



City of Plymouth Planning Commission

Regular Meeting Agenda

Wednesday, August 12, 2026 – 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/82140904411>

Passcode:206855

Webinar ID: 821 4090 4411

1. CALL TO ORDER

- a. Roll Call

2. CITIZENS 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.

3. APPROVAL OF THE MINUTES

- a. Approval of the July 15, 2026 meeting minutes

4. APPROVAL OF THE AGENDA

5. COMMISSION COMMENTS

6. PUBLIC HEARINGS

- a. **SP26-03:** Special land use request for indoor recreation uses at 350 S. Mill. The property is zoned I-2, Heavy Industrial.
- b. **PUD26-01:** Preliminary PUD request for multi-family use at 639 S. Mill and 188 E. Ann Arbor Trail. The properties are zoned Expired PUD.

7. OLD BUSINESS

8. NEW BUSINESS

9. REPORTS AND CORRESPONDENCE

10. ADJOURNMENT

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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

2026 Planning Commission Goals

1. Complete remaining quick zoning audit tasks
2. Explore residential compatibility ordinance



Plymouth Planning Commission
Regular Meeting Minutes
Wednesday, July 15, 2026 - 7:00 p.m.
Plymouth City Hall 201 S. Main

City of Plymouth
Plymouth, Michigan 48170-1637

www.plymouthmi.gov
734-453-1234

1. CALL TO ORDER

Chair Hollie Saraswat called the meeting to order at 7:00 p.m.

Present: Chair Saraswat, Commissioners Sidney Filippis, Don Webb, Zach Funk, Robert Mengel, Joe Hawthorne (arrived at 7:02), and Katie Rossie

Also present: Planning and Community Development Director Greta Bolhuis, Planning Consultant Sally Elmiger (online), and Community Development Coordinator Haley Hall

Absent: Vice Chair Kyle Medaugh

2. CITIZENS COMMENTS

None.

3. APPROVAL OF MEETING MINUTES

Webb offered a motion, seconded by Filippis, to approve the minutes of the June 10, 2026 meeting.

There was a voice vote.

MOTION PASSED UNANIMOUSLY

4. APPROVAL OF THE AGENDA

Mengel offered a motion, seconded by Funk, to approve the agenda for July 15, 2026.

There was a voice vote.

MOTION PASSED UNANIMOUSLY

5. COMMISSION COMMENTS

Commissioners Rossie, Scott, Filippis, and Chair Saraswat welcomed new Commissioner Robert Mengel to the Planning Commission. Chair Saraswat noted that Commissioner Mengel previously served two years on the Zoning Board of Appeals, has been a Plymouth resident for ten years, and is a software engineer. Filippis also complimented Plymouth's appearance during Art in the Park that weekend.

6. PUBLIC HEARINGS

a. Amendment to Zoning Ordinance Secs. 78-21, 78-191

Planning Director Bolhuis summarized the proposed amendment to multi-family density regulations, requested by a prospective property owner at 195 S. Mill. The current ordinance calculates density based on number and type of rooms, while the proposal would use dwelling units per net acre consistent with the Master Plan (18 units/acre for RM-1, 27 units/acre for RM-2). Staff produced maps that portrayed the number of allowable rooms in multifamily parcels and a table that displayed the possible number of one-,

two-, and three-bedroom units, in addition to maps that illustrated the range of allowable units under the proposed language and the existing unit counts based on city records.

Mengel identified a drafting ambiguity in Section 78-191, noting that the phrase "between two and four stories" could be read to exclude two-story buildings already addressed in the preceding line. The commission agreed to clarify the second density tier to read "3 or 4 stories tall."

Chair Saraswat opened the public hearing at 7:11 p.m.

Jaimie Cavanaugh, 1095 Roosevelt, speaking on behalf of herself and YIMBY Plymouth, expressed support for the amendment. She stated it clarifies allowable density for builders and property owners, aligns Plymouth with surrounding communities, and reflects a density vision that has been part of Plymouth's master plan since 2018.

Chair Saraswat closed the public hearing at 7:13 p.m.

Rossie commented that she is in support of having the ordinance reflect the Master Plan.

Funk offered a motion, seconded by Mengel, to recommend to the City Commission approval of the Amendment to Zoning Ordinance Sections 78-21 and 78-191, with the text amendment clarifying the "between two and four stories" to read "3 or 4 stories."

There was a roll call vote:

YES: Rossie, Scott, Funk, Hawthorne, Mengel, Webb, Filippis, Saraswat

MOTION PASSED UNANIMOUSLY

b. Amendment to Zoning Ordinance Secs. 78-21, 78-203, 78-206-209, 78-336

Planning Director Bolhuis summarized the fence and screening ordinance amendments developed by the Zoning Audit Sub-Committee. The amendments update fencing and wall definitions in Section 78-21 to match Chapter 18, remove conflicting language from the landscaping section (78-203), clarify screening requirements between non-residential and residential uses and allow the Planning Commission to modify the screening requirements in Section 78-206, update corner clearance standards and graphics in Section 78-207, replace the former residential fence section 78-208 with new standards for trash dumpster screening, and reserve Sections 78-209 and 78-336 as fence regulations for those sections are relocated to Chapter 18 of the General Code of Ordinances, which will require a separate public hearing before the City Commission.

Chair Saraswat opened the public hearing at 7:18 p.m.

Chair Saraswat closed the public hearing at 7:19 p.m.

Rossie highlighted that the new dumpster standards in Section 78-208 represented the most substantive change, and noted the standards were adapted from Garden City's ordinance with modifications to accommodate Plymouth's smaller and more irregularly shaped lots, including greater front-yard flexibility and a Planning Commission waiver provision.

Hawthorne raised a question regarding Section 78-203's provision requiring plantings to be completed within three months of a certificate of occupancy. Bolhuis explained that the city typically ties landscape compliance to the certificate of occupancy process but accommodates seasonal or availability constraints through temporary certificates, while retaining the ability to enforce the approved site plan at any time.

Filippis offered a motion, seconded by Scott, to recommend to the City Commission approval of the Amendment to Zoning Ordinance Sections 78-21, 78-203, 78-206-78-209, and 78-336.

There was a roll call vote.

YES: Hawthorne, Mengel, Webb, Filippis, Rossie, Scott, Funk, Chair Saraswat

MOTION PASSED UNANIMOUSLY

7. OLD BUSINESS

a. Sub-Committee Assignment Check-in

Planning Director Bolhuis provided a check-in on the two active sub-committees. The MSHDA sub-committee currently has four members and the Zoning Audit sub-committee has three active members following the departure of Commissioner Schroeder, with a vacancy available. Bolhuis noted that a quorum for the Planning Commission is five members, so no more than four may serve on any one sub-committee. Mengel volunteered to join the Zoning Audit sub-committee.

8. NEW BUSINESS

None.

9. REPORTS AND CORRESPONDENCE

City Commissioner Joe Elliot requested that, as the two approved amendments proceed to the City Commission for approval, an updated scorecard tracking progress on the 26 quick zoning audit changes be provided so completed items can be noted. He also raised the residential compatibility ordinance, observing that for-sale activity in the city underscores the urgency of moving that work forward as quickly as possible. He noted that administration is hoping to work with the Smith Group on graphics and with Carlisle Wortman on the ordinance, with a goal of bringing a proposal before the commission by September.

10. ADJOURNMENT

Filippis offered a motion, seconded by Scott, to adjourn the meeting at 7:32 p.m.

There was a voice vote.

MOTION PASSED UNANIMOUSLY

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 regular meeting of the Planning Commission will be held on Wednesday, August 12, 2026 at 7:00 p.m. located at City Hall and online via Zoom to consider the following:

SP26-03: Special land use request for indoor recreation uses at 350 S. Mill. The property is zoned I-2, Heavy Industrial.

PUD26-01: Preliminary PUD request for multi-family use at 639 S. Mill and 188 E. Ann Arbor Trail. The properties are zoned Expired PUD.

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Publish: Tuesday, July 28, 2026

August 4, 2026

Dear Property Owner:

You are receiving this letter because your property is within 300 feet of a property that is requesting planned unit development (PUD) consideration from the Planning Commission. The initial notice you received incorrectly identified the Ann Arbor Trail property that is part of the proposal. We apologize for the error and any confusion that may have been caused.

A revised copy of the notice is included at the bottom of this letter, for your review. The agenda packet will be posted on the city's website on Friday, August 7 at the following link: https://www.plymouthmi.gov/agenda_center. If you would like to review the plans before Friday, please contact me directly and I am happy to send you a link.

Sincerely,
Greta R Bolhuis, AICP
Planning and Community Development Director
(734) 453-1234 ext. 224
gbolhuis@plymouthmi.gov

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 regular meeting of the Planning Commission will be held on Wednesday, August 12, 2026 at 7:00 p.m. located at City Hall and online via Zoom to consider the following:

SP26-03: Special land use request for indoor recreation uses at 350 S. Mill. The property is zoned I-2, Heavy Industrial.

ADDRESS CORRECTION: PUD26-01: Preliminary PUD request for multi-family use at 639 S. Mill and 166 E. Ann Arbor Trail. The properties are zoned Expired PUD.

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Publish: Tuesday, July 28, 2026

Correction Publish: Tuesday, August 4, 2026

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 350 South Mill Street	Current Zoning Classification I-2	Date of Application 7/1/2026
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Name of Property Owner Victor Darolfi	Phone Number [REDACTED]	
Mailing Address [REDACTED]	Email Address (Required) [REDACTED]	
City [REDACTED]	State [REDACTED]	Zip Code [REDACTED]

II. Applicant and Contact Information

Indicate Who the Applicant Is. If Property Owner, Skip to Section III.	Architect	Developer	Engineer	Lessee
Applicant/Company Name INFORM Studio	Phone Number [REDACTED]			
Applicant/Company Address [REDACTED]	City [REDACTED]	State [REDACTED]	Zip Code [REDACTED]	
Email Address (Required) [REDACTED]				

III. Site Plan Designer and Contact Information

Site Plan Designer Company Name INFORM Studio	Phone Number [REDACTED]		
Company Address [REDACTED]	City [REDACTED]	State [REDACTED]	Zip Code [REDACTED]
Registration Number 1301064148	Expiration Date 05/31/2027	Email Address (Required) [REDACTED]	

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

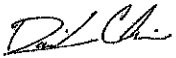
☒ Commercial ☐ Multi-Family ☐ New ☒ Remodel	☐ Change of Use	Is this project located in the Historic District? ☐ Yes ☒ No
☐ Mixed Use ☐ Industrial ☒ Addition ☐ Interior Finish	☒ Special Land Use	

V. Historic District

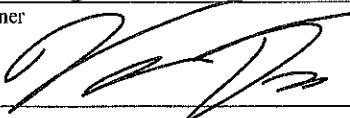
VI. Description of Work

The Plymouth Arena at 350 South Mill Street is a proposed elite training facility for athletes of multiple sports in Plymouth, Michigan. The facility will include a full-size 11 v 11 indoor soccer field, 7 v 7 mezzanine indoor soccer field, batting cages, physical training facility, a hospitality lounge with golf simulators, training classrooms, and coaches' offices. This project will renovate a portion of the existing building for the training and office areas along with a new mass timber addition housing the soccer fields.

VII. Applicant Signature

Signature of Applicant  Digitally signed by Dan Clunis DN: cn=Dan Clunis, ou=InFORMUsers, dc=InFORMed, dc=local Reason: I attest to the accuracy and integrity of this document Date: 2026.07.01 10:52:19 -0400	Date 7/1/2026
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VIII. Property Owner Signature

Signature of Property Owner 	Date 7/1/2026
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Subscribed and sworn before me this _____ day of _____, 20_____.

Notary Public: _____

My Commission expires: _____

For Office Use Only

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

PLYMOUTH ARENA

DATE: 07.01.2026

PROJECT NAME: PLYMOUTH ARENA

PROJECT NUMBER: 3144.00

ADDRESS: 350 South Mill Street, Plymouth, MI 48170

SUBJECT: SPECIAL LAND USE PERMIT APPLICATION

PROJECT OVERVIEW

The Plymouth Arena at 350 South Mill Street is a proposed elite training facility for athletes of multiple sports in Plymouth, Michigan. The facility will include a full-size 11 v 11 indoor soccer field, 7 v 7 mezzanine indoor soccer field, batting cages, physical training facility, a hospitality lounge with golf simulators, training classrooms, and coaches' offices. This project will renovate a portion of the existing building for the training and office areas along with a new mass timber addition housing the soccer fields.

SPECIAL LAND USE

Zoning Compatibility

The property at 350 South Mill Street is currently zoned I-2 (heavy industrial), with the existing structure functioning primarily as landscape storage and associated offices. Our project proposes to retain the underlying I-2 zoning while requesting a Special Land Use Permit to establish an indoor recreational facility, as permitted under City Ordinance Sec. 78-132.4.

Community Improvement and Benefits

Transitioning this site from a landscape storage operation to an indoor recreational facility represents a substantial upgrade for the City of Plymouth and its residents in several key areas:

- **Mitigation of Industrial Impacts:** I-2 areas have heavy truck traffic, noise, dust, and odors. The Plymouth Arena will inherently eliminate these nuisances by replacing them with a fully contained, low-impact indoor use that is more compatible with the surrounding residential districts.
- **Architectural Revitalization:** The project will breathe new life into an existing structure that is in poor condition. By combining a sensitive renovation of the current building with a state-of-the-art, sustainable mass timber addition, we are replacing a visual blight with an architectural landmark designed to better reflect the scale and character of the surrounding areas. Through the use of mass timber and adapting a portion of the existing building, we are reducing the carbon footprint of this project that would otherwise be larger with more traditional construction materials.
- **New Community Asset:** Currently this site offers no public or civic value. The Plymouth Arena transforms a closed industrial lot into a vibrant, healthy space where families, special needs groups, and athletes can train and build community. With high profile tenant anchors like the Detroit City Football Club, Great Lakes League Soccer, PRYDE training, and WOW baseball, the project is a premium community amenity that can aspire to national athletic reputation, much like its local counterpart the USA Hockey Arena.

PLYMOUTH ARENA

SITE PLAN NARRATIVE

Attached you will find our site plan and supplemental documentation required to express the intent of the site and building. Due to a fast-paced project schedule and to help facilitate an efficient review of the special land use merit, there are a few missing items from the site plan checklist not provided at this time; Existing topography, grading / contours, and a sedimentation and erosion control plan. We are fully committed to meeting or exceeding all City engineering and stormwater ordinances. Our drainage strategy is to direct stormwater to an underground detention system located on the south side of the site. We welcome a conditional approval that requires our final civil engineering prints to be reviewed and approved by the City Engineer. See below for general strategy to be applied.

Site Survey

Currently we have access to an ALTA survey that did not take any existing topography into account. During the month of July, we plan to have a survey crew on site to document the existing conditions such as existing grading, truck wells, and existing floor heights.

Sedimentation and Erosion Control Plan (SESC)

Per our Civil Feasibility Study when analyzing the 5.24 acres sites pre and post construction Land Cover Catchments, the impervious land cover increased from 5.03 to 5.37 acres, respectively. For the purposes of site planning and cost analyses, the 100-year flood control detention volume is anticipated to be on the order of 55,600 cubic feet, which is subject to confirmation. The final required storage will be governed by the most restrictive applicable WCSCP criterion, including water quality, channel protection, and flood control requirements. This will be completed during the month of July after the Site Survey is completed when we have the most recent topography and utility information at hand to determine our mitigation strategies to protect the existing infrastructure and surrounding properties.

Site Grading

During the month of July, we will be developing our preliminary grading, site drainage, elevations of finished floors, elevations of parking areas, and major utility structures and their connection points. These will be added to our site plan and an updated version will be provided to the Planning Commission for review. Our general intent is to slope drives and walks to new catch basins. Those basins will then slope southwards towards an underground detention system with a hydrodynamic separator for oil and other fluids before connecting to the existing storm sewer located within Mill Street.

PLYMOUTH ARENA

BUILDING OPERATIONS

Overview

The Plymouth Arena is a premier indoor athletic facility dedicated to year-round soccer, baseball, and sports performance training. The facility will serve a mix of permanent tenants and tenants who are renting the fields.

Hours of Operation: Daily from 8:00am-10:00pm

Seasonal Peak: November through April (maximizing indoor usage during colder months).

Weekly Peak: Saturdays and Sundays during structured league play.

Tenant Breakdown

PRYDE Weight Training – Permanent tenant

WOW Baseball Training – Permanent tenant

COPA Training – Permanent court, rentable space.

Soccer fields (11x11 and 7x7) – Rentable by different teams / tenants.

Weekly Schedule Breakdown

Monday – Friday:

8:00am-2:00pm – Low density usage. The weight training area and 11x11 soccer field are occupied.

2:00pm-4:00pm – Community youth focus. The 11x11 soccer field is reserved for local special development school programs.

4:00pm-8:00pm – Full facility utilization. The two soccer fields, weight training, and specialized training areas are in use.

8:00pm-10:00pm – Low density usage. The training areas and 7x7 soccer field are in use.

Saturday – Sunday:

8:00am-3:00pm – League play commences. Both soccer fields are in use and rotating through teams every two hours as league games finish, along with the weight training area.

3:00pm-10:00pm – Peak facility utilization. Both soccer fields are in use and rotating through teams every two hours as the league games finish, along with COPA, baseball, and weight training areas are in use.

PLYMOUTH ARENA

PARKING CALCULATIONS

Space Name / Ordinance Correlation

Weight/Baseball Training = Exercise Establishments (78-271.3.hh)

COPA Training* = Indoor Tennis (78-271.3.ff)

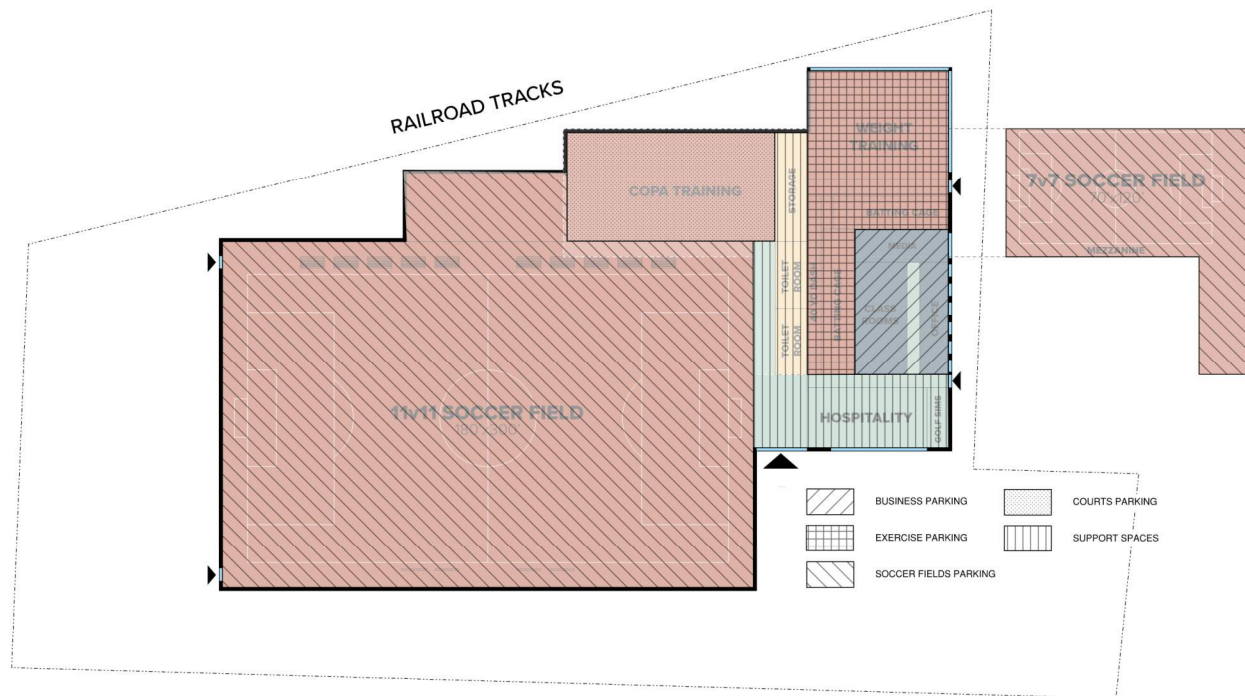
Offices = Business Offices (78-271.4.b)

Soccer Fields = Sports Arena (78-271.2.k)

*COPA Training – COPA training is a modern, technology focused, soccer training environment where a cube (court), is utilized by 2 players at once. We are treating this as an indoor tennis court since it is limited in use by its function.

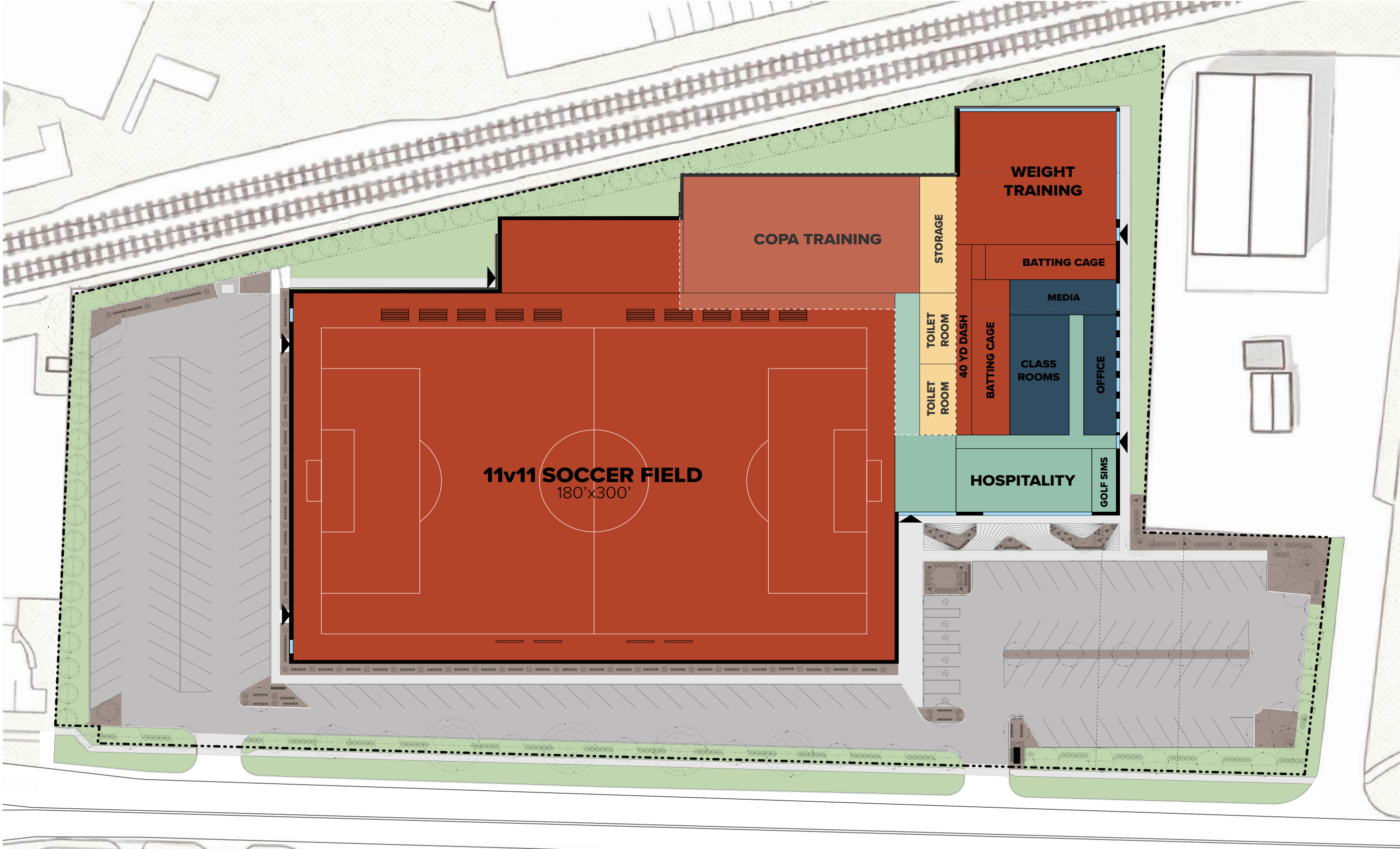
Space Name	Area (sf)	Occupant Load Factor	Maximum Occupancy	Parking Load Factor	Required Parking	Comments
Exercise	11,227	50	225	3	75	
Courts	-	1	4	4	4	3
Business	4,620	150	31	300	16	
Assembly	-	18	186	3	62	2
				Total:	157	
				Provided:	158	

1. Per Ordinance section 78-191.h, parking is permitted in required front yard.
2. Assembly occupancy is based on fixed bench seating without arms per code, which is defined as 18" per person.
3. Only one COPA training court is to be provided, therefore our occupant load factor is at 1.
4. The lounge area on the plan is for those spectating only and thus is already accounted for in the calculations.





CONCEPTUAL FLOOR PLAN



PLYMOUTH ARENA

DATE: 08.05.2026

PROJECT NAME: PLYMOUTH ARENA

PROJECT NUMBER: 3144.00

ADDRESS: 350 South Mill Street, Plymouth, MI 48170

SUBJECT: SPECIAL LAND USE PERMIT APPLICATION COMMENT RESPONSES

Dear Members of the Planning Commission,

Please see our responses below to the comments provided by Carlisle Wortman Associates. Attached, you will also find updated plans that incorporate all requested information.

To expand on our original narrative, the Plymouth Arena will introduce much-needed recreational facilities to the City of Plymouth. This aligns directly with several key goals outlined in the City's Recreation Master Plan (2024–2028), specifically:

- Expanding recreation programs not currently supported.
- Adding new recreational facilities
- Partnering with private landowners to develop indoor turf/field sports facilities

Our project fulfills these objectives and aims to be fully operational by 2028. While several local and regional groups and teams have already committed to using the space—demonstrating strong demand—the facility is open to the public by appointment, making it a community asset. Additionally, conversations with local special needs schools have been started to provide a safe, accessible space for students to use the soccer fields daily, continuing to build those relationships with the community.

Master Plan & Zoning Alignment

The Master Plan designates future land use for the South Mill area as local business (p. 23), but also highlights recreational uses within the South Mill Sub-Area Plan (p. 36). While non-traditional, our facility supports local, sports-focused businesses and looks to provide a home for Plymouth-based organizations—such as the Plymouth Steelers—allowing local athletes to play in their hometown rather than traveling to neighboring communities like Canton.

Site Design & Architectural Context

The proposed design bridges the transition between the underutilized industrial site currently present and the residential neighborhoods to the north, east, and west. We accomplish this through thoughtful design moves:

- **Height Transitions:** The tallest portion of the building (the fieldhouse) is sited as far as possible from the nearest, adjacent neighborhoods to the north and west. As the building approaches those neighborhoods, it steps down to a residential height. See attached site section study.
- **Pedestrian Scale:** The design looks to introduce a pedestrian scale to the building through its materials. The fieldhouse incorporates a translucent upper façade to diffuse soft light into the space and create a light, airy appearance to help it feel less large. A solid base grounds the building at street level. Its material becomes brick masonry that reflects Plymouth's architectural heritage and creates a welcoming familiar scale for those walking by.

We appreciate your time and consideration, and we look forward to answering any further questions at the upcoming Special Land Use Hearing.

