



City of Plymouth Planning Commission

Special Meeting Agenda

Thursday, July 17, 2025 – 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/82588740267>

Passcode:706620

Webinar ID: 825 8874 0267

1. CALL TO ORDER
 - a. Roll Call
2. CITIZENS COMMENTS
3. APPROVAL OF THE MINUTES
 - a. Approval of the June 11, 2025 meeting minutes
4. APPROVAL OF THE AGENDA
5. COMMISSION COMMENTS
6. PUBLIC HEARINGS
 - a. PUD 25-02: 500 Downing; Starkweather Subdivision (behind 550 N. Holbrook), Planned unit development (PUD) amendment to allow lots 17, 18 and 19 to provide signage instead of privacy fences along the rear property lines. The property is zoned PUD, Planned Unit Development.
 - b. SP 25-04: 800 W. Ann Arbor Road; Special land use and site plan review for a childcare center. The property is zoned ARC, Ann Arbor Road Corridor District.
7. OLD BUSINESS
8. NEW BUSINESS
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.)

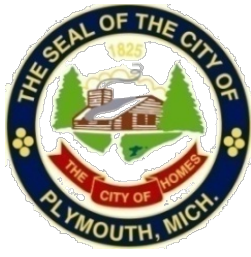
GOAL AREA FOUR - ATTRACTIVE, LIVABLE COMMUNITY

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

2025 Planning Commission Goals

1. Adopt the master plan
2. Complete “quick” zoning ordinance amendments (zoning audit)
3. Complete the multi-family/housing ordinance amendments (MSHDA Grant)
4. Work toward completing a residential compatibility ordinance



Plymouth Planning Commission
Regular Meeting Minutes
Wednesday, June 11, 2025 - 7:00 p.m.
Plymouth City Hall 201 S. Main
Plymouth, Michigan 48170

City of Plymouth
201 S. Main Street
Plymouth, Michigan 48170

www.plymouthmi.gov
734-453-1234

1. CALL TO ORDER

Chair Hollie Saraswat called the meeting to order at 7:01 p.m.

Present: Chair Saraswat, Vice Chair Kyle Medaugh, Commissioners Joe Hawthorne, Marni Schroeder, Zach Funk, Trish Horstman, Dave Scott, Katie Rossie, Sidney Filippis

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

2. CITIZENS COMMENTS

None

3. APPROVAL OF MEETING MINUTES

Medaugh moved to approve the minutes from the May 14th meeting as written. Funk seconded. The motion carried unanimously.

4. APPROVAL OF THE AGENDA

Filippis made a motion to approve the agenda as written for the May 14th meeting. Horstman seconded. The motion carried unanimously.

5. COMMISSION COMMENTS

None

6. PUBLIC HEARINGS

None

7. OLD BUSINESS

None

8. NEW BUSINESS

- a. **SP25-03:** 503 Amelia, Change of use for warehouse and office. The property is zoned I-2, Heavy Industrial District.

George Hartman from Hartman Architects discussed the application. He noted the land use as low intensity industrial, expecting only 1-2 trucks per quarter for deliveries and no manufacturing, just warehousing for distribution. He agreed to stripe the parking lot. The owner wanted to keep the trash receptacle across the street, and was willing to screen it with a fence due to infrequent trash pickups and concerns that moving it could damage the parking lot. For landscaping, the owner would add shrubs but preferred no trees.

Sally Elmiger, Planning Consultant, commented that since minimal loading/unloading is expected, a specific area may be unnecessary. The applicants' agreement to stripe the parking lot was appreciated. For site lighting and signage, Elmiger advised that the Building Official handle compliance checks with ordinances instead of the commission. She noted that the dumpster's current screening plans comply with the ordinance but urged the commission to decide if shrubs alone suffice for screening the parking lot from Farmer Street or if trees are also needed.

The commission discussed the conditional approval including landscaping requirements, particularly the number and type of shrubs needed for adequate screening.

Commissioner Filippis offered a motion, seconded by Scott, to approve SP25-03: 503 Amelia, change of use for warehouse and office, with the following conditions:

1. The parking lot between the buildings must be striped to clearly delineate regular and barrier-free parking spaces.
2. The applicant must either move the dumpster to the 503/543 Amelia Street property, or screen it in its current location according to zoning ordinance requirements.
3. The applicant must install 10 shrubs that meet the minimum size requirements of the ordinance to screen the southern edge of the parking lot on the east side of Amelia from the view of Farmer Street.
4. The Building Official will confirm that any new site lighting and signage complies with the relevant ordinances.

After deliberation, they agreed to a friendly amendment specifying the installation of 10 *arborvitae* shrubs. They additionally required a street tree through a city program.

There was a roll call vote.

Yes: Rossie, Funk, Scott, Filippis, Horstman, Hawthorne, Medaugh, Schroeder, Saraswat
MOTION PASSED 9-0

9. REPORTS AND CORRESPONDENCE

Chair Saraswat discussed the formation of two sub-committees. The MSHDA Grant Sub-committee planned to meet twice a month. Meanwhile, the Zoning Audit Sub-committee was set to meet once a month. The first meetings are scheduled for June 16th for MSHDA and June 23rd for Zoning Audit.

10. ADJOURNMENT

Filippis made a motion to adjourn. Hawthorne seconded. The motion carried unanimously. The meeting was adjourned at 8:04 p.m.

City of Plymouth
Planning Commission Public Hearing Notice
201 S. Main Street Plymouth, Michigan 48170
Website: www.plymouthmi.gov Phone: (734) 453-1234 ext. 232

A special meeting of the Planning Commission will be held on Thursday, July 17, 2025 at 7:00 p.m. located at City Hall and online via Zoom to consider the following:

PUD 25-02: Starkweather Subdivision (behind 550 N. Holbrook), Planned unit development (PUD) amendment to allow lots 17, 18 and 19 to provide signage instead of privacy fences along the rear property lines. The property is zoned PUD, Planned Unit Development.

SP 25-04: 800 W. Ann Arbor Road; Special land use and site plan review for a childcare center. The property is zoned ARC, Ann Arbor Road Corridor District.

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Publish: Tuesday, July 1, 2025

**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 East Spring Street/ Downing Street	Current Zoning Classification PUD	Date of Application 6/2/2025
Name of Property Owner City Homes by Lombardo	Phone Number 586-781-2033	
Mailing Address 13001 23 Mile Road	Email Address (Required) jbliemeister@lombardohomes.com	
City Shelby Township	State MI	Zip Code 48315

II. Applicant and Contact Information

Indicate Who the Applicant Is. If Property Owner, Skip to Section III.	Architect	Developer	Engineer	Lessee
Applicant/Company Name City Homes by Lombardo	Phone Number 586-781-2033			
Applicant/Company Address 13001 23 Mile Road	City Shelby Township	State MI	Zip Code 48315	
Email Address (Required) jbliemeister@lombardohomes.com				

III. Site Plan Designer and Contact Information

Site Plan Designer Company Name Nowak & Fraus Engineers	Phone Number 248-332-7931			
Company Address 46777 Woodward Ave	City Pontiac	State MI	Zip Code 48342	
Registration Number 54071	Expiration Date 2028	Email Address (Required) rjohnson@nfeengr.com		

IV. Type of Project

<input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Mixed Use	<input type="checkbox"/> Preliminary Plan <input type="checkbox"/> PUD Review/Revision
<input type="checkbox"/> Multi-Family <input checked="" type="checkbox"/> Single Family	<input type="checkbox"/> Final Plan <input checked="" type="checkbox"/> PUD Amendment/Extension

V. Historic District

Is this project located in the Historic District?
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

VI. Description of Project

Looking to Amend the PUD to remove the fencing requirements in the rear of lots 17-19. Would like to install signs in lieu of the fencing with verbiage specifically calling out Underground Detention basin location, No building, footings or excavation allowed, maintain access- Structural restrictions apply. Exact wording to be determined.

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	1	850.00
Special PC meeting	\$900.00		
TOTAL FEE			850.00

VIII. Applicant Signature

Signature of Applicant 	Date 6/2/2025
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IX. Property Owner Signature

Signature of Property Owner 	Date 6/2/2025
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Subscribed and sworn before me this 3RD day of JUNE, 2025



MARK PAUL ROEBUCK
My Commission Expires
July 8, 2029
County of Oakland
Acting in the County of MACOMB

Notary Public: 
My Commission expires: 7/8/2029

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	[]	[]	[]



Jessica Bliemeister

Lombardo Companies
13001 23 Mile Road, Shelby Twp MI 48315
jbliemeister@lombardohomes.com
586-781-2033
Date: 6/5/2025

To:
Planning Commission
City of Plymouth
CC: Greta Bolhuis

Subject: Starkweather PUD Amendment - Fence Removal and Signage Installation

Dear Members of the Planning Commission,

I am writing to inform you of a proposed modification to the rear boundary of lots 17 through 19 within the Starkweather community. We are looking to amend the PUD as it pertains to a fence installation along the rear of the above-mentioned lots. Lombardo has met with the homeowners of lots 17 and 18. When they purchased the lots, they were not made aware a fence would be required along the rear of their property and generally do not want a privacy fence in their backyard. Lombardo understand the City of Plymouth's desire to delineate between private and public space and therefor, in place of the fence, we propose to install signage that will serve to clearly communicate property boundaries, location of underground detention and that no construction is allowed. The verbiage on the signs can be determined at a different time if this proposal is approved. Lombardo will work with the city on the proper verbiage.

The purpose of this change is to maintain clear boundary delineation while improving visibility and minimizing physical barriers. In addition, we feel it will have less of an impact on the site's drainage in that area. If the fence is to be installed it has the potential to affect drainage directly into the storm sewer.

We believe this adjustment allows the proper separation between public and private property as well as call out specific concerns regarding the area behind the lots. Should you require additional documentation or clarification in advance of the meeting, feel free to contact me directly.

Thank you for your time and consideration.

Sincerely,
Jessica Bliemeister
Project Coordinator, Starkweather

FIRST AMENDMENT TO PLANNED UNIT DEVELOPMENT AGREEMENT

This First Amendment to Planned Unit Development Agreement ("**First Amendment**") is entered into between the City of Plymouth, a Michigan municipal corporation, with its principal address at 201 S. Main Street, Plymouth, Michigan 48170 (the "**City**"), and Curtis-Plymouth LLC, a Michigan limited liability company, with its principal address at 990 Pierce, Birmingham, Michigan 48009 ("**Developer**").

RECITALS:

A. Developer and the city of Plymouth, entered into a Planned Unit Development Agreement, dated October 24, 2016, which was recorded in Liber 53943, Page 1454 of the Wayne County Records (the "**PUD Agreement**"), with respect to certain real property located in the City of Plymouth, Wayne County, Michigan, which is more particularly described on **Exhibit 1** attached hereto (the "**Property**"). Capitalized terms used in this First Amendment and not otherwise defined, shall have the meanings given to such terms in the PUD Agreement.

B. Developer and the City desire to amend the PUD Agreement, upon the terms and conditions set forth below.

THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is acknowledged, the parties agree as follows:

1. **Property.** Exhibit A to the PUD Agreement is hereby replaced in its entirety with **Exhibit A** attached hereto. A portion of the Property is owned by Parkview Properties, L.L.C. Parkview Properties, L.L.C. and Developer shall effectuate a property split/combination so that that portion of property owned by Parkview Properties L.L.C will be incorporated under single ownership and shall be subject to the PUD and this PUD Agreement.
2. **PUD Plan.** The Page SP-1 and SP-2 of the Final Plan will be amended in its entirety with attached Exhibit B. Attached Exhibit B SP-1 and SP-2 (revision date 11-11-20) will replace SP-1 and SP-2 of the Final approved PUD Plan (revision date: 7-21-2015)
3. **Building Height.** The maximum Finished Floor Height height of the single-family residential dwellings to be constructed on lots 1-3, 7-17, and 21-23 are identified in Exhibit D; provided that grading of such lots allows the lowest level to qualify as a basement, the first floor ceiling height is no more than nine (9) feet, the second floor ceiling height is no more than eight (8) feet, and all structures adhere to the Floor Area Ratio and all other ordinance requirements. Lots 3-6 and 18-20 are not included in these height deviations and must meet all ordinance requirements other than those specifically enumerated in this amendment or the original approved PUD agreement.

4. **Landscaping Plan.** Developer shall install landscaping for the Project in accordance with the current approved landscaping plan (L-1 revision date 7-21-15) with the addition of sheet L-2 revision date of 11/11/20 as shown on **Exhibit C** attached hereto. Developer shall install the park improvements adjacent to unit 19 on or before November 30, 2022.

5. **Lot Sizes.** The sizes of single-family detached residential units 17-19 shall be as follows:

- Lot 17 – Approximately 7,857 square feet
- Lot 18 - Approximately 7,806 square feet
- Lot 19 - Approximately 7,755 square feet

6. **Privacy Fencing.** Developer shall install a six foot (6') privacy fence along the southern boundary of single-family detached residential unit 19 and the rear boundaries of single-family detached residential units 17, 18 and 19. Developer shall have the right to assign the obligation to install such fences to the builder(s) that construct(s) homes within such Units. The association established to administer the affairs of the single-family detached residential project shall be responsible for the maintenance of such fence(s). Such fences shall be installed prior to the City issuing a Certificate of Occupancy on the home for each of these units.

7. **Parking Easement.** A portion of the Project adjacent to single-family detached residential unit 19 as shown on Exhibit B shall be subject to an easement for parking for the benefit of the adjacent property. The adjacent property owner shall be responsible for improving and maintaining the parking area. Site Plan and Engineering review is required prior to installation of the improvements for the additional parking area.

8. **Ratification.** Except as amended by this First Amendment, the PUD Agreement is hereby ratified by the parties and shall continue in full force and effect.

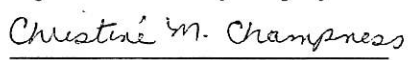
9. **Counterparts; Facsimile Signatures.** This First Amendment may be executed in any number of counterparts and it shall be sufficient that the signature of each party appear on one or more such counterparts. All counterparts shall collectively constitute a single Amendment. A facsimile signature to this First Amendment shall have the same effect as an original signature.

The parties hereto have set their hands and seals as of the day and year first above written.

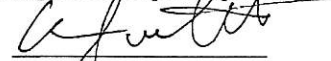
Curtis-Plymouth
a Michigan limited liability company

By: 
Mark Menick
Its: Manager

Parkview Properties, L.L.C.
A Michigan limited liability company

By: 
Christine Jackson Champness
Its: Sole Member

City of Plymouth
A Michigan Municipal corporation

By: 
Oliver Wolcott
Its: Mayor

STATE OF MICHIGAN)
COUNTY OF Oakland) SS.

The foregoing was acknowledged before me this 23 day of JULY, 2021, by Mark Menuck, the Manager of Curtis-Plymouth, a Michigan limited liability company.

Suzanne F

SUZANNE FORIER
Notary Public, State of Michigan
County of Oakland
My Commission Expires May 28, 2023
Acting in the County of Oakland

Notary Public,
Oakland County, Michigan.
Acting in Oakland County, Michigan
My Commission Expires: 5-26-2023

STATE OF MICHIGAN)
COUNTY OF) SS.

The foregoing was acknowledged before me this 20th day of July, 2021, by Oliver Wolcott, the Mayor of the City of Plymouth, a Michigan Municipal corporation, on behalf of the corporation.

MAUREEN A BRODIE
Notary Public - State of Michigan
County of Wayne
My Commission Expires Apr 30, 2028
Acting in the County of Wayne

Maureen A Brodie

Notary Public,
Wayne County, Michigan
Acting in Wayne County, Michigan
My Commission Expires: April 30, 2028

STATE OF MICHIGAN)
COUNTY OF) SS.

The foregoing was acknowledged before me this 5 day of August, 2021, by Christine Jackson, Member of Parkview Properties, L.L.C., a Michigan limited liability company.
M Champness

Chr Nancy Wiseman
nancy wiseman

Notary Public,
OAKLAND County, Michigan
Acting in OAKLAND County, Michigan
My Commission Expires: 07/23/2027

Drafted by and when recorded return to:

Duncan P. Ogilvie, Esq.
Seyburn Kahn, P.C.
2000 Town Center, Suite 1500
Southfield, Michigan 48075

Exhibit 1

Current Legal Description

Attached to the Planned Unit Development Agreement
Between Curtis-Plymouth LLC,
and the City of Plymouth

LEGAL DESCRIPTION OF PROPERTY

LOT 437, LOT 436 EXCEPT THE WEST 146.50 FEET, AND PART OF LOTS 438 AND 429 OF ASSESSOR'S PLYMOUTH PLAT NO. 15 OF THAT PART OF BRADNER AND HOLBROOK'S SUBDIVISION LYING IN SECTION 26 AND OF PART OF THE W. 1/2 OF THE N.E. 1/4 OF SECTION 26, T.15., R.8E., CITY OF PLYMOUTH, WAYNE COUNTY, MICHIGAN AS RECORDED IN LIBER 66 OF PLATS, PAGE 81, WAYNE COUNTY RECORDS, BEING MORE PARTICULARLY DESCRIBED AS: BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 437, ALSO BEING A POINT ON THE EAST LINE OF N. HOLBROOK AVENUE (66' WIDE); THENCE N.02°15'00"W., 169.18 FEET ALONG THE EAST LINE OF SAID N. HOLBROOK AVENUE TO THE NORTHWEST CORNER OF SAID LOT 437, ALSO BEING A POINT OF INTERSECTION OF THE EAST LINE OF SAID N. HOLBROOK AVENUE AND THE SOUTH LINE OF E. SPRING STREET (49.50' WIDE); THENCE N.87°43'01"E., 286.93 FEET ALONG THE SOUTH LINE OF SAID E. SPRING STREET; THENCE N.20°59'01"E., 143.68 FEET TO THE NORTHEAST CORNER OF LOT 439 OF SAID ASSESSOR'S PLYMOUTH PLAT NO. 15; THENCE S.58°56'39"E., 27.88 FEET TO THE SOUTHEAST CORNER OF LOT 444 OF SAID ASSESSOR'S PLYMOUTH PLAT NO. 15; THENCE S.89°49'33"E., 111.44 FEET; THENCE N.33°30'54"E., 311.77 FEET TO A POINT ON THE NORTHEASTERLY LINE OF SAID LOT 429; THENCE THE FOLLOWING THREE (3) COURSES ALONG THE THE NORTHEASTERLY LINE OF SAID LOT 429: 1) S.48°51'58"E., 163.99 FEET, 2) S.17°22'44"E., 161.22 FEET AND 3) S.03°27'41"W., 257.81 FEET; THENCE S.89°50'51"W., 331.73 FEET TO A POINT ON THE WESTERLY LINE OF SAID LOT 429, ALSO BEING A POINT ON THE EASTERLY LINE OF SAID LOT 438; THENCE S.12°50'12"W., 28.19 FEET ALONG THE WESTERLY LINE OF SAID LOT 429, ALSO BEING ALONG THE EASTERLY LINE OF SAID LOT 438; THENCE S.89°59'55"W., 212.70 FEET TO A POINT ON THE SOUTH LINE OF SAID LOT 438; THENCE S.87°53'59"W., 7.73 FEET ALONG THE SOUTH LINE OF SAID LOT 438 TO THE NORTHEAST CORNER OF SAID LOT 436; THENCE S.17°47'42"W., 50.78 FEET TO THE SOUTHEAST CORNER OF SAID LOT 436; THENCE S.87°57'43"W., 82.44 FEET ALONG THE SOUTH LINE OF SAID LOT 436; THENCE N.02°16'00"W., 47.86 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 436; THENCE S.87°53'59"W., 146.50 FEET ALONG THE NORTH LINE OF SAID LOT 436 TO THE POINT OF BEGINNING.

TAX ID NO. 004-01-0429-309

ADDRESS: 550 N. HOLBROOK, PLYMOUTH, MI

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8 @

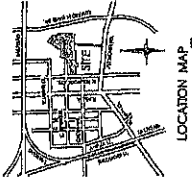
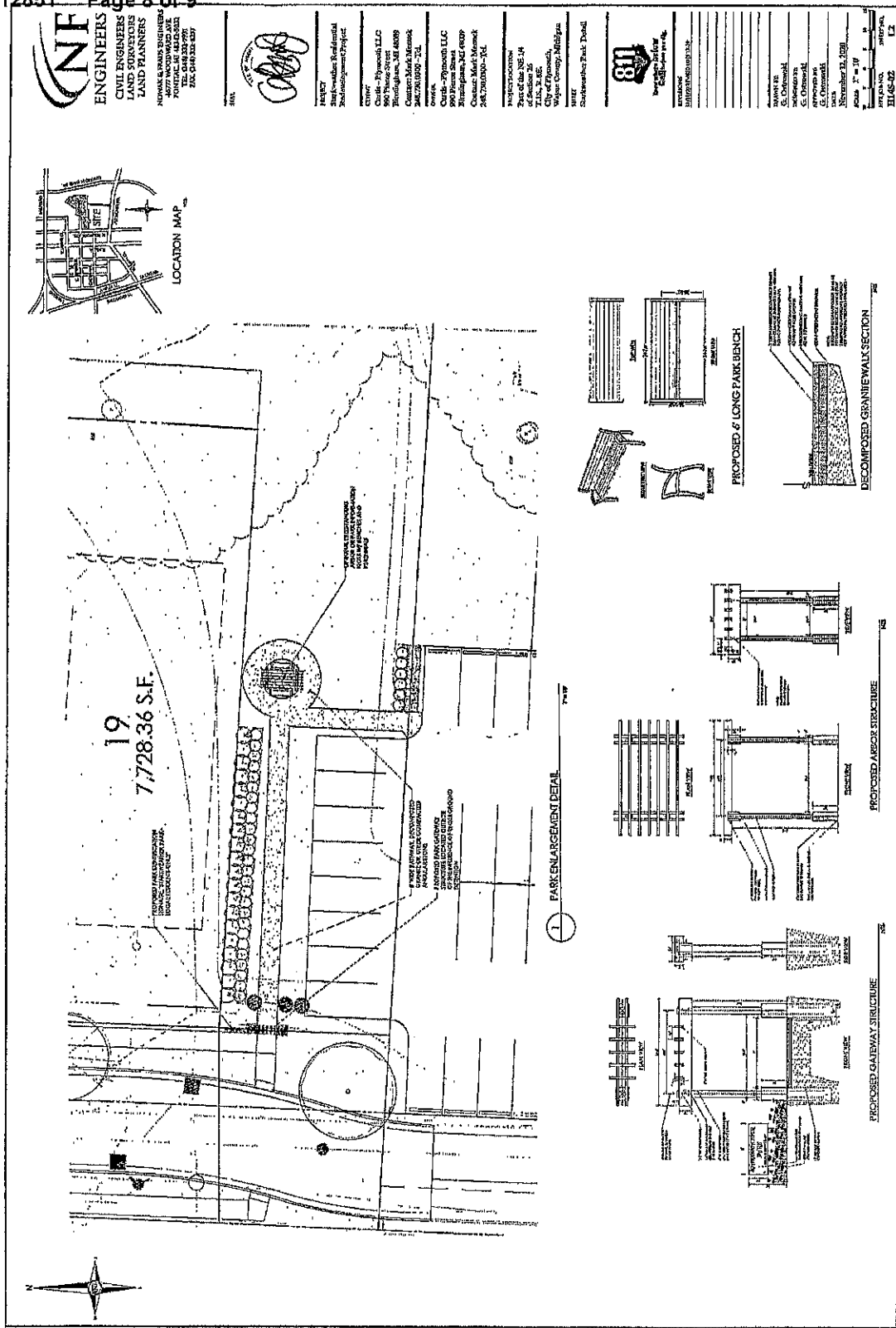
Exhibit A

New Legal Description

LOT 437, LOT 436 EXCEPT THE WEST 146.50 FEET, AND PART OF LOTS 438 AND 429 OF ASSESSOR'S PLYMOUTH PLAT NO. 15 OF THAT PART OF BRADNER AND HOLBROOK'S SUBDIVISION LYING IN SECTION 26 AND OF PART OF THE W. 1/2 OF THE N.E. 1/4 OF SECTION 26, T.1S., R.8E., CITY OF PLYMOUTH, WAYNE COUNTY, MICHIGAN AS RECORDED IN LIBER 66 OF PLATS, PAGE 81, WAYNE COUNTY RECORDS, BEING MORE PARTICULARLY DESCRIBED AS: BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 437, ALSO BEING A POINT ON THE EAST LINE OF N. HOLBROOK AVENUE (66' WIDE); THENCE N.02°16'00"W., 166.18 FEET ALONG THE EAST LINE OF SAID N. HOLBROOK AVENUE TO THE NORTHWEST CORNER OF SAID LOT 437, ALSO BEING A POINT OF INTERSECTION OF THE EAST LINE OF SAID N. HOLBROOK AVENUE AND THE SOUTH LINE OF E. SPRING STREET (49.50' WIDE); THENCE N.87°43'01"E., 296.93 FEET ALONG THE SOUTH LINE OF SAID E. SPRING STREET; THENCE N.20°59'01"E., 143.68 FEET TO THE NORTHEAST CORNER OF LOT 439 OF SAID ASSESSOR'S PLYMOUTH PLAT NO. 15; THENCE S.56°56'39"E., 27.86 FEET TO THE SOUTHEAST CORNER OF LOT 444 OF SAID ASSESSOR'S PLYMOUTH PLAT NO. 15; THENCE S.89°49'33"E., 111.44 FEET; THENCE N.33°30'54"E., 311.77 FEET TO A POINT ON THE NORTHEASTERLY LINE OF SAID LOT 429; THENCE THE FOLLOWING THREE (3) COURSES ALONG THE NORTHEASTERLY LINE OF SAID LOT 429: 1) S.48°51'58"E., 163.99 FEET, 2) S.17°22'44"E., 161.22 FEET AND 3) S.03°27'41"W., 281.32 FEET; THENCE S.78°45'48"E., 98.70 FEET; THENCE S.21°12'06"W., 179.53 FEET; THENCE S.12°38'12"W., 83.07 FEET; THENCE S.79°51'22"W., 60.00 FEET; THENCE N.11°58'17"E., 55.91 FEET; THENCE N.86°38'08"W., 47.32 FEET; THENCE N.02°24'18"E., 30.64 FEET; THENCE N.86°38'08"W., 150.10 FEET; THENCE N.02°18'04"E., 204.77 FEET; THENCE S.89°56'51"W., 108.98 FEET TO A POINT ON THE WESTERLY LINE OF SAID LOT 429, ALSO BEING A POINT ON THE EASTERLY LINE OF SAID LOT 438; THENCE S.12°50'12"W., 28.19 FEET ALONG THE WESTERLY LINE OF SAID LOT 429, ALSO BEING ALONG THE EASTERLY LINE OF SAID LOT 438; THENCE S.89°55'55"W., 212.70 FEET TO A POINT ON THE SOUTH LINE OF SAID LOT 438; THENCE S.87°53'59"W., 7.73 FEET ALONG THE SOUTH LINE OF SAID LOT 438 TO THE NORTHEAST CORNER OF SAID LOT 436; THENCE S.17°47'42"W., 50.78 FEET TO THE SOUTHEAST CORNER OF SAID LOT 436; THENCE S.87°57'43"W., 82.44 FEET ALONG THE SOUTH LINE OF SAID LOT 436; THENCE N.02°16'00"W., 47.66 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 436; THENCE S.87°53'59"W., 146.50 FEET ALONG THE NORTH LINE OF SAID LOT 436 TO THE POINT OF BEGINNING.

