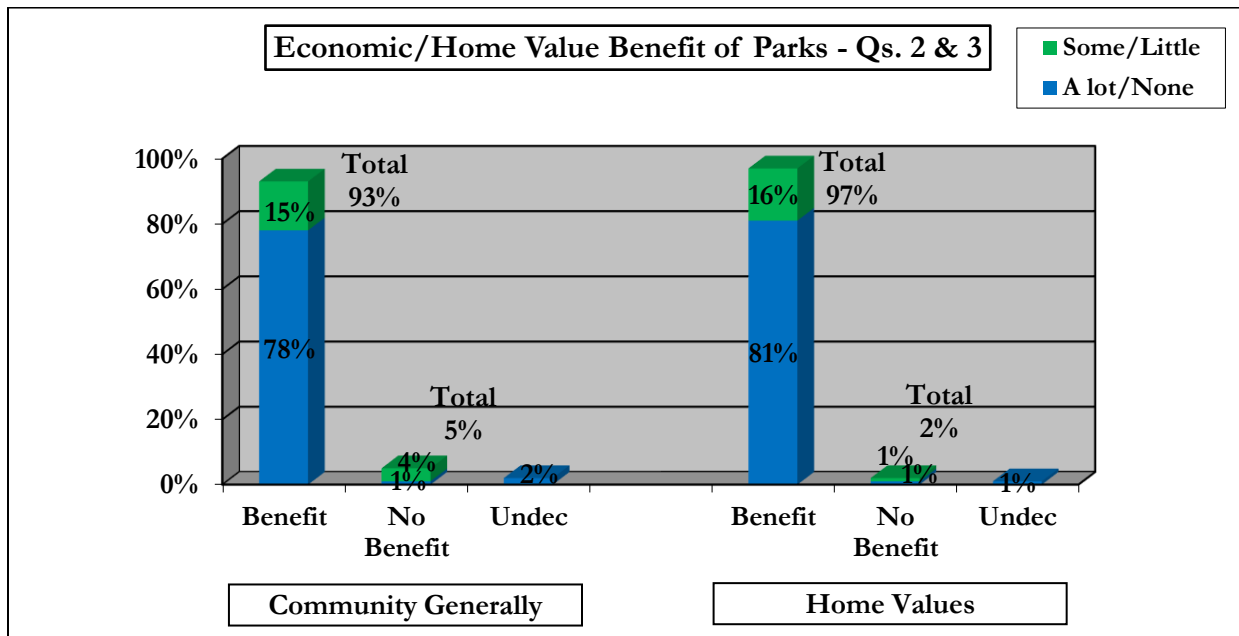
The questions read:

How much of an economic benefit do you believe that Recreational Activities, Special Events and Park provide to the Plymouth Community?

and,

How much do you believe that maintained parks and green spaces enhance the property values of homes in the Plymouth Community?

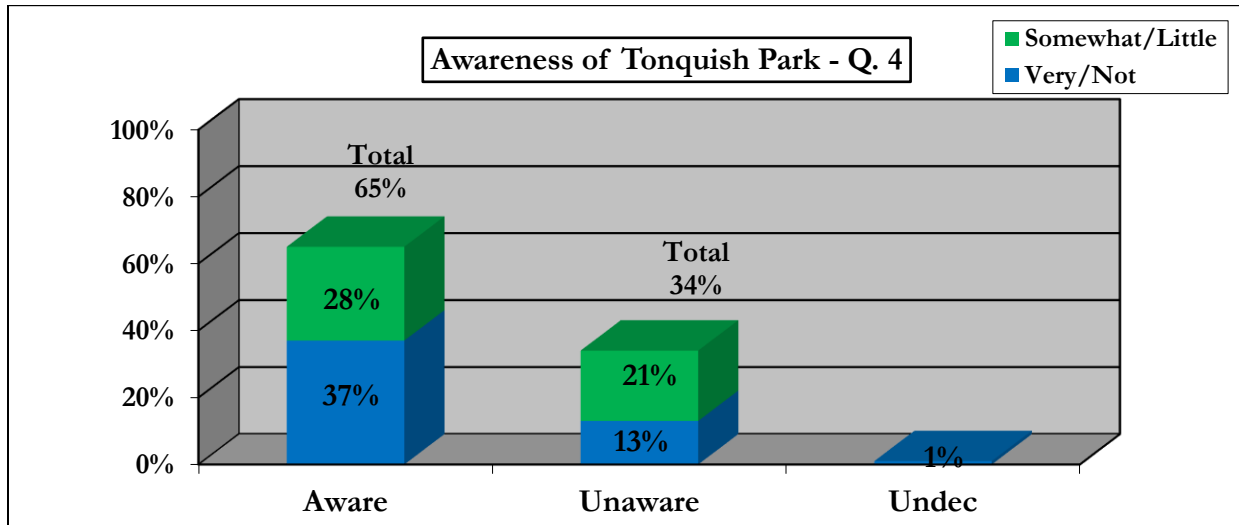
The chart below illustrates the results for these two questions:



With such overwhelming results, subgroup breakouts are not instructive.

-- Awareness of Tonquish Creek Park and Nature Area – Q. 4

Respondents were next asked to assess their level of awareness of the Tonquish Creek Park and Nature area. The available responses for awareness levels were : *Very, Somewhat, Only a little, and Not aware at all.* The graph that follows illustrates that just under two-out-of-three respondents reported at least “somewhat” aware of the existence of Tonquish.



Subgroups reporting “Little/Not at all” in proportions greater than the norm of the combined 34% included:

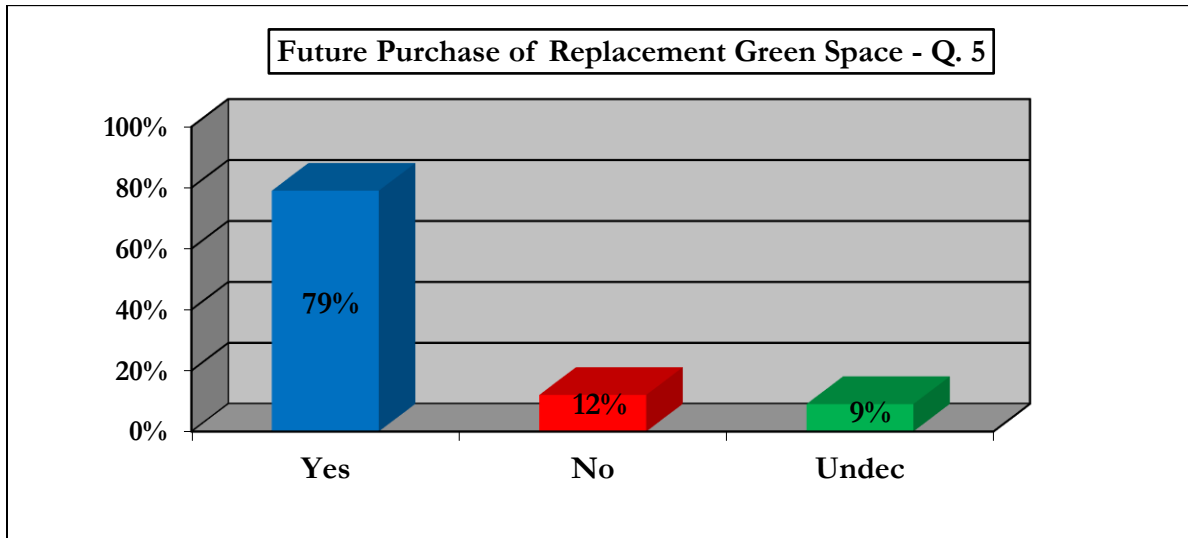
- 53% Visited Tonquish – No
- 52% Residency – 1-5 Years
- 50% Visited Any Park – No
- 48% Age 18-34
- 42% Bike Lanes – Need more
- 45% Visited PARC – No
- 44% Home Sizes Right after COVID? – Yes
- 44% Parks Enhance Home Values – Little/Not at all
- 42% Home Size Ordinance – Don’t change
- 40% Visited Don Massey – No
- Garage Height Ordinance – Increase
- Tree Ordinance – Done Enough

Subgroups reporting “Very/Somewhat” in proportions greater than the norm of the combined 65% included:

- 91% Visited Tonquish – Yes
- 85% Visited Private Dance – Yes
- 82% Visited Don Massey – Yes
- 80% Landscape Ordinance – Too Little
- 78% Garage Height Ordinance – Decrease
- 77% Recreation Participation – HH member
- 76% Home Sizes Right after COVID? – No
- Home Size Ordinance – Decrease
- Home Height Ordinance – Decrease
- Residency – 16+ Years
- 75% Home Height Right after COVID? – No
- 71% Visited PARC – Yes
- 72% Number of Multi-Family – Too Few
- Garage Height Right after COVID – No
- Tree Ordinance – Too Little
- Children at Home? – Yes
- 70% Bike Racks – Enough
- Visited Private Gym – Yes
- Age 50-64
- Age 65+

-- Future Possible Purchase of Land for Parks – Q. 5

Respondents were told the city had lost activity space due to the needs of the school district. They were then asked if they would be in favor of the city’s future purchase of vacant land to replace the green space lost to the school district and reestablish recreational programs eliminated due to that loss. As can be seen in the graph below, nearly eight-in-ten respondents reported *Yes* in response to this framing of the question.



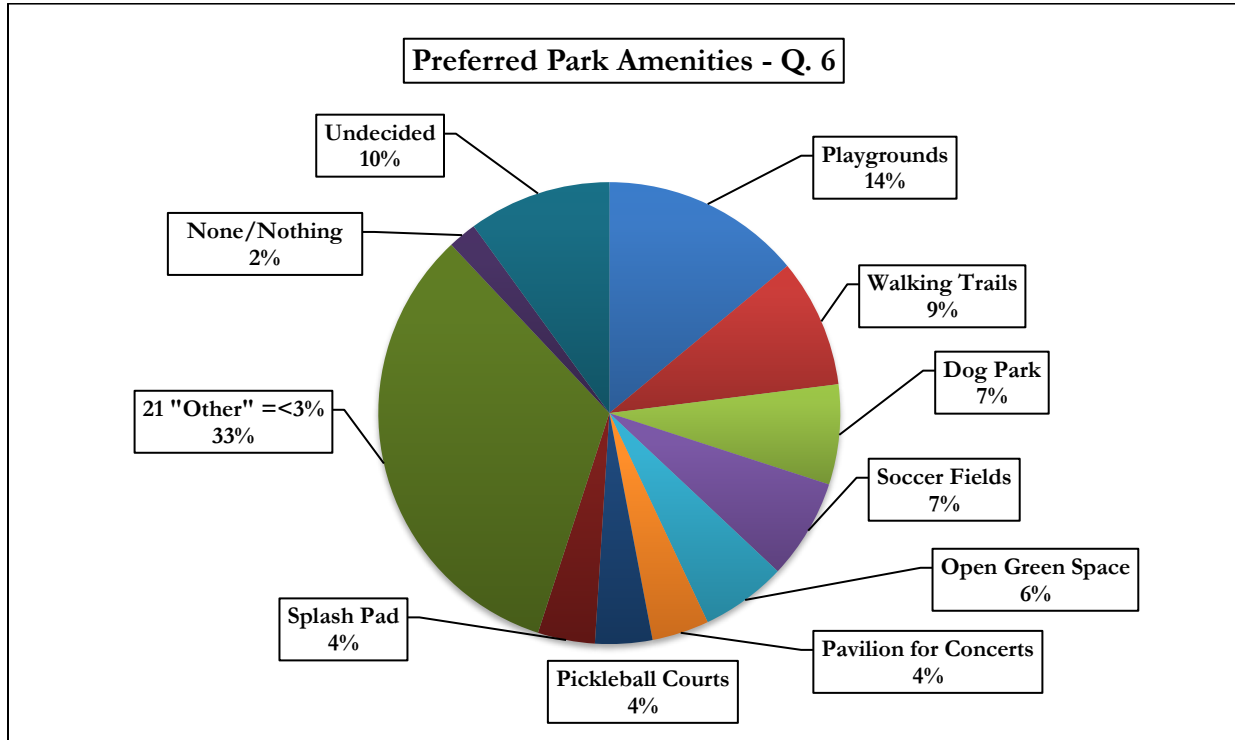
Subgroups reporting “No” in proportions greater than the norm of 12% included:

- 26% *Parks’ Economic Benefit to Community – Little/None*
- 23% *Bike Lanes – Too Many*
- 21% *Parks’ Benefit to Home Values – Little/None*
- 19% *Age 65+*
- 18% *Allow ADU’s – Oppose*
- 18% *Landscape Ordinance – Too Little*
- 17% *Recreation Participation – HH member*
- 17% *Bike Racks – Enough*

-- Preferred Park Amenities – Q. 6

Respondents were next presented with an opportunity to express their preference for which park amenities should be included if additional funding for park development became available to the city. In response to this open-ended question, 29 separate categories of park amenities were reported, including two percent responding, *None/nothing*. The only specifically mentioned item reaching double digits – at 14 percent – was *Playgrounds/Playscapes*. Several of the other specifically mentioned categories could arguably be grouped together to reach double digits (e.g., *tennis courts, pickleball courts, basketball courts, baseball fields, soccer fields, and athletic fields generally*), but the unique requirements of each of these courts and

fields argued for separate categorization. The chart below illustrates the distribution of responses for the eight specific responses garnering four percent or more mentions, along with those 10 percent who were *undecided*.



Subgroups reporting "Playgrounds" in proportions greater than the norm of 14% included:

- 26% Visited Don Massey – Yes
- 23% Bike Lanes – Too Many
- 20% Bike Racks – Enough
- 19% Bike Lanes – Enough
- Allow ADUs – Oppose

Subgroups reporting "Dog Park" in proportions greater than the norm of 7% included:

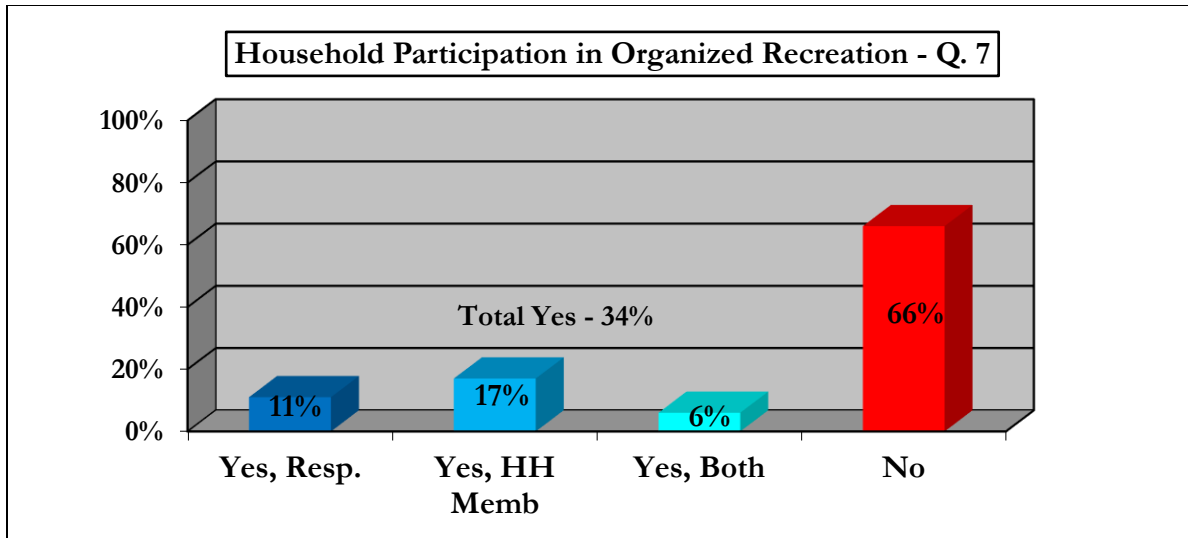
- 15% Residency – 1-5 Years
- 11% Visited PARC – Yes
- Home Heights Right after COVID? – No

Subgroups reporting "Open Space" in proportions greater than the norm of 6% included:

- 12% Tree Ordinance – Too Little
- Age 18-34

-- Participation in Organized Recreational Activities – Q. 7

An even two-thirds of respondents reported that neither they nor any other member of their household *participate[s] in a recreational or athletic program organized by a league or association*.



Subgroups reporting “Yes” in proportions greater than the norm of the combined 34% included:

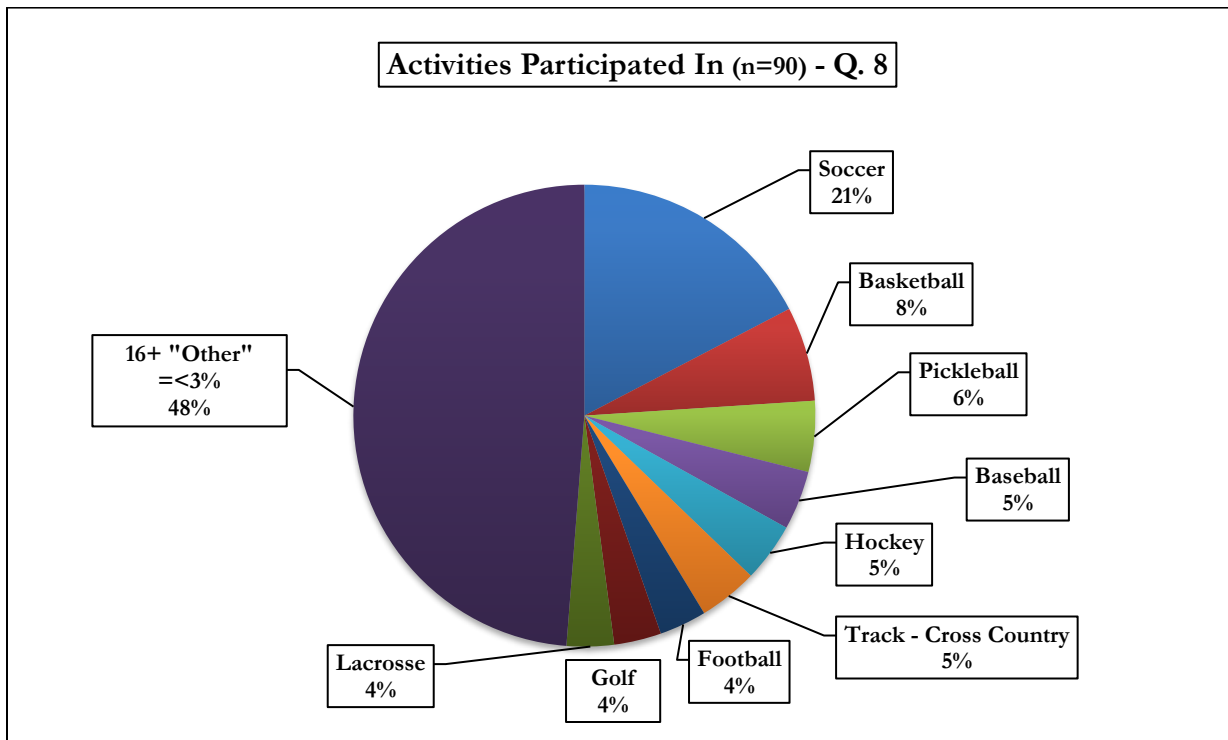
- 71% Age 35-49
- 65% Children at Home? – Yes
- 53% Visited School Playground – Yes
- 49% Visited Private Dance – Yes
- 49% Visited Private Art – Yes
- 49% Residency – 6-15 Years
- 48% Info Source – Text Message
- 44% Visited PARC – Yes
- 44% Visited Don Massey – Yes
- 43% Visited Cultural Center – Yes
- 41% Visited Tonquish – Yes
- 39% Visted Private Gym – Yes
- 39% Info Source – Facebook

Subgroups reporting “No” in proportions greater than the norm of 66% included:

- 85% School Playground – Haven’t Visited
- 85% Age 65+
- 83% Cultural Center – Haven’t Visited
- 83% PARC -- Haven't Visited
- 81% Children at Home? – No
- 76% Parks’ Economic Benefit to Community – Little/None
- 76% Age 18-34
- 75% Parks Enhance Home Values – Little/Not at all
- 74% Residency – 1-5 Years
- 73% Private Gym – Haven’t Visited
- 73% Age 50-64
- 73% Residency 16+ Years
- 71% Tonquish – Unaware
- 71% Info Source – Direct Mail
- 71% Garage Height Ordinance – Increase

-- Types of Organized Recreational Activities – Q. 8

Respondents reporting household participation in organized recreation activities in the previous question (n=90) were asked which types of activities the household members engaged in. Up to four responses were allowed in this open-ended question. This resulted in over 26 separate categories of activities being recorded, with over 16 of them being mentioned by three percent or fewer of the respondents. The following chart illustrates the distribution of the predominant responses:



Subgroups reporting "Soccer" in proportions greater than the norm of 21% included:

- 28% Home Size Ordinance – Decrease
- 27% Home Sizes Right after COVID? – No
- Garage Height Right after COVID – Yes
- Children at Home – Yes
- Residency 6-15 Years
- 26% Recreation Participation – HH member

With a total n-size of 90 for this question, further subset analysis would not be instructive.

-- What New Recreational Activities to Add? – Q. 9

All respondents were asked to identify any new *activities, recreational or athletic programs, or leagues*, the City of Plymouth should offer that are not currently offered. Unlike

the results of Question 6, which asked what types of facilities respondents would like to see more of should the city find funding for it, this “new activities” question produced 50 percent of the sample to report either *Nothing/None* (14%) or *Undecided* (36%), compared to the combined 12 percent not offering a specific response in the previous question.

