



City of Plymouth Planning Commission

Regular Meeting Agenda

Wednesday, December 11, 2024 – 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/89151928037>

Passcode: 904640

Webinar ID: 891 5192 8037

1. **CALL TO ORDER**
 - a) Roll Call
2. **CITIZENS COMMENTS**
3. **APPROVAL OF THE MINUTES**
 - a) Approval of the November 6, 2024 special meeting minutes
 - b) Approval of the November 13, 2024 regular meeting minutes
4. **APPROVAL OF THE AGENDA**
5. **COMMISSION COMMENTS**
6. **PUBLIC HEARINGS**
7. **OLD BUSINESS**
 - a) **SP24-10**: 689 N. Mill, Revised site plan review of a new two-story commercial building with residential on the second floor. This property is zoned B-1, Local Business District.
 - b) Master Plan Discussion
8. **NEW BUSINESS**
 - a) **PUD24-02**: 900 Starkweather, Preliminary PUD - Applicant withdrew
9. **REPORTS AND CORRESPONDENCE**
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

Planning Commission 2024 Goals

1. Complete the master plan review
2. Engage in a training session
3. Review a compatibility ordinance

***“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, November 6, 2024 - 6:00 p.m.
Plymouth City Hall 201 S. Main

City of Plymouth
201 S. Main
Plymouth, Michigan 48170

www.plymouthmi.gov
Phone: 734-453-1234

1. CALL TO ORDER

Chair Karen Sisolak called the meeting to order at 6:01 p.m.

Present: Chair Sisolak, Commissioners Sidney Filippis, Zachary Funk, Joe Hawthorne (arrived at 6:52), Trish Horstman (arrived at 6:02), Kyle Medaugh, Hollie Saraswat, Eric Stalter

Excused: Vice Chair Scott Silvers

Also present: Planning and Community Development Director Greta Bolhuis

2. CITIZENS COMMENTS

Scott Lorenz, 1310 Maple, said he thought the Christian Science property, which is on the future land use map as multi-family, should remain single family residential.

3. APPROVAL OF THE AGENDA

Funk offered a motion, seconded by Medaugh, to approve the agenda for November 6, 2024.

There was a voice vote.

MOTION PASSED UNANIMOUSLY

4. COMMISSION COMMENTS

There were no commission comments

5. PUBLIC HEARING

a. SP24-08: Special land use and site plan review for parochial school playground located in an existing parking lot at what is commonly known as 1151 William

Sisolak apologized to the applicant for not holding a public hearing at a prior meeting as scheduled.

Sisolak opened the public hearing at 6:07 p.m.

Michael Sylvestri, 259 Irvin, asked about a snow removal plan, stating that in past winters, snow from the parking lot was pushed against the fence at his lot line, causing a potential safety hazard and flooding in his yard. He was asked to bring the matter to architect Joe Philips, who said he would bring it to the proper person for an answer.

Hearing no further comment, Sisolak closed the public hearing at 6:10 p.m.

Motion

Funk offered a motion, seconded by Medaugh, to approve SP24-08 for special land use.

Findings of Fact

The property meets the objectives of the master plan.
The parking use exists and is in line with present uses.

Condition

The structure would remain open to the public outside of school hours.

There was a voice vote.

MOTION PASSED UNANIMOUSLY

Motion

Funk offered a motion, seconded by Stalter, to approve the site plan for SP24-08.

Findings of Fact

The setback requirements are not applicable because play structures are not considered a structure by the ordinance.
The dumpster and screen have already been relocated and addressed.

Condition

The approval is contingent on approval of a variance by the Zoning Board of Appeals for the location of an accessory use not on a parcel with a primary structure.

There was a voice vote.

MOTION PASSED UNANIMOUSLY

6. MASTER PLAN DISCUSSION

The group reviewed draft chapters on public engagement, future land use, transportation, implementation, and background studies in the updated master plan. They discussed potential changes, and Bolhuis said she would send the new comments to Planner Sally Elmiger for her review, then bring a revised version back to the Planning Commission prior to sending it to the City Commission for approval.

Public Comments

Ron Picard, 1373 Sheridan, thanked the Planning Commission for their efforts in updating the master plan.

7. REPORTS AND CORRESPONDENCE

City Commission Liaison Brock Minton also thanked Planning Commission members for taking on the master plan update process.

8. ADJOURNMENT

Stalter offered a motion, seconded by Saraswat, to adjourn the meeting at 7:12 p.m.

There was a voice vote.

MOTION PASSED UNANIMOUSLY



Plymouth Planning Commission
Regular Meeting Minutes
Wednesday, November 13, 2024 - 7:00 p.m.
Plymouth City Hall 201 S. Main

City of Plymouth
Plymouth, Michigan 48170-1637

www.plymouthmi.gov
734-453-1234

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 Zachary Funk, Joe Hawthorne, Trish Horstman, Kyle Medaugh, Hollie Saraswat

Excused: Commissioner Sidney Filippis, Eric Stalter

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

2. CITIZENS COMMENTS

There were no citizen comments

3. APPROVAL OF MEETING MINUTES

Hawthorne offered a motion, seconded by Funk, to approve the minutes of the October 9, 2024 meeting.

There was a voice vote.

MOTION PASSED UNANIMOUSLY

4. APPROVAL OF THE AGENDA

Hawthorne offered a motion, seconded by Horstman, to modify the agenda and place New Business before Old Business.

There was a voice vote.

MOTION PASSED UNANIMOUSLY

5. COMMISSION COMMENTS

There were no commission comments

6. PUBLIC HEARINGS

a. SP24-07: 904 Starkweather, Special land use and revised site plan review for general office
Applicant Scott Taylor reviewed his request, stating that he has a new contractor since his previous submission.

Sisolak opened the public hearing at 7:05 p.m.

Don Soenen, 46040 W. Ann Arbor Trail, spoke in support of the project.
Bonnie Butler, 900 Starkweather, spoke in support of the project.

Sisolak closed the public hearing at 7:07 p.m.

Commissioners discussed whether the project meets the objectives of the master plan. They also discussed historic preservation and building materials.

GLA Surveyors Representative Scott Schumacher explained that they would be using the same siding but installing it horizontally instead of the original vertical installation.

Motion

Silvers offered a motion, seconded by Horstman to approve SP24-07 for special land use for a general office zoned mixed use.

Findings of Fact

The alterations proposed to be performed meet the goals of the master plan.
The historic architecture is being preserved in a manner sufficient to meet the master plan.
There are no additions or subtractions from the existing structure and the basic design of the building remains the same, so the request for exterior elevations is no longer required.

There was a voice vote.

MOTION PASSED UNANIMOUSLY

Commissioners then discussed the site plan and pointed out that there are many nonconformities in Old Village.

Motion

Silvers offered a motion, seconded by Medaugh, to approve SP24-07 for site plan approval.

Findings of Fact

The project meets the goals and objectives of the master plan.
The Planning Commission will waive the small deficiency of the parking lot setback.
The applicant will submit additional construction details to the building official as well as a photometric plan, and both will be approved administratively.

There was a voice vote.

MOTION PASSED UNANIMOUSLY

7. NEW BUSINESS

- a. SP24-10: 689 N. Mill, site plan review of a new two-story commercial building with residential on the second floor

Applicant Patrick O'Neill reviewed the proposed project, stating that the building on the property would require either massive renovation or demolition. He said he planned to tear down the building and rebuild.

Elmiger reviewed the Carlisle Wortman report on the project and noted that there were significant parking deficiencies, which would have to be calculated dependent on the planned use of the property, and that the Zoning Board of Appeals granted a variance for the building height. She expressed concern that a verbal agreement with the adjacent property owner about how the

project would impact his property would not be sufficient, and said a written agreement would be necessary.

There was extensive discussion about potential fire separation issues, covering windows in the adjacent building, the non-conformance of the adjacent building, the exact separation between the buildings, the anticipated uses of the building, the trash enclosure, stormwater management, the location of the adjacent property's air conditioning condenser, and parking.

Project architect George Hartman addressed the issues presented.

There was consensus that the following issues be addressed before the site plan can be approved:

- Whether the building to the west was permitted and when it whether it was legal at the time it was built
- Confirmation by the city building official that the fire-rated wall would be sufficient and whether the adjacent building would also need to install a fire-rated wall
- The exact distance between the old building and the new building
- The placement of mechanical equipment needs to be on the site plan
- A preliminary utility plan needs to be on the site plan
- Applicant to provide square footage and uses of 696 and 615 N. Mill and a calculation of how many excess parking spaces are located there
- Possible tenants and uses for the new building to help determine parking requirements.

Citizens Comments

Don Soenen, 46040 W. Ann Arbor Trail, spoke in support of the project.

Ryan Lamb, owner of Bearded Lamb Brewery, spoke in support of the project.

Sandy Mily, owner of Red Ryder, spoke in support of the project.

Tony Roko, 198 W. Liberty, spoke in support of the project and stated that there were many unused parking spaces in Old Village.

Motion

Saraswat offered a motion, seconded by Hawthorne, to postpone SP24-10 until the applicant has had the opportunity to address the beforementioned issues with the city.

There was a voice vote.

MOTION PASSED UNANIMOUSLY

8. OLD BUSINESS

a. Master Plan Discussion

Bolhuis said the changes from the November special meeting would be integrated into the master plan, then she will send it to Elmiger for review.

Ellen Elliott, 404 Irvin, expressed concern that preserving historic preservation is mentioned in the master plan, but it doesn't require it.

Elmiger explained that the Planning Commission has discretion for criteria in special land use and PUD requests.

9. REPORTS AND CORRESPONDENCE

Saraswat asked City Commission Liaison Brock Minton how Planning Commissioners could get city logo wear.

Minton reported that residents are being asked to complete a form asking what size of new trash receptacles they want.

10. ADJOURNMENT

Horstman offered a motion, seconded by Saraswat, to adjourn the meeting at 8:31 p.m.

There was a voice vote.

MOTION PASSED UNANIMOUSLY



George J. Hartman Architects, P.C.

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Bloomfield Hills • Michigan • 48301
248-258-5811 • hartmanarchitects@ameritech.net

November 20, 2024

Ms. Greta Bolhuis, AICP
Planning & Community Development Director
City of Plymouth
201 S. Main St.
Plymouth, Michigan 48170

Re: Old Village Development
Site Plan Review Resubmittal

Dear Ms. Bolhuis,

Attached with this letter are revised site plan approval drawings for 689 N. Mill St. The plans have been revised based on comments and discussions from the November 13, 2024 Planning Commission meeting. Plan revisions have been “clouded” on the plans. Plans are now dated November 20, 2024. A list of plan changes follows:

1. SPA-1.0 - Updated sheet index and date.
2. SPA-2.0 – Indicated encroachments of west building neighbors sign, mansard roof and mechanical vents. Added detail 1/SPA-2.0 Graphic Property Line Wall Section to show the neighbor’s encroachments.
3. SPA-2.1 – Added plan to show usable square footage of commercial spaces and updated Parking Requirements chart accordingly.
4. SPA-3.0 – No changes.
5. SPA-3.1 – New sheet added to show Conceptual Utility Plan and Roof Plan with mechanical units.
6. SPA-4.0 – No changes.
7. SPA-5.0 – No changes.
8. SPA-6.0 – No changes.

Sincerely,

GEORGE J. HARTMAN ARCHITECTS, P.C.

George Hartman, R.A.
President

From: [Brent Strong](#)
To: [Bolhuis, Greta](#)
Subject: 689 N. Mill
Date: Tuesday, November 19, 2024 3:19:57 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Hi Greta,

The building to the West of 689 will have no impact on the Building code requirements for the new build at 689. The provisions of the building code only apply to the property/structure that is being altered. The building to the West has an existing non-conformity that will have to be addressed if/when they undergo an alteration. In this instance, there is no problem with 689 building to the lot line, with the required fire ratings.

Thanks,



Brent Strong

Director/Building Official

Phone: 734-662-2200 | Mobile: 734-323-5613

117 N. 1st Street, Suite 70, Ann Arbor, MI 48104



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Carlisle | Wortman
ASSOCIATES, INC.

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

Date: November 8, 2024

Rev.: December 4, 2024

**Site Plan Review
For
Plymouth, Michigan**

Applicant:	Plymouth Mill LLC 13074 Stone Creek Plymouth, MI 48170
Project Name:	Old Village Development
Plan Date:	October 23, 2024
Latest Revision:	November 20, 2024
Location:	689 North Mill Street (southwest corner of N. Mill and Liberty)
Zoning:	B-1 – Local Business District
Action Requested:	Site Plan approval
Required Information:	Any deficiencies are noted in the report.

PROJECT AND SITE DESCRIPTION

The applicant has submitted a revised site plan dated November 20, 2024, that proposes a new, two (2) story, multi-use building with commercial businesses on the ground level and four (4) residential apartments on the second level with an optional basement. The ground level commercial space accounts for two (2) retail units and one (1) restaurant unit.

The site is currently occupied by a two-story commercial building and is zoned Local Business District (B-1). The proposed mixed use of business/retail on the ground floor and residential dwellings on the second floor is a permitted use in the B-1 District.

Figure 1 provides an aerial image of the current site outlined in blue. **Figure 2** provides a street view image of the current site.

Figure 1. Subject Site



Source: Near Map (Image capture October 7, 2024)

Figure 2. Subject Site – View from N. Mill St.



Source: Google Maps (Image capture July 2019)

The project was discussed at the November 11, 2024, Planning Commission meeting, and the Commissioners postponed a decision on the project to give the applicant more time to address the following questions/issues, and return to the Planning Commission with this information:

- Whether the building to the west was permitted and when it whether it was legal at the time it was built.
- A confirmation by the city building official that the fire-rated wall would be sufficient and whether the adjacent building would also need to install a fire-rated wall.
- The exact distance between the old building and the new building.
- The placement of mechanical equipment needs to be on the site plan.
- A preliminary utility plan needs to be on the site plan.
- Applicant is to provide square footage and uses of 696 and 615 N. Mill and a calculation of how many excess parking spaces are located there.
- Possible tenants and uses for the new building to help determine parking requirements.

We reflect on the applicant’s revisions and answers to these questions throughout this review.

AREA, WIDTH, HEIGHT, SETBACKS

The site must meet the minimum standards for the B-1 District, as stated in Section 78-190 and summarized in **Table 1** below:

Table 1. B-1 Schedule of Regulations Summary

	Required	Provided
Lot Area	NA	8,056 s.f. (0.18 acre)
Lot Width	NA	106 ft.
Lot Coverage	NA	Not provided, but estimated to be 69% (5,587 s.f. / 8,056 s.f. = 69%)
Setbacks		
Front - Liberty	10 ft.	2 ft. (Per variance granted 8/1/24)
Front – Mill	10 ft.	2 ft. (Per variance granted 8/1/24)
Side (West)	None Required (See Below)	0 ft.
Rear (South)	35 ft.	36 ft. (See Below)
Building Height	25 ft. / 2 stories	28’4” ft. / 2 stories (Per variance granted 8/1/24)

Side Setbacks: No side yards are required along the interior side lot lines in this district, except for structures bordering residential districts, or if the structure facing interior lot lines contains windows. This building does not border a residential district and contains no windows. Therefore, no side yard setbacks are required by the Zoning Ordinance.

At the last meeting, the Planning Commission discussed several questions about how the new building on the subject site will impact the barber shop on the adjacent parcel to the west, and what the Building Code requires of the new building because of the barber shop’s proximity to the shared property line (listed in the bullets above).

1. Regarding whether the barber shop was legally constructed, this information may be “nice to know,” but it has no bearing on development of the subject site. It is irrelevant to the Planning Commission’s decision on the proposal whether or not the barber shop did meet, or currently meets, the Building Code.
2. Regarding construction of the new building, the City Building Official stated in an email (attached) that the Building Code would allow the new building to be constructed on or very close to the property line with the required fire ratings, even though the barber shop to the west has windows in the façade facing the new building. The provisions of the Building Code will only apply to the building being altered. The Code will not require any modifications to the barber shop to construct the new building next door.
3. A distance dimension between the new building and barber shop has not been provided on the plans. However, when we scale the detail shown on Sheet SPA 2.0, the distance appears to be approximately 4-inches.
4. The detail on Sheet SPA 2.0 indicates that the barber shop’s pole sign, mechanical vents, and a portion of the mansard roof extends beyond the property line into the applicant’s property. The detail shows that the pole sign, mechanical vents, and mansard roof will be removed/relocated. However, the City (through granting Site Plan approval) cannot give permission to the applicant to modify the neighbor’s sign, vents, or roof. This is a private matter between the two property owners. Therefore, we recommend that if the Planning Commission approves the proposal, that its approval be conditioned on the applicant providing written permission from the barber shop owner, in a form acceptable to the City Attorney, to modify the items owned by the barber shop to enable construction of the new building.

Rear Setbacks: Sec. 78-191, footnote “g” states that parcels abutting an alley may consider half of the alley in computing a rear yard setback. Therefore, the building is setback 36-feet (or 28-feet on site + 8-foot or half the alley = 36 feet) from the centerline of the alley, meeting the rear setback requirement.

Items to be Addressed: 1) *Recommend that any approval of the proposal be conditioned on the applicant providing written permission from the barber shop owner, in a form acceptable to the City Attorney, to modify the items owned by the barber shop to enable construction of the new building.*

PARKING, LOADING

As requested, Sheet SPA 2.1 now shows that two of the first-floor commercial units are proposed as “retail” uses, and the one larger unit is proposed as a “restaurant.” This same sheet provides an illustration with “usable floor area” dimensions. The parking calculations use these dimensions to determine required parking for the first-floor retail/restaurant uses.

Regarding the “usable floor area” for the restaurant, the definition in the Zoning Ordinance states that this area includes the area used for or intended to be used for the sale of merchandise or services, or to serve patrons, clients or customers. It *excludes* those areas principally used for storage, processing of merchandise, hallways, utilities, or sanitary facilities. We don’t think the definition would include the kitchen in the “usable floor area” dimension, since this is where food (or “merchandise”) is processed. Therefore, we scaled the area of the restaurant used by patrons (tables/chairs & counter) and think the “usable floor area” is more in the vicinity of 600 s.f. (vs. 1,370 s.f. shown on the plans).

Per Section 78-270(a)(9)(d), when units or measurements determining number of required parking spaces result in requirement of a fractional space, any fraction shall require one parking space. Parking requirements put forth in Article XXII *Parking, Loading Requirements* are evaluated below in **Table 2**.

Table 2. Parking Requirements

	Required	Proposed
Residential: <i>Two (2) spaces for each dwelling unit</i>	4 dwelling units x 2 spaces = 8 spaces	6 spaces
Retail Stores: <i>One space for each 200 square feet of usable floor space.</i>	Unit 2: 655 s.f. / 200 s.f. = 4 spaces Unit 3: 787 s.f. / 200 s.f. = 4 spaces Total: 8 spaces	0 spaces
Restaurants: <i>One space for each 75 square feet of usable floor area, or one for each three persons at maximum occupancy load.</i>	Unit 1: 600 s.f. / 75 s.f. = 8 spaces (See Below)	
TOTAL	24 spaces	6 spaces
Off-Street Loading/Unloading: <i>Gross floor area 1,401-20,000 s.f. = 1 space</i>	Floor 1 gross s.f. = 5,410 = 1 space	1 space (See Below)

Number of Parking Spaces. As described above, calculating parking for the restaurant is based on 600 s.f. of “usable floor area,” as defined by the ordinance. However, the parking requirement also uses “maximum occupancy load” if this results in a greater number of required spaces. Therefore, the applicant should provide the “maximum occupancy load” on the plans for the restaurant.

With the information we currently have, the number of parking spaces for both the residential units and the commercial units is deficient. This deficiency could increase if the “maximum occupancy load” calculation for the restaurant results in more than 8 spaces. At this time, the proposed site requires a minimum of twenty-four (24) spaces, and six (6) spaces are provided. Therefore, at this time, the site is deficient by at least eighteen (18) spaces.

The applicant stated at the previous Planning Commission meeting that they also own 696 and 615 N. Mill St., which are within 300 feet of this site, and intend to use parking at these adjacent sites to share with the new building. As shown in the minutes, the applicant was asked to provide the current uses in both of these buildings, and the “usable floor area” of each unit so that the required parking for the existing adjacent buildings could be calculated, and the number of spaces available for “sharing” could be determined. The uses and “usable floor area” of the units at the two adjacent sites needs to be provided. Once these details are documented and confirmed, a shared parking agreement, acceptable to the City Attorney, will need to be drafted to ensure that these spaces will be available into the future (in case the current owner sells the adjacent buildings), and provide this agreement to the City for its records. We recommend this be a condition of any approval.

Dimensions. The regular parking spaces meet the minimum dimensions in the ordinance. The barrier-free parking space needs to be “van-accessible,” or both the space and aisle should be 8-foot wide. (The barrier-free space is 11-foot wide, and the aisle is 5-foot wide, which will accommodate

the required space and aisle; however, they just need to be striped as required by the Americans with Disabilities Act.)

Loading/Unloading. The alley south of the building has enough space to accommodate at least one 10' x 50' loading area. The applicant has not provided information about expected regular deliveries and needs to.

Items to be Addressed: 1) Provide maximum occupancy load for the restaurant unit. 2) Provide uses and "usable floor area" dimensions of adjacent buildings (696 and 615 N. Mill) intended to be used for "shared" parking with the new building. 3) Show "van-accessible" barrier-free space (8-foot-wide space and aisle). 4) Provide information on expected regular deliveries. 5) Once the availability of shared spaces is documented and confirmed, we recommend conditioning any approval on the applicant drafting a shared parking agreement, acceptable to the City Attorney, that ensures the shared spaces will be available into the future, and providing this agreement to the City for its records.

SITE ACCESS AND CIRCULATION

The site can be accessed from the alley south of the subject property from N. Mill Street where rear parking is provided. The site is accessible to pedestrians via public sidewalks along N. Mill and W. Liberty St.

Items to be Addressed: None.

LANDSCAPING

The applicant has provided a landscaping plan on sheet SPA 5.0. Changes to this sheet include adding one more upright yew at the rear of the building, and the planting bed on the east end of the on-site parking spaces has been reduced from 4-feet wide to 3-feet wide.

The site currently has two existing street trees which will remain. The existing landscaping consists of decorative shrubbery, several small ornamental trees, and a one (1) mature evergreen. Other than the existing street trees, all vegetation located on site will be removed.

The site plan indicates there will be two (2) ornamental slender silhouette sweetgum trees planted in addition to sixty-seven (67) evergreen shrubs (winter gem boxwood) and eighteen (18) upright yew (Stonehenge skinny yew) shrubs.

The proposed winter gem boxwood shrubs are noted as twenty-four (24) inches in spread. Section 78-203 states that small shrubs shall not be less than thirty (30) inches in spread. The Plant Schedule on Sheet SPA 5.0 needs to be modified to show the boxwood at a minimum 30-inches in spread.

Groundcover in planting areas will be cedar mulch with the following perennials identified by their common names: purple clematis, sweet autumn clematis, purple d'oro daylily, wild horses daylily, and English lavender.

Items to be Addressed: 1) Revise Plant Schedule on Sheet SPA 5.0 (landscaping plan) so that boxwood are a minimum of 30-inches in spread.

LIGHTING

Currently, the site has two existing lamp posts located along N. Mill Street in the public right-of-way.

The proposed lighting fixtures to be utilized on the site include WDGE1 LED Wall Sconce, LDN4SQ Static White LED Downlight, and Sebring AEW9905-CG03 LED wall mounted. Two of these fixtures are downward facing, and the light source is shielded to not cause glare for motorists. The wall-mounted decorative fixture doesn't appear to be downward facing, or shielded, as required. The applicant should provide documentation confirming that these fixtures can be shielded, if needed.

The applicant also needs to provide a photometric plan that meets the non-residential lighting standards listed in Section 78-204(b).

Items to be Addressed: 1) Provide documentation confirming that decorative, building-mounted fixtures can be shielded, if needed. 2) Provide detailed photometric plan.

SIGNAGE

The Site Plan does not propose any new signage. Any signs(s) must comply with all applicable provisions of Article XIX, Signs, of the Zoning Ordinance. Signs may be pursued at a later date under a separate permit.

Items to be Addressed: None.

UTILITIES

Sheet SPA 3.1 shows a conceptual utility plan. This sheet identifies the existing water, sanitary, gas, and stormwater utility lines that this new building will hook into to serve the occupants. We defer review of the proposed utilities to the City Engineer.

Items to be Addressed: 1) Defer review of proposed utilities to City Engineer.

FLOOR PLAN AND ELEVATIONS

The submission includes floor plans of the proposed mixed-use building on Sheet SPA-4.0. The ground floor plan includes an optional elevator, three business/retail sites with a common area, and two (2) public restrooms. The second floor proposes three (3) two-bedroom apartments, and one (1) one-bedroom apartment, each with in-unit washer and dryer, and a balcony. The proposed optional basement includes access to the optional elevator and appears to be arranged for storage purposes only. A roof plan is provided on Sheet SPA 3.1, and labels the location of roof sumps, exhaust fans, and four (4) RTUs (roof-top self-contained heating/cooling units). Per Sec. 78-213, these roof-top units can't be taller than 10 feet above the surrounding roof surface and must be screened from view. The height and proposed screening of these units needs to be provided.

Exterior renderings are provided on the Cover Sheet. Drafted exterior elevations are provided for the south, east, west, and north sides of the building on Sheet SPA 4.0. The west elevation (which faces the adjacent barber shop) does not show any openings.

Items to be Addressed: 1) Provide height of roof-top mechanical units, and method of screening.

RECOMMENDATIONS

The applicant has responded to a number of the Planning Commission's questions. However, the main remaining issue is documentation that the applicant's other buildings in the area can accommodate the required parking for the new building. Below are the outstanding items that need to be addressed:

Parking and Loading:

1. Provide maximum occupancy load for the restaurant unit.
2. Provide uses and "usable floor area" dimensions of adjacent buildings (696 and 615 N. Mill) intended to be used for "shared" parking with the new building.
3. Show "van-accessible" barrier-free space per ADA requirements (8-foot-wide space and aisle).
4. Provide information on expected regular deliveries.

Landscaping: Revise Plant Schedule on Sheet SPA 5.0 (landscaping plan) so that boxwood are a minimum of 30-inches in spread.

Lighting:

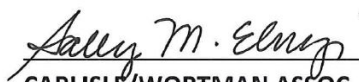
1. Provide documentation confirming that decorative, building-mounted fixtures can be shielded, if needed.
2. Provide detailed photometric plan.

Utilities: Defer review of proposed utilities to City Engineer.

Elevations: Provide height of roof-top mechanical units, and method of screening.

Recommended Conditions

1. Approval conditioned on the applicant providing written permission from the barber shop owner, in a form acceptable to the City Attorney, to modify the items owned by the barber shop to enable construction of the new building.
2. Approval conditioned on the following: Once the availability of shared spaces is documented and confirmed, approval is conditioned on the applicant drafting a shared parking agreement, acceptable to the City Attorney, that ensures the shared spaces will be available into the future and providing this agreement to the City for its records.


CARLISLE/WORTMAN ASSOC., INC.
Sally M. Elmiger, AICP, LEED AP
Principal


CARLISLE/WORTMAN ASSOC., INC.
Grayson Moore
Community Planner

cc: Greta Bolhuis
John Buzuvis

From: Brent Strong
Sent: Tuesday, November 19, 2024 3:20 PM
To: Bolhuis, Greta <gbolhuis@plymouthmi.gov>
Subject: 689 N. Mill

Hi Greta,

The building to the West of 689 will have no impact on the Building code requirements for the new build at 689. The provisions of the building code only apply to the property/structure that is being altered. The building to the West has an existing non-conformity that will have to be addressed if/when they undergo an alteration. In this instance, there is no problem with 689 building to the lot line, with the required fire ratings.

Thanks,



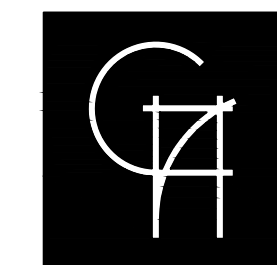
Brent Strong

Director/Building Official

Phone: 734-662-2200 | Mobile: 734-323-5613

117 N. 1st Street, Suite 70, Ann Arbor, MI 48104





George J. Hartman Architects, P.C.

6905 Telegraph Road Suite 101 Bloomfield Hills, MI 48301

248-258-5811 ph. hartmanarchitects@ameritech.net

Project:

Old Village Development

689 N. Mill Street Plymouth, MI 48170

Owner:

Plymouth Mill, LLC.

13074 Stone Creek Plymouth, MI 48170

Released For: Site Plan Approval October 23, 2024

Site Plan Comments November 12, 2024

Meeting Revisions November 20, 2024

- Checklist for drawing revisions

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Scale AS NOTED

Project Number 2416

Sheet Number

SPA-1.0

2416 - SPA-1.0 Cover Sheet



CORNER OF MILL STREET & LIBERTY STREET



CORNER OF ALLEY & MILL STREET

PROJECT: OLD VILLAGE DEVELOPMENT

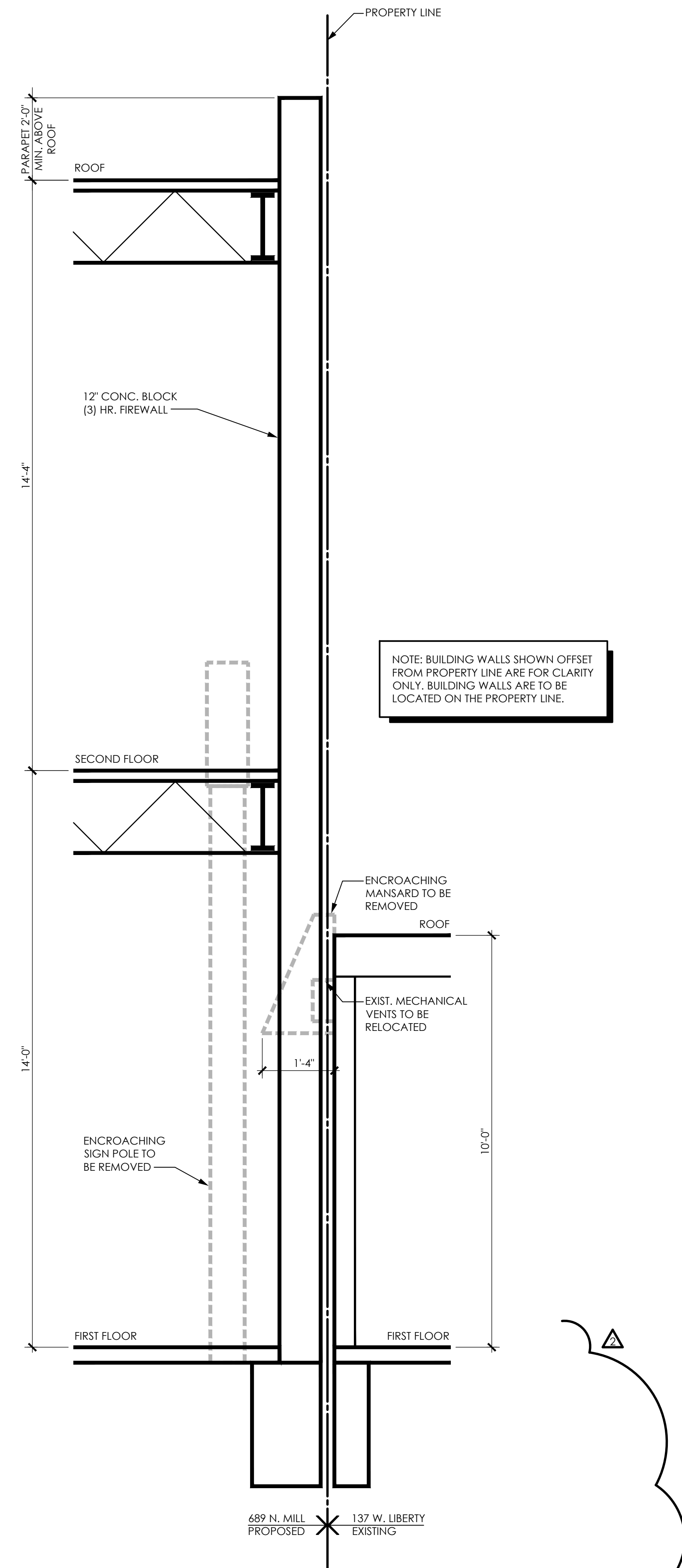
689 North Mill Street Plymouth, Michigan 48170

INDEX OF DRAWINGS table with columns SHEET NUMBER and TITLE

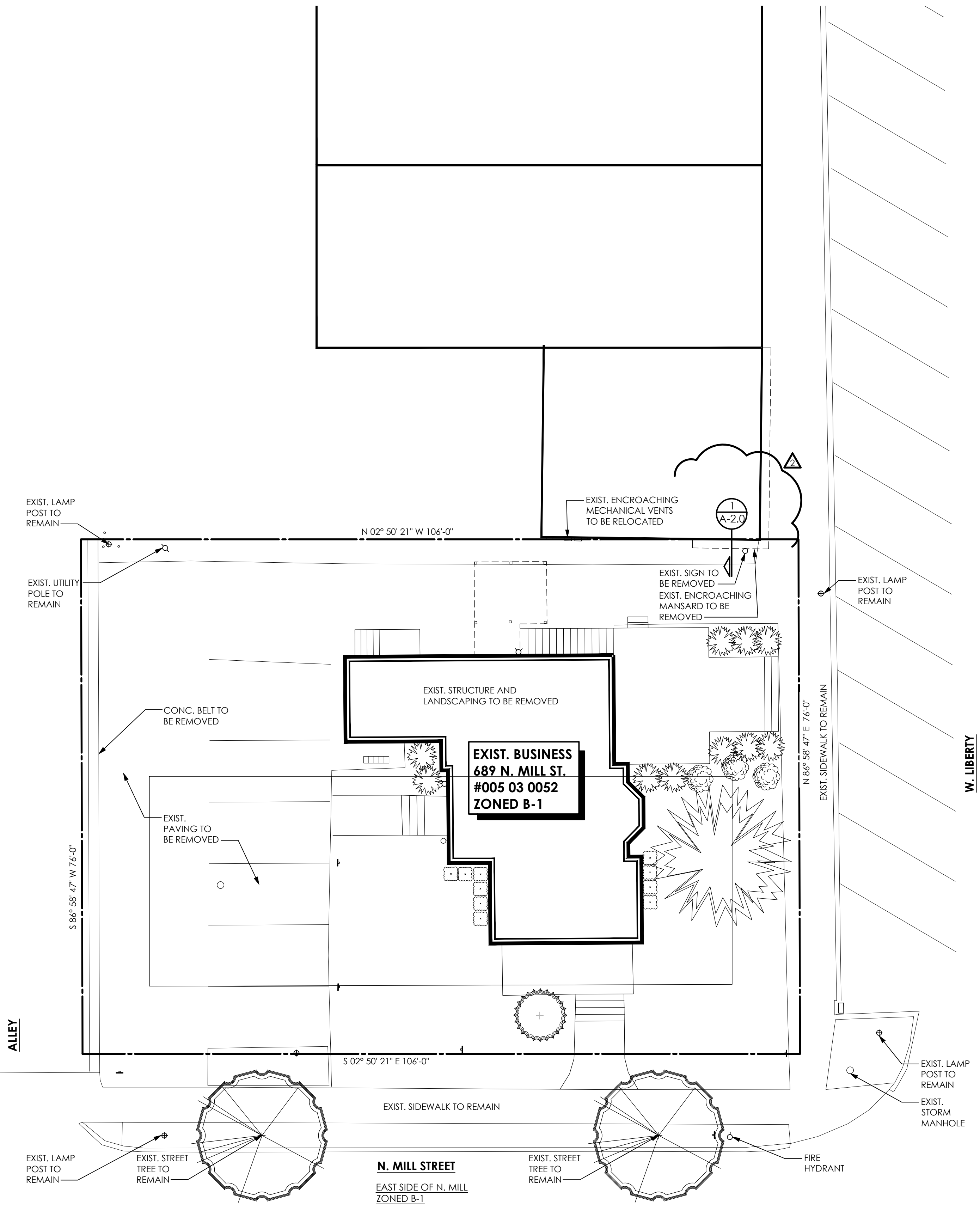
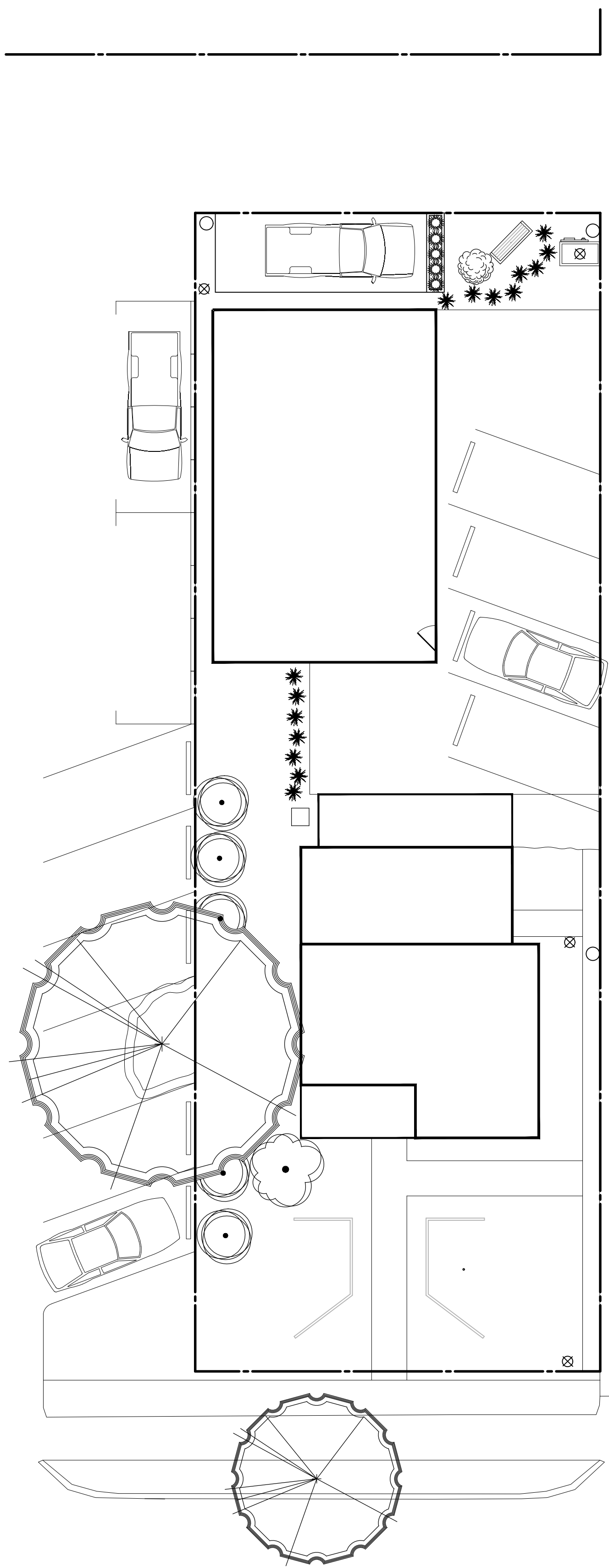
LEGAL DESCRIPTION: LOT 52 2/3 ASSESSORS PLYMOUTH PLAT NO. 4 OF PART OF NW 1/4 OF SECTION 26, T. 1 S., R. 8 E., PLYMOUTH VILLAGE (NOW CITY OF PLYMOUTH), WAYNE COUNTY, MICHIGAN AS RECORDED IN LIBER 63 OF PLATS, PAGE 90, WAYNE COUNTY RECORDS.