PLYMOUTH ARENA

Special Land Use Question Responses (in red):

- Is the facility open to “members” only, or will the public be able to access the building?
 - o The facility is open to the public and anyone can use its various programs and spaces by making appointments.
- Number/type of tournaments, if any.
 - o Due to only having one field of each size tournaments will not be held. By tournament we mean a scenario where multiple teams show up and stay on site for the duration of the day to play multiple games. On the weekends there will be league play, where teams arrive at a prescribed time to play their single match and are then done until the following week.
- A trip generation study showing the number of expected vehicle trips generated by this use during the various times illustrated in the “Weekly Schedule Breakdown” in the applicant’s narrative;
 - o Refer to traffic statement attached.
- A Traffic Impact Study that includes consideration of:
 - o Traffic generated by the Pulte townhome project directly to the north, the Elks Lodge (which also hosts events like weddings, etc.), and the proposed apartment project on the Lumber Mart site, Impacts of tournament games, if any. Impacts of the nearby railroad tracks on traffic flow for tournaments;
 - o A Traffic Impact Study was determined to not be required, refer to attached traffic statement.
- A height study illustrating the proposed height of this structure within the context of the height of other structures on this side of S. Mill St., as well as across the street from the proposal.
 - o Refer to attached site sections. The structure is designed so that the building steps down in height towards the nearby existing residential neighborhoods. It is also designed to have a soft, lightweight top and a heavier, grounded masonry base which helps bring the building down to a pedestrian scale.
- Planning Commission to discuss and determine whether the word “recreation” in the South Mill Sub Area plan text means a park or other residentially-scaled facility, or if an indoor recreation facility of the proposed scope was considered.
 - o This project aims to bring indoor recreational sports not currently offered in the City of Plymouth (based on Plymouths Recreation Master Plan 2024-2028). By providing a space where the community can play and practice soccer, baseball, receive physical therapy, and exercise in a modern performance focused facility. It provides the opportunity for health and welfare to continue even on heat indexed summer days, cold winters, and rainy springs. Additionally, the Recreation Master Plan lists in its objectives to offer more programs, expand facilities, and to seek opportunities for development of additional turf/field sport facilities with private landowners. Our project aims to provide a missing piece of recreation to the City of Plymouth and opens its doors to teams and residents alike, aligning with these recreation goals.
- Planning Commission to discuss if an indoor recreation facility of this scope is consistent with the Master Plan vision for S. Mill St., considering intensity of use, traffic, building height, transparent façade, and location of parking in the context of the residential/pedestrian character of street.
 - o An increase use of traffic is expected but as the traffic statement shows it is not anticipated to overwhelm the current infrastructure and any development here would also have an impact since a majority of the existing structure sits empty. We acknowledge the building height is taller due to the function of the space but the design works to mitigate this by stepping down towards residential areas and providing a translucent fieldhouse that creates a lighter look and feel. We do aim to use the front of the building for parking as shown, and allowed per the Zoning Ordinance. The Master Plan notes for parking in the rear where practical, but due to railroad setback requirements, and easements along the rear, we are only left with the ability to extend our parking into the front yard. We aim to reduce this impact by maintaining a 30’

PLYMOUTH ARENA

green buffer between parking and Mill Street and are providing ample new plantings and trees to promote the site design redevelopment goals of the Master Plan.

Site Plan Questions Responses (in red):

- Provide results of any investigations of environmental contamination on site to Planning Commission.
 - o An Environmental Assessment report is ongoing and will be submitted with the Site Plan Review.
- Provide plans that are printed to scale and show dimensions so that compliance with the requirements in the Zoning Ordinance can be confirmed.
 - o The site plan prints delivered to the City of Plymouth were printed to scale. The general note to not scale the plans is industry nomenclature to avoid mistakes that typically happen when doing so. The reviewer is free to use the graphic scale and we have removed the note in the updated plan to avoid any future confusion.

Parking and Loading:

- For stadium seating, the applicant should provide the following information:
 - o Do soccer game require tickets? If not how will number of spectators be managed?
 - No tickets will be required. This facility is not geared towards stadium viewing or tiered seating but rather simple low bleachers geared towards a recreation use of family watching their kids play. Number of spectators are managed by limiting the number of games booked per day and scheduling of when they start and stop. Number of seats are then derived from our estimates based on team size and average family sizes.
 - o Will game times on both fields be staggered to accommodate spectators leaving from one game and those arrive for the next game?
 - The two fields will have a natural staggering as the 11v11 last around 1.5 hour, 7v7 last around 1 hour.
 - o The number/location of bleacher should be added to the 7v7 soccer field floorplan.
 - Refer to attached plans, final seating layout will continue to be coordinated with parking requirements as design progresses.
- For the office uses, the applicant should provide the following information:
 - o How are the classrooms used and how many people will they contain during a typical class? How many classes per day are offered?
 - The classrooms are small huddle rooms where a coach may sit down with 2-4 team members and can discuss items with some privacy. They are treated as an amenity to the training area and would be used by coaches on an as needed basis.
 - o How is the media room used?
 - The media room are used by teams when training to review tape and footage of previous games. This space is treated as an amenity to the training area and would be used by coaches on an as needed basis.
- For the COPA court, how many people generally use the COPA area at one time?
 - o The COPA court is used by 2-4 athletes at a time.
- For the hospitality area, the applicant should provide the following information:
 - o Describe how the area will be used? Will it have alcoholic drinks and/or food service? Will it be open to the public or "members only"?
 - This area is used by those already accessing the facility as a waiting area. It is a place for parents to wait for practice to end, for teams to gather after a game or practice, and an area to grab a quick

PLYMOUTH ARENA

snack or sports drink if needed. It will have self-service vending and self-service coffee with loose seating and TVs. It will not serve alcohol, and there will be no food or drink beyond what is provided in the self-service vending area.

- Show square footage of this area
 - See attached floor plan.
- Provide the number of parking spaces in each bay, dimensions of sidewalks, dimensions of barrier-free parking spaces, dimension of green space between property lines and edge of parking lot on site plane.
 - Refer to attached updated site plan.
- Provide narrative describing need/no need for loading / unloading space. If loading/unloading space is needed, its location should be shown on the plans, and the type/size of delivery truck provided, as well as how often deliveries will be made to the site.
 - Deliveries to the site will be minimal and predominantly for refilling of vending machines. It is determined, and will be organized with supplier, that nothing larger than a van would be required on the site and space has been provided on the attached updated site plan as well as an extension of the sidewalk for easy dolly access into the building. It has also been confirmed that any deliveries would happen before the building opens.

Site Access and Circulation

- Add a direct pedestrian connection between the public sidewalk on S. Mill St. to the front door of the building.
 - See attached updated site plan.
- Applicant to consider adding bicycle racks.
 - Bike racks added to attached updated site plan.

Landscaping, Lighting, Dumpster

- Provide landscape plan, lighting plan, and dumpster screen details.
 - At this stage in the design these are not developed to the level of having their own plans. However, on our attached updated site plan we are showing where we anticipate landscape beds going, and where grass would be. We have located the dumpster and its enclosure which will be made of a material to match the building. When we submit for site plan review these items will be included with the required amount of detail.

Floor Plans and Elevations

- Provide more detailed floor plans, illustrating proposed feature of the variance rooms, and elevations of all facades of the building if the project progresses.
 - See attached for floor plans.
 - Elevations were included with the original document package delivered to the Zoning Commission office, see attached for updated elevations as the design has progressed.



SITE PLAN NOTES

1. REFER TO SUPPLEMENTAL INFORMATION ATTACHED FOR TOPOGRAPHY AND DRAINAGE INFORMATION

SITE STATISTICS

ZONING: I2 - HEAVY INDUSTRIAL
78-132 - SPECIAL LAND USE: INDOOR RECREATIONAL USE
SITE SIZE: 218,847 SQUARE FEET OR 5.02 ACRES

ZONING ORDINANCE

SECTION		REQUIRED	PROVIDED
78-190	HEIGHT	MAX. 60'	55'
	FRONT SETBACK	MIN. 50'	50'
	REAR SETBACK	MIN. 20'	20'
	SIDE SETBACK	MIN. 20'	20'

SECTION		REQUIRED	PROVIDED
78-270	OFF STREET PARKING SPACES	161	162

SECTION	(63,000 SF)	REQUIRED	PROVIDED
78-203	1 SF LANDSCAPED AREA/15 SF OF PARKING LOT	4200 SF	4500 SF
	1 TREE/300 SF LANDSCAPED AREA	14	18

BUILDING STATISTICS

EXISTING: 25,000 SF
NEW: 100,000 SF ADDITION
1 STORY + MEZZANINE

KEY NOTES

- ① 6" DOMESTIC WATER SERVICE LINE
- ② FIRE DEPARTMENT CONNECTION
- ③ 6" FIRE SERVICE LINE
- ④ CATCH BASIN
- ⑤ EXISTING FIRE HYDRANT (SIZE UNKNOWN)
- ⑥ 8" SANITARY SERVICE LINE
- ⑦ EXISTING SANITARY MANHOLE
- ⑧ EXISTING 12" WATERMAIN
- ⑨ EXISTING STORM WATER SEWER MAIN (SIZE UNKNOWN)
- ⑩ EXISTING 18" SANITARY SEWER MAIN
- ⑪ OUTLET CONTROL STRUCTURE
- ⑫ UNDERGROUND DETENTION 56,000 CF (5' DEEP)
- ⑬ HYDRODYNAMIC SEPARATOR
- ⑭ REVISED CURB CUT
- ⑮ MONUMENT SIGN
- ⑯ TRASH ENCLOSURE, TO MATCH BUILDING MATERIAL
- ⑰ EXISTING DECIDUOUS TREE
- ⑱ DECIDUOUS TREE
- ⑲ EVERGREEN TREE
- ⑳ ORNAMENTAL TREE
- ㉑ ORNAMENTAL GRASS
- ㉒ SHRUB
- ㉓ FLOWER
- ㉔ BIKE RACK LOCATION

LEGEND

- LANDSCAPED BEDS
- GRASS
- PARKING AREA
- SIDEWALK
- PROPERTY BOUNDARY
- SETBACK
- LANDSCAPE SCREEN
- ENTRY

PLYMOUTH ARENA

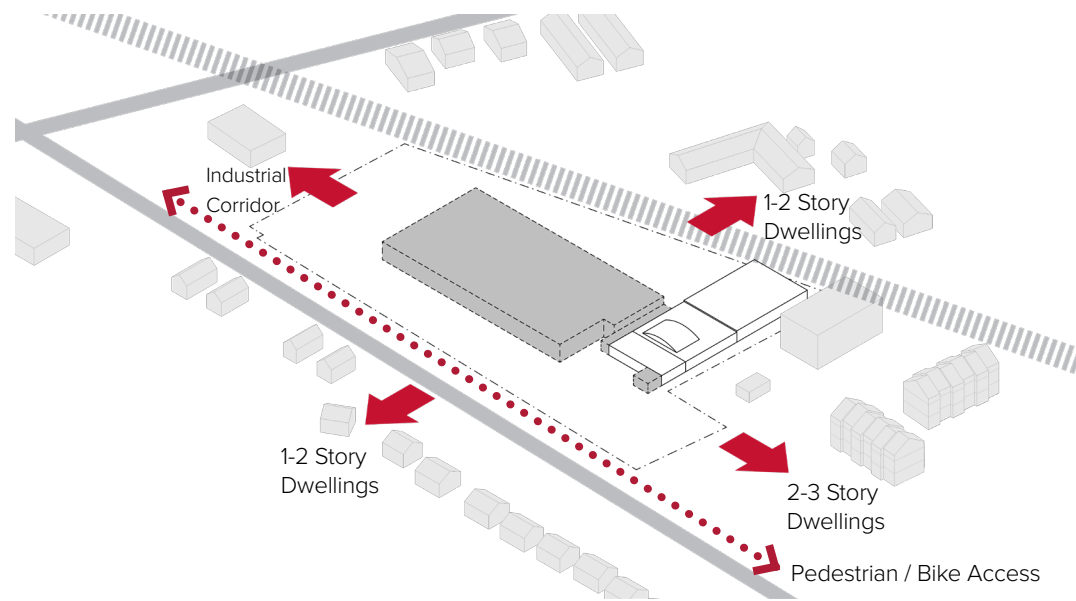
350 SOUTH MILL STREET
PLYMOUTH, MI 48170

ISSUANCE

SPECIAL LAND USE REVIEW
08.06.2026
DRAWN: SAMUEL HARRISON
CHECKED: DAN CLUNIS

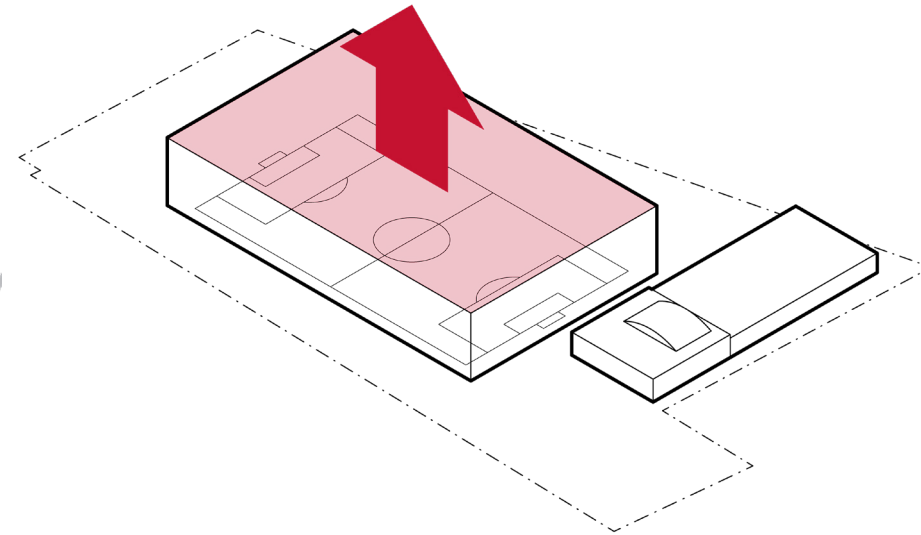
ARCHITECTURAL SITE PLAN





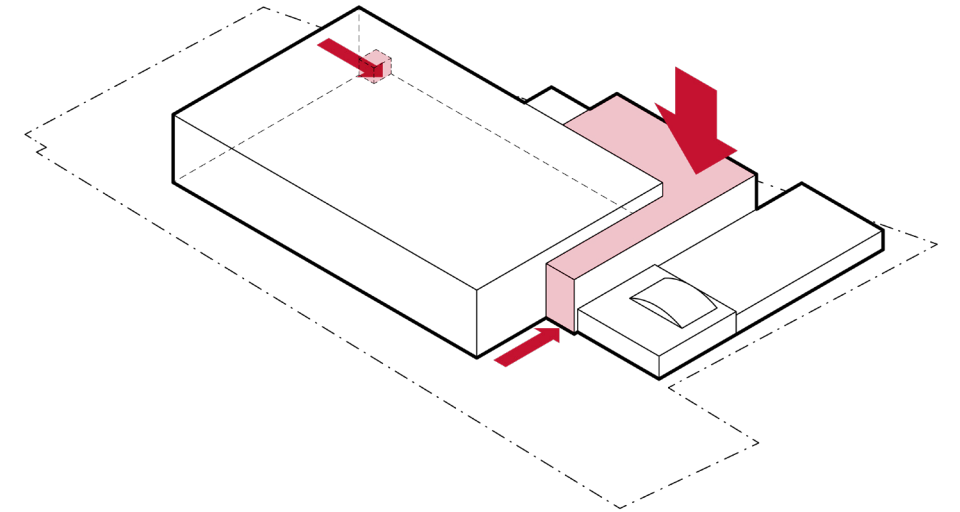
1. DEMOLITION - EXISTING BUILDING

Site responds to restricting transportation corridors and local residences



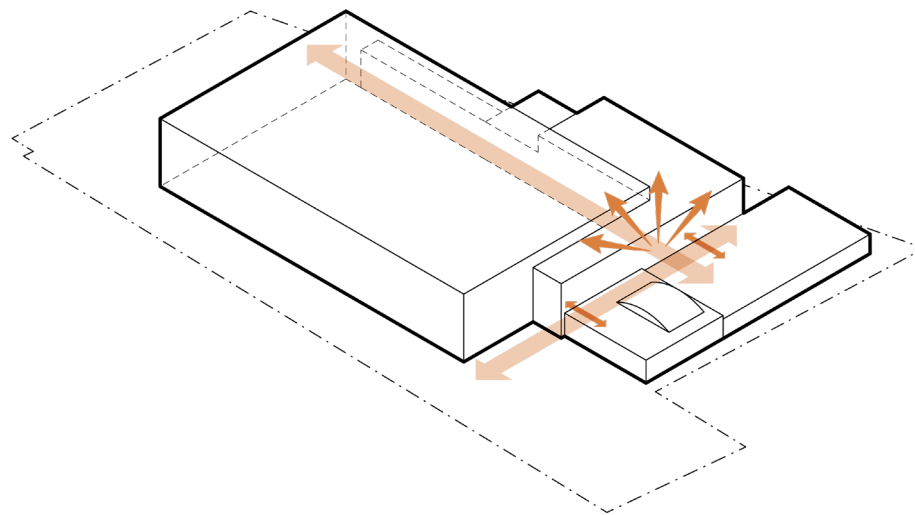
2. MASSING - MASS TIMBER FIELDHOUSE

Raise mass to support fields function



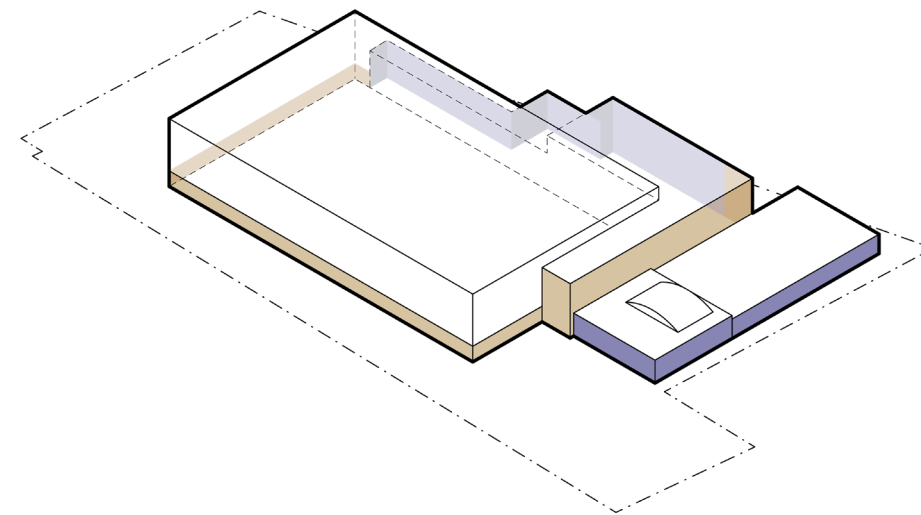
3. MASSING - PRIMARY AND SECONDARY ENTRIES

Lower connector to meet residential elevations



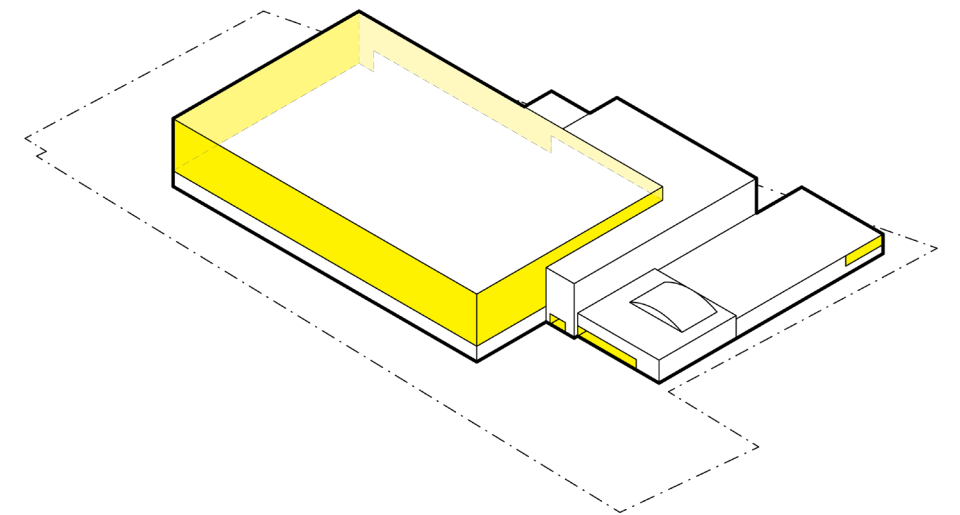
4. CIRCULATION - INTERSECTING AXES

Main axes intersect at social nexus



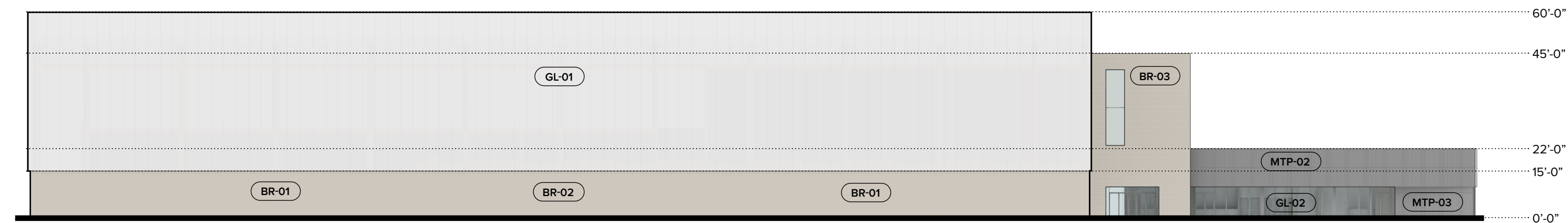
5. MATERIALITY - OPAQUE

Opaque materials ground buildings at a human scale

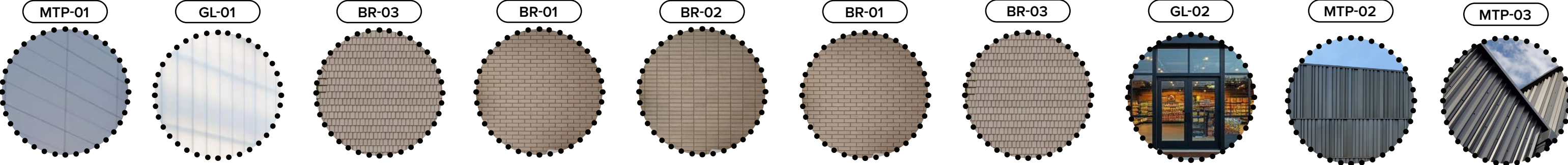


6. MATERIALITY - DAYLIGHT ZONES

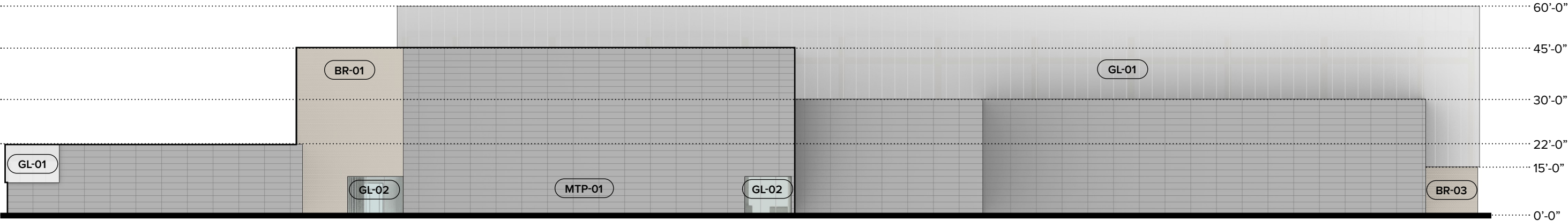
Translucent facade provides ample lighting with no glare



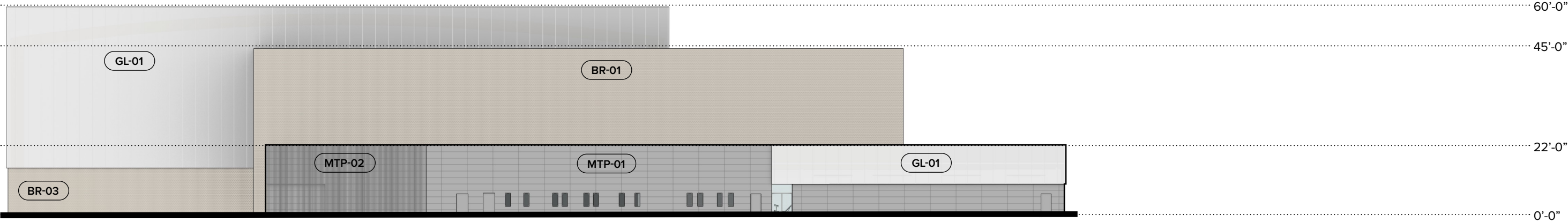
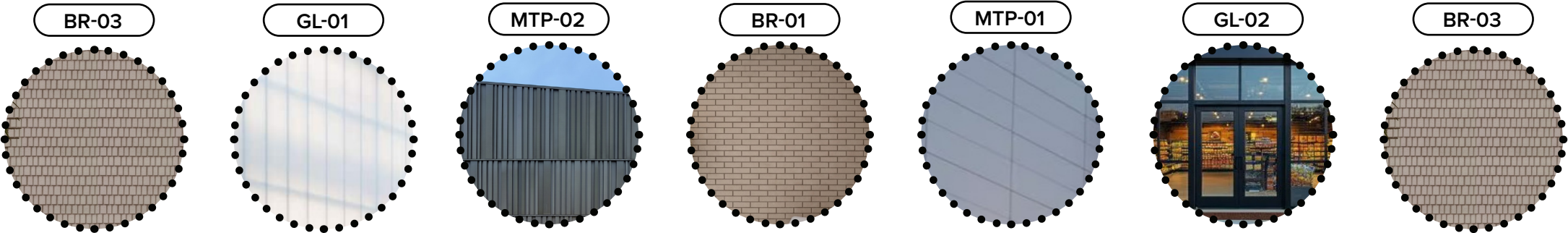
East Elevation