CONTAINING: 308,427.09 SQ. FT. OR 7.08 ACRES

EXHIBIT C



NF ENGINEERS
 CIVIL ENGINEERS
 LAND PLANNERS
 1000 W. 10TH AVENUE
 DENVER, CO 80202
 PHONE: 303.733.1100
 FAX: 303.733.1101

PROJECT: Park Enlargement
CLIENT: City of Denver
DATE: 10/15/14
SCALE: 1" = 100'

REVISIONS:
 1. 10/15/14: Initial Design
 2. 10/20/14: Final Design
 3. 11/05/14: Construction Documents

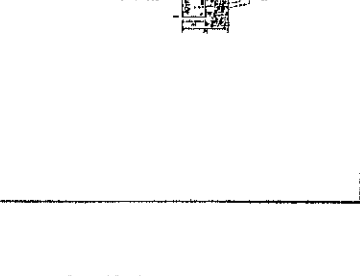
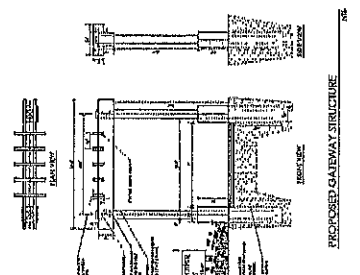
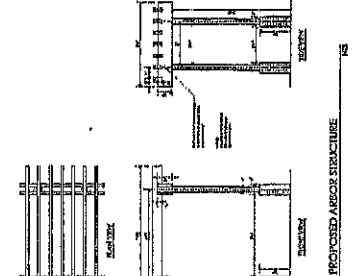
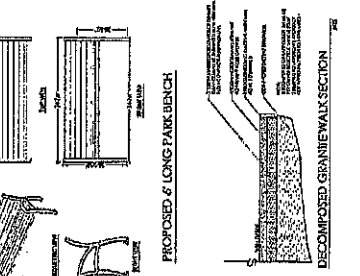
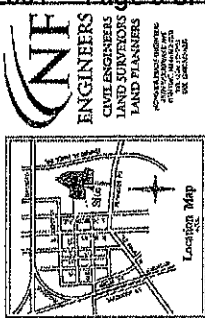
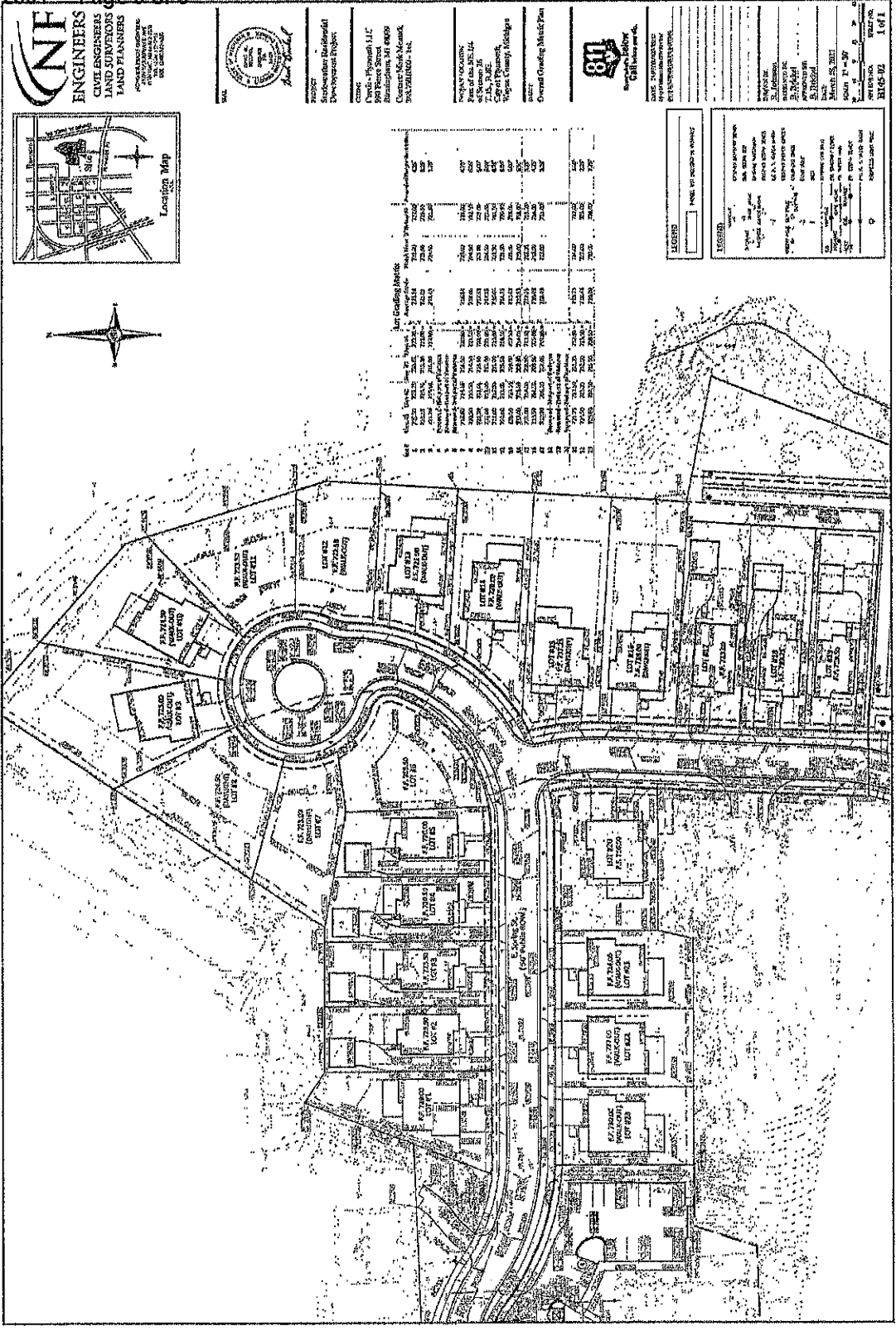


EXHIBIT D



CNF ENGINEERS
 CIVIL ENGINEERS
 LAND SURVEYORS
 LAND PLANNERS

Professional Seal of the State of North Carolina
 No. 10000
 Exp. 12/31/2021

Project: Overall Grading Abstract Plan
Client: [Redacted]
Address: [Redacted]
City: [Redacted]

Prepared by: [Redacted]
Checked by: [Redacted]
Date: [Redacted]

Scale: 1" = 20'

North Arrow: [Redacted]

Legend: [Redacted]

Notes: [Redacted]



Carlisle | Wortman
ASSOCIATES, INC.

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

MEMORANDUM

TO: City of Plymouth Planning Commission

FROM: Sally M. Elmiger, AICP, LEED AP

DATE: July 8, 2025

RE: Starkweather School PUD – Proposed Amendment Eliminating Required Fence Delineating Park

The applicant is requesting a third PUD Amendment to eliminate the required fence delineating the project park from residential lots.

PROJECT HISTORY

This project was originally approved on April 4, 2016, and offered three public benefits in exchange for flexibility in application of the zoning requirements. The three benefits were to repurpose Starkweather School into multi-family apartments, a small park (which was amended in 2021), and an easement for future access to Edward Hines Drive trail system. Each are illustrated below.

- 1) **Repurposing of Starkweather School.** A street view of the school is shown below. The building has been repurposed into 22, 1-bedroom and 2-bedroom apartments.

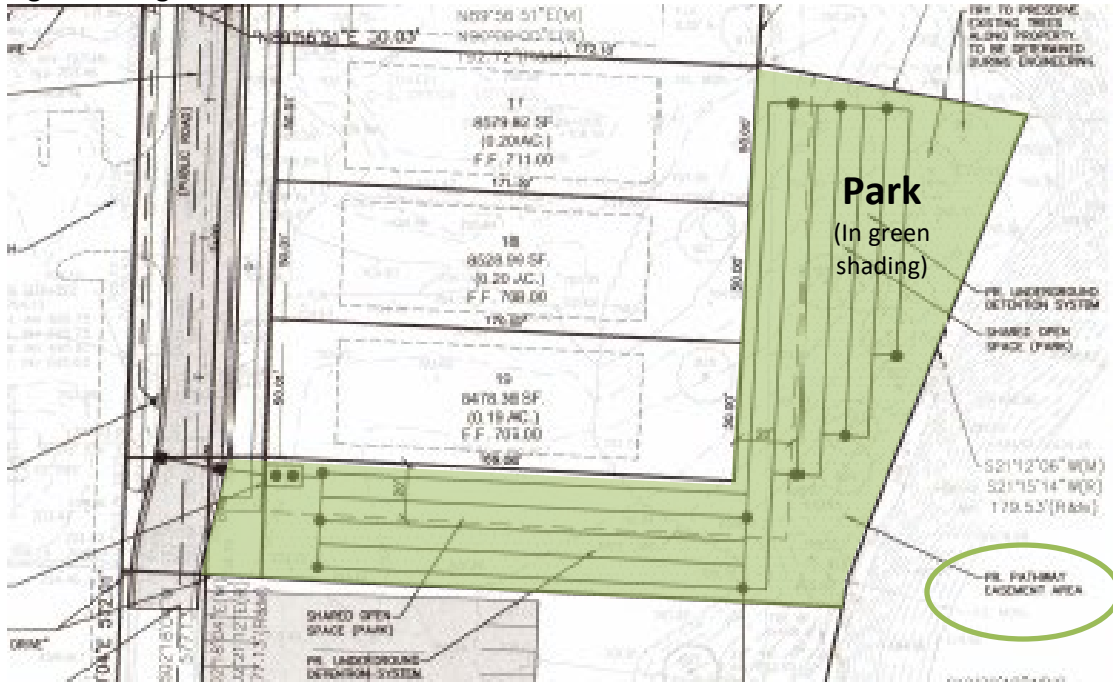
Figure 1. Starkweather Lofts (Source: Google Maps (Image Capture October 2024))



Benjamin R. Carlisle, *President* John L. Enos, *Vice President* Douglas J. Lewan, *Principal*
David Scurto, *Principal* Sally M. Elmiger, *Principal* R. Donald Wortman, *Principal* Craig Strong, *Principal*
Paul Montagno, *Principal* Megan Masson-Minock, *Principal* Laura Kreps, *Principal* Brent Strong, *Principal*
Richard K. Carlisle, *Past President/Senior Principal*

2 & 3) **Small Park (0.47-acres – 20,473 s.f.) & Pathway Easement to Edward Hines Drive Trail.**

Figure 2. Original PUD Park & Trail Easement Benefits



Source: Starkweather School Redevelopment Project PUD plan, with latest revision date of 9-10-15

Project Deviations

The original project deviates from the ordinance in the following ways. These deviations were permitted in exchange for the three benefits:

1. Single-family Residential use on land zoned for Office use.
2. Lot size (less than 7,200 s.f.) on 10 lots
3. Lot width (less than 60 feet) on 12 lots
4. Front porches extending into the front yard setback by up to 7 feet, while steps projecting an additional 2 feet further.
5. Rear yard setback (less than 35 feet) on 3 lots
6. Units 1, 6-16 and 20-23, are allowed to have a front facing, attached garage along the front facade, under the following requirements:
 - 6.3.1 The front plane of the garage shall be set back an additional 5 feet from the front setback (for a minimum of 30 feet from the front setback) for attached garages;
 - 6.3.2 The garage width shall be less than 50% of the overall width of the house;
 - 6.3.3 There shall be two (2) single-car doors instead of one (1) two-car door;
 - 6.3.4 At least one architectural feature shall include:
 - a) pillars/posts on each side of the garage;
 - b) a trellis in front of, and over, the garage; or
 - c) dormers over the garage if there is living space over the garage.

2021 First PUD Amendment

In 2021, the Planning Commission recommended, and the City Commission approved the First PUD Amendment, consisting of the following changes:

- 1) To allow construction of six (6) parking spaces within the boundaries of the PUD park, and
- 2) To allow some homes to be taller than the allowed maximum height (i.e., additional deviation).

2025 Second PUD Amendment

The Planning Commission also considered another amendment at the February 12, 2025, meeting. The applicant requested that the Floor Area Ratio be exceeded for construction of five new homes. The Planning Commission recommended approving the PUD Amendment 25-01 with the following changes:

- Garages may be 20 feet wide.
- The overall massing must be not greater than 50% garage
- The FAR of .40 must be adhered to

Current Request

This Third PUD Amendment is asking the Planning Commission to eliminate the required fence at the rear of Lots 17-19 between these units and the PUD Park.

PUD CRITERIA

Section 78-311(c) of the City of Plymouth Zoning Ordinance establishes PUD criteria which determine the overall eligibility for a Planned Unit Development. A PUD Amendment must also be evaluated by these criteria. The PUD criteria are listed below, and we provide a response to each.

(1) Grant 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: The public benefits of the original PUD and PUD Amendments include the following:

- 1) Repurposing Starkweather School into multi-family apartment units.
- 2) A 27,085 s.f. PUD park (per First PUD Amendment).
- 3) A pathway easement in the PUD Park to allow access to a future trail to the Edward Hines pathway.

The fence adjacent to Lots #17 – #19 was required by the Planning Commission when the developer asked to build six parking spaces in the park. The land area of the three lots was reduced and added to the park to make up for the parkland occupied by the six parking spaces.

The fence requirement was a way to clearly delineate “public” and “private” space and discourage private encroachment into the park (see aerial photo on Pg. 6) as well as public encroachment into the private yards. The fence preserves the park as a public benefit. With a fence, park users wouldn’t feel as if they were in someone’s back yard and could freely use this as a public space. In our opinion, a fence (vs. signage) is needed to clearly delineate public vs. private space and preserve the benefit of the park for all residents of this development. A shorter, decorative fence could be considered (vs. the 6-foot-tall privacy fence in the Planning Commission’s motion for the first PUD Amendment).

- 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. No natural features exist on the project site.

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

CWA Comment. One of the public benefits offered by this project is preservation and re-use of the historic Starkweather School 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: There are no non-conforming uses on the subject site.

- (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: The proposed fence along the rear boundary of lots #17-#19 will clearly identify the boundary between the park (public space), and the lots (private space), and help to ensure people using the park don't trespass on these lots. This fence will also eliminate the possibility of conflicts between homeowners and park users. If the fence behind these units is not installed, misunderstandings regarding the exact location of the park boundary will add to possible conflicts, which could involve the police or other city services to address.

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

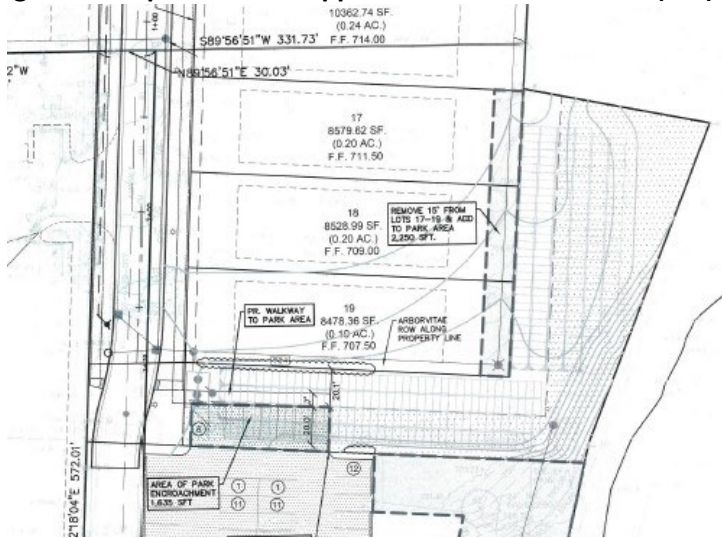
CWA Comment: In our opinion, eliminating the fence at the rear of lots #17-#19 will open the back yards to activity in the park, which could be a nuisance or detrimental to the lot owners.

- (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: The original project repurposed the historic Starkweather School.

Regarding environmental impacts, the request to eliminate the fence behind units #17-19 is contrary to the 2021 First PUD Amendment, where additional park space was acquired from the rear portions of these lots. Another intent of the fence along the rear of these lots was to definitively identify where private property ends, and public property begins. As can be seen from a recent aerial photograph, it appears that landscaping of the new homes on lots #17 and #18 encroaches into the PUD park. This condition will need to be addressed by the developer to ensure the approved PUD plan is implemented.

Figure 2: Proposed Park - Approved Amendment 2021 (left) and Existing Conditions 2024 (right)



Source: PUD Amendment 2021



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

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

CWA Comment: A positive feature of this development is this park for use by all residents. While it's unclear what economic benefit the park provides, it was considered a public benefit that was accepted in exchange for the allowed deviations from the ordinance.

(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: The application form identifies City Homes by Lombardo as the property owner and developer.

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

CWA Comment: Regarding the fence between the rear of lots #17 - #19, the Master Plan does not address this PUD Park in this location. However, the Master Plan expresses the goal of preserving parks and open space in the City.

(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: Regarding the fence delineating lots #17-#19 from the PUD Park, not having this fence will allow park users to enter these lots, and on the other hand, allow lot owners to occupy the park as part of their rear yard. This condition is not in harmony with the original PUD proposal, or the 2021 First PUD Amendment.

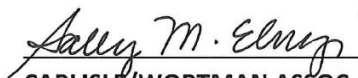
(9) A demonstration that the PUD is not proposed in an attempt by the applicant to circumvent the strict application of zoning standards.

CWA Comment: The fence isn't an ordinance deviation, but a practical solution to ensure preservation of the park as one of the original PUD public benefits, ensure that the park continues to be usable by all PUD residents, and avoid conflicts between PUD Park users and the lot owners.

RECOMMENDATIONS

By not clearly delineating the line between “public” space and “private” space, the lack of fencing along the property lines of lots #17-#19 will allow PUD Park users to enter these lots, and also allow the owners of lots #17-#19 to occupy land that was intended for use by all PUD residents (the PUD Park). Not having this line demarcated could also increase the likelihood of conflicts that will involve city staff or Police. As described in this review, we don't consider this change to be consistent with the intent of the previous approvals of this project, or meet all of the PUD criteria. As suggested, a shorter decorative fence (vs. a 6-foot-tall privacy fence) could be considered by the Planning Commission.

The Planning Commission will need to evaluate the fence request against the PUD criteria in the ordinance and determine if it meets the criteria. Also, the developer will need to rectify the apparent encroachment of landscaping of lots #17 and #18 on the PUD Park.



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

CITY OF PLYMOUTH

SITE PLAN REVIEW 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	Current Zoning Classification	Date of Application
Name of Property Owner		Phone Number
Mailing Address	Email Address (Required)	
City	State	Zip Code

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	Phone Number		
Company Address	City	State	Zip Code
Registration Number	Expiration Date	Email Address (Required)	

IV. Type of Project (Please Select All that Apply)

<input type="checkbox"/> Commercial	<input type="checkbox"/> Multi-Family	<input type="checkbox"/> New	<input type="checkbox"/> Remodel
<input type="checkbox"/> Mixed Use	<input type="checkbox"/> Industrial	<input type="checkbox"/> Addition	<input type="checkbox"/> Interior Finish
<input type="checkbox"/> Change of Use			<input type="checkbox"/> Special Land Use

V. Historic District

Is this project located in the Historic District?
 Yes No

VI. Description of Work

VII. Applicant Signature

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

VIII. Property Owner Signature

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

Subscribed and sworn before me this 13 day of June, 2025.

Notary Public: Ryan Sitto

My Commission expires: March 12, 2029

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			



VII. Applicant Signature

Signature of Applicant <i>Jason Lany</i>	Date <i>6/14/25</i>
---------------------------------------------	------------------------

VIII. Property Owner Signature

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

Subscribed and sworn before me this *14* day of *June*, 20*25*.

Commonwealth of Pennsylvania - Notary Seal
 Matthew C. Hughes, Notary Public
 Bucks County
 My commission expires June 9, 2029
 Commission number 1075848
 Member, Pennsylvania Association of Notaries

Notary Public: *[Signature]*
 My Commission expires: *6/9/29*

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			

MEMO

VIA EMAIL jcooksey@stonefieldeng.com

To: Stonefield Engineering

From: Julie Kroll, PE, PTOE
Massara Khalid
Fleis & VandenBrink

Date: June 17, 2025

Re: Primrose School Development
Plymouth, Michigan
Traffic Impact Study

1 INTRODUCTION

This memorandum presents the results of the Traffic Impact Study (TIS) for the proposed day care facility in Plymouth, Michigan. The project site is located at 800 Ann Arbor Road, generally located in the northwest quadrant of the Ann Arbor Road & Main Street intersection, as shown in the attached **Figure 1**. The proposed development includes the construction of a Primrose School on property previously utilized as a Rite Aid Pharmacy, which will be renovated to accommodate the proposed project. Site access to the project site is currently proposed via existing driveways on both Ann Arbor Road and Main Street, and no changes to the site access are proposed with this project. Ann Arbor Road is under the jurisdiction of the Michigan Department of Transportation (MDOT), and Main Street is under the jurisdiction of the City of Plymouth. This TIS has been completed in accordance with the requirements outlined in the MDOT Geometric Design Guidance Section 1.2.4 and pursuant to the requirements of the City of Plymouth for site plan approval.

The scope of work for this study was developed based upon Fleis & VandenBrink's (F&V) knowledge of the study area, understanding of the development program, accepted traffic engineering practice, professional experience, the methodologies published by the Institute of Transportation Engineers (ITE), and MDOT requirements. The study analyses were completed using Synchro/SimTraffic (Version 12) traffic analysis software. Sources of data for this study include F&V subconsultant Quality Counts, LLC (QC), the Southeast Michigan Council of Governments (SEMCOG), MDOT, WCDPS, and ITE.

2 BACKGROUND

2.1 EXISTING ROAD NETWORK

The lane use and traffic control at the study intersections is shown in the attached **Figure 2** and the study roadways are further described below. For the purpose of this study, minor streets, crossovers, and driveways were assumed to have an operating speed of 25 miles per hour (mph), unless otherwise noted. Additional information on the study roadway network is further described below and summarized in **Table 1**.

Table 1: Roadway Information

Roadway Segment	Ann Arbor Road	Main Street	
		N. of Ann Arbor Road	S. of Ann Arbor Road
National Functional Classification	Other Principal Arterial	Minor Arterial	
Posted Speed Limit	45-mph	25-mph	35-mph
Road Jurisdiction	MDOT	City of Plymouth	WCDPS
Traffic Volumes (AADT)	22,541 (MDOT 2024)	9,159 (MDOT 2024)	

Ann Arbor Road runs in the east / west directions, adjacent to the south side of the project site. The study section of Ann Arbor Road provides a typical five-lane cross-section with two (2) lanes of travel in each direction, a center two-way left-turn lane (TWLTL). Additionally, at the signalized study intersection with Main Street, Ann Arbor Road widens to provide an exclusive westbound right-turn lane.

Main Street runs in the north / south directions, adjacent to the east side of the project site. North of Ann Arbor Road, Main Street provides a typical three (3) lane cross-section with one (1) lane of travel in each direction, and a center TWLTL. South of Ann Arbor Road, Main Street provides a typical two-lane cross-section with one (1) lane of travel in each direction. Additionally, at the signalized study intersection with Ann Arbor Road, Main Street widens to provide exclusive left-turn lanes in each direction.

2.2 DATA COLLECTION

F&V subconsultant QC collected existing weekday Turning Movement Count (TMC) data on Tuesday, June 3, 2025, during the AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak periods at the following intersections:

- Ann Arbor Road & Main Street
- Ann Arbor Road & S. Site Drive
- Ann Arbor Road & O'Reilly Drive
- Main Street & E. Site Drive

During the collection of the TMC data, Peak Hour Factors (PHFs), pedestrian and bicycle volumes, and commercial truck percentages were recorded and used in the traffic analysis. The peak hours for each of the study intersections were utilized and the through volumes were carried through the roadway network and balanced upwards at the proposed site driveways. Therefore, the traffic volumes used in the analysis and shown in the attached traffic volume figures may not match the raw traffic volumes shown in the data collection.

The AM and PM peak hours for the adjacent study roadway network were observed to generally occur between 7:45 AM to 8:45 AM and 4:15 PM to 5:15 PM. F&V also obtained the current signal timing permit from MDOT for the signalized study intersection of Ann Arbor Road & Main Street. The existing 2025 peak hour traffic volumes utilized in the analysis are shown in the attached **Figure 3**. All applicable background data is attached.

3 EXISTING CONDITIONS (2025)

Existing peak hour vehicle delays and Levels of Service (LOS) were calculated at the study intersections using Synchro/SimTraffic (Version 12) traffic analysis software. The study analyses were based on the existing lane use and traffic control shown in the attached **Figure 2**, the existing peak hour traffic volumes shown in the attached **Figure 3**, and the methodologies presented in the *Highway Capacity Manual 7th Edition* (HCM7).

Descriptions of LOS "A" through "F", as defined in the HCM, are attached. Typically, LOS D is considered acceptable, with LOS A representing minimal delay, and LOS F indicating failing conditions. Additionally, SimTraffic network simulations were reviewed to evaluate network operations and vehicle queueing. The results of the existing conditions analysis are attached and summarized in **Table 2**.

The result of the existing conditions analysis indicates that all approaches and movements at the study intersections are currently operating acceptably, at LOS D or better, during both the AM and PM peak hours, with the exception to the following:

Ann Arbor Road & Main Street

- During the PM peak hour: The northbound and southbound left-turn movements are currently operating at LOS E.

Although the Synchro LOS analysis indicates poor operations for the northbound and southbound left movements, review of SimTraffic network simulations indicates acceptable operations during the peak periods. Occasional periods of vehicle queues were observed at the study intersection of Ann Arbor Road & Main Street; however, these vehicle queues were observed to be processed through the signalized intersection within 1-2 cycle lengths, leaving minimal residual vehicle queueing.

Table 2: Existing Intersection Operations

Intersection		Control	Approach	Existing (2025) Conditions			
				AM Peak		PM Peak	
				Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	Ann Arbor Road & O'Reilly Drive	Stop (Minor)	EBL	9.4	A	11.0	B
			WB	Free			
			SB	12.3	B	11.6	B
2	Ann Arbor Road & S. Site Drive	Stop (Minor)	EBL	9.7	A	0.0*	A
			WB	Free			
			SB	0.0*	A	24.3	C
3	Main Street & Ann Arbor Road	Signalized	EBL	31.7	C	38.4	D
			EBTR	50.3	D	53.8	D
			WBL	38.1	D	41.5	D
			WBT	28.8	C	37.1	D
			WBR	16.7	B	17.7	B
			NBL	42.4	D	59.7	E
			NBTR	49.8	D	52.0	D
			SBL	46.0	D	55.0	E
			SBTR	37.3	D	54.4	D
			Overall	40.8	D	46.6	D
4	Main Street & E. Site Drive	Stop (Minor)	EB	11.0	B	15.0	C
			NBL	0.0*	A	9.7	A
			SB	Free			

* Indicates no vehicle volume present.

4 BACKGROUND CONDITIONS (2027)

4.1 BACKGROUND GROWTH

Historical population and employment community profile data was obtained for the City of Plymouth from the Southeast Michigan Council of Governments (SEMCOG) database, in order to calculate an annual background growth rate to project the existing 2025 peak hour traffic volumes to the site buildout year of 2027. Population and employment projections from 2020 to 2050 were reviewed and both showed average annual growth rate of approximately 0.07%.

In addition to the background traffic growth, it is important to account for traffic that will be generated by approved developments within the vicinity of the study area that are currently under construction or will be constructed prior to the site buildout year of 2027. At the time of this study, no background developments were identified within the vicinity of the project site.

Therefore, an annual background growth rate of **0.5%** per year was applied to the existing 2025 peak hour traffic volumes, in order to forecast the background 2027 peak hour traffic volumes **without the proposed development**, as shown in the attached **Figure 3**.

4.2 BACKGROUND CONDITIONS ANALYSIS

The background peak hour vehicle delays and LOS were calculated at the study intersections based on the existing lane use and traffic control shown in the attached **Figure 2**, the background peak hour traffic volumes

shown in the attached **Figure 4**, and the methodologies presented in the HCM. The results of the background conditions analysis are attached and summarized in **Table 3**.