SITE DATA table with rows for PROPERTY ZONING, PROPERTY SIZE, BUILDING SIZE, BUILDING HEIGHT, LOT COVERAGE, and SETBACKS

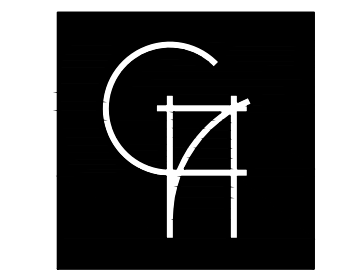




1 GRAPHIC PROPERTY LINE WALL SECTION
 SPA-2.0 SCALE: 1/2" = 1'-0"



EXISTING ARCHITECTURAL SITE PLAN - DEMOLITION
 SCALE: 1" = 10'-0"



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 Architects, P.C.

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 Suite 101
 Bloomfield Hills, MI
 48301

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 hartmanarchitects@ameritech.net

Project:

Old Village
 Development

689 N. Mill Street
 Plymouth, MI 48170

Owner:

Plymouth
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13074 Stone Creek
 Plymouth, MI 48170

Released For:
 Site Plan Approval October 23, 2024
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 Meeting Revisions November 20, 2024

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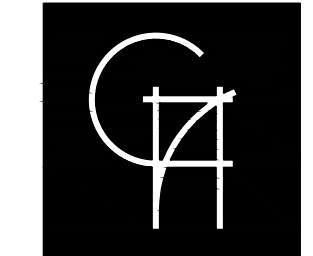
Scale
 AS NOTED

Project Number
2416

Sheet Number

SPA-2.0

2416 - SPA-2.0 Existing Site Plan
 Demolition - Parking Plan



George J. Hartman Architects, P.C.

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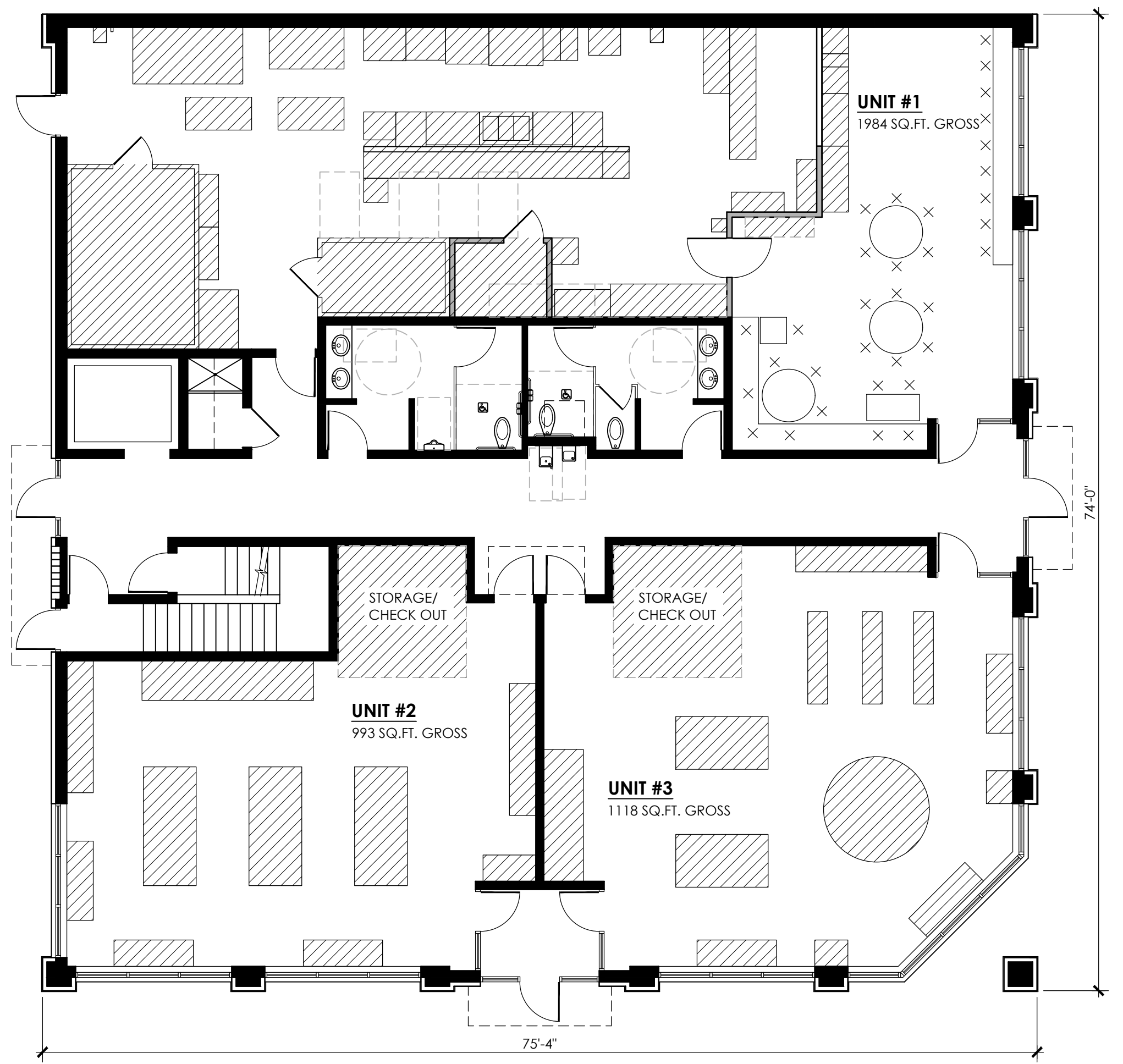
Scale AS NOTED

Project Number 2416

Sheet Number

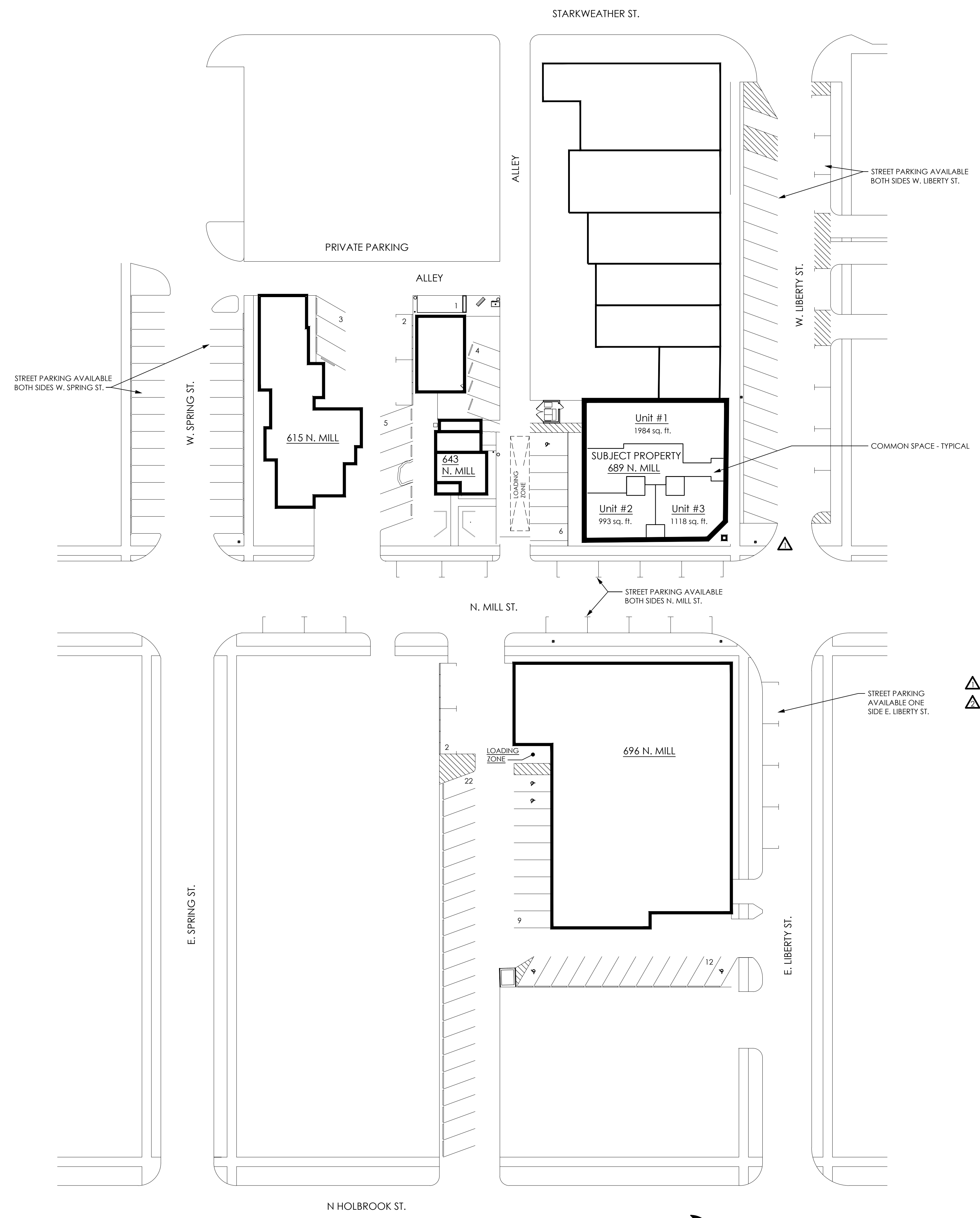
SPA-2.1

2416 - SPA-2.0 Existing Site Plan Demolition - Parking Plan

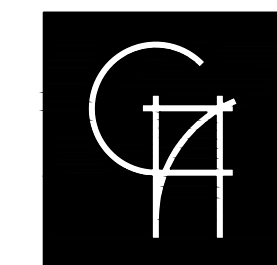


689 N. MILL USABLE SPACE PLAN
SCALE: 1/8" = 1'-0"

PARKING REQUIREMENTS	
PER ZONING ORDINANCE:	
RESIDENTIAL:	3 DWELLING UNITS @ 2 BEDROOMS = 6 SPACES 1 DWELLING UNIT @ 1 BEDROOM = 2 SPACES
COMMERCIAL:	UNIT #1 RESTAURANT, 1,984 GROSS SQ. FT., 1,370 USABLE SQ. FT. / 75 SQ. FT. = 19 SPACES UNIT #2 RETAIL, 933 GROSS SQ. FT., 665 USABLE SQ. FT. / 200 SQ. FT. = 4 SPACES UNIT #3 RETAIL, 1,118 GROSS SQ. FT., 787 USABLE SQ. FT. / 200 SQ. FT. = 4 SPACES ESTIMATED TOTAL SPACES REQUIRED = 44 SPACES TOTAL SPACES PROVIDED ON-SITE = 6 SPACES
BARRIER FREE:	1 BARRIER FREE SPACE REQUIRED 1 BARRIER FREE SPACE PROVIDED
LOADING SPACES:	1 LOADING SPACE REQUIRED 1 LOADING SPACE PROVIDED



PARKING PLAN
SCALE: 1" = 30'-0"



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Project:

Old Village Development

689 N. Mill Street Plymouth, MI 48170

Owner:

Plymouth Mill, LLC.

13074 Stone Creek Plymouth, MI 48170

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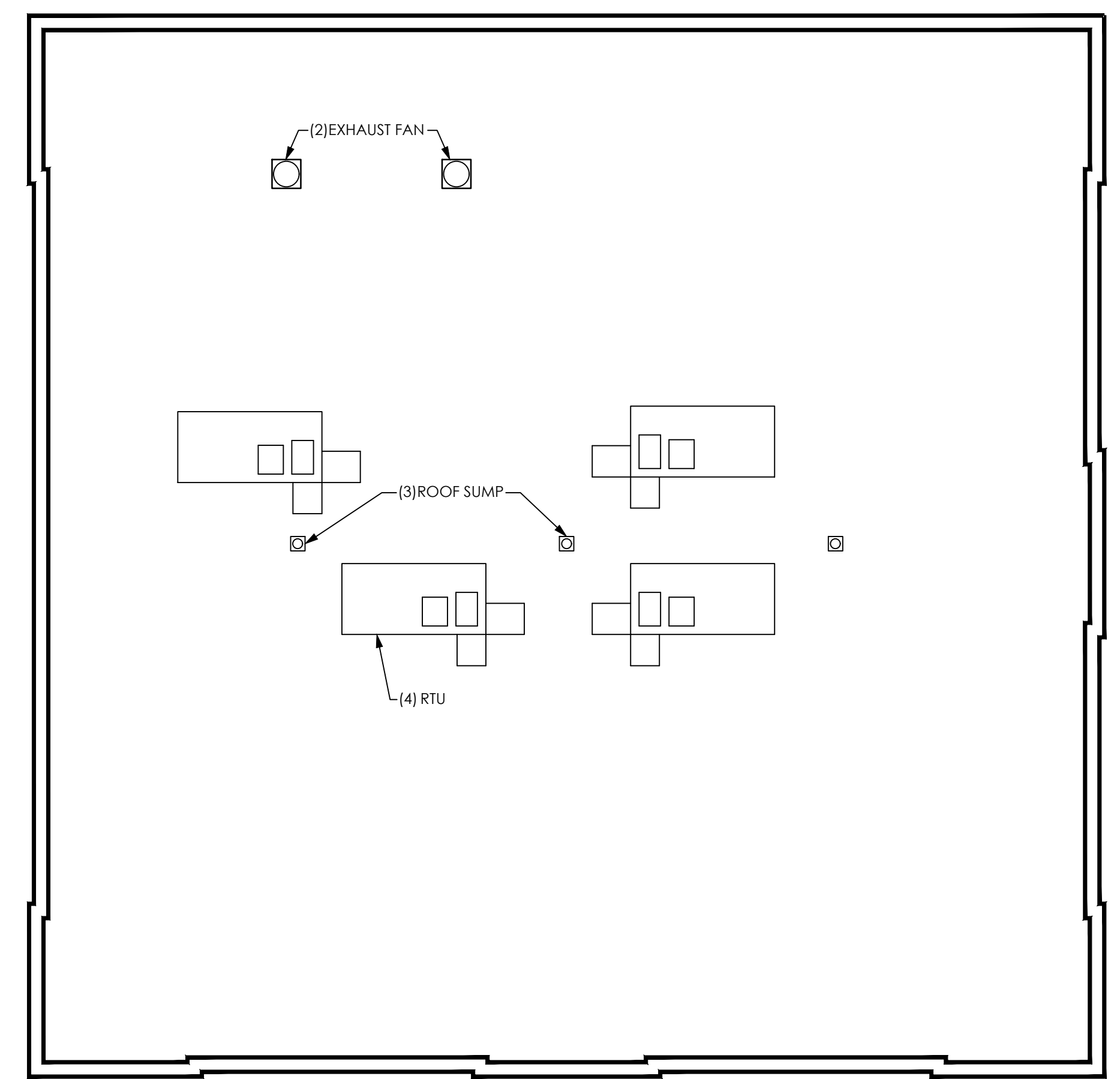


Scale AS NOTED

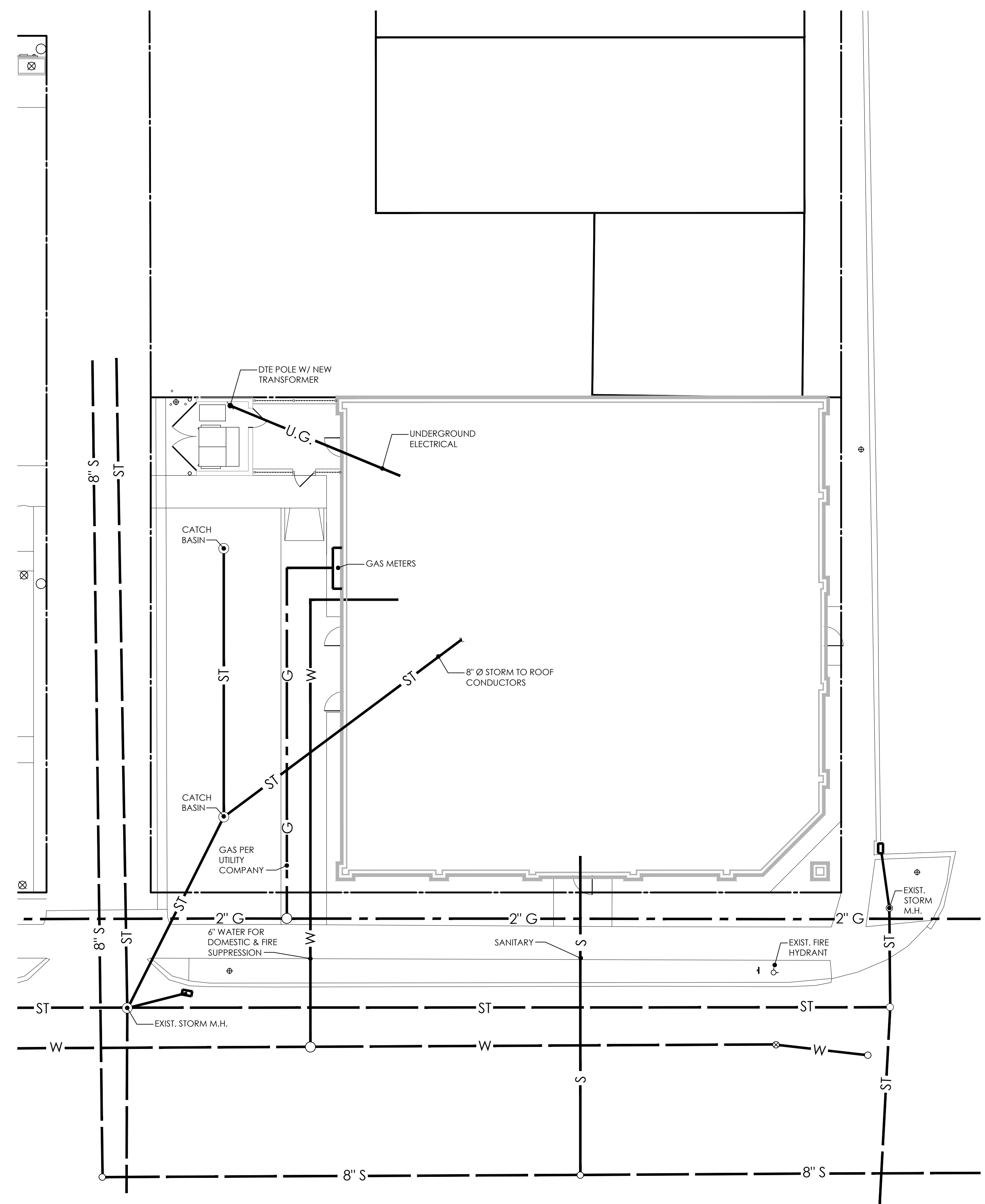
Project Number 2416

Sheet Number

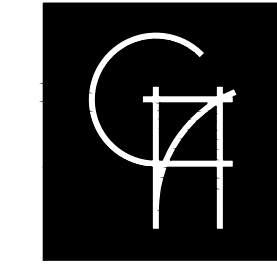
SPA-3.1
2416 - SPA-3.0 Architectural Site Plan - Dumpster Details



ROOF PLAN
 SCALE: 1/8" = 1'-0"



CONCEPTUAL UTILITY PLAN
 SCALE: 1" = 10'



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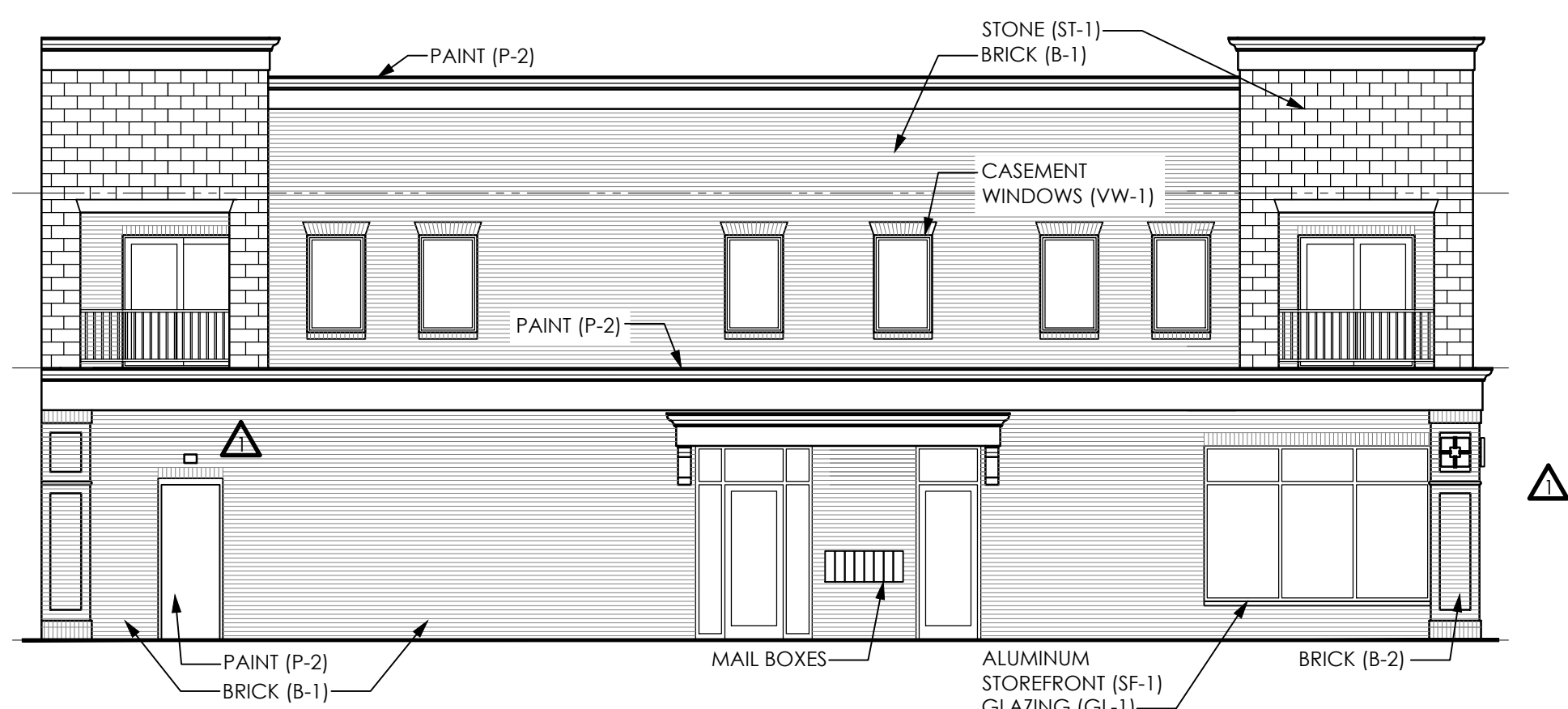
Scale AS NOTED

Project Number 2416

Sheet Number

SPA-4.0

2416 - SPA- 4.0 Floor Plans - Elevations



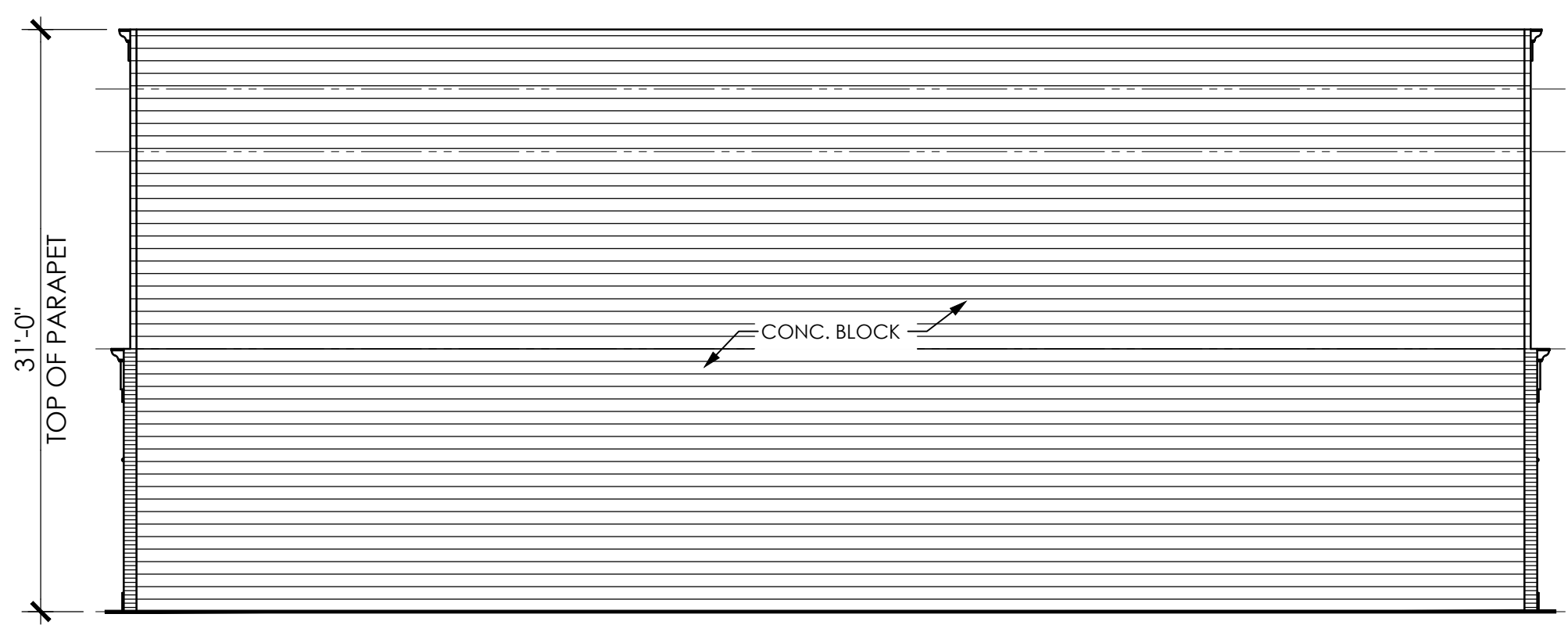
ALLEY (SOUTH) ELEVATION
SCALE: 1/8" = 1'-0"



MILL STREET (EAST) ELEVATION
SCALE: 1/8" = 1'-0"



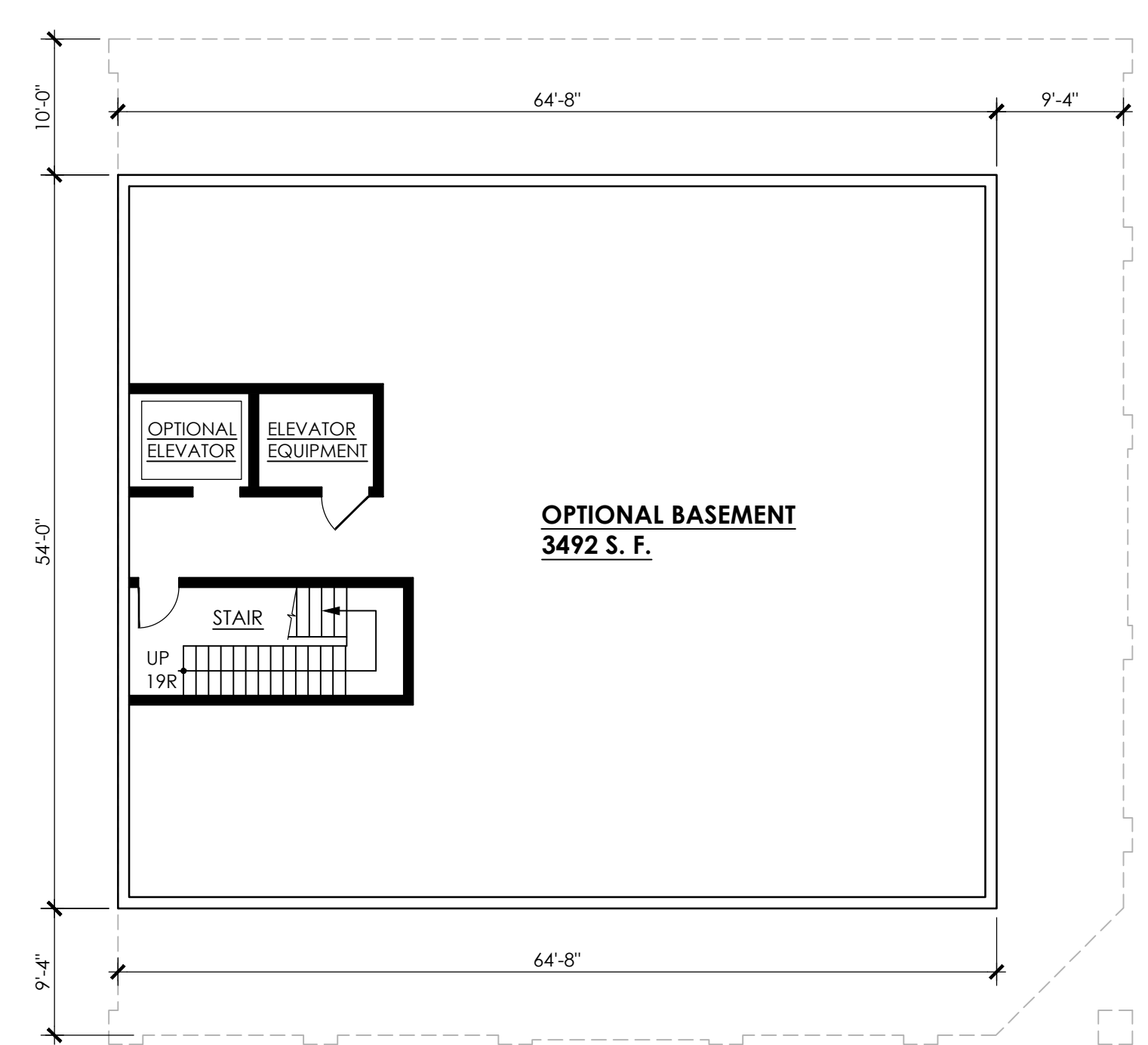
LIBERTY STREET (NORTH) ELEVATION
SCALE: 1/8" = 1'-0"



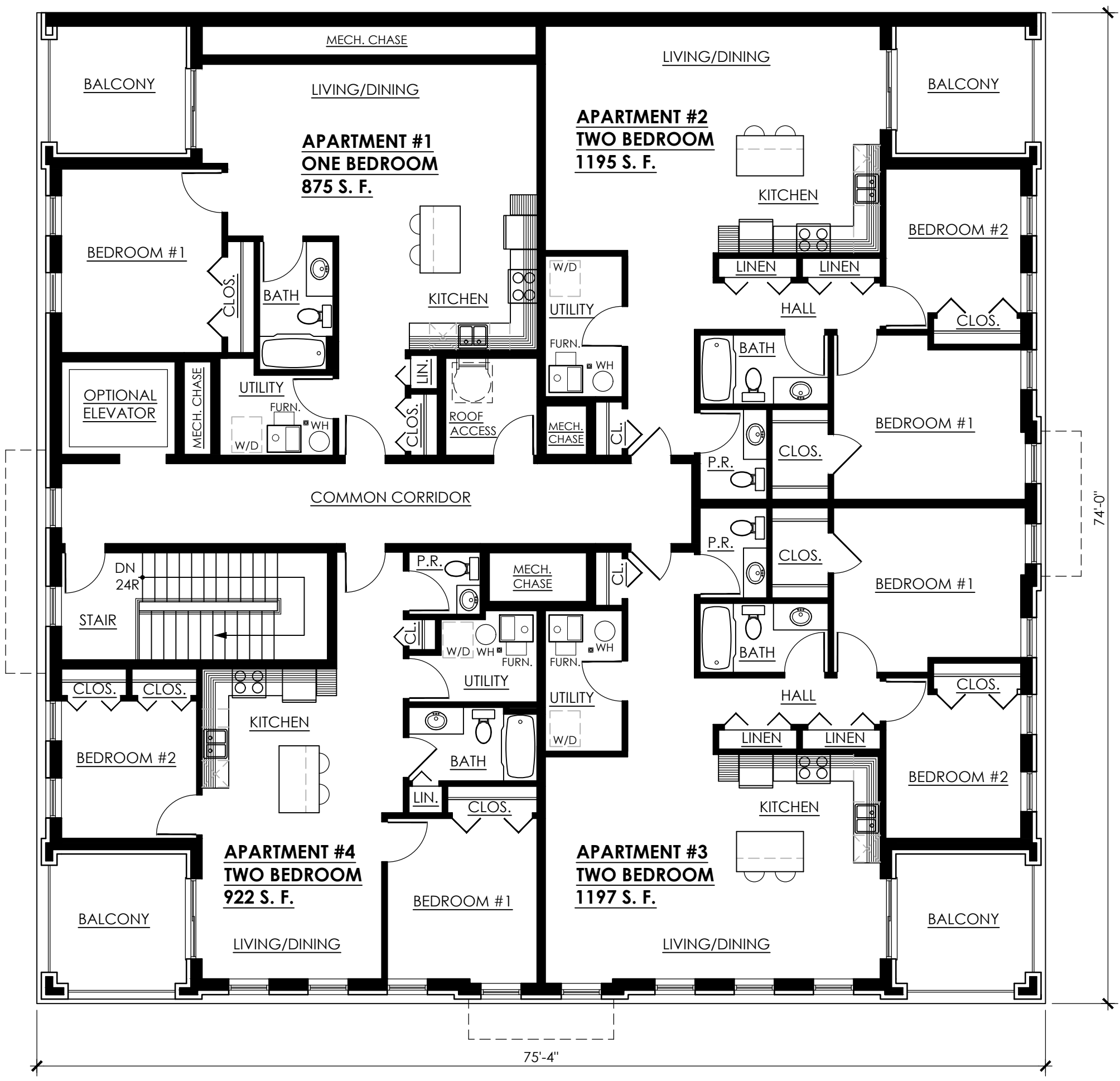
(WEST) ELEVATION
SCALE: 1/8" = 1'-0"

EXTERIOR FINISH SCHEDULE				
MARK	MATERIAL	MANUFACTURER	COLOR	NOTES
B-1	BRICK	ENDICOTT	DESERT IRONSPOT	
B-2	BRICK	ENDICOTT	MANGANESE IRONSPOT	
GL-1	GLASS		SOLAR GRAY	TEMPERED GLASS 1" INSULATING
SF-1	COMMERCIAL STOREFRONT	KAWNEER	CLEAR ANODIZED ALUMINUM	2 x 4 FRAME
ST-1	STONE	CUSTOM CAST STONE	24 x 12 SMOOTH NATURAL WHITE	
P-1	H.M. DOORS & FRAMES PAINT	SHERWIN WILLIAMS	SW 7076	OIL GLOSS
P-2	ROOF & CANOPIES PAINT	SHERWIN WILLIAMS	SW 7011	OIL GLOSS
VW-1	VINYL CASEMENT WINDOWS		WHITE	

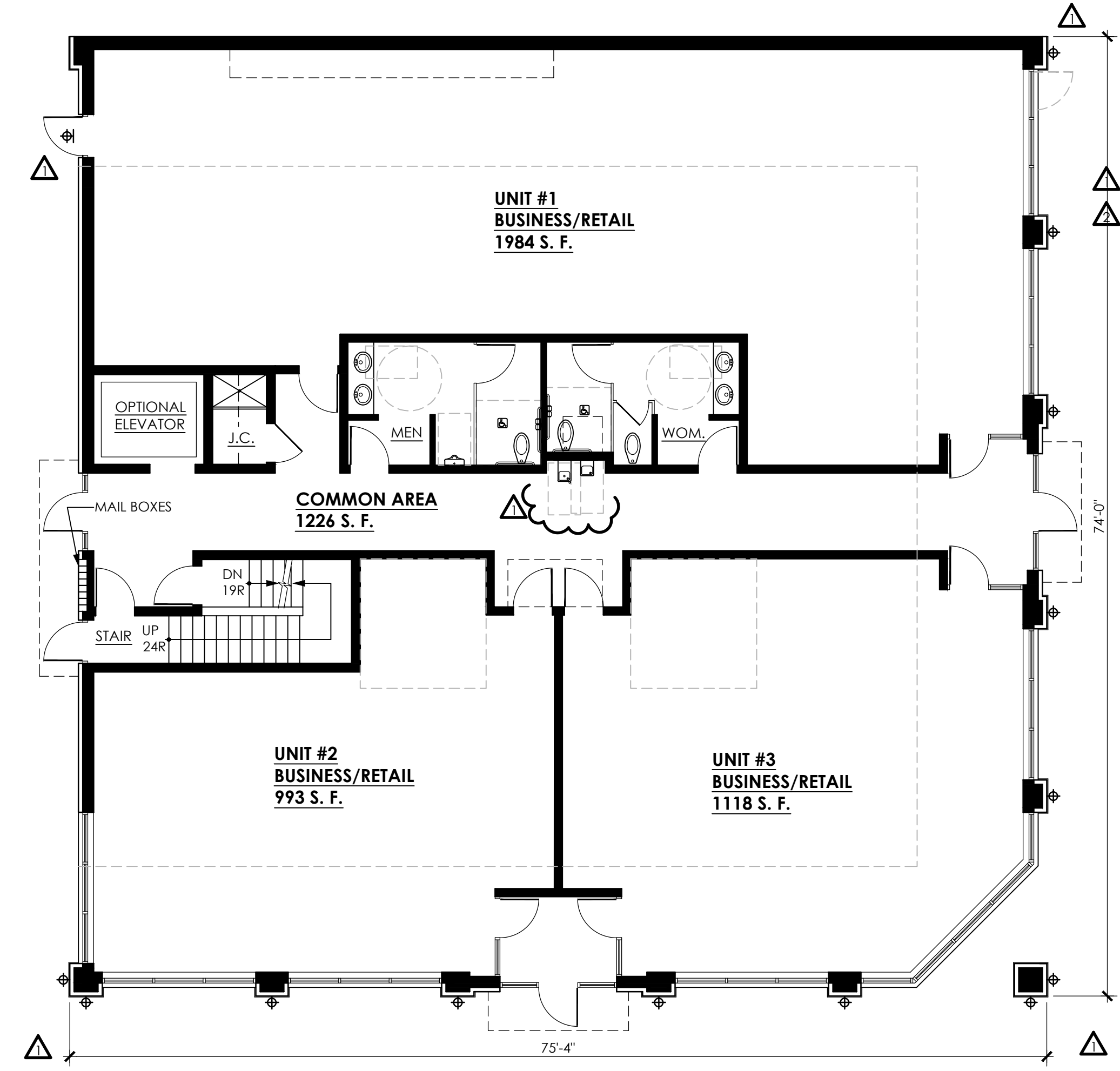
BUILDING SQUARE FOOTAGE	
FIRST FLOOR	5,410.0 GROSS SQUARE FEET
SECOND FLOOR	5,458.0 GROSS SQUARE FEET
OPTIONAL BASEMENT	3,492.0 GROSS SQUARE FEET



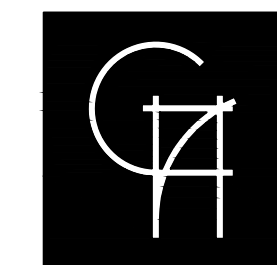
OPTIONAL BASEMENT PLAN
SCALE: 3/32" = 1'-0"



SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"



FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"