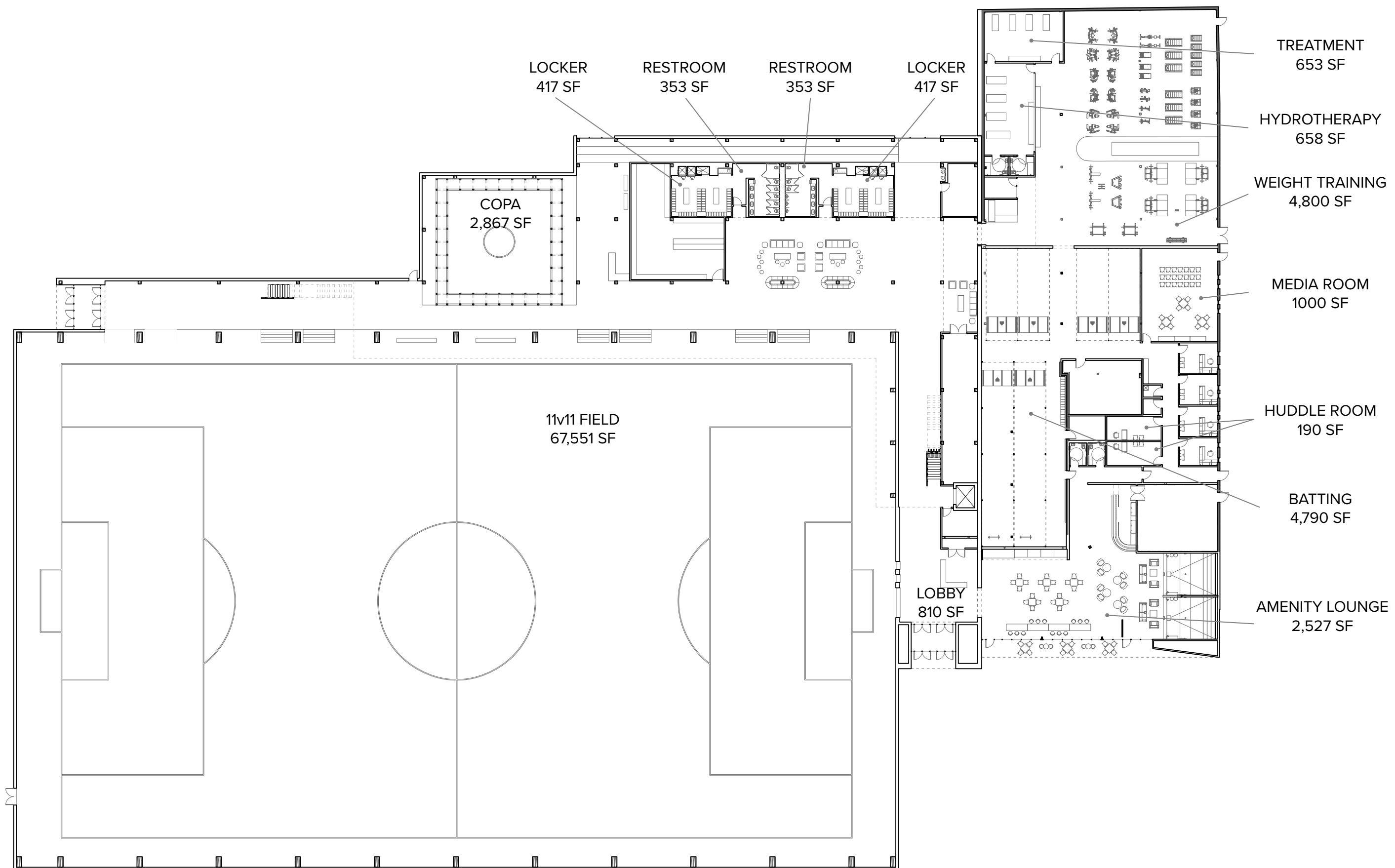
South Elevation

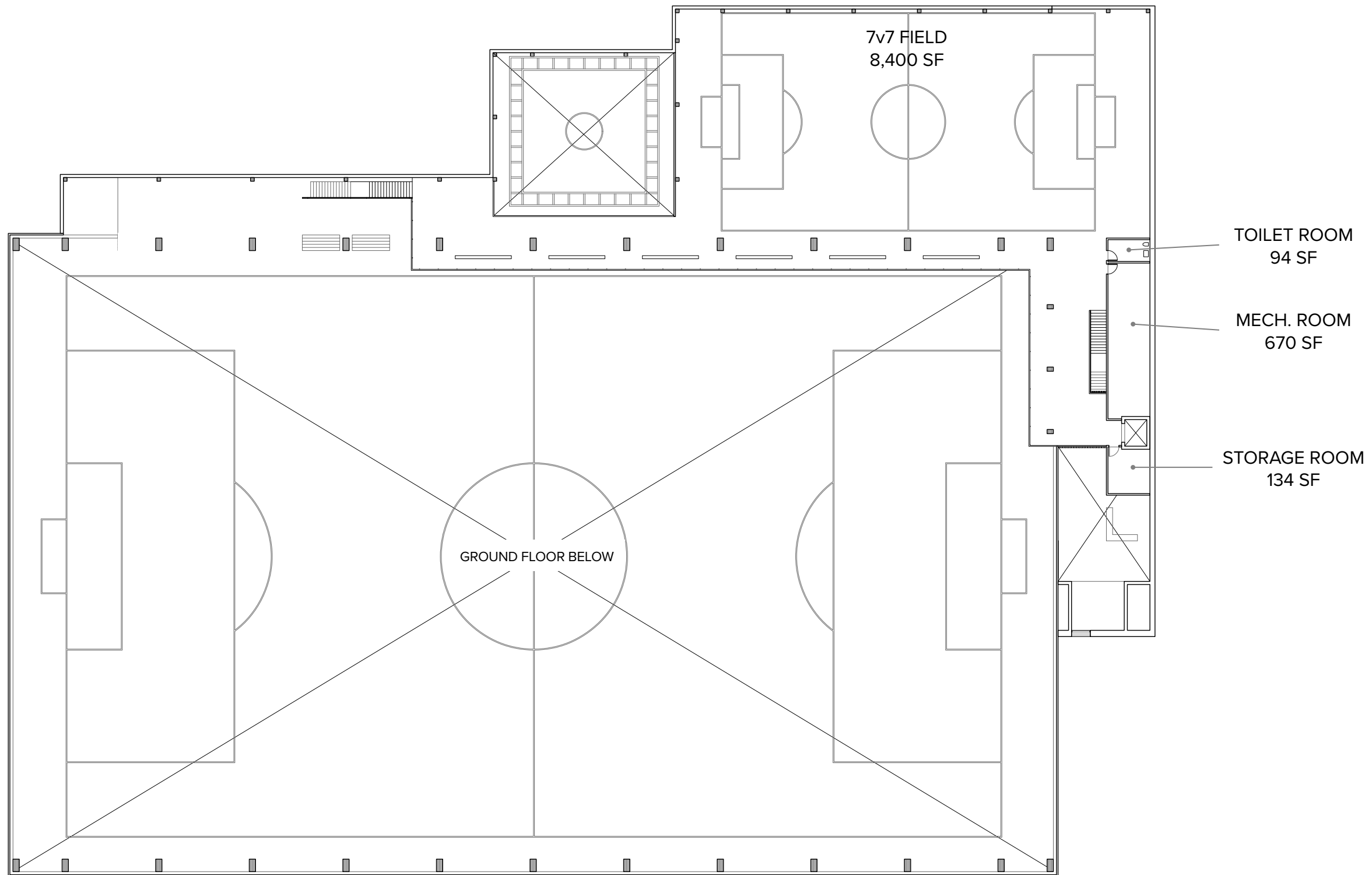


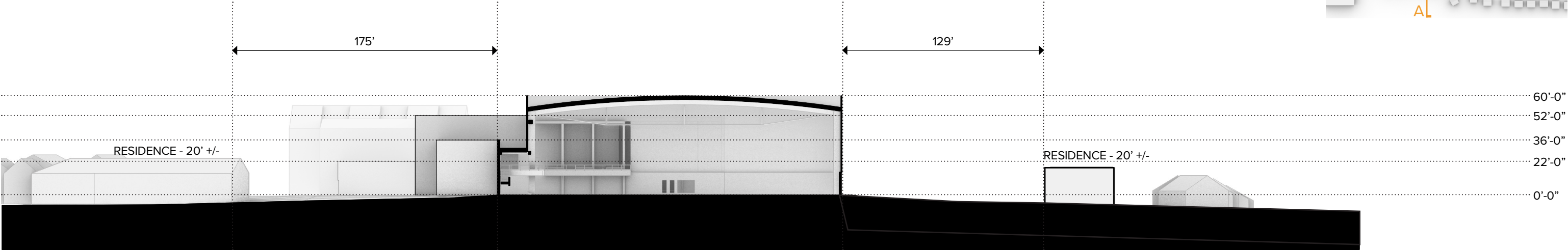
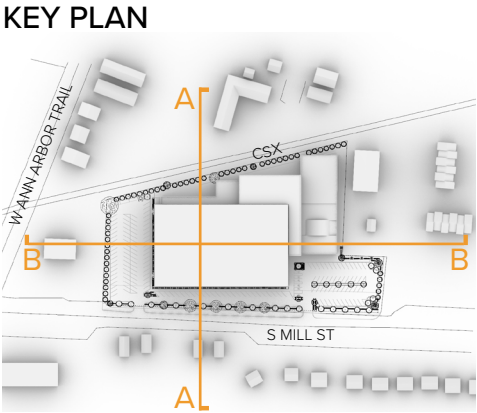
West Elevation



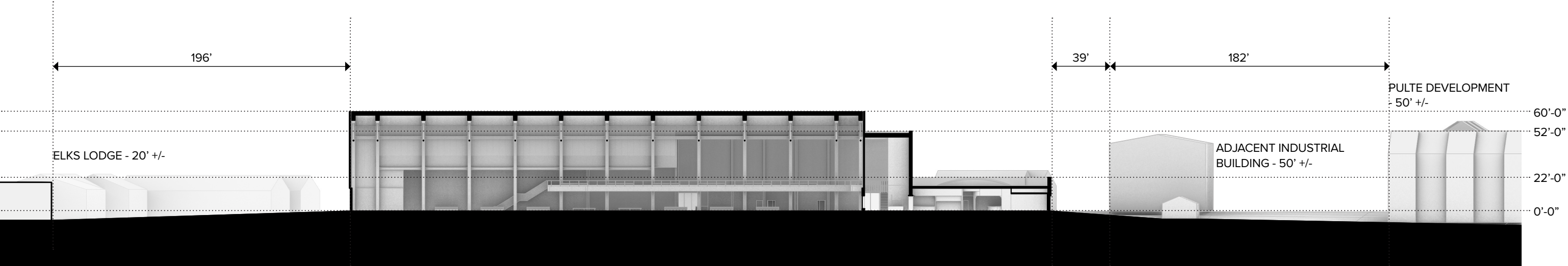
North Elevation







AA - TRANVERSE SECTION



BB - LONGITUDINAL SECTION

MEMORANDUM

DATE: 7/28/2026
TO: Kate Bond, PLA - Sr. Project Manager
Spalding DeDecker
FROM: Jordan Hankin, PE
RE: Plymouth Arena Trip Generation
JOB NO.: NP26131



Based on information provided by Inform Studio, Spalding DeDecker (SD) understands that there is intent to redevelop the property located at 350 S. Mill St in Plymouth, Wayne County, Michigan. This property is currently occupied by an existing landscaping business; however, the proposed plan is to renovate and expand the existing building to house a multi-purpose indoor recreation facility. The proposed site will include several soccer fields and training facilities, batting cages, weight training, and other miscellaneous administrative facilities.

Section 78-389(a), Traffic Impact Study (TIS), of the City of Plymouth Zoning Ordinance requires a TIS when the project is expected to generate 100 directional vehicle trips (i.e., 100 in-bound or 100-out-bound) during the peak hour of the traffic generator. The ordinance also states that vehicle trip generation should be determined using the times when the facility is being fully utilized, and, if relevant, during tournament games. The intent of this memorandum is to provide projected trip generation values for the proposed facility to guide any further traffic-related analysis or study.

Trip Generation

As an initial review of the traffic impacts, SD has compiled the predicted trips to be generated by the redevelopment. Trips were estimated using the Institute of Transportation Engineers (ITE) Trip Generation 11th Edition. The ITE Trip Generation Manual provides a series of Land Use Codes (LUC) which represent typical property uses with which expected generated trips can be predicted. The expected traffic volumes for the morning and evening peak hours-for a typical weekday and weekend, are listed in the tables below. Where possible trip generation rates for the peak hour of the generator were utilized. When this was not provided SD utilized peak hour of adjacent street traffic for estimation.

The Site Plan Review projects the proposed soccer field usage presented in the table below.

Table 1: Site Plan Review Projected Soccer Field Usage

Day/Time Slot	Number of Potential Games	Total in One Day
Monday -Friday, 4pm-8pm	4 games (2 each field)	5 games*
Monday -Friday, 8pm-10pm	1 game (1 on 7 v 7 field)	
Saturday -Sunday, 8am-3pm	6 games (3 each field)	12 games*
Saturday-Sunday, 3pm-10pm	6 games (3 each field)	

**There may be down-time between games, which could reduce the number of games per day.*

Soccer Fields

The ITE trip generation rates for LUC 488 (Soccer Complex) are intended for outdoor soccer complexes with a high number of fields (i.e., 10+), so SD believes that the projected trips for 2 fields would be inaccurate. Instead, SD proposes to project trips based on projected field usage. Per the table above, it is anticipated that games would be occurring on the two fields simultaneously. Conservatively, SD assumes that each team consists of 7 or 11 players and 2 coaches, each of whom would arrive and leave for a game. This results in maximum trips occurring during the period between games, where two 11-player and two 7-player teams are changing. Thus, 44 entering and 44 entering trips are projected to occur during one weekday and two weekend intervals. This result is more conservative (higher) than that projected by ITE.

EXPECTED TRIPS – WEEKDAY – SOCCER FIELDS				
TIME SLOT	PERIOD	IN	OUT	TOTAL
4:00 – 4:15	PRE-GAME	44	-	44
4:15 – 5:45	GAME PERIOD 1	-	-	-
5:45 – 6:15	MID-GAME	44	44	88
6:15 – 7:45	GAME PERIOD 2	-	-	-
7:45 – 8:00	POST-GAME	-	44	44
EXPECTED TRIPS – WEEKEND – SOCCER FIELDS				
TIME SLOT	PERIOD	IN	OUT	TOTAL
8:00 – 8:30	PRE-GAME	44	-	44
8:30 – 10:00	GAME PERIOD 1	-	-	-
10:00– 10:30	MID-GAME	44	44	88
10:30– 12:00	GAME PERIOD 2	-	-	-
12:00– 12:30	MID-GAME	44	44	88
12:30– 2:00	GAME PERIOD 3	-	-	-
2:00 – 2:30	POST-GAME	-	44	44

COPA Training

The ITE LUC 490 (Tennis Courts) was utilized to determine trip generation for the COPA Training Facility. Per the Site Plan Narrative (date 7/1/26), COPA training is a soccer training environment where a cube (court), is utilized by 2 players at once. In the narrative it is treated as a tennis court for the purposes of parking generation, so the applicable ITE Land Use code is used for trip generation projection.

Batting Cages

The ITE LUC 433 (Batting Cages) was utilized to determine trip generation for the batting cage facility. Based on the expected hourly operations provided in the Site Plan Narrative, SD has determined that no trips would be generated for the batting cages during the Weekday AM peak hour. ITE does not provide a weekend trip generation rate for LUC 433, however, SD believes it is reasonable to utilize the weekday rate in this case which has predicted 2 directional trips for 2 cages during a peak hour.

Weight Training

The ITE LUC 492 (Health/Fitness Club) was utilized to determine trip generation for the weight training area of the building. ITE defines LUC 492 as “privately-owned facility that primarily focuses on individual

fitness or training.” The weekend rate is only provided for the peak hour of the generator, so SD has considered that it reasonable that there is an equivalent AM and PM peak for the weight training facility.

Weekday Peak Hour Trip Generation – Plymouth Arena							
Land Use**	ITE Code	Independent Variable (IV)	IV #	AM		PM	
				IN	OUT	IN	OUT
Soccer Fields	488	Fields	2	2	2	44	44
COPA Training*	490	Courts	1	0	0	2	2
Batting Cages	433	Cages	2	0	0	2	2
Weight Training	492	1000 sq. ft GFA	11.2	7	9	23	21
Subtotals				9	11	69	67
Grand Totals				20		136	
Weekend Peak Hour Trip Generation – Plymouth Arena							
Land Use**	ITE Code	Independent Variable (IV)	IV #	AM		PM	
				IN	OUT	IN	OUT
Soccer Fields	488	Fields	2	44	44	44	44
COPA Training*	490	Courts	1	2	2	2	2
Batting Cages	433	Cages	2	2	2	2	2
Weight Training	492	1000 sq. ft GFA	11.2	18	18	18	18
Subtotals				66	66	66	66
Grand Totals				132		132	

* = Per the Site Plan Narrative (date 7/1/26), COPA training is a modern, technology focused, soccer training environment where a cube (court), is utilized by 2 players at once. In the narrative it is treated as a tennis court for the purposes of parking generation, so the applicable ITE Land Use code is used for trip generation projection.

** = Per the Site Plan Narrative (date 7/1/26), the hospitality / golf simulator area on the plan is for those spectating only and thus is already accounted for in the calculations.

Conclusion

SD has reviewed the City of Plymouth’s zoning ordinance for Traffic Impact Studies (TIS) requirements based on expected trip generation. The City requires a full TIS be conducted for a proposed development expected to generate 100 or more peak hour directional trips. For this development it is assumed that the projected trips would not travel to / from the site given the existing building usage, so all predicted trip generation numbers are assumed to be new trips without any adjustment from current land uses. The maximum directional peak hour trips for the proposed development was determined to be 69 inbound trips, which occur during a weekday PM peak hour.

Based on the expected trip generation numbers, SD concludes that the City of Plymouth will not require a full TIS for this development.

cc: SDA Job File
 SDA Chronological File



CITY OF PLYMOUTH

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201 S. Main
Plymouth, Michigan 48170

Phone 734-453-1234
Fax 734-455-1892

MEMORANDUM

To: Planning Commission
From: Greta Bolhuis, AICP, Planning and Community Development Director
Date: August 7, 2026
Re: Special Land Use Review of SP26-03: 350 S. Mill

BACKGROUND

INFORM Studio, the applicant is requesting Special Land Use (SLU) and Site Plan approval to redevelop the 5.02-acre site at 350 S. Mill Street. The proposal involves adaptive reuse of approximately 25,000 sq. ft. of the existing building for offices, classrooms, and auxiliary space, alongside the construction of a new approximately 100,000 sq. ft., 55-foot-tall mass timber fieldhouse structure housing an 11v11 soccer field, mezzanine 7v7 soccer field, batting cages, training space, and a hospitality area. See the aerial image from the city's tax map in Figure 1.

Indoor commercial recreation is classified as a Special Land Use within the I-2, Heavy Industrial District, so the Planning Commission must evaluate the application against the general Special Land Use standards (Sec. 78-281(c)) as well as site plan development standards.

This memorandum summarizes the initial review completed by Carlisle/Wortman Associates (CWA) on July 20, 2026, and recaps the applicant's formal response memo and revised submission dated August 5, 2026.

The remainder of this page was intentionally left blank.



Figure 1. Source: City of Plymouth Tax Map

SPECIAL LAND USE CRITERIA

To assist the Planning Commission during the public hearing and deliberations, staff has summarized the special land use criteria called out in the CWA review as needing further discussion, the applicant's response, and staff comments:

Discussion Topic	Initial Planning Review (CWA – 7/20/26)	Applicant Response (IN-FORM – 8/5/26)	Staff Comments
Operations	Requested further details on facility operation and tournaments.	Clarified that no multi-team tournaments will occur, only single-game league play with staggered starts.	No multi-team tournaments should be a condition of approval.
Traffic	Requested a full Traffic Impact Study considering peak hours, cumulative corridor traffic, stacking associated with railroad crossings, and tournaments.	Submitted a traffic statement arguing a full Traffic Impact Study is not warranted.	Traffic statement to be reviewed by CWA/City Engineer to confirm whether a formal TIS is triggered under Sec. 78-389 or if trip generation is acceptable.
Master Plan & Sub-Area Plan Vision	Questioned whether a regional-draw athletic facility aligns with the "Local Business" future land use designation and South Mill Sub-Area Plan, which emphasizes residentially scaled development and rear parking.	Cites consistency with the <i>City's Recreation Master Plan (2024–2028)</i> goals for public-private turf facilities. Cites rear setback/railroad constraints requiring front parking, offset by a 30 ft. green buffer.	Planning Commission discussion needed.
	Highlighted height concerns and the potential impact of a transparent/translucent façade.	Provided height comparison and façade details/justification.	Planning Commission discussion needed.

SITE PLAN REVIEW

To assist the Planning Commission during the public hearing and deliberations, staff has summarized the site plan review called out in the CWA review as needing further discussion, the applicant's response, and staff comments:

Discussion Topic	Initial Planning Review (CWA – 7/20/26)	Applicant Response (IN-FORM – 8/5/26)	Staff Comments
Environmental	Requested investigation of any environmental contamination.	Confirmed Environmental Assessment is ongoing and will be submitted with site plan review.	Outstanding item.
Parking and Loading	Requested details regarding seating capacities, classroom utilization, COPA court throughput, and hospitality operations.	Clarified classroom/media spaces are minor team amenities. Hospitality is self-service vending for patrons (no alcohol/full restaurant).	Sufficient operational details have been provided. These uses appear secondary.
	Requested parking details to be provided on the site plan and any need for loading/unloading space.	Provided updated parking layout.	Staff to verify exact space counts against updated detailed floor plans.
Site Access and Circulation	Noted lack of direct pedestrian connections from S. Mill St. and absence of bike racks.	Added a direct barrier-free sidewalk connection from S. Mill St. to the main entrance and incorporated bicycle parking racks.	Resolved.
Landscaping, Lighting, Dumpster	Requested landscape plan, lighting plan and dumpster screen details.	Confirmed this will be provided in site plan submission.	Outstanding item.
Floor Plans and Elevations	Requested more detailed floor plans and elevations.	Provided floor plans and updated elevations.	Resolved.

PLANNING COMMISSION CONSIDERATION

Following the public hearing, the Planning Commission should:

1. Determine whether the applicant has demonstrated compliance with the seven special land use criteria;
2. Discuss the proposal and any modifications desired;
3. Consider a motion to approve, approve with changes, postpone, or deny the special land use.

Should the Planning Commission move to approve the special land use, the Planning Commission should:

1. Discuss and identify any additional site plan revisions necessary; and
2. Consider a motion to postpone the site plan review so the applicant can provide updated plans.

Should you have any questions, please contact me directly.



Carlisle | Wortman
ASSOCIATES, INC.

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

Date: July 20, 2026

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

Applicant:	Victor Darolfi 46100 Maben Rd. Canton, MI 48187
Project Name:	350 S. Mill St. Plymouth Arena
Plan Date:	Architectural Site Plan: June 29, 2026
Location:	350 S. Mill St. (West Side of S. Mill north of Ann Arbor Trail, abutting the railroad tracks to the west)
Zoning:	I-2 – Heavy Industrial District
Action Requested:	Special Land Use and Site Plan approval
Required Information:	Any deficiencies are noted in the report.

PROJECT AND SITE DESCRIPTION

The applicant would like to redevelop this site into an indoor athletic training facility called the Plymouth Arena. Approximately 25,000 s.f. of the existing 75,000 s.f. building will be re-purposed for classrooms and coaches' office, with the remainder of the existing building being replaced with a 100,000 s.f. timber addition housing the larger 11 v 11 soccer field. Other facilities include a mezzanine 7 v 7 soccer field, batting cages, physical training facility, and a hospitality lounge with golf simulators.

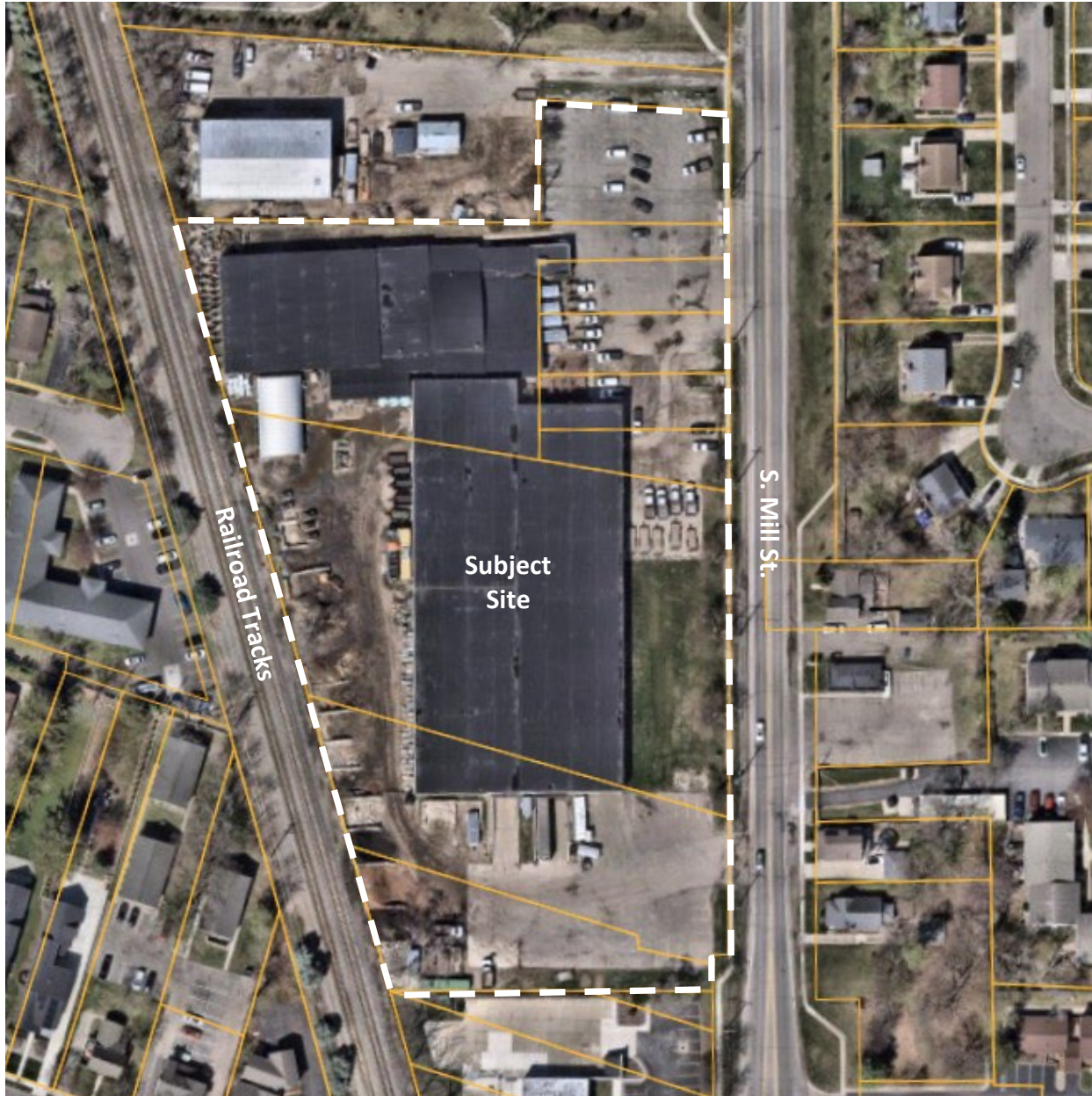
The narrative states that they will host tenant anchors including:

- Detroit City Football Club (Adult minor league soccer team)
- Great Lakes League Soccer (Regional youth league for boys and girls)
- PRYDE Training (Digital training to improve athletes' fitness and performance)
- WOW [Factor] Baseball (Coaching, competitive play, and recruiting to develop players for college and professional baseball)

The site is zoned I-2, Heavy Industrial District. Indoor recreational uses such as indoor soccer are a Special Land Use in this district. Special Land Use review requires the Planning Commission to hold a Public Hearing.

An aerial of the subject site is shown in **Figure 1** below.

Figure 1. Subject Site



Source: Near Map (Image Capture 4-7-26)

Figure 2. Subject Site – Street View



Source: Google Maps (Image Capture 8-2024)

As mentioned above, portions of this building and site are being repurposed for a new arena use. However, the portion of the existing building to remain will be expanded at the front. Therefore, we would not consider Sec. 78-351, *Non-Conforming Lots and Sites*, to apply here.