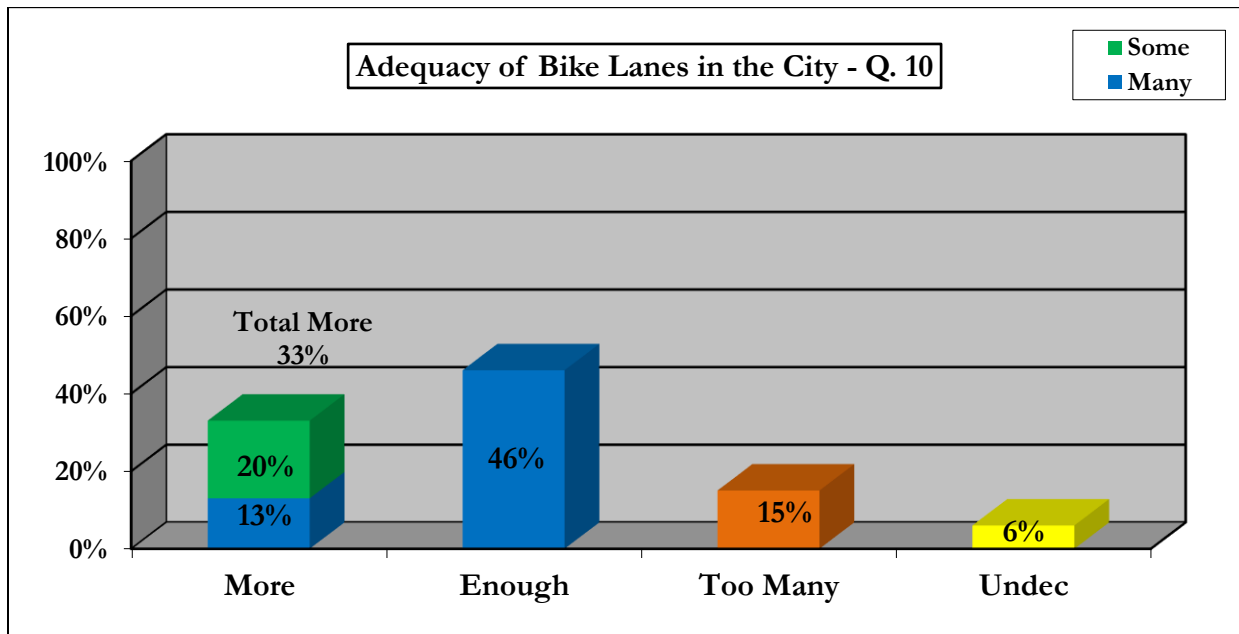
As with the prior question, however, the responses covered a wide range of activities covering over 19 separate categories. The highest proportions of specific activity responses were: *Pickleball* (12%), *Tennis* (5%), with *Soccer* and *Swimming* at four percent each. The remaining cited activities garnered three percent or less of the responses from the 132 respondents naming a specific activity in answer to this question.

Subgroups reporting “Pickleball” in proportions greater than the norm of 12% included:

- 19% Age 50-64
- Residency 1-5 Years
- 17% Age 35-49

-- Adequacy of Bicycle Lanes – Q. 10

The interview moved next to a series of questions involving the city’s attention to bike traffic. In the first of this series, all respondents were asked to report their perception of the adequacy of the number of bicycle lanes throughout the city. The response options for this inquiry were: *Enough*, *Too many*, and *Too few*. If a respondent reported their belief that there were too few lanes, they were asked to offer a gradation of *Many* or *Some*, to describe how many more lanes are needed. The graph below illustrates the distribution of responses:



Subgroups reporting “More” in proportions greater than the norm of the combined 33% included:

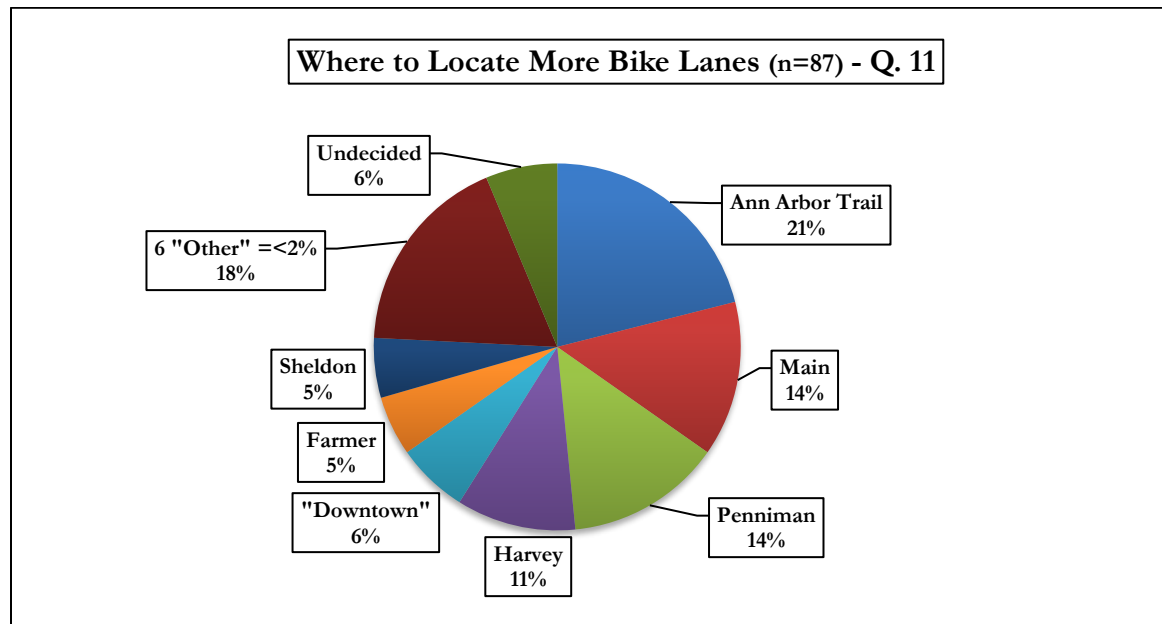
- 51% Garage Height Ordinance – Increase
- 49% Bike Lanes – More
- Info Source – Direct Mail
- 45% Landscape Ordinance – Too Little
- 43% Allow More Duplexes – Favor
- 41% Home Height Ordinance – Decrease
- 40% Tonquish – Not Aware
- Age 18-34
- 38% Tree Ordinance – Too Little

Subgroups reporting “Too many” in proportions greater than the norm of 15% included:

- 29% Parks’ Economic Benefit to Community – Little/None
- 20% Multi-Family Housing – More
- Home Sizes Right after COVID? – No
- Garage Height Ordinance – Increase
- 19% Age 65+

-- Where to Create More Bicycle Lanes? – Q. 11

For the eighty-seven respondents reporting an opinion that “More” bike lanes were needed, a follow-up question asked them to identify where in the city they would like to see them located. Over 14 separate locations were named in response to this question, which allowed up to two responses to be recorded. The top cited locations are illustrated in the chart below:



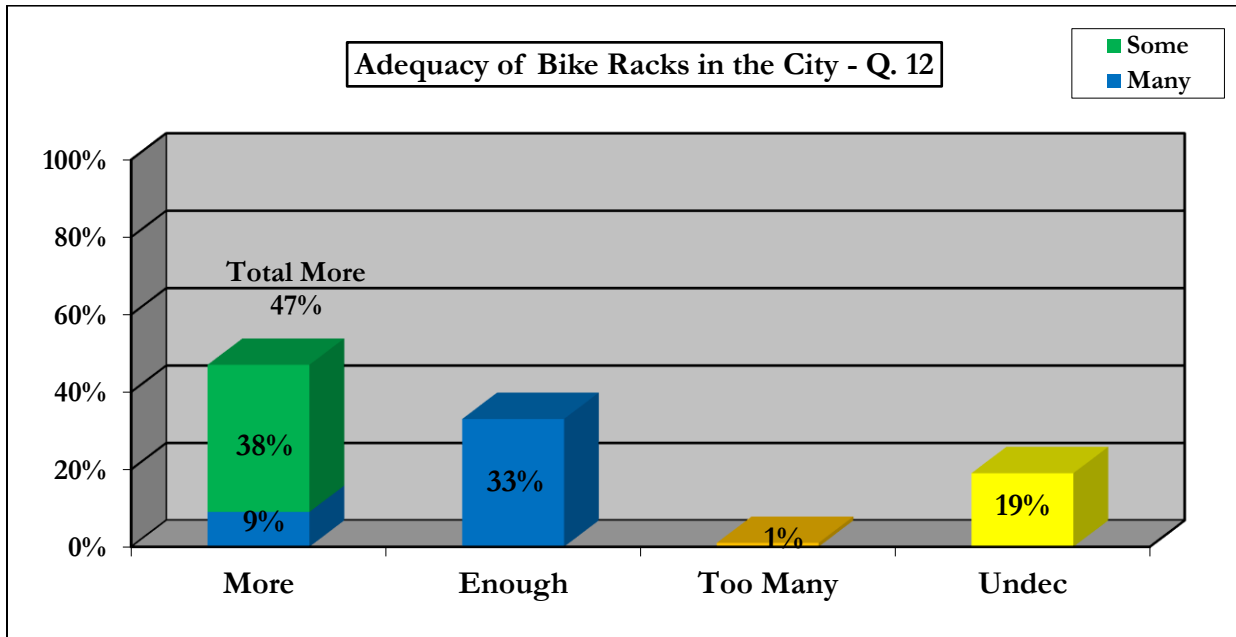
Subgroups reporting “Ann Arbor Trail” in proportions greater than the norm of 20% included:

- 26% Tonquish – Aware
- Visited School Playground – Yes

With a total n-size of 87 for this question, further subset analysis would not be instructive.

-- Sufficient Number of Bike Racks – Q. 12

In a question framed like the preceding question regarding bike lanes, respondents were asked to report if they believed there were *Enough*, *Too many*, or if *More* bike racks were needed in the city. Again, for those reporting “more”, a follow-up asked them to assess the degree to which they believed more were needed by selecting either *Many* or *Some* as a gradation option. As the graph below illustrates, a plurality of respondents expressed the opinion that “more” bike racks are needed throughout the city.