The results of the background conditions analysis indicates that all approaches and movements at the study intersections will continue to operate in a manner similar to the existing conditions analysis, with minimal increase in delays, with the exception to the following additional impacts to LOS:

Ann Arbor Road & Main Street

- During the PM peak hour: The eastbound shared through-right movement is expected to operate at LOS E.

Although the Synchro LOS analysis indicates poor operations for the eastbound shared through-right movement, review of SimTraffic network simulations indicates acceptable operations in a manner similar to existing conditions analysis.

Overall review of SimTraffic network simulations indicates operations in a manner similar to the existing conditions analysis.

Table 3: Background Intersection Operations

Intersection	Control	Approach	Existing (2025) Conditions				Background (2027) Conditions				Difference			
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1 Ann Arbor Road & O'Reilly Drive	Stop (Minor)	EBL	9.4	A	11.0	B	9.4	A	11.1	B	0.0	-	0.1	-
		WB	Free				Free				N/A			
		SB	12.3	B	11.6	B	12.3	B	11.6	B	0.0	-	0.0	-
2 Ann Arbor Road & S. Site Drive	Stop (Minor)	EBL	9.7	A	0.0*	A	9.7	A	0.0*	A	0.0	-	0.0	-
		WB	Free				Free				N/A			
		SB	0.0*	A	24.3	C	0.0*	A	24.7	C	0.0	-	0.4	-
3 Main Street & Ann Arbor Road	Signal	EBL	31.7	C	38.4	D	32.0	C	38.6	D	0.3	-	0.2	-
		EBTR	50.3	D	53.8	D	51.8	D	55.2	E	1.5	-	1.4	D→E
		WBL	38.1	D	41.5	D	38.3	D	41.9	D	0.2	-	0.4	-
		WBT	28.8	C	37.1	D	28.9	C	37.4	D	0.1	-	0.3	-
		WBR	16.7	B	17.7	B	16.8	B	17.7	B	0.1	-	0.0	-
		NBL	42.4	D	59.7	E	42.4	D	59.7	E	0.0	-	0.0	-
		NBTR	49.8	D	52.0	D	50.1	D	52.0	D	0.3	-	0.0	-
		SBL	46.0	D	55.0	E	46.6	D	56.0	E	0.6	-	1.0	-
		SBTR	37.3	D	54.4	D	37.4	D	55.0	D	0.1	-	0.6	-
Overall	40.8	D	46.6	D	41.5	D	47.3	D	0.7	-	0.7	-		
4 Main Street & E. Site Drive	Stop (Minor)	EB	11.0	B	15.0	C	11.0	B	15.2	C	0.0	-	0.2	-
		NBL	0.0*	A	9.7	A	0.0*	A	9.7	A	0.0	-	0.0	-
		SB	Free				Free				N/A			

* Indicates no vehicle volume present.

5 SITE TRIP GENERATION

5.1 TRIP GENERATION

Data collection was performed for a period of three (3) days (72-hours) at the existing Primrose School site at 45215 Primrose Lane in Canton Michigan. The data collection was performed Tuesday, June 3, 2025 through Thursday, June 5, 2025. This site is the same size and operations as this proposed project in Plymouth and was utilized to calculate the local trip generation associated with the existing site operations. The typical daily operations of this site are summarized below in **Table 4** and show the average trip generation of the three (3) days of data collection.

Table 4: Proposed Site Trip Generation Summary

Land Use	ITE Code	Amount	Units	Average Daily Traffic (vpd)	AM Peak Hour (vph)			PM Peak Hour (vph)		
					In	Out	Total	In	Out	Total
Primrose School (collected data)		N/A		666	81	70	151	73	81	154

5.2 TRIP GENERATION COMPARISON

The project includes the construction of a Primrose School on property that was previously utilized as a Rite Aid Pharmacy, which will be renovated to accommodate the proposed project. The Rite Aid is currently closed and does not generate trips at the site driveways. However, for comparison purposes, the trip generation associated with the previous operations and the proposed Primrose School are summarized below in **Table 5**. The trip generation forecast for the Rite Aid Pharmacy was based on the data published in the ITE *Trip Generation Manual, 11th Edition* and the Primrose School utilized the local data collection performed. The results of this comparison show that the Rite Aid experienced more trips on a daily basis, wherein the Primrose School experienced high traffic volumes during the AM and PM peak periods.

Table 5: Trip Generation Comparison Summary

Scenario	Land Use	ITE Code	Amount	Units	Average Daily Traffic (vpd)	AM Peak Hour (vph)			PM Peak Hour (vph)		
						In	Out	Total	In	Out	Total
Proposed Use	Primrose School		Local Data		666	81	70	151	73	81	154
Existing Use	Pharmacy / Drugstore with Drive -Through	881	11,042	SF	1,197	21	20	41	57	56	113
Difference					-531	60	50	110	16	25	41

6 SITE TRIP DISTRIBUTION

The vehicular trips that would be generated by the proposed development were assigned to the study roadways based on the existing peak hour traffic patterns in the adjacent roadway network, the proposed site access plan and driveway configurations, and the methodologies published by ITE. To determine the projected site traffic distribution, it was assumed that the adjacent street traffic volumes in the AM are home-to-work based trips, and in the PM are work-to-home based trips. The majority of vehicles generated by the proposed development are anticipated to be either on their way to work, or on their way home from work. The site trip distributions utilized in this analysis are summarized in **Table 6**.

Table 6: Site Trip Distribution

To/From	via	AM	PM
North	Main Street	13%	14%
South	Main Street	15%	16%
East	Ann Arbor Road	31%	36%
West	Ann Arbor Road	41%	34%
		100%	100%

The vehicular traffic volumes shown in **Table 4** were distributed to the study roadway network according to the distribution shown in **Table 6**. The site-generated peak hour trips shown in the attached **Figure 5** were added

to the background peak hour traffic volumes shown in the attached **Figure 4**, in order to calculate the future peak hour traffic volumes, **with the proposed development**, as shown in the attached **Figure 6**.

7 FUTURE CONDITIONS (2027)

7.1 FUTURE INTERSECTION OPERATIONS

Future peak hour vehicle delays and LOS **with the proposed development** were calculated based on the lane use and traffic control shown in the attached **Figure 2** and the future peak hour traffic volumes shown in the attached **Figure 6**, and the methodologies presented in the HCM. The results of the future conditions analysis are attached and summarized in **Table 7**.

The results of the future conditions analysis indicate that all approaches and movements at the study intersections are expected to operate in a manner similar to the background conditions analysis, with the following additional impacts to LOS:

Arbor Road & Main Street

- During the PM peak hour: The southbound shared through-right movement is expected to operate at LOS E.

Although the Synchro LOS analysis indicates poor operations for the southbound shared through-right movement, review of SimTraffic network simulations indicates acceptable operations in a manner similar to background conditions.

Table 7: Future Intersection Operations

Intersection	Control	Approach	Background (2027) Conditions				Future (2027) Conditions				Difference			
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1 Ann Arbor Road & O'Reilly Drive	Stop (minor)	EBL	9.4	A	11.1	B	9.6	A	11.3	B	0.2	-	0.2	-
		WB	Free				Free				N/A			
		SB	12.3	B	11.6	B	14.5	B	16.0	C	2.2	-	4.4	B→C
2 Ann Arbor Road & S. Site Drive	Stop (minor)	EBL	9.7	A	0.0*	A	10.1	B	12.2	B	0.4	A→B	0.0	A→B
		WB	Free				Free				N/A			
		SB	0.0*	A	24.7	C	13.1	B	16.8	C	0.0	A→B	-7.9	-
3 Main Street & Ann Arbor Road	Signal	EBL	32.0	C	38.6	D	32.9	C	39.7	D	0.9	-	1.1	-
		EBTR	51.8	D	55.2	E	53.8	D	58.0	E	2.0	-	2.8	-
		WBL	38.3	D	41.9	D	38.6	D	43.2	D	0.3	-	1.3	-
		WBT	28.9	C	37.4	D	29.4	C	38.4	D	0.5	-	1.0	-
		WBR	16.8	B	17.7	B	16.7	B	17.3	B	-0.1	-	-0.4	-
		NBL	42.4	D	59.7	E	43.0	D	59.2	E	0.6	-	-0.5	-
		NBTR	50.1	D	52.0	D	50.1	D	52.0	D	0.0	-	0.0	-
		SBL	46.6	D	56.0	E	48.5	D	57.1	E	1.9	-	1.1	-
		SBTR	37.4	D	55.0	D	37.4	D	55.6	E	0.0	-	0.6	D→E
Overall	41.5	D	47.3	D	42.5	D	48.6	D	1.0	-	1.3	-		
4 Main Street & E. Site Drive	Stop (minor)	EB	11.0	B	15.2	C	11.3	B	16.3	C	0.3	-	1.1	-
		NBL	0.0*	A	9.7	A	0.0*	A	9.8	A	0.0	-	0.1	-
		SB	Free				Free				N/A			

* Indicates no vehicle volume present. Note: Decreased delays are the result of improved progression, and/or HCM weighting methodology

7.2 SITE ACCESS DRIVEWAYS

Review of the proposed site access driveways showed the following 95th percentile queue lengths as summarized below and shown on **Figure 7**.

- **S. Site Drive at Ann Arbor Road:** 170-feet (6-7 vehicles)
- **E. Site Drive at Main Street:** 72-feet (2-3 vehicles)
- It is recommended that wayfinding is provided to parents and caregivers for the students attending Primrose School to direct them to egress the site via Main Street. This will help with vehicles going both east and south of the site.
- A stop bar and pavement markings are recommended in the parking lot at the S. Site Drive approach to communicate to drivers to not block the intersection at the S. Site Drive.

7.3 RIGHT-TURN TREATMENT EVALUATION

Site access to the property is currently provided via a shared access driveway with the adjacent O’Reilly’s on Ann Arbor Road which is under the jurisdiction of MDOT. Ann Arbor Road currently provides a center two-way left-turn lane (TWLTL); therefore, the left-turn lane warrants were not evaluated. The MDOT auxiliary right-turn treatment criteria were evaluated at the site driveway, based on the future peak hour traffic volumes shown in the attached **Figure 6**. The results of the analysis are shown on the attached MDOT warrant charts and summarized in **Table 8**.

Table 8: Auxiliary Turn Lane Analysis Summary

Intersection	AM Peak Hour	PM Peak Hour	Recommendation
Ann Arbor Road & S. Site Drive	Right-Turn Taper	Right-Turn Lane	Right-Turn Lane

The results of the auxiliary turn lane evaluation indicates that a westbound right-turn lane is warranted along Ann Arbor Road at the proposed S. Site Drive. However, the constructability of a right-turn lane may not be feasible due to the proximity of the driveway to the existing signalized intersection of Ann Arbor Road & Main Street.

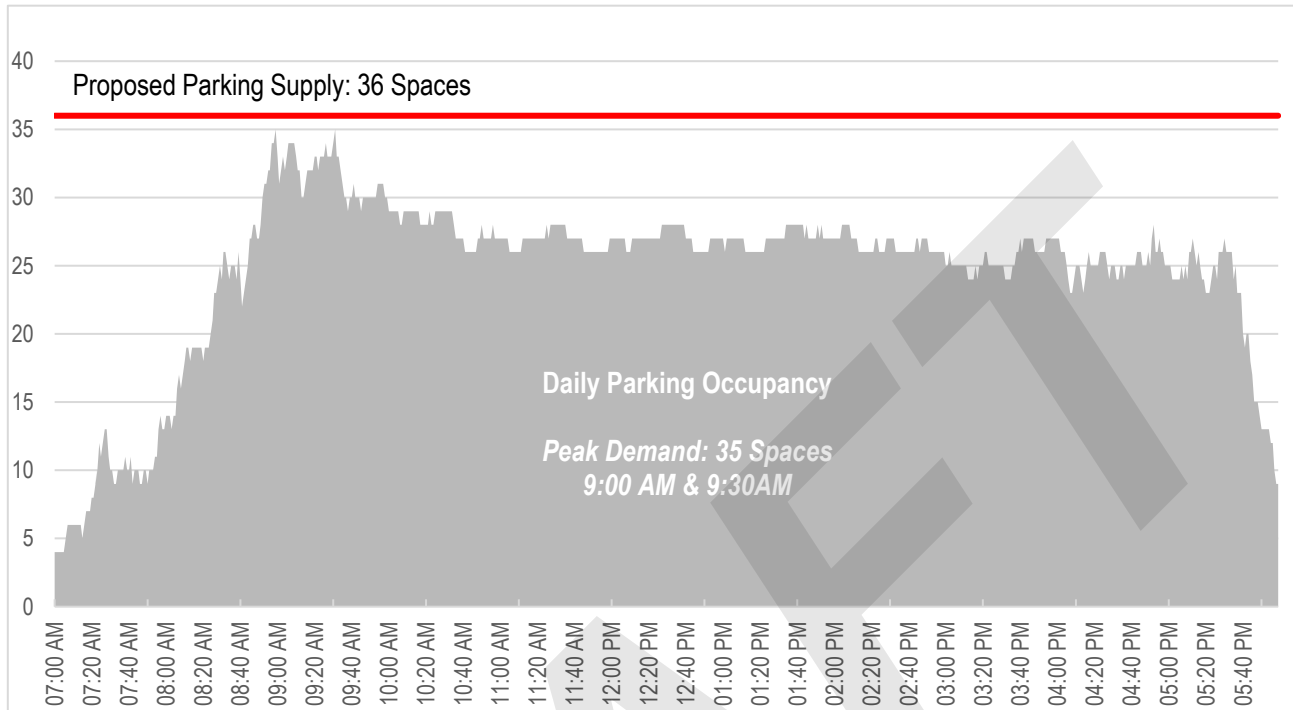
8 PARKING ANALYSIS

The overall proposed development plan for the Primrose School was evaluated to determine if the proposed parking supply for this site can adequately accommodate the projected parking demand. A parking analysis is a two-step process. The first step in determining the parking needs for a development is to calculate the projected parking *demand*. Parking demand calculations determine how much parking is generated by the development. Step two in the parking analysis process is to determine if the parking supply is adequate to accommodate the projected parking demand; if the parking supply is not adequate, recommendations are to be provided to accommodate the projected parking demand.

8.1 PARKING DEMAND

The project includes the construction of a Primrose School on property previously utilized as a Rite Aid Pharmacy, which will be renovated to accommodate the proposed project. A parking occupancy study was performed between Tuesday, June 3, 2025 through Thursday, June 5, 2025, at the existing Primrose School site at 45215 Primrose Lane in Canton Michigan. This site is the same size and operations as this proposed project in Plymouth and was utilized to calculate the projected parking demand associated with the existing site operations. The existing parking occupancy data collection was performed for a period of three (3) days (72-hours) in 1-minute intervals. The average parking demand for the three (3) was calculated and used in this analysis. The parking occupancy data calculated by obtaining a baseline occupancy count of the parking lot and then collecting ingress and egress vehicles at the site access driveway. The average existing parking occupancy data is summarized in **Exhibit 1** and the raw data is attached.

Exhibit 1: Average Daily Primrose Parking Demand



8.2 PARKING SUPPLY

Review of the City of Plymouth Ordinance shows that that 52 parking spaces are required for the Primrose School land use. The proposed development includes 27 spaces within the parking lot for the use and the O’Reilly’s will share an additional 9 parking spaces at the rear of the site. The resulting total parking supply for this project is 35 spaces and therefore does not meet ordinance requirements.

This parking evaluation was performed to determine if the proposed parking supply will be adequate to accommodate the proposed use. The results of the evaluation are summarized in **Table 9** and show that there will be adequate parking to accommodate the peak parking demand for this site.

Table 9: Parking Summary

Land Uses	Plymouth Ordinance Parking Requirements (spaces)	Project Peak Parking Demand (spaces)
Child Care Center	52	35
Parking Lot Supply	36	36
Difference	-16	1

Additionally, it was noted in the data collection that the majority of vehicles parked at the site were employees. Parents and caregivers had a very high turnover rate and did not have long occupancy times in the lot. In order to provide the optimal opportunity for parking turnover, it is recommended that staff are directed to park in the 9 spaces at the rear of the school and also to occupy the spaces furthest away from the door. This will leave the spaces adjacent to the sidewalk available for that parents and caregivers. This also reduces the potential for children to traverse the parking lot and remain curbside for this pick-up / drop-off times.

9 CONCLUSIONS

The conclusions of this TIS are as follows:

1. Existing Conditions (2025)

- The results of the existing conditions analysis indicates that all study intersection approaches and movements are expected to operate acceptably, at LOS D or better during ALL peak periods, with the following exceptions:
 - **Ann Arbor Road & Main Street:** The northbound and southbound left-turn movements are currently operating at LOS E, during the PM peak hour. Occasional periods of vehicle queues were observed; however, these vehicle queues were observed to be processed through the signal within each cycle length, leaving minimal residual vehicle queuing.

2. Background Conditions (2027)

- A conservative annual background growth rate of **0.5%** per year was utilized to project the existing 2025 traffic volumes to the site buildout year of 2027. No background developments were identified.
- The results of the background conditions analysis indicates that all approaches and movements at the study intersections will continue to operate in a manner similar to the existing conditions analysis, with the following additional impacts to LOS:
 - **Ann Arbor Road & Main Street:** The eastbound shared through-right movement is expected to operate at LOS E during the PM peak hour.

3. Future Conditions (2027)

- The results of the future conditions analysis indicate that all approaches and movements at the study intersections are expected to operate in a manner similar to the background conditions analysis, with the following additional impacts to LOS:
 - **Ann Arbor Road & Main Street:** The southbound shared through-right movement is expected to operate at LOS E during the PM peak hour. Although the Synchro LOS analysis indicates poor operations for the southbound shared through-right movement, review of SimTraffic network simulations indicates acceptable operations in a manner similar to background conditions.

4. Site Access Driveways

- Review of the proposed site access driveways showed the following 95th percentile queue lengths as summarized below
 - **S. Site Drive at Ann Arbor Road:** 170-feet (6-7 vehicles)
 - **E. Site Drive at Main Street:** 72-feet (2-3 vehicles)
- It is recommended that wayfinding is provided to parent and caregivers for the students attending Primrose School to direct them to egress the site via Main Street. This will help with vehicles going both east and south of the site.

5. Auxiliary Turn Lane Warrants

- The results of the auxiliary turn lane evaluation indicates that a westbound right-turn lane is warranted along Ann Arbor Road at the proposed S. Site Drive.
- The constructability of a right-turn lane may not be feasible due to the proximity of the driveway to the existing signalized intersection of Ann Arbor Road & Main Street.

6. Parking Analysis

- A parking occupancy study was at the existing Primrose School site at 45215 Primrose Lane in Canton Michigan. This site is the same size and operations as this proposed project in Plymouth and was utilized to calculate the projected parking demand associated with the existing site operations.

- The existing parking occupancy data collection was performed for a period of three (3) days (72-hours) in 1-minute intervals.
- The average parking demand for the three (3) was calculated and used in this analysis. The parking occupancy data calculated by obtaining a baseline occupancy count of the parking lot and then collecting ingress and egress vehicles at the site access driveway.
- Review of the data showed an average peak parking demand of 35 spaces and the site will provide 36 spaces to accommodate the proposed operations.
- It was noted in the data collection that the majority of vehicles parked at the site were employees. It is recommended that staff are directed to park in the 9 spaces shared with O'Reilly's and also to occupy the spaces furthest away from the door. This will leave the spaces adjacent to the building and sidewalk available for that parents and caregivers.

10 RECOMMENDATIONS

The recommendations of this TIS are summarized as follows:

- It is recommended that wayfinding is provided to parents and caregivers for the students attending Primrose School to direct them to egress the site via Main Street. This will help with vehicles going both east and south of the site.
- A stop bar and pavement markings are recommended in the parking lot at the S. Site Drive approach to communicate to drivers to not block the intersection at the S. Site Drive.
- School employees should be directed to use the 9 shared parking spaces with the O'Reilly Auto Parts, and those spaces located furthest from the entrance, allowing parents and caregivers to utilize the parking spots closest to the sidewalk adjacent to the building.

Any questions related to this memorandum, study, analysis, and results should be addressed to Fleis & VandenBrink.

I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Michigan.

Attachments: Figures 1 – 7
Site Plan
Traffic Volume Data
Signal Timing Permit
SEMCOG Data
Synchro / SimTraffic Results
Auxiliary Turn Lane Warrants

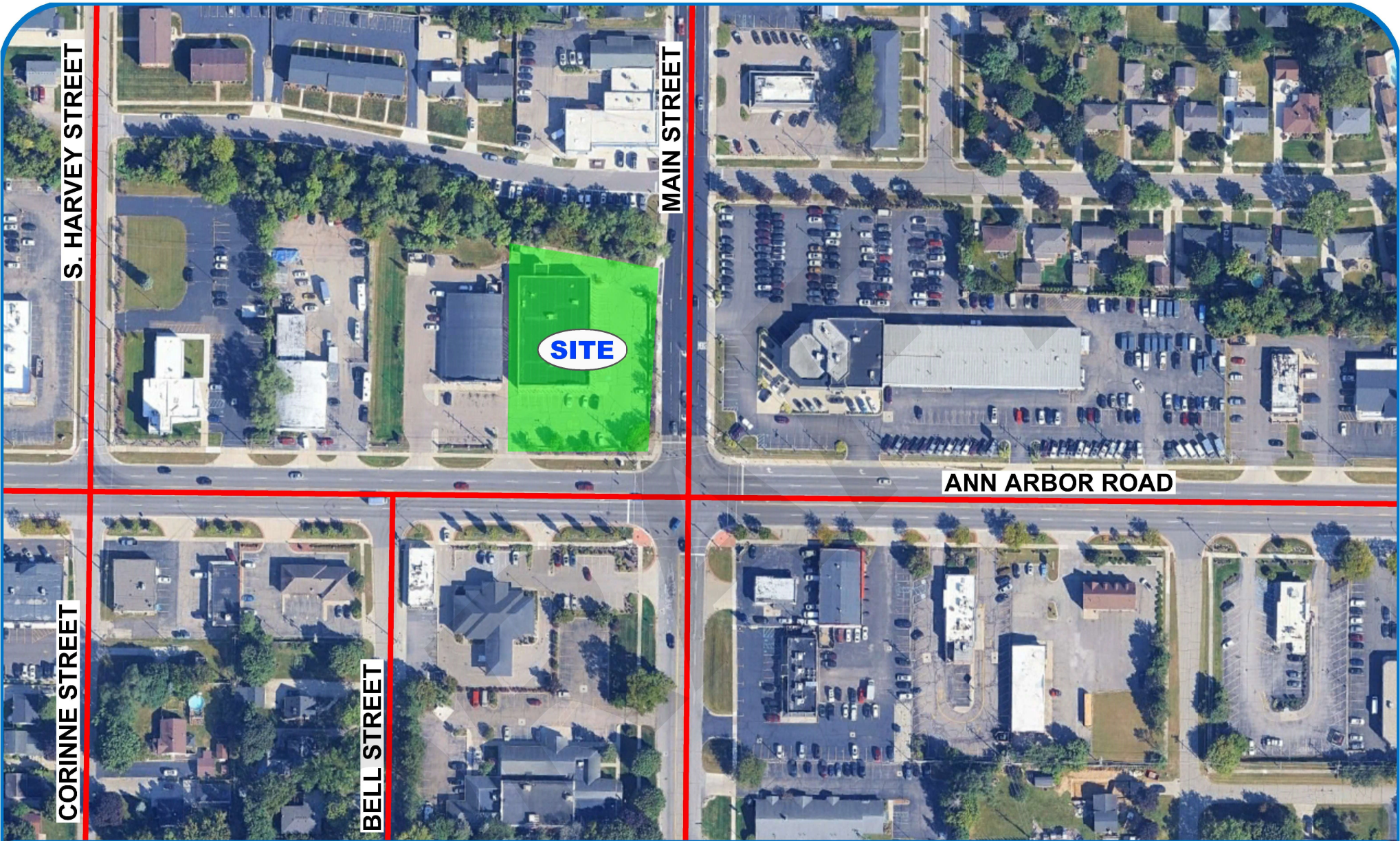


FIGURE 1 SITE LOCATION

PRIMROSE SCHOOL TIS - PLYMOUTH, MI

LEGEND

 SITE LOCATION



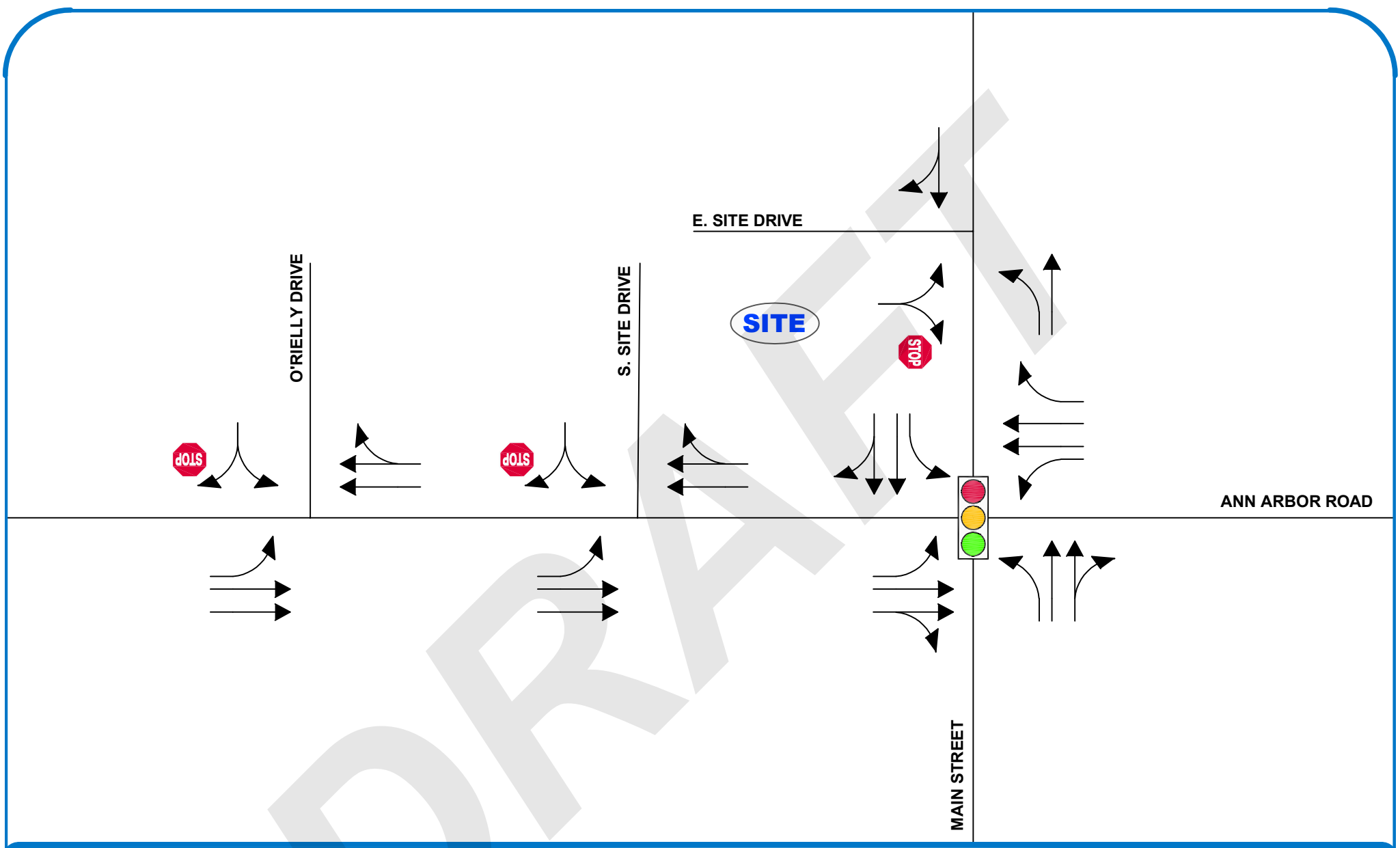
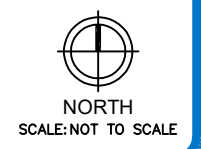