SPECIAL LAND USE REVIEW

As a Special Land Use, the proposed arena must meet the special land use standards in Section 78-281(c), *Basis of determinations*. The standards in this section are as follows. Our comments regarding this proposal are listed after each:

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

CWA Comments: *The Master Plan provides direction on the future use of this site in two areas of the document: The Future Land Use Map and designation description, and the South Mill Sub Area Plan.*

Future Land Use Map and Designation

The Future Land Use map on Page 23 of the 2025 Master Plan designates the desired future land use of this site as “Local Business.” The intent of this designation is described on Page 17 as follows:

“The Local Business future land use category is designed for office uses and convenience shopping, dining, and services for residents of nearby residential areas. The desirable building types in this area include standalone single-use buildings, mixed use buildings, and former homes preserved and repurposed for commercial uses. This area serves as a transition area between single family neighborhoods and higher traffic volume streets. Local business has been applied to smaller lots that can accommodate various uses in a

harmonious design, but there are some larger lots that could be redeveloped. Should redevelopment occur, adaptive reuse of existing structures should be prioritized. This category could accommodate residential uses on upper levels at a density between twelve (12) and eighteen (18) units per acre. Local Business would not include intensive business types or businesses that depend on high volumes of vehicle traffic. Generally, buildings should have uniform setbacks with parking located at the rear of the building or integrated and hidden from view of the road or nearby residential properties within any new construction.”

“Implementation Strategies. Strip mall type developments should be eliminated through redevelopment when possible. Parking should be located at the rear of buildings and away from the street frontage. Parking and site circulation should be shared across property lines whenever practical. Shared parking agreements between adjacent or nearby properties should be encouraged. Adaptive reuse and preservation of historic buildings is desired. Sidewalk conditions should be improved to give pedestrians buffered, landscaped space away from the edge of the street. Development should include pedestrian oriented site amenities like bike parking, pedestrian sidewalks and pathways, and inviting outdoor spaces where appropriate. Zoning should be reviewed to consider if and where modern land uses should be in the local business districts and under what circumstances.”

The proposal is redeveloping the site, which is a positive change. The scope of the proposal should be evaluated to ensure it “fits” within the existing neighborhood, and that the roadway system can accommodate the additional traffic generated by the proposed use. We have the following comments:

- *Is this facility open to “members” only, or will it be open to the general public?*
- *The Master Plan specifically states that “Local Business would not include intensive business types or businesses that depend on high volumes of vehicle traffic.” The narrative explains that the facility will have permanent tenants (PRYDE Weight training and WOW Baseball training). It will also provide rentable facilities (COPA training and two soccer fields). Hours of operation are 8am-10pm, 7-days a week. While not all facilities will be used at all times, the 4pm-8pm time slot M-F and 3pm-10pm time slot S-S will have all facilities available. Both timeframes overlap with peak roadway travel times when people are returning home from work. Also, competitions (league games) will be occurring every two hours during the week-day evenings and starting at 8:00am on Saturday and Sunday. Using these day/hours, the number of potential games are as follows:*

Day/Time Slot	Number of Potential Games	Total in One Day
Monday -Friday, 4pm-8pm	4 games (2 each field)	5 games*
Monday -Friday, 8pm-10pm	1 game (1 on 7 v 7 field)	
Saturday -Sunday, 8am-3pm	6 games (3 each field)	12 games*
Saturday-Sunday, 3pm-10pm	6 games (3 each field)	

**There may be down-time between games, which could reduce the number of games per day.*

Will the proposal host tournaments (vs. regular competitions)? The number of expected vehicle trips generated by this use during the various times illustrated in the “Weekly Schedule Breakdown” in the applicant’s narrative needs to be provided.

- *The maximum occupancy is provided by the narrative, and we assume it is based on the Building Code. For peak hours, maximum occupancy is 446 people (per the narrative). A Traffic Study needs to be submitted for this two-lane road. The Traffic Study should consider:*
 - a. *Traffic generated by the Pulte townhome project directly to the north, the Elks Lodge (which also hosts events like weddings, etc.), and the proposed apartment project on the Lumber Mart site.*
 - b. *Impacts of tournament games, if any.*
 - c. *Impacts of the nearby railroad tracks on traffic flow for games/tournaments.*
- *The proposed use is not consistent with the “Local Business” future land use category, which uses include office, convenience shopping, dining, and services for residents of nearby residential areas. The arena has a regional draw, evidenced by its tenant anchors (Detroit City Football Club, Great Lakes League Soccer, and WOW baseball). The applicant also likens this facility to “...its local counterpart the USA Hockey Arena.” While the underlying zoning lists recreation facilities as a Special Land Use, the new Master Plan doesn’t appear to envision a recreation use of this scope for this part of S. Mill St. (See Comments below on South Mill Sub Area Plan.)*
- *The Master Plan calls for parking to be located at the rear of buildings and away from street frontages. The proposal locates parking in front of the new building. Note that the I-2 District allows parking in the front of the building. If this were a Permitted use (vs. Special Land Use), there would be no issue. However, this special land use standard calls for consistency with the Master Plan, which calls for parking in the rear. So, the proposal is not consistent with the Master Plan in this way.*
- *The proposed timber structure, while attractive, is 55-feet tall. The proposed new building also has a transparent façade, which will make the building stand out from, rather than blend with, its surroundings. As a comparison, heights of other buildings in the area are as follows:*
 - *The existing building being replaced is approximately 20 feet tall (has 18’-9” clear ceiling height)*
 - *The portion of the re-purposed building on this site is 23 feet tall.*
 - *The Elks Lodge next door is 17 feet tall.*
 - *The townhomes to the north are 34-36 feet tall.*
 - *The residential dwellings across the street are most likely in the 20-25-foot range.*

We suggest that a height study illustrating the proposed height of this structure within the context of the height of other structures on this side of S. Mill St., as well as across the street from the proposal.

South Mill Sub Area

This sub area plan states that this area provides redevelopment opportunities for mixed-use developments, including single family residences, multi-family residences, recreation, neighborhood commercial and industrial uses. In our opinion, the word “recreation” here means parks and other residentially-scaled facilities. The Planning Commission should discuss this impression.

The sub area plan also calls for buffering residential uses, providing additional street trees and unified streetscape elements along the South Mill corridor. Lastly, it states that parking should be located at the rear of buildings where practicable. Illustrations of the S. Mill corridor in the Master Plan show a pedestrian-friendly environment with sharrows/bike lanes and the existing mid-block pedestrian crosswalk. The Planning Commission should discuss if a regional-draw indoor recreation facility is consistent with the Sub Area vision in the Master Plan.

- (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 Comments: As discussed above, the intensity of the use, traffic, height of the building, transparency of the building façade, and parking in front of the new building should be evaluated by the Planning Commission to determine if it is harmonious with the existing and intended character of the general vicinity. In our view, the new townhomes to the north are consistent with the description in the Master Plan for S. Mill St. While this proposal offers redevelopment of an underutilized site, we question the potential impacts to the neighborhood and the effect this use will have on the road network.

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

CWA Comments: As requested above, the number of trips at peak hour, Traffic Study, and building height illustration comparing the proposal to other buildings along S. Mill St. should be provided to better evaluate the potential for this use to be/not be hazardous or disturbing to existing or future nearby uses.

- (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: See comments above.

- (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: The City's existing utilities will serve the proposed use.

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

CWA Comment: We don't expect the proposal to create excessive additional public costs.

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

CWA Comment: The submitted plans are reviewed later in this report for conformance with the Zoning Ordinance.

Summary

In summary, the scope of this use generates questions about whether the existing road network can handle the number of vehicles entering/exiting the site during peak facility and road usage. We also wonder how this proposal will fit into the residential and pedestrian context, both in character and operation, and the potential impacts on nearby residential properties. In our opinion, the competitions that could attract large crowds are the biggest concern. The surrounding land uses (existing and proposed) also put demands on the road network that should be considered when evaluating how this proposal will impact traffic on S. Mill St. and surrounding road network.

Items to be Addressed:

- 1) Applicant to provide in writing:
 - a. Is the facility open to “members” only, or will the general public be able to access the building?
 - b. Number/type of tournaments, if any.
 - c. A trip generation study showing the number of expected vehicle trips generated by this use during the various times illustrated in the “Weekly Schedule Breakdown” in the applicant’s narrative needs to be provided.;
 - d. A Traffic Impact Study that includes consideration of:
 - Traffic generated by the Pulte townhome project directly to the north, the Elks Lodge (which also hosts events like weddings, etc.), and the proposed apartment project on the Lumber Mart site,
 - Impacts of tournament games, if any.
 - Impacts of the nearby railroad tracks on traffic flow for tournaments;
 - e. A height study illustrating the proposed height of this structure within the context of the height of other structures on this side of S. Mill St., as well as across the street from the proposal.
- 2) Planning Commission to discuss and determine whether the word “recreation” in the South Mill Sub Area plan text means a park or other residentially-scaled facility, or if an indoor recreation facility of the proposed scope was considered.
- 3) Planning Commission to discuss if an indoor recreation facility of this scope is consistent with the Master Plan vision for S. Mill St., considering intensity of use, traffic, building height, transparent façade, and location of parking in the context of the residential/pedestrian character of street.

REQUIRED INFORMATION FOR SITE PLANS

Section 78-247 lists the information required to be on a site plan. Any outstanding informational requirements are noted throughout the review.

If the applicant has conducted any environmental investigations about historic contamination, the results of these investigations should be provided to the Planning Commission.

Items to be Addressed: 1) As noted throughout review. 2) Provide results of any investigations of environmental contamination on site to Planning Commission.

AREA, WIDTH, HEIGHT, SETBACKS

The site must meet the minimum standards for the I-2 District, as stated in Section 78-190 and summarized in **Table 1** below. Note that the plans specifically state that they should not be scaled, and only the specified dimensions used. However, we need to be able to scale the plans (in case a specific dimension is not provided). Therefore, plans that are printed to scale need to be provided.

Table 1. I-2 Schedule of Regulations Summary

	Required	Provided
Lot Area	NA	5.02 acres (218,671 s.f.)
Lot Width	NA	689 feet
Lot Coverage	NA	57% (was 34%)

	Required	Provided
Setbacks		
Front	50 ft.	+50 ft.
Side:		
Minimum	20 ft.	Existing Re-Purposed Building: 16 ft. ¹ New Building: +20 ft.
Total of Two	40 ft.	+40 ft.
Rear	20 ft.	Existing Re-Purposed Building: 8 ft. ¹ New Building: +20 ft.
Building Height	60 ft.	55 ft.

¹The north and west façades of the re-purposed portion of the existing building is currently non-conforming. Since the project is not proposing to increase this non-conformity, it may remain as is.

The proposal meets the bulk regulations for the Heavy Industrial district.

Items to be Addressed: 1) Provide plans that are printed to scale.

PARKING, LOADING

Section 78-271 lists parking requirements for the uses proposed in this application. **Table 2** below summarizes the required and provided number of parking spaces for this site:

Table 2. Parking Requirements

	REQUIRED	PROVIDED
Stadium, sports arena or similar place of outdoor assembly Soccer fields	One space for each three seats or six feet of benches (bleachers), whichever is greater. TOTAL = 186 people, or 62 spaces	See Below
Athletic clubs, exercise establishments, health studios, sauna baths, judo clubs and other similar uses Weight training & batting cages	One parking space for each three persons allowed within the maximum occupancy load as established by local, county or state fire, building or health codes, plus one space per employee or one space for each 1.5 clothing lockers, whichever is greater. 225 Maximum Occupancy x 3 = 75 spaces	
Business or professional office Office, media and classrooms	One space per 300 s.f. of usable floor space. 4,620 s.f. / 300 = 16 spaces	See Below

	REQUIRED	PROVIDED
Indoor tennis or racquetball facility COPA Training	Four spaces per court; plus spaces as required for each accessory use such as a full-service bar or restaurant. 1 court = 4 spaces .	See Below
Establishment for sale and consumption on the premises of beverages, food and refreshments Hospitality & golf simulators	One space per 75 s.f. of usable floor area or one space for each three persons allowed within the maximum occupancy load as established by local, county or state fire, building or health codes, whichever is greater. Square footage?	See Below
Total:		158 spaces

Number of Parking Spaces. To calculate required parking, the following information needs to be provided:

- **Stadium Seating** –
 - a. Do soccer games require tickets? If not, how will the number of spectators be managed?
 - b. As asked above, will this facility host tournaments?
 - c. Will game times on both fields be staggered to accommodate spectators leaving from one game and arriving for the next game?
 - d. The number/location of bleachers should be added to the 7 v 7 soccer field floorplan.
- **Office** –
 - a. How are the classrooms used, and how many people will they contain during a typical class? How many classes per day will be offered?
 - b. How is the media room used?
- **COPA Court** – How many people generally use the COPA area at one time?
- **Hospitality** –
 - a. How this area will be used needs to be described to the Planning Commission. Will it have alcoholic drinks and/or food service? Will it be open to the public, or “members only?”
 - b. The square footage of this area needs to be provided.

The number of parking spaces in each bay of parking should be shown on the site plan.

The plans show six (6) barrier-free parking spaces (including one van-accessible space) near the entrance to the building. This meets ordinance requirements for the number of proposed spaces. It appears there is a wide sidewalk abutting these spaces where a person in a wheelchair could safely reach the front door. A plan “printed to scale” needs to be provided. In addition, the sidewalks should be dimensioned on the site plan.

Dimensions. The dimensions of the regular spaces, and the maneuvering lanes meet ordinance requirements. A plan “printed to scale” should be provided. In addition, the barrier-free spaces should be dimensioned on the site plan.

Location. As mentioned above, the I-2 District allows parking in front of the building, but the Master Plan states that parking shall be located behind the building, or hidden from view of the street. While the zoning requirement is met by the proposal, the standard for a Special Land Use (i.e., consistency with the Master Plan) is not met. It appears that the parking lot is at least 5-feet from the property line; however, this green space should be dimensioned on the plans.

Loading/Unloading. The site plan does not show a loading/unloading space. For the I-2 District, Sec. 74-274 requires loading/unloading, based on whether or not a use will be receiving deliveries and the size of the building. The applicant should describe if any loading/unloading will occur at the building, and if so, what type/size of delivery truck will be used and how often deliveries to the site will be made. We assume some type of deliveries will be made to stock the Hospitality function.

Items to be Addressed:

- 1) *For stadium seating, the applicant should provide the following information:*
 - a. *Do soccer games require tickets? If not, how will the number of spectators be managed?*
 - b. *Will this facility host tournaments?*
 - c. *Will game times on both fields be staggered to accommodate spectators leaving from one game and arriving for the next game?*
 - d. *The number/location of bleachers should be added to the 7 v 7 soccer field floorplan.*
- 2) *For the office uses, the applicant should provide the following information:*
 - a. *How are the classrooms used, and how many people will they contain during a typical class? How many classes per day will be offered?*
 - b. *How is the media room used?*
- 3) *For COAP court, how many people generally use the COPA area at one time?*
- 4) *For the hospitality area, the applicant should provide the following information:*
 - a. *How this area will be used needs to be described to the Planning Commission. Will it have alcoholic drinks and/or food service? Will it be open to the public, or "members only?"*
 - b. *The square footage of this area needs to be provided.*
- 5) *The number of parking spaces in each bay of parking should be delineated on the plans.*
- 6) *Provide plans that are printed to scale.*
- 7) *Provide dimensions of proposed sidewalks on plans.*
- 8) *Provide dimensions of barrier-free parking spaces on plans.*
- 9) *Provide dimension of green space between property lines and edge of parking lot on plans.*
- 10) *Provide narrative describing need/no need for loading/unloading space. If loading/unloading space is needed, its location should be shown on the plans, and the type/size of delivery truck provided, as well as how often deliveries will be made to the site.*
- 11) *Provide description of loading/unloading needs; show location of loading/unloading space on the plans, and provide description of type/size of delivery trucks and how often deliveries to the site will be made.*

SITE ACCESS AND CIRCULATION

Site Access: The site is currently accessed from two driveways off S. Mill St. The existing northerly driveway is very wide (over 100-feet wide), and partially blocked off with concrete barriers. The existing southerly driveway is approximately 40-feet wide. The proposal shows two driveways into the site in approximately the same locations as the existing driveways. However, both new driveways will be narrowed to 24-feet wide, helping to direct traffic into and out of the site.

Vehicle Trip Generation

As mentioned in the Special Land Use section of this review, the applicant should provide the number of vehicle trips that will be generated by the proposal during the various times illustrated in the “Weekly Schedule Breakdown” in the applicant’s narrative.

SEMCOG’s Traffic Count Data indicates an annual average daily traffic (AADT) count of 8,530 vehicle trips on Lilley Rd. (which is also Mill St.) between Plymouth Rd. and Ann Arbor Trail as of the last count taken in 2009.

Traffic Impact Study

Sec. 78-389, *Traffic Impact Study*, of the Zoning Ordinance requires a Traffic Impact Study when the project is expected to generate 100 directional vehicle trips (i.e., 100 in-bound and 100-out-bound) during the peak hour of the traffic generator. The vehicle trip generation should be determined using the times where the facility is being fully utilized, and, if relevant, during tournament games.

On-Site Circulation. The new development will maintain the general building location. As designed, vehicles may enter the parking lot, and maneuver from the north lot to the south lot, but may not enter the south lot and drive within the site to the north lot due the angled parking and one-way traffic pattern. So, if the south lot is full, the driver will need to turn left onto S. Mill St. and enter the northern driveway to look for an available space.

A direct pedestrian connection from the public sidewalk along S. Mill St. to the front door should be added to the plans. The plans show sidewalks along the building frontage to allow parkers to walk from their car in the parking lot to the front door on the sidewalk.

Has the applicant considered adding bicycle racks to the site plan?

Items to be Addressed: 1) Add a direct pedestrian connection between the public sidewalk on S. Mill St. to the front door of the building. 2) Applicant to consider adding bicycle rack.

LANDSCAPING, LIGHTING, DUMPSTER

Detailed information regarding landscaping, lighting, and the dumpster enclosure have not been provided. We will review these details when presented.

Items to be Addressed: 1) Provide Landscape Plan, Lighting Plan and dumpster screen details.

SIGNS

The elevation drawing does not show any building-mounted signs. A proposed monument sign is shown on the north side of the northerly entrance driveway. As mentioned above, a site plan printed to scale, with necessary dimensions showing compliance with the ordinance requirements needs to be provided.

Details of any proposed building-mounted signage and monument sign size, height, etc. will need to be provided to receive a sign permit from the Building Official. At that time, the Building Official will confirm that they meet the zoning requirements.

Items to be Addressed: 1) *Provided site plan printed to scale that provides the necessary dimensions showing compliance with ordinance requirements for monument sign placement on site.*

FLOOR PLAN AND ELEVATIONS

A floor plan showing the general layout of the main level has been provided (labeled “Plymouth Arena, 04/27/2026”). The narrative also shows the floor plan, including the mezzanine level. If the project progresses, a more detailed floor plan should be provided, illustrating the proposed features of the various uses, in particular the hospitality area.

A rendering of the proposed building from the northeast perspective has been provided. If the project progresses, elevations of all facades of the building will need to be provided.

Items to be Addressed: 1) *Provide more detailed floor plans, illustrating proposed feature of the variance rooms, and elevations of all facades of the building if the project progresses.*

RECOMMENDATIONS

The scope of this use generates questions about whether the existing road network can handle the number of vehicles entering/exiting the site during peak facility and road usage. We also wonder how this proposal will fit into the residential and pedestrian context, both in character and operation, and the potential impacts on nearby residential properties. To better evaluate the proposal, we have suggested additional information that the Planning Commission should request and consider. A summary of our comments is provided below:

Special Land Use

- 1) Applicant to provide in writing:
 - a. Is the facility open to “members” only, or will the public be able to access the building?
 - b. Number/type of tournaments, if any.
 - c. A trip generation study showing the number of expected vehicle trips generated by this use during the various times illustrated in the “Weekly Schedule Breakdown” in the applicant’s narrative;
 - d. A Traffic Impact Study that includes consideration of:
 - Traffic generated by the Pulte townhome project directly to the north, the Elks Lodge (which also hosts events like weddings, etc.), and the proposed apartment project on the Lumber Mart site,
 - Impacts of tournament games, if any.
 - Impacts of the nearby railroad tracks on traffic flow for tournaments;

- e. A height study illustrating the proposed height of this structure within the context of the height of other structures on this side of S. Mill St., as well as across the street from the proposal.
- 2) Planning Commission to discuss and determine whether the word “recreation” in the South Mill Sub Area plan text means a park or other residentially-scaled facility, or if an indoor recreation facility of the proposed scope was considered.
- 3) Planning Commission to discuss if an indoor recreation facility of this scope is consistent with the Master Plan vision for S. Mill St., considering intensity of use, traffic, building height, transparent façade, and location of parking in the context of the residential/pedestrian character of street.

Site Plan: Site Plan should be revised to address the following:

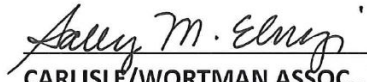
- A. Provide results of any investigations of environmental contamination on site to Planning Commission.
- B. Provide plans that are printed to scale and show dimensions so that compliance with the requirements in the Zoning Ordinance can be confirmed.
- C. **Parking and Loading:**
 - 1) For stadium seating, the applicant should provide the following information:
 - a. Do soccer games require tickets? If not, how will the number of spectators be managed?
 - b. Will this facility host tournaments?
 - c. Will game times on both fields be staggered to accommodate spectators leaving from one game and those arriving for the next game?
 - d. The number/location of bleachers should be added to the 7 v 7 soccer field floorplan.
 - 2) For the office uses, the applicant should provide the following information:
 - a. How are the classrooms used, and how many people will they contain during a typical class? How many classes per day will be offered?
 - b. How is the media room used?
 - 3) For COPA court, how many people generally use the COPA area at one time?
 - 4) For the hospitality area, the applicant should provide the following information:
 - a. Describe how this area will be used. Will it have alcoholic drinks and/or food service? Will it be open to the public, or “members only?”
 - b. Show the square footage of this area.
 - 5) The number of parking spaces in each bay of parking should be delineated on the plans.
 - 6) Provide dimensions of proposed sidewalks on plans.
 - 7) Provide dimensions of barrier-free parking spaces on plans.
 - 8) Provide dimension of green space between property lines and edge of parking lot on plans.
 - 9) Provide narrative describing need/no need for loading/unloading space. If loading/unloading space is needed, its location should be shown on the plans, and the type/size of delivery truck provided, as well as how often deliveries will be made to the site.
- D. **Site Access and Circulation:**
 - 1) Add a direct pedestrian connection between the public sidewalk on S. Mill St. to the front door of the building.
 - 2) Applicant to consider adding bicycle racks.

E. Landscaping, Lighting, Dumpster:

- 1) Provide Landscape Plan, Lighting Plan and dumpster screen details.

F. Floor Plans and Elevations

- 1) Provide more detailed floor plans, illustrating proposed feature of the variance rooms, and elevations of all facades of the building if the project progresses.



CARLISLE/WORTMAN ASSOC., INC.

Sally M. Elmiger, AICP, LEED AP

Principal

cc: Greta Bolhuis
John Buzuvis

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 639 Mill Street	Current Zoning Classification B-3 and RM-1	Date of Application 11/13/25
Name of Property Owner Mill Street Ventures - Attn Eugene Sherizen	Phone Number	
Mailing Address 26640 Harding Street	Email Address (Required)	
City Oak Park	State MI	Zip Code 48237

II. Applicant and Contact Information

Indicate Who the Applicant Is. If Property Owner, Skip to Section III.	Architect ☒	Developer ☐	Engineer ☐	Lessee ☐
Applicant/Company Name Walters Group	Phone Number			
Applicant/Company Address 230 East Grand River, #600	City Detroit	State MI	Zip Code 48226	
Email Address (Required)				

III. Site Plan Designer and Contact Information

Site Plan Designer Company Name Dave Root/Giffels Webster	Phone Number		
Company Address 28 W Adams, #1200	City Detroit	State MI	Zip Code 48226
Registration Number 6201065066	Expiration Date 12/31/25	Email Address (Required)	

IV. Type of Project

V. Historic District

☐ Commercial ☐ Industrial ☐ Mixed Use ☒ Multi-Family ☐ Single Family	☐ Preliminary Plan ☒ PUD Review/Revision ☐ Final Plan ☐ PUD Amendment/Extension	Is this project located in the Historic District? ☐ Yes ☒ No
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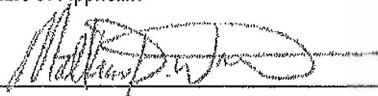
VI. Description of Project

The project involves developing a former industrial site and single family lots into multi family residential. The project would create an 81 unit apartment building and 6 townhomes. Additionally, a viewing platform will be constructed adjacent to the railroad which is in line with feedback from the community

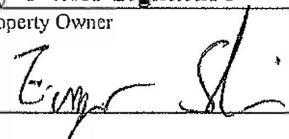
VII. Fee Schedule

Fee Item	Fee	Quantity	Total
Administrative Fee	\$35.00	1	\$35.00
PUD Preliminary Plan (initial review only)	\$2,300.00		
PUD per acre fee	\$100.00		
Rezoning	\$1,300.00		
Condominium project	\$500.00		
Revised PUD submission	\$1,000.00		
Final PUD	\$1,500.00		
Final PUD per acre fee	\$100.00		
Extension of PUD approval	\$850.00		
Amendment to approved PUD	\$2,000.00		
Special PC meeting	\$800.00		
TOTAL FEE			

VIII. Applicant Signature

Signature of Applicant 	Date November 12th, 2025
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IX. Property Owner Signature

Signature of Property Owner 	Date 11-14-2025
---	--------------------

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

Notary Public: _____

My Commission expires: _____

For Office Use Only

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

OWNERS:
MICHAEL FERLITO MATT WALTERS
FERLITO GROUP WALTERS GROUP
440 SELDEN ST, 230 EAST GRAND RIVER, SUITE 600
DETROIT, MI 48201 DETROIT, MI 48226
586.242.0169 248.330.8068

ARCHITECT:
RAYMOND PHILLIPS
KRIEGER KLATT
400 EAST LINCOLN ROAD
ROYAL OAK, MI 48067

SURVEYOR:
CHRIS ASIALA, PS
GIFFELWESBTER
28 W ADAMS AVE, STE 1200,
DETROIT, MI 48226
313.962.4442

CIVIL ENGINEER/APPLICANT:
DAVE ROOT, PE
GIFFELWESBTER
28 W ADAMS AVE, STE 1200,
DETROIT, MI 48226
313.962.4442

LANDSCAPE ARCHITECT:
DAVE RICHARDS, PLA
GIFFELWESBTER
28 W ADAMS AVE, STE 1200,
DETROIT, MI 48226

BENCH MARK DATA

(NAVD88) DATUM

BENCH MARK 1
TOP OF NUT ON A HYDRANT (1981), LOCATED ON THE NORTHEAST CORNER OF ANN ARBOR TRAIL AND MILL STREET.
ELEVATION=719.14'
(SHOWN GRAPHICALLY)

BENCH MARK 2
ARROW ON HYDRANT (2015), LOCATED ON THE WEST SIDE OF MILL STREET, +/- 313 FEET SOUTH OF THE SOUTHERLY LINE OF ANN ARBOR TRAIL.
ELEVATION=720.75'
(SHOWN GRAPHICALLY)

BENCH MARK 3405
3.5" MAG. NAIL (TAG NO. 3405) IN THE EAST FACE OF A UTILITY POLE, LOCATED ON THE EAST SIDE OF MILL STREET, +/- 22 FEET NORTH OF THE NORTHEASTERLY LINE OF THE PERE MARQUETTE RAILROAD.
ELEVATION=719.49'
(SHOWN GRAPHICALLY)

BENCH MARK 5044
RAIL SPIKE (WITH TREE TAG NO. 5044) IN THE EAST FACE OF A UTILITY POLE, LOCATED ON THE WEST SIDE OF MILL STREET, +/- 48 FEET SOUTH OF THE INTERSECTION OF MILL STREET AND FAIR STREET.
ELEVATION=718.43'
(SHOWN GRAPHICALLY)

PROPERTY DESCRIPTIONS
(PER ALTA/ACSM SURVEY BY RJD SURVEYORS, DATED 04/04/2016)

PARCEL B:
LAND SITUATED IN THE CITY OF PLYMOUTH, COUNTY OF WAYNE, STATE OF MICHIGAN, DESCRIBED AS FOLLOWS:

PART OF LOTS 894, 895 AND 897 OF ASSESSOR'S PLYMOUTH PLAT NO. 24, OF PART OF THE EAST 1/2 OF SECTIONS 26 AND 35, T.01S., R.08E. ACCORDING TO THE PLAT THEREOF RECORDED IN LIBER 69 OF PLATS, PAGE 48 OF WAYNE COUNTY RECORDS, AND BEING MORE PARTICULARLY DESCRIBED AS:

BEGINNING AT THE NW CORNER OF SAID LOT 894; THENCE ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF ANN ARBOR TRAIL (66 FEET WIDE), SOUTH 58 DEGREES 31 MINUTES 35 SECONDS EAST 53.07 FEET; THENCE CONTINUING SOUTHEASTERLY ALONG SAID RIGHT-OF-WAY LINE, 63.28 FEET ALONG THE ARC OF A CURVE TO THE LEFT (CONCAVE TO THE NORTHEAST), WITH A RADIUS OF 2700.00 FEET, WITH A CHORD BEARING OF SOUTH 59 DEGREES 20 MINUTES 27 SECONDS EAST AND CHORD DISTANCE OF 63.28 FEET; THENCE LEAVING SAID RIGHT-OF-WAY LINE, SOUTH 24 DEGREE 35 MINUTES 07 SECONDS WEST 138.84 FEET; THENCE NORTH 61 DEGREES 55 MINUTES 30 SECONDS WEST 115.83 FEET; THENCE NORTH 24 DEGREES 35 MINUTES 07 SECONDS EAST 144.85 FEET BACK TO THE POINT OF BEGINNING.