Subgroups reporting “More” in proportions greater than the norm of the combined 47% included:

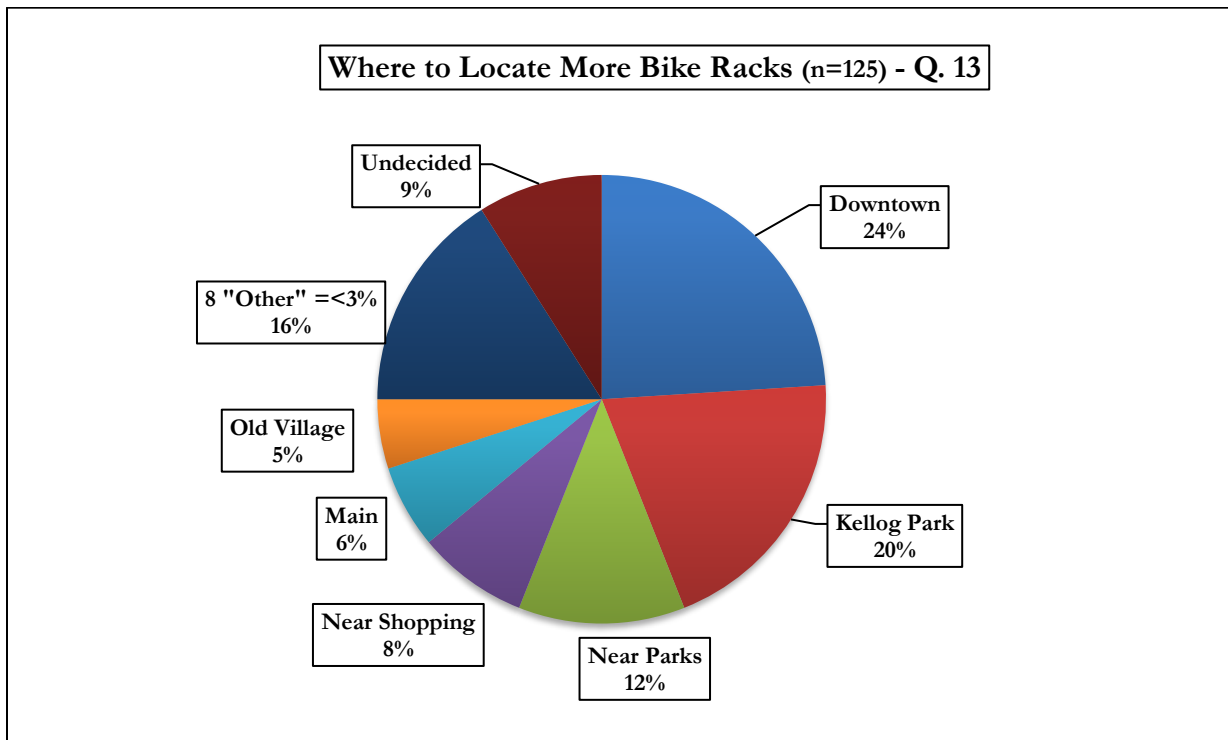
- 70% *Bike Lanes – More*
- 64% *Age 18-34*
- 62% *Residency – 1-5 Years*
- 61% *Visited Private Art Studio – Yes*
- Landscape Ordinance – Too Little*
- 57% *Home Height Ordinance – Decrease*
- Tree Ordinance – Too Little*
- 55% *Visited PARC – Yes*
- 56% *Home Size Ordinance – Decrease*
- 54% *Visited Private Gym – Yes*
- 53% *Info Source – Email*
- Home Heights Right after COVID? – No*
- 52% *Parks’ Economic Benefit to Community – A Lot/Some*
- Visited School Playground – Yes*
- Home Sizes Right after COVID? – No*

Subgroups reporting “Enough” in proportions greater than the norm of 33% included:

- 48% Recreation Participation – HH member
- 45% Bike Lanes – Enough
- 43% Parks’ Economic Benefit to Community – Little/None
- 42% Children at Home? – Yes
- 41% Garage Height Ordinance – Increase
- 40% Visited Don Massey – Yes
- Home Sizes Right after COVID? – Yes
- Landscape Ordinance – Enough
- 38% Parks Enhance Home Values – Little/Not at all

-- Where to Locate More Bike Racks? – Q. 13

For those reporting an opinion that “More” bike racks were needed, a follow-up question asked them to identify where in the city they would like to see the racks located. Again, over 14 separate locations were named in response to this question, which allowed up to two responses to be recorded, with Downtown and Kellog Park capturing the lion’s share of responses. The top cited locations are illustrated in the chart below:



Subgroups reporting “Downtown” in proportions greater than the norm of 24% included:

- 39% Residency – 6-15 Years
- 37% Visited a Private Gym – No
- 30% Bike Lanes – Enough
- Multi-Family Housing – About Right
- Home Size Ordinance – Keep the Same
- 29% Info Source – Direct Mail

-- Measurement of Park and Recreation Facility Attendance – Qs. 14-24

The next section of the interview presented respondents with names or descriptions of eleven separate City-owned or commercial facilities and asked them to report if anyone in their household had visited the location in the past year. The individual names/descriptions were presented in a rotated fashion to avoid possible bias introduced by a static order of presentation.

As can be seen in the chart that follows, six of the eleven items presented garnered more than half of respondents answering in the affirmative, with three of them receiving a well-in-excess of 80 percent affirmative proportion. Commercially owned art and dance studios received an affirmative response from fewer than one-in-five respondents.

The following chart illustrates the responses to each of the eleven presented items, sorted in order of highest to lowest respondent household member visitation.

***INTRO TO Q.14:** Now I would like to read a list of recreational facilities to you. For each, please tell me if you or any other members of your household have visited that facility within the past year. The first one is...*

[READ AND ROTATED]	<u>YES</u>	<u>NO</u>	<u>UND/ REF</u>
Kellogg Park	95%	5%	---
Hines Park	90%	10%	---
Any City Neighborhood Park	87%	13%	---
Plymouth Cultural Center	65%	34%	1%
P.A.R.C. (the privately owned, former Central Middle School)	64%	36%	0%
Any commercially owned fitness center or gym	58%	42%	---
Any school playground or gymnasium	49%	51%	0%
Tonquish Creek Park and Nature Area	41%	58%	1%
Don Massey Baseball / Softball Field	22%	78%	0%
Any commercially owned art studio	18%	82%	---
Any commercially owned dance studio	13%	86%	1%

Subgroups reporting “No” for the Plymouth Cultural Center in proportions greater than the norm of 34% included:

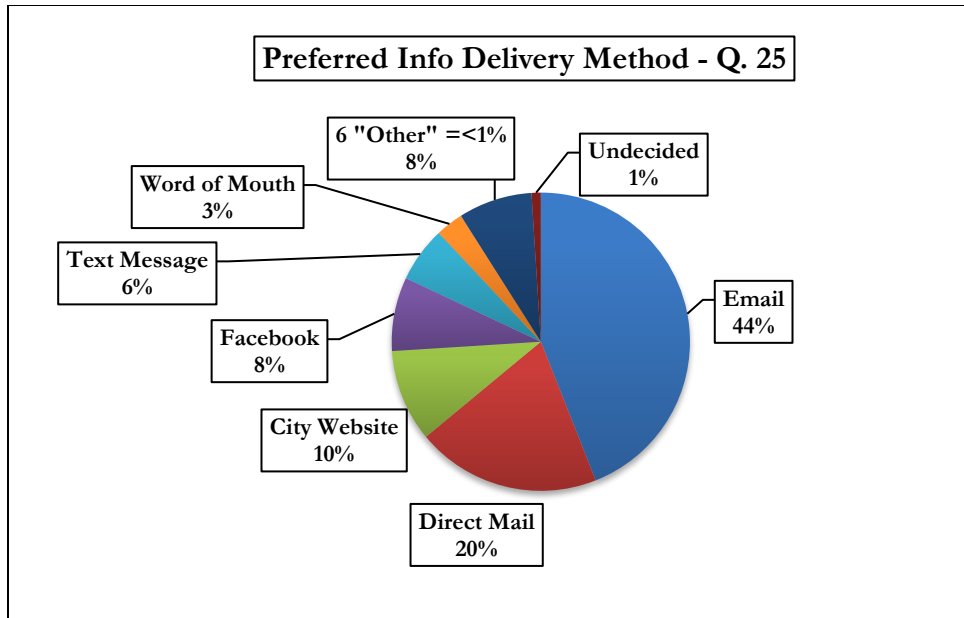
- 56% *Visited PARC – No*
Residency – 1-5 Years
- 48% *Age 18-34*
- 43% *Recreation Participation – No HH members*
- 40% *Visited School Playground – No*
Age 65+
- 41% *Info Source – Direct Mail*
- 39% *Visited Private Gym – No*
Children at Home? – No
- 38% *Multi-Family Housing – More*
Home Size Ordinance – Keep the Same
Tree Ordinance – Enough

Subgroups reporting “No” for the P.A..R.C. in proportions greater than the norm of 36% included:

- 59% *Visited Cultural Center – No*
- 50% *Parks’ Economic Benefit to Community – Little/None*
Visited Tonquish – No
- 48% *Visited School Playground – No*
- 47% *Tonquish – Unaware*
Info Source – Direct Mail
Children at Home? – No
- 45% *Parks Enhance Home Values – Little/Not at all*
Recreation Participation – No HH members
Age 65+
Residency – 1-5 Years
- 42% *Allow More Duplexes – Favor*
- 41% *Visited Private Dance – No*
Multi-Family Housing – More
- 40% *Bike Lanes – Too Many*
Bike Racks – Enough
Visited Private Art Studio – No
Home Size Ordinance – Keep the Same
Age 50-64

-- Preferred Mode of Learning About Activities/Events – Q. 25

As a follow-up to the visitation measurement battery, respondents were asked their preferred method of receiving information about recreation and special events. Up to two responses were recorded, with the top method being *Email* (44%), followed by *Direct Mail* (20%), and the *City Website* (10%). The following chart illustrates the distribution of the major responses:



Subgroups reporting "Email" in proportions greater than the norm of 44% included:

- 54% Children at Home? – Yes
- 53% Visited Art Studio – Yes
- 52% Recreation Participation – HH members
- 51% Home Size Ordinance – Decrease
- Home Height Ordinance – Decrease
- 50% Home Sizes Right after COVID? – No
- 49% Visited PARC – Yes
- Visited School Playground – Yes

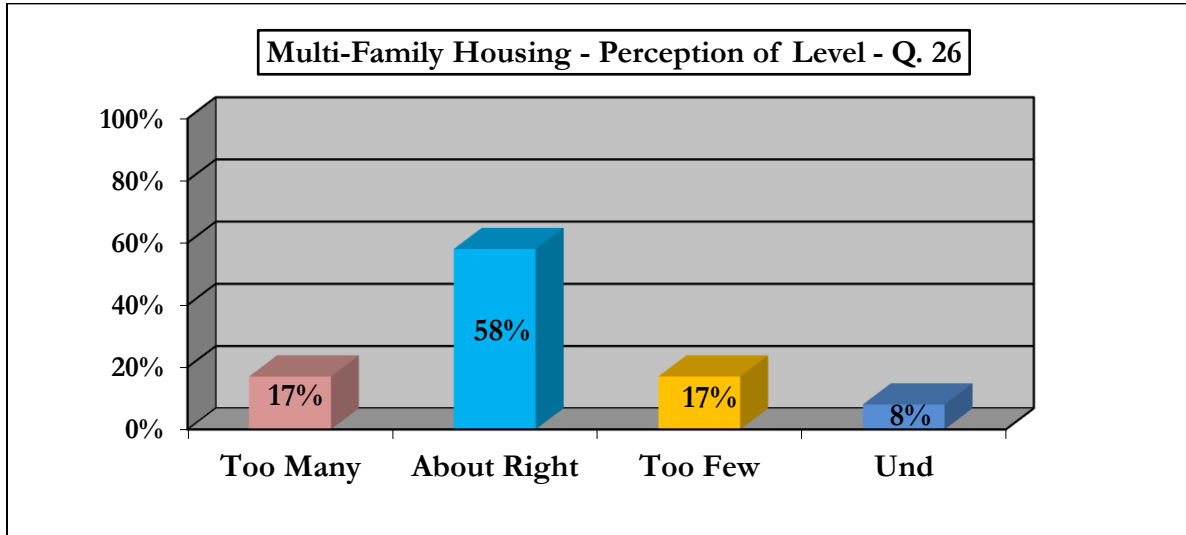
Subgroups reporting "Direct Mail" in proportions greater than the norm of 20% included:

- 27% Bike Lanes – More
- Visited PARC – No
- Age 65+
- 26% Parks' Economic Benefit to Community – Little/None
- 25% Parks Enhance Home Values – Little/Not at all
- Visited Cultural Center – No
- Visited School Playground – No
- Landscape Ordinance – Too Little
- Children at Home? – No

-- Opinion About Multi-Family Housing – Q. 26

The interview next turned to the topic of housing in Plymouth, beginning with a question describing different types of multi-family housing such as duplexes and apartments. The question then solicited the opinion of respondents as to whether they believed the City of Plymouth currently has *Too many*, *Too few*, or the *Right amount* of multi-family housing units.