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48301

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Scale
AS NOTED

Project Number
2416

Sheet Number

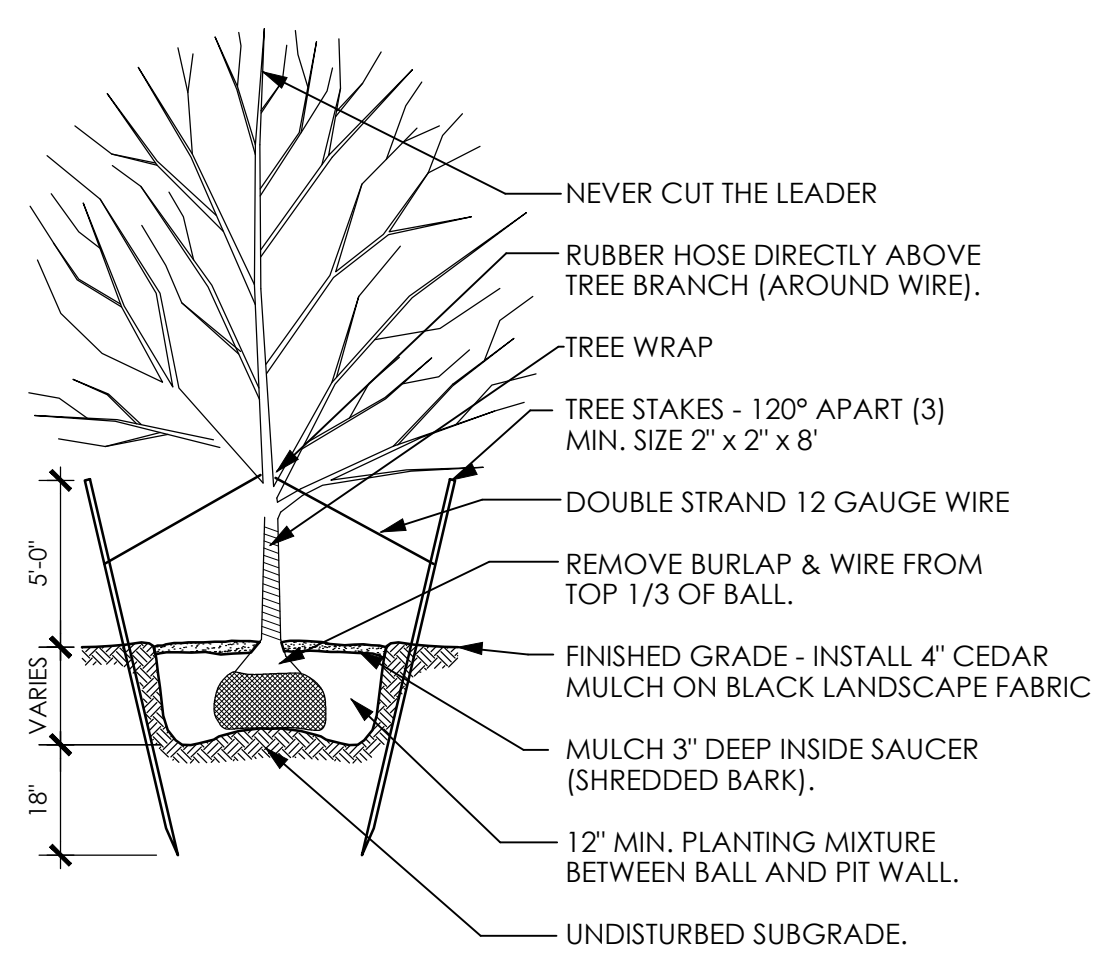
SPA-5.0

2416 - SPA-5.0 Landscape Plan

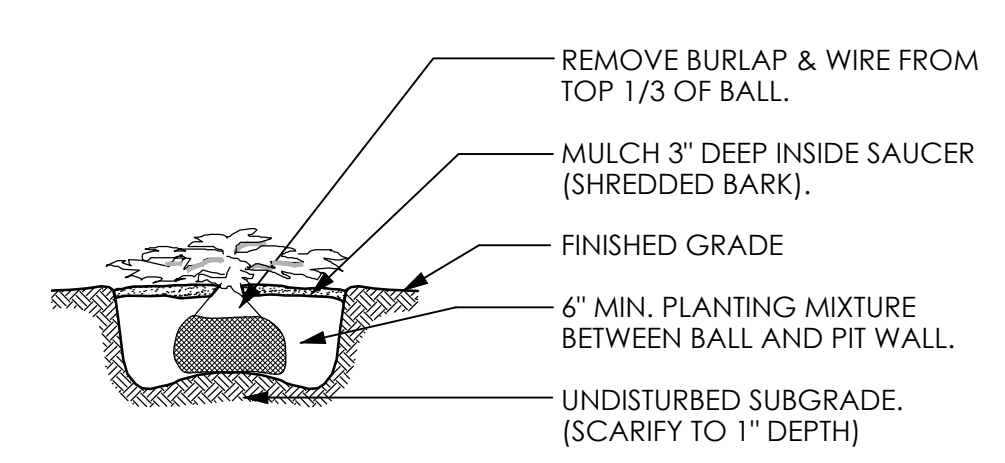
PLANT SCHEDULE							
MARK	QTY.	TYPE	BOTANICAL NAME	COMMON NAME	ROOT	SIZE	REMARKS
DECIDUOUS ORNAMENTAL TREE							
SG	2	ORNAMENTAL TREE	LIQUIDAMBAR STYRACIFLUA	SLENDER SILHOUETTE SWEETGUM	B & B	5' - 6' HT.	
SHRUBS							
BW	67	EVERGREEN SHRUB	BUXUS MICROPHYLLA JAPONICA	WINTER GEM BOXWOOD	2.5 GAL.	24" SPD	24" O.C. (SPACED FOR HEDGE)
TM	18	UPRIGHT YEW	TAXUS x MEDIA	STONEHENGE SKINNY YEW	1 GAL.	12" SPD 6' - 8' HT.	18" - 24" O.C. (SPACED INDIVIDUALLY)
PERENNIALS & GROUNDCOVER							
CO	15	PERENNIAL	CLEMATIS OCCIDENTALIS	PURPLE CLEMATIS	1 GAL	36" SPD	18" - 24" O.C.
CP	14	PERENNIAL	CLEMATIS PANICULATA	SWEET AUTUMN CLEMATIS	1 GAL	36" SPD	18" - 24" O.C.
HP	19	PERENNIAL	HEMEROCALLIS PURPLE	PURPLE D'ORO DAYLILY	1 GAL		18" - 24" O.C.
HW	18	PERENNIAL	HEMEROCALLIS 'WILD'	WILD HORSES DAYLILY	1 GAL		18" - 24" O.C.
LV	23	PERENNIAL	LAVANDULA AGUSTIFOLIA	ENGLISH LAVENDER	1 GAL		24" O.C.

LANDSCAPE NOTES

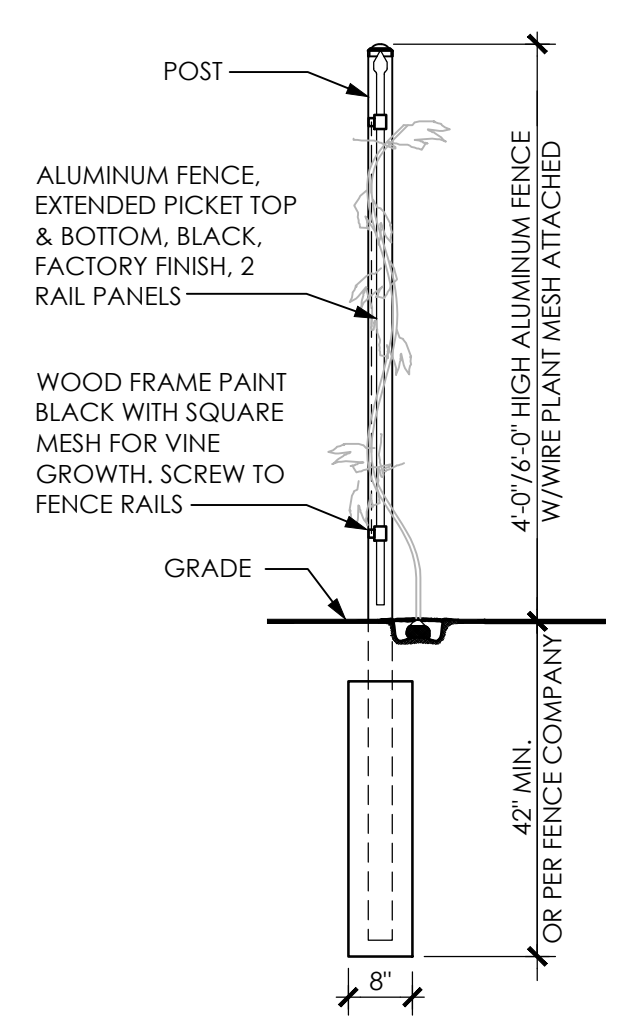
- PROVIDE AUTOMATIC CONTROL IRRIGATION SYSTEM FOR LANDSCAPED AREAS.
- OWNER TO MAINTAIN ALL LANDSCAPE AREAS IN GOOD CONDITION.
- CEDAR MULCH ALL PLANTING BEDS.



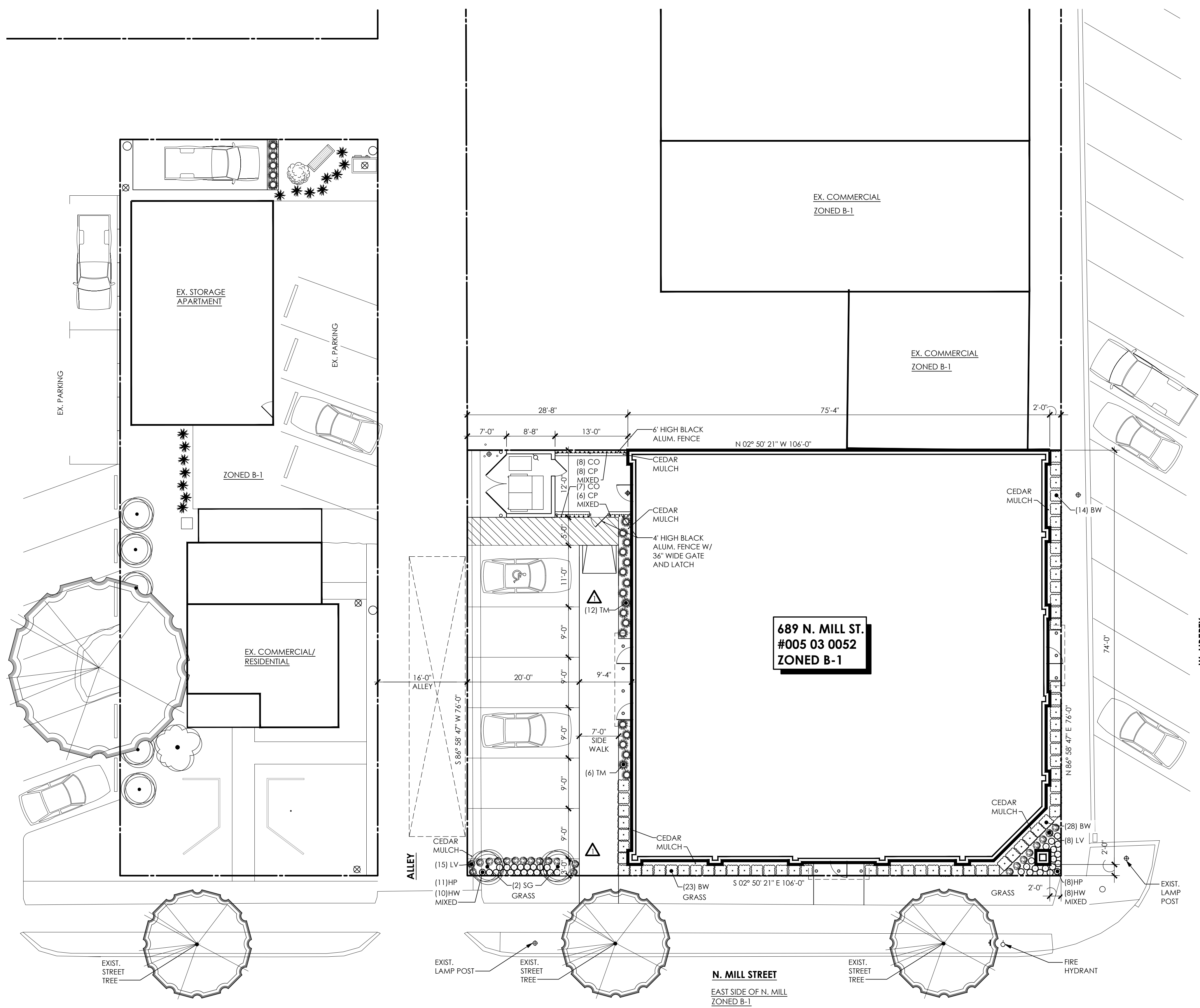
2 DECIDUOUS PLANTING DETAIL
SPA-5 SCALE: 1/4" = 1'-0"



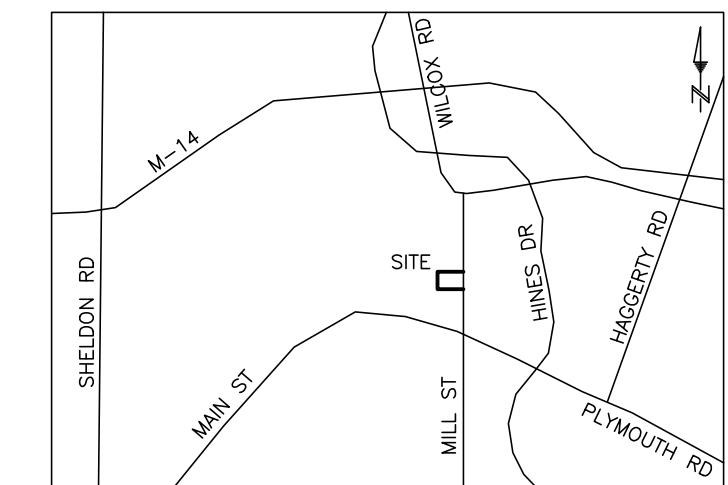
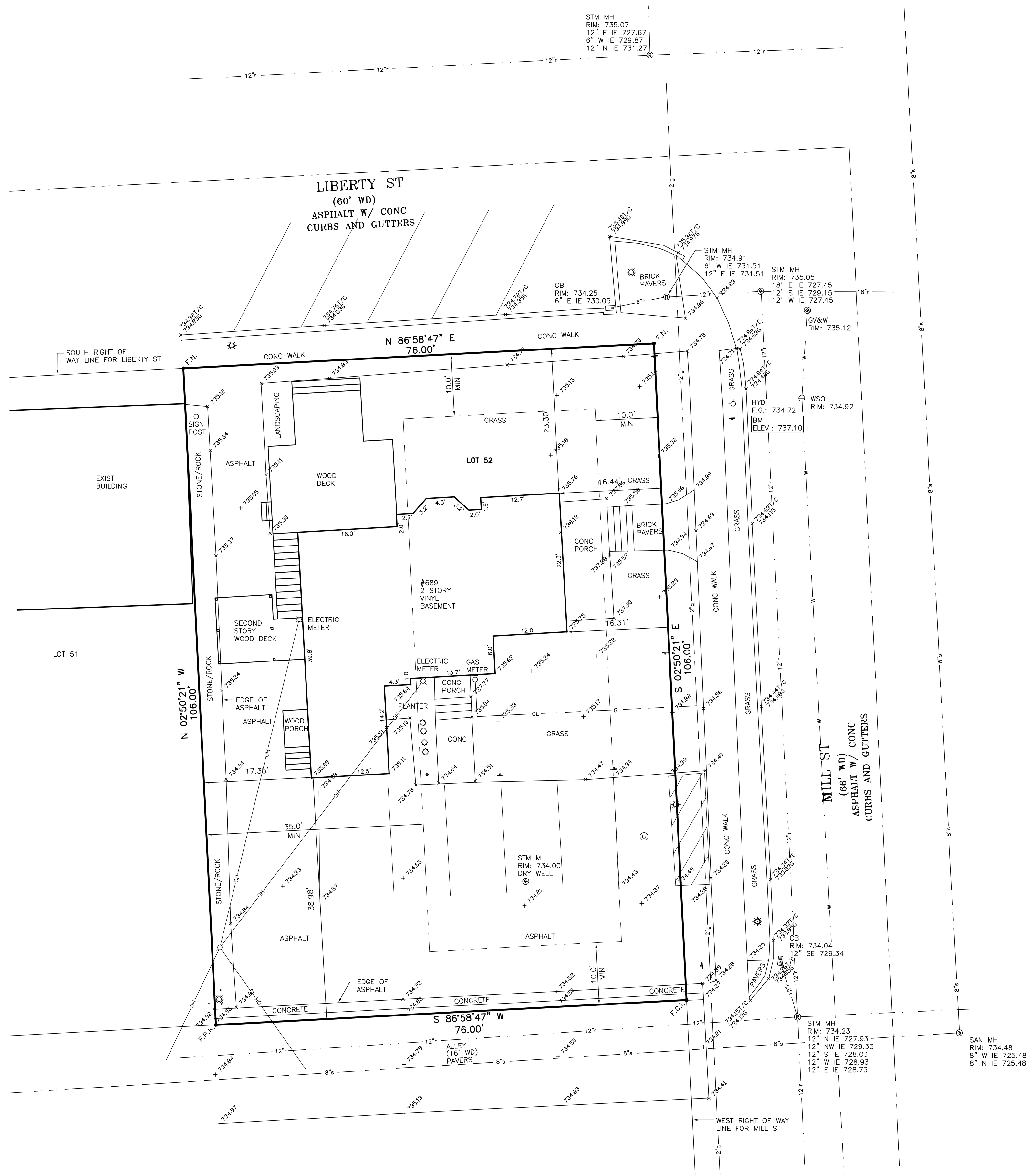
1 SHRUB PLANTING DETAIL
SPA-5 SCALE: 1/4" = 1'-0"



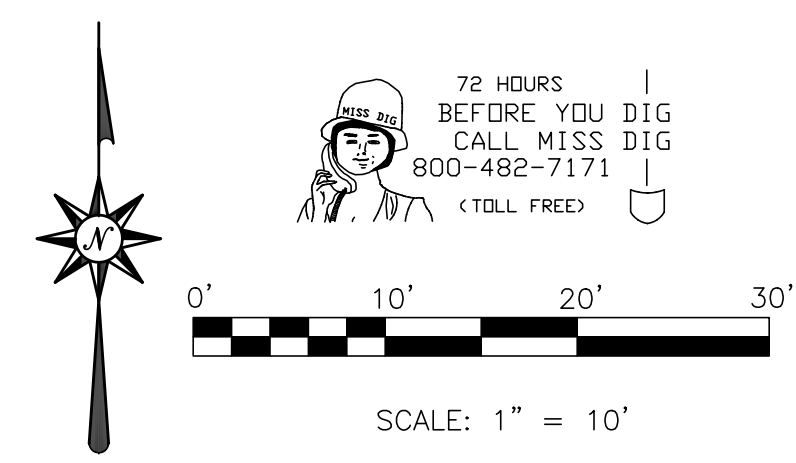
3 FENCE DETAIL
SPA-5 SCALE: 1/2" = 1'-0"



LANDSCAPE PLAN
SCALE: 1" = 10'-0"



LOCATION MAP
NO SCALE



LEGAL DESCRIPTION

LOT 52 "ASSESSOR'S PLYMOUTH PLAT NO. 4" OF PART OF NW 1/4 OF SECTION 26, T. 1 S., R. 8 E., PLYMOUTH VILLAGE (NOW THE CITY OF PLYMOUTH), WAYNE COUNTY, MICHIGAN AS RECORDED IN LIBER 63 OF PLATS, PAGE 90, WAYNE COUNTY RECORDS.

BENCHMARKS

BM
ARROW ON HYDRANT LOCATED WEST OF MILL STREET AND SOUTH OF LIBERTY STREET
ELEV.: 737.10 NAVD 88

ZONING & SETBACKS

ZONED: B-1 LOCAL BUSINESS
SETBACK REQUIREMENTS:
FRONT: 10' MIN
REAR: 35' MIN
SIDES: 0' MIN, 10' STREET SIDE

FLOODPLAIN

SUBJECT PROPERTY LIES IN FLOOD ZONE X WHICH IS AN AREA DETERMINED TO BE OUTSIDE OF 0.2% ANNUAL CHANCE FLOODPLAIN PER FEMA FLOOD MAP SERVICE CENTER FOR CITY OF PLYMOUTH, WAYNE COUNTY, MICHIGAN.

MAP NUMBER: 26163C0039E
EFFECTIVE DATE: FEBRUARY 2, 2012

LAND AREA

GROSS:
8056 SQUARE FEET
0.1849 ACRES

UTILITY NOTE

UNDERGROUND UTILITY LINES AND STRUCTURES SHOWN ARE PER RECORDS MADE AVAILABLE BY UTILITY OR MUNICIPALITY, AND BY FIELD OBSERVATION WHERE POSSIBLE. ALL MUNICIPALITIES, UTILITY COMPANIES AND MISS DIG SHOULD BE NOTIFIED BY CONTRACTOR FOR FIELD LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION. GLA SURVEYORS AND ENGINEERS SHALL BE HELD HARMLESS FOR ANY AND ALL DAMAGE TO ANY AND ALL UTILITIES, WHETHER SHOWN ON THESE PLANS OR NOT.

MUNICIPALITY

CITY OF PLYMOUTH
201 SOUTH MAIN STREET
PLYMOUTH, MI 48170
(734) 453-1234

TITLE WORK NOTE

NO PLOTTABLE EASEMENTS WITHIN THE PROVIDED TITLE WORK.

LEGEND

BENCHMARK	B.M.	STORM MANHOLE	⊕
FINISHED FLOOR	F.F.	STORM CATCH BASIN	⊕
FINISHED GRADE	F.G.	SANITARY MANHOLE	⊕
EXISTING	EX.	GATE VALVE & WELL	⊕
FIELD MEASURE	F.M.	DET. EDISON MANHOLE	⊕
INVERT ELEVATION	I.E.	WATER/GAS SHUT OFF	⊕
GAS MAIN	—	FIRE HYDRANT	⊕
WATERMAIN	—	UTILITY POLE	⊕
STORM SEWER	—	POLE OR POST	⊕
SANITARY SEWER	—	MAILBOX	⊕
OVERHEAD WIRES	—	SIGN	⊕
1" WATER SERVICE	—	LIGHT	⊕
6" SANITARY LEAD	—		
PROP. SUMP LEAD	—		
PROP. ELEVATION	⊕		
EX. SPOT ELEVATION	⊕		
FOUND NAIL	F.N.		
FOUND CAPPED IRON	F.C.I.		
FOUND P.K. NAIL	F.P.K.		
TOP OF CURB	T/C		
GUTTER	G.		
CLEAN OUT	C.O.		

SURVEYOR'S CERTIFICATE

CERTIFY TO:
PLYMOUTH MILL, L.L.C.
HURON VALLEY STATE BANK
OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 7a, 8, 9, 11b, 17 AND 18 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON 10/03/24.



DATE OF PLAT OR MAP: 10/18/24
DATE

Greg L. Ash
GREG L. ASH P.L.S. #28400

FILE NO.: 379-052A	DWG. NO.: 379-052
DRAWN BY: BGW	SHEET No. 1-1
CHECKED BY: S.A.S.	
SCALE: 1" = 10'	

10/18/24

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CITY OF PLYMOUTH, WAYNE COUNTY, MICHIGAN

CHAPTER 1: INTRODUCTION

The City of Plymouth is located halfway between Ann Arbor and Detroit in Western Wayne County. The city is home to the vibrant downtown and Old Village areas, strong neighborhoods, schools, businesses, and recreation opportunities. The city represents opportunities for residents and the surrounding communities.

A lot has changed in the city and in the region since the last Master Plan was adopted. To begin the Master Plan update, the City of Plymouth launched a community-based process to engage residents. This document is the road map for land use, development, transportation, and housing that is based on a shared community vision and is cognizant of the current demographics and market conditions.

What is a Master Plan?

The City of Plymouth Master Plan sets forth a vision for our community. It is a guide that all city boards and departments can use to help make planning and development decisions. The Plan communicates a vision for future land uses. Planning is a process and requires residents, property owners, business owners, city officials, staff, and others — all with diverse backgrounds, ideals, and visions — to work towards a common vision. This common vision is achieved through discussions, surveys, and open public meetings. The Master Plan seeks to clarify who we are, where we are, and where we are going. Moreover, the Master Plan is the culmination of past, present, and future visions of city planning.

The Master Plan identifies goals for Plymouth's future to express long-term expectations and addresses the fundamental issues that the city expects to face in the future. By using the Master Plan as a guide, city boards and departments can coordinate planning activities towards outcomes that best fit with the long range goals outlined by the Master Plan.

The Master Plan consists of two main components: text and map. The text of the Plan should be consulted for a description of policies that apply to specific areas or features. The Future Land Use Map is intended to illustrate the desired locations of certain land uses in the community. Other maps will be included throughout the Plan to provide additional details not mentioned in the text. If there is inconsistency between the text of the Plan and the map, the text will control city policy.

Under the Michigan Planning Act (Act 33 of the Public Act of 2008), communities are required to review their Master Plan every five years and update it if needed. Plymouth's previous Master Plan was most recently amended in 2018. The 2018 adoption fully replaced the 2011 Master Plan which had been updated in 2009. The 2009 version fully replaced the previous Master Plan adopted in 1996.

Connection between Master Plan and Zoning Ordinance

The Master Plan is a long-term policy document that provides guidance for community development over a period of 5 to 20 years. The plan is based on community input and outlines goals and objectives related to areas such as economic development, housing, transportation, and infrastructure. While not a law itself, the Master Plan must be reviewed every five years as required by state law and serves as a foundation for future planning. The Future Land Use Plan, a visual component of the Master Plan, maps out potential land use categories and details the types of uses, densities, and design standards that may be considered for zoning changes. It serves as a framework for future development, with changes requiring extensive community input.

In contrast, the Zoning Ordinance is a legal document that regulates land use in the present. It dictates specifics such as building size, form, placement, and parking requirements, and must comply with federal, state, and case law. The Zoning Ordinance implements the Master Plan and is legally enforceable. Similarly, the Zoning Map is a legal document that identifies zoning districts and outlines what types of land uses and buildings are permitted. It is also enforceable by law and can only be changed through a formal rezoning process, which includes public hearings and approval from the Planning Commission and City Commission.

Who Creates and Maintains the Plan?

The City of Plymouth Planning Commission is the primary agency responsible for the preparation of the Master Plan. Supported by staff and consultants, it is the role of the Planning Commission to develop a land use plan and encourage its implementation.

The Master Plan is a document that must be embraced by the City of Plymouth leaders. While ultimately the responsibility of the Planning Commission, the Master Plan must inspire consistent decision making throughout the community. The Plan serves a larger purpose to inspire and guide city initiatives and foster innovative community development.

How Will the Plan be Used?

The Master Plan will be used in numerous ways across different timeframes. On a day-to-day basis, city staff will rely on the Plan to guide their work, including development discussions with developers, drafting zoning amendments, and making recommendations to the Planning Commission or City Commission. It will also serve as a reference for neighborhood groups, local investors, and non-profit organizations. On a month-to-month basis, elected officials will use the Master Plan when making decisions about land use, setting city policies for development, improving infrastructure, and shaping regulations and budgets. Annually, the Master Plan should be evaluated to ensure it still aligns with the city's goals. Regular audits will help assess progress and identify necessary revisions or updates, ensuring that the Plan remains relevant and continues to have broad community support.

Who Makes Development Decisions?

Development decisions in Michigan are permitted by and regulated through two main laws: the Planning Enabling Act and the Zoning Enabling Act. While many other local, state, and federal laws come into play, these two laws outline the basic steps that a local government must take to plan for and regulate development within its boundaries. These laws balance the rights of the property owner with a local government's responsibility to protect the health, safety, and welfare of its residents.

Reviewing and approving development proposals can be a complex process. In many instances, various boards and departments are responsible for reviewing and approving new development in Plymouth. The following describes, in general, the responsibilities of the city:

Community Development Department (CDD)

The City's Community Development Department is the initial contact between the city, developers, and residents. It receives all development applications and supporting materials. The department also assists developers with informational requirements and procedures outlined in the Zoning Ordinance. The Building Official, Fire Marshall, and various specialty inspectors work with applicants once the development proposal has been approved by the appropriate commission. Plans submitted to these officials are reviewed for conformance with applicable codes and ordinances. These professionals ensure that construction meets the Plymouth Zoning Ordinance, Michigan Building Code, the Michigan Residential Code, and/or State and National Trade Codes.

Planning Commission (PC)

The responsibility of the Planning Commission is to guide and advance the efficient, coordinated development of the city in a manner that will promote the health, safety, and general welfare of its residents. The Planning Commission has the primary responsibility for reviewing development proposals. The Planning Commission reviews projects to ensure that development adheres to the City's Master Plan, Zoning Ordinance, and allows a reasonable use of the property. Note: The Planning Commission does not review proposals for individual single-family or two-family residences.

City Commission (CC)

Some proposals, such as a Planned Unit Development or re-zoning a property, must be reviewed and approved by the City Commission. The Planning Commission conducts an initial review and makes a recommendation to the City Commission. The City Commission then makes the final decision based upon criteria and requirements in the Zoning Ordinance.

Zoning Board of Appeals (ZBA)

The Zoning Board of Appeals hears variance requests from property owners or developers who, because of hardships or practical difficulty, cannot meet the requirements of the Zoning Ordinance and feel there is a unique circumstance that limits the applicability of certain requirements.

Historic District Commission (HDC)

The City of Plymouth has a Historic District that is enabled by the Local Historic Districts Act (PA 169 of 1970). In general, properties surrounding or adjacent to Kellogg Park are within the boundaries of the Historic District. If development is proposed on a property within the Historic District, the proposal must also go before the Historic District Commission for consideration, review, and approval. The Historic District Commission uses the National Park Service's Secretary of Interior Standards for Rehabilitation to review projects within the district.

Downtown Development Authority (DDA)

Plymouth implemented a Downtown Development Authority in 1983, which was enabled through the Downtown Development Authority Act, PA 197 of 1975, and has since been replaced by PA 57 of 2018. DDAs are designed to be a catalyst in the development of a community's downtown district. They provide a variety of funding options to be used to fund public improvements in the downtown district. These improvements not only benefit residents and visitors, but also help create a favorable environment for businesses to thrive. The DDA does not have any authority to review development proposals on private property.

CHAPTER 2: PUBLIC INPUT

The City of Plymouth recognizes that public input is essential in the process of updating the Master Plan. Along with reviews and discussions at Planning Commission meetings, a statistically significant resident survey was conducted, two public engagement sessions were held, and transportation information was collected at a public event.

The city contracted with the Lansing based firm EPIC-MRA to conduct a telephone survey. The survey interviewed 264 adult residents of the City of Plymouth in the week of September 11, 2023.

The first Master Plan public engagement session was held in Old Village on March 20, 2024. A survey was completed by 32 individuals at the end of the session. The second public engagement session was held at the Plymouth Cultural Center on April 24, 2024, with 36 individuals completing the survey at the end of the session.

In order to gain insight on transportation related matters, data was collected from residents and non-residents at the Spring Artisan Market held in Kellogg Park on April 20, 2024. The Planning Commission collected paper surveys from 23 residents and 30 non-residents.

The topics that these various public engagement events and the phone survey covered are organized by topic in the following headings with the resulting quantitative input. The qualitative input has been integrated into the applicable chapters of the Master Plan.

Desirable Characteristics

At the public engagement sessions, eight characteristics were reviewed related to the Old Village and Downtown areas of the city. Preservation of historic buildings was consistently identified for both areas by over 90% as the most important characteristic. Buildings set back similarly from the street and variable building styles were clearly 2nd and 3rd in importance.

Pedestrian Amenities

Eight pedestrian amenities were asked to be ranked by importance at the engagement sessions for Old Village and Downtown. While not in the same order Benches, Trash Cans, Signalized Pedestrian Crossings and Planters were always in the top four. Bike Racks and Bike Lanes were consistently in 5th and 6th place while Directional Signage and Drinking fountains were identified as the lowest priority.

Entry-Level Home Buyer Accessibility

Housing stock and housing diversity was a topic covered at the engagement sessions. When the participants were asked if it was important that the City of Plymouth be accessible to entry-level home buyers, 83% responded yes. Twelve percent responded no and 6% were unsure.

Multi-Family Housing

The September 2023 survey asked participants their opinion related to whether the city has *Too Many*, *Too Few*, or the *Right Amount* of multi-family housing. The *Right Amount* received a majority of responses at 58%, with *Too Many* and *Too Few* equal at 17%. To gather information on specific multi-family housing types, the engagement session surveys asked the question for Duplexes, Triplexes, Apartments and Townhomes. The responses were consistent with the survey results showing slight variation based on the housing type.

Duplexes

Residents were asked if they favor or oppose allowing duplexes to be built in single-family neighborhoods as part of the September 2023 survey. The response was 37% *Favor* with 52% *Opposed*. The feedback from the engagement session surveys had only 29% respond in *Favor* of with and equal 35% *Opposed* and 35% *Unsure*.

Accessory Dwelling Unit (ADU)

As this is an unfamiliar topic, a description of accessory dwelling units was provided prior to asking participants if they would *Favor* or *Oppose* the city allowing this type of dwelling unit to be established on the second level of detached garages as part of the September 2023 survey. There was a strong majority support (59%) for allowing ADUs as described. The engagement sessions covered this topic as well and those survey responses also showed a majority (54%) in support; however, 22% did respond that they were unsure.

The engagement session reviewed various forms of ADUs, and the survey asked a follow-up question on which types of ADUs the participant would support. Above garages, both detached and attached again received over 50% support.

A third question was asked about the engagement session surveys to identify participants opinions on parking, should ADUs be allowed. When asked if parking for ADUs be required on private property, 63% responded yes.

Size and Mass of Single Family Homes

When asking for opinions on the size and mass of homes built in the city, COVID was used as a frame of reference. When asked if homes build since COVID were appropriately sized, the September 2023 survey results were close with 46% *Yes* and 48% *No* responses. The survey responses from the engagement sessions had a strong *No* response of 78%.

The September 2023 survey went on to ask participants if the Plymouth City ordinances should *Increase*, *Decrease*, or *Not Change* the existing 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.

To approach size and mass from a different perspective, the surveys for the engagement sessions asked participants their opinion on whether homes built since COVID were compatible with surrounding homes. Seventy-one percent responded *No*. It was then asked if the city should investigate ways to encourage and retain character in each neighborhood. Ninety-seven percent responded *Yes*.

Height of Single Family Homes

The September 2023 survey asked participants their opinions about the height of single family homes built since COVID and if the city should *Increase*, *Decrease*, or *Not Change* the ordinance specifications. A majority of participants responded that the home heights were appropriate (66%), and ordinances should not be changed (65%).

Height of Detached Garages

As with single family homes, the September 2023 survey asked participants their opinions about the height of detached garages built since COVID and if the city should *Increase*, *Decrease*, or *Not Change*

the ordinance specifications. Again, the majority of participants responded that the detached garage heights were appropriate (76%), and the ordinances should not be changed (66%).

Tree Ordinance

The tree ordinance adopted in 2017 aimed at protecting, preserving, and reforesting the tree canopy. Participants of the September 2023 survey were asked whether it had done *Enough*, *Too Little*, or *Too Much* in achieving the stated aim. A plurality of respondents reported the ordinance had done “enough” (49%) with nearly three-in-ten (29%) reporting “too little”.

It is important to note that in February 2024, the ordinance was amended to not include regulations on private property.

Landscape Ordinance

The city adopted an ordinance in January of 2023 establishing a minimum square footage of landscape area on all residential properties. The September 2023 survey asked whether it had done *Enough*, *Too Little*, or *Too Much*, to protect and enhance the landscape areas of the city. A plurality of respondents again reported the ordinance had done “enough” (42%) with only 21% responding that “too little”.

Form-Based Codes (FBCs)

The City of Plymouth currently has Euclidean Zoning Ordinances which has protected neighborhoods from incompatible uses but does not provide walkable design and mixture of uses that exist in the City's best places, like Old Village and Downtown. In 2023, the Planning Commission guided the research of a “test” form-based zoning district for the Old Village area. While implementation of a FBC is at least 2 years out, community engagement and education will be required. An overview of FBCs was given at the engagement sessions. When surveyed if they would be interested in learning more about FBCs, 78% responded yes with 67% responding in 2024 as opposed to 2025 or when the work begins.

CHAPTER 3: GOALS

The goals for development in the City of Plymouth were developed using public input from the Master Plan surveys, public meetings, and many Planning Commission discussions. These goals complement the City Commission's Five-Year Strategic Plan, last adopted by the City Commission on January 18, 2022. How these goals may be accomplished is discussed in subsequent chapters of this Master Plan. The guiding values and goals are based on input from the public and city officials.

Guiding Values and Goals

Plymouth is a leader in sustainable infrastructure.

- Encourage environmentally sensitive, sustainable development.
- Address changing vehicular habits.
- Improve street mobility, connectivity, and safety.
- Plan for vehicular needs, including parking.
- Maintain and enhance the tree canopy.
- Encourage historic preservation.

Our staff, boards, and commissions are well trained.

- Identify yearly training opportunities and conduct joint sessions on land use and development topics.
- Include all relevant planning, zoning and development information in board and commission orientation packets.

The city thrives when we all work together.

- Promote a welcoming environment for residents, visitors, commercial business, and industry.
- Apply form based codes where appropriate to foster a high-quality public realm.
- Complete requirements to obtain and maintain Redevelopment Ready Communities certification.

Plymouth is an attractive, livable community.

- Encourage appropriate home sizing and massing.
- Create lifelong neighborhoods of diverse housing for various income levels.
- Plan for a variety of land uses that create a dynamic environment supportive of residences, community institutions, and businesses.
- Modernize and update zoning ordinance to reflect community vision.