TAX PARCEL NUMBER: 007-02-0894-300
ADDRESS: 166 E. ANN ARBOR TRAIL
PARCEL CONTAINS 0.3757 ACRES OF LAND.

PARCEL D:
LAND SITUATED IN THE CITY OF PLYMOUTH, COUNTY OF WAYNE, STATE OF MICHIGAN, DESCRIBED AS FOLLOWS:

PART OF LOTS 890, 894, 895, 897 AND 898 OF ASSESSOR'S PLYMOUTH PLAT NO. 24, OF PART OF THE EAST 1/2 OF SECTIONS 26 AND 35, T.01S., R.08E. ACCORDING TO THE PLAT THEREOF RECORDED IN LIBER 69 OF PLATS, PAGE 48 OF WAYNE COUNTY RECORDS, AND BEING MORE PARTICULARLY DESCRIBED AS:

BEGINNING AT A POINT DISTANT SOUTH 24 DEGREES 35 MINUTES 07 SECONDS WEST 122.85 FEET FROM THE NW CORNER OF SAID LOT 894; THENCE SOUTH 24 DEGREE 35 MINUTES 07 SECONDS WEST 22.00 FEET; THENCE SOUTH 61 DEGREES 55 MINUTES 30 SECONDS EAST 227.94 FEET; THENCE SOUTH 63 DEGREES 01 MINUTES 43 SECONDS EAST 10.49 FEET; THENCE SOUTH 02 DEGREES 24 MINUTES 51 SECONDS EAST 608.76 FEET TO A POINT ON THE SWLY LINE OF LOT 890; THENCE ALONG SAID SWLY LINE, NORTH 31 DEGREES 30 MINUTES 39 SECONDS WEST 491.58 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF S. MILL STREET AS WIDENED; THENCE ALONG SAID RIGHT-OF-WAY LINE THE FOLLOWING COURSES: NORTH 02 DEGREES 24 MINUTES 51 SECONDS WEST 112.92 FEET, AND NORTH 01 DEGREE 16 MINUTES 31 SECONDS WEST 100.62 FEET, AND NORTH 02 DEGREE 55 MINUTES 18 SECONDS EAST 107.54 FEET, AND NORTH 02 DEGREES 17 MINUTES 24 SECONDS WEST 14.45 FEET; THENCE LEAVING SAID RIGHT-OF-WAY LINE, SOUTH 66 DEGREES 16 MINUTES 48 SECONDS EAST 35.02 FEET BACK TO THE POINT OF BEGINNING.

TAX PARCEL NUMBER: 007-02-0890-007
ADDRESS: 639 S. MILL STREET
PARCEL CONTAINS 2.5431 ACRES OF LAND.

NOTES:

- LEGAL DESCRIPTION, BOUNDARY, & EASEMENT INFORMATION IS SHOWN PER ALTA/ACSM SURVEY COMPLETED BY RJD SURVEYORS, DATED APRIL 04, 2016.
- PUBLIC LIGHTING UTILITY MAPS WERE NOT AVAILABLE AT TIME OF SURVEY.
- TREE SIZES AND SPECIES ARE THE BEST ESTIMATION OF THE FIELD SURVEYOR. SPECIFIC QUESTIONS REGARDING INDIVIDUAL TREES SHOULD BE DIRECTED TO A QUALIFIED FORESTER.
- NO TITLE COMMITMENT POLICY WAS PROVIDED, THEREFORE EASEMENTS MAY EXIST THAT ARE NOT SHOWN.
- SHEET SHEET 2 FOR SCHEDULE OF STRUCTURES.

UTILITY STATEMENT

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE.

(R) = UTILITY SHOWN FROM RECORDS OR PLANS, & FIELD LOCATED WHERE POSSIBLE.

PRIOR TO THE PLANNED BUILDING IMPROVEMENTS, AND/ OR CONSTRUCTION, THE RESPECTIVE UTILITY COMPANIES MUST BE NOTIFIED TO STAKE THE PRECISE LOCATION OF THEIR UTILITIES.

AVAILABLE UNDERGROUND UTILITY CONNECTION SOURCES:

- AT&T
- COMCAST CABLE
- CONSUMERS ENERGY
- DETROIT EDISON
- EVERSTREAM
- VERIZON
- WIDE OPEN WEST
- CITY OF PLYMOUTH WATER
- CITY OF PLYMOUTH SEWER

FOUNDRY LOFTS AT MILL STREET

166 E ANN ARBOR TRAIL & 639 S MILL STREET
CITY OF PLYMOUTH, MICHIGAN
PARCEL #007-02-0894-300 & 007-02-0890-007



LOCATION MAP (NOT TO SCALE)

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T-01-S R-08-E

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DATE:	ISSUE:
2025-11-14	PUD
2025-04-24	PUD Resubmit Cycle 1
2025-06-30	PUD REV

Developed For:
Walters Group

230 East Grand River
Suite 600
Detroit, MI 48226
248-330-8068

COVER

Foundry Lofts at Mill Street

Plymouth
Wayne County
MICHIGAN

Date: 10/14/25
Scale: NONE
Sheet: C-000
Project: 20713.00

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1. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT STANDARDS, SPECIFICATIONS AND GENERAL CONDITIONS OF THE CITY OF PLYMOUTH, AND ANY OTHER AGENCIES HAVING JURISDICTION.
2. UTILITY INFORMATION SHOWN ON THESE PLANS WAS OBTAINED FROM UTILITY OWNERS AND THEREFORE MAY NOT BE ACCURATE OR COMPLETE. THE CONTRACTOR SHALL VERIFY AND OBTAIN ANY INFORMATION NECESSARY REGARDING THE PRESENCE OF UNDERGROUND UTILITIES WHICH MIGHT HAVE AN IMPACT ON THIS PROJECT, AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY PUBLIC OR PRIVATE UTILITIES WHETHER THEY ARE SHOWN OR NOT ON THE PLANS.
3. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AT PROPOSED CONNECTIONS AND/OR CROSSINGS, AND TO NOTIFY THE ENGINEER OF ANY DISCREPANCIES TO THESE PLANS.
4. 72 HOURS PRIOR TO EXCAVATION, THE CONTRACTOR SHALL CONTACT MISS DIG AT (800) 462-7171 FOR THE LOCATION OF UNDERGROUND GAS AND CABLE FACILITIES, AND SHALL ALSO NOTIFY REPRESENTATIVES OF OTHER UTILITIES LOCATED IN THE VICINITY OF THE WORK.
5. ALL PERMITS REQUIRED SHALL BE OBTAINED BY THE CONTRACTOR. ALL PERMIT FEES, BONDS, AND INSURANCE REQUIRED BY THE ISSUING AGENCIES SHALL BE PROVIDED BY THE CONTRACTOR, AND MUST BE KEPT CURRENT. THE CONTRACTOR IS RESPONSIBLE FOR ALL OTHER FEES, INSPECTION COSTS, ETC., AND SHALL ADHERE TO ALL REQUIREMENTS SET FORTH IN SAID PERMITS.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL WORK AREAS TO ENSURE THE SAFETY OF ALL OCCUPANTS, VISITORS, PEDESTRIANS, WORKERS, ETC. THE CONTRACTOR SHALL REPAIR AND MAINTAIN ALL CONSTRUCTION FENCING AS NECESSARY.
7. THE CONTRACTOR SHALL PROVIDE FOR CONTROLLED ACCESS TO THE SITE FOR USE BY THE VARIOUS WORK FORCES, EMERGENCY VEHICLES, OCCUPANTS, VISITORS, ETC. THROUGHOUT CONSTRUCTION. THIS ACCESS MUST PROVIDE FOR THE REMOVAL OF MUD FROM VEHICLES TIRES. ROADWAYS AND DRIVEWAYS SHALL BE MAINTAINED OPEN FOR EMERGENCY VEHICLES AT ALL TIMES. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE RESIDENTS AND BUSINESSES WHOSE DRIVEWAYS ARE AFFECTED BY THEIR SCHEDULE 24 HOURS IN ADVANCE. CONTRACTOR SHALL SCHEDULE CONSTRUCTION AT NON-PEAK USE HOURS AND SHALL MINIMIZE DRIVEWAY CLOSURE BY EXPEDITING CONSTRUCTION.
8. THE CONTRACTOR SHALL PROVIDE NECESSARY SIGNS, BARRICADES, AND LIGHTS TO PROTECT THE TRAFFIC AND THE WORK AS DIRECTED BY THE PLANS OR BY THE AGENCY WITH JURISDICTION. ALL TRAFFIC CONTROLS SHALL BE IN ACCORDANCE WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD).
9. THE CONTRACTOR IS REQUIRED TO CONFINED CONSTRUCTION ACTIVITIES TO THE LIMITS OF THE SITE AS SHOWN ON THE CONSTRUCTION PLANS. ANY DAMAGE OR DISRUPTION TO ADJACENT SITES IS THE RESPONSIBILITY OF THE CONTRACTOR TO CORRECT IMMEDIATELY. NO OFF-SITE WORK SHALL BE PERFORMED OUTSIDE OF PUBLIC RIGHTS-OF-WAY OR DEDICATED EASEMENTS WITHOUT PRIOR WRITTEN APPROVAL OF THE PROPERTY OWNER.
10. GREAT CARE SHALL BE TAKEN TO AVOID DAMAGE TO VEGETATION OUTSIDE THE CLEARING AND GRUBBING LIMITS. NO DRIVING OR PARKING OF VEHICLES AND/OR STORAGE OF MATERIALS AND SUPPLIES SHALL BE PERMITTED OUTSIDE THE LIMITS OF CONSTRUCTION.
11. ALL ELEVATIONS ON THESE PLANS ARE ON THE NAVD83 DATUM.
12. THE PROTECTION OF EXISTING TREES, AS REQUIRED, SHALL BE SOLELY THE CONTRACTOR'S RESPONSIBILITY.
13. ALL CONSTRUCTION SHALL HAVE INSPECTION PROVIDED BY THE CITY OF PLYMOUTH. THE CONTRACTOR SHALL CONTACT THE CITY OF PLYMOUTH 48 HOURS BEFORE THE START OF CONSTRUCTION.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DUST CONTROL, AND SHALL PROVIDE ALL NECESSARY MATERIAL AND EQUIPMENT TO KEEP DUST IN CHECK AT ALL TIMES. THE CONTRACTOR SHALL RESPOND IMMEDIATELY TO ANY AND ALL COMPLAINTS. DUST CONTROL SHALL BE INCIDENTAL TO THE PROJECT.
15. DURING CONSTRUCTION, THE CONTRACTOR MAY ENCOUNTER SPRINKLER HEADS, PIPING, LIGHTING AND BURIED ELECTRICAL CABLE, MAILBOXES, FENCES, SIGNS, ETC., THAT MAY OR MAY NOT BE INDICATED ON THESE PLANS. THE CONTRACTOR SHALL REPLACE AND/OR RESTORE ALL COMPONENTS OF SUCH SYSTEMS. ALL DISTURBED AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION, MINIMUM STANDARD REQUIREMENTS, OR AS SPECIFIED HEREIN; WHICHEVER IS MORE STRINGENT.
16. ROADWAY, DRIVEWAY, AND PARKING AREA FINAL RESTORATION SHALL BE PERFORMED WITH SURFACE AND BASE MATERIALS MATCHING EITHER THE EXISTING MATERIALS IN QUALITY AND THICKNESS, PER MINIMUM REQUIREMENTS, OR PER THE FOLLOWING, WHICHEVER IS MORE STRINGENT:
 - A. ASPHALT ROADWAYS - 4" ASPHALT MDOOT 1100T-20 AA
 - B. ASPHALT DRIVEWAYS - 3" ASPHALT MDOOT 1100T-36 A
 - C. GRAVEL ROAD AND DRIVEWAYS - 8" MDOOT 22A GRAVEL
 - D. CONCRETE ROADS - 8" 3500 PSI CONCRETE
 - E. CONCRETE DRIVEWAYS - 6" 3500 PSI CONCRETE
17. ALL LOT MARKERS AND MONUMENT POINTS DISTURBED DURING CONSTRUCTION SHALL BE REPLACED BY A REGISTERED LAND SURVEYOR AT THE EXPENSE OF THE CONTRACTOR.
18. FINAL CLEANUP AND RESTORATION SHALL CONSIST OF FINE GRADING OF CONSTRUCTION AREAS, REMOVAL OF CONSTRUCTION SIGNS, ETC. TOPSOIL SHALL BE SPREAD OVER ALL DISTURBED AREAS, FOLLOWED BY SEED, FERTILIZER AND EROSION MAT OR STRAW MULCH, OR AS FURTHER REQUIRED BY THE LANDSCAPING PLANS AND SPECIFICATIONS. ALL REQUIRED RESTORATION ITEMS NOT SPECIFICALLY IDENTIFIED AS A PAY ITEM SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
19. THE UTILITY POLES SHOWN ON THESE DRAWINGS ARE INTENDED TO SHOW ONLY THE LOCATION OF EXISTING POLES. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE QUANTITY AND DIRECTION OF OVERHEAD LINES. THE COST FOR SUPPORTING AND RELOCATING POLES SHALL BE INCIDENTAL TO THE PROJECT.
20. THE MEANS AND METHODS OF CONTROLLING GROUNDWATER AND DEWATERING ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. ALL COST ASSOCIATED WITH DEWATERING SHALL BE INCIDENTAL TO THE CONTRACT.

1. REFER TO THE GENERAL NOTES FOR ADDITIONAL REQUIREMENTS AND RESPONSIBILITIES.
2. WITH THE EXCEPTION OF AN AMOUNT OF EXCAVATED MATERIALS SUFFICIENT FOR BACKFILLING AND CONSTRUCTION OF FILLS AS CALLED FOR ON THE PLANS AND AS INDICATED BELOW, ALL BROKEN CONCRETE, STONE AND EXCESS EXCAVATED MATERIALS SHALL BE DISPOSED OF BY THE CONTRACTOR. THE CONTRACTOR WILL BE REQUIRED TO OBTAIN THEIR OWN DISPOSAL GRAD, WILL RECEIVE NO ADDITIONAL COMPENSATION FOR DISPOSING OF ANY OF THE EXCESS MATERIALS. MATERIALS ACCEPTABLE TO THE ENGINEER MAY BE DISPOSED OF ON-SITE AT THE CONTRACTORS EXPENSE IN A MANNER APPROVED IN ADVANCE BY THE ENGINEER.
3. THE EDGE OF EXISTING PAVEMENT SHALL BE CLEANED OF EARTH AND OTHER FOREIGN MATERIAL BEFORE ADJACENT POURS ARE PLACED.
4. ALL BULKHEADING AND/OR SEWER PIPE REMOVAL NECESSITATED BY THE REMOVAL OF DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE STRUCTURE REMOVAL.
5. STREET SIGNS IN THE WAY OF CONSTRUCTION WILL BE REMOVED AND RESET IMMEDIATELY IN A TEMPORARY LOCATION, AS APPROVED BY ENGINEER.
6. THE CONTRACTOR SHALL PROTECT ALL EXISTING SIGNS AND POSTS SCHEDULED TO REMAIN, AS DIRECTED BY THE ENGINEER.
7. ALL UNDERGROUND UTILITIES NOT INDICATED FOR REMOVAL SHALL BE PROTECTED THROUGHOUT CONSTRUCTION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL PRIVATE PROPERTY (INCLUDING BUILDINGS AND FOUNDATIONS) THROUGHOUT CONSTRUCTION AND SHALL MAINTAIN SAFE PEDESTRIAN ACCESS AT ALL TIMES.
9. THE REMOVAL OF PAVEMENT, CURBS AND WALKS SHALL INCLUDE ALL REQUIRED SAWCUTTING. CURB REMOVAL IS INCIDENTAL TO PAVEMENT REMOVAL.

1. REFER TO THE GENERAL NOTES FOR ADDITIONAL REQUIREMENTS AND RESPONSIBILITIES.

2. REFER TO ARCHITECTURAL PLANS TO COORDINATE ALL:

- A. WATER SUPPLY, METERING, SPRINKLER AND FDC PIPING, DESIGN AND COORDINATION
- B. BUILDING SEWER, BUILDING DRAIN DESIGN AND CONNECTIONS TO CLEAN OUTS AND ROOF CONNECTORS
- C. GAS, ELECTRIC AND COMMUNICATION SERVICES, AND LIGHTING DETAILS
- D. ALL BUILDING ACCESS WALKS AND ENTRY DETAILS, INCLUDING SUPPORTED SLABS

E. ALL WORK TO CONSTRUCT THE BUILDING AND ALL ITEMS CONNECTED TO IT

3. ALL TRENCHES WITHIN A ONE ON ONE SLOPE OF PAVEMENT SHALL BE BACKFILLED WITH SAND (MOOT CLASS II MINIMUM) AND MECHANICALLY COMPACTED IN NOT MORE THAN 9" LAYER TO 95% MAXIMUM DRY DENSITY PER MODIFIED PROCTER COMPACTION TEST ASTM D-1557. COMPACTED SAND BACKFILL SHALL ALSO BE PROVIDED FOR ALL SEWER TRENCHES LOCATED UNDER, OR WITHIN, THREE FEET OF PAVEMENT.

4. THE COST OF ALL TREE, STUMP, FOUNDATION AND/OR STRUCTURE REMOVAL AND DISPOSAL NOT INCLUDED IN THE PROPOSAL SHALL BE CONSIDERED INCIDENTAL AND INCLUDED IN THE PRICE BID FOR WATERMAIN, SANITARY SEWER, STORM SEWER, AND PAVING WORK.

5. A MINIMUM VERTICAL CLEARANCE OF 18 INCHES IS REQUIRED AT UTILITY CROSSINGS (MEASURED FROM THE OUTSIDE OF PIPE TO THE OUTSIDE OF PIPE). POSITIVE PROVISIONS SHALL BE MADE TO ENSURE THAT ALL UTILITY TRENCHES ARE FREE DRAINING DURING ALL PHASES OF CONSTRUCTION.

6. THE REQUIRED BEDDING FOR SEWER PIPE SHALL CONSIST OF A MAXIMUM 3/4 INCH DIAMETER CRUSHED STONE.

7. THE MINIMUM SLOPE FOR A BUILDING LEAD IS 1%. LEADS SHALL ONLY BE CONNECTED TO THE MAIN LINE WITH WYES.

8. ALL STORM SEWER PIPE SHALL BE CONSTRUCTED WITH RUBBER GASKET (PREMIUM) JOINTS.

9. THE CONTRACTOR SHALL COORDINATE THE REMOVAL OF ALL UTILITY LINES AND STRUCTURES, AS OUTLINED ON THE DEMOLITION PLAN, WITH THE INSTALLATION OF UTILITY IMPROVEMENTS.

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CHECKING GRADE MODIFICATIONS INDICATED ON THE FINISHED LANDSCAPE PLAN, AND COORDINATE THE ACTUAL FINISH GRADE OF FIRE HYDRANTS, GATE VALVE CASTINGS, MANHOLES, YARD DRAINS, CLEAN OUTS AND OTHER UTILITY STRUCTURES. ENSURE THAT ALL FINISH GRADING IS PERFORMED IN A MANNER THAT ACCOMPLISHES THE PROJECT DESIGN OBJECTIVES AND PROVIDES FOR POSITIVE DRAINAGE OF ALL AREAS. ANY SUBSTANTIAL GRADE CHANGES WHICH MAY CAUSE FUNCTIONAL PROBLEMS SHALL BE REPORTED PROMPTLY TO THE ENGINEER WHO SHALL EVALUATE THE CONDITIONS AND PROVIDED CORRECTIONAL RECOMMENDATIONS TO THE OWNER FOR FINAL DETERMINATION.

11. CONTRACTOR SHALL BE REQUIRED TO COORDINATE THE INSTALLATION OF GAS, ELECTRIC, PHONE, CABLE, SPRINKLERS ETC., IN SUCH A MANNER THAT WILL FACILITATE THEIR PROPER INSTALLATION PRIOR TO PLACING THE PAVEMENT MATERIALS. ENSURE THAT ALL REQUIRED PIPES, CONDUITS, CABLES AND SLEEVES ARE PROPERLY PLACED AND THAT THE TRENCHES ARE PROPERLY BACKFILLED AND COMPACTED.

12. CONTRACTOR SHALL REMOVE UTILITIES, WHICH HAVE BEEN ABANDONED IN PLACE, AS REQUIRED TO COMPLETE INSTALLATION OF NEW UTILITIES. WHENEVER ABANDONED UTILITIES ARE CUT, CONTRACTOR SHALL COMPLETELY CAP BOTH ENDS TO PREVENT THE INFILTRATION OF SOILS.

13. NO CONNECTION MAY BE MADE TO ANY EXISTING WATER MAIN UNTIL THE NEW MAIN HAS PASSED ALL PRESSURE AND BACTERIOLOGICAL TESTING.

14. ROADWAY, DRIVEWAY AND PARKING AREA CROSSINGS SHALL BE TEMPORARILY CONDITIONED IMMEDIATELY AFTER CROSSING BY PLACING 8" OF MOOT 22A GRAVEL OR SLAG AGGREGATE, AND SHALL BE MAINTAINED IN GOOD, DUST FREE CONDITION UNTIL PAVEMENT RESTORATION IS MADE.

1. REFER TO THE GENERAL NOTES FOR ADDITIONAL REQUIREMENTS AND RESPONSIBILITIES.
2. THE PAVING CONTRACTOR SHALL BE REQUIRED TO COORDINATE THE INSTALLATION OF GAS, ELECTRIC, PHONE, CABLE, SPRINKLERS, ETC. IN SUCH A MANNER THAT WILL FACILITATE THEIR PROPER INSTALLATION PRIOR TO PLACING THE PAVEMENT MATERIALS. ENSURE THAT ALL REQUIRED PIPES, CONDUITS, CABLES AND SLEEVES ARE PROPERLY PLACED AND THAT THE TRENCHES ARE PROPERLY BACKFILLED AND COMPACTED.
3. BUTT JOINTS SHALL BE PLACED AT ALL LOCATIONS WHERE AN EXISTING ASPHALT PAVEMENT SURFACE IS BEING DISTURBED BY REMOVALS AND/OR THE INSTALLATION OF NEW ASPHALT PAVEMENT.
4. ALL PAVEMENT AREAS SHOULD BE CLEARED AND GRUBBED BY REMOVING SURFACE VEGETATION, TOPSOIL, DEBRIS AND OTHER DELETERIOUS MATERIALS.
5. THE PLACEMENT OF THE FINAL ASPHALT LIFT SHALL BE DELAYED UNTIL THE MAJORITY OF THE CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED, OR AS APPROVED BY THE OWNER. A BOND COAT OF SS-1H EMULSION SHALL BE APPLIED (AT A RATE OF 0.10 GALLONS/S.Y.D.) BETWEEN THE LEVELING AND WEARING COURSE WHEN 48 HOURS HAVE ELAPSED BETWEEN PLACEMENTS.
6. THE FINAL SUB-GRADE SHALL BE THOROUGHLY PROOF-ROLLED UNDER THE OBSERVATION OF THE SOILS ENGINEER.
7. PROPOSED AGGREGATE BASE SHALL EXTEND A MINIMUM OF 1 FOOT BEYOND THE PAVEMENT EDGE/BACK OF CURB.
8. ALL TRENCHES WITHIN A ONE ON ONE SLOPE OF PAVEMENT SHALL BE BACKFILLED WITH SAND (MOOT CLASS II MINIMUM) AND MECHANICALLY COMPACTED IN NOT MORE THAN 9" LAYER TO 95% MAXIMUM DRY DENSITY PER MODIFIED PROCTER COMPACTION TEST ASTM D-1557.
9. NO FROZEN MATERIAL SHALL BE PERMITTED AS BACKFILL UNDER ANY ROADWAY, DRIVEWAY OR PARKING AREA.
10. PRIOR TO THE START OF ANY FILLING, THE CONTRACTOR SHALL REMOVE ALL TOPSOIL AND ALL OTHER UNACCEPTABLE SOIL FROM THE FILL AREAS, AND PROPERLY BACKFILL WITH ACCEPTABLE SOIL.
11. BARRIER FREE SIGNAGE SHALL BE PLACED IN FRONT OF EVERY DESIGNATED BARRIER FREE STALL. THE CONTRACTOR SHALL COORDINATE STANDARD AND VAN ACCESSIBILITY SIGNAGE AS INDICATED ON THE PLANS.
12. ALL BARRIER FREE RAMPS TO BE A.D.A. COMPLIANT.
13. GENERAL GRADING REQUIREMENTS ARE AS FOLLOWS:
 - A. FINISH GRADE AT EXISTING BUILDING SHALL MATCH BRICK LEDGES, DOORWAYS OR BASEMENT WINDOWS
 - B. MAINTAIN POSITIVE DRAINAGE AWAY FROM ALL BUILDING ($\pm 2\%$)
 - C. SIDEWALK CROSS SLOPE $\pm 2\%$ UNLESS OTHERWISE NOTED (EXCLUDING RAMPS)
 - D. PAVEMENT SLOPES (1.0% MINIMUM, 4.0% MAXIMUM) UNIFORMLY FROM FINISH GRADE ON PLANS
 - E. LAWN AREAS $\pm 1\%$ MINIMUM TO 25% (BERMS) MAXIMUM
14. ALL PROPOSED GRADES ARE AT THE GUTTER UNLESS OTHERWISE NOTED. SEE DETAILS FOR FACE OF CURB, TOP OF CURB AND ASPHALT ADJUSTMENTS.
15. REFER TO ARCHITECTURAL PLANS TO COORDINATE ALL:
 - A. WATER SUPPLY, METERING, SPRINKLER AND FDC PIPING, DESIGN AND COORDINATION
 - B. BUILDING SEWER, BUILDING DRAIN DESIGN AND CONNECTIONS TO CLEAN OUTS AND ROOF CONNECTORS
 - C. GAS, ELECTRIC AND COMMUNICATION SERVICES AND LIGHTING DETAILS AND COORDINATION.
 - D. BUILDING ACCESS WALKS AND ENTRY DETAILS, INCLUDING SUPPORTED SLABS
 - E. ALL WORK TO CONSTRUCT THE BUILDING AND ALL ITEMS CONNECTED TO IT
16. PRIOR TO THE PLACEMENT OF ANY BASE ASPHALT OR LEVELING COURSE, THE CURBS SHALL BE PARTIALLY BACKFILLED AND THE SUB-GRADE SHALL BE PROOF-ROLLED UNDER THE SUPERVISION OF THE SOILS ENGINEER.
17. ALL SIDEWALK AND PATHWAYS IN ANY PUBLIC R.O.W. SHALL BE INSPECTED BY THE AGENCY WITH JURISDICTION.