FIGURE 2
LANE USE AND TRAFFIC CONTROL

PRIMROSE SCHOOL TIS - PLYMOUTH, MI

- LEGEND**
- ROADS
 - LANE USE
 - SIGNALIZED INTERSECTION
 - UNSIGNALIZED INTERSECTION



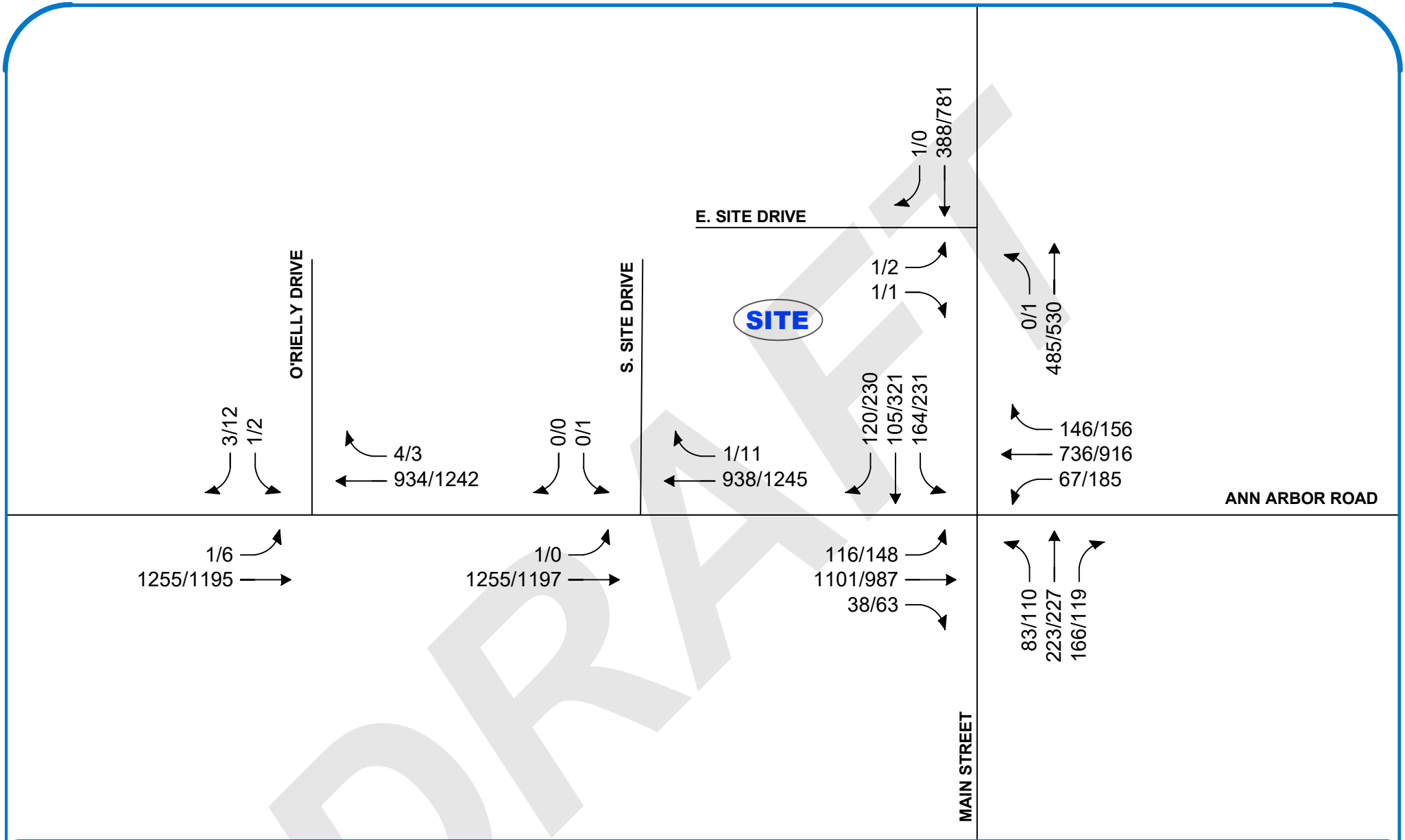


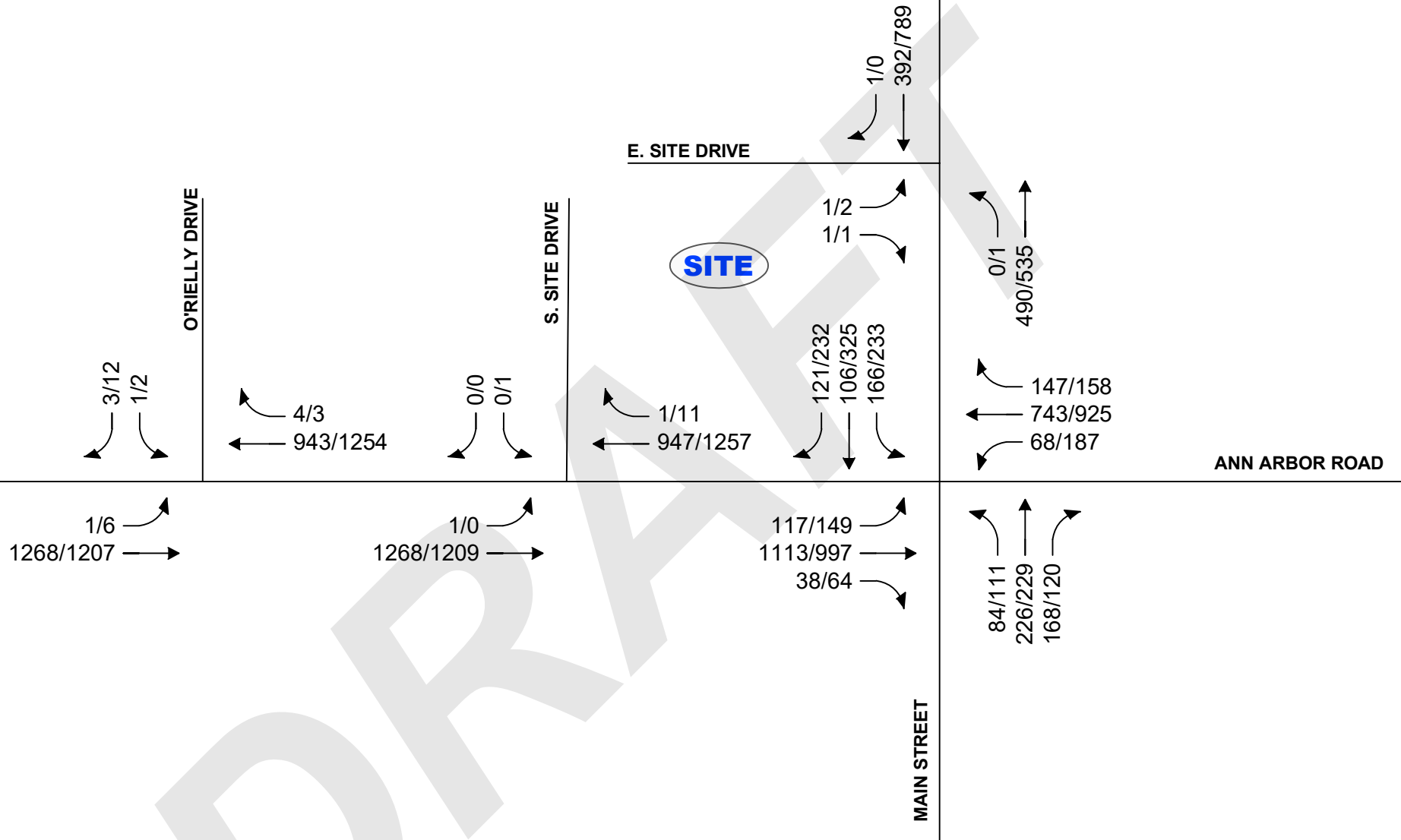
FIGURE 3
EXISTING (2025) TRAFFIC VOLUMES

PRIMROSE SCHOOL TIS - PLYMOUTH, MI

LEGEND

- ROADS
- - - PROPOSED ROADS
- ↔ TRAFFIC VOLUMES (AM/PM)





**FIGURE 4
BACKGROUND (2027) TRAFFIC
VOLUMES**

PRIMROSE SCHOOL TIS - PLYMOUTH, MI

LEGEND

- ROADS
- - - PROPOSED ROADS
- ⇄ TRAFFIC VOLUMES (AM/PM)



NORTH
SCALE: NOT TO SCALE

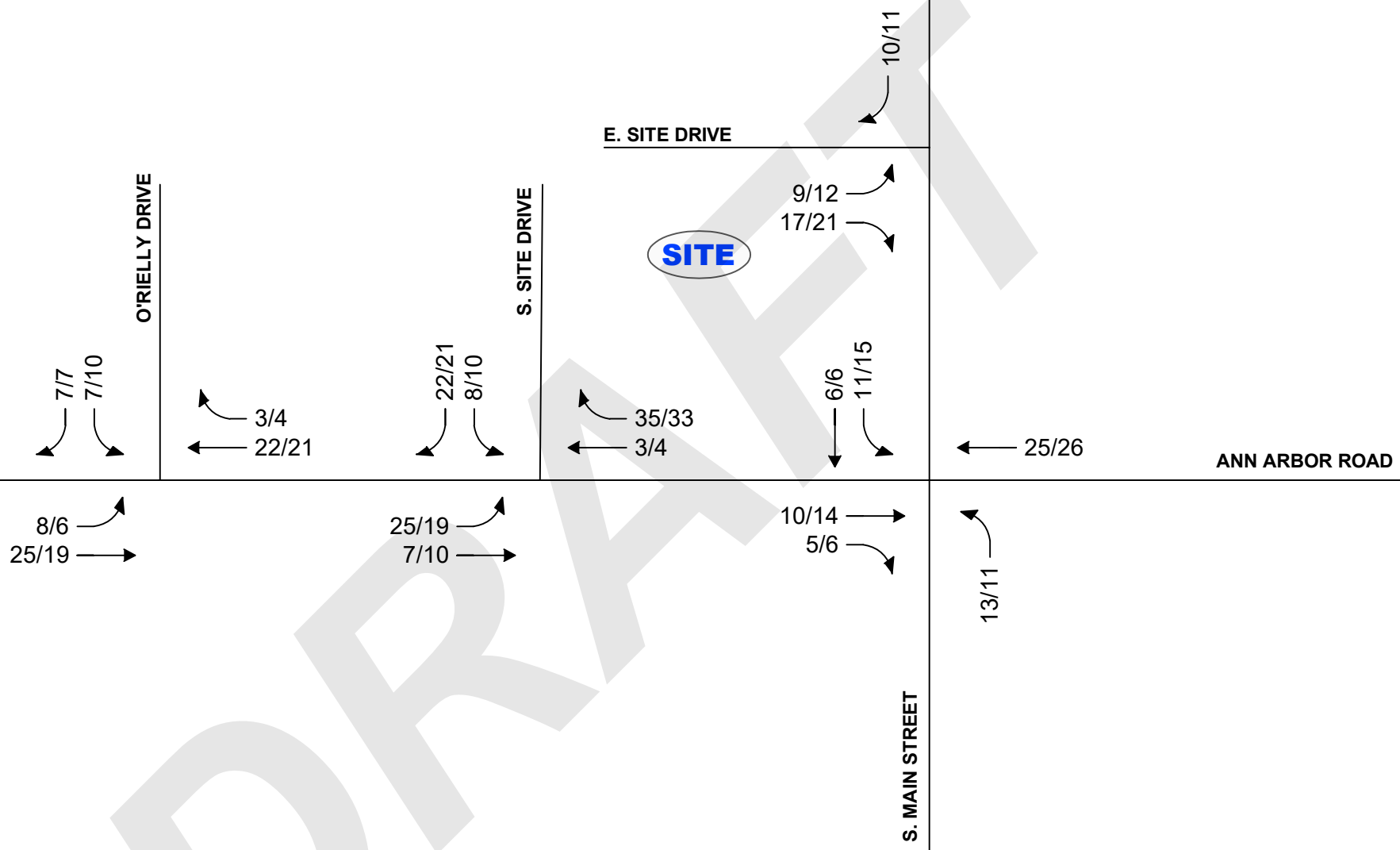


FIGURE 5
SITE-GENERATED TRAFFIC VOLUMES

PRIMROSE SCHOOL TIS - PLYMOUTH, MI

LEGEND

- ROADS
- - - PROPOSED ROADS
- TRAFFIC VOLUMES (AM/PM)



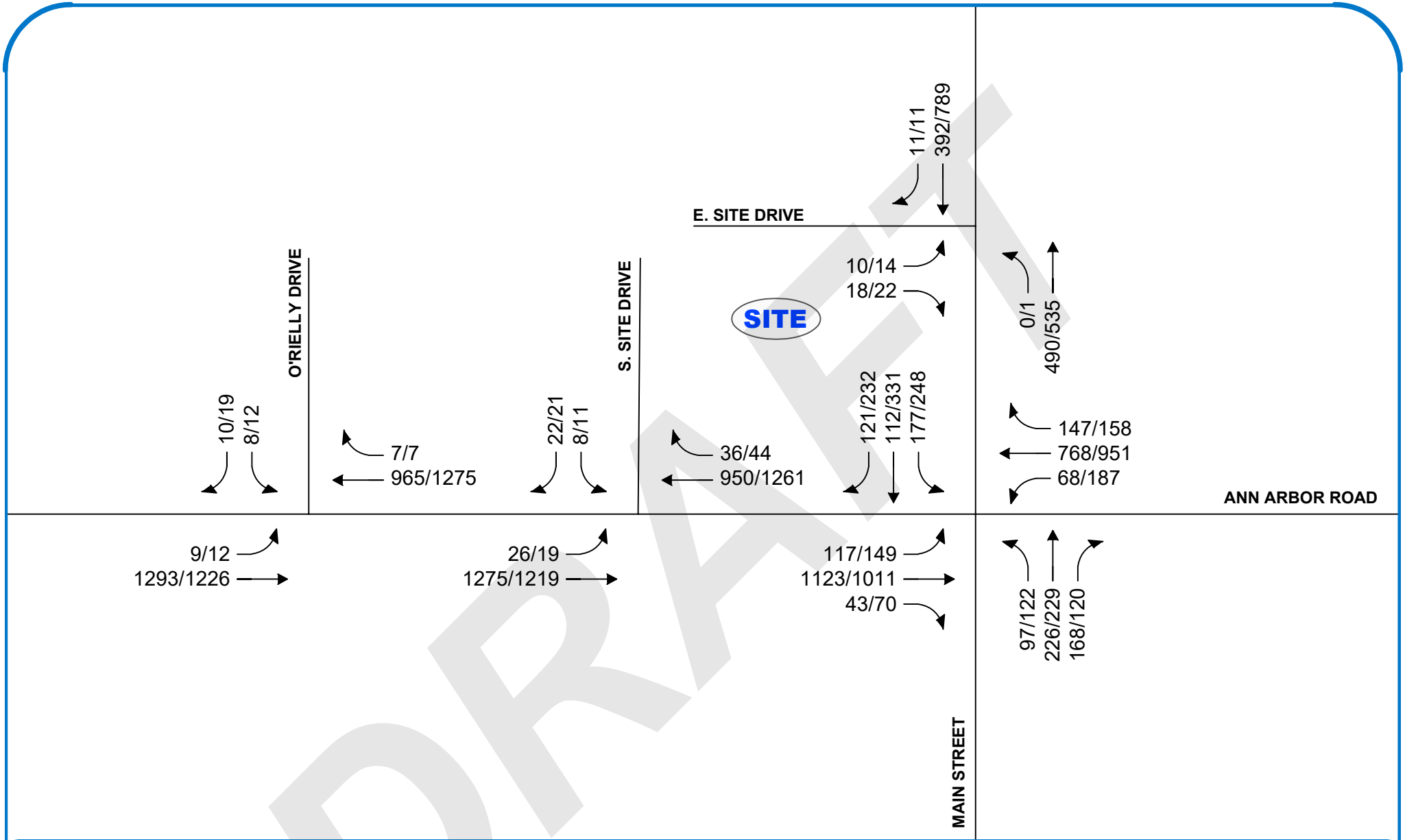


FIGURE 6
FUTURE (2027) TRAFFIC VOLUMES

PRIMROSE SCHOOL TIS - PLYMOUTH, MI

LEGEND

- ROADS
- - - PROPOSED ROADS
- TRAFFIC VOLUMES (AM/PM)





PRELIMINARY
NOT FOR CONSTRUCTION



ADA
ARCHITECTS

17710 Detroit Avenue, Lakewood, Ohio 44107
Phone (216) 521-9134 Fax (216) 521-4824
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REVISIONS

#	DATE	TYPE
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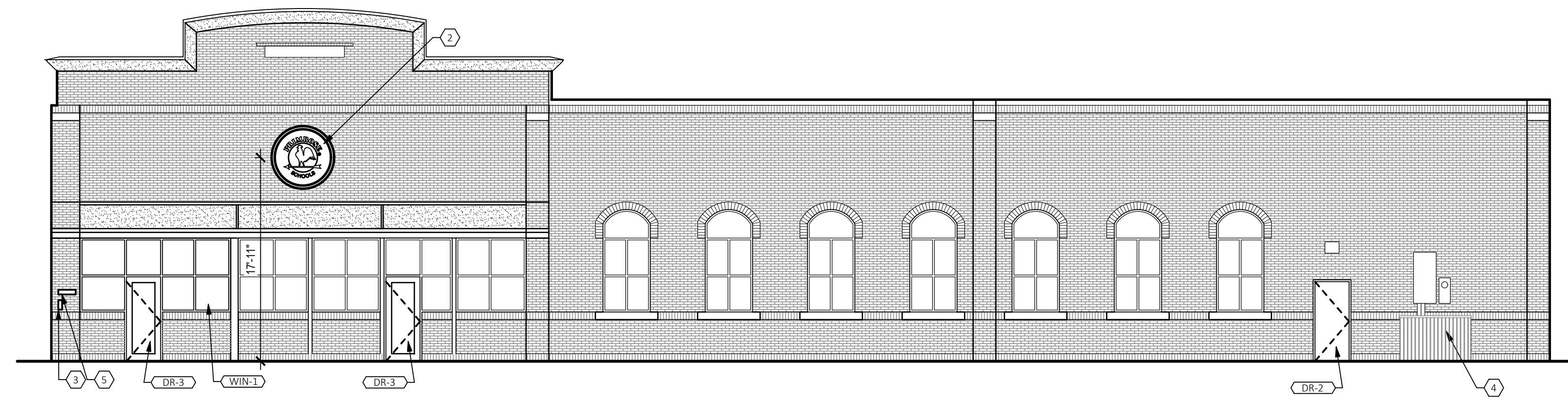
EXTERIOR
RENDERING

DATE 06/17/2025

JOB NO. 25004

A-1.0

SHEET NO.



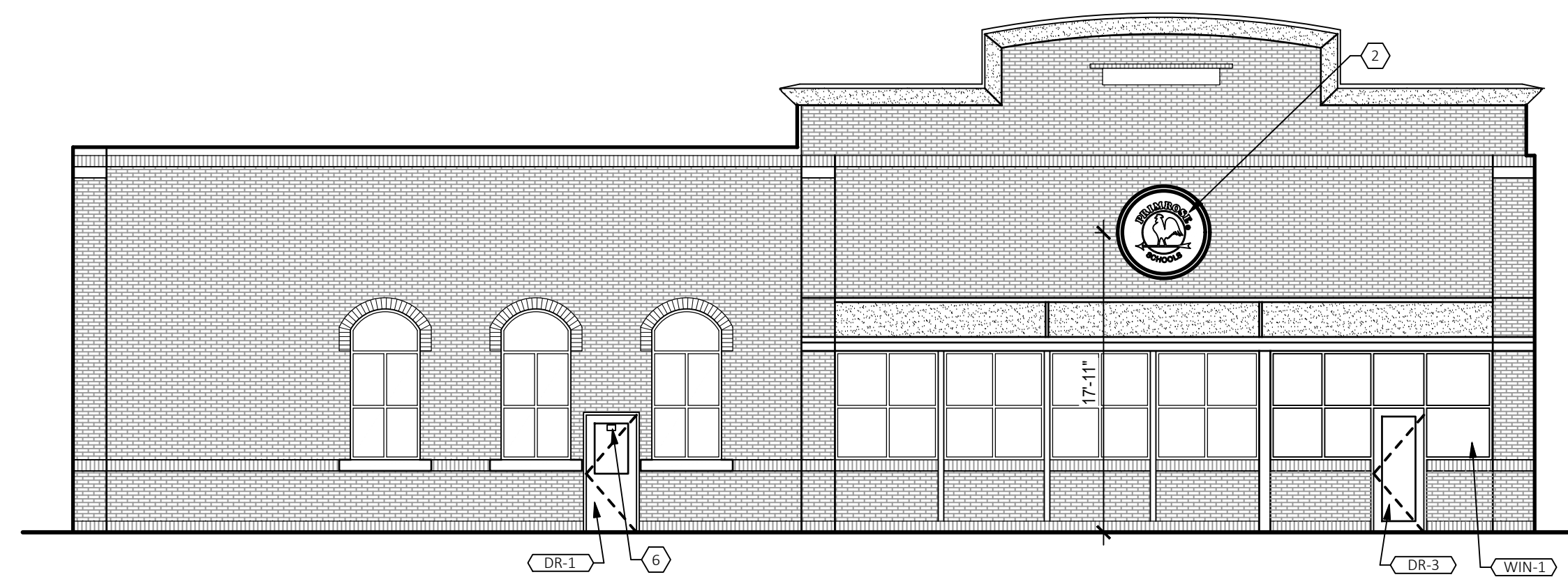
1
A-4.0
EAST
ELEVATION
SCALE: 1/8"=1'-0"

ELEVATION KEYED NOTES

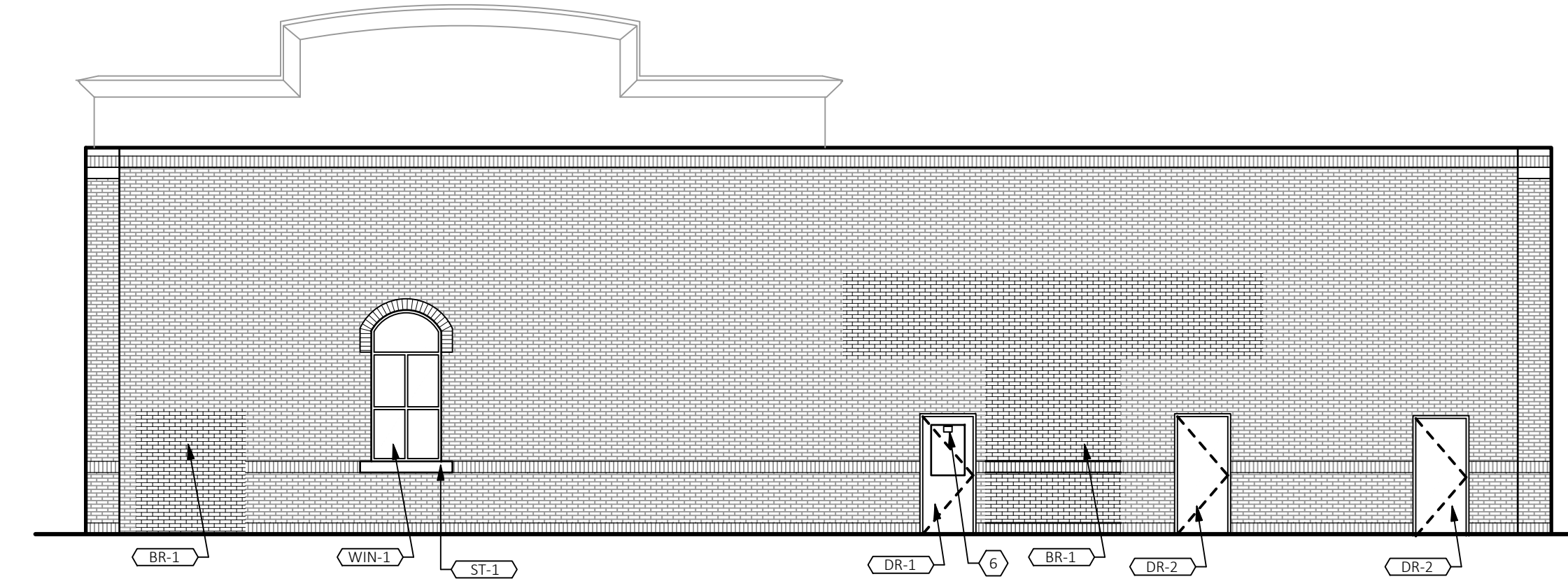
- 1 LIGHTING
- 2 60" ROUND LED LIGHTED SIGN (INTERNALLY LIT). SEE 6/A2.4 FOR MOUNTING DETAIL
- 3 KNOX BOX OR APPROVED EQUAL. COORDINATE LOCATION WITH LOCAL FIRE OFFICIAL
- 4 4' - 0" HIGH SOLID VINYL FENCE WITH (2) 3' - 0"W GATES. COLOR TO MATCH "ARCTIC WHITE"
- 5 BEIGE ALUMINUM PLAQUE W/6" REFLECTIVE BLACK VINYL NUMBERS. PROVIDED BY 1 HOUR SIGN. COORDINATE LOCATION WITH LOCAL FIRE OFFICIAL.
- 6 4" REFLECTIVE NUMBERS SEE SIGNAGE PACKAGE

EXTERIOR FINISH LEGEND

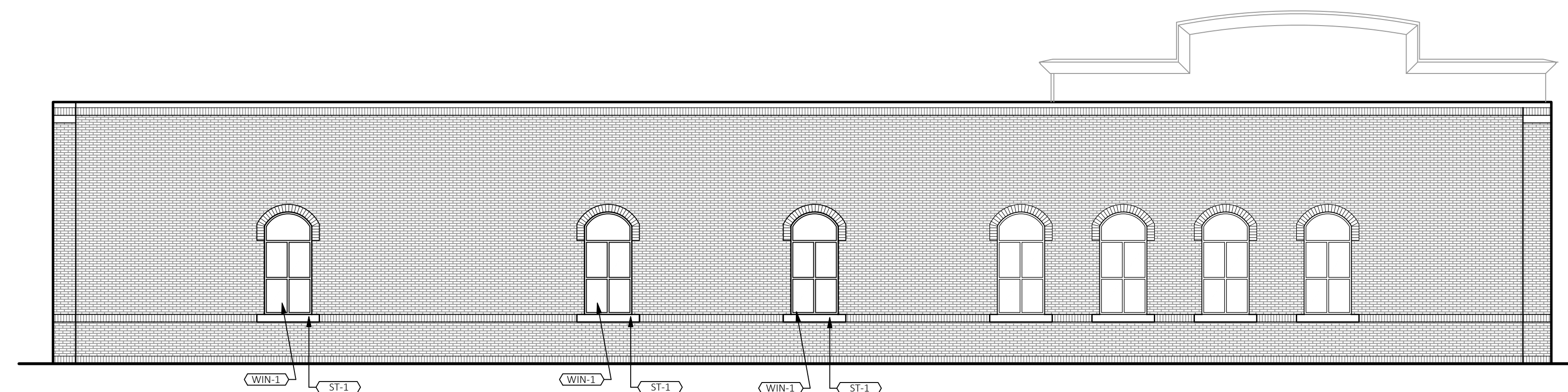
MARK	DESCRIPTION	SPECIFICATION
ST-1	STONE SILL	COLOR AND PROFILE TO MATCH EXISTING
BR-1	BRICK	BRICK TO MATCH EXISTING
DR-1	HALF LITE DOORS	EXTERIOR INSULATED METAL HALF LITE DOOR, COLOR (EXTERIOR): WHITE.
DR-2	METAL PANEL DOOR	EXTERIOR INSULATED METAL DOOR; COLOR (EXTERIOR): WHITE.
DR-3	STOREFRONT DOOR	EXTERIOR INSULATED METAL FULL LITE DOOR; STOREFRONT SYSTEM, COLOR: ANODIZED ALUMINUM
WIN-1	VINYL WINDOWS	BUILDER SERIES 1100 SINGLE HUNG. COLOR: WHITE. SEE WINDOW SCHEDULE.