As illustrated in the graph below, a strong 58 percent majority of respondents selected the “right amount” answer option.



Subgroups reporting “Too many” in proportions greater than the norm of 17% included:

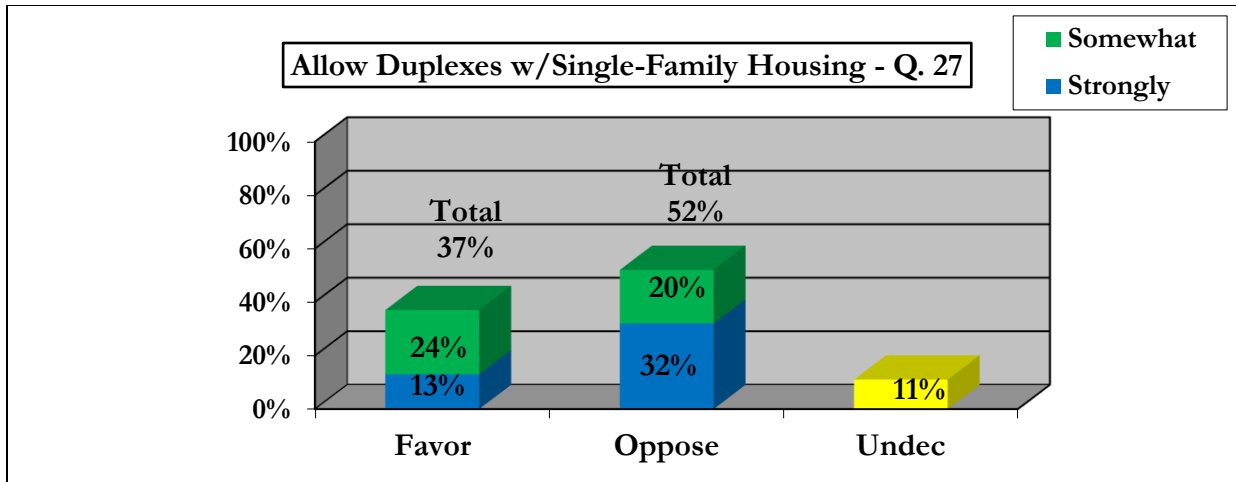
- 35% *Bike Lanes – Too Many*
- 29% *Parkland Replacement Purchase – No*
- 28% *Allow More Duplexes – Oppose*
- 27% *Age 65+*
- 25% *Parks’ Economic Benefit to Community – Little/None*
- Home Height Ordinance – Decrease*
- 23% *Tree Ordinance – Too Little*
- Residency – 16+ Years*

Subgroups reporting “Too few” in proportions greater than the norm of 17% included:

- 38% *Garage Height Ordinance – Increase*
- 32% *Age 18-34*
- 35% *Bike Lanes – Need More*
- 29% *Landscape Ordinance – Unaware*
- 25% *Home Height Right after COVID? – No*
- Home Height Ordinance – Decrease*

-- Favor/Oppose Duplexes in Single-Family Neighborhoods – Q. 28

After asking respondents about their perception of the sufficiency of the number of multi-family housing units in the city, the interview next inquired of them if they would *Favor* or *Oppose* (with each of these responses having the further modifiers of *Strongly* and *Somewhat* recited as an available response) allowing duplexes to be built in single-family residential neighborhoods. As the graph below illustrates, a majority of respondents registered opposition, with better than half of the overall total being of the *Strongly* oppose variety.



Subgroups reporting “Favor” in proportions greater than the total norm of 37% included:

- 56% Age 18-34
- 54% Garage Height Ordinance – Increase
- 50% Allow ADUs – Favor
- 48% Bike Lanes – Need More
- Multi-Family Housing – More
- 43% Visited PARC – No
- 42% Recreation Participation – Respondent
- Info Source – Direct Mail
- Residency – 6-15 Years
- 41% Tonquish – Unaware

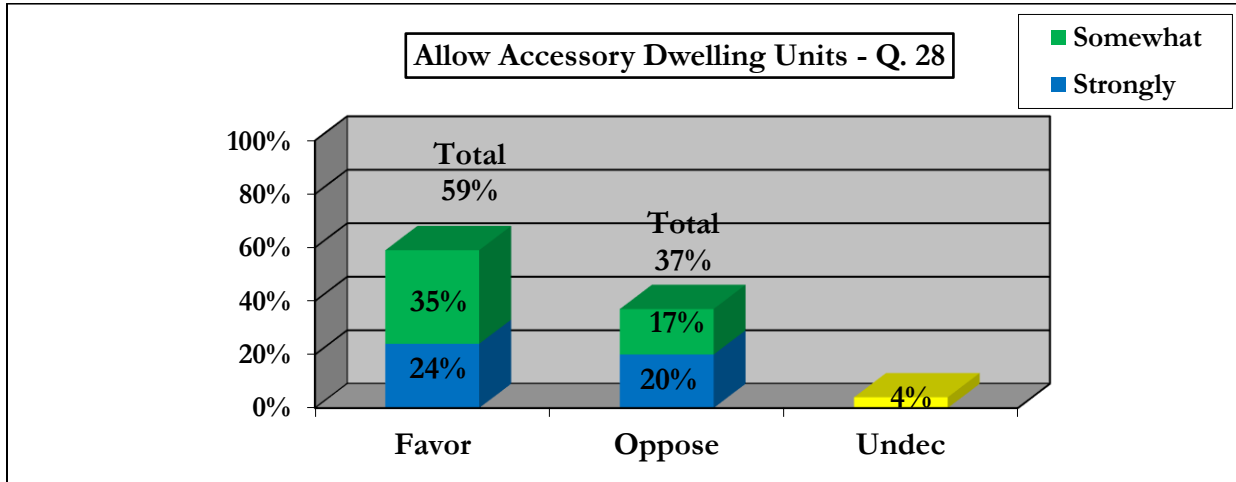
Subgroups reporting “Oppose” in proportions greater than the total norm of 52% included

- 72% Allow ADUs – Oppose
- 67% Parks Enhance Home Values – Little/Not at all
- 64% Bike Lanes – Too Many
- 62% Age 65+
- Residency 1-5 Years
- 60% Bike Lanes – Enough
- 59% Age 50-64
- 58% Bike Racks – Enough
- Visited Tonquish – No
- 57% Recreation Participation – HH Members
- Visited Don Massey – No
- Multi-Family Housing – About Right
- Home Sizes Right after COVID? – Yes
- Garage Height Ordinance – Don’t Change

-- Favor/Oppose 2nd Level Garage ADU – Q. 28

After providing a description of accessory dwelling units – including their utilization as long and short-term rentals – solicitation of *Favor* or *Oppose* to the city allowing this type of dwelling to be established on the second level of detached garages was made to respondents. For further refinement of the responses, if a respondent reported “Favor” or “Oppose”, a gradation of intensity of the sentiment was asked to be assigned in the form of, *Strongly* or *Somewhat*.

As is illustrated in the graph below, there is a strong majority support for the proposition of allowing ADU’s as described, although, as a proportion of the respective totals, proponents express their sentiment more intensely than do those who oppose the proposition.



Subgroups reporting “Favor” in proportions greater than the total norm of 59% included:

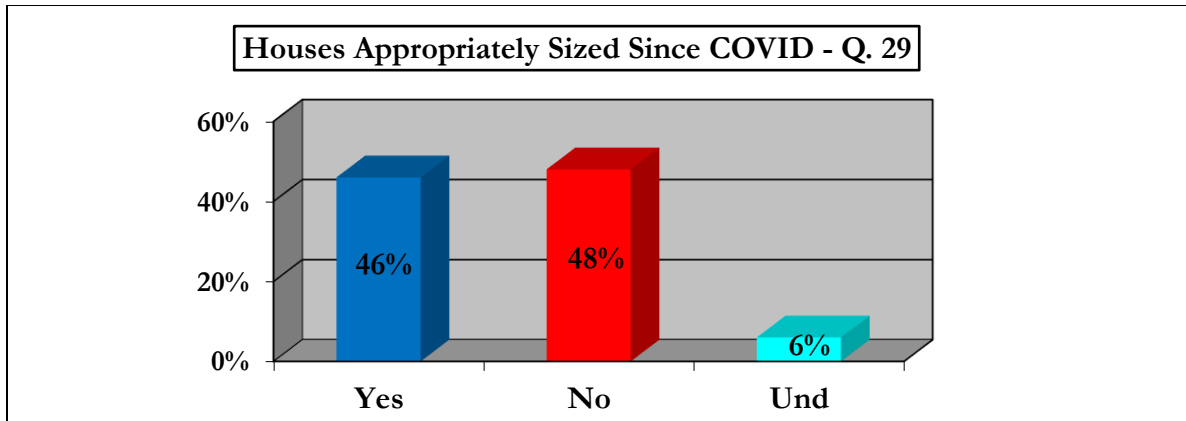
- 81% Allow More Duplexes – Favor
- 73% Visited Art Studio – Yes
- 68% Age 18-34
- 67% Residency – 6-15 Years
- 66% Visited Tonquish – Yes
- 65% Home Height Right after COVID? – No
- Landscape Ordinance – Unaware
- Age 35-49
- 64% Parkland Replacement Purchase – Yes
- Bike Lanes – Too Many
- Tree Ordinance – Too Little
- Landscape Ordinance – Too Little
- 63% Home Height Ordinance – Decrease

Subgroups reporting “Oppose” in proportions greater than the total norm of 37% included:

- 45% Age 50-64
- 43% Bike Lanes – Enough
- 42% Parks Enhance Home Values – Little/Not at all
- Bike Lanes – Enough
- Visited Tonquish – No
- Home Size Ordinance – Decrease

-- Size and Mass of Single-Family Homes Since COVID – Q. 29

Using March of 2020 as a frame of reference, respondents were asked – after being informed that the city has ordinances controlling their mass and size – if the homes built in the city since the designated calendar point of the COVID onset have been appropriately sized. The graph below illustrates the nearly even split in opinion regarding this question:



Subgroups reporting “Yes” in proportions greater than the total norm of 46% included:

- 72% Home Size Ordinance – Keep the Same
- 69% Residency – 1-5 Years
- 61% Home Height Right after COVID? – Yes
- 59% Tonquish – Unaware
- 58% Garage Height Ordinance – Increase
- 56% Bike Racks – Enough
- Visited Don Massey – Yes
- 55% Visited Private Art Studio – Yes
- Home Height Ordinance – Keep the Same
- Garage Height Right after COVID – Yes
- 54% Landscape Ordinance – Enough
- 52% Bike Lanes – Enough
- Multi-Family Housing – About Right
- 51% Visited Private Gym – Yes
- Allow More Duplexes – Oppose
- Garage Height Ordinance – Keep the Same

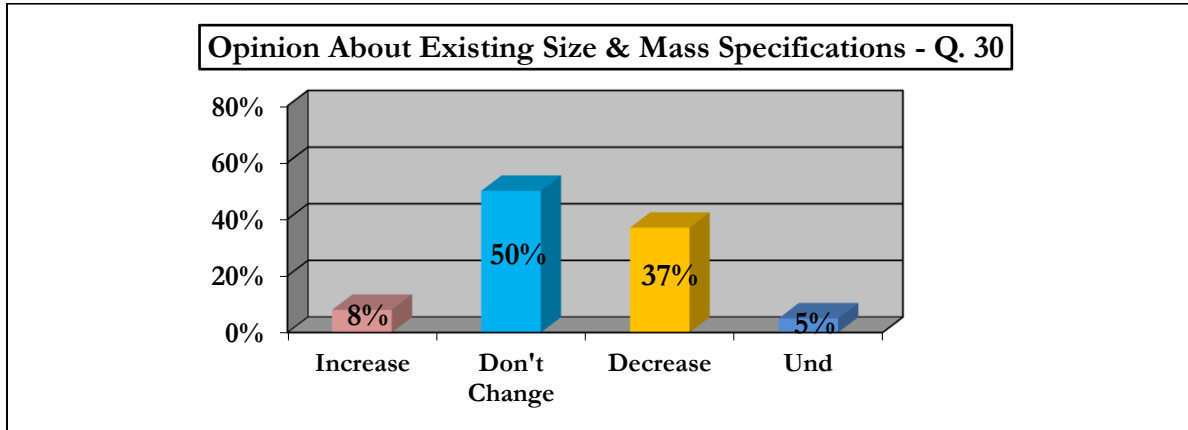
Subgroups reporting “No” in proportions greater than the total norm of 48% included:

- 94% Home Size Ordinance – Decrease
- 85% Home Height Ordinance – Decrease
- 83% Home Height Right after COVID? – No
- 66% Bike Lanes – Too Many
- 64% Landscape Ordinance – Too Little
- 57% Age 65+
- 56% Tonquish – Unaware
- Multi-Family Housing – More
- 54% Recreation Participation – HH Members
- Age 50-64
- Residency – 16+ Years
- 53% Bike Racks – Need More
- Visited Tonquish – Yes
- Visited PARC – Yes
- Visited Private Gym – Yes

-- Citizen Opinion About Home Mass & Size Ordinance – Q. 30

The next housing-related question asked respondents to select which of three recited options regarding the size and mass of single-family homes the existing Plymouth City ordinance allows. The response options offered were to – *Increase, Decrease, or Not change* – the existing

ordinance’s size and mass specifications. One-half of respondents opted for the status quo, with slightly under four-in-ten expressing a preference for a decrease in the size and mass specifications. The following chart illustrates the distribution of responses:



Subgroups reporting “Decrease” in proportions greater than the total norm of 37% included:

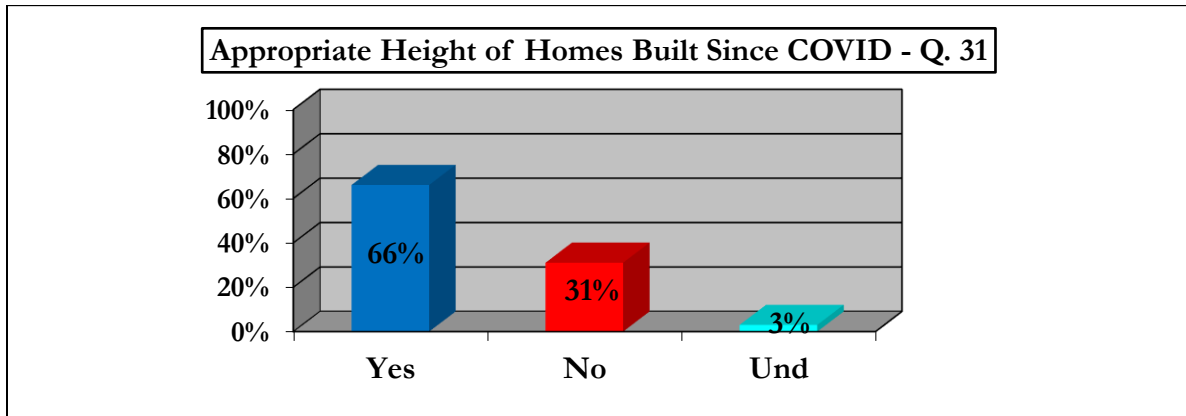
- 72% Home Sizes Right after COVID? – No
- 67% Home Height Right after COVID? – No
- 61% Landscape Ordinance – Too Little
- 47% Recreation Participation – HH Members
- 46% Multi-Family Housing – Need More
- Tree Ordinance – Too Little
- 44% Visited Tonquish – Yes
- Children at Home? – Yes
- Age 35-49
- 43% Tonquish – Aware
- Bike Lanes – Too Many
- Bike Racks – More
- 42% Visited School Playground – Yes

Subgroups reporting “Don’t change” in proportions greater than the total norm of 50% included:

- 79% Home Sizes Right after COVID? – Yes
- 74% Residency – 1-5 Years
- 64% Home Height Right after COVID? – Yes
- Home Height Ordinance – Keep the Same
- 61% Tonquish – Aware
- 60% Age 18-34
- 59% Tree Ordinance – Too Much
- 58% Parks Enhance Home Values – Little/Not at all
- 57% Multi-Family Housing – About Right
- Garage Height Right after COVID – Yes
- 56% Bike Racks – Enough
- Visited School Playground – No
- Tree Ordinance – Enough
- Landscape Ordinance – Enough
- 55% Visited Cultural Center – No
- Visited PARC – No
- Garage Height Ordinance – Increase
- Tree Ordinance – Enough
- 54% Visited Tonquish – No

-- Height of Single-Family Homes Since COVID – Q. 31

In a reprise of the question regarding new home mass and size constructed since March of 2020, respondents were asked – after being informed that the city has ordinances controlling the height of single family homes – if the homes built in the city since the COVID onset have been of the appropriate height. The graph below illustrates the distribution of responses to this question about the height of homes built since March of 2020:



Subgroups reporting “Yes” in proportions greater than the total norm of 66% included:

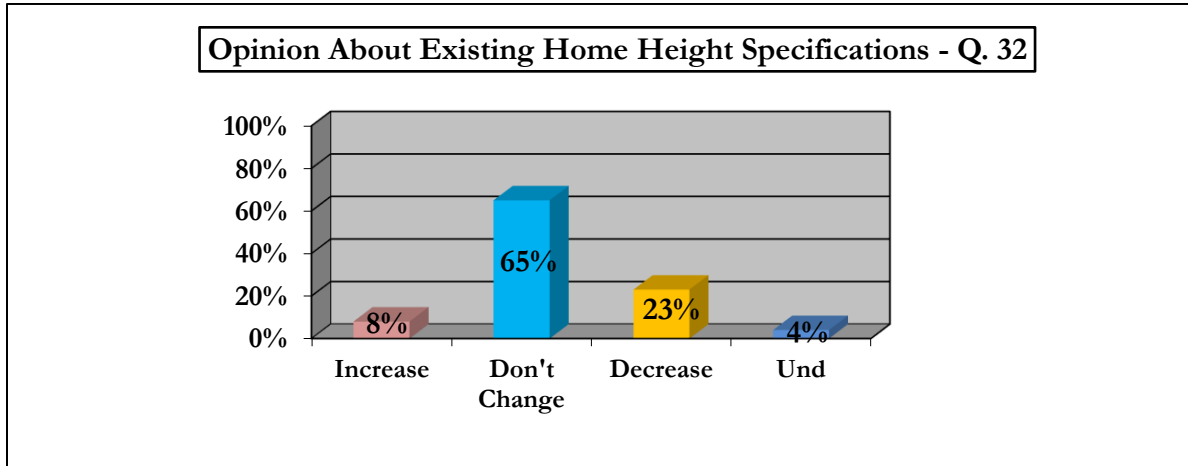
- 89% Home Height Ordinance – Keep the Same
- 87% Home Sizes Right after COVID? – Yes
- 84% Home Size Ordinance – Keep the Same
- 80% Age 18-34
- 79% Visited Private Art Studio – Yes
- Garage Height Right after COVID – Yes
- Residency – 1-5 Years
- 77% Garage Height Ordinance – Increase
- 76% Landscape Ordinance – Enough
- 74% Parks’ Economic Benefit to Community – Little/None
- Visited Don Massey – Yes
- Garage Height Ordinance – Keep the Same
- 73% Tonquish – Aware
- Bike Racks – Enough
- 72% Multi-Family Housing – About Right
- 71% Allow ADUs – Oppose
- Tree Ordinance – Enough
- Residency – 6-15 Years

Subgroups reporting “No” in proportions greater than the total norm of 31% included:

- 93% Home Height Ordinance – Decrease
- 56% Home Size Ordinance – Decrease
- 53% Home Sizes Right after COVID? – No
- 47% Landscape Ordinance – Unaware
- 41% Multi-Family Housing – More
- Landscape Ordinance – Too Little
- 39% Age 65+
- 37% Tree Ordinance – Too Little
- 36% Parks Enhance Home Values – Little/Not at all

-- Citizen Opinion About Home Height Ordinance – Q. 32

As with the earlier question about the ordinance specifying the allowed mass and size of homes, respondents were asked whether the city’s home height ordinance should allow an increase or decrease in home heights, or if the ordinance’s specifications should remain the same. Just under two-thirds of respondents reported a desire that the ordinance remain unchanged.