CHAPTER 4: FUTURE LAND USE

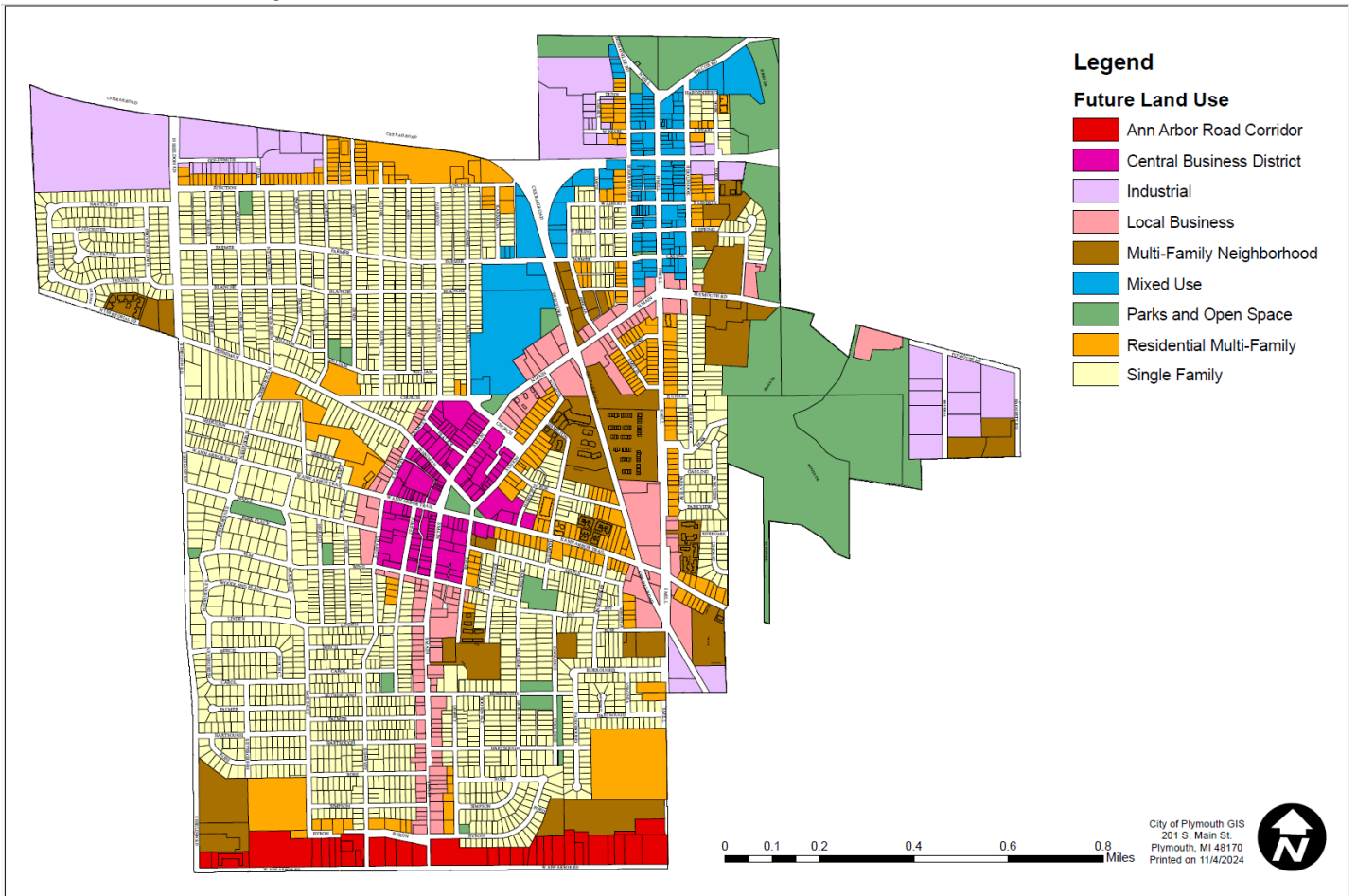
Introduction

The future land use chapter identifies the desired characteristics of the various land uses. Appropriate future land uses are described and mapped in this document. Each category coordinates with the proposed changes noted in the zoning plan.

The future land use plan and future land use map are intended to be policy documents and decision-making guides to promote informed public and private decision-making for the betterment of the community. It is important to note that future land use designations are different from zoning districts or zoning ordinance standards. They are designations on a plan that provide guidance on appropriate land uses if a lot were to be redeveloped in the future. The designations and map will guide future zoning ordinance updates to achieve the goals of this document.

The land use classifications on the future land use map provide the basis for evaluating future rezoning requests. Zoning actions that are consistent with the future land use map usually receive deferential and favorable judicial review if challenged. The Master Plan should be the principal source of information in the investigation of all rezoning requests. The City may initiate rezoning as necessary to place land in conformance with the future land use map, or it may wait for property owners to come forward on a case-by-case basis.

Future Land Use Map



Homes in the City of Plymouth shall contribute to the character and desirability of the City. Homes shall maintain the walkable character of the neighborhoods, with appropriate heights relative to the street, and appropriate distance from sidewalks. They shall be built size-appropriate to their lots, allowing adequate space and sunlight to neighboring homes. They shall maximize green space and trees and minimize non-permeable surfaces to allow for both the continued forestation of Plymouth and increase water infrastructure sustainability.

Single-Family Residential

Areas planned for Single Family Residential are typically arranged in a traditional grid pattern. Most of the core single-family residential areas are connected to the historic downtown and the historic corridors. There are a range of residential building types, with houses of worship, schools, and small parks intermixed. The majority of residences are single-family homes, but duplexes are scattered throughout the core neighborhoods. These areas occupy most of the residential development in the city and are characterized by original plats that are 25 to 50 feet wide. In general, the lot sizes, widths, and building setbacks are small, with many of the existing homes and lots not meeting current zoning ordinance requirements. Homes in this land use category are generally situated the same distance from the street with front porches and detached garages at the rear of the property.

There are some areas of single-family residential that were developed in a more suburban manner. Many of these neighborhoods are regulated by a single plat or condominium plan with associated rules or restrictions. Areas include what is typically referred to as “subdivisions,” such as the New England Village neighborhood on the west side of town or Starkweather Condo on the north side of Plymouth Road. In most cases, the street network is designed to carry traffic into the neighborhood, not through it. Streets are wider and are more winding than streets in the core single-family residential areas, often including cul-de-sacs. Lot sizes, widths, and setbacks in these areas are larger than in the core single-family residential areas.

Strategies

The zoning in these areas should allow for a mix of uses currently in those neighborhoods. Through the existing land use map, Plymouth has found many duplexes in these neighborhoods. Those neighborhoods can also be an opportunity for more housing choices and types, such as accessory dwelling units. To allow for additional density and housing choice within the neighborhoods, the city may want to consider additional standards to ensure that those dwelling units that are not single-family homes fit into the desired character of the neighborhood. Additionally, a strong rental inspection program is important to ensure that rental units, whether in houses, accessory buildings, or larger buildings, are safe and clean dwellings.

The zoning in these areas should allow for the original plat to dictate parcel size, when the street or block deems it appropriate. New lots created in this designation should be developed at a lot size that is compatible with the surrounding properties. Repurposing vacant lots should be the priority, so demolition and infill development does not degrade tree canopy, home affordability, and historic and architectural character.

Applicable Zoning Districts: R-1

Multi-Family Residential

Multi-Family Residential areas were developed in a range of residential building types which include duplexes, triplexes, multiplexes, townhouses, small apartment buildings, and groups of condominiums with houses of worship and small parks intermixed. This designation aims to allow the “missing middle”

housing types that are desirable as a residence. It is the priority of this area to increase the number of housing units in a manner that is consistent with the adjacent areas while serving as a transition between commercial districts and single-family neighborhoods. These areas allow for additional density to occur while still preserving the character of adjacent single-family neighborhoods. These areas can also host accessory dwelling units under appropriate circumstances.

Strategies

Multi-family residential may take a variety of different forms and it is important that a variety of housing types that are desirable to current and prospective Plymouth residents can be constructed. Existing structures within this designation should also be considered for adaptive reuse into multi-family buildings. Increasing density within existing building footprints is a desirable method of adding dwelling units. Standards for multi-family homes should be evaluated to ensure that the design of such development fits into the surrounding area and supports the needs of the community. A strong rental housing program also ensures that existing and new development are safe and clean places to live. A building type inventory would assist in understanding the makeup of existing multi-family residential areas and what types of housing are missing.

Applicable Zoning Districts: RT-1, RM-1

Multi-Family Neighborhoods

Multi-family Neighborhoods were originally designed for a single type of housing per site and included large blocks of apartments and townhouses. However, in the future a single site may be able to support a mixture of housing types and unit offerings and should not be limited to one building type per site. It may be appropriate for these neighborhoods to include “missing middle” types of housing in a higher density than in the multi-family residential designation. The streets here are typically private and are not connected to the larger grid network of Plymouth. Traffic is meant to be directed into and out of the neighborhood through one or two entry points. These neighborhoods often include large surface parking areas for residents and visitors. These higher-density neighborhoods are encouraged to meet the City’s need for housing in a wider range of price points and to offer options which are accessible by means other than personal vehicle.

Strategies

In the multi-family residential zoning district, the types of permitted housing were expanded, however, obstacles still exist that prevent redevelopment. These barriers can be reduced by removing the room number density formula, reviewing parking requirements especially for properties close to downtown, and allowing additional height/stories where appropriate. In targeted areas, missing middle type housing constructed in a higher density may offer desirable housing types in a neighborhood context. Completion of a building type inventory may offer insight into necessary changes.

Built multi-family neighborhoods are unlikely to change significantly in the future unless they are fully redeveloped. Some of the multi-family neighborhoods are aging and in need of maintenance, repair, and rehabilitation to remain desirable. The city should encourage investment in these areas.

These neighborhoods should aim to increase the city’s total number of dwelling units while balancing the need for vehicular circulation, parking, landscaping, and other site amenities. Standards for new multi-family developments should be evaluated to ensure that the design of such development supports the needs of the community. A strong rental housing program also ensures that existing and new development are safe and clean places to live.

Applicable Zoning Districts: RM-1, RM-2

Old Village – Mixed Use

The Old Village area was built on a traditional grid pattern centering along the railroad line. Historically, this area hosted a mixture of industrial, hospitality, restaurant, service, retail, religious, and residential uses. Many of these same uses exist today. Care should be taken to protect the commercial corridors comprising the downtown village area of W. Liberty between Starkweather and Mill, Starkweather between W. Liberty and Farmer, and Mill between W. Liberty and W. Spring.

The Old Village character area has a range of residential, commercial, and industrial building types and land uses. Buildings should be setback from the street uniformly and preservation of existing buildings is a priority. Buildings in this area should be adaptable so they can shift between residential and commercial uses as demand changes.

The city is interested in adopting a form based code to guide the development of Old Village. More study of the existing building types and engagement of the business owners and residents is necessary. Generally, desirable building types throughout the area are houses, duplexes, multi-family buildings, and downtown/commercial mixed use. The mixture of commercial and residential land uses should be carefully considered on a block by block basis. Commercial uses should not negatively impact existing or future residential, however, there is an understanding that homes may be located adjacent to businesses that permit late night hours of operation.

Strategies

The intent of the form based code is to preserve and protect the development pattern that occurred prior to the control of traditional zoning. A preliminary form based code was drafted for Old Village in 2023. To adopt the code, a detailed building type inventory must be completed to determine which building types are compatible with each block/corridor. Additional study of street types and site types is also necessary.

Obstacles exist that prevent meaningful intermixing of residential and business land uses. Stringent special land use requirements for commercial uses should be reconsidered. Parking requirements need to be balanced with the physical confines of existing sites and should not be dictated by land uses. Consideration could be given to on-street parking and other public parking while safeguarding neighborhood streets whenever possible.

Applicable Zoning Districts: RT-1, RM-1, RM-2, MU, B-1

Local Business

Local Business is designed for office uses and convenient shopping, dining, and services for residents of nearby residential areas. The desirable building types in this area include standalone single-use buildings, mixed use buildings, and former homes. This area serves as a transition area between single family neighborhoods and higher traffic volume streets. Local business has been applied to smaller lots that can accommodate various uses in a harmonious design, but there are some larger lots that could be redeveloped. Should redevelopment occur, adaptive reuse of existing structures should be prioritized. This category could accommodate residential uses on upper levels. Local Business would not include intensive business types or businesses that depend on high volumes of vehicle traffic. Generally, buildings should have uniform setbacks with parking located at the rear of the building or integrated and hidden within any new construction.

Strategies

Eliminate strip mall type developments when possible. Parking should be located at the rear of buildings and away from street frontage. Parking and site circulation should be shared across property lines whenever practical. Shared parking agreements should be encouraged. Adaptive reuse and preservation of historic buildings is desired. Protect business uses by prohibiting residential uses on the first floor unless developed at a higher density of multi-family residential. Improve sidewalk conditions to give pedestrians buffered landscaped space away from the edge of the street. Development should include pedestrian oriented site amenities like bike parking, pedestrian sidewalks and pathways, and inviting outdoor spaces where appropriate.

Applicable Zoning Districts: B-1, O-1, O-2

Central Business

The central business area provides the central gathering place and commercial area of the city, accommodating pedestrian access to local businesses, restaurants, and entertainment, as well as office and upper-level residential uses. It serves the retail, office, convenience, and service needs of the entire City. The central business area promotes uses which provide convenient pedestrian shopping and services along a continuous retail frontage. Much of the area is served by centralized parking under the City's control. The Plymouth Downtown Development Authority boundary is closely matched to the central business designation.

Strategies

The central business designation is supported by the DDA infrastructure and strategic plans and the Kellogg Park Historic District. The intent is to maintain a vibrant, desirable downtown with thriving businesses that have a variety of offerings. Adaptive reuse of existing buildings, especially outside of the historic district, will help maintain the existing character and charm of the downtown area.

Care should be taken to strategically increase parking supply through public-private partnerships, land acquisition, and efficient parking space layout across private properties. Consideration of parking requirements for new buildings and businesses should be a priority. Examine parking options downtown to determine whether minimum parking requirements are needed or only necessary for some land uses, such as residential.

The central business area is another place that may benefit from form based code requirements. Analysis should include a building type inventory, street and site types, and consideration of public spaces and parking areas.

Applicable Zoning Districts: B-2

Ann Arbor Road Corridor

The Ann Arbor Road Corridor is the broadest and most-intensive commercial land use category. This area is located on the automobile dependent Ann Arbor Road and benefits from the exposure of high-traffic volumes. While these uses are generally accessed by vehicle, pedestrian access across the site is desirable. Businesses include a wide range of retail and service establishments, including drive-through restaurants, auto-service establishments and commercial uses serving a regional clientele. Limited residential uses may be appropriate on upper levels but are considered a subordinate use to the principal commercial intent of this designation. Buildings in this corridor are typically single land use, but a mixture of commercial land uses are desirable within buildings. Parking should be located behind or along the side of buildings. Improvements to pedestrian circulation to and through sites should be

prioritized, especially for land uses that will serve the adjacent residential neighborhoods. The intent of the corridor is to provide a cohesive streetscape with consistent signage, landscaping, and fencing. Ideally, buildings would be setback from the street in a consistent manner and curb cuts should be limited to reduce the potential conflict between pedestrians and vehicles.

Strategies

This corridor's zoning standards were developed in partnership with Plymouth Township. The intent of the district is a unified corridor of consistent land use regulation. While the regulations have produced the desired results, there are some requirements that are showing their age and make development and adaptive reuse of existing buildings challenging. Any amendments to this corridor should be undertaken cooperatively with the Plymouth Township Planning Commission, the Township Downtown Development Authority, and corridor businesses. Parking requirements should be reviewed to ensure that parking lots are designed to serve the building, not the land uses. Reduction to the number of curb cuts throughout the district is a priority for vehicular and pedestrian safety.

Applicable Zoning Districts: ARC

Industrial

The Industrial land use designation is intended to primarily accommodate wholesale activities, warehouses, and light industrial operations whose external and physical effects are restricted to the immediate area having only a minimal effect on surrounding districts. This designation is also structured to permit manufacturing, compounding, processing, packaging and assembling of finished or semi-finished products from previously prepared materials. Research and development land uses are appropriate for this designation and the increased use of technology to mitigate typical industrial-type nuisances is encouraged. Uses that are more conducive to a residential community are encouraged.

Buildings in this area are typically single land use, but a mixture of industrial land uses may be suitable within single buildings. Parking should be located behind or along the side of buildings, unless parking in the front offers a better buffer for the street.

Strategies

Industrial land uses are changing due to increased automation and evolving business and customer demands. Heavy industrial land uses are considered incompatible with Plymouth's increasingly residential character, however, industrial land uses support employment opportunities for residents and the city tax base. It is important that standards are in place for existing businesses to grow while protecting the quality of life in adjacent neighborhoods. It is important that employee and truck parking be provided on-site so on-street parking is minimized. Site circulation should provide safe pathways for pickups, deliveries, parking, and storage. Truck routes should serve industrial areas and should provide adequate passage into, through, and out of the city.

Applicable Zoning Districts: I-1, I-2

Parks and Open Space

Parks and Open Space areas include existing city owned parks, playgrounds, and cemeteries, and county owned Hines Parkway. Other properties that are considered for recreational land use in the future have been given this designation. This land use category is intended to protect parklands and open space from future development that does not consider the public benefit of retaining such land.

Strategies

If properties owned by regional, public organizations become available, the city should consider acquiring the property for parks and recreation land uses. Public-private partnerships for vacant land that could be used for recreational purposes is another desirable option. Parks and playground areas in neighborhoods should be served by on-street parking. Larger, formal recreation uses and facilities that serve people outside of the immediate vicinity should be served by off-street parking.

Applicable Zoning Districts: R-1, POS

CHAPTER 5: SUB AREA PLANS

This chapter provides more detailed ideas of how specific areas in the city could be developed in the future. It puts to paper design principles for setbacks, building height, pedestrian amenities, open space, and other topics. This guidance works with the future land use designations and provides more detailed directions for development in particular areas of the city.

The sub-area plans address the following sections of the community:

1. Central downtown area
2. Old village area
3. North and South Main Street areas
4. South Mill Street area
5. Ann Arbor Road corridor

Downtown Sub Area Plan

PLANNING FRAMEWORK & LAND USE

- The City of Plymouth’s downtown is a vibrant, pedestrian-friendly environment characterized by an attractive collection of retail shops, restaurants, offices, residences, parks, and public amenities.
- The continued growth and development of downtown Plymouth is enhanced by development policies which foster this long-range vision.
- Land use policies for the downtown encourage a mix of land uses including retail, restaurant, office, residential, park, and public uses. This mix of uses is supported by the B-2 zoning district classification.
- Land uses which promote the interface of building occupants and public areas are encouraged. This includes outdoor cafes and attractive retail window displays.

FORM & SITE DESIGN

- To encourage development which reinforces pedestrian activity along streets, building fronts shall be placed at the street right-of-way line or no more than twelve feet back from the right-of-way.
- Building architecture should be compatible with sidewalk areas and provide an attractive interface between buildings and pedestrians. Quality architecture shall be emphasized with generous window areas, building recesses, and architectural details.
- Architectural interest should be provided by using color, texture, and materials, with special details for primary building entrances.

STREETSCAPES & PUBLIC SPACES

- The DDA has identified long-term improvement projects to the downtown. These include brick paver upgrades, traffic signal mast arms, landscaping, and general improvements.
- Kellogg Park is a main downtown Plymouth attraction. The city should manage the park in a manner which complements nearby businesses, promotes community activities and festivals, and maintains park quality.
- The city should promote plazas open to the public, outdoor cafes and pedestrian areas which provide attractive green space and pedestrian amenities.
- The city should maintain and enhance its quality streetscape and public sidewalk areas. Permeable brick pavers, landscaping, lighting, public art, street furniture and attractive signage are important components of the downtown ambiance.

PARKING & CIRCULATION

- The City and DDA should continue improvements of the central parking deck and acquire additional public parking at strategic locations.
- New parking lots and structures must make a positive contribution to the street edge and pedestrian areas.
- Where possible, surface parking areas should be screened with perimeter landscaping, knee walls, or ornamental fencing.
- Public parking areas should be connected to the central business areas through well-maintained sidewalks and pedestrian passageways.
- If new parking structures are developed, the city should integrate retail buildings and pedestrian amenities within the structure.
- The city should maintain an attractive wayfinding system which easily identifies public parking, shopping, and community facilities.

DDA STRATEGIC PLAN

In August 2024, the Downtown Development Authority Board approved their 5 Year Action Plan that is the strategic visioning document for the downtown district. A summary of the goals and related tasks are listed below:

2024 DDA Five-Year Action Plan
Goal/Tasks
Enhance DDA District Aesthetics & Function - Streetscape Improvement Plan <ol style="list-style-type: none">1. Use DDA Infrastructure Plan as a framework to build on.2. Enhance aesthetics, function and activating spaces, using industry best practices.3. Make landscaping consistent across the DDA.4. Revamp trees, planters, brick pavers.5. Evaluate patio/outdoor dining opportunities.6. Review opportunities to maximize and increase sidewalk areas/pedestrian/commerce opportunities to improve pedestrian safety.7. Incorporate eco-friendly, sustainable practices into DDA by reducing impervious surfaces, incorporating rain gardens, prioritizing native and pollinator-friendly plants, and maintaining a mature tree canopy.
Enhance DDA District Aesthetics & Function - Proactive Community Engagement Plan <ol style="list-style-type: none">1. Educate residents and business owners about the Streetscape Improvement Plan project.2. Gather community input.3. Educate downtown stakeholders of plan.
Improve Parking - Maximize the Number of Parking Spaces <ol style="list-style-type: none">1. Re-assess parking desires of parking patrons/users via user input, needs study, or other methods. Work with the Planning Commission and businesses.2. Work with property owners of private lots to optimize layout, number of spaces, and increase efficiency/capacity.3. Analyze more efficient parking space design (Pull-in vs. parallel vs. angled, etc.).4. Work with the Planning Commission to review the approach to businesses providing parking. Look for a more collective approach.5. Review opportunities for additional parking spaces.
Improve Parking - Other <ol style="list-style-type: none">1. Incorporate electric vehicle (EV) charging stations.2. Evaluate one-way street options.
Improve Pedestrian Safety - Pedestrian Crossings <ol style="list-style-type: none">1. Create Consistent Approach to Determining Pedestrian Crossing Facilities.

Improve Pedestrian Safety - Address Tree Issues

1. Develop tree replacement plan.
2. Tree grates or alternative surfacing around trees.

Improve Pedestrian Safety - Other

1. Ensure consistent sidewalk trim/brick work throughout the DDA.
2. Implement vehicle management features that slow cars, reduce traffic, etc.
3. Address uneven sidewalk pavement.
4. Develop a plan to activate alleys and sidewalks.
5. Eliminate obstacles on sidewalks and pedestrian crossings (such as light poles, planters, etc.).
6. Provide input to the City Commission on proposed Multi-modal Transportation Plan

Kellogg Park - Turf Issues

1. Explore natural/synthetic alternatives to turf grass.
2. Look into better turf management.

Kellogg Park - Brick Pathways

1. Create brick pathways that are consistent with the downtown in Kellogg Park.

Kellogg Park - Other

1. Update the Kellogg Park landscape plan, including pollinator-friendly plants, rain gardens, and maintaining a mature tree canopy.
2. Evaluate the health of existing trees.
3. Incorporate East Penniman, or use of this street, into Kellogg Park functions.
4. Add security cameras.

Support Businesses - Public Wi-Fi

1. Evaluate public Wi-Fi in DTP.

Support Businesses - Support Business Goals

1. Continue community events.
2. Quantify value of proposed CC & DDA improvements to businesses.
3. Encourage business involvement in DDA programs.
4. Use Redevelopment Ready Communities program as a guide to market vacant properties.
5. Implement programming to create connections to other parts of the community.

Other - Implement More Art Projects in the DDA

1. Invisible paint that appears when it rains, with messages such as "Thank you for shopping Downtown Plymouth."
2. Add more street art/painted artwork.

Old Village Sub Area Plan

PLANNING FRAMEWORK AND LAND USE

- The Old Village area should be a compatible mix of residential, office, commercial and light industrial uses.
- The land uses should be arranged in a manner which complements the historic character of the Old Village.
- Intensive commercial uses which have a negative impact on nearby residential areas should not be allowed.
- Upper level residences located above first floor commercial or office uses are encouraged.
- Light industrial uses shall be allowed to continue but shall be buffered and screened from nearby residential uses.
- The mix of land uses will allow higher residential density in order to promote the Old Village vitality and pedestrian ambiance.

- Pedestrian and vehicular connectivity between Old Village and downtown and Old Village and Hines Park should be explored and enhanced.
- Old Village shall serve as an attractive, well-designed gateway.

FORM AND SITE DESIGN

- Liberty Street between Starkweather and Mill Streets shall function as the village center for the Old Village with a collection of restaurants, taverns, and shops.
- Historic architecture shall be preserved.
- Streetscape improvements including lighting, sidewalk enhancements and landscaping should be implemented.
- Variable setbacks ranging from zero to fifteen' shall be established on an average block basis in order to maintain block integrity.
- Building heights shall not exceed 2-3 stories in appropriate areas
- The city should promote public and private plazas, and attractive green spaces for gatherings.

PARKING AND CIRCULATION

- The Old Village shall promote a safe and attractive pedestrian circulation system.
- The mix of residential and commercial uses will promote pedestrian scale development.
- Sidewalks in the village center area should be wider with barrier free ramps at intersections.
- The city should explore converting private parking areas into municipal controlled lots.
- On street parking should be promoted as a viable alternative to off street parking for the village center area and commercial district.

North and South Main Sub Area Plan

PLANNING FRAMEWORK AND LAND USE

- South and North Main Street should be a mix of residential, office and commercial uses arranged in a compatible framework with adjoining single-family neighborhood areas.
- Intensive commercial uses such as drive-through restaurants, gas stations and large format retail are not allowed.
- Local Business (B-1) type uses are permitted, which can be situated on limited-size lots, and which provide appropriate buffers to adjoining single-family residential uses.
- South and North Main shall serve as an attractive, well-designed gateway to the downtown area.

FORM & SITE DESIGN

- Where possible, the following streetscape improvements should be implemented: additional street trees, decorative street lighting, public art, and gateway or welcome signs.
- Locate parking at the rear of buildings. Share driveways and parking areas between uses/lots.
- Landscape strips or decorative knee walls should separate front yard parking and sidewalk areas.
- Adjoining single-family residential areas should be properly buffered by means of landscape strips, berms, and/or screening walls.
- North Main Street should be improved with street trees and streetscape improvements and building fronts should be placed on the street right-of way line or no more than twelve feet back from the right-of-way to encourage pedestrian activity.

CIRCULATION

- South and North Main Streets should provide a safe and attractive pedestrian corridor leading to the downtown.
- Pedestrian improvements should consider greater sidewalk width and barrier-free ramps at intersections.
- Designated pedestrian crosswalks should be identified with signage and/or pedestrian cross bars at Ann Arbor Road, Burroughs, and Wing Street.
- Where feasible, pedestrian refuge islands should be considered at various points along Main Street.
- Traffic calming solutions should be explored for the corridor and may include curb bump outs, refuge islands and rumble strips.
- The city should consider alternative road cross sections such as two thru-lanes, parking lanes, and bicycle lanes.
- Include access management standards within the zoning ordinance to minimize curb cuts and turning conflicts.

South Mill Sub Area Plan

PLANNING FRAMEWORK AND LAND USE

- South Mill provides redevelopment opportunities for mixed use development including single family residences, multi-family residences, recreation, neighborhood commercial and industrial uses.
- The vacant Bathey site provides a prime redevelopment opportunity for a mixed use planned unit development with a connection to North Main Street and compatibility with Old Village.
- Existing single family and multi-family uses should be maintained and buffered from industrial uses.
- Neighborhood commercial uses such as local business retail and service are designated for the intersection of Ann Arbor Trail and South Mill.
- Retain existing industrial uses around the railroad as appropriate, as they provide important employment opportunities and tax base for the city.

FORM AND SITE DESIGN

- As redevelopment occurs, streetscape improvements should be implemented and should include additional street trees along the corridor, landscape screening along industrial properties and the school bus yard, and landscape strips and decorative knee walls at key commercial intersection of Ann Arbor Trail and South Mill.
- Gateway/entryway sign should be installed at South Mill near City limits.
- Provide unified streetscape elements along the South Mill corridor.

CIRCULATION

- Wayne County should improve South Mill by re-paving with two travel lanes, bike paths, curbs, and sidewalks.
- Storm sewers and curb inlets should be included in future road re-construction.
- A pedestrian connection should be considered through the Bathey site to North Main as well as an enlarged pedestrian connection to Hines Park along Park Drive.
- Coordinate long term road improvements with Wayne County such as access management strategies, curb cuts, deceleration lanes and turning lanes.

Ann Arbor Road Corridor Sub Area Plan

PLANNING FRAMEWORK AND LAND USE

- The Ann Arbor Road Corridor is characterized by a variety of retail and service businesses that is best accessed by automobile.
- This district was developed in partnership with Plymouth Township and as such cannot be changed without consultation with and agreement from their Planning Commission.
- Land use policies for Ann Arbor Road primarily encourage professional offices, personal service establishments, restaurants and food service, and auto-oriented businesses.
- Land uses that promote pedestrian movement and accommodation are encouraged.

FORM, SITE DESIGN, AND STREETSCAPES

- The Ann Arbor Road Corridor has clearly defined design guidelines and streetscape requirements including specifications on signage, landscaping, fencing, building materials, and lighting.
- As more buildings are changing ownership and changing uses, sites are being improved which requires compliance with the district's streetscape standards. It is expected that this will continue in future years.
- Public spaces can be greatly improved in this area. Increased sidewalk widths, inviting street furniture, and fewer curb cuts could make this area more pedestrian friendly.
- Ann Arbor Road is a state road, and all street improvements are under the purview of MDOT. Wayne County maintains the two roads (Sheldon and S. Mill/Lilley) that create the edges of this sub area.

PARKING AND CIRCULATION

- The Ann Arbor Road Corridor is auto centric and relies on efficient parking and circulation around buildings and on sites.
- Traffic calming solutions should be explored for the corridor which may include curb bump outs, smaller curb cuts, parking lot islands, and pedestrian refuge islands.
- The graphic below provides various options for parking lot layouts. It is important that all parking within this sub area functions efficiently to limit potential harm to pedestrians and other motorists.
- Lower speeds should be encouraged along Ann Arbor Road.

PLYMOUTH TOWNSHIP'S ANN ARBOR ROAD CORRIDOR SUB AREA PLAN

Background

In 1998, Plymouth Township and the City of Plymouth formed a joint Ann Arbor Road Corridor (ARC) District, which contains specific criteria for landscape, signage, and the appearance of buildings. The purpose of the joint zoning district was to create a visual cohesiveness on both sides of Ann Arbor Road and to foster a sense of place. To that end, the Township Downtown Development Authority (DDA) has financed major streetscape projects along the Township portion of the Ann Arbor Road Corridor. It is the Township's perspective that continued investment in the Ann Arbor Road Corridor will help to prevent blight and ensure that this area remains a viable location for business.

Key Concepts

- As the prime commercial thoroughfare in Plymouth Township, the Ann Arbor Road Corridor has been recognized as a key focal area of the community.
- The requirements of the ARC District for landscape, signage, and the appearance of buildings help to improve the visual continuity of the area and foster a sense of place.

CHAPTER 6: TRANSPORTATION



Introduction

Transportation infrastructure is the backbone of a community, allowing residents and visitors to move from home, to work, to play easily and safely. These routes serve the driving public, as well as people who walk, use a wheelchair, or ride a bicycle to their destination. Well planned and maintained roads and sidewalks also feed the economic engine of a community's commercial district and create dynamic places where people want to gather and enjoy a high quality of life.

In 2010, the State of Michigan legislature signed into law the Complete Streets amendments. Public Act 135 defines complete streets as "...roadways planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle."

This chapter of the Master Plan looks at how the transportation system works in the City of Plymouth for all users. While this chapter does not identify specific improvements for particular routes, it is the basis upon which a more detailed plan could be developed in the future.

This chapter:

- Provides an overview of existing transportation routes in the city, and existing opportunities for regional bicycle or pedestrian connections with adjoining communities.
- Describes the city's current policies on road and sidewalk maintenance.
- Provides overall strategic goals for future improvements to Plymouth's transportation network for all users.
- Identifies priorities for future road and sidewalk improvements as roadway projects are implemented.

What are Complete Streets?

Complete Streets provide facilities that allow all users, irrespective of their age or abilities, to use the street as a mode of transportation.

A Complete Street allows pedestrians, bicyclists, transit users and those with disabilities to use roads easily and safely in their community.

Communities with Complete Streets policies help to ensure that roadways accommodate all users, not just motorists.

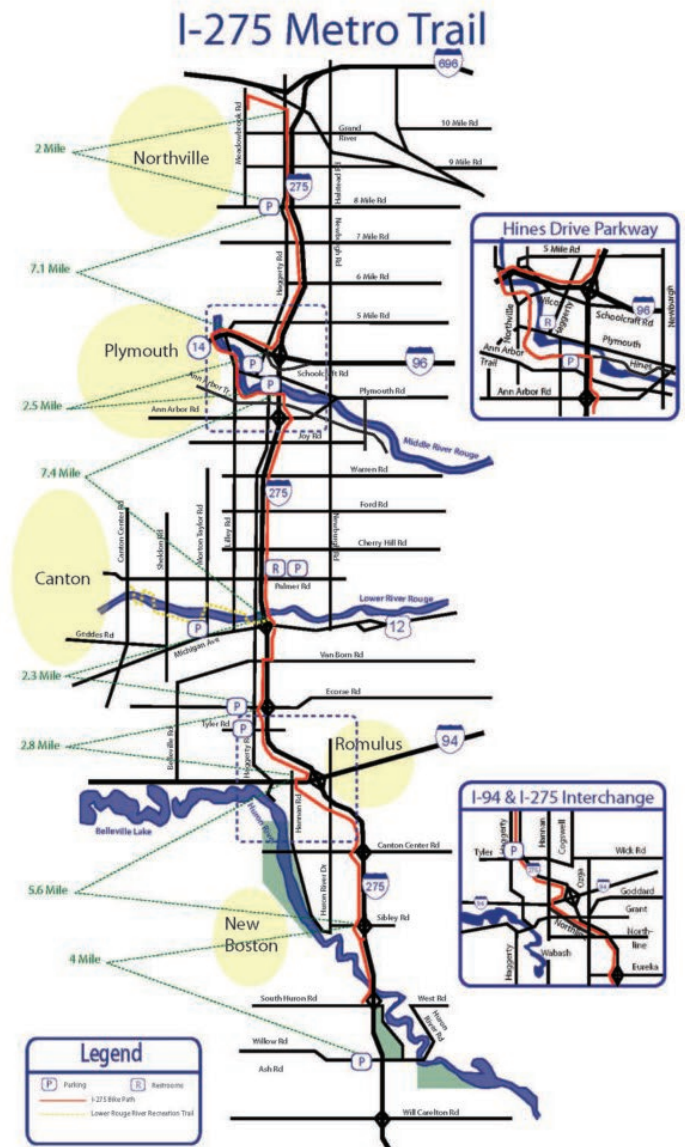
Existing Conditions

Regional Setting

Before making improvements to the city's transportation system, it is important to consider how the local system connects with adjacent transportation systems. This is true not only for Plymouth residents wanting to travel to other communities or nearby destinations, but also to allow visitors to enjoy all that Plymouth has to offer. Plymouth's downtown is a prime destination for many visitors given the broad array of annual events and a dynamic downtown environment. Helping visitors reach the city by various modes of transportation will only increase its popularity.

There are several ways cyclists can access downtown Plymouth via the street network. Primary points of access from the street network to downtown include Penniman, Ann Arbor Trail, and Main Street. Improvements should make the connection between Hines and downtown more pedestrian and bike friendly.

Plymouth is connected to the I-275 Metro Trail by the Hines Park Pathway system, shown on the map to the right. The Hines Park Pathway is a 17-mile shared-use pathway which begins in Dearborn and ends in the City of Northville. The I-275 Metro Trail is a 42-mile stretch from Novi to Monroe. The I-275 trail network has been the focus of significant regional improvements outside of the city limits. Currently, Plymouth only has three entry points into Hines Park at Wilcox Rd., Park, and Riverside Dr. An unmaintained, unofficial path exists at Plymouth Road. Creating pedestrian and bike access to Hines at Plymouth Road should be a priority in the future. Although the city has no jurisdiction over these trail networks, collaborative cooperation should be shown towards any opportunities that arise for improvement of the area within Plymouth's city limits.



Plymouth's Road Network

Plymouth is conveniently located near the regional highway system and can be accessed directly via Sheldon Road and Ann Arbor Road at interchanges located just outside the city limits. These main roads narrow down into local roads once within the city's boundaries, which form the grid around which

Plymouth’s neighborhoods and commercial districts are organized. Transportation improvements must be based on the current use, condition, and type of the existing roads in the network. The illustration titled “Existing Conditions” (Figure 11) on page X classifies each road according to the Michigan Department of Transportation’s (MDOT) hierarchical functional system. This road classification corresponds to roadway traffic volumes. Plymouth’s road network includes four classes of roads as described below.

MDOT National Functional Classification

Code 1 – Interstates

Code 2 – Other Freeways

Code 3 – Other Principal Arterials

Code 4 – Minor Arterials

Code 5 – Major Collectors

Code 6 – Minor Collectors

Code 7 – Local

Uncoded -- not a certified public road

- Principal arterial roads run relatively long distance and service travel movements to important traffic generators, such as dense commercial areas or employment centers. Sheldon Road, North Territorial Road (west of Sheldon), Ann Arbor Road, and Plymouth Road (east of Mill St.) belong in this category.
- Major collector roads funnel traffic from residential areas to arterial roads, with some providing direct access to residences. They include Main Street, Starkweather, Mill/Lilley, Farmer, Penniman, and Ann Arbor Trail.
- Minor Collector roads serve more through-traffic than a local road but are not as heavily traveled as a major collector. These roads may directly serve schools, business districts and public functions but are less important than major collectors. Streets in this category include Church Street, Harvey, and Wing.
- Local roads are neighborhood streets that provide access to residences and include all other streets in Plymouth.

Plymouth’s Sidewalk and Bicycle Facilities

Almost all of Plymouth’s streets have a sidewalk on one or both sides of the street. Only a few formal bicycle amenities, such as bike lanes or shared-use paths exist within the city. Recent street improvements included the addition of bike lanes between Ann Arbor Road and Ann Arbor Trail on South Main and shared lane markings on Harvey. Harvey has also been marked with shared lane markings between Penniman and W. Ann Arbor Trail. Many residents perceive the arterials such as Sheldon Road, Ann Arbor Road, and Mill/Lilley Street as unsafe and challenging because of the heavy volume and fast traffic flow. This concern was also voiced about using a bicycle through downtown Plymouth.

Plymouth’s Destinations

A crucial element of planning any transportation system is to identify the destinations that the system must serve within a community. The destinations are classified by land use, type of user, and the way the user reaches the destination. The “Existing Conditions” map (Figure 11) shows the various destinations within and adjacent to Plymouth, including shopping/entertainment districts, schools, community facilities, and parks.

Survey Responses on “Bicycles”

The September 2023 Citizen Survey asked respondents about bike lanes and bike racks. 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*.

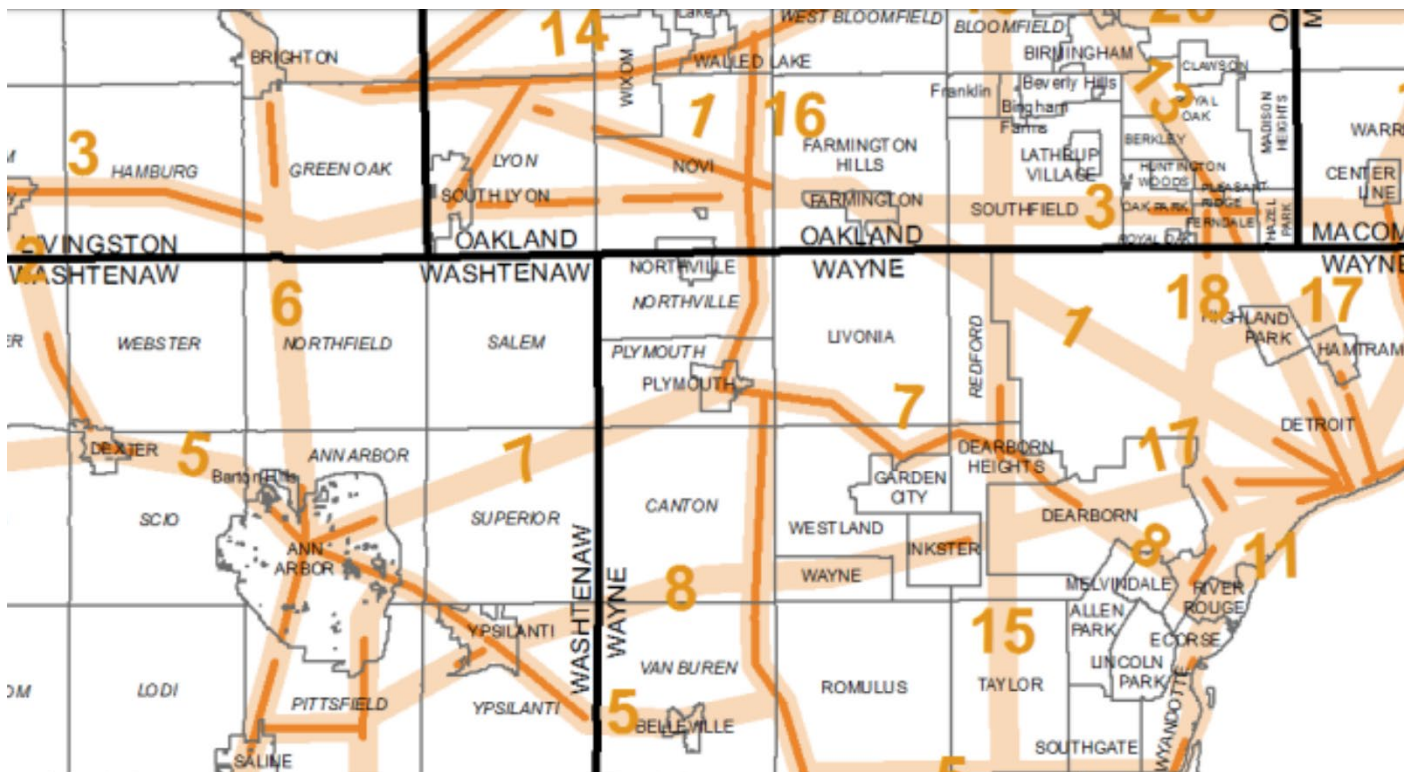
For those who expressed that *More* lanes or racks were needed for bicycles, a follow-up open-ended question accepted up-to-two responses as to where the respondent would like to see them located. In the case of bike lanes, Ann Arbor Trail, Main, Penniman, and Harvey together received over half of all 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.