1. REFER TO THE GENERAL NOTES FOR ADDITIONAL REQUIREMENTS AND RESPONSIBILITIES.
2. ALL EROSION AND SEDIMENTATION CONTROL WORK SHALL CONFORM TO THE CURRENT STANDARDS AND SPECIFICATIONS OF WAYNE COUNTY DEPARTMENT OF PUBLIC SERVICES. A PROJECT WITH A DISTURBANCE AREA GREATER THAN 1 ACRE OF OCCURRING 500 FEET OF A LAKE OR STREAM REQUIRES A SOIL EROSION PERMIT. CONTACT THE LAND RESOURCE MANAGEMENT DIVISION AT (734) 326-9336 AT LEAST 48 HOURS BEFORE WORK IS TO BEGIN.
3. ANY EROSION AND SEDIMENTATION FROM WORK ON THIS SITE SHALL BE CONTAINED WITHIN THE WORK AREA AND NOT ALLOWED TO COLLECT ON ANY OFF-SITE AREAS OR IN WATERWAYS. (WATERWAYS INCLUDE BOTH NATURAL AND MAN-MADE OPEN DITCHES, STREAMS, STORM DRAINS, LAKES, PONDS AND WETLANDS)
4. THE CONTRACTOR SHALL APPLY TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES AS DIRECTED ON THESE PLANS AND WHENEVER OTHERWISE REQUIRED BY THE WORK. THE CONTRACTOR SHALL REMOVE TEMPORARY MEASURES AS SOON AS PERMANENT STABILIZATION OF SLOPES, DITCHES, AND OTHER CHANGES HAVE BEEN ACCOMPLISHED.
5. SOIL EROSION CONTROL PRACTICES WILL BE ESTABLISHED IN EARLY STAGES OF CONSTRUCTION BY THE CONTRACTOR. SEDIMENTATION CONTROL PRACTICES WILL BE APPLIED AS A PERIMETER DEFENSE AGAINST ANY TRANSPORTING OF DIRT OUT OF THE WORK AREA.
6. THE CONTRACTOR SHALL PRESERVE NATURAL VEGETATION AS MUCH AS POSSIBLE.
7. PROTECT ALL EXISTING TREES, INCLUDING THEIR BRANCHES AND ROOTS, FROM DAMAGE DUE TO THIS WORK UNLESS SPECIFICALLY IDENTIFIED FOR REMOVAL.
8. VEGETATION STABILIZATION OF ALL DISTURBED AREAS SHALL BE ESTABLISHED WITHIN 15 DAYS OF COMPLETION OF FINAL GRADING.
9. THE CONTRACTOR SHALL SWEEP THE EXISTING STREETS SURROUNDING THE PROJECT SITE ONCE A WEEK, OR AS DIRECTED BY THE ENGINEER OR INSPECTOR. STREET SCRAPING SHALL BE PERFORMED IN CONJUNCTION WITH THIS SWEEPING ON AN AS NEEDED BASIS.
10. THE SEDIMENT CONTROL FENCING INDICATED ON THIS PLAN IS NOT INTENDED TO SHOW THE EXACT LOCATION OF THE FENCE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE REQUIRED TO CONTAIN SEDIMENT.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING COMPLIANCE WITH ALL APPLICABLE NPDES REGULATIONS, INCLUDING: INSPECTION, RESTORATION, AND RECORD KEEPING REQUIREMENTS.
12. THE CONTRACTOR IS RESPONSIBLE FOR ON-GOING MAINTENANCE OF ALL SOIL EROSION CONTROLS AS INDICATED BY THESE PLANS.
13. CONSTRUCTION ACTIVITIES (INCLUDING INSTALLATION OF PIPE AND ASSOCIATED VALVES, STRUCTURES, BACK FILLING, SURFACE RESTORATION, AND REMOVAL OF EXCESS EXCAVATED MATERIAL) SHALL BE ACCOMPLISHED IN ONE CONTINUOUS OPERATION.
14. PAYMENT AND/OR VEGETATION SHALL NOT BE STRIPPED FROM AN AREA UNLESS CONSTRUCTION ACTIVITIES ARE TO COMMENCE IN THAT AREA WITHIN THE NEXT THREE DAYS.
15. IF FOR ANY REASON PERMANENT STABILIZATION CAN NOT BE PROVIDED WITHIN 15 DAYS OF THE COMPLETION OF PIPE LAYING OPERATIONS, TEMPORARY STABILIZATION SHALL BE PROVIDED AT ALL DISTURBED AREAS. TEMPORARY STABILIZATION SHALL FURTHERMORE BE PROVIDED DURING THE NON-GROWING SEASON (OCTOBER 1 THROUGH APRIL 20) FOR ALL AREAS TO BE SEEDED.
16. TEMPORARY STABILIZATION SHALL CONSIST OF EITHER SMALL GRAIN STRAW OR GRASS HAY SPREAD AT THE RATE OF 1.5 TO 2 TONS PER ACRE, OR MULCH BLANKETS, WHICH SHALL BE ANCHORED IN PLACE TO PREVENT DISPLACEMENT FROM WIND AND RAIN. TEMPORARY STABILIZATION SHALL BE REPAIRED AS OFTEN AS NECESSARY, AS DETERMINED BY THE AGENCY WITH JURISDICTION.
17. ALL DEWATERING SHALL BE ACCOMPLISHED IN A MANNER THAT WILL NOT CONTRIBUTE TO DEPOSITION OF SEDIMENT IN ROAD DITCHES OR OPEN WATER.
18. THIS PROJECT SHALL BE CONSTRUCTED IN COMPLIANCE WITH PART 91 OF ACT 451 OF 1994, AS AMENDED.
19. SEDIMENT CONTROL FENCING SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND SEVERAL TIMES DURING PROLONGED STORM EVENTS. IF THE FENCE IS SAGGING, OR SOIL HAS REACHED ONE HALF OF THE HEIGHT OF THE FABRIC, THE SOIL BEHIND THE FABRIC SHALL BE REMOVED AND DEPOSED OF IN A STABLE AREA OF THE SITE. IF WATER IS SEEPING UNDER THE FENCE, OR THE FABRIC IS DECOMPOSED OR OTHERWISE INEFFECTIVE, THE FENCE SHALL BE REMOVED AND PROPERLY REINSTALLED AS INDICATED ON THESE PLANS.
20. MUD MAT ENTRANCES SHALL BE INSPECTED IMMEDIATELY AFTER EACH STORM RAINFALL. THE SURROUNDING ROADS SHALL ALSO BE INSPECTED AT THIS TIME FOR EVIDENCE THAT MUD IS BEING TRACKED OFF OF THE SITE. MAINTENANCE SHALL INCLUDE THE INSTALLATION OF ADDITIONAL LAYERS OF STONE WHEN THE ORIGINAL STONE BECOMES COVERED WITH MUD. ALL SEDIMENT DROPPED OR TRACKED ONTO PUBLIC RIGHT-OF-WAYS SHALL BE REMOVED IMMEDIATELY BY SWEEPING AND SCRAPING (AS MAY BE REQUIRED BY THE ENGINEER).
21. SEDIMENT INLET FILTERS SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND SEVERAL TIMES DURING PROLONGED STORM EVENTS. THE FILTERS SHALL BE CLEANED PERIODICALLY THROUGHOUT CONSTRUCTION TO AVOID CLOGGING. FILTERS THAT CANNOT BE MAINTAINED BY CLEANING SHALL BE COMPLETELY REPLACED.

1. INSTALL MUD MATS, SILT FENCE AND INLET FILTERS AT ALL EXISTING LOCATIONS AS SHOWN AND AS REQUIRED TO ACHIEVE ON-SITE CONTAINMENT.
2. INSTALL STORM SEWER AND ALL ASSOCIATED STORM WATER IMPROVEMENTS AS SHOWN ON PLANS. IMMEDIATELY INSTALL INLET FILTERS AT ALL CATCH BASINS.
3. ROUGH GRADE THE PROJECT "WORK AREA" AS NEEDED.
4. INSTALL SANITARY SEWER AS SHOWN ON PLANS.
5. INSTALL WATER MAIN AS SHOWN ON PLANS.
6. INSTALL OTHER UTILITIES (GAS, ELECTRIC, PHONE, CABLE, ETC.) AND/OR ALL NEEDED CONDUITS AND SLEEVES.
7. INSTALL PAVEMENT BACKFILL AND SEED & MULCH ALL DISTURBED AREAS.
8. CLEAR ALL ACCUMULATED SILT AND REMOVE ALL EROSION CONTROL DEVICES.
9. INSTALL LANDSCAPING MATERIALS AS INDICATED PER PLANS & RE-SEED, FERTILIZE AND MULCH ALL DISTURBED AREAS.
10. RESTORE ALL DISTURBED AREAS TO ORIGINAL CONDITION OR BETTER, INCLUDING THE INSTALLATION OF LANDSCAPING MATERIALS.
11. REMOVE ALL EROSION CONTROL DEVICES.

Professional Seal:



The seal is circular with a double-lined border. The outer ring contains the text "STATE OF MICHIGAN" at the top and "LICENSED PROFESSIONAL ENGINEER" at the bottom, separated by two stars. The center of the seal contains the text "DAVID LEE ROOT", "ENGINEER", "No.", and "6201065066".

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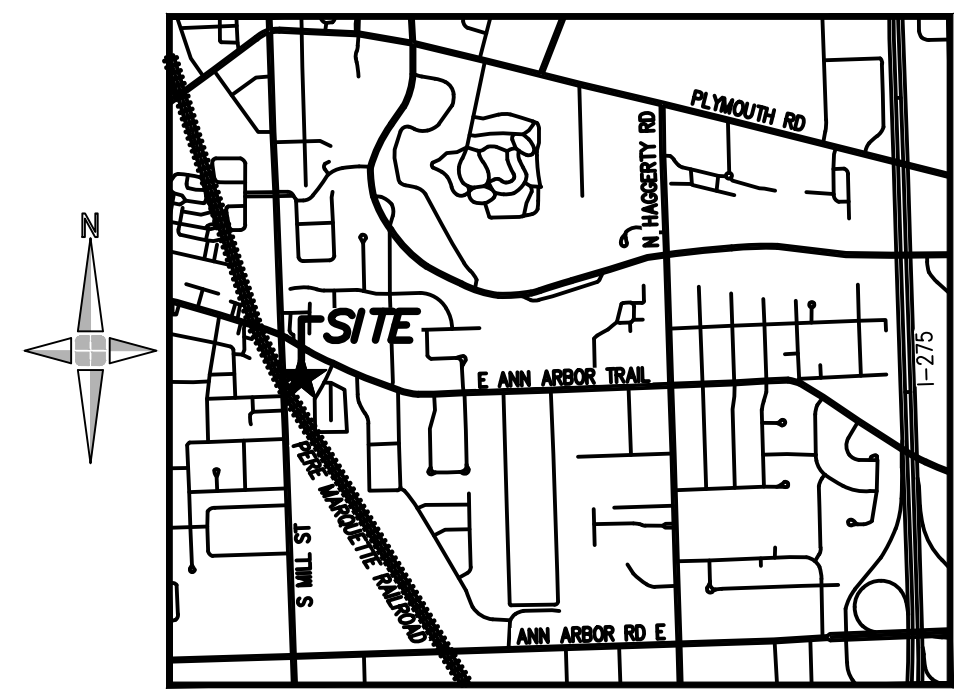
Foundry Lofts at Mill Street

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MICHIGAN

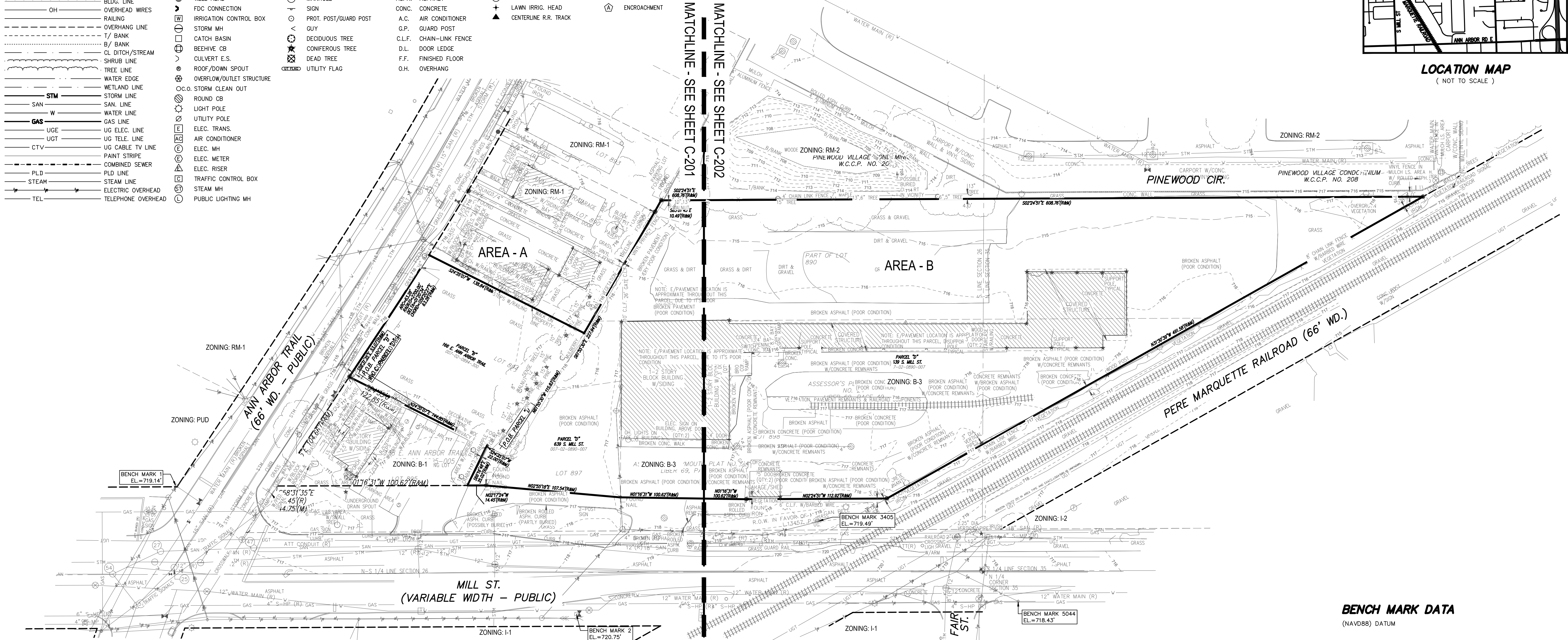
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LEGEND - EXISTING

SECTION LINE	○ SAN. MH	○ GAS METER	★ MISC. TOPO. FEATURE	★ BLDG. CORNER (FIELD LOCATED)	F.I. FOUND IRON
E/ PAVEMENT	△ O.C.O. SAN. CLEAN OUT	△ GAS RISER	● SURVEY CONTROL POINT	○ HANDICAP PARKING	S.I. SET IRON
CURB	△ SAN. RISER	△ GAS VALVE	● FOUND IRON	○ WETLAND FLAG	F.I.P. FOUND IRON PIPE
E/ GRAVEL	△ SAN. PUMP STATION	△ GAS MH	● FOUND NAIL	○ BUSH/SHRUB	(M) MEASURED
CL ROAD	△ COMB. MH	△ TELE. RISER	● F. CUT CROSS	○ PARKING METER	(R) RECORD
E/ WALK	△ GATE VALVE	△ TELE. MH	● SECTION COR.	○ RESIDENTIAL MAILBOX	F.M. FOUND MONUMENT
RAILROAD	△ COMB. MH	△ HYDRANT	● FENCE POST	○ U.S. MAILBOX	S.N. SET NAIL
E/ BRICK	△ GATE VALVE	△ WATER VALVE	● BENCHMARK	○ CORROGATED METAL PIPE	C.M.P. CORROGATED METAL PIPE
MISC. LINE	△ HYDRANT	△ WATER METER	● FOUND PIPE	○ REINFORCED CONCRETE PIPE	R.C.P. REINFORCED CONCRETE PIPE
FENCE	△ POST INDICATOR VALVE	△ WELL HEAD	● FOUND MON.	○ GROUND LIGHT	G.L. GROUND LIGHT
GUARD RAIL	△ FDC CONNECTION	△ IRRIGATION CONTROL BOX	● ASPH. CONC.	○ LANDSCAPING	L.S. LANDSCAPING
WALL	△ STORM MH	△ CATCH BASIN	● A.C. AIR CONDITIONER	○ ENCROACHMENT	○ ENCROACHMENT
OVERHEAD WRES	△ BEEHIVE CB	△ ELEC. TRANS.	● G.P. GUARD POST		
RAILING	△ CULVERT E.S.	△ ELEC. MH	● DECIDUOUS TREE		
OVERHANG LINE	△ ROOF/DOWN SPOUT	△ ELEC. METER	● CONIFEROUS TREE		
T/ BANK	△ OVERFLOW/OUTLET STRUCTURE	△ ELEC. RISER	● DEAD TREE		
B/ BANK	△ ROUNDB CB	△ UTILITY POLE	● UTILITY FLAG		
CL DITCH/STREAM	△ LIGHT CB	△ ELEC. TRANS.			
SHRUB LINE	△ ELEC. TRANS.	△ AIR CONDITIONER			
TREE LINE	△ ELEC. MH	△ ELEC. METER			
WATER EDGE	△ ELEC. RISER	△ TRAFFIC CONTROL BOX			
WETLAND LINE	△ ELEC. RISER	△ STEAM MH			
STORM LINE	△ ELEC. RISER	△ PUBLIC LIGHTING MH			
SAN. LINE	△ ELEC. RISER				
W. WATER LINE	△ ELEC. RISER				
GAS LINE	△ ELEC. RISER				
UGE. UG ELEC. LINE	△ ELEC. RISER				
UGT. UG TELE. LINE	△ ELEC. RISER				
CTV. UG CABLE TV LINE	△ ELEC. RISER				
PAINT STRIPE	△ ELEC. RISER				
COMBINED SEWER	△ ELEC. RISER				
PLD LINE	△ ELEC. RISER				
STEAM LINE	△ ELEC. RISER				
ELECTRIC OVERHEAD	△ ELEC. RISER				
TELEPHONE OVERHEAD	△ ELEC. RISER				



LOCATION MAP
(NOT TO SCALE)



SCHEDULE OF STRUCTURES
(DIRECTIONS BASED ON TRUE NORTH)

STRUCTURE	TYPE	SIZE OF PIPE	RIM	DROP	INVERT	DIRECTION	COMMENTS
24	CATCH BASIN		717.32				IN TRAFFIC LANE; UNSAFE
25	UNKNOWN MANHOLE		717.52				IN TRAFFIC LANE; UNSAFE
26	CATCH BASIN		717.43				IN TRAFFIC LANE; UNSAFE
27	UNKNOWN MANHOLE		717.32				IN TRAFFIC LANE; UNSAFE
46	TELEPHONE MANHOLE		717.02				IN TRAFFIC LANE; UNSAFE
47	UNKNOWN MANHOLE		717.07				IN TRAFFIC LANE; UNSAFE
48	GATE VALVE		717.33				IN TRAFFIC LANE; UNSAFE
49	CATCH BASIN		716.87				IN TRAFFIC LANE; UNSAFE
51	UNKNOWN MANHOLE		717.35				IN TRAFFIC LANE; UNSAFE
53	GATE VALVE		717.11				IN TRAFFIC LANE; UNSAFE
54	UNKNOWN MANHOLE		717.31				IN TRAFFIC LANE; UNSAFE
135	CATCH BASIN	12"	715.36	-4.33	711.03	NORTHEAST	NO OTHER PIPES VISIBLE; FLOWS NORTHEAST
		12"		-5.13	710.57	SOUTHWEST	TO #135
136	STORM MANHOLE	12"	715.70	-5.25	710.45	NORTH-NORTHEAST	
		CL/12" CHANNEL		-6.55	709.15	NORTHWEST & SOUTHEAST	NO OTHER PIPES VISIBLE; NO FLOW
137	SANITARY MANHOLE	12"	715.86	-9.31	706.55	NORTHWEST & SOUTHEAST	FLOWS NORTHWEST
244	CATCH BASIN	12"	715.88	-6.70	709.18	WEST	TO #245; NO OTHER PIPES VISIBLE; FLOWS WEST
		12"		-7.44	708.81	WEST	NO PIPES VISIBLE; FLOWS NORTH
		12"		-7.41	708.84	SOUTH	
245	STORM MANHOLE	12"-15"	716.25	-8.10	708.15	NORTH	
		12"		-7.28	708.97	EAST	
		12"		-6.91	709.92	EAST	
257	STORM MANHOLE	12"	716.83	-7.70	709.13	NORTH	
		T/12"		-5.80	711.03	WEST	FLOWS NORTH; NO OTHER PIPES VISIBLE
260	BEEHIVE CATCH BASIN	12"	715.41	-5.35	710.06	WEST	TO #257; CONC.; NO OTHER PIPES VISIBLE; FLOWS WEST
282	SANITARY MANHOLE	CL/18" CHANNEL	718.78	-18.52	700.26	NORTH & SOUTH	FLOWS NORTH; NO OTHER PIPES VISIBLE; STRUCTURE IS OFFSET
285	ROUND CATCH BASIN	T/DEBRIS	717.44	-6.05	711.39		20" DIA. VERTICAL CYL. CONC./BRICK STRUCTURE; NO PIPES VISIBLE; FILLED WITH ASPHALT PATCH; BROKEN LID
		4"		-3.79	712.53	NORTHWEST	
		4"		-2.79	713.53	SOUTH	
		4"		-3.82	712.50	SOUTHEAST	
291	ROUND CATCH BASIN	T/DEBRIS	716.32	-3.90	712.42		NO OTHER PIPES VISIBLE; 24" DIA. CONC. BRICK STRUCTURE; DRY

321	GATE VALVE		718.91				IN TRAFFIC LANE; UNSAFE
329	CATCH BASIN		715.87				IN TRAFFIC LANE; UNSAFE
348	ROUND CATCH BASIN	4"	716.43	-1.62	714.81	NORTH	TO #291
		T/DEBRIS		-1.75	714.68		
369	ROUND CATCH BASIN	4"	715.06	-1.16	713.90	NORTH	
		4"		-1.20	713.86	SOUTH	
501	GATE VALVE	T/PIPE	717.45	-5.15	712.30	EAST & WEST	NO FLOW; DRY
		T/VALVE		-3.60	713.85		
		12"		-7.98	710.60	SOUTHEAST	
503	STORM MANHOLE	T/DEBRIS IN 12"	718.58	-8.15	710.43	WEST	
		T/DEBRIS IN 12"		-7.95	710.63	SOUTH	NO FLOW; NO OTHER PIPES VISIBLE
		12"		-5.99	713.32	NORTH & SOUTH	
504	GATE VALVE	T/PIPE	719.31	-3.90	715.41		
		T/VALVE		-7.70	710.88	WEST-NORTHWEST	NO OTHER PIPES VISIBLE; NO FLOW; DRY
		12"		-7.62	710.96	SOUTH	
1009	ROUND CATCH BASIN	T/WATER	713.57	-2.20	711.37		NO OTHER PIPES VISIBLE; NO FLOW
		T/2"-3" PIPE		-3.37	710.23	NORTHWEST	VERTICAL PIPE ON NORTH-NORTHWEST SIDE OF STRUCTURE
1010	ROUND CATCH BASIN	8"	713.60	-5.66	707.42	NORTH	PVC; NO OTHER PIPES VISIBLE
1025	ROUND CATCH BASIN	12"	713.08	-5.71	707.37	SOUTH	NO OTHER PIPES VISIBLE; NO FLOW
		12"		-6.38	707.90	NORTH	
		12"		-6.56	707.72	SOUTH	
1034	ROUND CATCH BASIN	12"	714.28	-6.44	707.84	EAST	FLOWS SOUTH; NO OTHER PIPES VISIBLE
		12"		-4.50	710.01		NO PIPES VISIBLE; FULL OF DEBRIS
1049	BEEHIVE CATCH BASIN	T/DEBRIS	714.51	-4.50	710.01		
1051	GATE VALVE	T/VALVE	714.85	-3.62	711.23	NORTHEAST & SOUTHWEST	
		12"		-3.39	709.25	NORTH-NORTHEAST	
1053	ROUND CATCH BASIN	T/6" PIPE	712.64	-3.39	709.25	SOUTH-SOUTHWEST	HEAVILY RECESSED UNABLE TO VERIFY INVERT OF DIA.
10000	TELEPHONE MANHOLE	BOTTOM	715.62	-8.32	707.30	CABLES NORTHWEST & SOUTHEAST	
10020	ROUND CATCH BASIN	T/DEBRIS	707.49	-1.86	705.63	2" PVC EAST	RIM & INVERT APPROXIMATE. COMPLETELY FULL OF DEBRIS; WITH POSSIBLE PUMP

BENCH MARK DATA

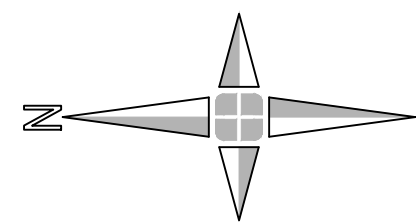
(NAVD88) DATUM

BENCH MARK 1
TOP OF NUT ON A HYDRANT (1981), LOCATED ON THE NORTHEAST CORNER OF ANN ARBOR TRAIL AND MILL STREET.
ELEVATION=719.14'
(SHOWN GRAPHICALLY)

BENCH MARK 2
ARROW ON HYDRANT (2015), LOCATED ON THE WEST SIDE OF MILL STREET, +/- 313 FEET SOUTH OF THE SOUTHERLY LINE OF ANN ARBOR TRAIL.
ELEVATION=720.75'
(SHOWN GRAPHICALLY)

BENCH MARK 3405
3.5" MAG. NAIL (TAG NO. 3405) IN THE EAST FACE OF A UTILITY POLE, LOCATED ON THE EAST SIDE OF MILL STREET, +/- 22 FEET NORTH OF THE NORTHEASTERLY LINE OF THE PERE MARQUETTE RAILROAD.
ELEVATION=719.49'
(SHOWN GRAPHICALLY)

BENCH MARK 5044
RAIL SPIKE (WITH TREE TAG NO. 5044) IN THE EAST FACE OF A UTILITY POLE, LOCATED ON THE WEST SIDE OF MILL STREET, +/- 48 FEET SOUTH OF THE INTERSECTION OF MILL STREET AND FAIR STREET.
ELEVATION=718.43'
(SHOWN GRAPHICALLY)



0 40' 80'
SCALE: 1" = 40'