2
A-4.0
SOUTH
ELEVATION
SCALE: 1/8"=1'-0"



3
A-4.0
NORTH
ELEVATION
SCALE: 1/8"=1'-0"



4
A-4.0
WEST
ELEVATION
SCALE: 1/8"=1'-0"

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EXTERIOR ELEVATIONS

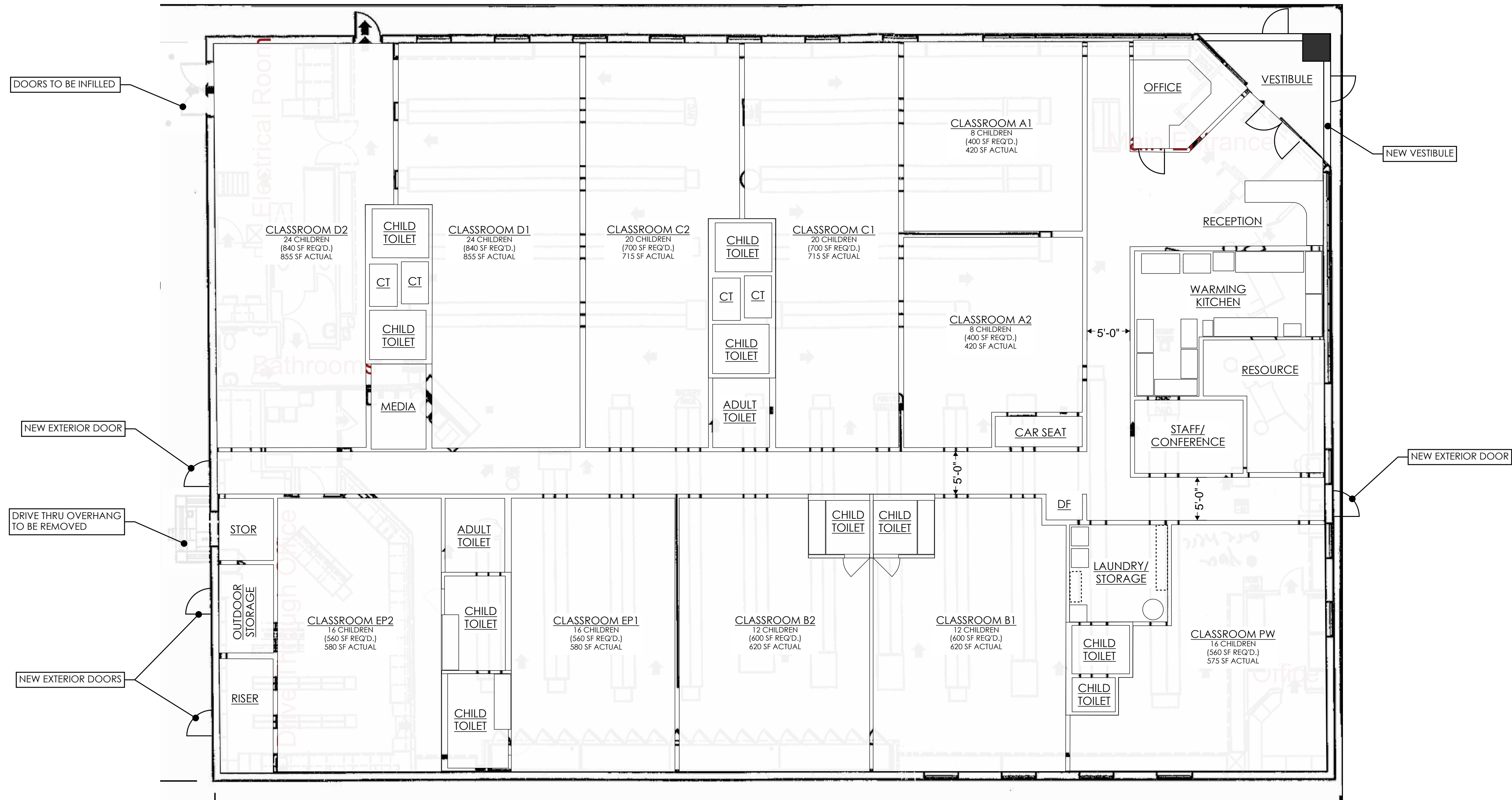
DATE 06/17/2025

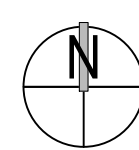
JOB NO. 25004

A-2.0
SHEET NO.

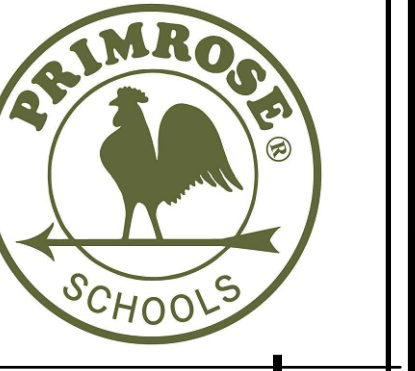
CLASSROOM	AGES			RATIO			MAX GROUP SIZE			SQUARE FOOTAGE / FTE			TOTAL SQUARE FOOTAGE		PROPOSED CAPACITY	
	PSFC	MI	PROPOSED	PSFC	MI	PROPOSED	PSFC	MI	PROPOSED	PSFC	MI	PROPOSED	REQUIRED	PROPOSED	CHILD	STAFF
A1 - INFANTS	0 - 12 MONTHS	0 - 30 MONTHS	0 - 12 MONTHS	1:4	1:4	1:4	8	12	8	50	50	50	400	420	8	2
A2 - INFANTS	0 - 12 MONTHS	0 - 30 MONTHS	0 - 12 MONTHS	1:4	1:4	1:4	8	12	8	50	50	50	400	420	8	2
B1 - TODDLERS	12 - 24 MONTHS	0 - 30 MONTHS	12 - 30 MONTHS	1:6	1:4	1:4	12	12	12	35	50	50	600	620	12	3
B2 - TODDLERS	12 - 24 MONTHS	0 - 30 MONTHS	12 - 30 MONTHS	1:6	1:4	1:4	12	12	12	35	50	50	600	620	12	3
EP1 - EARLY PRESCHOOL	24 - 29 MONTHS	30 MOS - 3 YRS	30 - 35 MONTHS	1:8	1:8	1:8	16	16	16	35	35	35	560	580	16	2
EP2 - EARLY PRESCHOOL	30 - 35 MONTHS	30 MOS - 3 YRS	30 - 35 MONTHS	1:8	1:8	1:8	16	16	16	35	35	35	560	580	16	2
PW - PATHWAYS	30 - 42 MONTHS	30 MOS - 3 YRS	30 - 42 MONTHS	1:8	1:8	1:8	16	16	16	35	35	35	560	575	16	2
C1 - PRESCHOOL	3 YEARS	3 - 4 YEARS	3 - 4 YEARS	1:12	1:10	1:10	24	30	20	35	35	35	700	715	20	2
C2 - PRESCHOOL	3 YEARS	3 - 4 YEARS	3 - 4 YEARS	1:12	1:10	1:10	24	30	20	35	35	35	700	715	20	2
D1 - PRE KINDERGARTEN	4 YEARS	4 YEARS	4 YEARS	1:12	1:12	1:12	24	36	24	35	35	35	840	855	24	2
D2 - PRE KINDERGARTEN	4 YEARS	4 YEARS	4 YEARS	1:12	1:12	1:12	24	36	24	35	35	35	840	855	24	2
TOTALS:													6760	6955	176	24

BUILDING: ±11,042 SF
 PLAYGROUND: MICHIGAN REQUIREMENT: PROVIDES AT LEAST 1200 SQUARE FEET OF OUTDOOR PLAY AREA. MORE THAN 1,200 SQUARE FEET OF OUTDOOR PLAY AREA MAY BE REQUIRED WHEN THE MINIMUM AMOUNT IS NOT ADEQUATE FOR THE NUMBER OF CHILDREN FOR WHICH THE CENTER IS LICENSED
 PLAYGROUND REQUIRED: ± 1,200 SF



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

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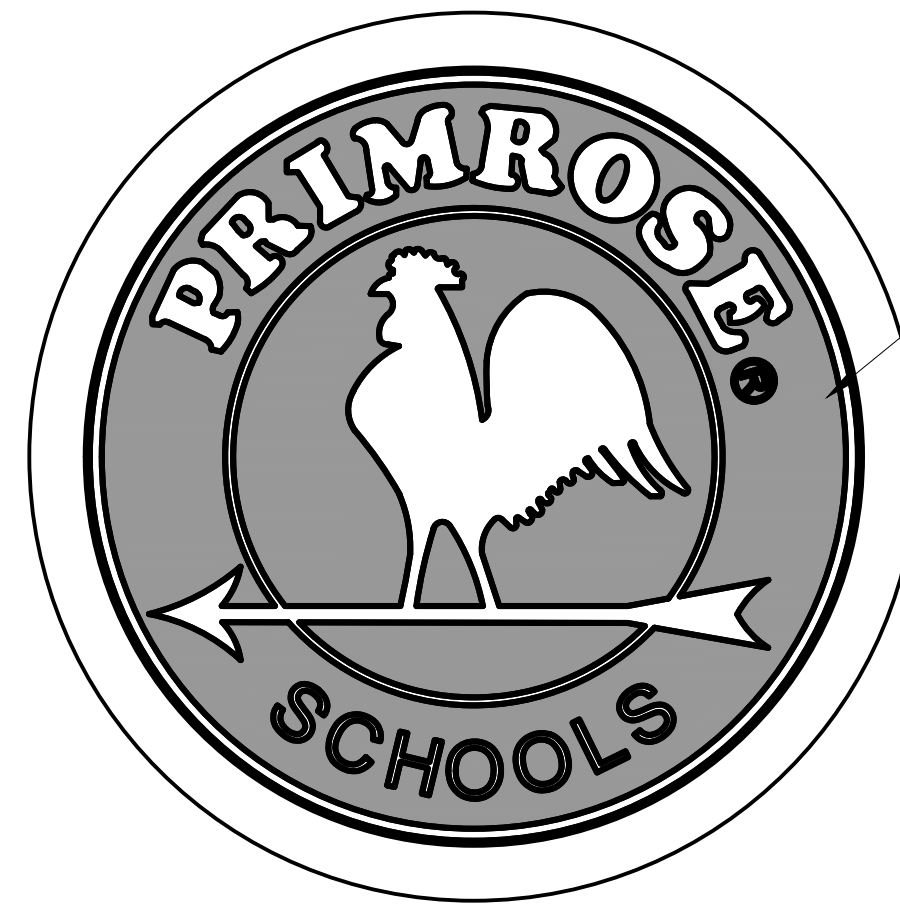
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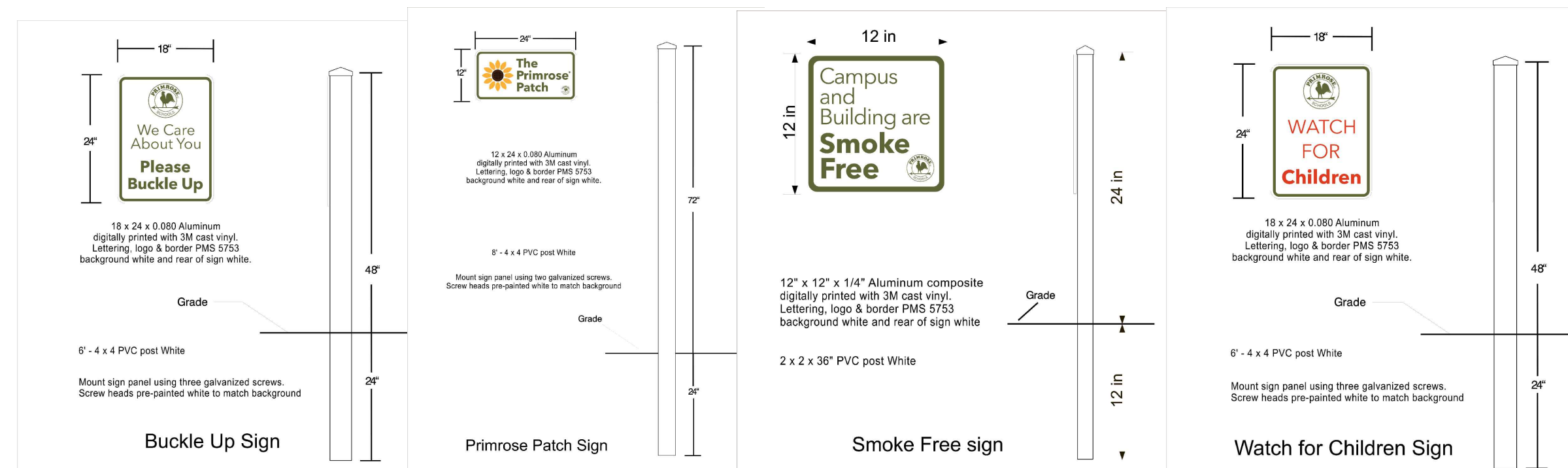
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FIT PLAN
 DATE 06/17/2025
 JOB NO. 25004
A-3.0
 SHEET NO.



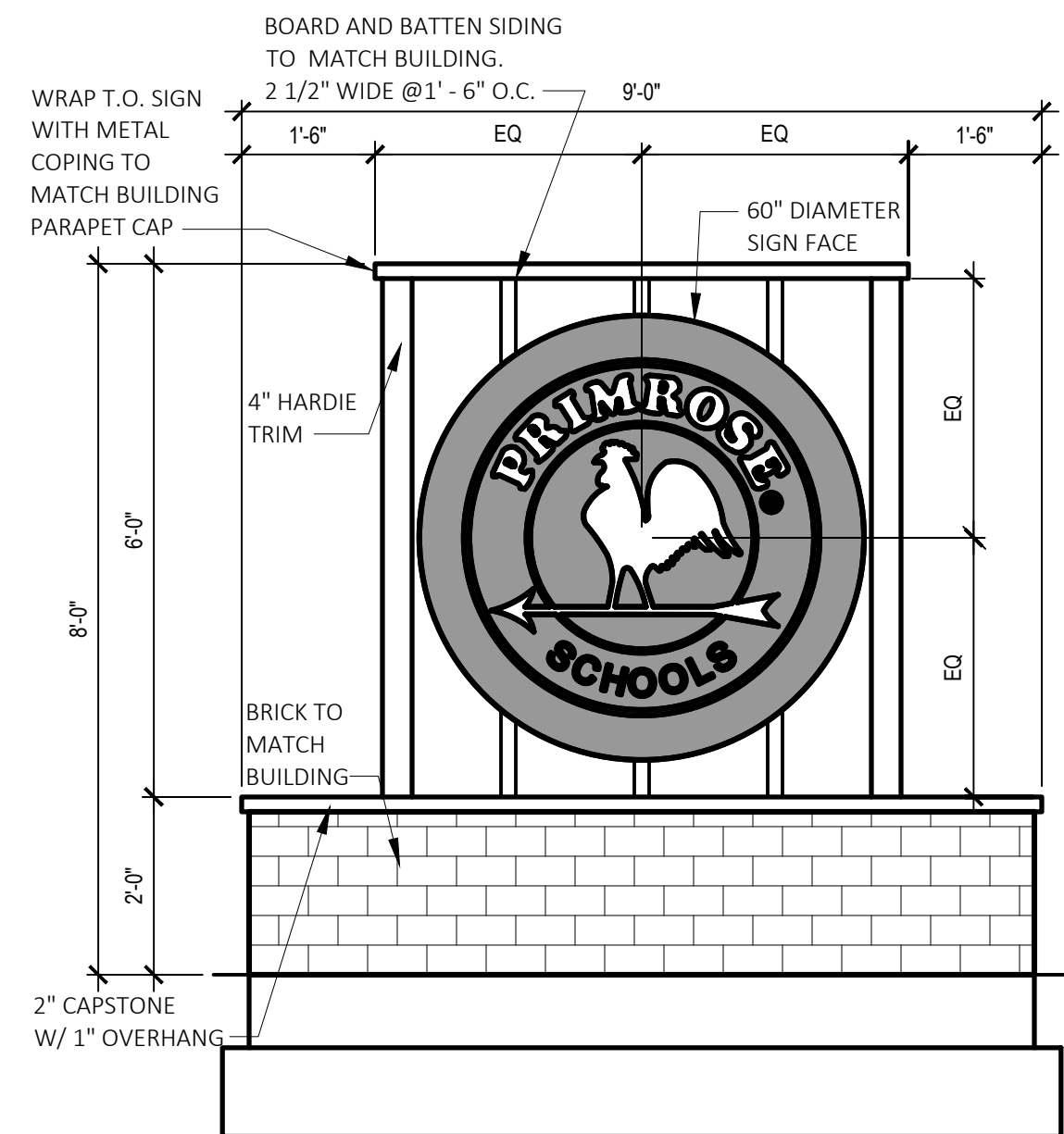
- 3 1/4" WIDE TRIM BOARD, PAINT.
- PROVIDE J-BOX FOR SIGN POWER. REFER TO ELECTRICAL DRAWINGS.
- PROVIDE 2X BLOCKING AT SIGN ATTACHMENT POINTS AS REQUIRED.
- (4) 5/16" DIA. x 4 1/2" LAG BOLTS, PAINT HEADS TO MATCH SIGN COLOR.
- CONTINUOUS SEALANT @ PERIMETER, TYPICAL.
- WALL STUDS.

1 SIGN MOUNTING
A5.0 SCALE: 1" = 1'-0"

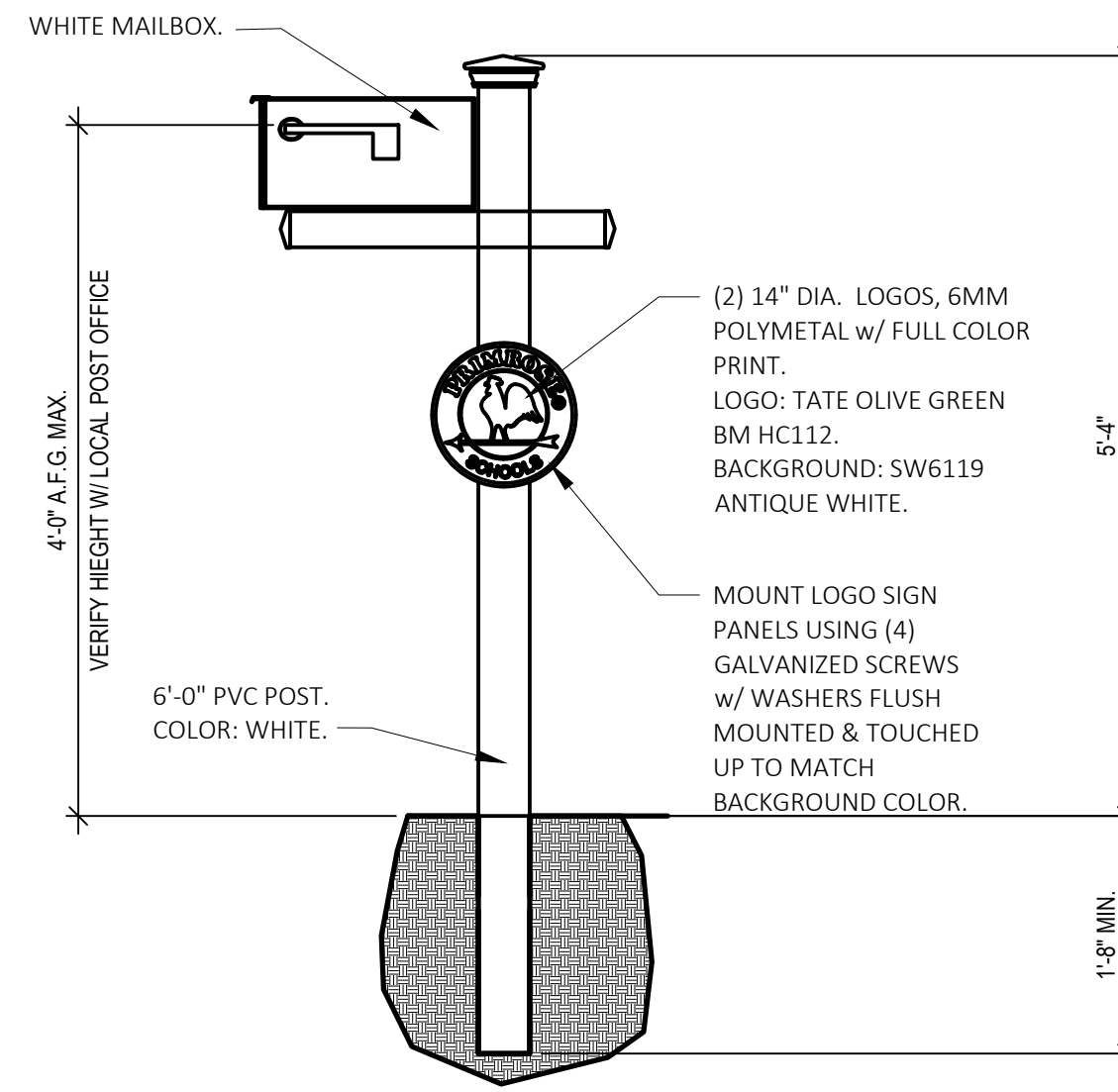
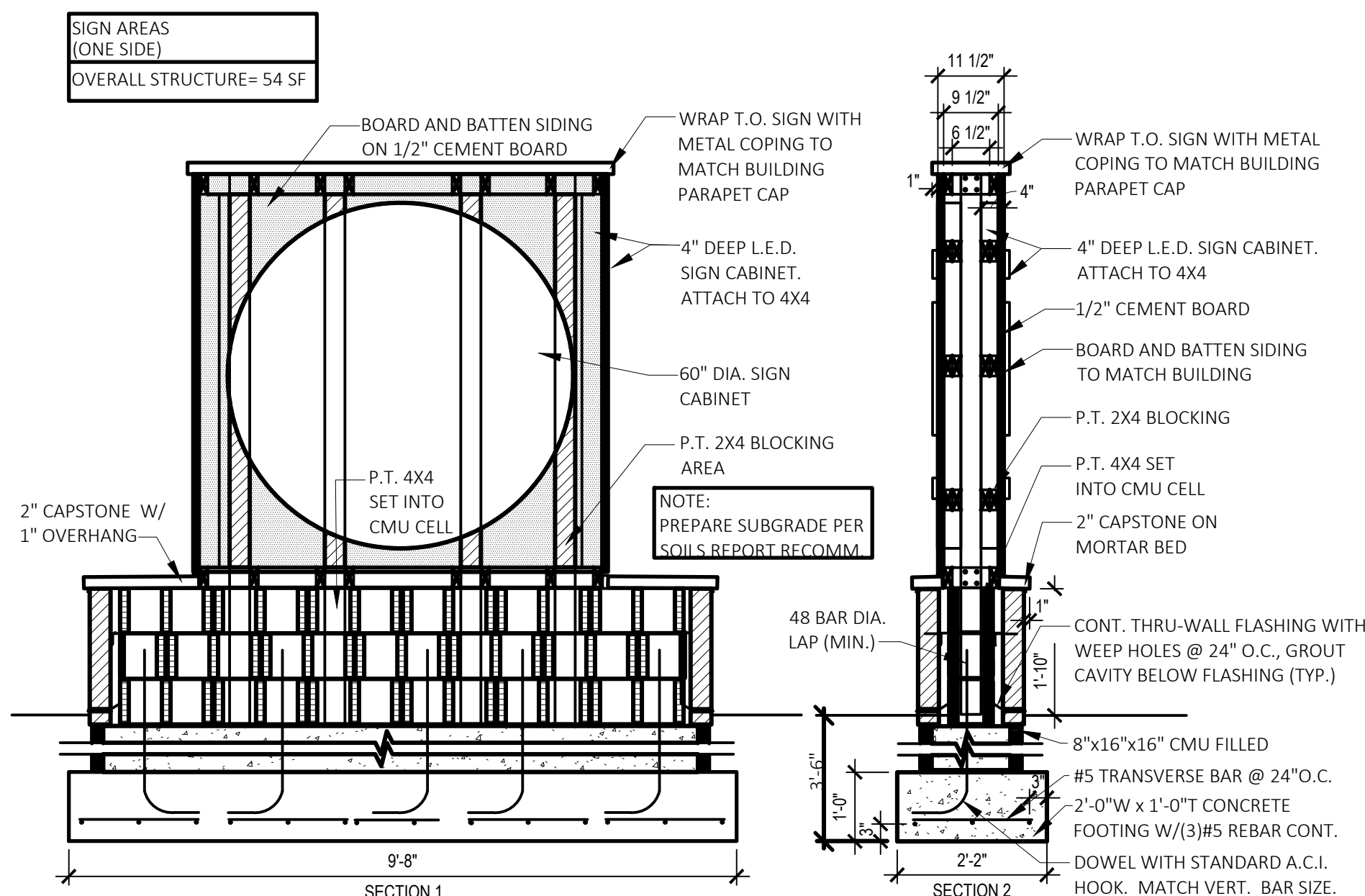


2 SITE SIGNAGE PACKAGE
A5.0 SCALE: NTS

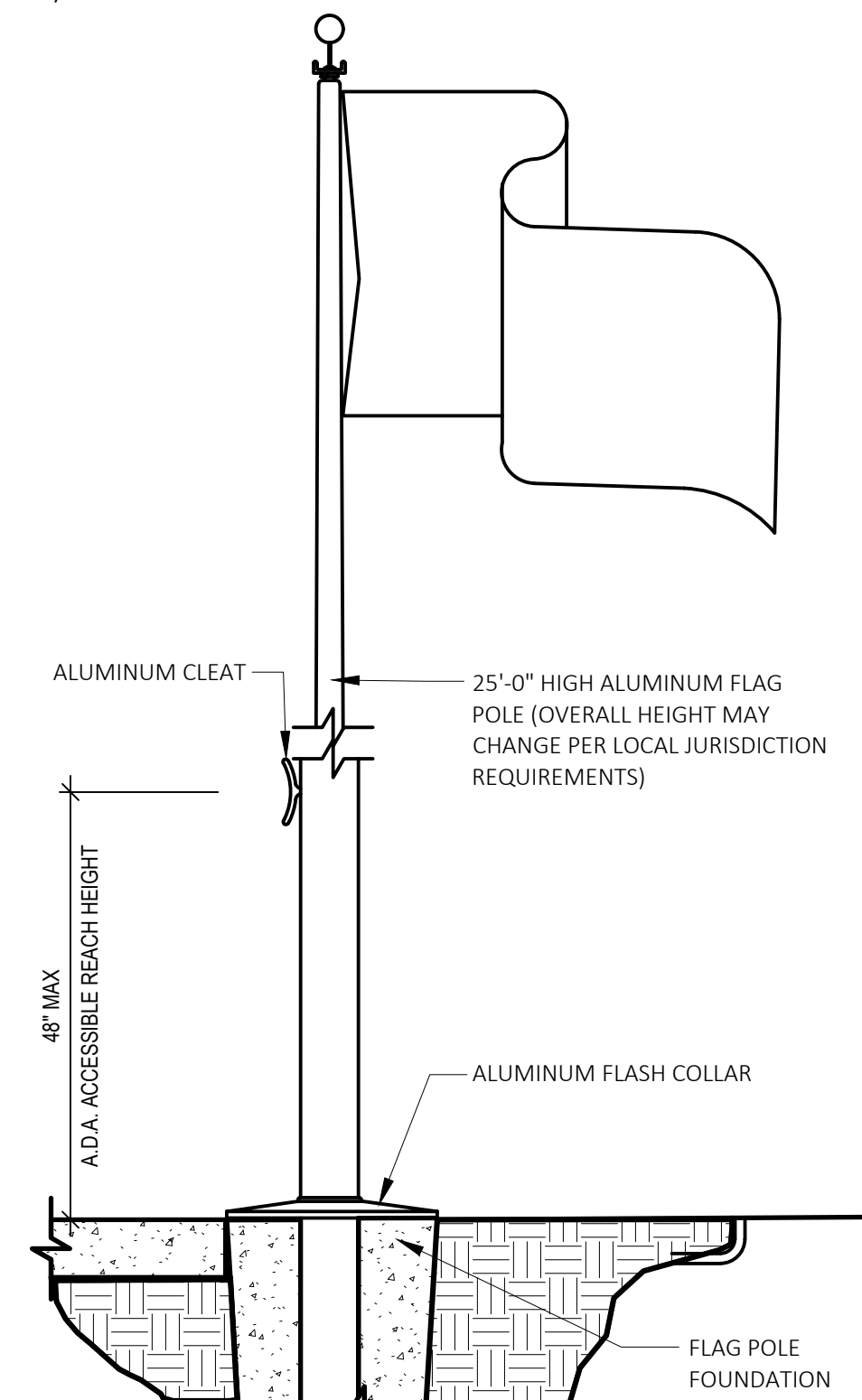
FINAL SIGN PLACEMENT SHALL BE AGREED UPON BETWEEN CONTRACTOR AND FRANCHISE OWNER