Surrounding Communities

The communities surrounding the City of Plymouth have planned improvements to their transportation networks, particularly for pedestrian and bicycle users (or “non-motorized” transportation facilities). Since transportation networks help people get around their own community, as well as help people move between communities and beyond, the following describes how the region and neighboring communities are planning for future non-motorized transportation facilities. Knowing these goals will allow Plymouth to collaborate with neighboring municipalities, and efficiently coordinate mutually beneficial non-motorized projects with its neighbors.

Southeast Michigan

On a regional scale, the Southeast Michigan Council of Governments (SEMCOG) has developed the Bicycle and Pedestrian Travel Plan for Southeast Michigan (2020) in conjunction with the Michigan Department of Transportation. SEMCOG is the regional planning organization for southeast Michigan. The purpose of the 2020 Plan is “to establish a common vision for bicycling and walking in the region, and provide guidance on how to increase the connectivity, use, and safety of the system for all residents.” The plan identifies existing and planned non-motorized facilities in the seven-county region and identifies opportunities for filling in the gaps.



The Regional Bicycle and Pedestrian Corridors map is shown below. The dark orange represents existing infrastructure for both walking and biking and the light orange represents regional bicycle and pedestrian corridor.

The Ann Arbor to Detroit Corridor (7) utilizes the Hines Park Bikeway and shared use paths and routes along the Plymouth Road corridor and sidewalks and protected bike lanes along Michigan Avenue in Detroit. This corridor links Southeast Michigan to Canada. In February 2024, the Gordie Howe Bridge connected to Canada's 14,864-mile Trans Canada trail and became the first international bridge border crossing on "The Great Trail".

The Walled Lake to Lake Erie Metropark Corridor (16) connects Walled Lake to Flat Rock through Plymouth and utilizes the M-5 Metro Trail, I-275 Metro Trail, and Downriver Linked Greenways. The entire document is available on SEMCOG's website at <https://www.semco.org/bicycle-and-pedestrian-mobility>

Plymouth Township

Plymouth Township surrounds the City of Plymouth. The Township has addressed transportation and complete streets in their recent Master Plan. While they don't have jurisdiction over their roadway system, they do strive to work with Wayne County, the Michigan Department of Transportation (MDOT), and SEMCOG to implement non-motorized facilities where possible. In 2020, the Township completed a comprehensive Sidewalk Inventory to provide a long range guide for the planning and prioritizing of sidewalk installations. They found 194,583 linear feet (36.85 miles) of sidewalk gaps.

Goals the Township has included in its Master Plan for this effort are listed below:

- Coordinate with Wayne County and the MDOT to accommodate a non-motorized pathway system throughout the Township to support pedestrian and bicycle travel as part of roadway improvement projects.
- Promote linkages and better connections between downtown Plymouth, Hines Park, schools, and other community destinations; this includes the installation of crosswalks, and other traffic calming measures.
- Develop a plan with Wayne County and SEMCOG to connect into the regional non-motorized system, including Hines Parkway, and increase the roadway shoulder/install bike lanes in conjunction with the plan.
- Work with Wayne County and surrounding municipalities to develop preferred routes for truck traffic.
- Implement the sidewalk gap program, with a priority to extend continuous sidewalks along/at: Ann Arbor Trail, N. Territorial, Wilcox; Powell Road, from Ridge to Beck; Ann Arbor Road; McClumpha; and Canton Center, between Joy Road and Ann Arbor Road.

Northville Township

Northville Township established a Pathways Advisory Committee in 2021 and took "field trips" to study the current system. After a Pathway Gap Analysis, six pathway projects were prioritized to pursue.

- North side of Six Mile Road, between Northville Road and the Ravines subdivision
- North side of Six Mile Road, east and west of Beck
- South side of Seven Mile Road between Edenderry Drive and Fish Hatchery Park
- East side of Silver Spring Drive, north of Seven Mile
- East side of Bradner Road, Meads Mill Middle School to Whisperwood subdivision
- North side of Arcadia Ridge, into Marv Gans Community Park

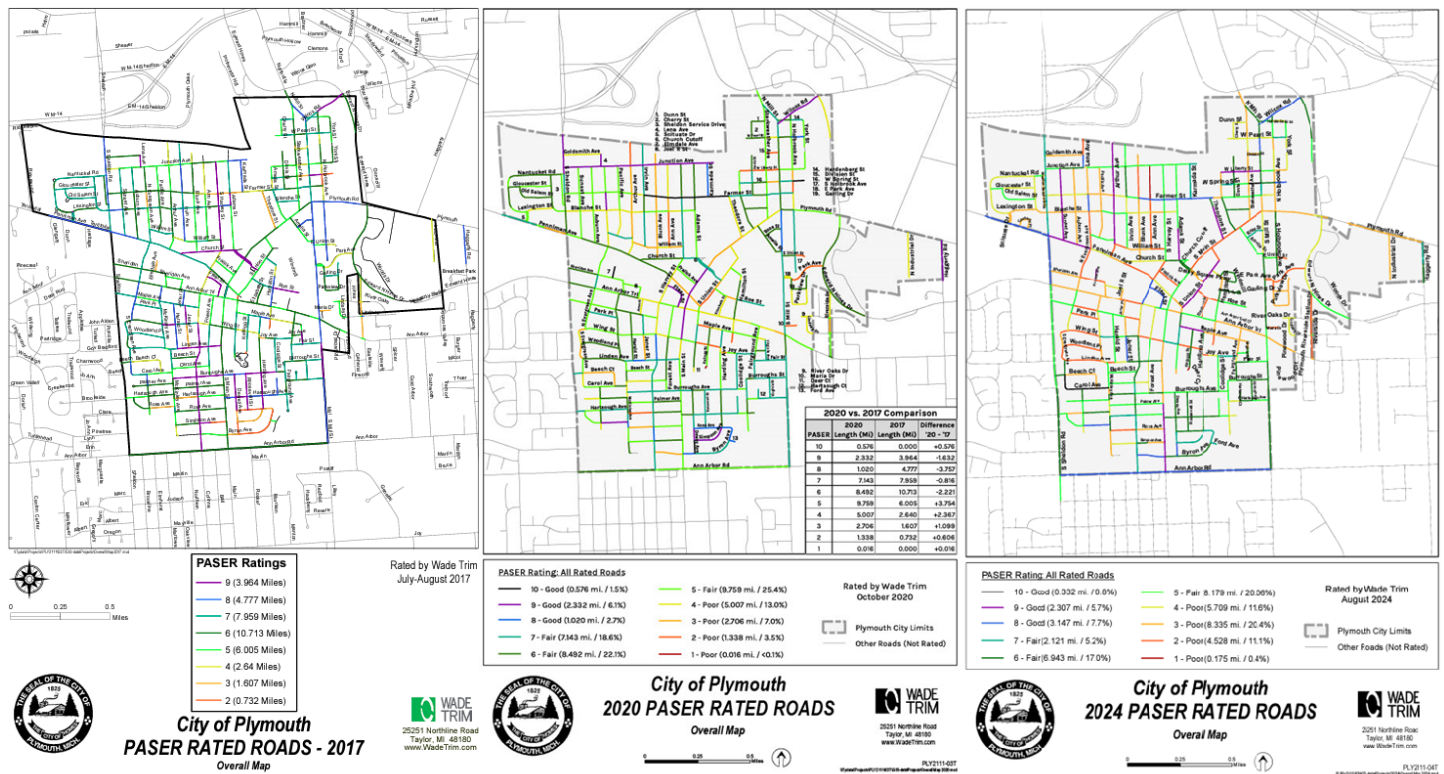
City of Northville

The City of Northville’s Non-Motorized Plan, adopted in 2014, articulates a system of pedestrian and bicycle facilities throughout the city. Like Plymouth, Northville has a well-established network of sidewalks. This plan proposes to address sidewalk gaps and add new bicycle routes for short-term and long-term implementation. For Plymouth residents, Northville’s downtown is a destination that is accessible by bicycle or on sidewalks along Sheldon Road and Hines Park Pathway.

Existing Policies

The City has adopted policies regarding street and sidewalk maintenance and repairs. It is important to note that a few streets in the City of Plymouth are County or State roads, including Mill Street, Sheldon Road, Wilcox Road, Plymouth Road, and Ann Arbor Road. The city has no jurisdiction over these roadways and rights-of-way.

Streets



In 2017, 2020, and 2024, the city completed comprehensive assessments of the condition of the city’s road system to plan for future repairs/replacement. The road scoring system is called PASER, which is an acronym for PAvement Surface Evaluation and Rating. Roads are given a score of 0 to 10, with 10 being a newly paved road and 0 being a completely deteriorated surface. The maps above show the ratings over the past three assessment periods.

Planning for the annual infrastructure program considers underground utilities improvements, PASER score, and use of the right-of-way. The program goals should include using the right-of-way appropriately and most efficiently. The needs of the roadway and prioritizing said needs should be considered when selecting streets for the program. This includes improving the pedestrian elements and what the current and desired pedestrian experience of the roadway is like. These matters are considered by the City Commission, Department of Municipal Services, the Street Administrator, and the City Engineer.

Sidewalks

The sidewalk program is implemented by the Department of Municipal Services. They inspect a different quadrant of the city each year and determine repairs based on the criteria reviewed and enacted by the City Commission.

Primary and Secondary Transportation Routes

Plymouth's vehicular system is well established. Therefore, improvements to the City's transportation network in this Plan focus on ensuring the city is also walkable and bikeable. Figure XX on the next page depicts the priority routes and connections for Plymouth identified through a paper survey of visitors to the Spring Artisan Market in Downtown Plymouth April 2024 and Strava Metro Heatmaps. While all these routes currently have existing sidewalks, there are opportunities to improve certain walks, as well as a need to establish facilities that better accommodate bicycle travel.

What is the Strava Metro Heatmap?

Launched in 2014, Strava Metro data constitutes a representative sample that enables powerful analyses of the overall population. The Strava Metro Heatmap shows Strava activities overlaid on a map of the city, with brightness as a factor of density of GPS points. The heatmap can be used to understand which parts of the network are being used most and least often. Although the data is confidential, these maps may assist transportation professionals when developing transportation related improvements.

The map also shows secondary routes that should also be considered for improvement once the primary routes have been improved, or if the primary routes are ruled out after further study by transportation professionals. The map represents a long-term vision and is intended to serve as a guide for future funding, design, and implementation, either independently or as a consideration of future street improvement projects.

1. Primary Vehicular Routes, colored yellow, include Main Street, Starkweather Street, Harvey, Farmer, Penniman, and Ann Arbor Trail. These roadways have been identified as the main routes used by vehicles to reach various destinations in town, or to connect with the larger roadway system surrounding the city. (Note that the existing conditions on Penniman (i.e., retaining walls and narrow travel lanes) make this street unfavorable as a future bicycle route.) The information is provided on this map to provide context, identifying the major roads where vehicular traffic has priority.

2. Primary Bicycle Routes, colored blue, are the routes selected for consideration for future bicycle amenities. These routes would allow bicycle access to most of the City's destinations, as well as connection(s) to the Hines Park Trail, and regional bicycle network.

3. Primary Pedestrian Routes, colored red, were selected to coordinate with new bicycle amenities and provide safe pedestrian travel along Main Street and around downtown Plymouth.

Goals for Transportation Improvements

Desired transportation improvements encompass the pedestrian environment, roads and rights-of-way, parking, and the effect of buildings on the public realm.

1. Create a comfortable and safe pedestrian environment by slowing vehicle traffic from driveways and within parking lots. Prioritize pedestrian accessibility and clear walking paths. Make pedestrian environments desirable spaces by adding the following elements:

- Widen sidewalks for outdoor dining, furniture, and activities. (Standard is 5 to 6 feet)
- Street furniture (benches, planters, trash cans)
- Street trees

- Reduced traffic speed through street design
- Pedestrian-scaled street lighting
- Bicycle parking
- Pedestrian-activated crossing lights
- Bulb-outs and curb extensions at intersections
- On-street parking that buffers pedestrians from vehicles

2. To the greatest extent possible parking should be located at the rear or side of a building. Reduce parking requirements and incentivize alternative or shared parking arrangements to reduce the area dedicated to parking and increase the area available for employment, housing, parks, public art, or other amenities. On-street parking is preferred to off-street, and it may be appropriate to count toward any parking minimums.

3. The placement of buildings is almost as critical as their uses. Creating a continuous and inviting walkable street requires consideration of the public realm. In new commercial development areas, placement for wider sidewalks that allow outdoor dining, sandwich board signage, and other street furniture is desired. The building facade should have large clear windows and have clear accessible entry from both the parking areas and sidewalk.

4. Study and improve motorized traffic patterns at the following intersections:

- All railroad crossings
- Ann Arbor Trail and Sheldon (Wayne County)
- N. Main/Plymouth Rd. and Mill/Lilley (Wayne County)

Opportunities for Non-Motorized Improvements

The Primary and Secondary Transportation Routes map illustrates the following opportunities for future pedestrian and bicycle improvements throughout Plymouth. These goals are provided to guide decision-making when resources are available. For example, if improvements are noted on the Primary and Secondary Transportation Routes map within the boundary of a major road project, or if a goal could be accomplished as a component of a major road project, the City Commission could consider adding one or more non-motorized transportation features to the project if funds allow. These goals are also provided to identify potential grant-funded projects.

1. Create a comprehensive non-motorized plan incorporating public input and technical expertise.

2. Provide a clear bicycle connection between Ann Arbor Road and Hines Drive through downtown Plymouth.

3. Create a bicycle network that connects the residential neighborhoods with schools, parks, and downtown Plymouth, including the Plymouth Library and the Plymouth Cultural Center. This system should create a loop through the neighborhoods.

4. Improve sidewalks to eliminate any existing obstructions, add landscape buffers/street trees between walks and abutting streets, and widen walks to provide safer, more comfortable pedestrian travel ways. Opportunities for improvements are identified with capital letters on Figure XX and are described under the “Notes” heading on the map legend.

5. Study and improve pedestrian crossings at the following intersections:

- Starkweather and Farmer

- Main St. and Church
- Main St. and Fralick
- Main St. and Wing
- Harvey and Wing
- Mill St. and Farmer (Wayne County)
- Starkweather and Northville Rd. (Wayne County)
- Hines Drive and Park St. (Wayne County)
- Hines Drive and Wilcox Rd. (Wayne County)
- Mill and Liberty (Wayne County)

6. Explore funding options for future expansion of the pedestrian path along Tonquish Creek between Evergreen and Sheldon Road.

7. Improve pedestrian and bicycle connections into Hines Park and construct a new connection route at/near Plymouth Road in the city or in Plymouth Township.

Non-Motorized Best Practices

Six non-motorized best practices have been identified as desirable within the city of Plymouth. It is recommended that these best practices are implemented in appropriate areas throughout the city as determined by transportation professionals and citizen input.

1. Sidewalks

Sidewalks are for pedestrians and are located within road rights-of way. They consist of concrete pavement and are separated from the roadway by a landscape strip or buffer area. Ideally, a buffer of 5 to 6 feet is preferred, which is a width that can accommodate healthy growth of street trees. In Plymouth, older existing sidewalks are between 3.3 and 5.5 feet wide. Any new sidewalk construction must comply with current ADA standards which require a 5-foot minimum width as well as ramps at roadway intersections. City sidewalks could be widened depending on the number of pedestrians who are expected to use the sidewalk at a given time. Generally, recommended widths for sidewalks are five feet on local residential streets and 8 to 12 feet in downtown-type areas. When full street reconstruction is planned as part of the annual infrastructure program the boulevard area should be increased when it is safe and efficient to do so.

2. Pedestrian Refuge Islands and Bulb Outs

Refuge islands improve the safety of pedestrians and bicyclists crossing streets. These islands are generally raised or curbed longitudinal spaces placed mid-block, between street intersections. Refuge islands separate opposing lanes of traffic, reduce pedestrian crossing distances, act as a traffic calming feature, and increase the visibility of the crosswalk to motorists. Bulb outs offer the same pedestrian protection measure by extending the sidewalk into the roadway. They improve safety by reducing crossing distance, improving visibility of pedestrians, and reducing the street width.

3. On-Street Shared Lane Markings

Bicyclists sharing roadways with cars are appropriate for most roads having low daily volumes or speeds. Most local residential streets in Plymouth are currently suitable for shared roadway bicycling with no additional improvements necessary. Shared roadways are also appropriate on streets having higher traffic volumes and moderate speeds with provision of an increased shared lane width and/ or shared lane markings. Shared roadways and streets with shared lane markings are desirable in locations where the road right-of-way is limited or where it is not feasible to create a dedicated bike lane.

A “sharrow” is used to mark the shared lane.

Sharrows are chevrons pointing in the direction of vehicle traffic to indicate where a bicyclist would ride. They provide a visual cue that bicycles are expected on the roadway and indicate the zone bicyclists should ride on. They are typically used on roadways where there is not enough space for bicycle lanes, or which connect gaps between other bicycle facilities. Introduced in 2004, sharrows have been adopted by many cities across the U.S. and have been incorporated in the new editions of the federal Manual of Uniform Traffic Control Devices (MUTCD) and the American Association of State Highway and Transportation Officials (AASHTO) guidelines.

4. On-Street Bicycle Lanes

Bicycle lanes include designated lanes on roadways that incorporate striping, signing, and pavement markings for the preferential or exclusive use of bicyclists. They are one-way and a minimum of five feet wide. A minimum of three feet of rideable surface should be provided where the joint between the gutter pan and pavement surface is smooth. If the joint is not smooth, four feet of rideable surface should be provided.

According to the Federal Highway Administration (2015), bicycle lanes are appropriate on roadways having daily volumes that exceed 4,000 or car speeds that exceed thirty mph.

Where parking is permitted, bicycle lanes should always be placed between the parking lane and the motorized vehicle lane. The recommended lane width for this location is five to six feet. An important consideration in the design of bicycle lanes is the location of bicycle lanes at intersections. Guidance for pavement markings and signs at intersections is contained in the Michigan Manual on Uniform Traffic Control Devices (MMUTCD).

To accommodate bike lanes, Plymouth could pursue a “road diet,” which reduces the number of vehicle lanes and/or vehicle lane widths to accommodate space for bike lanes.

5. Paved On-Road Shoulders

A paved shoulder is the part of the roadway that is adjacent and contiguous to a regular vehicle travel lane without curb and gutter. Paved shoulders intended for bicyclists’ use are at least four feet wide. When motorist speeds exceed 35 mph, additional width is recommended. A 2-foot buffer adjacent to a bike lane or paved shoulder will provide greater distance between cars and bicyclists thereby increasing safety.

Plymouth has only a few roadways that are not constructed using curb and gutter, and they are under the jurisdiction of Wayne County. While the city does not control these roads, it could, if it deems appropriate, communicate its desire for paved shoulders on these roads to the County as part of a future road project.

6. Other Bicycle Features

Providing amenities such as bike stations/rest areas along non-motorized routes can make the system more inviting to users. Basic amenities may include a bicycle rack, shade structure, benches, trash receptacle, and a water fountain. Additional amenities can include a dedicated bicycle rest area or bicycle repair station including an air pump, kiosk displaying a map of the area, sheltered bicycle rack, restrooms, shower and changing facilities, or bicycle lockers. A bike repair station currently exists on the north side of Plymouth’s public library.

CHAPTER 7: IMPLEMENTATION

The Implementation chapter of the Master Plan translates the goals outlined in Chapter 3 into actionable steps. Without clear implementation strategies, the Master Plan’s vision cannot be realized. To ensure success, the city has developed a thorough process for establishing annual implementation actions across various Departments, Boards, and Commissions. This process, along with the key strategic documents it incorporates, is detailed below.

City Strategic Plan

In 2017, the city held its first Strategic Goal Setting Session, a facilitated meeting involving the City Commission, Department Heads, and key employees from various departments. During this session, participants discussed and identified mutual expectations for the City Manager, Mayor, Commission Members, and Department Heads. The session then focused on developing a shared vision for the city's future, outlining major strategic goals and specific one-year tasks.

After the session, the City Manager and Department Heads reviewed the draft of the one-year tasks to assess their feasibility, and a final draft was proposed for possible revisions and adoption by the City Commission. This process established an annual goal setting framework, which has been conducted each year since. These sessions consider the information provided in the other processes described below.

DDA Five-Year Strategic Action Plan

In 2018, The DDA approved their 5 Year Action Plan that established the strategic visioning document for the downtown district with goals and related tasks. The DDA approved the **2024 DDA Five-Year Strategic Action Plan** in August 2024. This plan is included as part of the Downtown Sub Area Plan on [page 15](#). Status updates and completed tasks are reported to the board at every regular DDA meeting.

Recreation Master Plan

The City Commission adopted the **Joint Plymouth Community Parks + Recreation Master Plan 2018-2022**. The Plan included goals, objectives and a 5-Year Action Plan. In December 2023, the City Commission adopted the **5 Year Parks + Recreation Master Plan 2024-2028**. This document includes an Action Program which outlines the direction that the city would like to take over the next five years to maintain and improve recreation opportunities within the community. The Action Program includes goals and guidelines as well as a table of capital improvement priorities.

Zoning Audit Implementation Report

The Planning Commission conducted a zoning audit which was started in late 2022. The objective of the audit was to identify:

- Ordinance language that is inconsistent with other laws
- Outdated ordinance language
- Inconsistencies with the Master Plan and Future Land Use Map

This effort resulted in a **Zoning Audit Report** and a **Zoning Audit Implementation Report**. This report established the goals for the next 5 years for the Planning Commission. These reports are included in the Appendix.

Briefly the Zoning Audit Implementation Report is as follows:

Year 1	Complete Master Plan Update
Year 2	Complete the twenty-six items identified by the Audit that could be undertaken in a quick update to the Zoning Ordinance.
Years 3-4	Complete the remaining, more complex changes identified such as reorganization or consolidation of articles and the addition of form-based districts.
Year 5	Evaluate zoning changes and implement any needed changes to correct any mistakes or inconsistencies with the new Zoning Ordinance.

Capital Improvement Plan

The Capital Improvement Plan is the document within the City Budget that prioritizes high-cost public improvements such as streets, sewers, buildings, and parks. The schedule is based on the priorities for various needs and desires of the community, coordinated with the City’s ability to pay for them. The capital improvement program is a part of a dynamic planning process, which may change based on circumstances and availability of funding sources.

Capital improvement projects generally refer to the construction, expansion, or renovation of physical facilities that are relatively large, expensive, and permanent in nature. These projects can have a significant effect on the extent and direction of development depending on the type of capital improvement.

Statutory provisions require Planning Commission involvement in the development of the Capital Improvement Plan, but the Planning Commission has officially deferred responsibility of preparing the Capital Improvement Plan to the City Commission. A detailed list of specific capital improvements is included in the City of Plymouth Annual Budget.

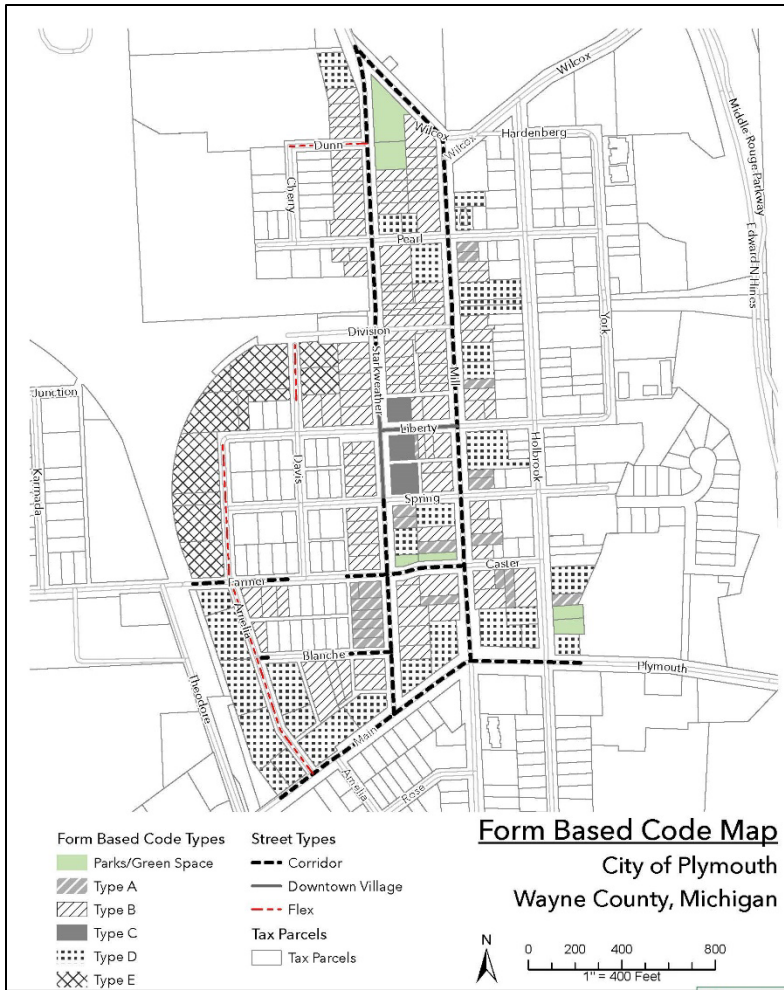
Form Based Codes

Conventional zoning focuses first on regulating use, specifically on what is allowed and not allowed. The City of Plymouth has a use based, or Euclidean, Zoning Ordinance. While use based zoning has protected neighborhoods from incompatible uses, it has not delivered the walkable design and mixture of uses that exist in the City's best places, such as Downtown and the Old Village.

A form based code regulates not only use, but the type of building as well. In existence for over a decade, form based zoning treats parcels differently based on size and street type within the same zoning district. Areas that are appropriate for a form based zoning district are the Downtown, the Old Village and Mixed Use Future Land Use categories.

In 2023, the Planning Commission guided the development of a "test" form-based zoning district for the Old Village area. The Form Based Code Map on this page lays out a regulating scenario where an Old Village Form Based Code would require downtown type buildings with zero setbacks on Liberty and Starkweather, limit the uses and building types on streets like Mill and Plymouth based on size and location, and allow a wide range of buildings and uses on Amelia.

In order to implement the "test" zoning district, the height, setback, and bulk regulations for each type of building needs to be calibrated to match the best design in the Old Village for those buildings and/or the design the City would like to see in the future. To develop other form based zoning districts, a building



type survey should be conducted. The suggested building forms are shown to the right. Finally, as with any major zoning change, the businesses and residents should be educated as to what a form based code is, informed of proposed changes, and consulted as to whether those changes are appropriate.

Funding Mechanisms

There are a variety of funding mechanisms that exist to accomplish expensive, larger scale projects outlined in this Plan. However, the City Commission and City Administration will have to determine the funding mechanism that best accomplishes the stated objective. The city currently uses a variety of funding mechanisms. These include Tax Increment Financing in the Downtown Development Authority area and Brownfield Redevelopment Act Financing. Other financing options are available but should be deemed appropriate based on the project. Funding mechanisms that may be considered are Transportation Alternatives Program (TAP), Special Assessment, and

Corridor Improvement Authority. Still other funding options are state and federal grant programs like those offered by the Michigan Economic Development Corporation, Department of Housing and Urban Development, and Michigan State Housing Development Authority.

Implementation Matrix

Implementation is the primary way to carry out the desired goals and priorities set forth in the Master Plan. The following implementation matrix matches the various regulatory, capital improvement related, and partnerships/programmatic/promotional goals with the City Commission’s Strategic Plan goals and assigns a timeline, responsibility, and a possible funding source. Continuing items should be regularly reviewed on an ongoing basis. Immediate priority items should be tackled within one year of the Master Plan’s adoption. Short-term items should be accomplished within three to four years of the adoption of the Plan. Mid-range actions should be accomplished within 5 to 7 years of the Plan’s adoption, while long term actions should be tackled within 10 years.

Implementation			
Tasks		Timeline	Responsible Party
Ordinance and Policy Updates			
Execute the 2023 Zoning Audit Work Plan.		Short	CDD, PC, CC
Readopt the Zoning Map.		Long	CDD, CC
Review and update the zoning ordinance to ensure regulations are consistent with the desired development outcomes in each zoning district.		Ongoing	CDD, PC, CC
Create a form based code for Old Village that includes design elements and uses that are consistent with the area plans for that district.		Mid	CDD, PC, CC
Ensure clear definitions and requirements are included in necessary sections of the ordinance.		Short	CDD, PC, CC
Adopt ordinance requirements that prioritize pedestrian activity within and around development.		Mid	CDD, PC, CC
Economic Development			
Focus on retention and growth of existing businesses.		Ongoing	ED, CDD
Take an active role in marketing the city.		Short	ED, CDD
Support and coordinate efforts with regional economic development strategy.		Long	ED, CDD, WC
Promote a welcoming environment for commercial business and industry.		Mid	ED, CDD, PC
Develop an economic development strategy that connects the Master Plan and capital improvements.		Short	ED, CDD
Infrastructure			
Continue to invest in public infrastructure, including streetscape design and public spaces as well as water and sewer systems.		Ongoing	DMS, DDA
Maintain the tree inventory which quantifies the number and monitors the health of trees in public spaces.		Ongoing	DMS
Ensure new trees planted contribute to a diverse tree canopy and will thrive in our climate.		Short	DMS
Create a comprehensive non-motorized plan incorporating public input and technical expertise		Long	CDD, DMS
Housing			
Allow accessory dwelling units in strategic locations.		Short	CDD, PC, CC
Eliminate or reduce minimum dwelling unit size requirement.		Mid	CDD, PC, CC
Increase residential densities in the appropriate areas.		Mid	CDD, PC, CC
Monitor appropriate home sizing and massing and amend ordinances if necessary.		Ongoing	CDD, PC, CC
Determine the existing and desirable multi-family building types and amend ordinances to allow them.		Short	CDD, PC, CC
Conduct a housing market study and amend the Zoning Ordinance based on findings.		Long	CDD, PC, CC
Redevelopment Ready Communities			
Become a certified Redevelopment Ready Community.		Short	CDD, PC, CC
Encourage the redevelopment of transitional districts or underdeveloped sites.		Mid	ED, CDD
Maintain an opportunities site map that provides development potential information for available sites.		Long	ED, CDD

Implementation		
Tasks	Timeline	Responsible Party
Transportation and Parking		
Continue to invest in pedestrian facilities through the development of a strategic nonmotorized plan. This should include an inventory of pedestrian facilities and a plan for maintenance, enhancement, and extension.	Long	DMS, CDD, CC
Study and improve pedestrian crossings at downtown intersections.	Short	DMS, DDA
Make public sidewalks more inviting by adding sidewalks where gaps exist, eliminating existing sidewalk obstructions, and increasing the width of landscape buffers and street trees in the right-of-way.	Long	DMS, CC
Provide a clear bicycle connection between Ann Arbor Road and Hines Drive through downtown.	Long	DMS, CC
Create a bicycle network that connects neighborhoods with schools, parks, and downtown.	Long	DMS, CC
Strategically place bike racks in downtown and Old Village and monitor their usage.	Mid	DMS, DDA
Build additional midblock crossings. Add RRFB to existing mid-block crossings along busy roads	Long	DMS
Allocate funding to incorporate complete street best practices into street repaving and replacement projects.	Long	DMS, Finance
Review and reduce the required number of parking spaces per dwelling unit or link the parking requirements to the number of bedrooms.	Mid	CDD, PC, CC
Adopt commercial parking standards that are based on building square footage, not land uses. Consider payment in lieu of parking in areas outside of Downtown.	Short	CDD, PC, CC
Adopt standards that encourage shared parking access and locates parking behind buildings.	Mid	CDD, PC, CC
Connected Community		
Continue to provide information to citizens and the business community using the City's website and listserv.	Ongoing	ED, CDD, CM
Ensure consistency in branding and messaging in the City's online presence, in printed material, city decorations or signs, and any City correspondence	Short	CDD, CM
Create a unifying streetscape that connects South Main to downtown and extends along North Main.	Long	ED, CDD, DMS, CC
Support and coordinate efforts with other city plans.	Ongoing	CDD, Recreation
Training		
Provide city staff and elected and appointed officials opportunities to participate in various trainings.	Short	CDD, DDA

Plan Updates

The Plan should not become a static document. The Planning Commission should evaluate and update portions of the Plan on a periodic basis. The Planning Commission should set goals to review various sections of this Plan on an annual basis. The Master Plan should also be coordinated with all the city's plans to provide proper, long-range planning for activities and improvements.

CHAPTER 8: BACKGROUND STUDIES

City of Plymouth Snapshot

Population

The 2020 U.S. Census reported the City of Plymouth's population totals 9,370. SEMCOG estimates indicate that by the year 2040 Plymouth's population will increase by approximately 200 people. Given the current demand for new housing units, specifically higher density developments, this projection seems low.

The 2020 Census indicates that 44% of Plymouth's population is between the ages of 35 and 64, which is the largest demographic percentage in the community as of 2020. SEMCOG forecasts that by 2035 the 35–64-year-old age group will decrease in size to approximately 40 percent of the City's population, while the 65 and older age group will increase to nearly 23 percent of the total population. The median age in the City of Plymouth as reported in the 2020 U.S. Census is 44.3 years.

Housing

According to the 2020 U.S. Census data, there are 4,700 housing units within the City of Plymouth. Of the total housing units, 60 percent are detached single family residential homes (ACS 2022). The remaining 40 percent of housing units are attached single family and two apartments or more. The 2020 Census reports that 67 percent of the housing units within the City of Plymouth were reported as owner-occupied.

The 2022 American Community Survey estimates that 69 percent of households include only one or two people. Approximately 19 percent of housing units have one bedroom, 56 percent have two or three bedrooms, and 24 percent have four or more bedrooms. It is important to consider if and how current housing units meet the population's needs when planning for the current and future housing needs of the community.

Significant single-family residential construction has been taking place in the city for the last few years. This includes tear downs and rebuilds, additions onto existing homes, and remodeling projects. The City of Plymouth is a destination and has been a driving force in the development and re-development of many single-family homes and properties within walking distance of downtown, neighborhood parks, and schools. Additionally, there has been significant growth in multi-family structures in the city in the form of high-end condominiums and apartments. It appears that the growth of multi-family developments may continue for the next several years.

The Plymouth Housing Commission is the local Public Housing Agency. It operates the Housing Choice Voucher (Section 8) program, which assists people with rental subsidies. The catchment area for this program is approximately a ten mile radius with thirty units located in the city proper. This program currently has a waiting list of 2,000 people. The demand for housing, especially units for senior citizens and for individuals with disabilities, is clearly a demand and the city may wish to consider how to meet this demand using zoning, planning, and social service programs.

Senior Housing and Services

The Tonquish Creek Manor complex has 104 apartments and offers residents a cafeteria, work and recreation spaces, a garden and small park, and houses the local Meals on Wheels program. Rents are based on income and residents must be at least 62 years old.

The City of Plymouth, in partnership with Plymouth Township, offers the Senior Transportation program which provides transportation for the City's senior population to and from doctor appointments, physical therapy, grocery shopping, and recreational opportunities.

Plymouth Township operates the Plymouth Community Council on Aging (PCCA) which is a non-profit corporation that was organized to coordinate programs and services which address the needs of senior citizens in the greater Plymouth Community, County of Wayne, and State of Michigan. The PCCA works with many local agencies to ensure that seniors receive assistance, health and wellness information, and enjoyable social events.

It is likely that the need for senior services is going to increase in future years. Consideration should be given to aging in place, retrofitting existing housing units, and creating lifelong livable communities especially thoughtful of those with limited mobility and those without personal vehicles.

Downtown

Downtown Plymouth is a regional destination for recreation, shopping, services, and dining. In addition, the housing growth in surrounding communities has increased the demand for leisure and entertainment activities associated with the city's commercial center.

The Downtown Development Authority was established in 1983 to facilitate business growth and development in the Downtown District. Projects include construction of the central parking deck, physical improvements to the streetscape, and a new landmark fountain in Kellogg Park in 2021 as well as marketing strategies and event planning. The Downtown Development Authority is working to expand the current public parking supply as well as making further improvements to Kellogg Park.

Library

The Plymouth District Library collection contains over 200,000 items including books, movies, music, video games, science kits, Wi-Fi hotspots, and more. The library serves both the City of Plymouth and Plymouth Township, a population just over 37,000 as estimated by SEMCOG (2023) and a library card is available to anyone who lives, works, or goes to school in Plymouth. PDL participates in statewide lending through the Michigan eLibrary (MeL) which allows cardholders access to the statewide catalog and eResources. The library serves as a significant community hub and maintains strong partnerships with local and regional community groups, governments, schools, businesses, and cultural organizations.

Plymouth's rich history has included the library for over 100 years. Strong community support has resulted in a dedicated perpetual millage, a robust Friends organization, and more than 100 volunteers. Pre-pandemic, over 1,000 visitors a day used the library to participate in programs, use meeting and study rooms, borrow materials, use technology, and connect with others.

Police

An effective, efficient police force is one of the most important services the city provides. Plymouth has had an extremely low rate of overall crime, (a measure comparing crime statistics of every community in Michigan) for as long as records have been kept. With its central location, almost every call taken by the Plymouth Police can be responded to in less than three minutes.

There are sixteen full-time officers, including the Chief, working for the Police Department, located within the City Hall building on Main Street. The number of officers is consistent with national standards that suggest there should be at least one to 1.5 officers for every one thousand citizens. The department has

a detective bureau with two detectives, a crime prevention officer, as well as a weighmaster.