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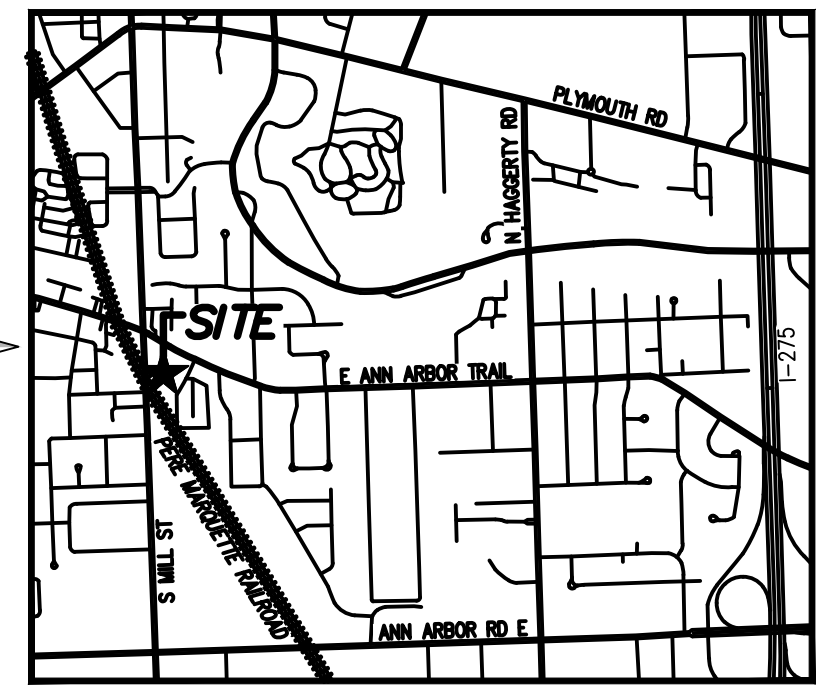
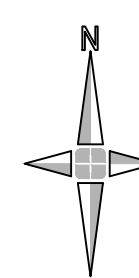
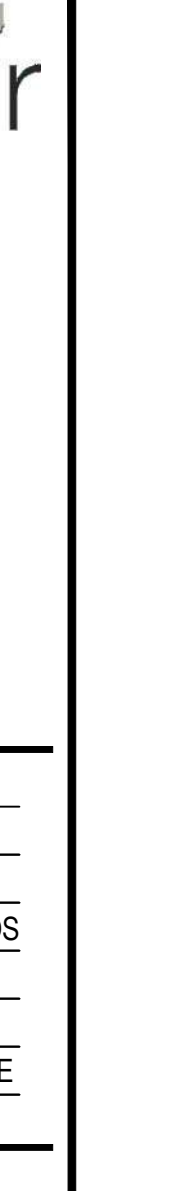
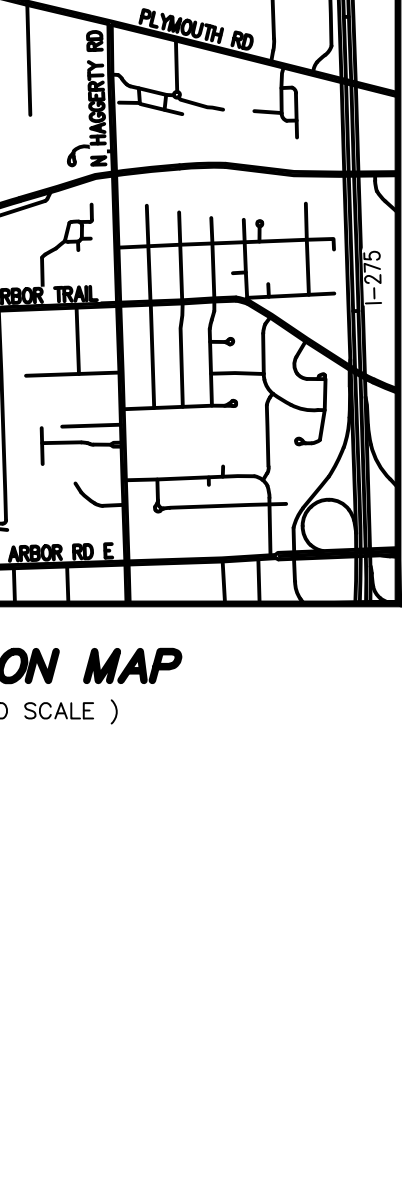
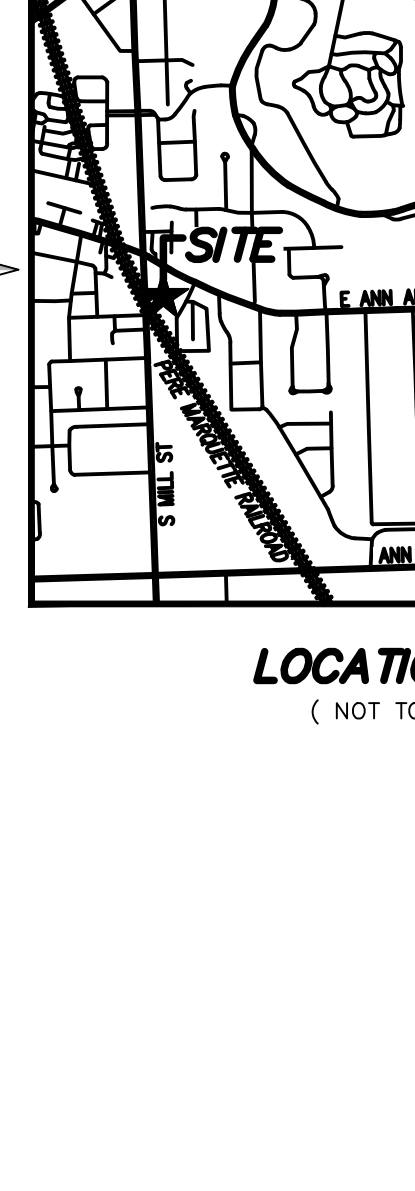
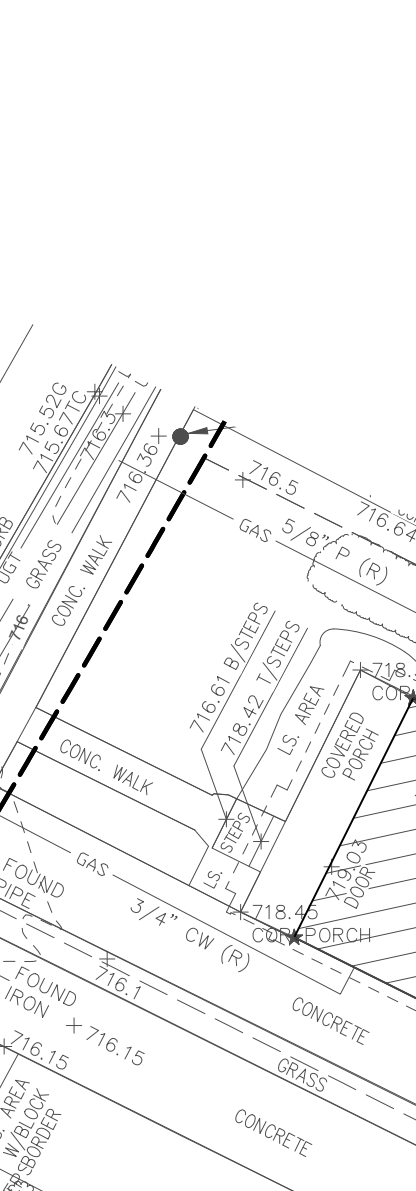
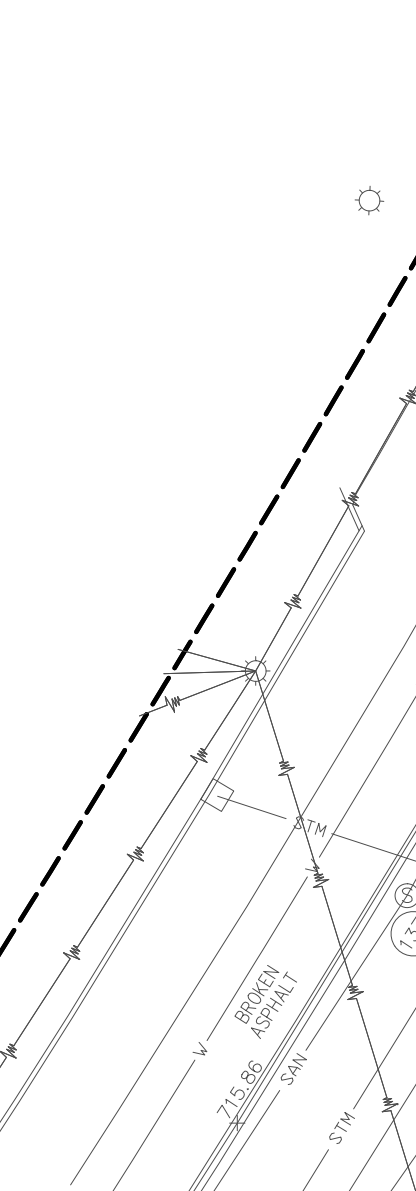
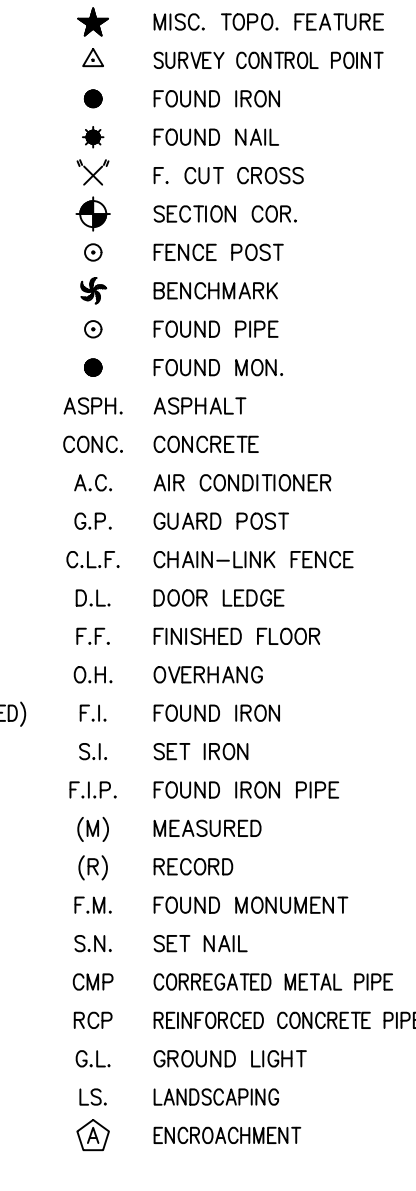
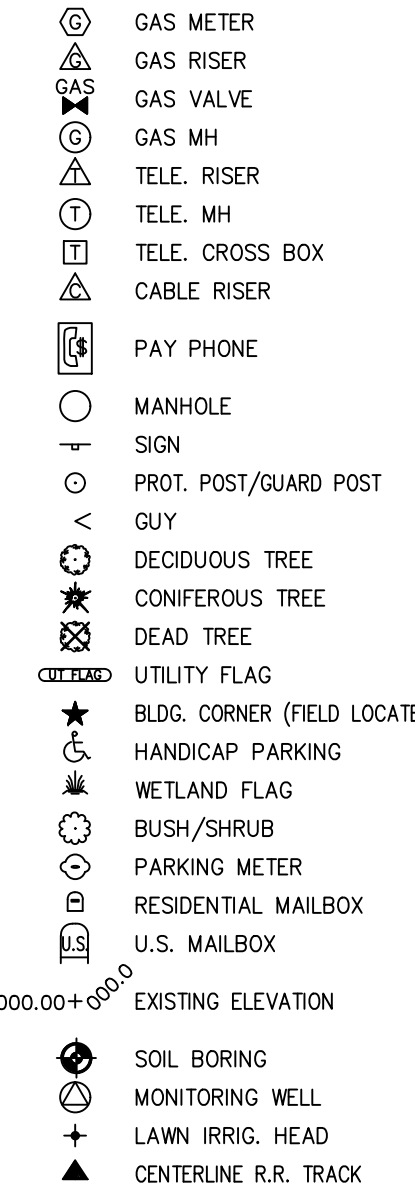
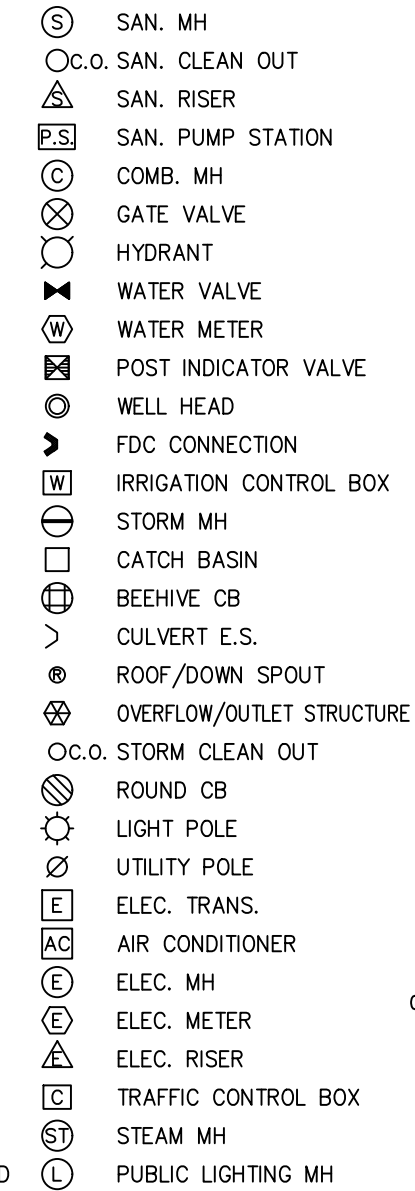
Foundry Lofts at Mill Street

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Date: 10/14/25
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	SECTION LINE
	E/ PAVEMENT
	CURB
	E/ GRAVEL
	CL ROAD
	E/ WALK
	RAILROAD
	E/ BRICK
	MISC. LINE
	FENCE
	GUARD RAIL
	WALL
	BLDG. LINE
	OH
	OVERHEAD WIRE'S
	RAILING
	OVERHANG LINE
	T/ BANK
	B/ BANK
	CL DITCH/STREAM
	SHRUB LINE
	TREE LINE
	WATER EDGE
	WETLAND LINE
	STORM LINE
	SAN
	W
	GAS
	UGE
	UGT
	UG CABLE TV LINE
	CTV
	PAINT STRIPE
	COMBINED SEWER
	PLD LINE
	STEAM LINE
	ELECTRIC OVERHEAD
	TELEPHONE OVERHEAD



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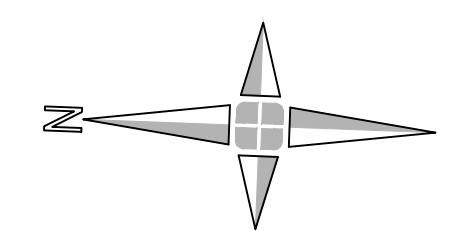
EXISTING
CONDITIONS- AREA
A

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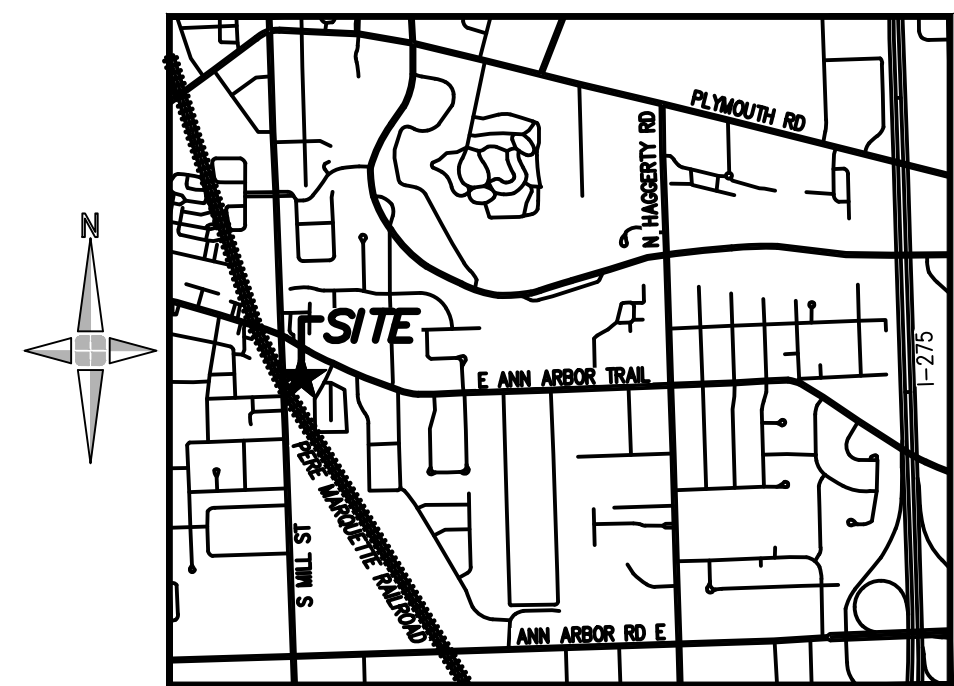
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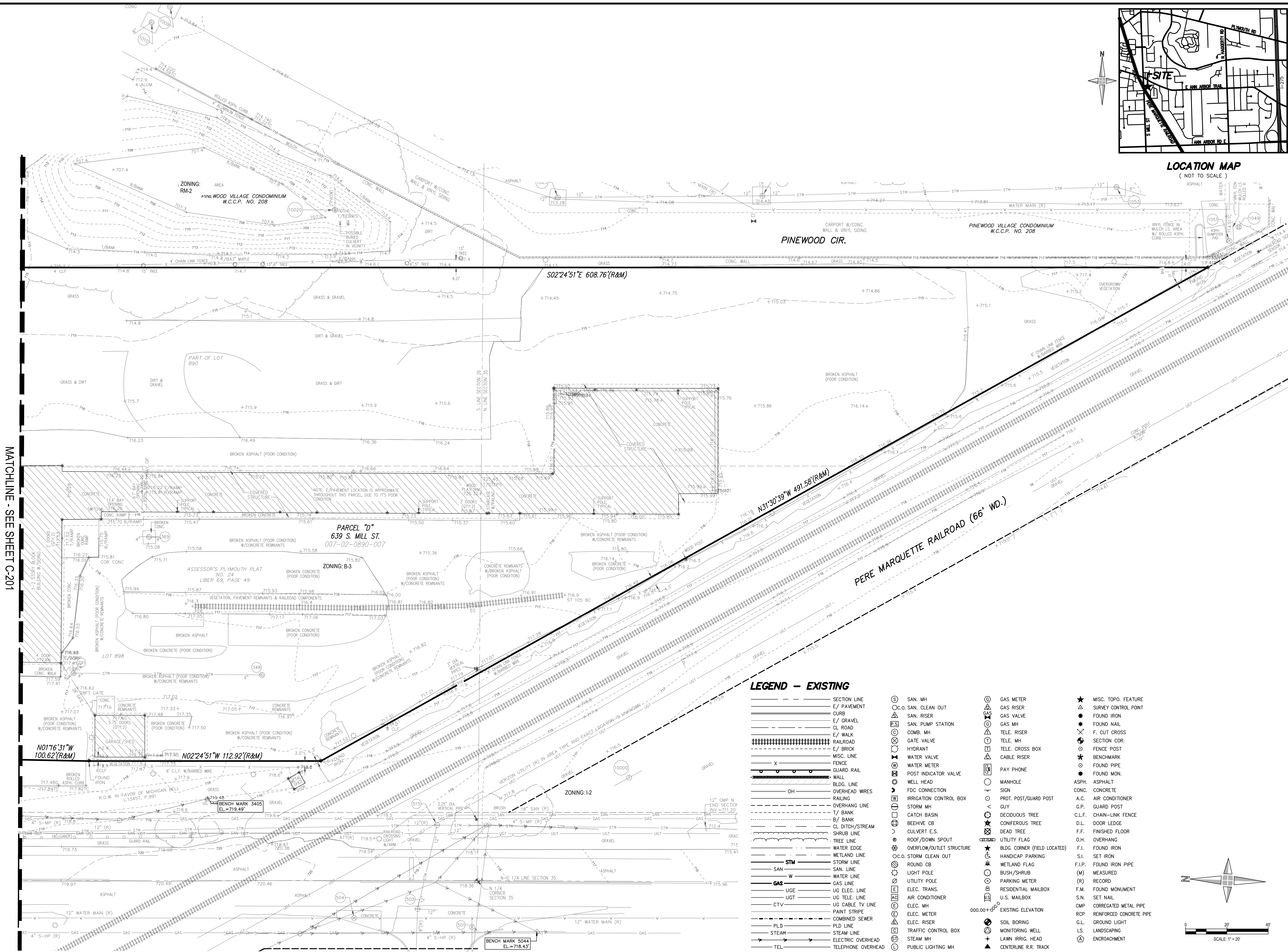
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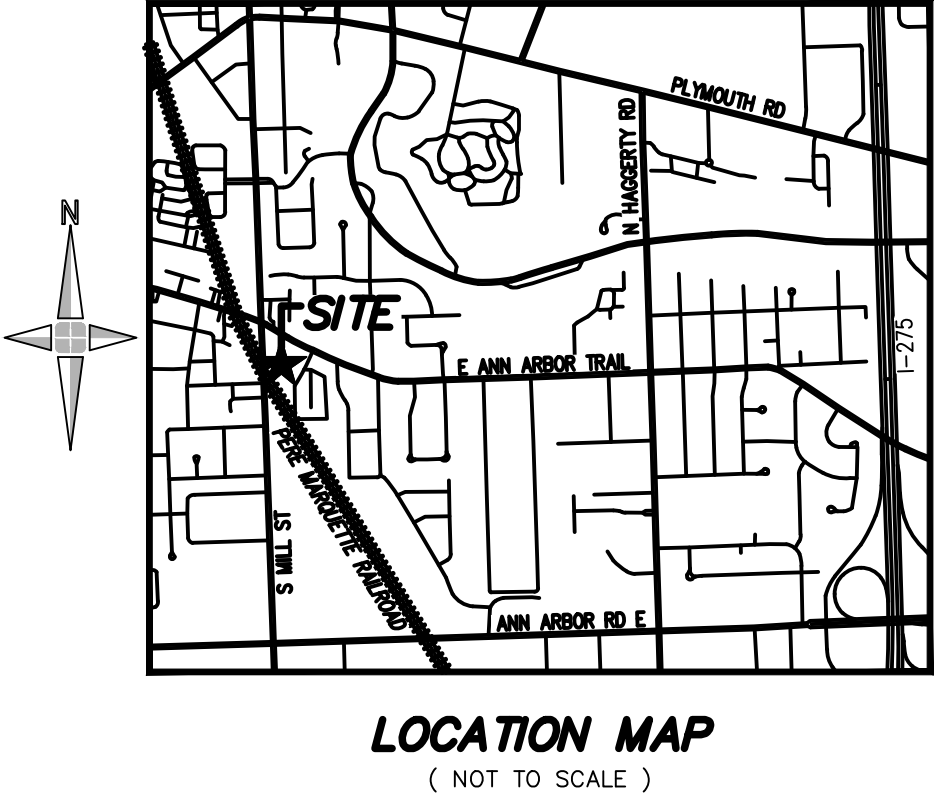
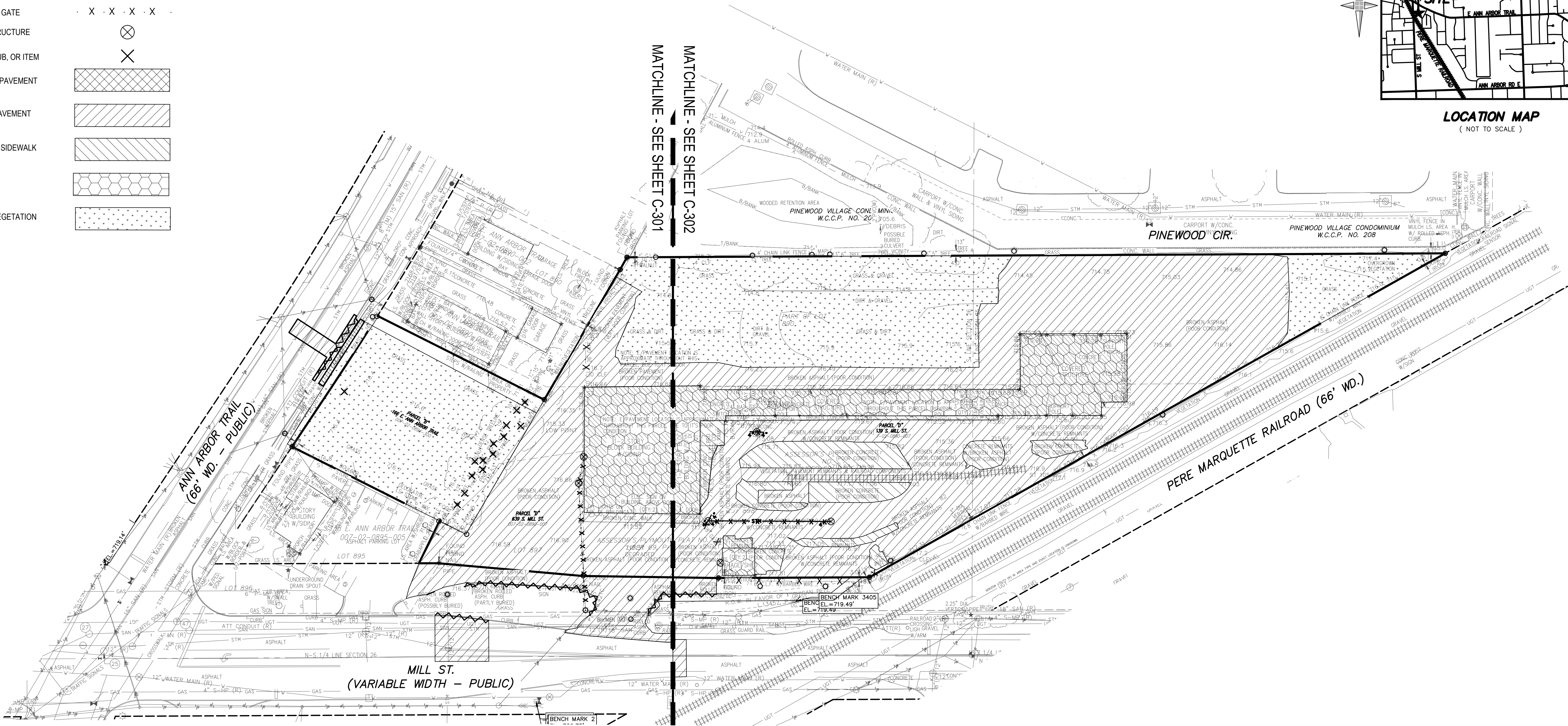
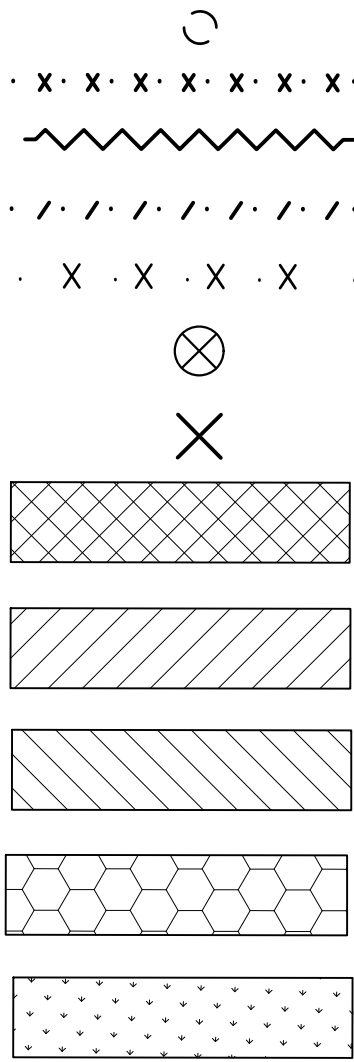
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REMOVE UTILITY LINE
REMOVE CURB AND GUTTER
ABANDON UTILITY LINE
REMOVE FENCE AND GATE
REMOVE UTILITY STRUCTURE
REMOVE TREE, SHRUB, OR ITEM
REMOVE CONCRETE PAVEMENT
REMOVE ASPHALT PAVEMENT
REMOVE CONCRETE SIDEWALK
REMOVE BUILDING
CLEAR AND GRUB VEGETATION