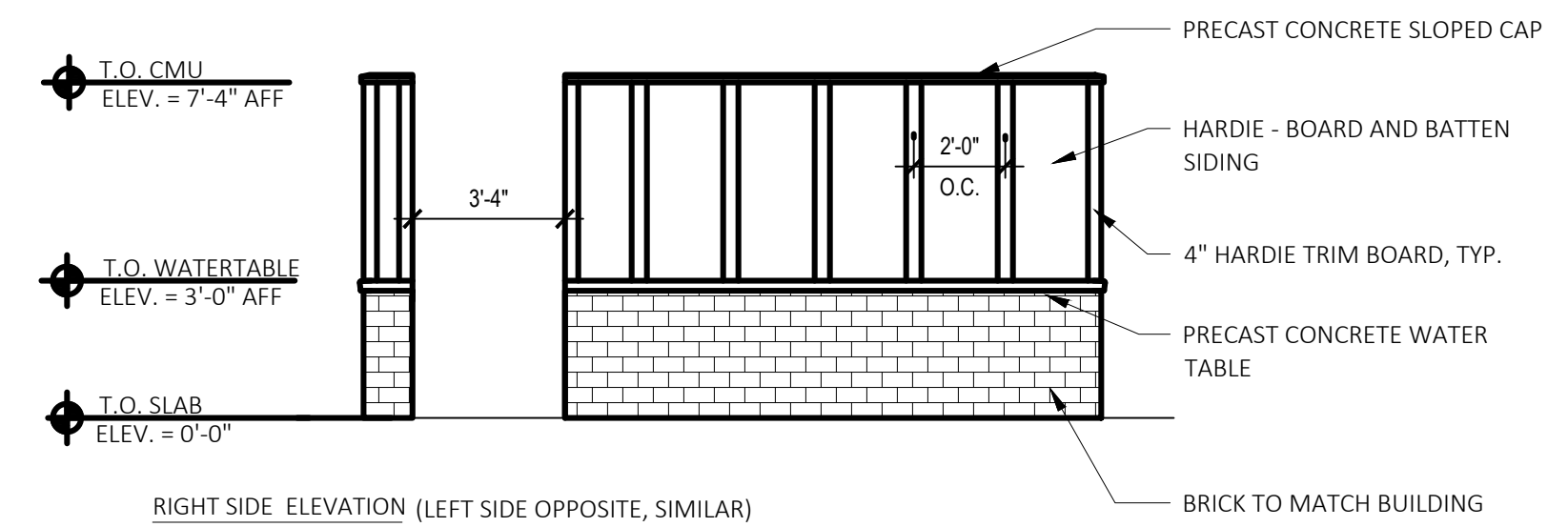
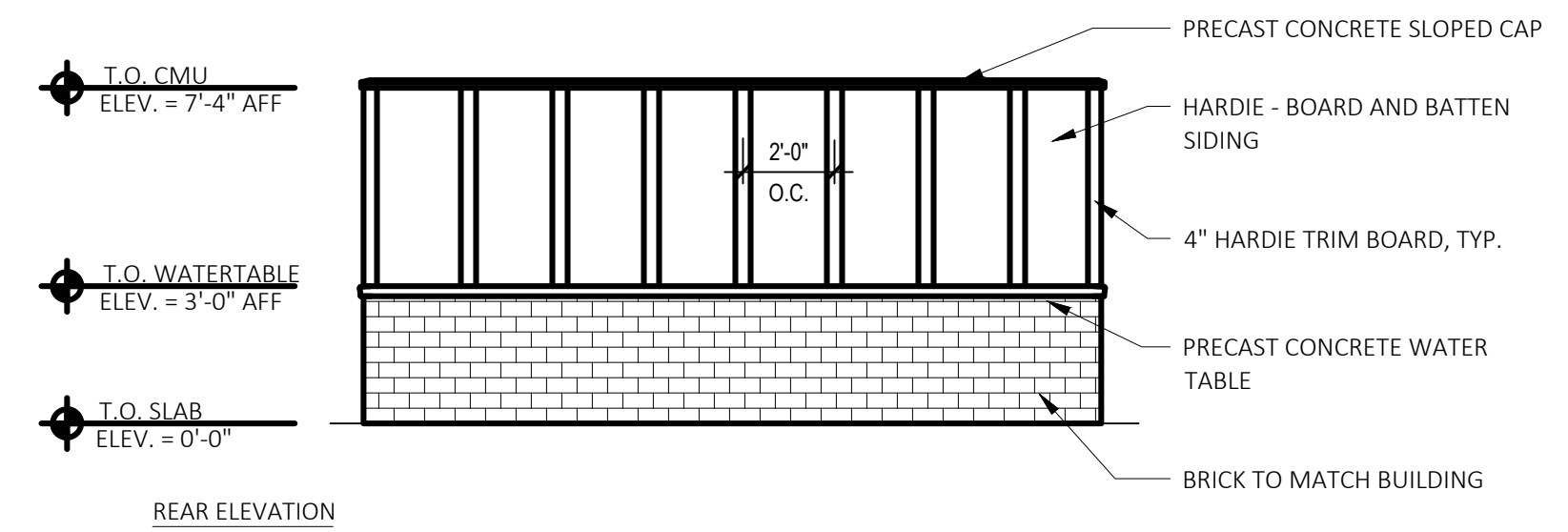
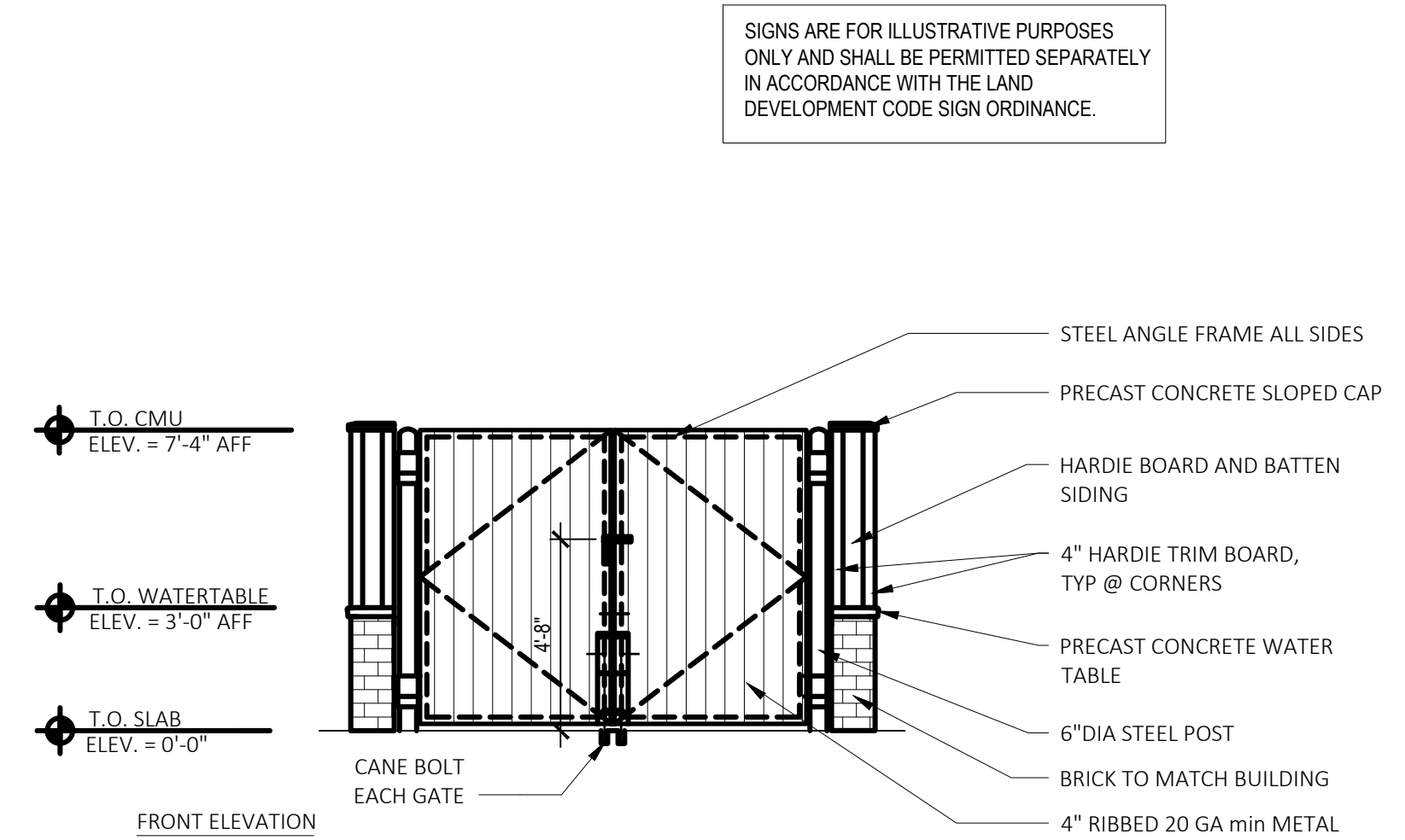
3 MONUMENT SIGN
A5.0 SCALE: 1/2" = 1'-0"



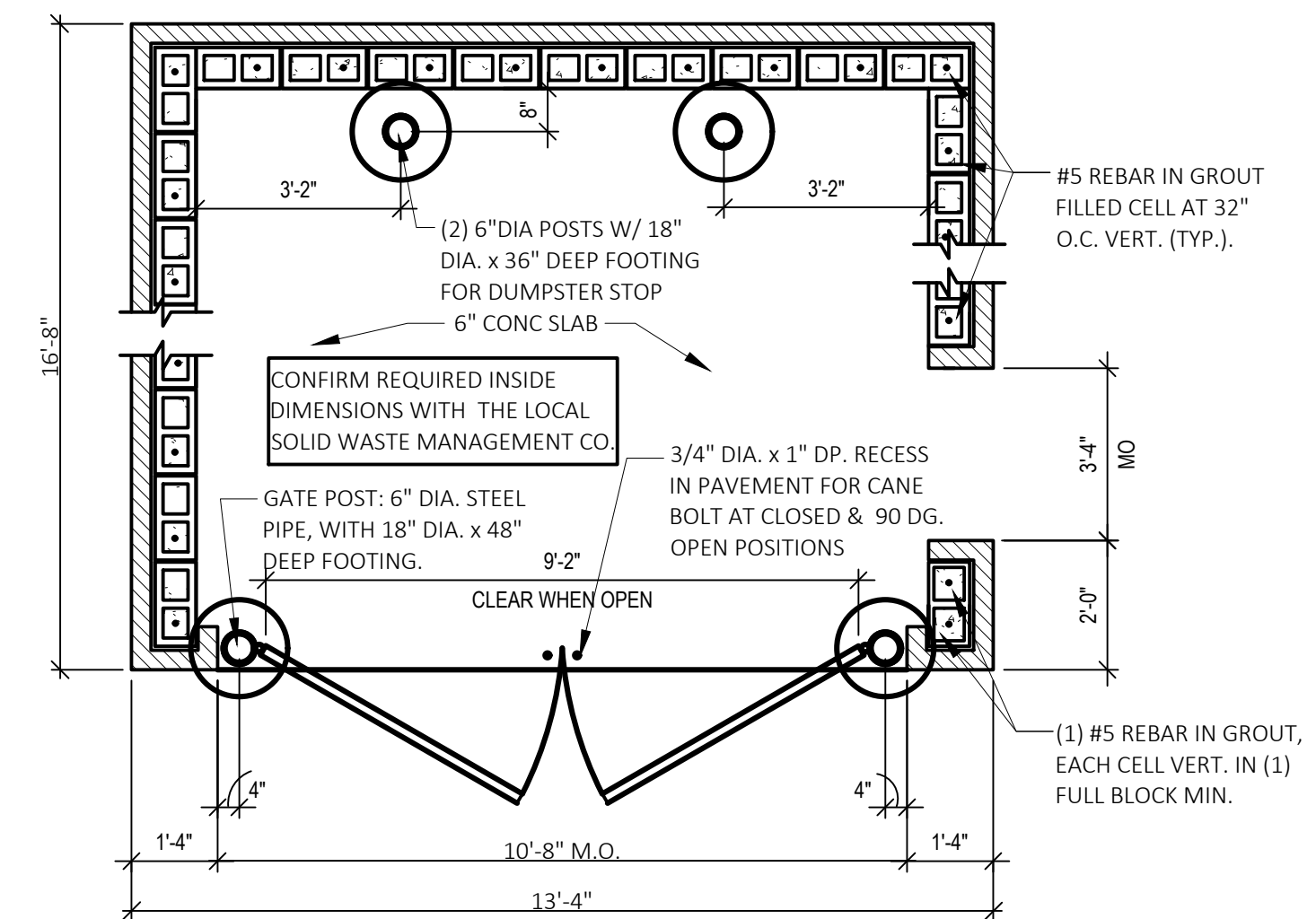
4 USPS MAIL BOX
A5.0 SCALE: 3/4" = 1'-0"



5 FLAG POLE
A5.0 SCALE: 1" = 1'-0"



6 DUMPSTER ELEVATION
A5.0 SCALE: 1/4" = 1'-0"



7 DUMPSTER PLAN
A5.0 SCALE: 3/8" = 1'-0"

SIGNS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND SHALL BE PERMITTED SEPARATELY IN ACCORDANCE WITH THE LAND DEVELOPMENT CODE SIGN ORDINANCE.

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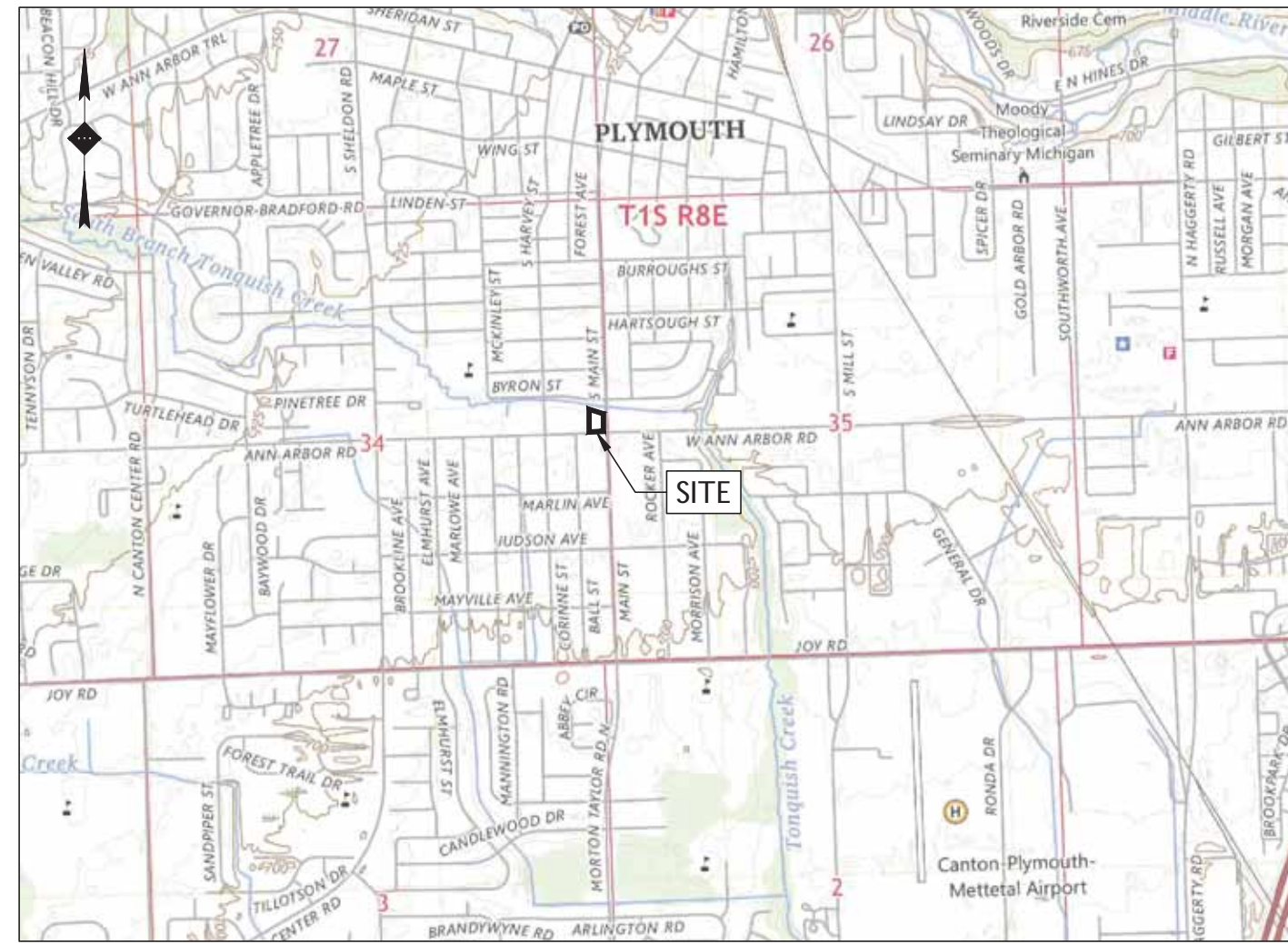
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SITE DETAILS

DATE 06/17/2025
JOB NO. 25004

A-5.0
SHEET NO.



LOCATION / KEY MAP
SCALE: 1" = 2,000'±

SITE DEVELOPMENT PLANS FOR PRIMROSE SCHOOLS PROPOSED CHILD CARE CENTER

PARCEL ID: 49-010-04-0001-003
800 ANN ARBOR ROAD
CITY OF PLYMOUTH, WAYNE COUNTY, MICHIGAN 48170

APPLICANT

PRIMROSE SCHOOLS
JASON LANG
3200 WINDY HILL ROAD SE
ATLANTA, GEORGIA 30339
470-233-7664
JLANG@PRIMROSESCHOOLS.COM

OWNER

ANN ARBOR ROAD ENTERPRISES LLC
800 ANN ARBOR ROAD
PLYMOUTH, MICHIGAN 48170

ARCHITECT

ADA ARCHITECTS
MARISSA STADLER
17710 DETROIT AVENUE
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MSTADLER@ADAARCHITECTS.COM

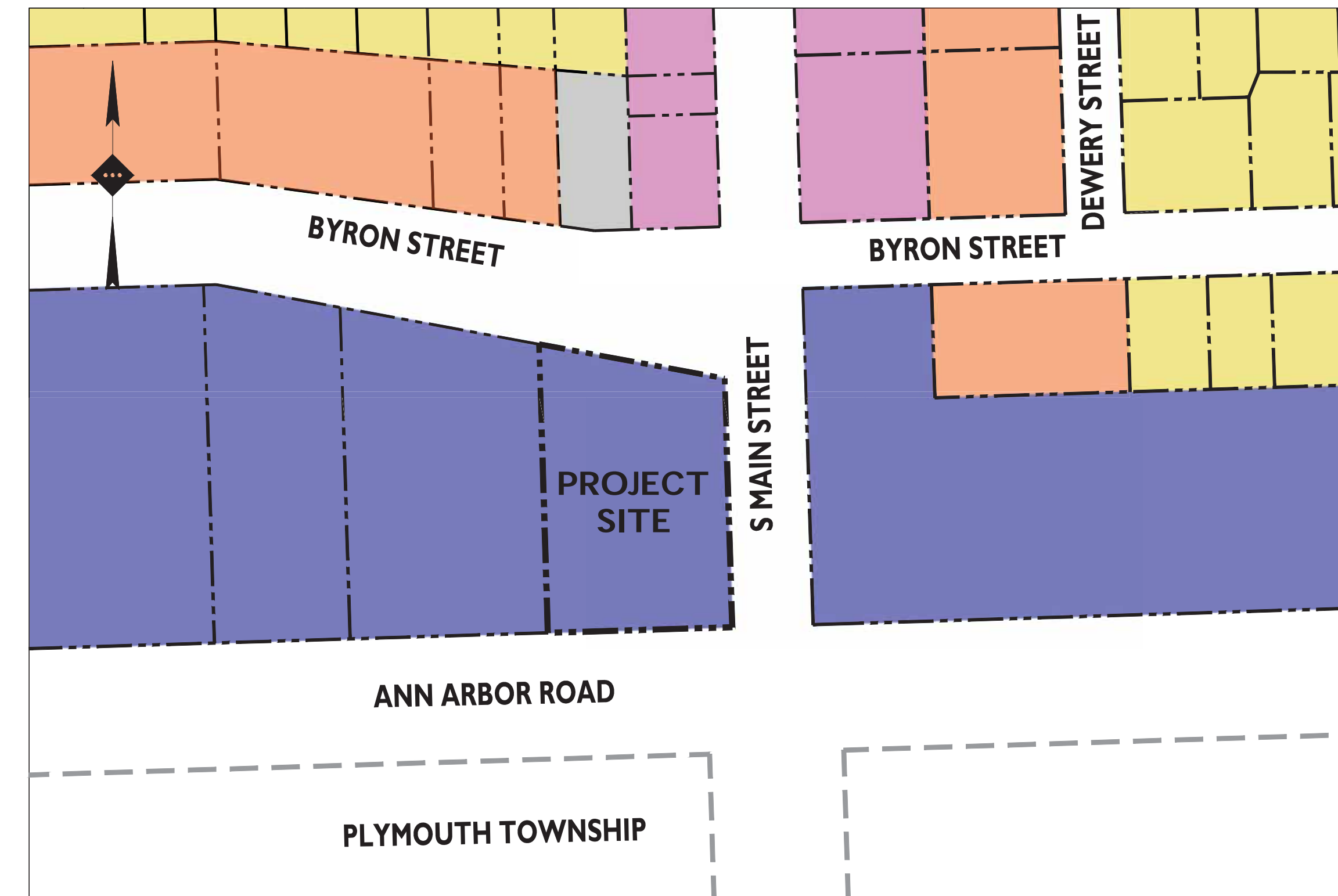
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AERIAL MAP
SCALE: 1" = 100'±



ZONING MAP
SCALE: 1" = 100'±

PLANS PREPARED BY:



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PLAN REFERENCE MATERIALS:

- THIS PLAN SET REFERENCES THE FOLLOWING DOCUMENTS INCLUDING, BUT NOT LIMITED TO:
 - ALTA/NSPS LAND TITLE SURVEY PREPARED BY STONEFIELD ENGINEERING & DESIGN DATED 04/16/2025
 - ARCHITECTURAL PLANS PREPARED BY ADA ARCHITECTS DATED 06/16/2025
 - AERIAL MAP OBTAINED FROM GOOGLE EARTH PRO 06/13/2025
 - LOCATION MAP OBTAINED FROM USGS ONLINE MAPS 06/13/2025
- ALL REFERENCE MATERIAL LISTED ABOVE SHALL BE CONSIDERED A PART OF THIS PLAN SET AND ALL INFORMATION CONTAINED WITHIN THESE MATERIALS SHALL BE UTILIZED IN CONJUNCTION WITH THIS PLAN SET. THE CONTRACTOR IS RESPONSIBLE TO OBTAIN A COPY OF EACH REFERENCE AND REVIEW IT THOROUGHLY PRIOR TO THE START OF CONSTRUCTION.