Fire Services

The City of Plymouth fire and emergency medical services are delivered via an intergovernmental agreement with the City of Northville. The City of Northville provides the City of Plymouth with approximately 60 part-time, paid-on-call firefighters and EMS responders. The City of Northville operates two fire stations in the City of Plymouth. A fire station is located at Plymouth City Hall and an additional fire station is located at the corner of Spring St. and N. Holbrook in Old Village. Despite being paid-on-call, emergency response times are within national averages and standards. Automatic Mutual Aid arrangements are in place with neighboring communities, which allow resources to be shared on a pre-arranged basis in response to structure fires, mass casualty incidents, or large scale evacuation efforts. Additionally, the City of Plymouth is in partnership with the not-for-profit Huron Valley Ambulance to provide Advanced Life Support Medical Response as well as hospital transport services for residents of the city.

Department of Municipal Services (DMS)

The Department of Municipal Services provides a wide variety of services to residents, business owners, and visitors. DMS employs seven full-time laborers and relies on part-time and seasonal help. The duties of the laborers are numerous and often change with the seasons, while other services are provided year round.

Spring seasonal responsibilities include cleaning up debris and leaves in all parks and public properties, street sweeping city-wide, and prepping Kellogg Park for summer events by laying topsoil and grass seed. Summer duties include set up, staffing, and clean-up of special events; rebuilding manhole structures and catch basins on city streets; overseeing infrastructure projects like new roads, water mains, or sewer mains; inspecting and repairing playground structures; and inspecting and overseeing sidewalk replacement. In the fall DMS completes bulk leaf pickup throughout the city and flushes, maintains, and winterizes all fire hydrants. During the winter, responsibilities include all those associated with snow and ice removal on public properties including city owned buildings and parking lots and city streets. Other winter duties include responding to emergency water main break repairs and frozen service lines.

Year-round services include those such as the brush chipping program and cemetery operations. Other annual services are trash cart maintenance, tree trimming and maintenance, and street maintenance. Fleet maintenance is another year-round project and includes repairs to all equipment and city owned vehicles.

Recreation

The City of Plymouth Recreation Department serves tots to seniors within the entire Plymouth community. There is a wide variety of programming that is offered including athletics, fitness classes, summer camps, and special events. Over 90 different programs are offered throughout the year.

Plymouth offers its citizens a variety of open space and recreational opportunities. Parks and open spaces are essential in developing physically and socially balanced children, while providing adults with a place for constructive use of their leisure time. Open spaces maintained and served by a carefully conceived recreation plan are important components in maintaining Plymouth as a desirable place to live.

In 1972, the Cultural Center, a multipurpose building used for skating, recreational classes, meetings, and events was constructed. This facility is heavily used for recreational and civic activities. To save

money and be leaders in clean energy solutions, the city converted the ice arena to geothermal power in 2010. This was the first geothermal powered ice rink in the State of Michigan.

Parks and Playgrounds

Together, the 17 City-owned parks total just over 22 acres, giving an average park size of 1.3 acres. An inventory and location of the City Parks is provided in the Appendix. Apart from Massey Field and the Cultural Center, the parks owned by the city are small, neighborhood spaces that offer playground equipment, picnic benches, and small open spaces. Massey Field and the Cultural Center offer more active recreation areas and activities such as tennis, softball, shuffleboard, and indoor ice skating.

The Plymouth Gathering Place is used for community events, such as the numerous festivals, special events, and the Farmer's Market.

As their names attest, individual parks have been sponsored by civic groups for more than ten years. The agreements between the groups and the city are informal in nature. Civic groups are often tapped for assistance with maintenance projects and annual park beautification efforts. While the parks take the name of the sponsor group, the parks are City-owned and remain public.

Additional recreational lands within the city are owned by Wayne County. Almost 60 acres are contained in the Middle Rouge Parkway. The Hines Parkway, totaling over 2,000 acres, is a series of drives and bikeways that stretches from Northville to Dearborn. Besides offering areas for passive and active recreation as well as organized sports, the Parkway has many areas set aside for wildlife and enjoying nature.

An additional eleven acres of recreational space is contained within the two existing public schools and the old Central Middle School, now Plymouth Arts and Recreation Complex (PARC). PARC has a football field, track, tennis courts, and pickleball courts. While East Middle School and Smith Elementary School cater primarily to school activities, public access is allowed to the playgrounds, fields, and basketball hoops.

City Commission

The City Commission together with the City Administration developed a Strategic Plan in January 2017 to provide a five year vision for the City of Plymouth. The vision was distilled into four goal areas with key objectives. Each year, the City Commission and City Administration discussed and selected one year tasks that could be accomplished that calendar year. The exercise was repeated in 2022 for another five years. The City Commission and City Administration continue to review the plan annually, usually in January, in conjunction with a professional facilitator. It is anticipated that in 2026 a new five-year vision will be discussed.



City of Plymouth Planned Unit Development (PUD) Application

City of Plymouth
201 South Main Street
Plymouth, Michigan 48170

www.plymouthmi.gov
Phone 734-453-1234 x 232
Fax 734-455-1824

General Information:

Sites that are developed as a Planned Unit Development (PUD) offer a public benefit in exchange for deviations from the requirements of a specific zoning district. Put simply, a PUD is a rezoning with a formal agreement to the conditions. As such, it must also be approved by the City Commission. Applicants seeking a PUD and site plan approval are encouraged to familiarize themselves with the City of Plymouth Zoning Ordinance, Zoning Map, and Master Plan in order to assure that the proposed PUD considers the use proposed for development of the site and the building height, bulk, density, area, off-street parking, landscaping and screening requirements of the zoning ordinance. Copies of the Zoning Ordinance, Zoning Maps and Master Plans may be obtained online or from the Community Development Department.

Site plans must be reviewed and approved by the City of Plymouth Planning Commission before building permits may be issued.

Applicants must have a pre-application meeting prior to submittal unless waived by the Community Development Director. Pre-application meeting fee is \$350.

Planned Unit Development Review Fees:

Preliminary PUD, base fee	\$1500.00 + \$75/per acre fee
Final PUD, base fee	\$1,100.00 + \$75/per acre fee
Revised Preliminary or final PUD	\$1,000.00
PUD approval extension	\$ 850.00
PUD approval amendment	\$ 850.00
Engineering plan review	Actual cost + 5%

Review Process:

Submit 15 copies of the PUD Application and 15 copies of the site plan drawings and any supplemental information folded and stapled to the Community Development Department before the review process can begin. Site plan drawings shall be on a sheet size that is at least 24 inches by 36 inches, with graphics and scale. Submit one digital copy of the entire submission package (application, site plan drawings, supplemental information, etc.) via email to plans@plymouthmi.gov or by document sharing application. Site plans submitted for review must be in the hands of the City by 12:00 PM on the submission deadline in order to be on the following month's agenda. Deadlines and meeting dates can be found on the Planning Commission's page on the City's website. Fees shall be provided at the time of submittal.

This application will be initially reviewed for completeness by the Community Development Department. Incomplete applications will be returned for modification. Following receipt, applications are distributed to the City's Planning Consultant, Fire Marshall, applicable department heads, and Planning Commissioners for review to ensure compliance with all applicable codes and ordinances. The applicant will be provided with the Planning Consultant's comments and recommendations concerning the application in advance of the meeting.

The Planning Commission meets on the second Wednesday of the month in the City of Plymouth Commission Chambers (second floor), 201 S. Main Street, Plymouth, MI at 7:00 PM.

CITY OF PLYMOUTH
PLANNED UNIT DEVELOPMENT APPLICATION

Community Development Department
 201 S. Main Street Plymouth, MI 48170
 Ph. 734-453-1234 ext. 232
www.plymouthmi.gov

I. Site/Project Information

Site Address 900 Starkweather	Current Zoning Classification Mixed Use	Date of Application 11/20/2024
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Name of Property Owner John Forrester Plymouth Hospitality LLC	Phone Number 734-216-0610	
Mailing Address 25005 Trans X Road	Email Address (Required) john@rhinorec.com	
City Novi	State MI	Zip Code 48375

II. Applicant and Contact Information

Indicate Who the Applicant Is. If Property Owner, Skip to Section III.	<input type="checkbox"/> Architect	<input type="checkbox"/> Developer	<input type="checkbox"/> Engineer	<input type="checkbox"/> Lessee
Applicant/Company Name	Phone Number			
Applicant/Company Address	City	State	Zip Code	
Email Address (Required)				

III. Site Plan Designer and Contact Information

Site Plan Designer Company Name Michael J Dul & GreenTech	Phone Number 734-320-1313 & 248-826-6281		
Company Address 212 Daines & 51147 W. Pontiac Trail	City Birmingham & Wixom	State MI	Zip Code 48009&48393
Registration Number	Expiration Date	Email Address (Required) tshoemaker@mjdul.com & jesse@greentechengineering.net	

IV. Type of Project

V. Historic District

<input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Mixed Use	<input type="checkbox"/> Preliminary Plan <input checked="" type="checkbox"/> PUD Review/Revision	Is this project located in the Historic District?
<input type="checkbox"/> Multi-Family <input type="checkbox"/> Single Family	<input type="checkbox"/> Final Plan <input type="checkbox"/> PUD Amendment/Extension	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

VI. Description of Project

*See attached document

VII. Fee Schedule

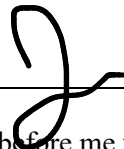
Fee Item	Fee	Quantity	Total
PUD Preliminary Plan (initial review only)	\$1,500.00		
PUD per acre fee	\$75.00		
Rezoning	\$800.00		
Condominium project	\$500.00		
Subsequent PUD review/revision	\$1,000.00		
Final PUD	\$1,100.00		
Extension of PUD approval	\$850.00		
Amendment to approved PUD	\$850.00		
Special PC meeting	\$900.00		
TOTAL FEE			

VIII. Applicant Signature

Signature of Applicant	Date
------------------------	------

IX. Property Owner Signature

Signature of Property Owner	Date
-----------------------------	------



11/20/2024

Subscribed and sworn before me this _____ day of _____, 20_____.

Notary Public: _____

My Commission expires: _____

For Office Use Only

	YES/DATE	NO	N/A
1. Pre-Application Meeting			
2. Digital Copy of Application Package			
3. Public Hearing Notice			
4. CWA Review			
5. Municipal Services Review			
6. Fire Department Review			
7. Engineering Review			

X. PUD General Design Standards (from Sec. 78-313)

The PUD meets the following general design standards		YES	NO	N/A
1.	All regulations within the city zoning ordinance applicable to setback, parking and loading, general provisions, and other requirements shall be met in relation to each respective land use in the development based upon zoning districts in which the use is listed as a principal permitted use. In all cases, the strictest provisions shall apply.	[]	[]	[]
2.	Notwithstanding (1) above, deviations with respect to such regulation may be granted as part of the overall approval of the planned unit development, provided there are features or elements demonstrated by the applicant and deemed adequate by the city commission upon the recommendation of the planning commission designed into the project plan for the purpose of achieving the objectives of this section.	[]	[]	[]
3.	The uses proposed will have a beneficial effect, in terms of public health, safety, welfare, or convenience, on present and future potential surrounding land uses.	[]	[]	[]
4.	The uses proposed will not adversely affect the public utility and circulation system, surrounding properties, or the environment.	[]	[]	[]
5.	The public benefit shall be one which could not be achieved under the regulations of the underlying district alone, or that of any other zoning district.	[]	[]	[]
6.	The number and dimensions of off-street parking shall be sufficient to meet the minimum required by the ordinances of the city. However, where warranted by overlapping or shared parking arrangements, the planning commission or city commission may reduce the required number of parking spaces.	[]	[]	[]
7.	All streets and parking areas within the planned unit development shall meet the minimum construction and other requirements of city ordinances, unless modified by city planning commission.	[]	[]	[]
8.	Landscaping shall be preserved and/or provided to ensure that proposed uses will be adequately buffered from one another and from surrounding public and private property.	[]	[]	[]
9.	Effort shall be used to preserve significant natural, historical, and architectural features and the integrity of the land, including MDEQ regulated and non MDEQ regulated wetlands or floodplains.	[]	[]	[]
10.	Thoroughfare, drainage, and utility design shall meet or exceed the standards otherwise applicable in connection with each of the respective types of uses served.	[]	[]	[]
11.	There shall be underground installation of utilities, including electricity and telephone.	[]	[]	[]
12.	The pedestrian circulation system, and its related walkways and safety paths, shall be separated from vehicular thoroughfares and ways.	[]	[]	[]
13.	Signage, lighting, landscaping, building materials for the exterior of all structure, and other features of the project, shall be designed and completed with the objective of achieving an integrated and controlled development, consistent with the character of the community, surrounding development or developments, and natural features of the area.	[]	[]	[]
14.	Where nonresidential uses adjoin off-site residentially zoned property, noise reduction and visual screening mechanisms such as earthen and/or landscape berms and/or decorative walls, shall be employed in accordance with section 78-206.	[]	[]	[]
15.	The proposed density of the planned unit development shall be no greater than that which would be required for each of the component uses (measured by stated acreage allocated to each use) of the development by the district regulations of the underlying zoning district.	[]	[]	[]

XI. Requirements for Preliminary PUD Site Plan Review (from Sec. 78-314)

Applicant is requesting that the Planning Commission review the preliminary and final PUD plans concurrently, rather than as two separately phased applications.	YES []	NO []	N/A []
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Please include the following applicable information on the site plan.		YES	NO	N/A
1.	The applicant's name	[]	[]	[]
2.	Name of the development	[]	[]	[]
3.	The preparer's name and professional seal of architect, engineer, surveyor or landscape architect indicating license in the state	[]	[]	[]
4.	Date of preparation and any revisions	[]	[]	[]
5.	North arrow	[]	[]	[]
6.	Property lines and dimensions	[]	[]	[]
7.	Complete and current legal description and size of property in acres	[]	[]	[]
8.	Small location sketch of the subject site and area within ½ mile; and scale of no less than one inch equals 1,000 feet	[]	[]	[]
9.	Zoning and current land use of applicant's property and all abutting properties and of properties across any public or private street from the PUD site	[]	[]	[]
10.	Lot lines and all structures on the property and within 100 feet of the PUD property lines	[]	[]	[]
11.	Location of any access points on both sides of the street within 100 feet of the PUD site along streets where access to the PUD is proposed	[]	[]	[]
12.	Existing locations of significant natural, historical, and architectural features, existing drainage patterns, surface water bodies, floodplain areas, MDEQ designated or regulated wetlands with supporting documentation and a tree survey indicating the location and diameter (in inches, measured four feet above grade) trees greater than 12 inches in diameter	[]	[]	[]
13.	Existing and proposed topography at five-foot contour intervals, or two-foot contour intervals (two-foot intervals required for final site plan), and a general description of grades within 100 feet of the site	[]	[]	[]
14.	Dimensions of existing and proposed right-of-way lines, names of abutting public streets, proposed access driveways and parking areas, and existing and proposed pedestrian and/or bicycle paths	[]	[]	[]
15.	Existing buildings, utility services (with sizes), and any public or private easements, noting those which will remain and which are to be removed	[]	[]	[]
16.	Layout and typical dimensions of proposed lots, footprints and dimensions of proposed buildings and structures; uses with the acreage allotted to each use. For residential developments: the number, type and density of proposed housing units	[]	[]	[]
17.	General location and type of landscaping proposed (evergreen, deciduous, berm, etc.) noting existing trees and landscaping to be retained	[]	[]	[]
18.	Size, type and location of proposed identification signs	[]	[]	[]
19.	If a multiphase planned unit development is proposed, identification of the areas included in each phase. For residential uses identify the number, type, and density of proposed housing units within each phase	[]	[]	[]

Please include the following applicable information on the site plan.		YES	NO	N/A
20.	Any additional graphics or written materials requested by the planning commission or city commission to assist the city in determining the appropriateness of the PUD such as, but not limited to: aerial photography; market studies; impact on public primary and secondary schools and utilities; traffic impacts using trip generation rates recognized by the Institute of Transportation Engineers for an average day and peak hour of the affected roadways; impact on significant natural, historical, and architectural features and drainage; impact on the general area and adjacent property; description of how property could be developed under the regulations of the underlying district; preliminary architectural sketches; and estimated construction cost	[]	[]	[]
21.	An explanation of why the submitted planned unit development plan is superior to a plan which could have been prepared under strict adherence to related sections of this chapter.	[]	[]	[]
22.	A narrative report shall accompany the site plan providing a description of the project, discussing the market concept of the project, and explaining the way the criteria set forth in the preceding design standards has been met.	[]	[]	[]

XII. Requirements of the Final PUD Review Application

Please include the following applicable information on the site plan.		YES	NO	N/A
1.	Correct scale	[]	[]	[]
2.	Name of person preparing plan – Where property line surveys, topography, sewer, water or storm drains are shown, the name of the registered engineer or land surveyor preparing such elements of the plan shall be indicated on the plan	[]	[]	[]
3.	Date, north point	[]	[]	[]
4.	Property line dimension	[]	[]	[]
5.	Street right-of-way widths	[]	[]	[]
6.	Existing utilities (sewer, water, gas, etc.) and easements	[]	[]	[]
7.	Show adjacent property and buildings	[]	[]	[]
8.	Existing topography, trees and other features	[]	[]	[]
9.	Off-site ground, parking lot, roadway, driveway and/or structure elevations for minimum distance of 50 feet	[]	[]	[]
10.	On-site grid of maximum 100 feet intervals each way (closer where rolling terrain warrants) and minimum 2.0 feet contours	[]	[]	[]
11.	Location of new structures including side and front yard setbacks and building length and width (show a general floor plan)	[]	[]	[]
12.	Number of dwelling units per building	[]	[]	[]
13.	Height of structure	[]	[]	[]
14.	Percent one room apartments (efficiencies)	[]	[]	[]
15.	Total number of rooms if multiple-family	[]	[]	[]
16.	Parking requirements met (See Section 78-720)	[]	[]	[]
17.	Number of units and bedrooms each building	[]	[]	[]
18.	Parking lot layout (showing paved area) including ingress and egress and service area	[]	[]	[]
19.	Parking lot space dimensions	[]	[]	[]
20.	Loading and unloading space	[]	[]	[]

Please include the following applicable information on the site plan.		YES	NO	N/A
21.	Site grading and drainage plan (on-site elevations for pavements, drives, parking lots, curbs, sidewalks and finish grade at bldg.)	[]	[]	[]
22.	Utility connections (sanitary sewer, water, storm sewers)	[]	[]	[]
23.	On-site storm water retention	[]	[]	[]
24.	Fire hydrants within 300 feet (on- and off-site)	[]	[]	[]
25.	Sidewalks and elevations	[]	[]	[]
26.	Sedimentation and erosion control plan	[]	[]	[]
27.	Landscape plan showing plant materials to be used	[]	[]	[]
28.	Sign requirements met – proposed signage with height, dimensions, location, setbacks, etc.	[]	[]	[]
29.	Require walls and fences or greenbelts	[]	[]	[]
30.	Corner clearance	[]	[]	[]
31.	Service drive needed	[]	[]	[]
32.	Acceleration lanes and traffic pattern	[]	[]	[]
33.	Trash receptacle locations including screening type and height	[]	[]	[]
34.	Mailbox locations	[]	[]	[]
35.	Air conditioner unit locations	[]	[]	[]
36.	Special site features (play areas, pools, etc.)	[]	[]	[]
37.	Handicapped facilities	[]	[]	[]
38.	Building elevation drawings	[]	[]	[]

Please include the following additional information for final PUD review		YES	NO	N/A
1.	A separately delineated specification of all deviations from this chapter which would otherwise be applicable to the uses and development proposed in the absence of this article	[]	[]	[]
2.	A specific schedule of the intended development and construction details, including phasing or timing	[]	[]	[]
3.	A specific schedule of the general improvements to constitute a part of the development, including, without limitation, lighting, signage, the mechanisms designed to reduce noise, utilities, and visual screening features	[]	[]	[]
4.	A specification of the exterior building materials with respect to the structures proposed in the project	[]	[]	[]
5.	Signatures of all parties having an interest in the property	[]	[]	[]



900 Starkweather

PUD Information
&
Site Plan Overview

Project Description

- Rehabilitating a turn-of-the-century train depot into a communal space, returning an historical Plymouth landmark to its original aesthetic.
- Building a neighborhood-focused restaurant space, with an emphasis on affordability and accessibility.
- Creating an open-use area and communal park space for the Old Village community and neighborhood.
- Reconfiguring a largely underutilized, primarily concrete parcel to a heavily landscaped site near Point Park, considered by many to be the “gateway” to the city of Plymouth.

Site Plan Walkthrough

- Division street will be replaced with a large green space / community park.
- Adjacent to the park, there will be an ADA compliant Community Connector Path that will connect Starkweather to Mill and also allow for safe access along the railroad tracks on the opposing side for both pedestrians and cyclists.
- The train depot building will be converted into a primary indoor dining area. The secondary building will be converted into the kitchen space for the restaurant.
- The area outside of the buildings will be a combination of covered and open-air patios.
- A large focus on mature landscaping was taken to block adjacent properties, and make the space feel as though it has existed in its proposed form for decades.
- On-site parking will be located on the southwest side, along with additional parking on the neighboring property to the southeast.
- The indoor and outdoor dining areas will be fenced and gated, along with an additional safety fence along the railroad tracks and Mill Street road entrance.

Construction Details

- The existing depot building will be reconstructed to replicate its original appearance. Vertical wood slat on the exterior with period correct lighting fixtures and details included.
- The interior of the depot building will include exposing the original beam structure which has been hidden for decades.
- The exterior of the secondary structure, along with terrace retaining walls will be constructed of reclaimed brick for historically accurate and sustainable building material.
- Plant-based, USDA approved, American made artificial turf will be installed in the “open lawn / recreation space” to meet sustainability, drainage, and longevity concerns.
- Community walking/bike paths will be concrete pavers and adjacent parking lots will be refinished. Bike racks will be installed along the connection path.
- Landscaping will be a combination of large caliper deciduous trees (native to the Plymouth area) and low maintenance shrubs and plantings.

Utilities & Infrastructure

- Existing overhead electrical service will be converted to underground.
- Adjacent properties will be able to easily convert to underground service after the ground box has been installed and upgraded.
- Watershed and drainage will be updated to allow for better water retention on site through artificial turf permeable base installation which acts as a spread drywell and catch all.
- New water lines and sanitary will be installed.
- Loading and unloading areas will be accessible through the proposed park area or on-site parking spots.

Community Benefits

- Open green space park will be utilized for seasonal community-driven events, such as farmers markets, art fairs, extensions to existing events coordinated by the Old Village Association , as well as being dog-friendly when not otherwise in use.
- A historic caboose will be a fixture of community for taking pictures in front and inside.
- A fence will be installed along the train tracks to allow the community to safely watch trains pass.
- The historic rehabilitation to the depot building will add value to the community by way of a culturally significant landmark, and attempt to set a standard for other local business owners to emphasize historic preservation.
- With a focus on community engagement in the park and train boardwalk, this will further drive commerce in the Old Village community and keep people on this side of town longer.
- Restaurant will be family-oriented, with kid-friendly options, as an emphasis on affordability and neighborhood accessibility.
- Community Connector Path will run along the property line, between Mill & Starkweather, to allow through-access for pedestrians and cyclists.

Historical Preservation

- Exterior remodel will incorporate elements of the design of the original Pere Marquette train station.
- Interior design aesthetic will evoke late 19th/early 20th aspects and sensibilities. Interior walls will incorporate wood used in the original construction.
- Finished concept will serve as a local landmark celebrating the interconnectedness of Plymouth's local history and that of the Michigan Railroads.
- Incorporating a period-appropriate train caboose on the property, safely interfaceable by the public.

Villager Mission Statement & Concept

To create a neighborhood-friendly restaurant space, prioritizing historicity, sustainability, community, and local identity.

- Family-oriented, “backyard” style of classic Americana food & grilled meats with a modern twist, presented in a mid-century diner style.
- Emphasis on locally-sourced, sustainable food & beverage products.
- Affordability and accessibility at the forefront; contrasted with “fine dining” tendency in many recent developments in the interest of providing a diversity of dining options for the community.
- The name “Villager” reflects the focus of the business on the mutual development of the Old Village area, and a further establishing of local identity.

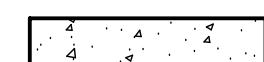
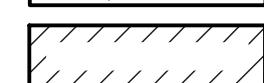
SITE PLANS

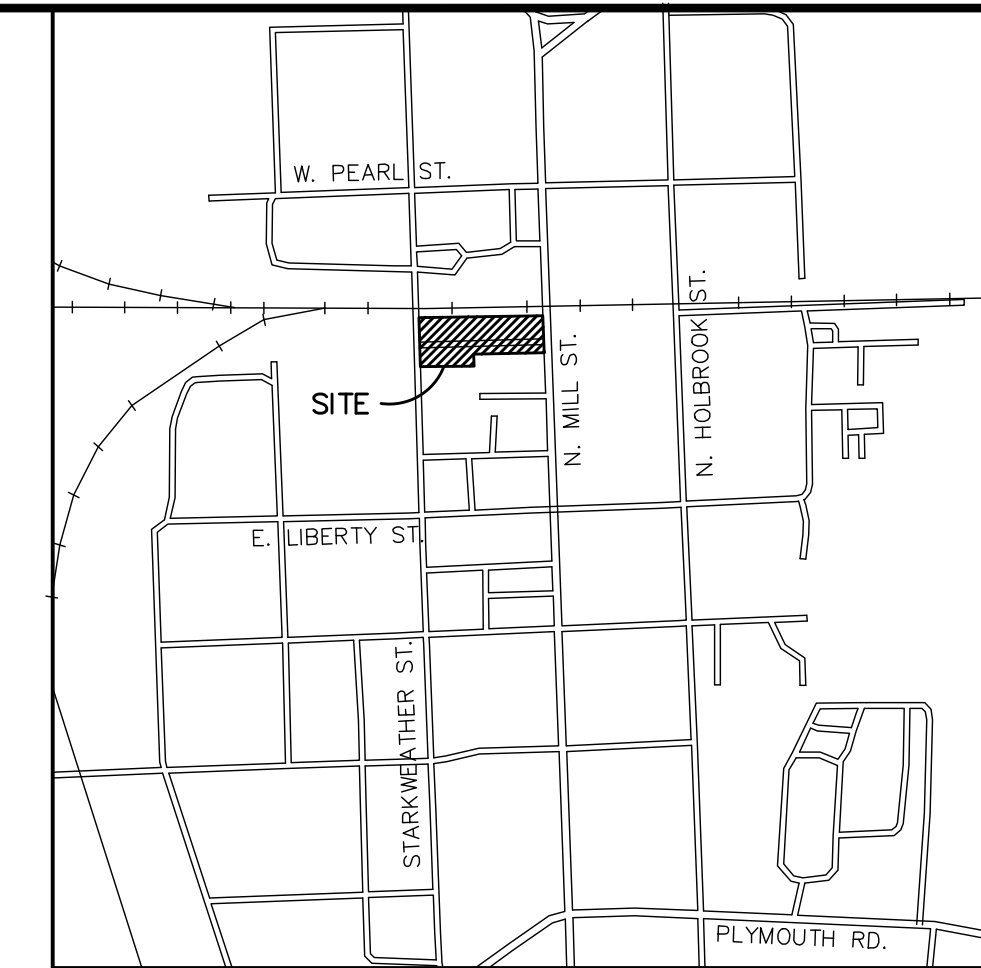
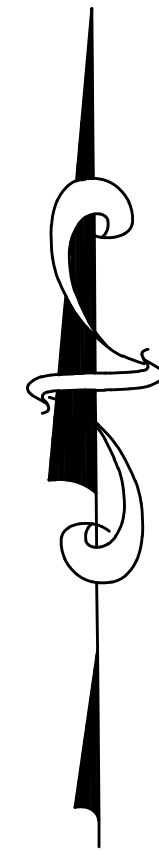
for

THE VILLAGER

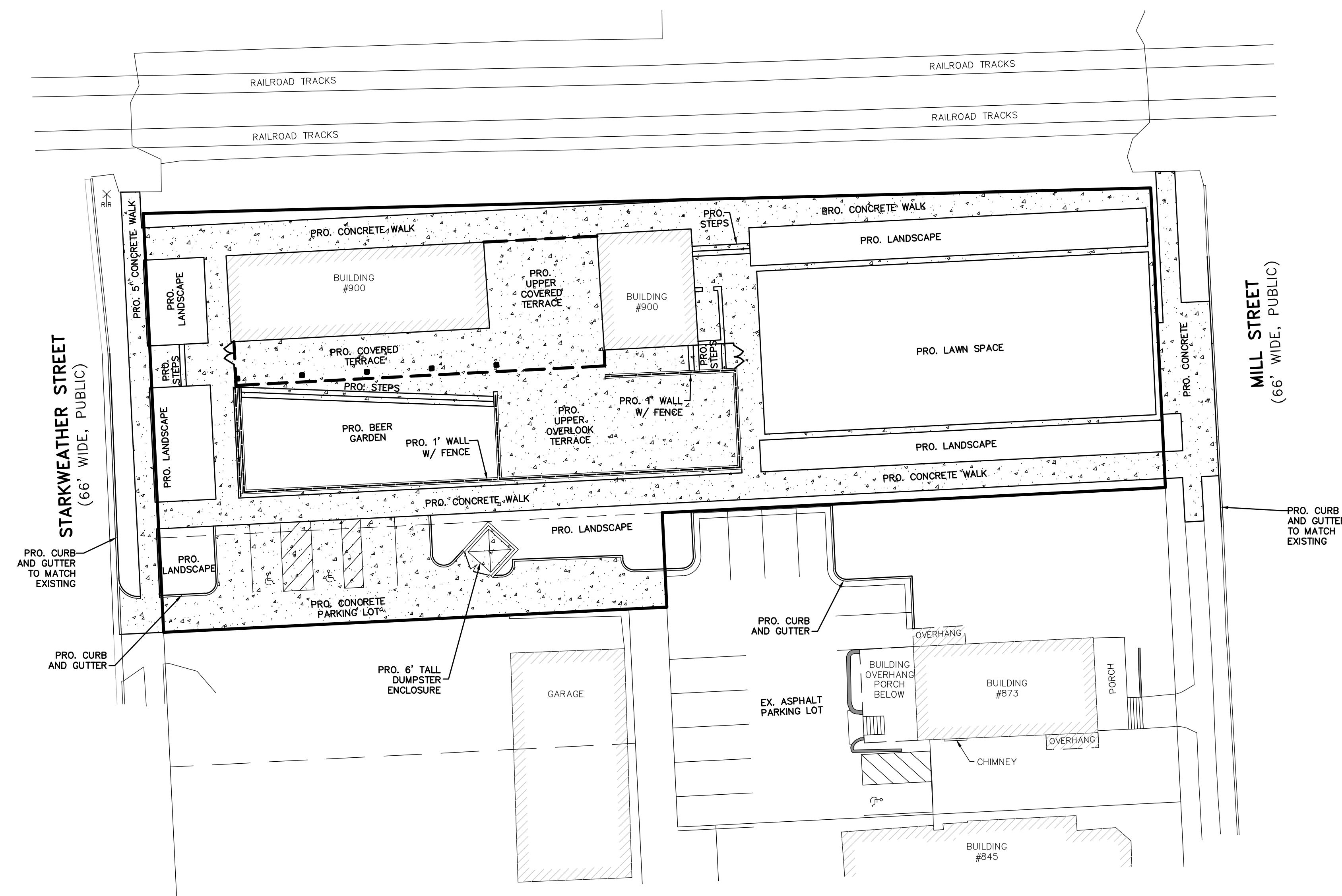
900 STARKWEATHER STREET
CITY OF PLYMOUTH,
WAYNE COUNTY, MICHIGAN

HATCH LEGEND

-  PROPOSED CONCRETE
-  EXISTING BUILDING



LOCATION MAP
NOT TO SCALE



APPLICANT:
CALIFUR, LLC
23500 FORD ROAD, SUITE 4
DEARBORN HEIGHTS, MICHIGAN 48127
PHONE: (313) 574-9936
CONTACT: JUSTIN BOOTH

SURVEYOR & ENGINEER:
GREENTECH ENGINEERING, INC.
51147 W. PONTIAC TRAIL
WIXOM, MICHIGAN 48393
PHONE: (248) 668-0700
FAX: (248) 668-0701
CONTACT: DANIEL J. LECLAIR, P.S., P.E.

LANDSCAPE ARCHITECT:
MICHAEL J. DUL & ASSOCIATES, INC.
212 DAINES STREET
BIRMINGHAM, MICHIGAN 48009
PHONE: (248) 644-3410
CONTACT: TIMOTHY F. SHOEMAKER, P.L.A., A.S.L.A.

SHEET INDEX:

- 1 COVER SHEET
- 2 SITE & DIMENSION PLAN
- 3 EXISTING CONDITIONS & DEMOLITION PLAN
- 4 GRADING & DRAINAGE PLAN
- L1 LANDSCAPE PLAN
- L2 CONCEPTUAL IMAGES A-D
- L3 CONCEPTUAL IMAGES E-H

NOTICE:

CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

NOTE:

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AS DISCLOSED BY AVAILABLE UTILITY COMPANY RECORDS AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE COMPANY. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY IF A CONFLICT IS APPARENT.

RESIDENTIAL
Site Condominium
Plot Plans
COMMERCIAL
Site Planning
Site Preparation
Insulating & Mark-Unit
Leasing & Marketing
ALTA Surveys
Boundary Surveys
Tie Line Surveys
Parcel Split
Construction Staking
Phone: (248) 668-0700 Fax: (248) 668-0701

GREENTECH
ENGINEERING, INC.
CIVIL ENGINEERS & LAND SURVEYORS



Know what's below
Call before you dig.

CLIENT: CALIFUR, LLC

COVER SHEET

THE VILLAGER - 900 STARKWEATHER STREET - PARCEL NO. 005-03-0054-301
SECTION: 26 RANGE: 8 E.
TOWNSHIP: 1 S.
CITY OF PLYMOUTH
WAYNE COUNTY
MICHIGAN

REVISED

DATE: 11-20-2024

DRAWN BY: ACS/JPP

CHECKED BY: JPP/D.J.L.

SCALE: 0 10 20

FBK: --

CHF: RG

SCALE: HOR 1" = 20 FT.
VER 1" = -- FT.

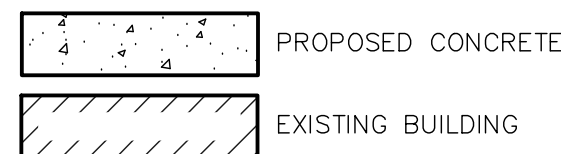
1
24-328



BENCHMARK(BM):

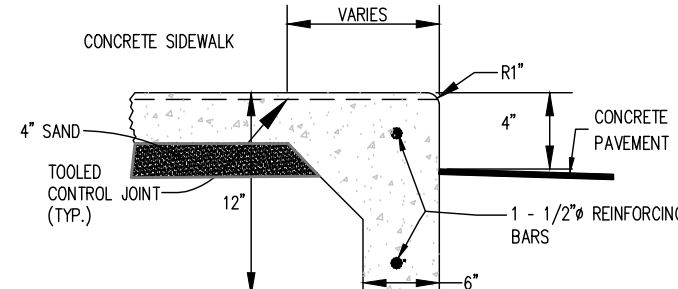
TOP NUT ON THE HYDRANT ON THE WEST SIDE OF MILL STREET IN FRONT OF BUILDING #873 MILL STREET. ELEVATION: 739.11 N.A.V.D. 88

HATCH LEGEND



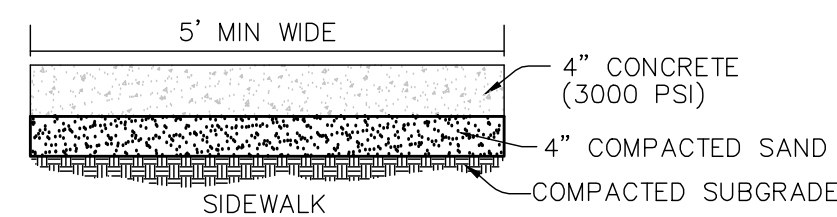
PROPOSED LEGEND

PRO. METAL FENCE



INTEGRAL SIDEWALK AND CURB

NOTE: PROVIDE 1/2" JOINT PAPER AT BUILDING SIDEWALK INTERFERENCE. NOT TO SCALE



ON-SITE PAVEMENT CROSS-SECTIONS

NOT TO SCALE

GENERAL NOTES:

THESE NOTES APPLY TO ALL CONSTRUCTION ACTIVITIES ON THIS PROJECT.

1. ALL DIMENSIONS SHOWN ARE TO BACK OF CURB, FACE OF SIDEWALK, OUTSIDE FACE OF BUILDING, PROPERTY LINE, CENTER OF MANHOLE/CATCH BASIN OR CENTERLINE OF PIPE, UNLESS OTHERWISE NOTED.
2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH WAYNE COUNTY AND CITY OF PLYMOUTH CURRENT STANDARDS AND SPECIFICATIONS.
3. ALL ON SITE SIGNAGE AND PAVEMENT MARKINGS SHALL BE IN COMPLIANCE WITH MMUTCD. PARKING STALL STRIPING SHALL BE 4" WIDE (SINGLE) AND YELLOW.
4. ANY WORK WITHIN THE STREET RIGHT-OF-WAYS SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AGENCIES HAVING JURISDICTION AND SHALL NOT BEGIN UNTIL ALL NECESSARY PERMITS HAVE BEEN ISSUED FOR THE WORK.
5. NO OUTDOOR STORAGE WILL BE ALLOWED ON THIS SITE.

LEGAL DESCRIPTION (BY OTHERS)

DESCRIPTION PROVIDED BY CLIENT PER EXHIBIT A OF POLICY NO. 5011400-0881849E.

A PARCEL OF LAND BEING ALL OF LOT 54 AND PART OF LOT 55 "ASSESSOR'S PLYMOUTH PLAT NO.4" AS RECORDED IN LIBER 63, PAGE 90 OF PLATS, WAYNE COUNTY, MICHIGAN, MORE PARTICULARLY DESCRIBED AS: BEGINNING AT A CUT CROSS IN A CONCRETE WALK AT THE SOUTHWEST CORNER OF LOT 54 OF AFORE DESCRIBED PLAT NO.4, THENCE N02°18'50"W ALONG THE WEST LINE OF LOT OF SAID LOT 54 AND 55 AND ALONG THE EAST LINE OF STARKWEATHER AVE (66 FEET WIDE) 109.90 FEET TO A POINT LYING 20 FEET SOUTH OF AND AT RIGHT ANGLES TO THE CENTERLINE OF THE SOUTH TRACK OF GRANTOR; THENCE PARALLEL TO AND DISTANT 20 FEET FROM SAID CENTERLINE N88°58'48" 264.06 FEET TO THE EAST LINE OF LOT 55, BEING THE WEST LINE OF MILL STREET (66 FEET WIDE); THENCE WITH THE EAST LINE OF LOT 55 AND WITH THE WEST LINE OF MILL STREET, S02°18'50"E 78.65 FEET TO AN IRON SET ON THE SOUTH LINE OF LOT 55; THENCE ALONG SAID LOT LINE, S87°34'10"W 132.00 FEET TO A RAILROAD SPIKE SET AT THE NORTHEASTERN CORNER OF LOT 54; THENCE S02°18'50"E 24.75 FEET TO A RAILROAD SPIKE SET AT THE SOUTHEAST CORNER OF LOT 54; S87°34'10"W 132.00 FEET TO THE POINT OF BEGINNING, AND SUBJECT TO EASEMENT GRANTED TO THE CITY OF PLYMOUTH BY DEED DATED JULY 19, 1944, FOR STREET PURPOSES, BEING COMMONLY KNOWN AS DIVISION STREET (30 FEET WIDE).