Subgroups reporting “Decrease” in proportions greater than the total norm of 23% included:

- 71% Garage Height Right after COVID – No
- 70% Home Height Right after COVID? – No
- 47% Home Size Ordinance – Decrease
- 40% Home Sizes Right after COVID? – No
- 38% Landscape Ordinance – Too Little
- 33% Multi-Family Housing – Need More
- Tree Ordinance – Too Little
- 31% Landscape Ordinance – Unaware
- Age 50-64
- Age 65+
- Residency – 16+ Years
- 29% Bike Lanes – Need More
- 28% Bike Racks – Need More
- 27% Tonquish – Aware
- 25% Children at Home? – No

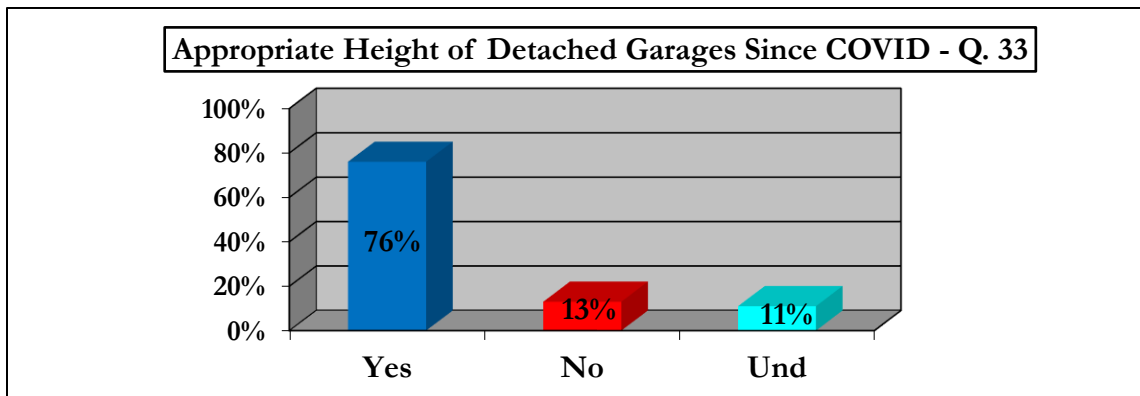
Subgroups reporting “Don’t change” in proportions greater than the total norm of 65% included:

- 87% Home Heights Right after COVID? – Yes
- 83% Home Size Ordinance – Keep the Same
- 81% Residency – 1-5 Years
- 79% Garage Height Ordinance – Keep the Same
- 78% Home Sizes Right after COVID? – Yes
- 76% Landscape Ordinance – Enough
- 75% Garage Height Right after COVID – Yes
- 74% Multi-Family Housing – About Right
- 73% Age 35-49
- 72% Visited Private Art Studio – Yes
- Age 18-34
- 71% Bike Racks – Enough
- Children at Home? – Yes

- 70% *Allow ADUs – Oppose*
- Tree Ordinance – Enough*
- 69% *Visited Tonquish – Yes*

-- Height of Detached Garages Since COVID – Q. 33

In the final pair of questions addressing residential construction ordinance specifications, respondents were asked – after being informed that the city has ordinances controlling the height of detached garages – if the detached garages built in the city since the onset of the pandemic in March of 2020 have been of the appropriate height. The graph below illustrates the distribution of responses:



Subgroups reporting “Yes” in proportions greater than the total norm of 76% included:

- 96% *Age 18-34*
- 91% *Visited Private Art Studio – Yes*
- Home Sizes Right after COVID? – Yes*
- 90% *Home Heights Right after COVID? – Yes*
- 88% *Garage Height Ordinance – Increase*
- Garage Height Ordinance – Keep the Same*
- 87% *Home Height Ordinance – Keep the Same*
- 86% *Home Size Ordinance – Keep the Same*
- 84% *Residency – 1-5 Years*
- 83% *Bike Racks – Enough*
- Visited Don Massey – Yes*
- 82% *Landscape Ordinance -- Enough*
- 81% *Recreation Participation – HH Members*
- Children at Home? – Yes*
- Residency – 6-15 Years*
- 80% *Visited Private Gym – Yes*
- Tree Ordinance -- Enough*

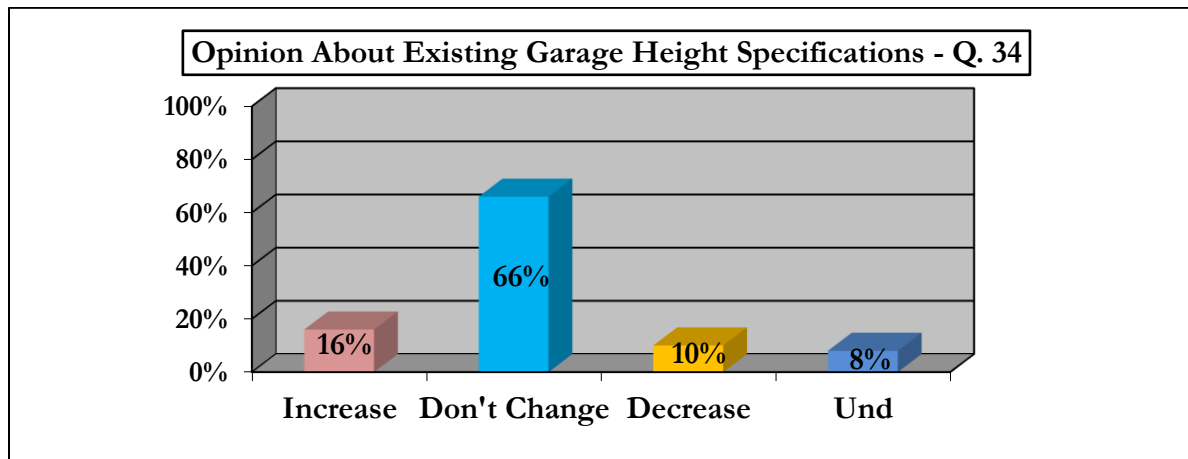
Subgroups reporting “No” in proportions greater than the total norm of 13% included:

- 41% *Home Height Ordinance – Decrease*
- 36% *Home Heights Right after COVID? – No*
- 26% *Home Size Ordinance – Decrease*
- 24% *Home Sizes Right after COVID? – No*
- 23% *Landscape Ordinance – Too Little*
- 22% *Age 50-64*

- 19% *Bike Lanes – Too many*
- Residency – 16+ Years*
- 17% *Multi-Family Housing – Need More*
- Age 65+*

-- Citizen Opinion About Garage Height Ordinance – Q. 34

As with the earlier questions about the ordinance specifying the allowed mass, size and height of homes, respondents were asked whether the city’s detached height ordinance should allow an increase or decrease in garage heights, or if the ordinance’s specifications should remain the same. An even two-thirds of respondents reported a desire that the ordinance remain unchanged.



Subgroups reporting “Increase” in proportions greater than the total norm of 16% included:

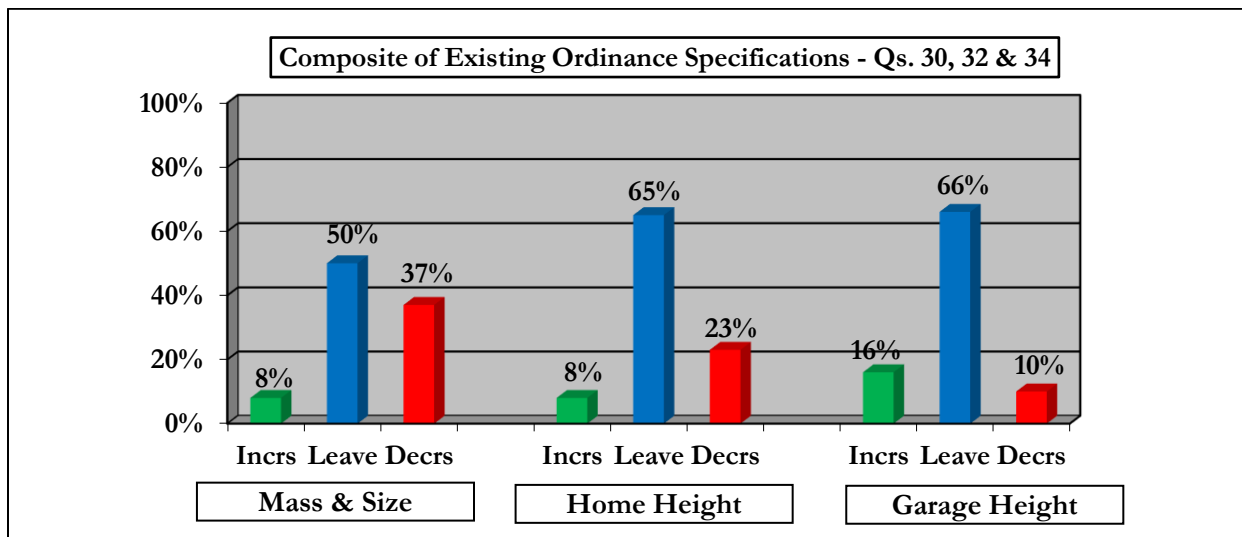
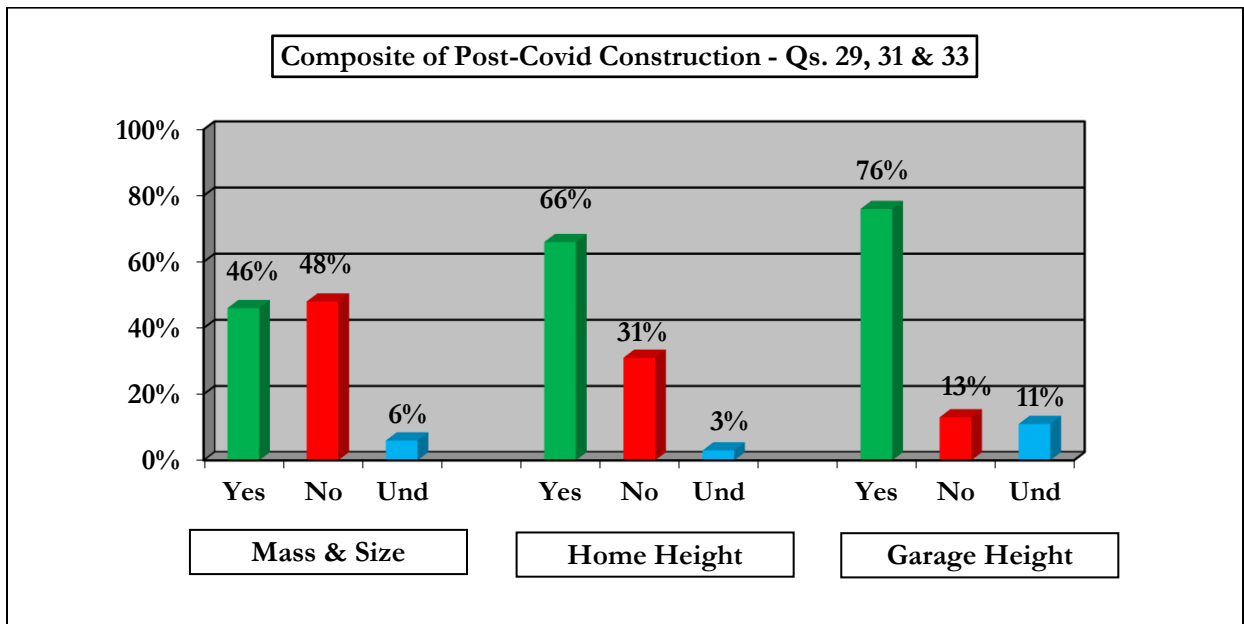
- 36% *Age 18-34*
- 29% *Residency – 1-5 Years*
- 24% *Bike Lanes – Need More*
- Multi-Family Housing – Need More*
- 23% *Allow More Duplexes – Favor*
- Allow ADUs – Favor*
- 22% *Landscape Ordinance – Enough*
- 21% *Bike Lanes – Too Many*
- 20% *Bike Racks – Enough*
- Visited Tonquish – Yes*
- Home Sizes Right after COVID? – Yes*