SHEET INDEX

DRAWING TITLE	SHEET #
COVER SHEET	C-1
DEMOLITION PLAN	C-2
SITE PLAN	C-3
GRADING PLAN	C-4
DRAINAGE AREA MAPS	C-5
UTILITY PLAN	C-6
LIGHTING PLAN	C-7
LANDSCAPING PLAN & DETAILS	C-8 TO C-9
CONSTRUCTION DETAILS	C-10 TO C-11

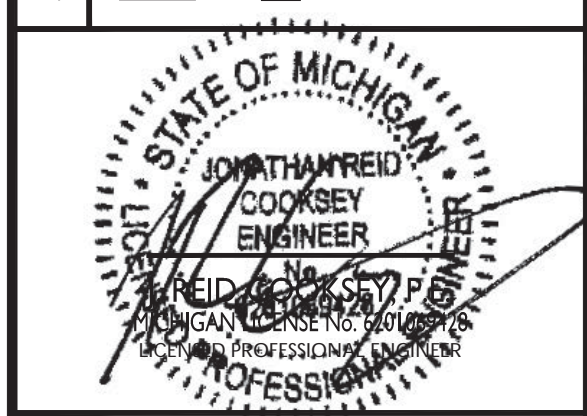
ADDITIONAL SHEETS

DRAWING TITLE	SHEET #
ALTA / NSPS LAND TITLE SURVEY	1 OF 1

SITE DEVELOPMENT PLANS

PRIMROSE SCHOOLS
PROPOSED CHILD CARE CENTER

PID: 49-010-04-0001-003
800 ANN ARBOR ROAD
CITY OF PLYMOUTH
WAYNE COUNTY, MICHIGAN 48170



SCALE: AS SHOWN PROJECT ID: DET-24049

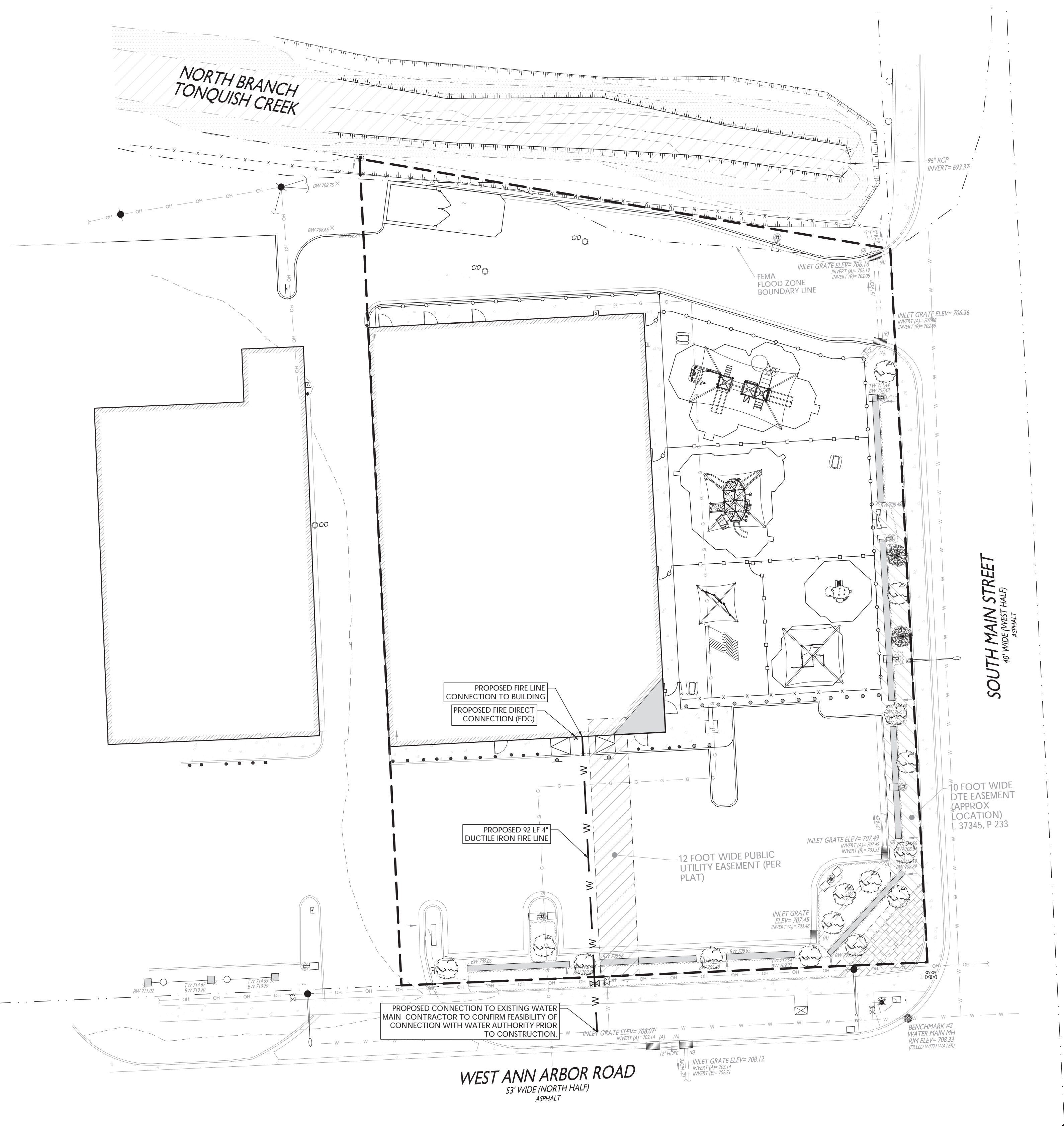
TITLE:

COVER SHEET

DRAWING:

C-1

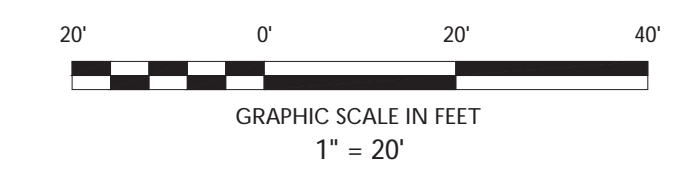
NOT TO SCALE. SEE PLAN SET FOR DIMENSIONS AND NOTES. NORTH BRANCH TONQUISH CREEK, SOUTH MAIN STREET, WEST ANN ARBOR ROAD, 53' WIDE (NORTH HALF) ASPHALT.



SYMBOL	DESCRIPTION
— W —	PROPOSED DOMESTIC WATER SERVICE
— FDC —	PROPOSED FIRE DIRECT CONNECTION (FDC)

ALL EXISTING UTILITIES ARE TO REMAIN AND BE REUTILIZED.

- DRAINAGE AND UTILITY NOTES**
- THE CONTRACTOR IS REQUIRED TO CALL THE APPROPRIATE AUTHORITY FOR NOTICE OF CONSTRUCTION/EXCAVATION AND UTILITY MARK OUT PRIOR TO THE START OF CONSTRUCTION IN ACCORDANCE WITH STATE LAW. CONTRACTOR IS REQUIRED TO CONFIRM THE HORIZONTAL AND VERTICAL LOCATION OF UTILITIES IN THE FIELD. SHOULD A DISCREPANCY EXIST BETWEEN THE FIELD LOCATION OF A UTILITY AND THE LOCATION SHOWN ON THE PLAN SET OR SURVEY, THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC IMMEDIATELY IN WRITING.
 - THE CONTRACTOR IS RESPONSIBLE TO PROTECT AND MAINTAIN IN OPERATION ALL UTILITIES NOT DESIGNATED TO BE REMOVED.
 - THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO ANY EXISTING UTILITY IDENTIFIED TO REMAIN WITHIN THE LIMITS OF THE PROPOSED WORK DURING CONSTRUCTION.
 - A MINIMUM HORIZONTAL SEPARATION OF 10 FEET IS REQUIRED BETWEEN ANY SANITARY SEWER SERVICE AND ANY WATER LINES. IF THIS SEPARATION CANNOT BE PROVIDED, A CONCRETE ENCASUREMENT SHALL BE UTILIZED FOR THE SANITARY SEWER SERVICE AS APPROVED BY STONEFIELD ENGINEERING & DESIGN, LLC.
 - ALL WATER LINES SHALL BE VERTICALLY SEPARATED ABOVE SANITARY SEWER LINES BY A MINIMUM DISTANCE OF 18 INCHES. IF THIS SEPARATION CANNOT BE PROVIDED, A CONCRETE ENCASUREMENT SHALL BE UTILIZED FOR THE SANITARY SEWER SERVICE AS APPROVED BY STONEFIELD ENGINEERING & DESIGN, LLC.
 - THE CONTRACTOR TO PERFORM A TEST PIT PRIOR TO CONSTRUCTION (RECOMMEND 30 DAYS PRIOR) AT LOCATIONS OF EXISTING UTILITY CROSSINGS FOR WATER AND SANITARY SEWER CONNECTION IMPROVEMENTS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC IN WRITING.
 - THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING GAS, ELECTRIC AND TELECOMMUNICATION CONNECTIONS WITH THE APPROPRIATE GOVERNING AUTHORITY.
 - CONTRACTOR SHALL START CONSTRUCTION OF ANY GRAVITY SEWER AT THE LOWEST INVERT AND WORK UP-GRADE.
 - THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN A RECORD SET OF PLANS REFLECTING THE LOCATION OF EXISTING UTILITIES THAT HAVE BEEN CAPPED, ABANDONED, OR RELOCATED BASED ON THE DEMOLITION/REMOVAL ACTIVITIES REQUIRED IN THIS PLAN SET. THIS DOCUMENT SHALL BE PROVIDED TO THE OWNER FOLLOWING COMPLETION OF WORK.
 - THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN A RECORD OF THE AS-BUILT LOCATIONS OF ALL PROPOSED UNDERGROUND INFRASTRUCTURE. THE CONTRACTOR SHALL NOTE ANY DISCREPANCIES BETWEEN THE AS-BUILT LOCATIONS AND THE LOCATIONS DEPICTED WITHIN THE PLAN SET. THIS RECORD SHALL BE PROVIDED TO THE OWNER FOLLOWING COMPLETION OF WORK.



NO.	DATE	ISSUE	BY	DESCRIPTION
1	06/12/2023	ISSUE		FOR SITE AND SPECIAL LAND USE APPROVAL

NOT APPROVED FOR CONSTRUCTION

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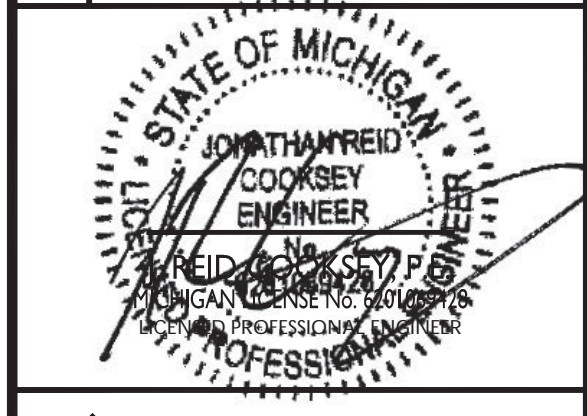
555 S. Old Woodward Avenue, Suite 12L, Birmingham, MI 48009
Phone 248.247.1115

SITE DEVELOPMENT PLANS

PRIMROSE SCHOOLS

PROPOSED CHILD CARE CENTER

PID: 49-010-04-0001-003
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CITY OF PLYMOUTH
WAYNE COUNTY, MICHIGAN 48170



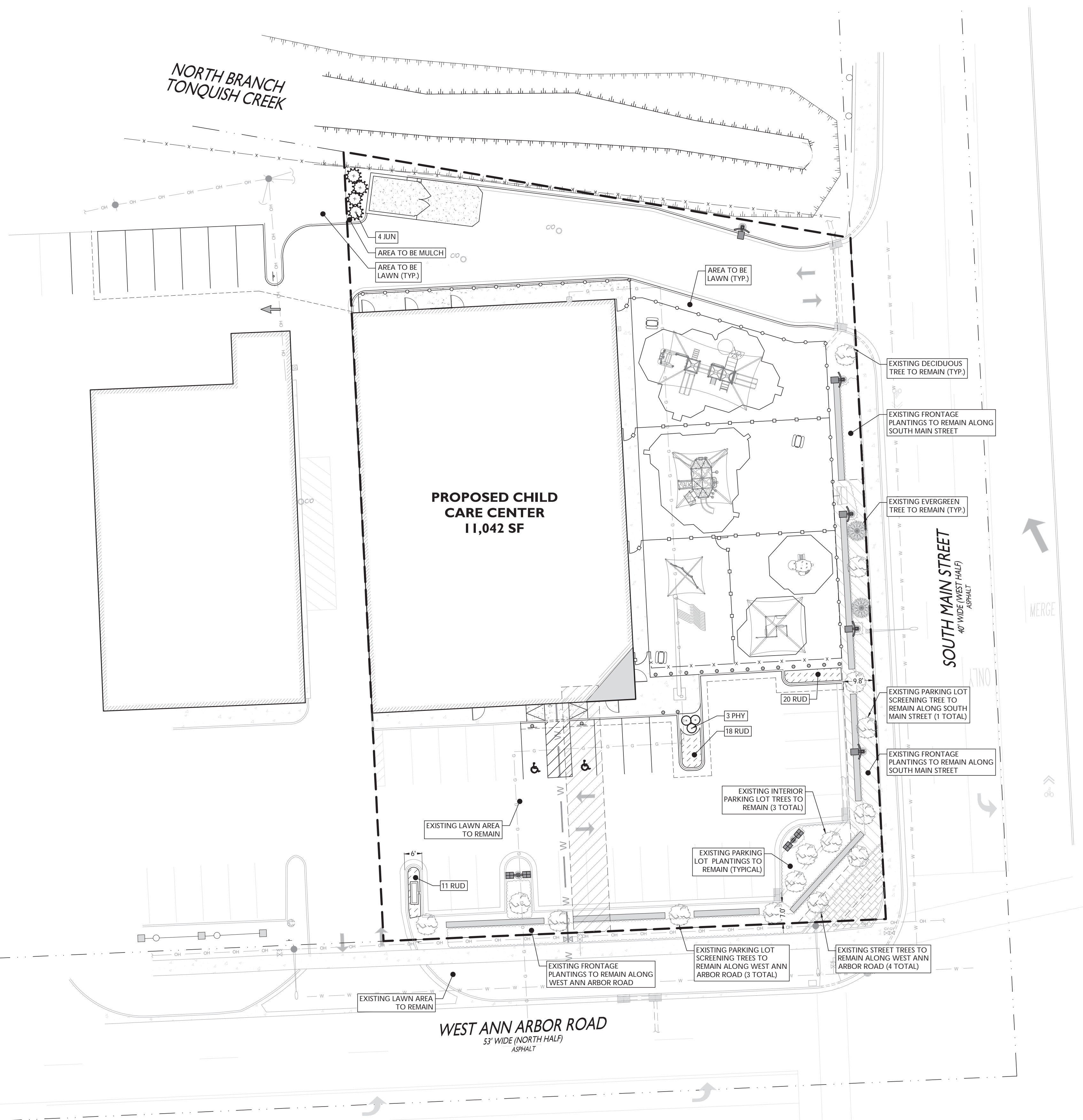
STONEFIELD
engineering & design

SCALE: 1" = 20' PROJECT ID: DET-240469

TITLE:
UTILITY PLAN

DRAWING:
C-6

V:\072016\DET-240469 PRIMROSE SCHOOLS - 800 ANN ARBOR ROAD - 15\15 NORTH\LANDSCAPE\1508-15 LAND.DWG



LANDSCAPING AND SCREENING REQUIREMENTS		
CODE SECTION	REQUIRED	PROPOSED
§ 78-167.(b)(3)	ANN ARBOR STREETScape 1 TREE FOR EVERY 40 LF OF FRONTAGE WEST ANN ARBOR ROAD: 164 FT (164 FT) * (1 TREE / 40 FT) = 4 TREES	4 EXISTING TREES
§ 78-167.(e)(1)> § 78-167.(e)(2)d.	PARKING AREA SCREENING OFF-STREET PARKING SHALL BE BUFFERED FROM VIEW OF PUBLIC R.O.W. MINIMUM WIDTH: 4 FT 36" HIGH MASONRY SCREENING WALL REQUIRED 1 TREE FOR EVERY 40 LF OF FRONTAGE WEST ANN ARBOR ROAD: 117 FT (117 FT) * (1 TREE / 40 FT) = 3 TREES SOUTH MAIN STREET: 46 FT (46 FT) * (1 TREE / 40 FT) = 1 TREE	COMPLIES WEST ANN ARBOR ROAD: 7.0 FT SOUTH MAIN STREET: 9.8 FT EXISTING WALL TO REMAIN 3 EXISTING TREES 1 EXISTING TREE
§ 78-168.(a)(1)a.	INTERIOR PARKING LOT LANDSCAPING 1 TREE & 100 SF OF LANDSCAPING PER 10 SPACES (33 SPACES) * (1 TREE / 10 SPACES) = 3 TREES (33 SPACES) * (100 SF / 10 SPACES) = 330 SF	3 EXISTING TREES 757 SF
§ 78-168.(a)(2)	MINIMUM AREA: 60 SF MINIMUM WIDTH: 6 FT	80 SF 6 FT

PLANT SCHEDULE						
SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER
EVERGREEN TREES						
	JUN	4	JUNIPERUS VIRGINIANA 'N. SELECT GREEN'	EMERALD FEATHER EASTERN REDCEDAR	8' - 10' HT	B&B
SHRUBS						
	PHY	3	PHYSCOCARPUS OPULIFOLIUS 'LITTLE DEVIL'	LITTLE DEVIL DWARF NINEBARK	18" - 24"	POT
PERENNIALS AND GRASSES						
	RUD	49	RUIDBECKIA FULGIDA	YELLOW CONEFLOWER	1 GAL.	POT, 24" O.C.

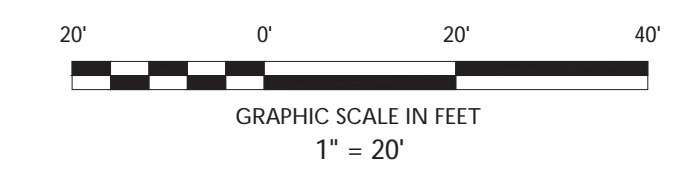
NOTE: IF ANY DISCREPANCIES OCCUR BETWEEN AMOUNTS SHOWN ON THE LANDSCAPE PLAN AND WITHIN THE PLANT LIST, THE PLAN SHALL DICATE.



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IRRIGATION NOTE:
IRRIGATION CONTRACTOR TO PROVIDE A DESIGN FOR AN IRRIGATION SYSTEM SEPARATING PLANTING BEDS FROM LAWN AREA. PRIOR TO CONSTRUCTION, DESIGN IS TO BE SUBMITTED TO THE PROJECT LANDSCAPE DESIGNER FOR REVIEW AND APPROVAL. WHERE POSSIBLE, DRIP IRRIGATION AND OTHER WATER CONSERVATION TECHNIQUES SUCH AS RAIN SENSORS SHALL BE IMPLEMENTED. CONTRACTOR TO VERIFY MAXIMUM ON-SITE DYNAMIC WATER PRESSURE AVAILABLE MEASURED IN PSI. PRESSURE REDUCING DEVICES OR BOOSTER PUMPS SHALL BE PROVIDED TO MEET SYSTEM PRESSURE REQUIREMENTS. DESIGN TO SHOW ALL VALVES, PIPING, HEADS, BACKFLOW PREVENTION, METERS, CONTROLLERS, AND SLEEVES WITHIN HARDSCAPE AREAS.

- LANDSCAPING NOTES**
- THE CONTRACTOR SHALL RESTORE ALL DISTURBED GRASS AND LANDSCAPED AREAS TO MATCH EXISTING CONDITIONS UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
 - THE CONTRACTOR SHALL RESTORE ALL DISTURBED LAWN AREAS WITH A MINIMUM 4 INCH LAYER OF TOPSOIL AND SEED.
 - THE CONTRACTOR SHALL RESTORE MULCH AREAS WITH A MINIMUM 3 INCH LAYER OF MULCH.
 - THE MAXIMUM SLOPE ALLOWABLE IN LANDSCAPE RESTORATION AREAS SHALL BE 3 FEET HORIZONTAL TO 1 FOOT VERTICAL (3:1 SLOPE) UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
 - THE CONTRACTOR IS REQUIRED TO LOCATE ALL SPRINKLER HEADS IN AREA OF LANDSCAPING DISTURBANCE PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL RELOCATE SPRINKLER HEADS AND LINES IN ACCORDANCE WITH OWNER'S DIRECTION WITHIN AREAS OF DISTURBANCE.
 - THE CONTRACTOR SHALL ENSURE THAT ALL DISTURBED LANDSCAPED AREAS ARE GRADED TO MEET FLUSH AT THE ELEVATION OF WALKWAYS AND TOP OF CURB ELEVATIONS EXCEPT UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET. NO ABRUPT CHANGES IN GRADE ARE PERMITTED IN DISTURBED LANDSCAPING AREAS.



NO.	DATE	ISSUE	BY	DESCRIPTION
1	06/12/2025	ISSUE		FOR SITE AND SPECIAL LAND USE APPROVAL

NOT APPROVED FOR CONSTRUCTION

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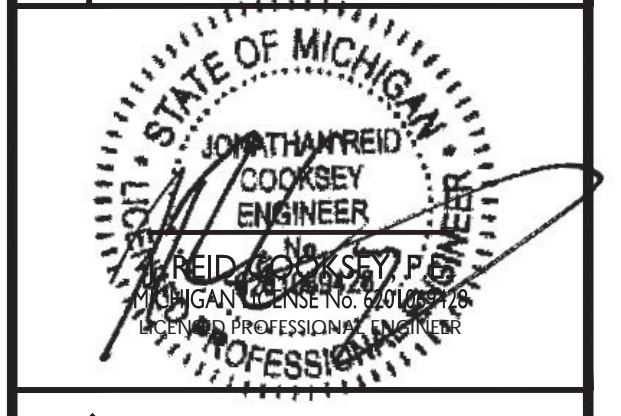
555 S. Old Woodward Avenue, Suite 12L, Birmingham, MI 48009
Phone 248.247.1115

SITE DEVELOPMENT PLANS

PRIMROSE SCHOOLS

PROPOSED CHILD CARE CENTER

PID: 49-010-04-0001-003
800 ANN ARBOR ROAD
CITY OF PLYMOUTH
WAYNE COUNTY, MICHIGAN 48170



STONEFIELD
engineering & design

SCALE: 1" = 20' PROJECT ID: DET-240469

TITLE:
LANDSCAPING PLAN

DRAWING:
C-8



Carlisle | Wortman
ASSOCIATES, INC.

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

Date: July 11, 2025

**Special Land Use and
Site Plan Review
For
Plymouth, Michigan**

Applicant:	Primrose Schools Jason Lang 3200 Windy Hill Road SE Atlanta, GA 30339
Project Name:	Primrose Schools Childcare Center
Plan Date:	June 12, 2025
Location:	800 Ann Arbor Road
Zoning:	ARC – Ann Arbor Road Corridor
Action Requested:	Special Land Use and Site Plan Approval
Required Information:	Any deficiencies are noted in the report.

PROJECT AND SITE DESCRIPTION

The applicant is proposing to use the existing building as a childcare center for up to 176 children, aged 0 to 4 years. This site was previously used as a CVS Pharmacy. The building footprint is not proposed to change.

Sec. 78-161, *ARC – Ann Arbor Road Corridor District*, requires that childcare centers which do not include overnight sleeping facilities obtain a Special Use Permit.

An aerial and street view of the subject site is shown in **Figures 1 and 2** on the following page.

Figure 1. Subject Site



SOURCE: GOOGLE EARTH PRO

Figure 2. Subject Site



Source: Google Earth (Capture 8-2024)

SPECIAL LAND USE

The proposed use of this existing building is a childcare facility that will accommodate 176 children between the ages of 0 – 4 years, and 16 staff members (at the largest shift). Childcare centers in the ARC District are Special Land Uses. Special Land Uses may be appropriate for a specific site in a District, or it may not be appropriate. Therefore, it's a subjective decision by the Planning Commission, based on the criteria listed below. We have reviewed this proposal against the Special Land Use criteria in Sec. 78-281, *Special Land Uses*, as well as the specific requirements for childcare centers in the ARC District (78-161(c)(2)).

The special land use standards in Section 78-281 are listed below:

- (1) Will be harmonious and in accordance with the general objectives or any specific objectives of the City of Plymouth Master Plan.**

CWA Comment:

The 2018 Master Plan identifies this site as "General Business." The Plan provides the following guidance for land use in this designation:

- The General Business-Retail/Service is the broadest and most-intensive commercial land use category.
- Areas designated as General Business-Retail/Service are located along main thoroughfares and are automobile dependent, benefiting 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.

The Ann Arbor Road Corridor Sub Area Plan also lists planning framework and site design guidelines:

- 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.
- 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.

Proposed Uses

A childcare center is not typically considered a "commercial" land use, but more aligned with school uses. School uses are generally located in areas of a community dominated by residential land uses. While the location may be convenient for parents, and if appropriately scaled may be compatible with a commercial setting, this environment is dominated by high volumes of traffic traveling up to 45 mph on Ann Arbor Road. We don't consider this intersection to be compatible with a school use or providing a healthy outdoor play environment.

- (2) Will be designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and will not change the essential character of the area.**

CWA Comment:

The applicant proposes to reuse the existing building, with the primary site change being the removal of parking spaces east of the building to accommodate a playground area. This approach is generally compatible with the area's existing character.

The 2018 Master Plan emphasizes promoting pedestrian activity, traffic calming, and site design that improves the quality of the Ann Arbor Road Corridor. To support these objectives on this site, the site design could be enhanced by adding bicycle parking and incorporating additional landscaping (the existing landscaping along the road is in poor condition). These improvements would help the site blend with its surroundings and better align with the character and goals of the area.

Regarding the childcare operation, we have concerns about the number of children and staff that could occupy this facility. (These concerns are further described below, and under the Site Access & Circulation, Parking, and Special Land Use criteria in Sec. 78-161.)

- (3) Will not be hazardous or disturbing to existing or future nearby uses.**

CWA Comment:

The use of this site as a childcare center should not be hazardous or disturbing to existing or nearby users. However, the scale of the use (176 children) and 16 employees cannot be accommodated on the site for various reasons.

Regarding hazards:

- The Traffic Impact Study is marked "DRAFT." The applicant should confirm that this study has been finalized.
- The applicant should confirm that it's possible/likely that most or all of the students will be on site at one time. The maximum number expected during various times of day should also be provided.
- The project doesn't meet the minimum number of parking spaces required by the ordinance. As described under the "Parking" section below, the ordinance requires 38 spaces, and the applicant is supplying 33 spaces (27 spaces on site; 6 spaces on the O'Reilly Auto Parts site that aren't otherwise required by the auto parts store use). The ARC district does not allow the Planning Commission to waive the required number of parking spaces; this proposal will require a variance.
- The applicant's memo (dated July 9, 2025) states that parents must park their car and bring their child in/out of the center. The memo states that this generally takes 8-10 minutes, on average. There are 27 parking spaces on the Ann Arbor Road side of the building; at least 10 of these spaces will be occupied by employees; two (2) spaces are barrier-free. At peak hour, the Traffic Impact Study (TIS) estimates that 80 vehicles will enter the site. If each parent's car stays for 10 minutes, then the parking lot will accommodate 90 vehicles at peak hour. If some cars overstay the 10 minutes, the lot will just barely accommodate the peak hour.
- The TIS states that the Ann Arbor Road driveway has an expected queue length of 6-7 cars (which is 120-140-feet long). Cars will be waiting in the Ann Arbor Road travel lane to enter

this driveway. The TIS also states that the childcare center “warrants” a west-bound right-turn lane, but it’s likely that the proximity of the intersection won’t allow this. No solution is offered in the TIS.

- The TIS uses another Primrose childcare center in Canton as a comparison. This center is located at 45215 Canton Center Rd. The Canton site is 2.2-acres in size, has 44 parking spaces, and is located at the end of a 500-foot-long driveway. The Plymouth site is 0.9-acres in size, has 36 parking spaces, and abuts two busy roads. The TIS says that the Plymouth operation will be the same size as the Canton operation. This comparison makes clear that this site is too small and cannot safely accommodate the same number of children and staff as a site that is more than twice as large.
- The proposed hours of operation for the childcare center are 6:30am – 6:30pm, M-F. The peak demand at 9AM and 9:30AM. The TIS should provide peak hours of vehicle trips entering/exiting the childcare site (both AM and PM) since they are referred to in the analysis.
- TIS reports that the Main St./Ann Arbor Road intersection is functioning unacceptably (LOS E), as follows:
 - a. N/S left turn movements at PM peak hour under current conditions, plus
 - b. E-bound through lane a PM peak hour with expected growth in the area 2025-27, plus
 - c. S-bound through right lane at PM peak hour if proposed childcare center is constructed.

The drug store at this location didn’t have the higher number of trips in AM and PM peak hours as the childcare center. This use will exacerbate the issues at this intersection.

While the childcare use is most likely acceptable in this location, for all these reasons it’s our opinion that the number of children and staff is too large to be safely accommodated on this site. The building may be able to house this many children, but the site cannot.

(4) Will be compatible with adjacent uses of land and will promote the use of land in a socially and economically desirable manner.

CWA Comment:

If the number of children and staff were reduced significantly, a childcare center in this location could be a socially and economically desirable use. And as mentioned above, the location is convenient for parents. However, the building occupies too much of the site, leaving little additional space for needed parking, vehicle queueing, and (as identified below) required outdoor play space. The vehicle queueing will negatively impact the west-bound Ann Arbor Road travel lane, potentially causing a serious safety issue; and the site’s proximity to the corner may make adding a turn lane impossible. This issue can’t be ignored if this project is to move forward.

(5) Will be served adequately by essential public services and facilities or that the persons responsible for the establishment of the proposed use will provide adequately any such service or facility.

CWA Comment:

Essential public services currently serve this property. It is unlikely that the proposed use will require any additional public services.

- (6) Will not create excessive additional public costs and will not significantly decrease property values of surrounding properties.**

CWA Comment:

We do not believe the proposed use will significantly decrease property values of surrounding properties.

- (7) Will meet all the requirements and standards of this chapter and any other applicable laws, standards, ordinances, and or/regulations.**

CWA Comment:

See our comments in the remainder of this review for compliance with ordinance requirements.