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SITE ADDRESS

900 STARKWEATHER STREET PLYMOUTH, MI 48170

CURRENT ZONING:

MU, MIXED USE

SITE AREA:

TOTAL SITE AREA: 0.56 ACRES

BUILDING SETBACKS:

FRONT: STARKWEATHER STREET
 REQUIRED: 16.0 FEET (90% OF AVERAGE)
 PROVIDED: 21.1 FEET (EXISTING BUILDING)
 FRONT: MILL STREET
 REQUIRED: 19.0 FEET (90% OF AVERAGE)
 PROVIDED: 120.4 FEET (EXISTING BUILDING)
 SIDES:
 REQUIRED: 0 FEET (EACH SIDE)
 PROVIDED: 7.7 FEET (NORTH, EXISTING BUILDING)
 43.4 FEET (SOUTH, EXISTING BUILDING)

BUILDING HEIGHT:

MAXIMUM BUILDING HEIGHT ALLOWED: 2 STORY OR 25 FEET

PROPOSED BUILDING HEIGHT: NO CHANGE

PARKING CALCULATIONS:

REQUIRED: ESTABLISHMENT FOR SALE AND CONSUMPTION ON THE PREMISES OF BEVERAGES, FOOD AND REFRESHMENTS (1 SPACE FOR EACH 75 SQ. FT. OF USABLE FLOOR AREA OR ONE FOR EACH 3 PERSONS ALLOWED WITHIN THE MAXIMUM OCCUPANCY LOAD, WHICHEVER IS GREATER) = 835 SQ. FT. / 75 SQ. FT. = 12 SPACES

TOTAL REQUIRED PARKING = 31 SPACES

PROPOSED:

51 TOTAL PARKING SPACES
 (48 REGULAR SPACES, 3 BARRIER FREE SPACES)

ON-SITE:

3 REGULAR SPACES
 2 BARRIER-FREE SPACES

OFF-SITE (SHARED):

45 REGULAR SPACES
 (34 ON-STREET, STARKWEATHER STREET & MILL STREET)
 (11 SHARED PARKING WITH #873 MILL STREET)
 1 BARRIER-FREE SPACE (#873 MILL STREET)



NO PARKING SIGN DETAIL



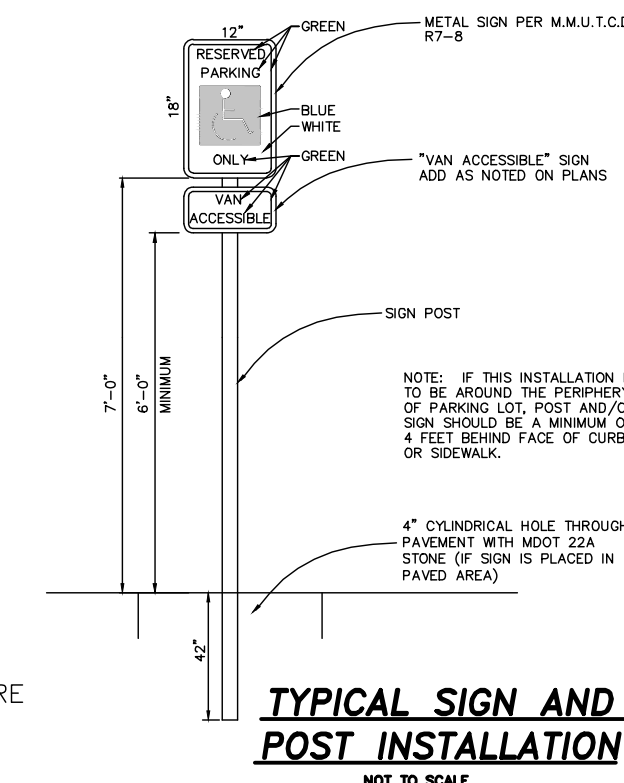
BARRIER FREE PARKING SIGN DETAIL



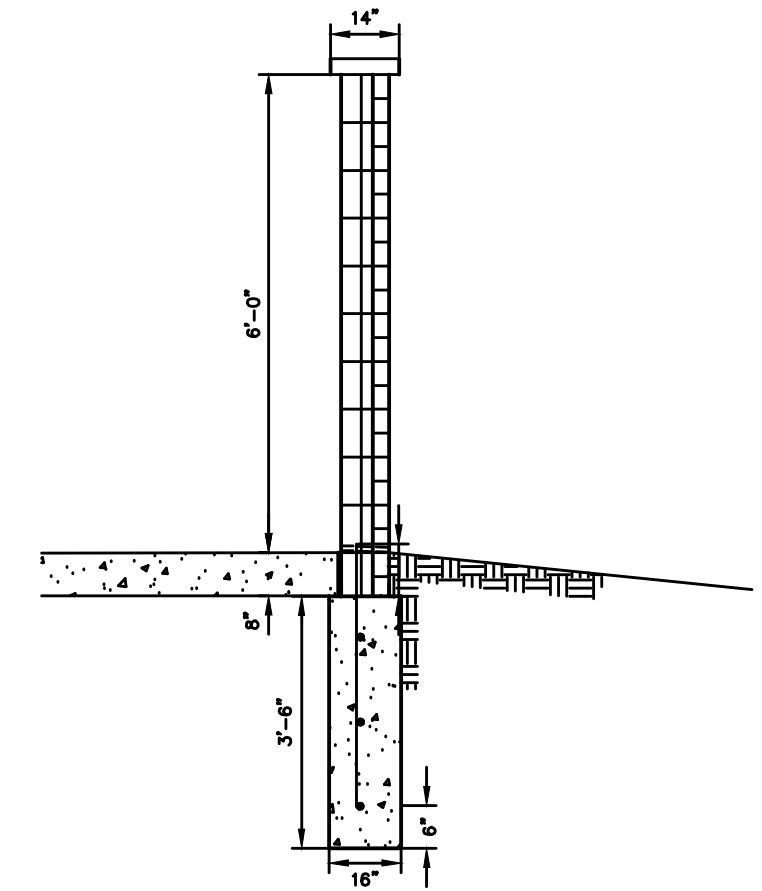
VAN ACCESSIBLE PARKING SIGN DETAIL

SIGNING & STRIPING NOTES:

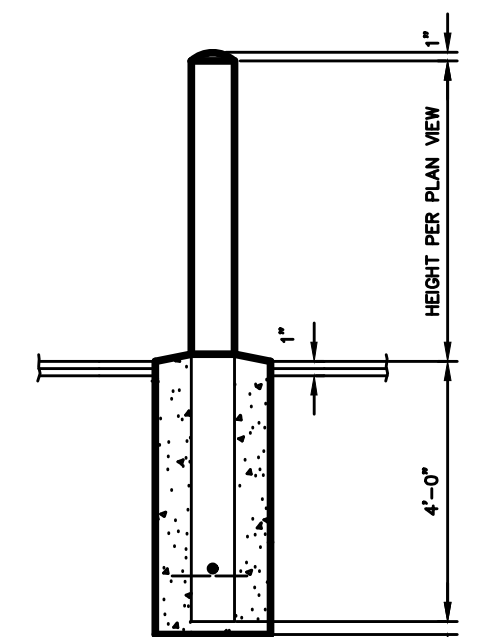
1. ONE SIGN IS REQUIRED AT EACH BARRIER FREE PARKING SPACE.
2. ALL SIGNS SHALL COMPLY WITH THE LATEST STANDARDS OF THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD).
3. WHEN TWO BARRIER FREE PARKING SPACES ARE ADJACENT AND FACING EACH OTHER, TWO SIGNS ARE REQUIRED, BUT CAN BE MOUNTED ON THE SAME POST.
4. SINGLE SIGNS WITH NOMINAL DIMENSIONS OF 12"x18" OR SMALLER SHALL BE MOUNTED ON A GALVANIZED 2 LB. U-CHANNEL POST. MULTIPLE SIGNS AND/OR SIGNS WITH NOMINAL DIMENSIONS GREATER THAN 12"x18" SHALL BE MOUNTED ON A GALVANIZED 3 LB OR GREATER U-CHANNEL POST AS DICTATED BY THE WEIGHT OF THE PROPOSED SIGNS.
4. ALL SIGNS SHALL BE INSTALLED WITH A BOTTOM OF SIGN HEIGHT BEING 7' FROM FINAL GRADE.
5. ALL SIGNING SHALL BE PLACED 2' FROM THE FACE OF THE CURB OR EDGE OF THE NEAREST SIDEWALK TO THE NEAR EDGE OF THE SIGN.
6. TRAFFIC CONTROL SIGNS SHALL USE THE FHWA STANDARD ALPHABET SERIES.
7. TRAFFIC CONTROL SIGNS SHALL HAVE HIGH INTENSITY PRISMATIC (HIP) SHEETING TO MEET FHWA RETROREFLECTIVITY REQUIREMENTS.



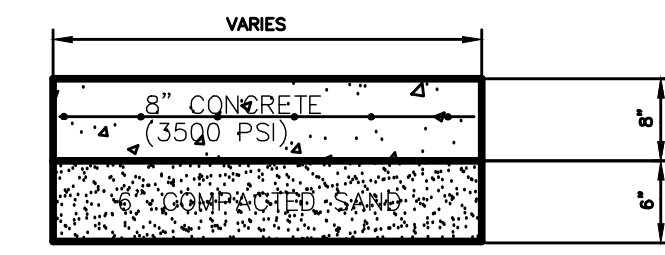
TYPICAL SIGN AND POST INSTALLATION
NOT TO SCALE



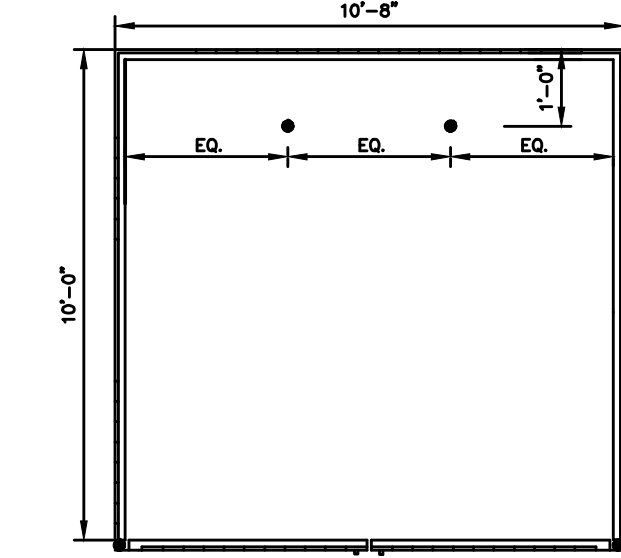
DUMPSTER ENCLOSURE WALL CROSS SECTION



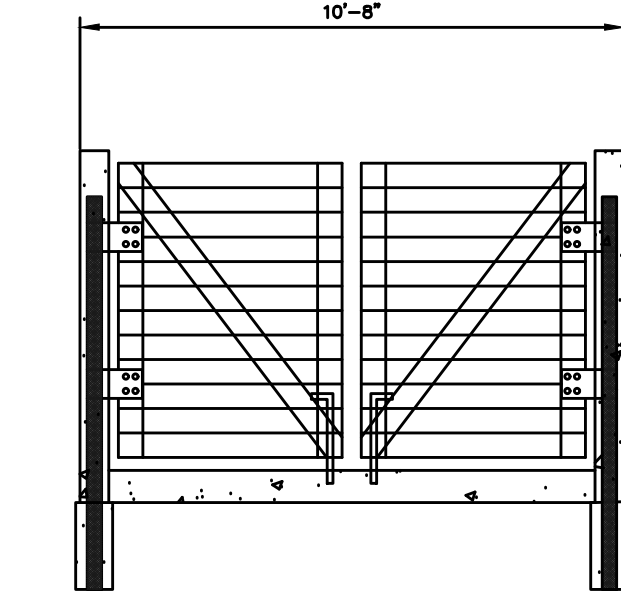
6" DIA. GUARD POST DETAIL
NOT TO SCALE



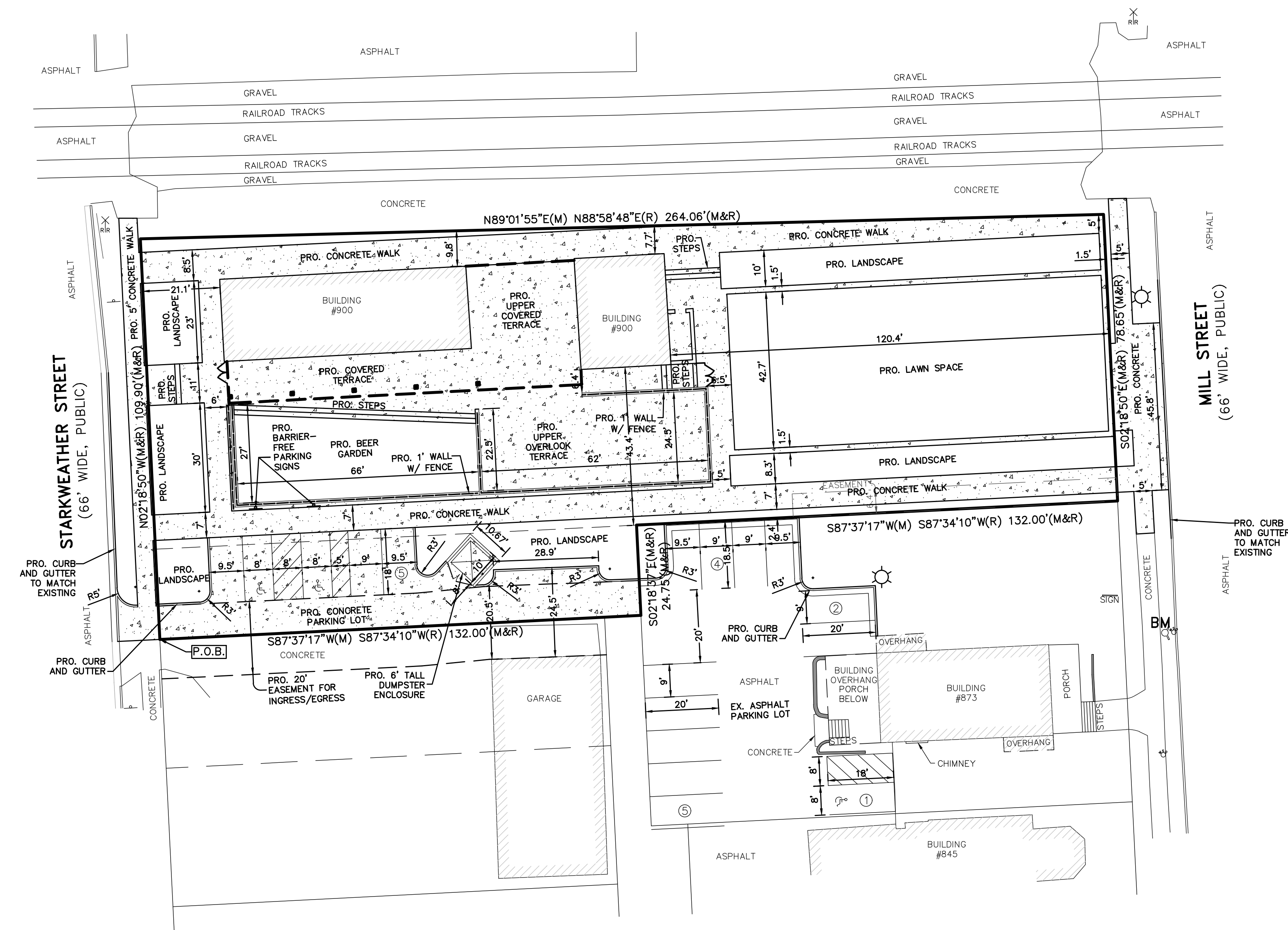
HEAVY DUTY CONCRETE DUMPSTER PAD DETAIL
NOT TO SCALE



PLAN VIEW
NOT TO SCALE



TRASH ENCLOSURE GATE DETAIL
NOT TO SCALE



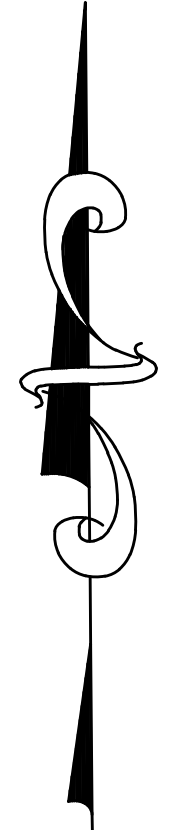
GREENTECH ENGINEERING, INC.
 CIVIL ENGINEERS & LAND SURVEYORS
 51147 W Pontiac Trail, Wixom, MI 48393
 Phone: (248) 668-0700 Fax: (248) 668-0701



CLIENT: CALIFUR, LLC
SITE & DIMENSION PLAN
 THE VILLAGER - 900 STARKWEATHER STREET - PARCEL NO. 005-03-0054-301
 TOWNSHIP: 1 S.
 CITY OF PLYMOUTH
 WAYNE COUNTY
 MICHIGAN
 SECTION: 26
 RANGE: 8 E.

REVISED
 DATE: 11-20-2024
 DRAWN BY: ACS/JPP
 CHECKED BY: JPP/DJL
 FBK: --
 CHF: RG
 SCALE: HOR 1" = 20 FT.
 VER 1" = -- FT.
2
 24-328

BENCHMARK(BM):
TOP NUT ON THE HYDRANT ON THE WEST
SIDE OF MILL STREET IN FRONT OF
BUILDING #873 MILL STREET
ELEVATION: 739.11 N.A.V.D. 88

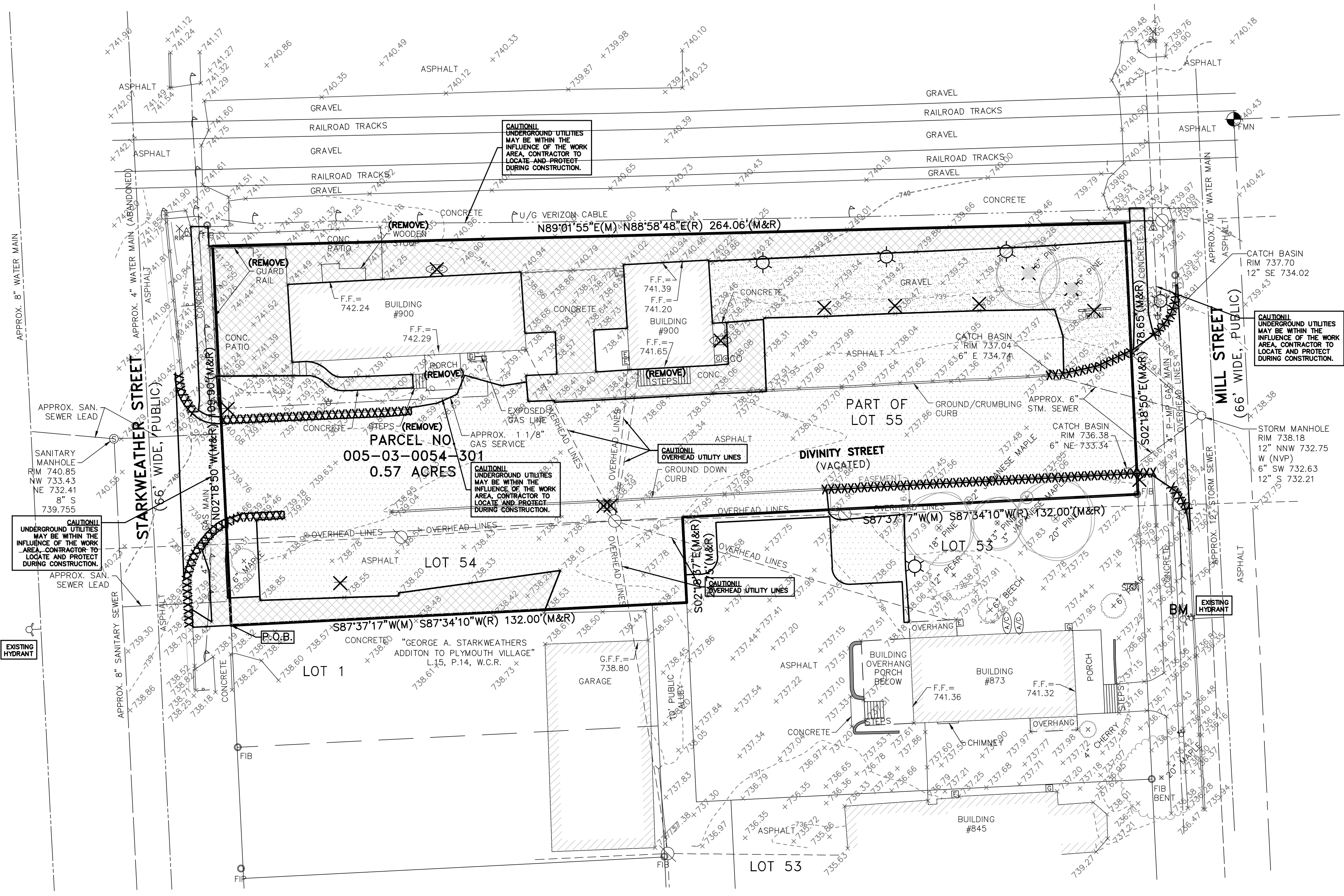


LEGEND

- FIP FOUND IRON PIPE
- FIB FOUND IRON BAR
- FCI FOUND CAPPED IRON
- (M) MEASURED
- (R) RECORD
- EX. CONDUIT
- EX. GAS MAIN
- EX. GUARD RAIL
- EX. OVERHEAD LINES
- EX. SANITARY SEWER
- EX. STORM SEWER
- EX. WATER MAIN
- EX. AIR CONDITIONER
- EX. BOLLARD
- △ EX. CABLE MARKER
- EX. CATCH BASIN
- EX. CLEANOUT
- EX. ELECTRIC METER
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- EX. GAS SHUT OFF
- EX. GUY ANCHOR
- EX. HYDRANT
- EX. RAIL ROAD SIGNAL
- EX. SANITARY MANHOLE
- EX. SIGN
- EX. STORM MANHOLE
- EX. UTILITY FLAG
- EX. WATER SHUT OFF
- EX. LIGHT POLE
- EX. UTILITY POLE
- EX. DECIDUOUS TREE
- EX. CONIFEROUS TREE

DEMOLITION LEGEND:

- ITEM TO BE REMOVED
- TREE REMOVAL
- ASPHALT REMOVAL
- GRAVEL REMOVAL
- CONCRETE PAVEMENT AND SIDEWALK/BRICK REMOVAL
- CURB REMOVAL



SURVEY NOTES:

1. TITLE WORK WAS NOT PROVIDED. PURPOSE OF EASEMENT SHOWN HEREON WAS NOT GIVEN, ALL EXISTING EASEMENTS MAY NOT BE SHOWN.
2. A WETLAND AND TREE SURVEY WERE NOT PERFORMED AS PART OF THIS SURVEY.

FLOOD HAZARD STATEMENT:

THIS PROPERTY IS LOCATED WITHIN A FEMA DESIGNATED ZONE "X" FLOOD HAZARD AREA AS SHOWN ON NATIONAL FLOOD INSURANCE PROGRAM (NFIP) FOR MICHIGAN FLOOD INSURANCE RATE MAP (FIRM) #26163C0039E (COMMUNITY ID NO. 260236 - CITY OF PLYMOUTH, MI) WITH AN EFFECTIVE DATE OF FEBRUARY 2, 2012. THIS STATEMENT IS BASED ON THE RESULTS OF GRAPHIC PLOTTING ONTO THE ABOVE NAMED MAP AND PANEL, WHICH IS THE CURRENT MAP FOR THE COMMUNITY IN WHICH THE PROPERTY IS LOCATED. ZONE "X" INDICATES AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN.

LEGAL DESCRIPTION (BY OTHERS)

DESCRIPTION PROVIDED BY CLIENT PER EXHIBIT A OF POLICY NO. 5011400-0881849E.

A PARCEL OF LAND BEING ALL OF LOT 54 AND PART OF LOT 55 "ASSESSOR'S PLYMOUTH PLAT NO. 4" AS RECORDED IN LIBER 63, PAGE 90 OF PLATS, WAYNE COUNTY, MICHIGAN, MORE PARTICULARLY DESCRIBED AS: BEGINNING AT A CUT CROSS IN A CONCRETE WALK AT THE SOUTHWEST CORNER OF LOT 54 OF AFORE DESCRIBED PLAT NO. 4, THENCE N02°18'50"W ALONG THE WEST LINE OF LOT OF SAID LOT 54 AND 55 AND ALONG THE EAST LINE OF STARKWEATHER AVE (66 FEET WIDE) 109.90 FEET TO A POINT LYING 20 FEET SOUTH OF AND AT RIGHT ANGLES TO THE CENTERLINE OF THE SOUTH TRACK OF GRANTOR; THENCE PARALLEL TO AND DISTANT 20 FEET FROM SAID CENTERLINE N88°58'48" 264.06 FEET TO THE EAST LINE OF LOT 55, BEING THE WEST LINE OF MILL STREET (66 FEET WIDE); THENCE WITH THE EAST LINE OF LOT 55 AND WITH THE WEST LINE OF MILL STREET, S02°18'50"E 78.65 FEET TO AN IRON SET ON THE SOUTH LINE OF LOT 55; THENCE ALONG SAID LOT LINE, S87°34'10"W 132.00 FEET TO A RAILROAD SPIKE SET AT THE NORTHEASTERN CORNER OF LOT 54; THENCE S02°18'50"E 24.75 FEET TO A RAILROAD SPIKE SET AT THE SOUTHEAST CORNER OF LOT 54; THENCE ALONG THE SOUTH LINE OF LOT 54, S87°34'10"W 132.00 FEET TO THE POINT OF BEGINNING, AND SUBJECT TO EASEMENT GRANTED TO THE CITY OF PLYMOUTH BY DEED DATED JULY 19, 1944, FOR STREET PURPOSES, BEING COMMONLY KNOWN AS DIVINITY STREET (30 FEET WIDE).

NOTICE:

CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

NOTE:

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AS DISCLOSED BY AVAILABLE UTILITY COMPANY RECORDS AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE COMPANY. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY IF A CONFLICT IS APPARENT.

GENERAL NOTES:

GENERAL DEMOLITION NOTES: THESE NOTES APPLY TO ALL CONSTRUCTION ACTIVITIES ON THIS PROJECT:

1. ALL MATERIAL TO BE REMOVED, WHETHER SPECIFICALLY NOTED IN THE ALL MATERIAL TO BE REMOVED, WHETHER SPECIFICALLY NOTED IN THE PLANS OR NOT, SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR AND DISPOSED OF OFF-SITE IN A LEGAL MANNER. NO ON-SITE BURY OR BURN PITS SHALL BE ALLOWED.
2. ALL DEMOLITION WORK SHALL CONFORM TO ALL LOCAL CODES AND ALL DEMOLITION WORK SHALL CONFORM TO ALL LOCAL CODES AND ORDINANCES.
3. STAGING/PHASING OF DEMOLITION AND CONSTRUCTION IS TO BE STAGING/PHASING OF DEMOLITION AND CONSTRUCTION IS TO BE COORDINATED WITH THE OWNER AND THE CHARTER TOWNSHIP OF CANTON.
4. SPECIFIC DEMOLITION ITEMS HAVE BEEN INDICATED ON THE PLANS AS SPECIFIC DEMOLITION ITEMS HAVE BEEN INDICATED ON THE PLANS AS A GUIDE TO THE GENERAL SCOPE OF THE WORK. IT IS THE INTENT THAT THESE ITEMS SHALL BE COMPLETELY REMOVED BY THE CONTRACTOR ABOVE AND BELOW GROUND, UNLESS SPECIFICALLY NOTED OTHERWISE, AND THAT DEMOLITION WILL INCLUDE BUT WILL NOT NECESSARILY BE LIMITED TO THESE ITEMS. CONTRACTOR SHALL VISIT SITE TO VERIFY EXISTING CONDITIONS AND EXTENTS OF THE DEMOLITION THAT WILL BE REQUIRED PRIOR TO SUBMITTING A BID.
5. REMOVE ALL STRUCTURES DESIGNATED FOR REMOVAL ACCORDING TO REMOVE ALL STRUCTURES DESIGNATED FOR REMOVAL ACCORDING TO THE DEMOLITION PLAN. THIS INCLUDES FOUNDATIONS, FOOTINGS, FOUNDATION WALLS, FLOOR SLABS, UNDERGROUND UTILITIES, CONCRETE, ASPHALT, TREES, ETC.
6. REFER TO LANDSCAPE PLANS FOR TREE PROTECTION DETAILS. REFER TO LANDSCAPE PLANS FOR TREE PROTECTION DETAILS.
7. THE CONTRACTOR SHALL, AS A MINIMUM, PROVIDE TREE PROTECTION THE CONTRACTOR SHALL, AS A MINIMUM, PROVIDE TREE PROTECTION FENCING AROUND EXISTING TREES TO BE SAVED THAT ARE WITHIN 15' OF CONSTRUCTION ACTIVITIES AND AS INDICATED IN THE PLANS OR PER LOCAL AGENCY REQUIREMENTS.

GENERAL NOTES CONT.:

8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEAN UP, NOISE, DUST THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEAN UP, NOISE, DUST CONTROL, STREET SWEEPING AND HOURS OF OPERATION IN ACCORDANCE WITH THE LOCAL CODES.
9. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY BARRICADES, THE CONTRACTOR SHALL PROVIDE ALL NECESSARY BARRICADES, SIGNAGE, MARKINGS, LIGHTS AND OTHER TRAFFIC CONTROL DEVICES TO PROTECT THE WORK ZONE AND SAFELY MAINTAIN TRAFFIC PER AGENCY THE WORK ZONE AND SAFELY MAINTAIN TRAFFIC PER AGENCY REQUIREMENTS AND IN ACCORDANCE WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) LATEST EDITION. TRAFFIC CONTROL DEVICES (MMUTCD) LATEST EDITION.
10. THE CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY THE CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANIES TO CONFIRM THAT UTILITY LEADS HAVE BEEN TAKEN OUT OF SERVICE PRIOR TO DEMOLITION. PRIOR TO DEMOLITION.
11. ALL OVERHEAD AND UNDERGROUND ELECTRICAL LINES WITHIN THE ALL OVERHEAD AND UNDERGROUND ELECTRICAL LINES WITHIN THE AREA OF CONSTRUCTION AS SHOWN ON THE PLANS; ARE TO BE PROTECTED DURING THE CONSTRUCTION PROCESS. COORDINATE SHUTDOWNS AND REMOVALS WITH DETROIT EDISON OR THE APPROPRIATE UTILITY COMPANY. (NOTE: PHONE AND CABLE T.V. SERVICES MAY ALSO BE LOCATED ON OVERHEAD LINES.)
12. THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL AND REPLACEMENT OF SIGNS AND SUPPORTS WITHIN THE WORK AREA, AS NECESSARY TO FACILITATE CONSTRUCTION. SIGNS SHALL BE PROTECTED OR STOCKPILED FOR REUSE AS SPECIFIED IN THE PLANS OR AS REQUIRED BY THE AGENCY OF JURISDICTION. THE CONTRACTOR SHALL REPLACE ANY DAMAGED SIGNS AND SUPPORTS AT NO ADDITIONAL COST TO THE OWNER.
13. THE CONTRACTOR SHALL NOTIFY MISS DIG, THE CITY ENGINEER AND/OR THE CONTRACTOR SHALL NOTIFY MISS DIG, THE CITY ENGINEER AND/OR THE AUTHORITY HAVING JURISDICTION 3 BUSINESS DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.

GREENTECH ENGINEERING, INC.
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51147 W Pontiac Trail, Waco, MI 48393
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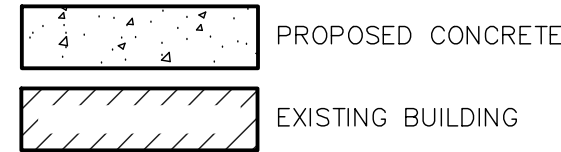
811
Know what's below
Call before you dig.

CLIENT: CALIFUR, LLC
EXISTING CONDITIONS & DEMOLITION PLAN
THE VILLAGER - 900 STARKWEATHER STREET - PARCEL NO. 005-03-0054-301
SECTION: 26 TOWNSHIP: 1 S. CITY OF PLYMOUTH WAYNE COUNTY MICHIGAN
RANGE: 8 E.

REVISED
DATE: 11-20-2024
DRAWN BY: ACS/JPP
CHECKED BY: JPP/DJL
SCALE: HOR 1" = 20 FT. VER 1" = -- FT.
3
24-328

BENCHMARK(BM):
TOP NUT ON THE HYDRANT ON THE WEST
SIDE OF MILL STREET IN FRONT OF
BUILDING #873 MILL STREET
ELEVATION: 739.11 N.A.V.D. 88

HATCH LEGEND

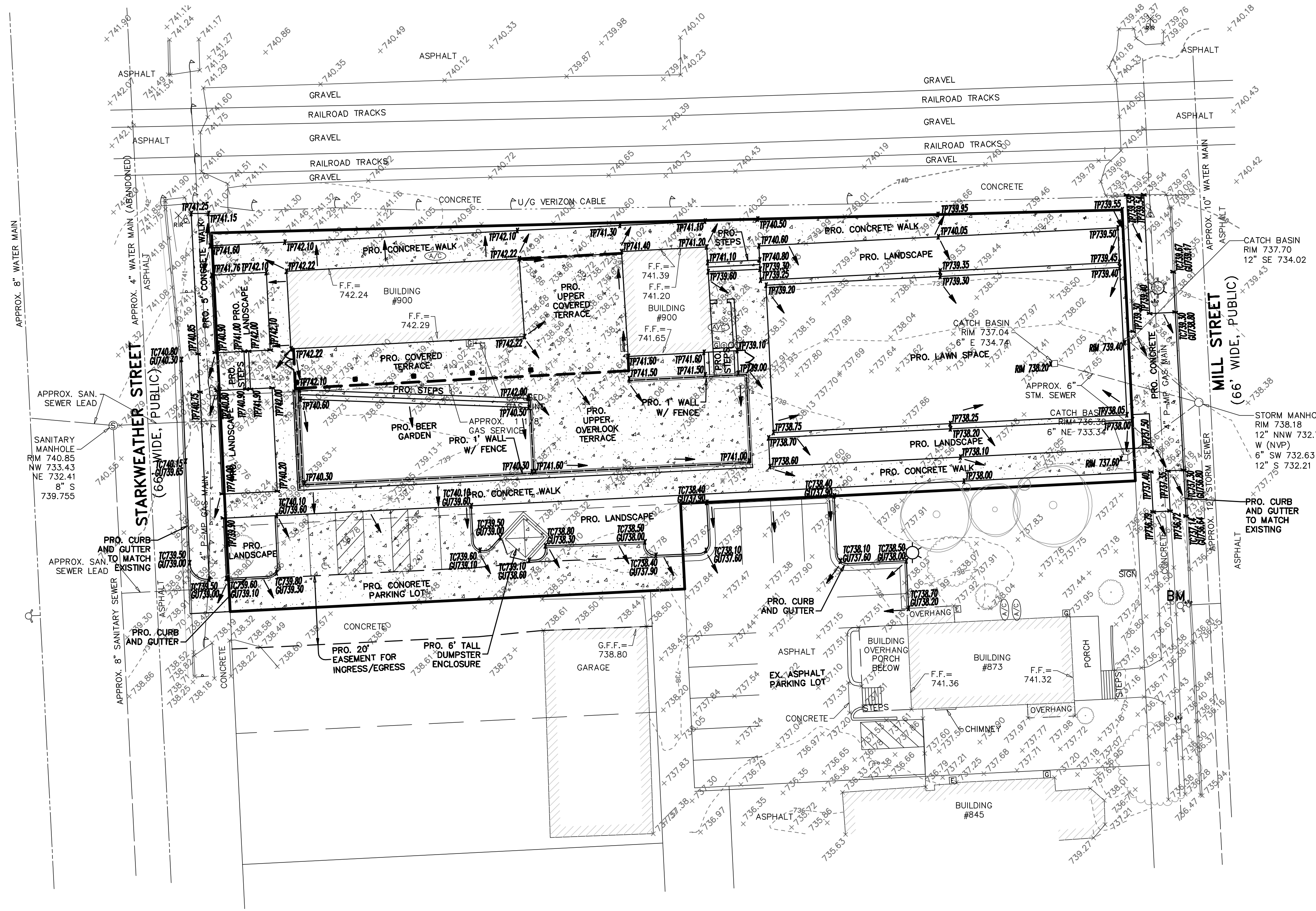


LEGEND

- OFIP FOUND IRON PIPE
- OFIB FOUND IRON BAR
- OFCI FOUND CAPPED IRON
- (M) MEASURED
- (R) RECORD
- EX. CONDUIT
- EX. GAS MAIN
- EX. GUARD RAIL
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- EX. UTILITY FLAG
- EX. WATER SHUT OFF
- EX. LIGHT POLE
- EX. UTILITY POLE
- EX. DECIDUOUS TREE
- EX. CONIFEROUS TREE

PROPOSED LEGEND

- PRO DRAINAGE
- PRO. TOP/PAVEMENT ELEVATION
- PRO. TOP/CURB ELEVATION
- PRO. GUTTER ELEVATION



GRADING NOTES

1. SUBGRADE PREPARATION FOR PAVEMENT AND UTILITIES SHALL BE MONITORED BY A GEOTECHNICAL ENGINEER.
2. ACCEPTABLE MATERIAL FROM UNDERCUTTING MAY BE USED AS ENGINEERED FILL AS APPROVED BY SOILS ENGINEER.
3. CONTRACTOR SHALL TEMPORARILY STOCKPILE TOP SOIL TO BE USED FOR FINAL GRADING.
4. REMOVE ANY EXISTING TOPSOIL, ORGANIC SOILS, VEGETATION, TREES AND OTHER DELETERIOUS MATERIALS TO EXPOSE THE SUBGRADE SOIL. TREES SHOULD BE COMPLETELY REMOVED.
5. THE TOP 12 INCHES OF THE EXPOSED SUBGRADE AS WELL AS INDIVIDUAL FILL LAYERS SHOULD BE COMPACTED TO ACHIEVE A 95% COMPACTION LEVEL. (MODIFIED PROCTOR - ASTM D1557).
6. THE FINAL SUBGRADE SHOULD BE THOROUGHLY PROOFROLLED USING A FULLY LOADED TANDEM AXLE TRUCK UNDER THE OBSERVATION OF A GEOTECHNICAL/PAVEMENT ENGINEER. LOOSE OR YIELDING AREAS THAT CAN NOT BE MECHANICALLY STABILIZED SHOULD BE REMOVED AND REPLACED WITH ENGINEERED FILL.
7. THE AGGREGATE BASE SHOULD BE COMPACTED TO ACHIEVE A 95 PERCENT COMPACTION LEVEL (MODIFIED PROCTOR - ASTM D1557). THE BASE AND SUBGRADE COMPACTION SHOULD EXTEND A MINIMUM OF 1 FOOT BEYOND THE PAVED EDGE.
8. ALL BITUMINOUS MATERIAL SHOULD BE COMPACTED TO A DENSITY OF 97% OF THE MAXIMUM DENSITY AS DETERMINED BY THE MARSHALL METHOD.
9. SAWCUT AND REMOVE EXISTING CURBS AND PAVEMENT AS NECESSARY FOR CONSTRUCTION.
10. FIELD VERIFY EXISTING PAVEMENT AND CURB ELEVATIONS WHERE PROPOSED PAVEMENT AND CURB MEETS EXISTING PAVEMENT AND CURB PRIOR TO CONSTRUCTION. PAVING CONTRACTOR SHALL TAKE EXTRA CARE TO ENSURE 1% MINIMUM PAVEMENT SLOPE IS ACHIEVED AND SHALL CONTACT DESIGN ENGINEER PRIOR TO CONSTRUCTION IF A CONFLICT IS APPARENT.
11. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ADJUST THE TOP OF ALL EXISTING AND PROPOSED STRUCTURES (MANHOLES, CATCH BASINS, INLETS, GATE WELLS ETC.) WITHIN GRADED AND/OR PAVED AREAS TO FINAL GRADE SHOWN ON THE PLANS. ALL SUCH ADJUSTMENTS SHALL BE INCIDENTAL TO THE JOB AND WILL NOT BE PAID FOR SEPARATELY.