Subgroups reporting “Decrease” in proportions greater than the total norm of 10% included:

- 34% *Home Height Ordinance – Decrease*
- 26% *Home Heights Right after COVID? – No*
- 23% *Home Size Ordinance – Decrease*
- 22% *Bike Lanes – Too Many*
- Landscape Ordinance – Too Little*
- 19% *Home Sizes Right after COVID? – No*
- 18% *Tree Ordinance – Too Little*
- 16% *Age 50-64*
- 15% *Allow ADUs – Oppose*
- Residency – 16+ Years*

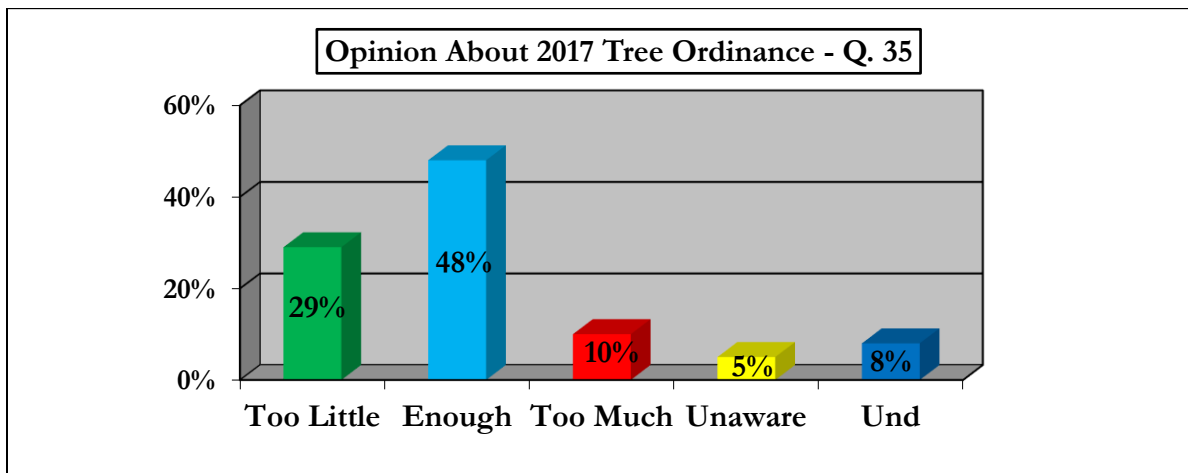
Subgroups reporting “Don’t change” in proportions greater than the total norm of 66% included:

- 80% Home Height Ordinance – Keep the Same
- 77% Garage Height Right after COVID – Yes
- 76% Recreation Participation – HH Members Attended a Private Art Studio – Yes
- 74% Home Heights Right after COVID? – Yes
- 73% Allow ADUs – Oppose
- Home Size Ordinance – Keep the Same
- 72% Bike Lanes – Enough
- Allow More Duplexes – Oppose
- Home Sizes Right after COVID? – Yes
- 71% Multi-Family Housing – About Right
- Children at Home? – Yes
- 70% Bike Racks – More Needed



-- Perception of Effect of Plymouth’s Tree Ordinance – Q. 35

Respondents were informed that the city had adopted an ordinance in 2017 aimed at protecting, preserving, and reforesting the tree canopy. They were asked to report whether this ordinance had done *Enough*, *Too little*, or *Too much*, in achieving the stated aim. As the graph below shows, a plurality of respondents reported the ordinance has done “enough”, nearly three-in-ten reporting “too little”, with five percent volunteering (a non-recited response option) that they were unaware of the ordinance.



Subgroups reporting “Too little” in proportions greater than the total norm of 29% included:

- 48% Info Source – Website
- 45% Landscape Ordinance – Too Little
- 41% Visited Private Art Studio – Yes
- Home Height Ordinance – Decrease
- Landscape Ordinance – Unaware
- 40% Age 50-64
- 37% Multi-Family Housing – Need More
- Residency – 16+ Years
- 36% Visited School Playground – Yes
- Home Size Ordinance – Decrease
- 35% Home Heights Right after COVID? – No
- 34% Bike Racks – Need More
- 36% Visited Tonquish – Yes
- 33% Bike Lanes – Need More
- Visited Cultural Center – Yes
- Visited PARC – Yes

Subgroups reporting “Enough” in proportions greater than the total norm of 48% included:

- 68% Landscape Ordinance – Enough
- Age 18-34
- 58% Home Height Ordinance – Increase
- 57% Visited Don Massey – Yes
- Info Source – Direct Mail
- Residency – 1-5 Years

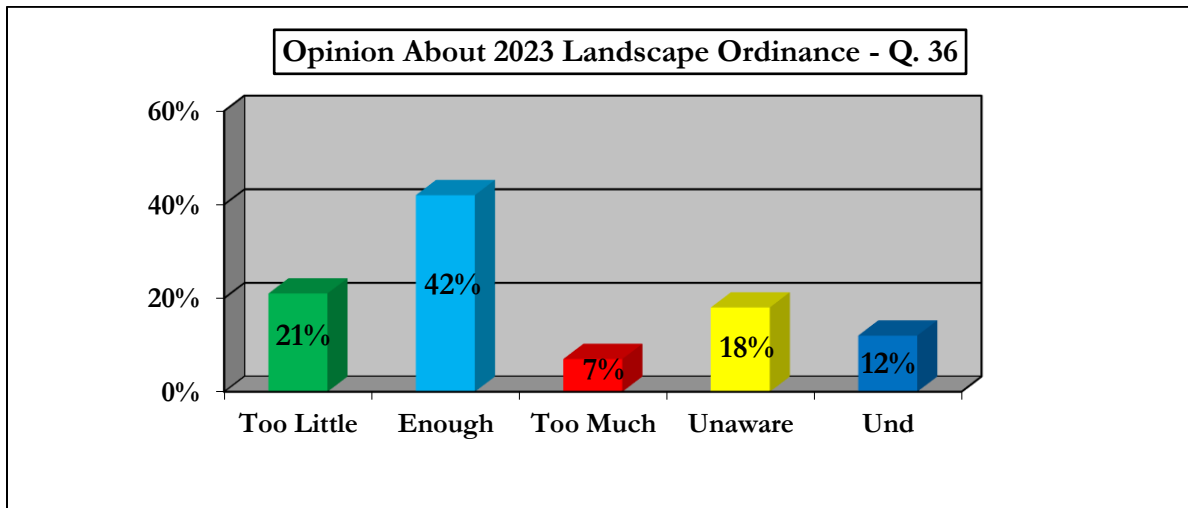
- 56% *Garage Height Ordinance – Increase*
- 55% *Tonquish – Unaware*
- 54% *Visited Cultural Center – No*
- Multi-Family Housing – About Right*
- Home Size Ordinance – Keep the Same*
- Residency – 6-15 Years*
- 53% *Visited Private Gym – No*
- 52% *Bike Lanes – Need More*
- Visited PARC – No*

Subgroups reporting “Too much” in proportions greater than the total norm of 10% included:

- 22% *Parks’ Economic Benefit to Community – Little/None*
- 18% *Bike Lanes – Too Many*
- 17% *Age 65+*
- 14% *Parks Enhance Home Values – Little/Not at all*
- Bike Racks – Enough*

-- Perception of Effect of Plymouth’s Landscape Ordinance – Q. 35

Respondents were informed that the city had adopted a 2023 ordinance establishing a minimum square footage of landscaped area on all residential properties. They were asked to report whether this ordinance had done *Enough*, *Too little*, or *Too much*, to protect and enhance the landscaped areas of the city. As the graph below shows, a plurality of respondents again reported the ordinance has done “enough”, with slightly lower proportions than in the previous question logging responses of “too much” or “too little”. The decline in those latter two categories is made up in the volunteered response of “unaware”, which in this instance found 18 percent being unaware of this ordinance.



Subgroups reporting “Too little” in proportions greater than the total norm of 21% included:

- 36% *Garage Height Right after COVID – No*
- 35% *Home Size Ordinance – Decrease*
- Home Height Ordinance – Decrease*

- 34% *Tree Ordinance – Too Little*
- 32% *Residency – 6-15 Years*
- 31% *Age 35-49*
- 29% *Bike Lanes – Need More*
Visited Tonquish – Yes
Visited School Playground – Yes
- 28% *Recreation Participation – HH Members*
Info Source – Direct Mail
Home Sizes Right after COVID? – No
Home Heights Right after COVID? – No
- 27% *Bike Racks – Need More*
Visited Private Gym – No
- 26% *Tonquish – Aware*
- 25% *Visited PARC – Yes*
Info Source – Email
Children at Home? – Yes

Subgroups reporting “Enough” in proportions greater than the total norm of 42% included:

- 62% *Residency – 6-15 Years*
- 59% *Tree Ordinance – Enough*
- 58% *Garage Height Ordinance – Increase*
- 51% *Bike Racks – Enough*
- 49% *Visited School Playground – No*
- 48% *Home Sizes Right after COVID? – Yes*
Home Heights Right after COVID? – Yes
Home Height Ordinance – Keep the Same
Age 18-34
- 47% *Tonquish – Unaware*
Bike Lanes – Too Many
- 46% *Visited Don Massey – Yes*
Visited Private Gym – Yes
Home Size Ordinance – Keep the Same

Subgroups reporting “Unaware” in proportions greater than the total norm of 19% included:

- 28% *Home Heights Right after COVID? – No*
- 26% *Tree Ordinance – Too Little*
- 25% *Parks Enhance Home Values – Little/Not at all*
Home Height Ordinance – Decrease
- 24% *Multi-Family Housing – Need More*
Residency – 16+ Years

RESPONDENT DEMOGRAPHICS

Do you currently have school age children, 18 years old or younger, living in your household?

- 33% Yes
- 67% No
- 0% Undecided/Refused

Are you currently registered to vote in the City of Plymouth?

- 98% Yes
- 2% No
- 0% Undecided/Refused

Could you please tell me in what year you were born? **[IF REFUSED, ASK: ‘Would you please tell me into which of the following categories your age would fall? Please stop me when I get to a category that applies to you.’ AND READ 1 TO 4]**

[RECORD YEAR HERE _____ AND THEN CODE BELOW]

- 22% 18 to 34 years **(1989 to 2005)**
- 24% 35 to 49 **(1974 to 1988)**
- 29% 50 to 64 **(1959 to 1973)**
- 25% 65 and over **(1958 or before)**
- Undecided/Refused

For how many years have you lived in the City of Plymouth? **[DO NOT READ - CODE BEST RESPONSE]**

- 16% 5 years or less
- 31% 6 to 15 years
- 47% Over 16 years
- 6% All of their life **(VOLUNTEERED)**
- 0% Undecided/Refused

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