Additional requirements for childcare centers in the Ann Arbor Corridor (ARC) District are listed below:

- (1) For each child permitted at the maximum licensed capacity of the facility, there shall be provided and maintained a minimum of 500 square feet of outdoor play area. Such play space shall have a total minimum area of not less than 3,000 square feet and shall be fenced and screened from any adjoining lot in any residential district.**

CWA Comment:

The Land Use and Zoning table on Sheet C-3 notes that there will be 176 children. Sec. 78-161 requires 500 s.f. for each child permitted at the maximum licensed capacity of the facility.

Required: (176 children) (500 s.f./child) = 88,000 s.f.

Proposed: (40 s.f./child) = 6,910 s.f.

The applicant has made note of their intent to apply for a variance. However, this outdoor play space requirement is a specific condition of a Special Land Use. Special Land Uses are decided by the Planning Commission, not the Zoning Board of Appeals (ZBA). It's our opinion that the ZBA can't grant a variance for a Special Land Use or a condition of a Special Land Use. This question has been posed to the City Attorney for an opinion.

- (2) All childcare facilities shall be registered with or licensed by the State of Michigan where required, and shall comply with the minimum state standards for such facilities, in addition to those standards specified in this article. Proof of compliance shall be provided to the city upon request.**

CWA Comment:

For final approval, the applicant will need to provide the necessary state license for a Child Care Center. If the Planning Commission approves this Special Land use, we recommend that this requirement be a condition of approval.

- (3) Adequate ingress, egress and circulation shall be provided. Vehicles must be able to easily circulate within and through the site to a designated pick-up/drop-off area without impeding circulation on the site or traffic on nearby roads. Adequate stacking space for the pick-up/drop-off area shall be provided.**

CWA Comment:

As described above, and under the “Site Access & Circulation” section further down in this review, the site isn’t accommodating the expected traffic generated by the number of children proposed at this site.

In summary, we don’t consider the current scope of the proposal (176 children/16 staff) to meet all the Special Land Use criteria in the ordinance. The parking is inadequate, vehicle queuing will leave cars waiting in the Ann Arbor Road travel lane, the TIS warrants a right-turn lane, but there is inadequate space due to the intersection, and there is inadequate outdoor play area. The Planning Commission will need to evaluate the proposal against the criteria and make a determination of whether the proposal meets the criteria.

Items to be Addressed: 1) Planning Commission to determine if the proposed use meets the Special Land Use requirements. 2) Applicant to confirm if “DRAFT” Traffic Impact Study has been finalized. 3) Applicant should confirm that it’s possible/likely that most or all of the students will be on site at one time. 4) Applicant to provide the maximum number of children expected during various times of day. 5) TIS provide peak hours using the site driveways (both AM & PM). 6) City Attorney provide opinion on whether the ZBA can consider granting a variance for a required ordinance condition for a Special Land Use.

AREA, SETBACKS, HEIGHT

The site must meet the minimum standards for the ARC District, as stated in Section 78-162 and summarized in **Table 1** below:

Table 1. ARC Schedule of Regulations Summary

	Required	Provided
Front Setback:		
Adj. Ann Arbor Road	75 feet*	74.4 feet (existing nonconformity)
Adj. S Main Street	75 feet	77.9 feet (existing)
Side Setback:		
Minimum	10 feet**	0 (existing)
Rear Setback:		
Opposite Ann Arbor Trail	20 ft.	32.6 feet (existing)
Building Height	30 ft. / 2 stories	23 feet (existing)

*When parking is furnished between the building and the street.

** Side yards are not required along an interior side parcel line, where all walls of buildings abutting such interior side parcel line are wholly without windows or other openings and are of fireproof construction, but if the side wall is not of fireproof construction, a side yard of not less than ten (10) feet shall be provided. The Planning Commission may require additional setbacks based on its review. The Planning Commission shall also review the aesthetic impact of such walls and may require visual enhancement.

The applicant is not proposing to relocate the building, or expand the building, on this site. Therefore, the non-compliant setbacks are considered existing non-conformities and may remain so long as the non-conformity is not expanded per Section 78-351.

Items to be Addressed: None.

SITE ACCESS & CIRCULATION

The driveway locations from both Ann Arbor Road and Main St. are existing conditions. The applicant is not proposing to change these locations, or the dimensions of the driveways.

In the Special Land Use section above, we listed a number of issues that the proposed scope of the childcare center will create, both on-site and on the adjacent roadway. A summary include:

- 1) Inadequate parking for expected number of peak hour drop-off.
- 2) Potential queuing into the Ann Arbor Road west-bound traffic lane due to lack of stacking area.
- 3) Inability to add a right-turn lane on Ann Arbor Road due to proximity of intersection at Main St./Ann Arbor Road.

Regarding the O'Reilly Auto Parts store next door, the subject site and O'Reilly's share an access drive to Ann Arbor Road. The applicant supplied an updated shared access/parking agreement between the childcare center and O'Reilly's. The easement states that *"All drive aisles and points of access on the [O'Reilly] parcel and [childcare] parcel are for the shared use of the parties."* We have the following questions:

- 1) Does the site access/driveway analysis in the TIS consider the traffic for the O'Reilly Auto Parts store? There is no mention of number of trips this business generates, and how their customers use this driveway. O'Reilly is open 7:30AM-9PM M-S. These hours overlap with the childcare center hours.
- 2) The maneuvering lane between the two buildings appears to contain a "loading/unloading" space, identified with a hatch pattern on the plans. The originally approved loading/unloading space at the O'Reilly site was located on the north end of the building (see approved O'Reilly site layout on page 10 of this review). The purpose of the hatched area should be identified on the plans, the timing/frequency of deliveries, and the types/size of trucks making deliveries. Parking delivery vehicles at this location eliminates the two-way operation of the lane during deliveries.
- 3) Have the plans been evaluated by the Fire Chief? Given the location of the playground, the east side of the building will not be accessible by fire apparatus. Also, it's unclear if the site can accommodate the turning movements of a fire truck. An evaluation by the Fire Chief should be provided before the project moves forward.

Recommendations from the TIS are listed below:

- Wayfinding should be provided to the parents and caregivers for students attending Primrose School to exit the site via Main Street. This will help with vehicles going both east and south of the site.

CWA Comment: The pavement leading to the Main St. driveway will accommodate vehicle stacking; however, turning left out of this driveway is difficult, as the curve in the road blocks the view of oncoming traffic.

- A stop bar and pavement markings are recommended in the parking lot at the intersection with the shared driveway, so that vehicles existing the childcare parking lot don't block this shared driveway.

CWA Comment: Agreed.

Items to be Addressed: 1) Add traffic generated by O'Reilly Auto Parts store to TIS. 2) Identify the purpose of the hatched area located between the childcare building and the O'Reilly Auto Parts store on the plans, including the timing/frequency of deliveries, and the types/size of trucks making deliveries. 3) Fire Chief evaluate the proposed site design and provide comments to Planning Commission before Special Land Use decision is made.

PARKING

The table below evaluates parking requirements for a childcare center in the ARC District.

Table 2. Parking Calculations Summary

	Required Parking Calculation (Sec. 78-163)	Proposed Parking
Childcare centers, day care centers, nursery schools	One per 400 square feet of usable floor area (8,800 sf / 400 sf = 22 spaces)	22 spaces on-site
	One per employee based upon the greatest number of employees in any one shift. (16 employees)	5 spaces on-site 6 spaces off-site (See Below)
TOTAL	38 spaces	33 spaces
Parking Dimensions	<p style="text-align: center;">90° Parking Parking space: 9 ft x 20 ft Barrier free space dimensions: 8 ft x 20 ft + 8 ft. aisle</p> <p>Two-way lane: 20 ft wide One-way lane: 12 ft wide</p>	<p>Parking spaces (Existing): 9 x 19.4 ft & 18.2</p> <p>Barrier-free spaces (new): 8 ft x 18.2 ft + 8 ft aisle</p> <p>Two-way lane: 24 ft One-way lane: 15 ft</p>

Number of Parking Spaces: The O'Reilly Auto Parts store site plan was approved in 2016. When this site was redeveloped, it was required to have 27 parking spaces. The approved site plan is shown on the next page; the blue shaded parking spaces are those spaces that were both required and constructed.

Note that the O'Reilly plan actually shows 30 parking spaces, but three spaces at the rear of the site were not built. This is acceptable because only 27 spaces were required.

The childcare center worked out a shared parking agreement with the O'Reilly store to locate nine (9) of their required parking space on the O'Reilly site. The exhibit in the shared parking agreement shows the location of these spaces at the back of the O'Reilly property. There are two issues with the number of shared spaces on the O'Reilly site, as well as the location of the shared spaces:

Parking Space Dimensions.

Regular spaces: All the spaces in the lot in front of the childcare center are shorter than required. Given the extra 4 feet of width in the abutting maneuvering lane, the length of each parking space should be extended to meet the minimum 20-foot requirement. The plans should be amended to show this change.

Barrier-Free Parking: Two (2) barrier-free spaces are required and have been proposed near the entrance of the center. The proposed spaces measure 8 feet wide by 18.2 feet long, with an 8-foot-wide accessible aisle. As mentioned above, the plans should be amended to extend the length of each parking space to meet the minimum 20-foot requirement.

Loading/Unloading Spaces: There are no off-street loading/unloading spaces proposed on this site. The applicant should provide information about expected deliveries, and frequency/timing of such deliveries, and the size/types of trucks making the deliveries.

Bike Rack: The applicant should consider adding at least one bike rack to the site.

Sidewalks: Section 78-161.(d)(1)(j) states that, where sidewalks abut a parking area, the minimum width required shall be six (6) feet. The existing sidewalk along the front of the building is 5.3-5.5 feet wide, and along the east side of the building is 5-feet-wide. These walks are existing non-conformities and may remain as is. However, a new 4-foot-wide sidewalk is proposed along the vehicular maneuvering lane at the rear of the building. The width next to the building will require a variance, as the northeast corner of the building creates a “pinch point” that can’t widen the sidewalk without reducing the maneuvering lane to less than the required width. However, this sidewalk should extend to the sidewalk on Main St., along the maneuvering lane. The walk could widen to 6-feet-wide east of the northeast corner of the building.

Items to be Addressed: 1) Number of proposed parking spaces is deficient and requires a variance. 2) Location of new parking spaces on O’Reilly is displacing capacity of a bio-retention basin; this capacity will need to be accommodated somewhere else on the O’Reilly site. 3) New parking spaces on the O’Reilly site will require a Site Plan amendment to the O’Reilly site plan, reviewed by the Planning Commission. 4) Lengthen the parking spaces in the childcare lot in front of building to meet 20-foot minimum. 5) Provide information on expected childcare center deliveries, frequency/timing of such deliveries and size/types of trucks making the deliveries. 6) Applicant to consider adding at least one bike rack to the site. 7) New 4-foot-wide sidewalk at back of site (along existing maneuvering lane) requires a variance. 8) Extend walk at back of site (along exiting maneuvering lane) to sidewalk on Main St. and widen to the required six-foot width.

UTILITIES

Sheet C-6, *Utility Plan*, depicts a proposed water main connection from the south facing wall to Ann Arbor Road. The Site Plan notes that prior to construction, confirmation of feasibility of connection needs to be made with the water authority. A fire direct connection is proposed in the southeast corner of the site.

No other utility work is proposed. We defer evaluation of the proposed utilities to the City Engineer.

Items to be Addressed: 1) Applicant to provide confirmation of the water main connection from the water authority. 2) Defer evaluation of proposed utilities to City Engineer.

LANDSCAPING

A landscaping plan is provided on Sheet C-8. Tables 3-5 below evaluate the plan against the landscaping requirements in the Ann Arbor Corridor District.

Table 3. Required Plantings

	Required	Proposed
<u>Interior Parking Lot</u> 1 Tree & 100 SF Landscaping Per 10 Spaces 5 Shrubs for Every 30 Feet or Fraction Thereof Street Frontage of the Parking Lot	(33 spaces) x (1 tree / 10 spaces) = 4 trees	3 trees
	(33 spaces) x (100 s.f. / 10 spaces) = 330 s.f.	330 s.f.
	(164 feet of frontage / 30 feet) x 5 = 8 shrubs	0 shrubs
<u>Ann Arbor Road Streetscape</u> 1 Tree for Every 40 Linear Feet of Frontage	(164 feet of frontage) x (1 tree / 40 feet) = 4 trees	3 trees
<u>Parking Area Screening</u> 1 Tree for Every 40 Linear Feet of Frontage	West Ann Arbor Road (117 feet of frontage) x (1 tree / 40 feet) = 3 trees	3 trees
	South Main Street (46 feet) x (1 tree / 40 linear feet) = 2 trees	1 tree

Table 4. Required Planting Sizes

Type	Required Size at Time of Planting	Proposed
Evergreen Tree	Min 8 feet hgt.	8 – 10 feet
Deciduous Shrub	Min 30 inches	18 – 24 inches See Below

Table 5. Required Percentage of Total Planting

Type	Required Percentage of Total Planting	Proposed
Evergreen Trees	30 – 50 %	See Below
Deciduous Shrubs	50 %	See Below

The existing landscaping is in poor condition. The plantings need to be in a healthy condition per the ordinance. Therefore, replacement of existing shrubs/trees may be required in addition to that identified

in this review. We recommend having the existing landscaping evaluated for conformance to this standard, and needed replacements identified and added to the Landscape Plan.

Per Tables 3-5 above, the plans need to be modified as follows:

- Add one (1) tree located in the interior parking lot,
- Add one (1) tree along Ann Arbor Road
- Add one (1) tree along South Main Street.
- Increase the size at planting for deciduous shrub from 18-24 inches to a minimum of 30 inches. A
- Plans to show the percentages of the existing and proposed plantings to ensure compliance with the table in Sec. 78-165(c)(1), *Variety of plant material sizes at installation*.

The other required streetscape elements have been accomplished along Ann Arbor Road and Main St. by means of earlier development.

Playground Landscaping.

- It appears that the Demolition Plan (Sheet C-2) indicates that all the asphalt on the east side of the building (in the vicinity of the playground), and the northerly maneuvering lane, will be removed. However, the Landscape Plan is not clear the extent of turf grass on the site. The location of proposed turf grass should be identified with a hatch pattern on the plans.
- Sheet A4.0, *Playground Details*, provide a detail of “artificial turf.” The ground surface treatment of the playground needs to be clarified on the Site Plan.
- The playground is not shaded by trees at all. The only shade available will be the small coverings over the play structures. Trees should be incorporated on the south sides of each playground to provide shade and would help create a more pedestrian-friendly environment and further support the site’s compatibility with the character and objectives of the Ann Arbor Road Corridor.

Playground Fencing

Sec. 78-161(d), *Development Requirements*, discusses security fencing, which is described as fencing enclosing land to prevent intrusion into or across the property. Maximum allowed height of such fencing is 4-foot-tall, unless the Planning Commission permits fencing not to exceed six feet tall. It also states that no fence shall be located closer to than the front setback line, or closer to the street than the established front building line.

All playgrounds are surrounded by a six (6) foot tall, black fencing that is specified on the Site Plan as “crash rated.” We have the following comments:

- The location of the proposed fence along the Main St. frontage does not comply with the “...no closer than the established building line” requirement. The established building line is the front façade of the building facing Main St. A variance for this fence location is needed.
- The material of the black “picket” fencing should be specified on the fence detail on the plans. The “crash rating” specification should also be included on the detail.
- The height of the fencing on the Site Plan indicates six-foot around the playground perimeter, and four foot in the interior, dividing the different playgrounds. However, the fence detail (Sheet A4.0) states that the 4-foot-fence is proposed along the “front of building.” The location of the various fence heights should be consistent across plan sheets.
- The Planning Commission should discuss the proposed six-foot-height of the perimeter fencing.
- Sheet A4.0, *Playground Details*, also shows a detail for a vinyl fence. We can’t locate this fence on the Site Plan, if proposed. If this fence is proposed, its location needs to be added to the Site Plan.

However, vinyl fencing is not consistent with the ARC District, and this fence type should not be visible from the street.

Items to be Addressed: 1) Recommend evaluation of existing plant material being counted toward the landscaping requirements to ensure they are in healthy condition; if not, replacements should be shown on the Landscape Plan. 2) Add one (1) tree to plans located in the interior parking lot. 3) Add one (1) tree to plans along Ann Arbor Road. 4) Add one (1) tree to plans along South Main Street. 5) Increase the size at planting for deciduous shrubs from 18-24 inches to a minimum of 30 inches. 6) Plans to provide percentages (deciduous & evergreen; various sizes) of the existing and proposed plantings to ensure compliance with Section 78-165(c)(1). 7) More clearly identify the location of turf grass on the Landscape Plan with hatch pattern. 8) Clarify ground surface landscaping (live turf grass or artificial turf) on Site Plan. 9) Obtain variance to locate fence along Main St. closer to the street than the established building line (or face of building facing this street). 10) Specify material of “picket” fence and “crash rating” specifications to fence detail on plans. 11) Make fence height locations consistent across plan sheets. 12) Planning Commission to discuss proposed six-foot-tall fencing. 13) Locate vinyl fencing on Site Plan, if proposed; however, vinyl fencing should not be visible from the street.

WASTE RECEPTACLE

Sheet C-3, *Site Plan*, shows the proposed trash enclosure at the northwest corner of the lot in the rear yard. A sheet showing how a trash hauler truck accesses the dumpster, and traverses the site needs to be provided.

Elevations for the proposed dumpster screen are on Sheet A-5, *Site Details*, which shows the dumpster screen is seven (7') feet – four (4") inches tall. The screen is faced with a three (3') foot tall band of brick matching the building and the remaining four (4') feet – four (4") inches to be Hardie board siding in a vertical board and batten orientation. The enclosure gate is proposed to be four (4") inch ribbed 20 GA metal siding painted “Tate Olive”.

Items to be Addressed: 1) Provide sheet that illustrates how a trash hauler truck will access the dumpster screen, and traverse the site needs to be provided.

LIGHTING

Sheet C-7, *Lighting Plan*, provides photometrics and illustrations of fixtures, and additional light fixture details are provided on Sheet C-11, *Construction Details*.

The photometric plan on Sheet C-7 includes pole-mounted fixtures (fixtures A & B) and one building-mounted fixture (fixture C). However, Sheet C-11, and shows a crook-neck fixture also identified as fixture “B”. The location of the crook-neck fixtures are not shown on the photometric plan or building elevations. If this fixture will be used, its location should be identified, and the lighting levels included in the photometric plan. Once this information is provided, we’ll evaluate the proposed photometrics of the site.

The photometric plan shows 0.0 footcandle readings at the new parking spaces on the O’Reilly Auto Parts site. A minimum level of lighting is required in all parking lots. A fixture will need to be added to provide this lighting.

The proposed height of the pole-mounted fixtures are within the maximum height permitted. These fixtures are also downward facing and can accept a house-side shield if needed to control glare.

Items to be Addressed: 1) Include location of crook-necked light fixtures on building elevations and Lighting Plan; include light levels from these fixtures in the photometric readings. 2) Add light fixture to new parking spaces on the O'Reilly site to provide the required minimum lighting levels.

SIGNAGE

Sheet A-5.0, *Site Details*, provides proposed signage details. In addition to a flagpole, the applicant is proposing one (1) wall sign and two (2) ground signs shown in the figures below.

Figure 4. Wall Sign



Figure 5. Ground Sign #1

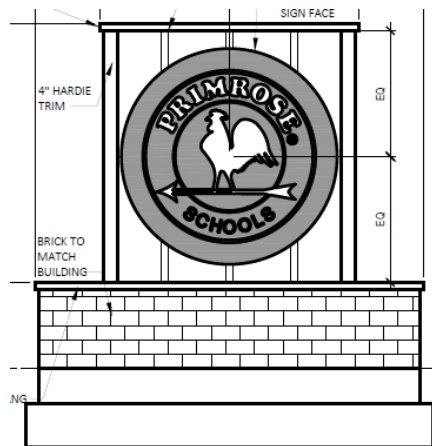
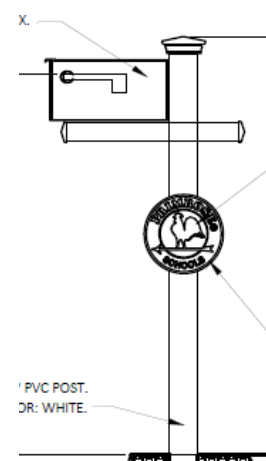


Figure 6. Ground Sign (Mailbox)



The ARC District has sign requirements in Sec. 78-169, *Signs*. It has requirements for building-mounted wall signs, and ground-mounted signs, among others.

Wall Signs

The building elevations show one wall sign above each door into the building, which are on the south elevation facing Ann Arbor Road and the east elevation facing Main St. The ordinance permits one wall sign on each facade with a separate means of public access. Both facades have means of public access.

Figure 4. depicts the proposed wall sign to be located over the building entrances. Per Section 78-169, the maximum wall sign area permitted shall be 50% of the signable area, up to a maximum wall sign area of 42 square feet. The signable area is roughly 340 square feet, setting the maximum permitted sign area 42 square feet. The proposed wall signs are 12'x12' making the sign area 144 square feet. The size of these signs do not comply with the ordinance and need to be reduced.

Ground Signs

An existing ground sign is shown on the east side of the Ann Arbor Road shared entry drive. The Site Plan indicates that this sign will be modified. It is located approximately 12 feet from the right-of-way line, meeting the location requirements in the ordinance. Sheet A-5.0 notes the final sign placement for **Figure 5.** will be agreed upon between the contractor and franchise owner at a later date. This note should be removed, as it conflicts with the sign placement shown on the Site Plan.

The area of the ground sign is proposed at 36 s.f. However, the ordinance only permits 32 s.f. at the proposed location. The area of the sign face needs to be reduced. The height of the ground sign meets the maximum height permitted by the ordinance.

The site is permitted one ground sign per street frontage. Only one ground sign (along Ann Arbor Road) is identified on the Site Plan. See our comments below regarding the sign attached to the mailbox.

Mailbox Sign

Figure 6. details another ground sign to be fastened to the mailbox. It doesn't appear that the Site Plan shows the location of the proposed mailbox, and this should be added. If the mailbox (and sign) are located on the Main St. frontage, the ordinance would permit a second ground sign on this frontage.

The proposed sign is estimated to be one (1) square foot in area.

Items to be Addressed: 1) Reduce size of proposed wall signs to no more than 42 s.f. 2) Remove location note from ground sign detail, as the location is specified on the Site Plan. 3) Reduce area of ground sign face to no more than 32 s.f. 4) Show location of mailbox and sign on Site Plan; if along Main St. frontage, this second ground sign is permitted.

FLOOR PLAN AND ELEVATIONS

Dimensioned elevations are provided on Sheet A-2.0. The southeast corner of the existing building façade includes an angled entry portico; the proposed use is removing the portico and squaring the face of the south and east facades, adding windows and doorways. The drive-thru roof at the rear of the building is also being removed, and openings in this façade filled in with brick.

Floor plans are provided on Sheet A-3.0. They are proposing to reconfigure the interior to create eleven (11) classrooms, a staff/conference area, warming kitchen, office, resource room, laundry and storage space, and fourteen (14) restrooms.

Items to be Addressed: None.

RECOMMENDATIONS

In our opinion, the scale of the proposed use may fit into the building, but it is too large to be accommodated by the site. We have concerns about student drop-off/pick-up and the estimated stacking required to conduct these activities, placing waiting cars into the Ann Arbor Road west-bound travel lane. The Traffic Impact Study also states that a right-turn lane is warranted, but there is no room to construct this needed facility because of the intersection. Therefore, while a childcare center at this location may be an appropriate land use, the scale of this proposed operation is not appropriate in our opinion. The Planning Commission should discuss these issues, and other issues identified in this review, with the applicant at the upcoming Public Hearing.

Comments in this review are summarized below:

Special Land Use Criteria

- 1) Proposed scale of operation (number of children/staff), in light of:
 - Inadequate parking,

- Vehicle queuing that force parents to stack in west-bound lane of Ann Arbor Road.
 - Traffic Impact Study warranting a right-turn lane, but inadequate space due to the intersection
 - Inadequate amount of required play space (condition of Special Land Use in ARC District).
- 2) Planning Commission to determine if the proposed use meets the Special Land Use requirements.
 - 3) Applicant to confirm if “DRAFT” Traffic Impact Study has been finalized.
 - 4) Applicant should confirm that it’s possible/likely that most or all of the students will be on site at one time.
 - 5) Applicant to provide the maximum number of children expected during various times of day.
 - 6) TIS provide peak hours using the site driveways (both AM & PM).
 - 7) City Attorney provide opinion on whether the ZBA can consider granting a variance for a required ordinance condition for a Special Land Use.

Site Access & Circulation

- 1) Add traffic generated by O’Reilly Auto Parts store to TIS.
- 2) Identify the purpose of the hatched area located between the childcare building and the O’Reilly Auto Parts store on the plans, including the timing/frequency of deliveries, and the types/size of trucks making deliveries.
- 3) Fire Chief evaluate the proposed site design and provide comments to Planning Commission before Special Land Use decision is made.

Parking

- 1) Number of proposed parking spaces is deficient and requires a variance.
- 2) Location of new parking spaces on O’Reilly is displacing capacity of a bio-retention basin; this capacity will need to be accommodated somewhere else on the O’Reilly site.
- 3) New parking spaces on the O’Reilly site will require a Site Plan amendment to the O’Reilly site plan, reviewed by the Planning Commission.
- 4) Lengthen the parking spaces in the childcare lot in front of building to meet 20-foot minimum.
- 5) Provide information on expected childcare center deliveries, frequency/timing of such deliveries and size/types of trucks making the deliveries.
- 6) Applicant to consider adding at least one bike rack to the site.
- 7) New 4-foot-wide sidewalk at back of site (along existing maneuvering lane) requires a variance.
- 8) Extend walk at back of site (along exiting maneuvering lane) to sidewalk on Main St. and widen to the required six-foot width.

Utilities

- 1) Applicant to provide confirmation of the watermain connection from the water authority.
- 2) Defer evaluation of proposed utilities to City Engineer.

Landscaping

- 1) Recommend evaluation of existing plant material being counted toward the landscaping requirements to ensure they are in healthy condition; if not, replacements should be shown on the Landscape Plan.
- 2) Add one (1) tree to plans located in the interior parking lot.
- 3) Add one (1) tree to plans along Ann Arbor Road.
- 4) Add one (1) tree to plans along South Main Street.
- 5) Increase the size at planting for deciduous shrubs from 18-24 inches to a minimum of 30 inches.
- 6) Plans to provide percentages (deciduous & evergreen; various sizes) of the existing and proposed plantings to ensure compliance with Section 78-165(c)(1).
- 7) More clearly identify the location of turf grass on the Landscape Plan with hatch pattern.

- 8) Clarify ground surface landscaping (live turf grass or artificial turf) on Site Plan.
- 9) Obtain variance to locate fence along Main St. closer to the street than the established building line (or face of building facing this street).
- 10) Specify material of “picket” fence and “crash rating” specifications to fence detail on plans.
- 11) Make fence height locations consistent across plan sheets.
- 12) Planning Commission to discuss proposed six-foot-tall fencing.
- 13) Locate vinyl fencing on Site Plan, if proposed; however, vinyl fencing should not be visible from the street.

Waste Receptacle

- 1) Provide sheet that illustrates how a trash hauler truck will access the dumpster screen, and traverse the site needs to be provided.

Lighting

- 1) Include location of crook-necked light fixtures on building elevations and Lighting Plan; include light levels from these fixtures in the photometric readings.
- 2) Add light fixture to new parking spaces on the O’Reilly site to provide the required minimum lighting levels.

Signage

- 1) Reduce size of proposed wall signs to no more than 42 s.f.
- 2) Remove location note from ground sign detail, as the location is specified on the Site Plan.
- 3) Reduce area of ground sign face to no more than 32 s.f.
- 4) Show location of mailbox and sign on Site Plan; if along Main St. frontage, this second ground sign is permitted.