NOTES:

1. THIS SITE WILL BE CLEARED, GRUBBED, GRADED & LAND BALANCED IN ONE (1) PHASE.
2. DETENTION FACILITIES MUST BE INSTALLED PRIOR TO ISSUANCE OF BUILDING PERMITS.
3. IF DE-WATERING IS ANTICIPATED OR ENCOUNTERED DURING CONSTRUCTION, A DE-WATERING PLAN MUST BE SUBMITTED TO THE ENGINEERING DIVISION FOR REVIEW.
4. IT IS THE DEVELOPERS RESPONSIBILITY TO GRADE AND STABILIZE DISTURBANCE DUE TO THE INSTALLATION OF PUBLIC UTILITIES.
5. ALL CULVERT END SECTIONS MUST CONTAIN GROUTED RIP-RAP IN ACCORDANCE WITH ORDINANCE SPECIFICATIONS.
6. PER WAYNE COUNTY/CITY OF PLYMOUTH, PERMANENT SOIL EROSION CONTROLS ARE REQUIRED TO BE INSTALLED WITHIN FIVE (5) DAYS AFTER FINAL GRADING OR FINAL EARTH CHANGE.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR THE INTERNAL AND EXTERNAL STREETS SHALL BE CLEANED OF ANY TRACKED MUD IMMEDIATELY FOLLOWING EACH MUD-TRACKING OCCURRENCE.
8. PRELIMINARY APPROVAL OF THE THE STORMWATER MANAGEMENT PLANS WILL BE REQUIRED BY WAYNE COUNTY/CITY OF PLYMOUTH PRIOR TO APPROVAL.
9. STORM WATER BASINS WILL BE STABILIZED PRIOR TO DIRECTING FLOW TO THE BASIN.
10. SLOPES STEEPER THAN 1V:6H (16%) SHALL BE STABILIZED WITH EROSION CONTROL BLANKET.

NOTICE:

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811
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Call before you dig.

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GRADING & DRAINAGE PLAN
THE VILLAGER - 900 STARKWEATHER STREET - PARCEL NO. 005-03-0054-301
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DRAWN BY: ACS/JPP
CHECKED BY: JPP/D.J.L.
SCALE: HOR 1" = 20 FT.
VER 1" = -- FT.
4
24-328

railroad tracks

LANDSCAPE ARCHITECTURE

MICHAEL J. DUL & ASSOCIATES, INC

212 DAINES STREET BIRMINGHAM MICHIGAN 48009

P 248 644 3410 www.mjdul.com

STARKWEATHER ST.

N MILL ST.

CANOPY TREES (2) AUTUMN GOLD GINKGO
ORNAMENTAL GRASSES (58) HAMELN FOUNTAIN GRASS
PROPERTY LINE TYP.

PROPERTY LINE TYP.
CANOPY TREES (1) AUTUMN BLAZE MAPLE
ORNAMENTAL GRASSES (132) HAMELN FOUNTAIN GRASS

THE BAR EX. BUILDING
FF.#14229

UPPER COVERED TERRACE

THE KITCHEN EX. BUILDING
F.D.F.F.#14165

OPEN LAWN/ RECREATION SPACE

CABOOSE

BEER GARDEN
SYNTHETIC TURF

UPPER OVERLOOK TERRACE

COMMUNITY CONNECTOR PATH

PARKING LOT

DUMPSTER

PROPERTY LINE TYP.

PARKING LOT

EXISTING BUILDING

EXISTING BUILDING

EXISTING BUILDING

PROPERTY LINE TYP.
CANOPY TREES (1) LONDON PLANE TREE
ORNAMENTAL GRASSES (24) SHENANDOAH SWITCH GRASS
EVERGREEN SCREEN TRESS (2) GREEN GIANT ARBORVITAE

CANOPY TREE (1) LITTLE LEAF LINDEN
ORNAMENTAL GRASSES (35) HAMELN FOUNTAIN GRASS

CANOPY TREES (1) AUTUMN BLAZE MAPLE
ORNAMENTAL GRASSES (109) HAMELN FOUNTAIN GRASS

Villager
900 Starkweather Street
Plymouth, MI 48170

PROJECT

Preliminary Plan

Landscape Development
Landscape Plan

SHEET TITLE

1" = 10'



SCALE

PROJECT NUMBER: 24117
DRAWN: M. Bayer
CHECKED: T. Shoemaker
DATE: November 20, 2024
REVISIONS:

L1

LANDSCAPE
ARCHITECTURE

MICHAEL J. DUL
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MICHIGAN 48009

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Villager
900 Starkweather Street
Plymouth, MI 48170

PROJECT

Preliminary Plan

Landscape Development
Conceptual Images
A-D

SHEET TITLE

SCALE

PROJECT NUMBER: 24117
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LANDSCAPE
ARCHITECTURE

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Villager
900 Starkweather Street
Plymouth, MI 48170

PROJECT

Preliminary Plan

Landscape Development
Conceptual Images
E-H

SHEET TITLE

SCALE

PROJECT NUMBER: 24117
DRAWN: M. Bayer
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DATE: November 20, 2024
REVISIONS:

L3



F
IMG
Conceptual Render



E
IMG
Conceptual Render



H
IMG
Conceptual Render



G
IMG
Conceptual Render



Carlisle | Wortman
ASSOCIATES, INC.

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

Date: December 5, 2024

**Planned Unit Development
For
City of Plymouth, Michigan**

GENERAL INFORMATION

Applicant:	Califur, LLC 23500 Ford Road, Suite 4 Dearborn Heights, MI 48127 Contact: Justin Booth
Project Name:	The Villager PUD
Plan Date:	November 20, 2024
Location:	900 Starkweather Street, Plymouth, MI (East side of Starkweather, just south of the railroad tracks, across from 885 Starkweather)
Zoning:	MU, Mixed Use
Action Requested:	Preliminary PUD Approval

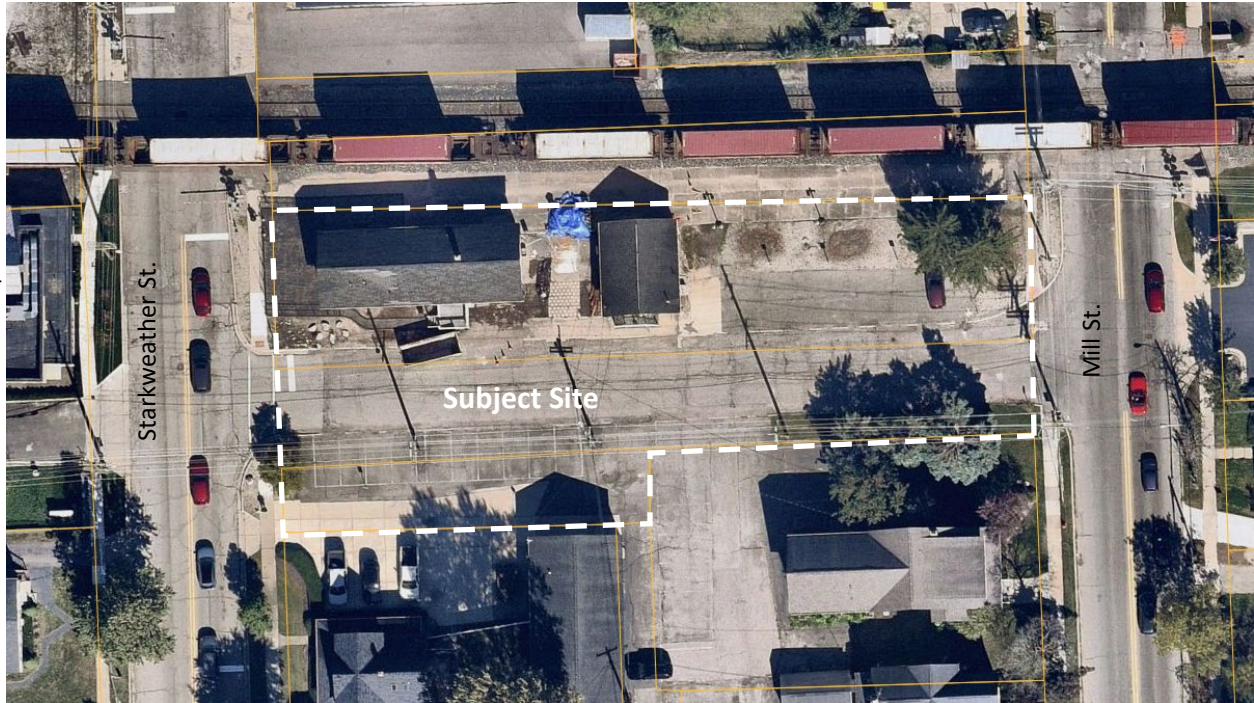
PROJECT DESCRIPTION

The applicant has submitted a Planned Unit Development (PUD) application for the reuse of the historic train depot, and accessory building, located at 900 Starkweather in Plymouth's Old Village. The proposal includes restoring the depot building to replicate its original aesthetic and converting it into a restaurant with indoor and outdoor dining and entertainment spaces. The applicant's narrative outlines proposed updates to existing utilities, including placing overhead electrical service underground between the project buildings and pole, improvements to stormwater systems, and the installation of new water and sanitary lines to the buildings. The project also incorporates the development of a communal park and green space, with ADA-compliant paths connecting Starkweather to Mill Street, in addition to fencing along the train tracks and around the restaurant open space. On-site and off-site shared parking with an adjacent site to the south (873 Mill Street) is proposed.

An aerial and street view of the proposed project site are shown on the next page.

Figure 1: Subject Site

885
Starkweather
Restaurant



Source: Near Map (Capture October 5, 2024)

Figure 2: Subject Site Streetview



Source: Google Maps (Capture July, 2019)

PUD PROCESS AND PLAN REQUIREMENTS

According to Section 78-314 of the Zoning Ordinance and the prescribed PUD procedures for review, the applicant attended a pre-application conference with City staff in August 2024. A formal application has been submitted and includes the transmittal of preliminary PUD plans/site plans.

A preliminary site plan submission that accompanies a PUD request must include the following requirements:

1. A written explanation of how the project meets the PUD eligibility criteria (Sec. 78-311(c)).

The applicant has submitted a document titled: “PUD Information and Site Plan Overview,” which includes their explanation as to how the proposed project meets the PUD eligibility criteria. However, the comments are not specifically associated with each criterion in the ordinance, and some of the criteria don’t appear to be addressed. The applicant’s narrative should list the criteria in the ordinance and provide a response after each.

2. Zoning of applicant’s property and all abutting properties and of properties across any public or private street from the PUD site added to the plans.

The Site Plan shows the zoning designation of the subject parcel, but not the zoning designation for the surrounding parcels. This needs to be added to the Site Plan.

3. An explanation of why the submitted planned unit development plan is superior to a plan which could have been prepared under strict adherence to related sections of this chapter (i.e., Zoning Ordinance).

The applicant has not specifically described how the submitted PUD is superior to a plan that adheres to the Zoning Ordinance. This needs to be provided.

Items to be Addressed: 1) Provide list of the PUD criteria and written explanation of how the project meets each. 2) Add existing zoning designation to the site plan for adjacent properties. 3) Submit an explanation of why pursuing a PUD is superior to a plan that adheres to the Zoning Ordinance.

PUD ELIGIBILITY

Section 78-311(c) of the City of Plymouth Zoning Ordinance establishes PUD criteria which determine the overall eligibility for a Planned Unit Development. These criteria are provided below.

(1) Granting of the planned unit development will result in one (1) of the following:

- a. **A recognizable and material benefit to the ultimate users of the project and to the community, where such benefit would otherwise be unfeasible or unlikely to be achieved without application of the planned unit development regulations;**

CWA Comment: This proposal has several components:

- Reuse of the historic train depot as a restaurant serving food and alcohol.
- Outdoor dining/beer garden/entertainment space specifically associated with the restaurant (within the fenced-in area).
- Communal “park” or “green space.”
- Pedestrian sidewalks through the site between Starkweather and Mill.

Reuse of Train Depot

The submitted PUD application states that the exterior of the depot building will be returned to its original aesthetic. The accessory building's exterior will be constructed of re-claimed brick to emulate a historic aesthetic. No historic documentation or photographs of either building has been provided; therefore, we can't judge whether the proposal is actually "preserving" history, or creating buildings that simply look historic. See list of requested information below.

The depot building will be reused as a restaurant with indoor dining/serving areas and the accessory building used as the kitchen. Restaurants (except drive-throughs) are allowed in this district as a Special Land Use. This district does not specifically permit restaurants serving alcohol. Therefore, restaurants serving alcohol would constitute a deviation from the Zoning Ordinance for this proposal. (Note that even if this proposal received approval from the City Commission, it does not guarantee that the project will receive a liquor license. Obtaining a liquor license is a separate procedure. We understand that there are no liquor licenses currently available in the City.) While a viable reuse of this building is positive, reuse of the building could be accomplished without serving liquor (which is a deviation under the PUD). Therefore, establishing a restaurant serving alcohol, in our opinion, is not a material benefit to the community.

The applicant should provide the following information regarding renovation/reuse of the existing buildings and the indoor restaurant use:

1. Historic documentation and photographs of the original depot and accessory building, to allow comparison between the proposed renovation and the original building design.
2. Architectural plans showing the proposed exterior building renovations to confirm new building materials and design are consistent with original building design.
3. Type of restaurant.
4. Applicant to confirm that the majority of sales in the building will consist of food (vs. alcohol).
5. Occupancy load/number of diners inside the building.
6. Proposed hours of operation for indoor dining.
7. Plans for indoor entertainment.

Outdoor Dining/Beer Garden

The proposal also shows extensive outdoor areas including:

1. Upper covered terrace.
2. Upper overlook terrace, with dining tables, fire pits & bench seating.
3. Beer garden.

The Mixed-Use District does not specifically allow outdoor dining, except for relatively small areas (compared to the facilities offered indoors) as an accessory use to the indoor restaurant. This district also doesn't permit alcohol-based land uses (bars, taverns) as a principal use either indoors or outdoors. The large scale of the proposed outdoor dining, and the alcohol-based land use (beer garden and upper overlook terrace) would be considered "deviations" from the Zoning Ordinance.

The applicant should provide the following information regarding the outdoor dining, and outdoor alcohol-based uses:

1. Square footage of site dedicated to each of these uses.
2. Confirmation of the predominant use (i.e., dining, alcohol consumption) of each outdoor space.
3. Hours of operation.
4. Seasonal schedule of operation.
5. Number of patrons that can be accommodated in each outdoor space.

6. Plans for outdoor entertainment.
7. Plans for managing these spaces to ensure neighboring residential uses are not disturbed.

Our initial evaluation of this proposal is that the scope of the outdoor uses, and that these uses will be associated with alcohol consumption, will have negative impacts on both the residential and commercial neighbors in this area.

Communal Park/Green Space

The project includes creation of a communal park and green space through the conversion of an underutilized area of the site. The applicant’s narrative states that this area will be used for seasonal community-driven events, such as farmers markets, art fairs, extensions to existing events coordinated by the Old Village Association, as well as being dog-friendly when not otherwise in use.

The applicant should respond to the following questions:

1. Is the applicant proposing to donate this land as a “public” park to the City, or retain ownership of the land?
2. Will the park area also be available to restaurant/beer garden patrons?
3. How will the physical features of the park be maintained?
4. How will events at the park be planned, who will be responsible for organizing them, and how will they be funded? How will these events be managed?
5. What are the park’s hours of operation?
6. Will the park have any type of security?
7. The application submitted also describes a separate enclosed space for a dog utopia. This area isn’t reflected on the plans, and should be clarified.
8. The application submitted also describes space for food trucks. This area also isn’t reflected on the plans and needs to be clarified.

Community Connector Path

A 7-foot-wide sidewalk is proposed on the south side of the site, providing a pedestrian connection between Starkweather and Mill streets. We consider this a positive aspect of the plan, but it’s not one that is unfeasible without application of the PUD provisions in the ordinance. The applicant should confirm if this pathway will be privately owned, and if the applicant is planning to grant the City an easement for public use.

In summary, this first criteria states that a project requesting deviations from the ordinance provide “public benefits” that can’t be accomplished without flexibility from the ordinance. The public benefits should have some relationship (i.e., balance) with the requested deviations. The deviations identified under this criterion are land use deviations. A restaurant serving alcohol, outdoor dining of the scope proposed in relation to indoor dining, and alcohol-based land uses (i.e., beer garden/upper overlook terrace) are not currently allowed in the underlying Mixed-Use District. With the information provided, we can’t determine what aspects of this plan offer public benefits. Once the information requested above has been provided, the project can be better evaluated against this criterion.

- b. Long-term protection and preservation of natural resources and natural features of a significant quantity and/or quality, where such benefit would otherwise be unfeasible or unlikely to be achieved without application of the planned unit development regulations;***

CWA Comment. The proposed development will remove the two (2) existing, six (6) inch pine trees located at the northeast corner of the site to allow for the creation of the open lawn and recreation space. No other natural resources/features exist on site.

c. Long-term protection of historic structures or significant architecture worthy of historic preservation; or

CWA Comment. As mentioned above, additional information on historic documentation, photographs, and building elevations need to be provided to establish if the renovations will preserve the history of either building.

d. A nonconforming use shall, to a material extent, be rendered more conforming, or less offensive, to the zoning district in which it is situated.

CWA Comment: This site was previously a low-intensity food establishment that was allowed with conditions within the Mixed-Use zoning district. The proposal changes the site’s use to uses that are not permitted within the Mixed-Use district. The new uses will not be more conforming to this District.

(2) The proposed type and density of use shall not result in an unreasonable increase in the need for or burden upon public services, facilities, roads and utilities.

CWA Comment: Public services to this site includes police/fire, utilities, and public roadways/sidewalks that provide access to the site.

Police/Fire

Given the uncertainty of how many people could be accommodated by the project, and that the project involves consumption of alcohol, it’s unknown if this proposal will require additional police or fire (i.e., ambulance) services than comparable restaurants serving food/alcohol inside a building. There are residential neighbors along Starkweather that could be impacted by the outdoor beer garden. Also, the level of management of the “park” could also present issues for the neighbors. The information requested above will help to clarify the potential impacts of the proposal and need for public services.

Public Utilities

The project description notes that new water and sanitary lines are proposed to be installed, but these changes are not shown on the site plan and should be. Some conceptual stormwater management facilities are discussed in the narrative, but details are not provided in the Site Plan package. As mentioned above, the electric lines that span between the buildings and the power pole on the south side of Division will be buried. Additional information needs to be shown on the Site Plan, in sufficient detail to enable the City’s Engineer to confirm that the proposal doesn’t result in an unreasonable increase in the need for public services.

Roadways/Traffic/Parking

The Annual Average Daily Traffic count (per [SEMCOG’s Traffic Volume Map](#)) indicates that Starkweather Ave. averages approximately 2,950 vehicle trips per day, and N. Mill St. averages around 8,300 vehicle trips per day. Even though Starkweather is only two lanes, MDOT classifies this road is as a “Major Collector,” indicating that this road funnels traffic from residential areas to arterial roads. N. Mill St. is classified as a “Minor Arterial” which connects smaller geographic areas within a city or

region, providing access to major arterial roads while carrying moderate traffic volumes at a slightly slower speed compared to major arterials.

Regarding traffic, we researched trip generation tables for High-Turnover (Sit-Down) Restaurants and Drinking Places. However, given the scope of outdoor dining/serving areas, the potential number of patrons needs to be provided to accurately estimate the number of trips that the use could generate. This information should provide floor plans, and the maximum occupancy of the buildings and outdoor areas.

Parking requirements and the number and location of parking spaces for the proposal are described under the Site Plan section of this review.

(3) The proposed planned unit development shall be consistent with the public health, safety and welfare of the City.

CWA Comment: The project narrative and site plan include accessible pedestrian pathways. The proposed landscaping is significantly increased from the site’s current state and converts areas of the site which are largely concrete or gravel into green space. The inclusion of fencing along the railroad tracks and other portions of the property promotes public safety; however, it needs to be shown on the Site Plan.

To further assess the impact of the PUD, the applicant should provide more information on the proposed communal park space, operation and organization of seasonal events, how traffic flow and parking demands will be managed, detailed stormwater management practices, and business details as requested in Criterion #1.

(4) The proposed planned unit development shall not result in an unreasonable negative environmental impact or loss of a historic structure on the subject site or surrounding land.

CWA Comment: Given the site’s current condition, we don’t expect the project to have a negative environmental impact. Also, it appears that the project is working to improve the environmental features on site. As mentioned above, additional information is needed to evaluate the impact on the historical integrity of the building needs to be provided. Note that this building currently has a commemorative plaque signifying that President George Bush Sr. visited this building in the 1990s. The applicant should confirm that this plaque will be retained.

(5) The proposed planned unit development shall not result in an unreasonable negative economic impact upon surrounding properties.

CWA Comment: If the proposal is developed and managed to not have a negative impact on the quality of life for the neighbors, a viable economic use occupying this building will, in our opinion, benefit the economy of the surrounding area. This statement is qualified so long as the uses are deemed appropriate by the Planning Commission, and the level of activity on this site is consistent with the character of the area.

(6) The proposed planned unit development shall be under single ownership and/or control such that there is a single person, corporation, or partnership having responsibility for completing the project in conformity with this article.

CWA Comment: Per the application form, the project is under ownership of Califur, LLC, who will be responsible for managing the project in conformity with the PUD development agreement.

(7) *The proposed planned unit development shall be consistent with the goals and policies of the City Master Plan.*

CWA Comment: The City’s 2018 Master Plan designates the future land use of the property as “Mixed use: Low Density” This designation is described as follows:

“The Mixed Use: Low Density designation is specific to land uses where it is appropriate to have a low-impact commercial use adjacent to single family or multifamily residential areas. This land use allows for single and multi-family uses to continue and be established, while encouraging lower-intensity commercial and office uses that can serve the residential areas. The Mixed Use: Low Density land use designation is generally detached buildings with the character of single-family residences that are no more than two stories. Parking in this land use should be located at the rear of the property.”

The extent of the outdoor uses in this proposal do not constitute a “low impact commercial use” in our opinion. The activity in the beer garden and upper overlook terrace will impact the nearby residential uses. Also, the parking lot is not at the rear of the property, but directly visible from Starkweather. While more details may clarify the applicant’s intention for the site, we do not think the proposal is consistent with the Master Plan at this time.

(8) *The proposed use or uses shall be of such location, size, and character as to be in harmony with the zoning district in which it is situated, and shall not be detrimental to the adjoining zoning districts.*

CWA Comment: The character, scope and location of the proposed use(s) are not in harmony with the surrounding land uses.

(9) *A demonstration that the PUD is not proposed in an attempt by the applicant to circumvent the strict application of zoning standards.*

CWA Comment: While it’s not possible for us to know the applicant’s intentions, we find this proposal to be unrealistic and too much for this site within the context of the neighboring land uses. While an attractive design, the scope and proposes uses of the site (much which are outdoors) will generate considerable activity and noise. This will, in turn, negatively impact the nearby residential neighbors, and the ability for the restaurant across the street to serve their patrons, who expect a relatively quiet environment. The site plan also locates parking along Starkweather and does not provide adequate parking.

In summary, the applicant needs to provide additional information to fully evaluate the proposal against the PUD criteria.

Items to be Addressed:

Train Depot Building:

1. *Historic documentation and photographs of the original depot and accessory building, to allow comparison between the proposed renovation and the original building design.*
2. *Architectural plans showing the proposed exterior building renovations to confirm new building materials and design are consistent with original building design.*

3. *Type of restaurant.*
4. *Applicant to confirm that the majority of sales in the building will consist of food (vs. alcohol).*
5. *Occupancy load/number of diners inside the building.*
6. *Proposed hours of operation for indoor dining.*
7. *Plans for indoor entertainment.*

Outdoor Dining/Beer Garden:

1. *Square footage of the site dedicated to each of these uses.*
2. *Confirmation of the predominant use (i.e., dining, alcohol consumption) of each outdoor space.*
3. *Hours of operation.*
4. *Seasonal schedule of operation.*
5. *Number of patrons that can be accommodated in each outdoor space.*
6. *Plans for outdoor entertainment.*
7. *Plans for managing these spaces to ensure neighboring uses are not disturbed.*

Communal Park/Green Space:

1. *Is the applicant proposing to donate this land as a “public” park to the City, or retain ownership of the land?*
2. *Will the park area also be available to restaurant/beer garden patrons?*
3. *How will the physical features of the park be maintained?*
4. *How will events at the park be planned, who will be responsible for organizing them, and how will they be funded? How will these events be managed?*
5. *What are the park’s hours of operation?*
6. *Will the park have any type of security?*
7. *The application submitted also describes a separate enclosed space for a dog utopia. This area isn’t reflected on the plans and should be clarified.*
8. *The application submitted also describes space for food trucks. This area also isn’t reflected on the plans and needs to be clarified.*

Community Connector Path:

1. *The applicant should confirm if this pathway will be privately owned, and if the applicant is planning to grant the City an easement for public use.*

Public Utilities:

1. *Additional information needs to be shown on the Site Plan, in sufficient detail to enable the City’s Engineer to confirm that the proposal doesn’t result in an unreasonable increase in the need for public services.*

Police/Fire, Traffic, Parking

The information requested above will also assist in determining the project’s impact on the need for additional police/fire (ambulance) service, the impact on traffic in the area, and the needed number of parking spaces. In addition, the following should be provided:

1. *Proposed floor plans, showing proposed table/chairs and number of patrons that could occupy each space.*

Public Safety

1. *Add proposed fencing along the railroad tracks to the site plan.*

Commemorative Plaque

1. Retain commemorative plaque on building describing President George Bush Sr.’s visit to this building in the 1990s.

Master Plan

1. Lack of consistency with Master Plan vision for this part of Old Village.

SITE PLAN

SCHEDULE OF REGULATIONS

Section 78-313 states that the schedule of regulations for each respective land use must be met, unless the Planning Commission and City Commission approve deviations that advance the objectives of the Zoning Ordinance.

This proposal is located within the Mixed-Use district and details of the site are listed in the table below.

Table 2. Mixed Use Schedule of Regulations Requirements

		MU Required	Proposed (Existing Building)
Minimum Lot Size		3,500 sq ft	.56 acres (24,394 s.f.)
Minimum Lot Width		30 feet	Starkweather: 109.9 ft. N. Mill St.: 78.65 ft.
Max. Building Height		2 stories / 25 feet	Existing Depot: 1 story / ?? feet Existing Accessory Building: 1 story / ?? feet Proposed Patio Roof: 1 story / ?? feet
Minimum yard setbacks	Front (Starkweather)	15 feet	21.1 feet
	Front (N. Mill)	15 feet	120.4 feet
	Sides	Least one	7.7 feet (North) 43.4 feet (South)
		Total	51.1 feet
	Rear	35 feet	(None)
Maximum Lot Coverage		35%	??

Height: The height of the existing buildings, and the proposed height of the roof over the outdoor patio should be provided.

Lot Coverage: “Lot coverage” is the part or percent of the lot occupied by buildings including accessory buildings and including, but not limited to decks, terraces, pools, outdoor enclosures and similar structures. The plans should indicate the proposed lot coverage of the project.

- Items to be Addressed:** 1) Provide height of existing buildings and proposed roof over the outdoor patio.
 2) Provide lot coverage of proposed structures, per definition of Lot Coverage in ordinance.

PARKING, LOADING

Table 3. Parking Requirements

	Parking Required	Parking Provided
Sale and consumption of beverages, food, and refreshments	1 space per 75 s.f. usable floor area or 1 space per 3 persons allowed within the maximum occupancy load (835 s.f. / 75 s.f. = 12 spaces) (See Below)	5 spaces (See Below)

Number of Parking Spaces

Parking requirements are generally based on the size of floor area inside a building. However, the extent of outdoor seating and serving areas for this proposal makes this parking requirement, in our opinion, unrealistic. Because this is a PUD, and because the uses are deviations from the current ordinance, the Planning Commission may attach reasonable conditions to any decision about the project. As mentioned above, the maximum occupancy load of the building and outdoor seating/serving areas needs to be provided to determine a realistic parking requirement for this project.

Sheet 2 of the plans identifies the number of required parking spaces to be 31 spaces. The applicant should clarify how they arrived at this number of spaces.

The site plan shows five (5) spaces proposed along the south side of the site, accessed via an existing driveway from Starkweather that is shared with the adjacent residence. An ingress/egress easement is shown on the driveway in conjunction with the adjacent residence. The applicant also notes that an additional twelve (12) parking spaces will be shared with 873 N. Mill Street (building to the south along Mill St.) but has not provided a parking agreement to confirm this. In addition to a shared parking agreement, the applicant also must demonstrate that this adjacent site has spaces available for sharing. The plans should calculate the number of parking spaces required for the uses in the adjacent building, which would include a description of the uses occupying this building, and the square footage of each, to determine if this site will offer any “excess” spaces to the proposal at 900 Starkweather.

The current number of on-site parking spaces is not sufficient for an establishment of this scale.

Screening of Parking Lots

Section 78-203 requires a 10-foot-wide landscape strip to screen all parking lots that are visible from the public right-of-way. The proposed landscape plan shows landscaping along Starkweather but does not provide any dimensional details. Dimensional details of the vegetated screen need to be provided.

Parking Lot/Space Dimensions

The dimensions of the proposed parking spaces are not provided and should be added to the plans. The length of a space must be at least 20 feet long, and the width at least 9 feet wide. If a seven (7)-foot wide sidewalk abuts a parking space, then 2 feet of the walk may be counted toward the parking space length. The walk dimension adjacent to the parking area is not provided and needs to be.

Loading Space

The plans do not currently depict a loading space for the site. The ordinance requires a 10' x 50' loading space for a building of this size. The location for loading/unloading should be shown on the plans. The plans should also describe the types/sizes of trucks expected to make deliveries/pick-ups. Also, turning radii of the proposed delivery trucks should be shown on the plans to ensure that a delivery truck can successfully use the loading/unloading zone as proposed.

Items to be Addressed: 1) Clarify how the applicant arrived at 31 parking space requirement. 2) Provide shared parking agreement with 873 N. Mill St. 3) Demonstrate that 873 N. Mill St. has parking to share; calculate required parking for this building on plans, including uses occupying this building, and floor area of each use. 4) Provide dimensional details of the vegetated screen. 5) Show dimensions of proposed parking spaces, and dimension of pedestrian sidewalk on plans. 6) Show location of a 10' x 50' loading space on plans. 7) Applicant to provide types/sizes of proposed delivery trucks on plans to evaluate proposed loading/unloading space size and orientation. 8) Show turning movements of delivery trucks on plans to ensure loading/unloading space is usable.

CIRCULATION

Vehicular access to this site is thorough a shared driveway with the residence to the south, off of Starkweather Ave. This driveway will serve the five proposed parking spaces for the subject site, access to the proposed dumpster screen, access to the parking spaces for the adjacent residence to the south of the subject site, and access to the parking lot east of the house (873 N. Mill St.). The driveway opening, and maneuvering lane, are not fully illustrated on the site plan. A two-way maneuvering lane must be a minimum of 20-feet wide. A full maneuvering lane should be illustrated on the plans, along with a dimension of its width.

The new configuration replaces the existing connection between the parking lot at 873 N. Mill and Division St., with the new maneuvering lane next to the proposed five (5) parking spaces. The site plan shows that an ingress/egress easement is proposed over the maneuvering lane between the subject site and the residence to the south. However, if the parking lot for 873 N. Mill also uses the maneuvering lane, then the cross-access easement will also need to include this property as well.

Additionally, the location of the proposed dumpster and screen faces the new maneuvering lane, and the residence to the south. This imposes a detrimental feature of the proposed use onto the neighbor to the south. This location for the dumpster is not acceptable, in our opinion. Also, it's unclear how a garbage truck will empty the dumpster without either backing into the maneuvering lane from Starkweather, or leaving the site once the dumpster is emptied through the parking lot of 873 N. Mill St. Garbage truck maneuvers need to be illustrated on the plans.

Lastly, the proposal does not have any clear access for a fire truck next to the building. The proposed sidewalk next to the building is encumbered with stairs, as well as the roof overhang. The proposal needs to be evaluated by the Fire Chief for emergency access.

Items to be Addressed: 1) Illustrate the full width of the maneuvering lane to access the five (5) proposed parking spaces on the site plan. 2) Provide a shared access agreement with the two neighboring properties to the south. 3) Unacceptable location of dumpster, as it negatively impacts the neighbor to the south. 4) Illustrate garbage truck maneuvers on site plan. 5) Provide emergency and municipal vehicle circulation plans that demonstrate the sites accessibility.

LANDSCAPING/LIGHTING

Because this is a Preliminary Site Plan/PUD Plan review, we haven't evaluated the proposed landscaping.

A lighting plan, meeting the requirements of Sec. 78-204, *Exterior Lighting*, will also need to be submitted at Final review. We will evaluate both at the Final Site Plan/PUD Plan stage.

Items to be Addressed: *Landscaping/lighting evaluated as part of the Final Site Plan/PUD stage.*

PUD AGREEMENT / PHASING

If the proposal receives a recommendation for approval, a PUD Agreement will need to be developed prior to final approval. The agreement will specify performance guarantees and phasing.

Items to be Addressed: *Develop PUD Agreement with performance guarantees for public benefits prior to final approval.*

ARCHITECTURAL ELEVATIONS AND FLOOR PLANS

The applicant has provided architectural renderings of the proposed renovated building. However, no floor plans have been provided and should be.

Items to be Addressed: *Provide floor plans.*

RECOMMENDATIONS

While the proposal is attractive, and reuse of the depot building desirable, we don't consider the amount of outdoor space and proposed use of the outdoor space to be appropriate in scale with the neighborhood, or the potential for negative impacts on existing residential and low-impact non-residential uses in the area to be desirable. We have many questions about the proposed uses, and the scope of these uses, and their impact on the neighborhood. We recommend that the applicant revise the plans and provide the information listed in this review before the Planning commission considers PUD eligibility.

A. PUD Plan Requirements:

- 1) *Provide list of the PUD criteria and written explanation of how the project meets each.*
- 2) *Add existing zoning designation of adjacent properties to the site plan.*
- 3) *Submit an explanation of why pursuing a PUD is superior to a plan that adheres to the Zoning Ordinance.*

B. PUD Eligibility.

Train Depot Building: *Applicant to provide/site plan illustrate the following:*

1. *Historic documentation and photographs of the original depot and accessory building, to allow comparison between the proposed renovation and the original building design.*
2. *Architectural plans showing the proposed exterior building renovations to confirm new building materials and design are consistent with original building design.*
3. *Type of restaurant.*

4. Applicant to confirm that the majority of sales in the building will consist of food (vs. alcohol).
5. Occupancy load/number of diners inside the building.
6. Proposed hours of operation for indoor dining.
7. Plans for indoor entertainment.

Outdoor Dining/Beer Garden: Applicant to provide/site plan illustrate the following:

1. Square footage of the site dedicated to each of these uses.
2. Confirmation of the predominant use (i.e., dining, alcohol consumption) of each outdoor space.
3. Hours of operation.
4. Seasonal schedule of operation.
5. Number of patrons that can be accommodated in each outdoor space.
6. Plans for outdoor entertainment.
7. Plans for managing these spaces to ensure neighboring uses are not disturbed.

Communal Park/Green Space: Applicant to provide/site plan illustrate the following:

1. Is the applicant proposing to donate this land as a “public” park to the City, or retain ownership of the land?
2. Will the park area also be available to restaurant/beer garden patrons?
3. How will the physical features of the park be maintained?
4. How will events at the park be planned, who will be responsible for organizing them, and how will they be funded? How will these events be managed?
5. What are the park’s hours of operation?
6. Will the park have any type of security?
7. The application submitted also describes a separate enclosed space for a dog utopia. This area isn’t reflected on the plans and should be clarified.
8. The application submitted also describes space for food trucks. This area also isn’t reflected on the plans and needs to be clarified.

Community Connector Path: Applicant to provide/site plan illustrate the following:

1. The applicant should confirm if this pathway will be privately owned, and if the applicant is planning to grant the City an easement for public use.

Public Utilities:

1. Additional information needs to be shown on the Site Plan, in sufficient detail to enable the City’s Engineer to confirm that the proposal doesn’t result in an unreasonable increase in the need for public services.

Police/Fire, Traffic, Parking

The information requested above will also assist in determining the project’s impact on the need for additional police/fire (ambulance) service, the impact on traffic in the area, and the needed number of parking spaces. In addition, the following should be provided:

1. Proposed floor plans, showing proposed table/chairs and number of patrons that could occupy each space.

Public Safety

1. Add proposed fencing along the railroad tracks to the site plan.

Commemorative Plaque

1. *Retain commemorative plaque on building describing President George Bush Sr.'s visit to this building in the 1990s.*

Master Plan

1. *Lack of consistency with Master Plan vision for this part of Old Village.*

C. Schedule of Regulations.

- 1) *Provide height of existing buildings and proposed roof over the outdoor patio.* 2) *Provide lot coverage of proposed structures, per definition of Lot Coverage in ordinance.*

D. Parking/Loading.

- 1) *Clarify how the applicant arrived at 31 parking space requirement.*
- 2) *Provide shared parking agreement with 873 N. Mill St.*
- 3) *Demonstrate that 873 N. Mill St. has parking to share; calculate required parking for this building on plans, including uses occupying this building, and floor area of each use.*
- 4) *Provide dimensional details of the vegetated screen.*
- 5) *Show dimensions of proposed parking spaces, and dimension of pedestrian sidewalk on plans.*
- 6) *Show location of a 10' x 50' loading space on plans.*
- 7) *Applicant to provide types/sizes of proposed delivery trucks on plans to evaluate proposed loading/unloading space size and orientation.*
- 8) *Show turning movements of delivery trucks on plans to ensure loading/unloading space is usable.*

E. Circulation.

- 1) *Illustrate the full width of the maneuvering lane to access the five (5) proposed parking spaces on the site plan.*
- 2) *Provide a shared access agreement with the two neighboring properties to the south.*
- 3) *Unacceptable location of dumpster, as it negatively impacts the neighbor to the south.*
- 4) *Illustrate garbage truck maneuvers on site plan.*
- 5) *Provide emergency and municipal vehicle circulation plans that demonstrate the sites accessibility.*

F. Landscaping/Lighting.

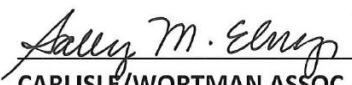
- 1) *Landscaping/lighting evaluated as part of the Final Site Plan/PUD stage.*

G. PUD Agreement.

- 1) *Develop PUD Agreement with performance guarantees for public benefits prior to final approval.*

G. Architectural Elevations.

- 1) *Provide floor plans.*



CARLISLE/WORTMAN ASSOC., INC.
Sally M. Elmiger, AICP, LEED AP
Principal



CARLISLE/WORTMAN ASSOC., INC.
Grayson Moore
Community Planner

The Villager – PUD Review
December 5, 2024

cc: John Buzuvis
Marleta Barr