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DAVID LEE ROOT
ENGINEER
No. 6201065066

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DEMOLITION PLAN
OVERALL

Foundry Lofts at Mill Street

Plymouth
Wayne County
MICHIGAN

Date:	10/14/25
Scale:	1"=40'
Sheet:	C-300
Project:	20713.00

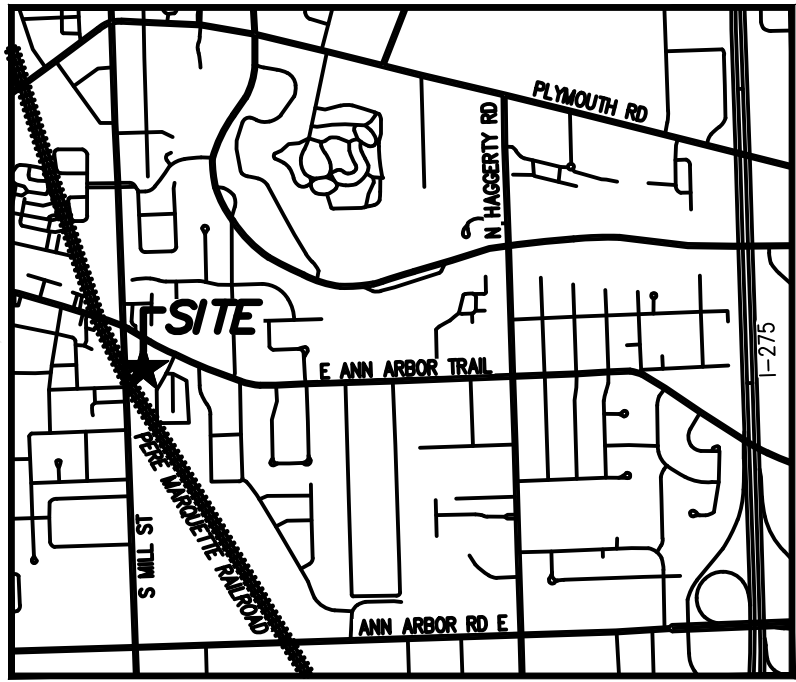
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LEGEND

- PROTECT STRUCTURE
REMOVE UTILITY LINE
REMOVE CURB AND GUTTER
ABANDON UTILITY LINE
REMOVE FENCE AND GATE
REMOVE UTILITY STRUCTURE
REMOVE TREE, SHRUB, OR ITEM
REMOVE ASPHALT PAVEMENT
REMOVE CONCRETE PAVEMENT
REMOVE BUILDING
CLEAR AND GRUB VEGETATION

DEMOLITION PLAN - KEY NOTES

- 1 REMOVE CONCRETE PAVEMENT
2 REMOVE ASPHALT PAVEMENT
3 REMOVE CURB AND GUTTER
4 REMOVE FENCE
5 REMOVE BUILDING, FOUNDATIONS AND SLAB TO BE BACKFILLED WITH CL II SAND TO COMPACTED TO 95% MODIFIED PROCTOR
6 REMOVE UTILITY STRUCTURE
7 PROTECT STRUCTURE
8 REMOVE UTILITY LINE
9 SALVAGE UTILITY POLE FOR RELOCATION
10 REMOVE TREE
11 REMOVE TRAIN TRACKS
12 CLEAR AND GRUB VEGETATION
13 PROTECT TREE, SEE TREE PROTECTION DETAIL ON SHEET L-500



LOCATION MAP
(NOT TO SCALE)

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Manager: D. ROOT
Designer: D. LAMBRINOS
Quality Control: R. LOSEY
Section: 26 & 35
T-01-S R-08-E

Professional Seal:



DATE:	ISSUE:
2025-11-14	PUD
2026-04-24	PUD Resubmit Cycle 1
2026-06-30	PUD REV

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Walters Group

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Suite 600
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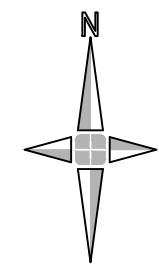
DEMOLITION PLAN -
AREA A

Foundry Lofts at Mill Street

Plymouth
Wayne County
MICHIGAN

Date: 10/14/25
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Sheet: C-301
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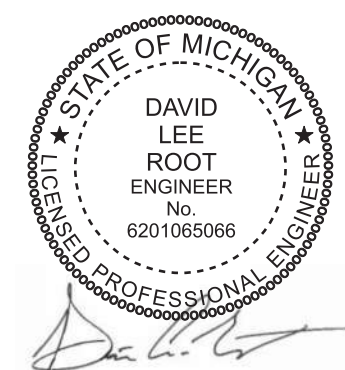
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Quality Control:	R. LOSEY
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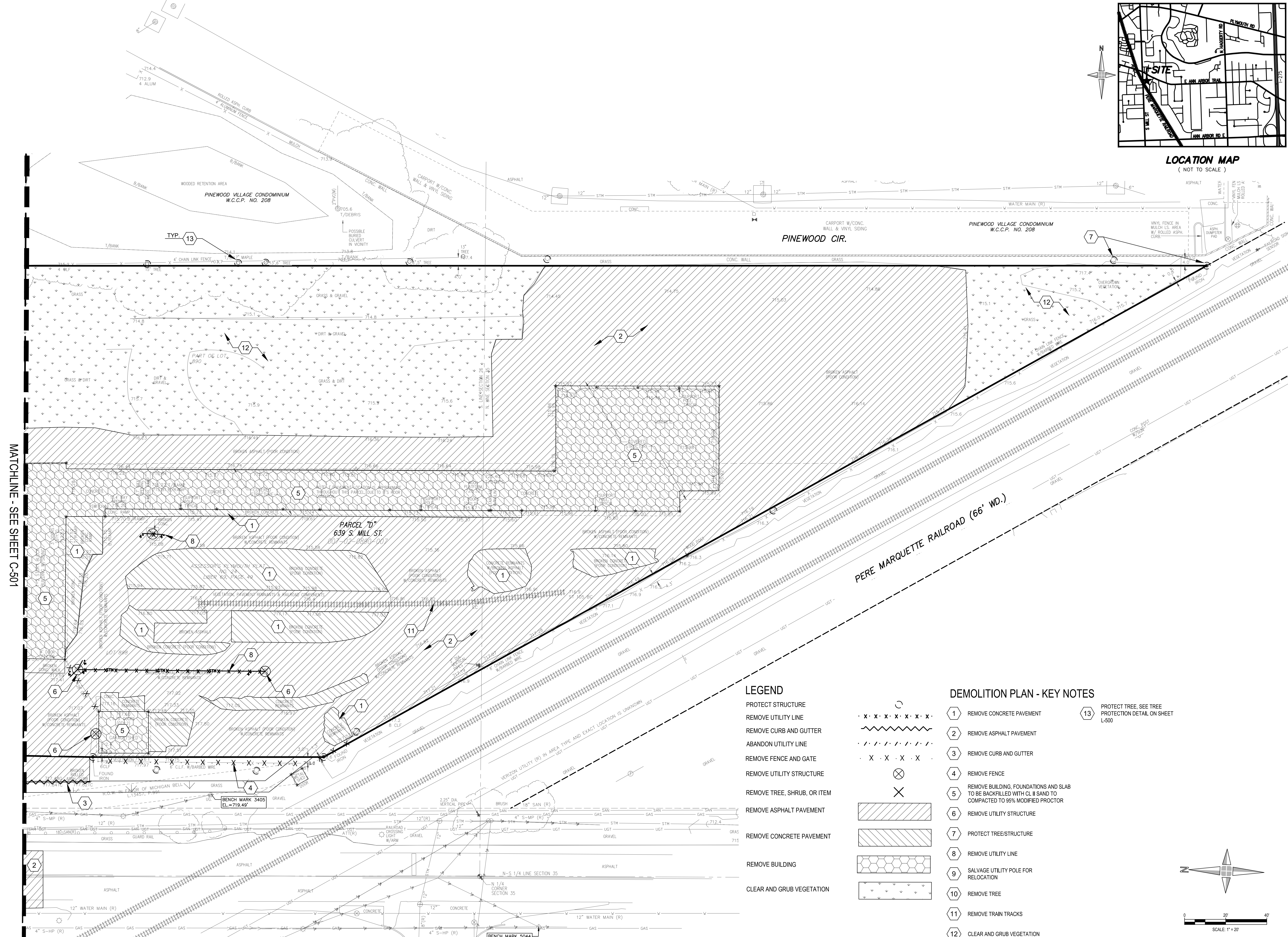
DEMOLITION PLAN -
AREA B

Foundry Lofts at Mill Street

Plymouth
Wayne County
MICHIGAN

Date:	10/14/25
Scale:	1"=20'
Sheet:	C-302
Project:	20713.00

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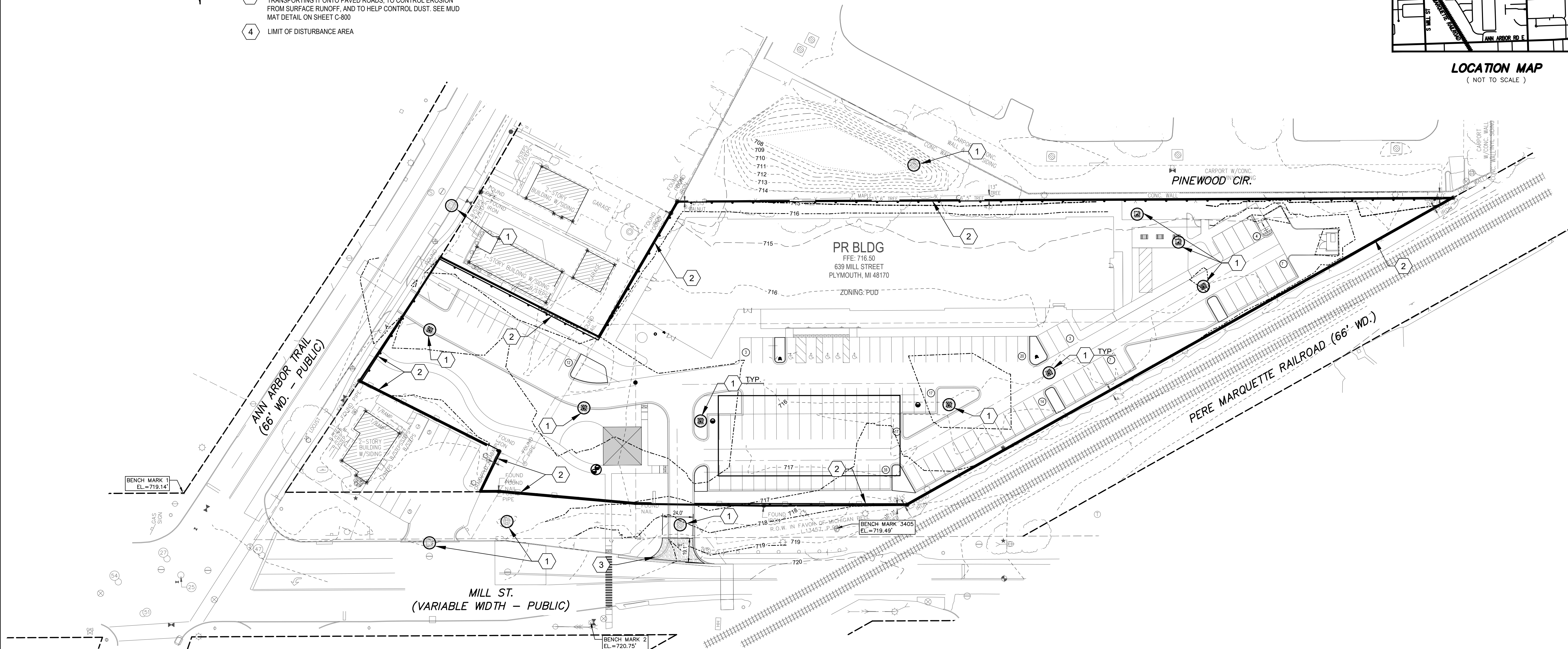
SEDIMENT INLET FILTER

SEDIMENT CONTROL FENCE

LIMITS OF DISTURBANCE

MUD MAT ENTRANCE

- 1 INSTALL INLET FILTER
- 2 PROVIDE, INSTALL AND MAINTAIN SEDIMENT CONTROL FENCE DURING CONSTRUCTION. SEE DETAIL ON SHEET C-800
- 3 CONTRACTOR TO PROVIDE VEHICLE WASH DOWN AREA WHERE VEHICLES CAN DROP MUD AND SEDIMENT TO AVOID TRANSPORTING IT ONTO PAVED ROADS. TO CONTROL EROSION FROM SURFACE RUNOFF, AND TO HELP CONTROL DUST. SEE MUD MAT DETAIL ON SHEET C-800
- 4 LIMIT OF DISTURBANCE AREA

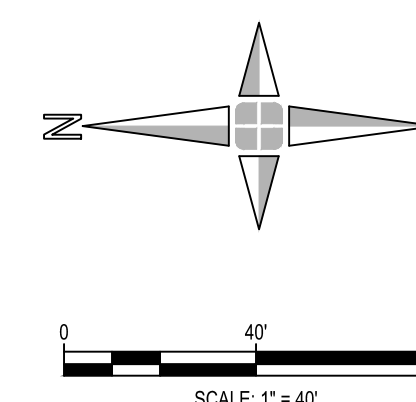


1. SEE SHEET C100 FOR GENERAL LEGEND AND ADDITIONAL NOTES.
2. SEE SHEET C800 FOR SESC DETAILS..
3. SOIL EROSION CONTROL MEASURES ARE SHOWN FOR THE INITIAL DEMOLITION AND MASS GRADING PHASES OF THE PROJECT. THE CONTRACTOR SHALL MAINTAIN AND ADJUST THESE MEASURES AS OTHER PHASES OF CONSTRUCTION (I.E. BUILDINGS AND PAVEMENTS) ARE UNDERTAKEN TO ENSURE THAT ALL SEDIMENT IS CONTAINED ON-SITE.
4. THE DEVELOPMENT OF THIS SITE WILL NOT RESULT IN ANY INCREASE IN DUST, ODOR, SMOKE, FUMES, NOISE, LIGHTS, OR OTHER OBJECTIONABLE FEATURES.

1. INSTALL MUD MATS, SILT FENCE AND INLET FILTERS AT ALL EXISTING LOCATIONS AS SHOWN AND AS REQUIRED TO ACHIEVE ON-SITE CONTAINMENT.
2. INSTALL STORM SEWER AND ALL ASSOCIATED STORM WATER IMPROVEMENTS AS SHOWN ON PLANS. IMMEDIATELY INSTALL INLET FILTERS AT ALL CATCH BASINS.
3. ROUGH GRADE THE PROJECT "WORK AREA" AS NEEDED.
4. INSTALL OTHER UTILITIES (GAS, ELECTRIC, PHONE, CABLE, ETC.) AND/OR ALL NEEDED CONDUITS AND SLEEVES.
5. INSTALL PAVEMENT BACKFILL AND SEED & MULCH ALL DISTURBED AREAS.
6. CLEAR ALL ACCUMULATED SILT AND REMOVE ALL EROSION AND SEDIMENT CONTROL DEVICES.
7. INSTALL LANDSCAPING MATERIALS AS INDICATED PER PLANS & RE-SEED, FERTILIZE AND MULCH ALL DISTURBED AREAS.

SOIL EROSION QUANTITY TABLE	
DESCRIPTION	QUANTITY
SEDIMENT CONTROL FENCE	1900 LF
SEDIMENT INLET FILTER	15 EACH*
MUD MAT	1 EACH

STREET CLEANING SCHEDULE							
	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY (IF WORKING)
SCRAPE STREETS		√	√	√	√	√	√
SWEEP STREET'S				√			

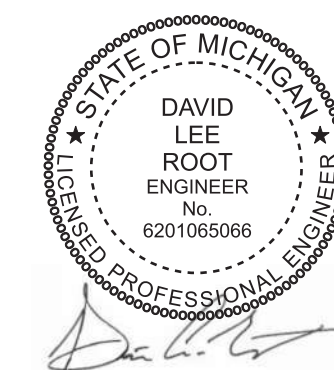


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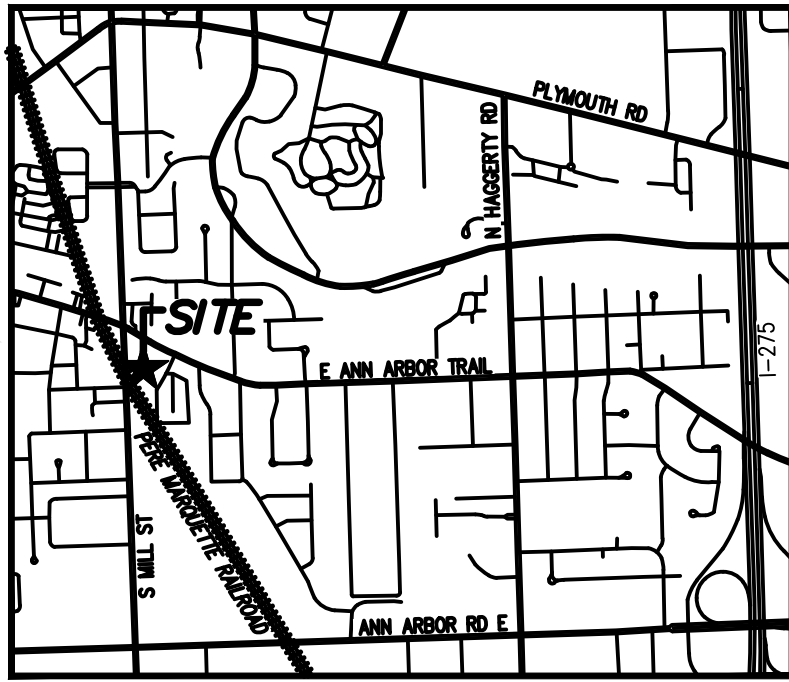
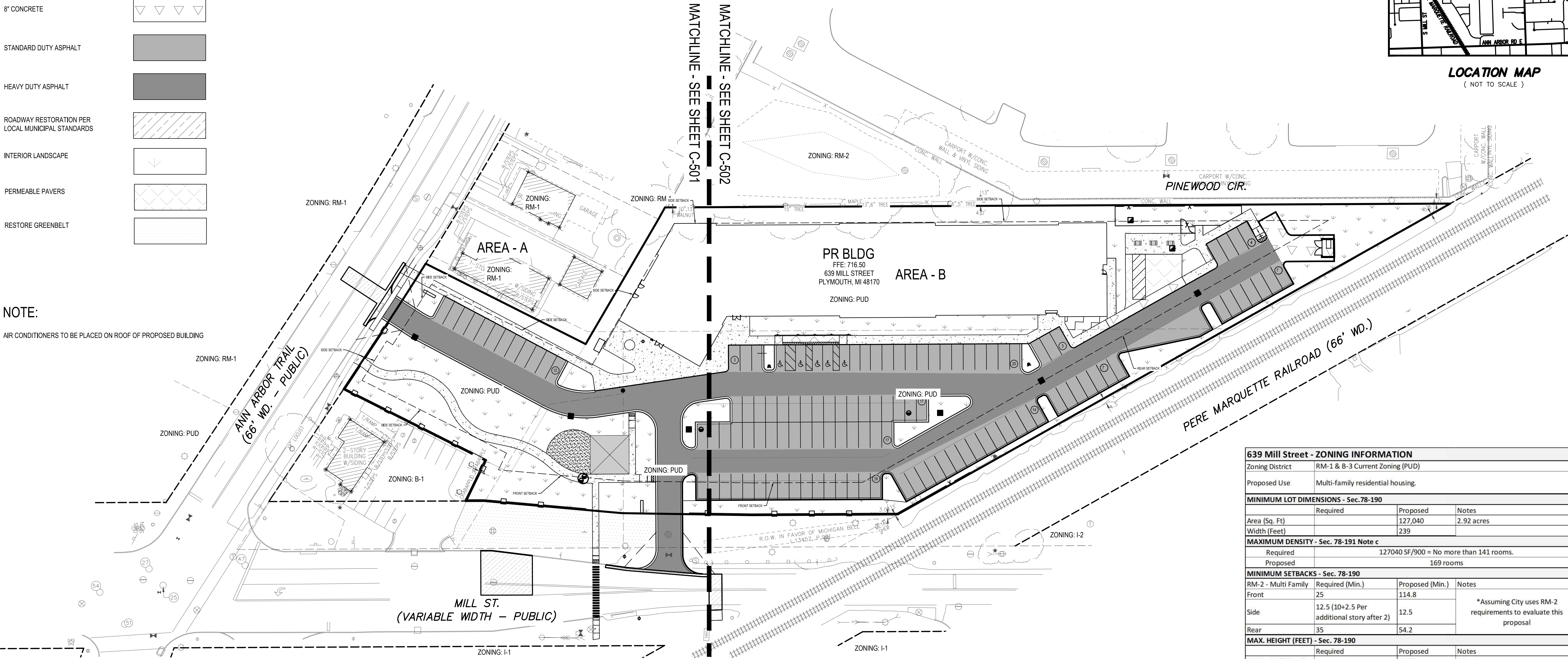
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LEGEND

4" CONCRETE	
6" CONCRETE	
8" CONCRETE	
STANDARD DUTY ASPHALT	
HEAVY DUTY ASPHALT	
ROADWAY RESTORATION PER LOCAL MUNICIPAL STANDARDS	
INTERIOR LANDSCAPE	
PERMEABLE PAVERS	
RESTORE GREENBELT	

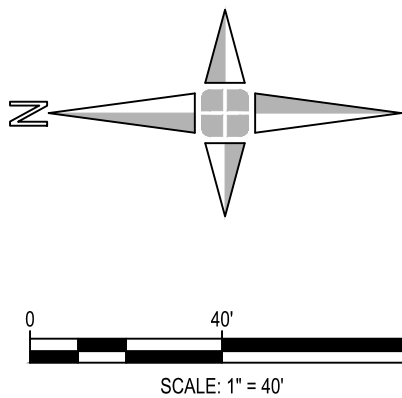
NOTE:

AIR CONDITIONERS TO BE PLACED ON ROOF OF PROPOSED BUILDING



LOCATION MAP
(NOT TO SCALE)

639 Mill Street - ZONING INFORMATION			
Zoning District	RM-1 & B-3 Current Zoning (PUD)		
Proposed Use	Multi-family residential housing.		
MINIMUM LOT DIMENSIONS - Sec.78-190			
	Required	Proposed	Notes
Area (Sq. Ft)		127,040	2.92 acres
Width (Feet)		239	
MAXIMUM DENSITY - Sec. 78-191 Note c			
Required	127040 SF/900 = No more than 141 rooms.		
Proposed	169 rooms		
MINIMUM SETBACKS - Sec. 78-190			
RM-2 - Multi Family	Required (Min.)	Proposed (Min.)	Notes
Front	25	114.8	*Assuming City uses RM-2 requirements to evaluate this proposal
Side	12.5 (10+2.5 Per additional story after 2)	12.5	
Rear	35	54.2	
MAX. HEIGHT (FEET) - Sec. 78-190			
	Required	Proposed	Notes
RM-2 - Multi Family		39.5'	3 Stories
OFF-STREET PARKING CHART			
Ordinance:	Sec. 78-271(1)c		
	2 PER UNIT	Parking Required	
Multi-Family	2X "81"	162	
		PARKING REQ'D	SPACES PROVIDED
Regular		156	120
ADA		6	5
	Multi-family	162	125
Total		162	125
*PUD Request 25% variance parking reduction. Reduction of 44 spaces.			
UNIT PERCENTAGE			
Department	Count	Unit %	
1 Bedroom	62	76.5	
2 Bedroom	13	16.0	
Studio	6	7.4	
Total	81		
INTERIOR LANDSCAPE			
Ordinance:	78-203 (3)(b)(1) 15F per 15 SF of Parking Lot		
	Required	Provided	
	3137	4335	
OPEN SPACE			
Ordinance:	78-191 (d)(1) 150SF of space per unit (usable)		
	Required	Provided	
	15000	17,085	



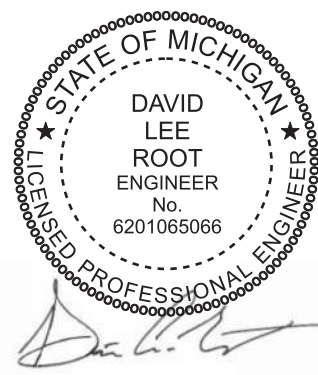
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PAVING OVERALL

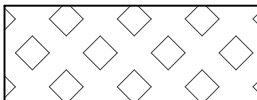
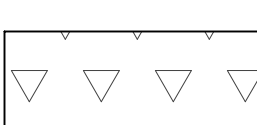
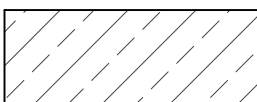
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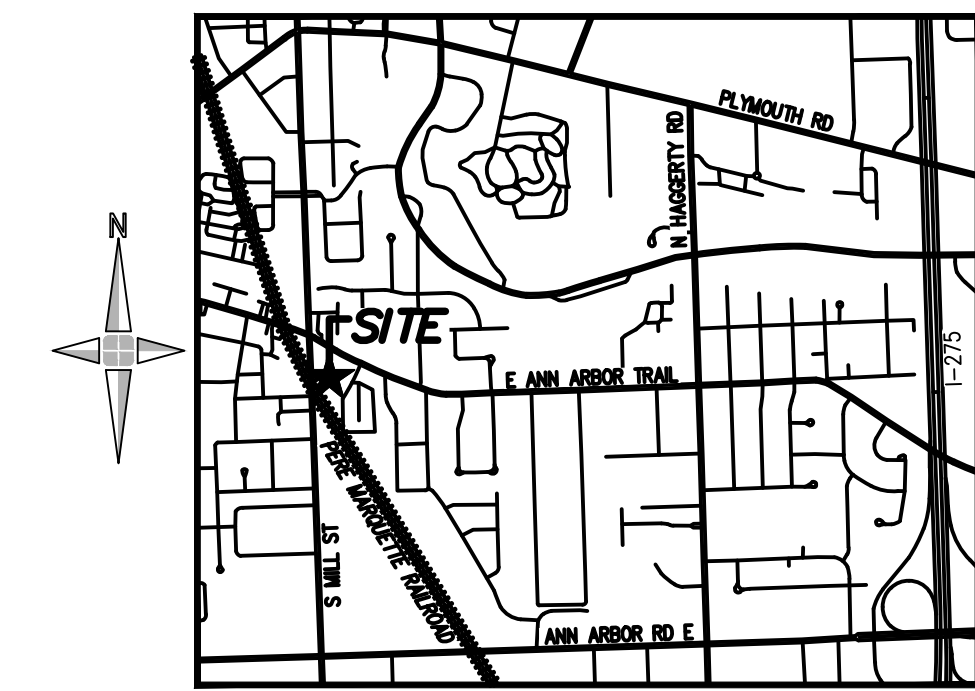
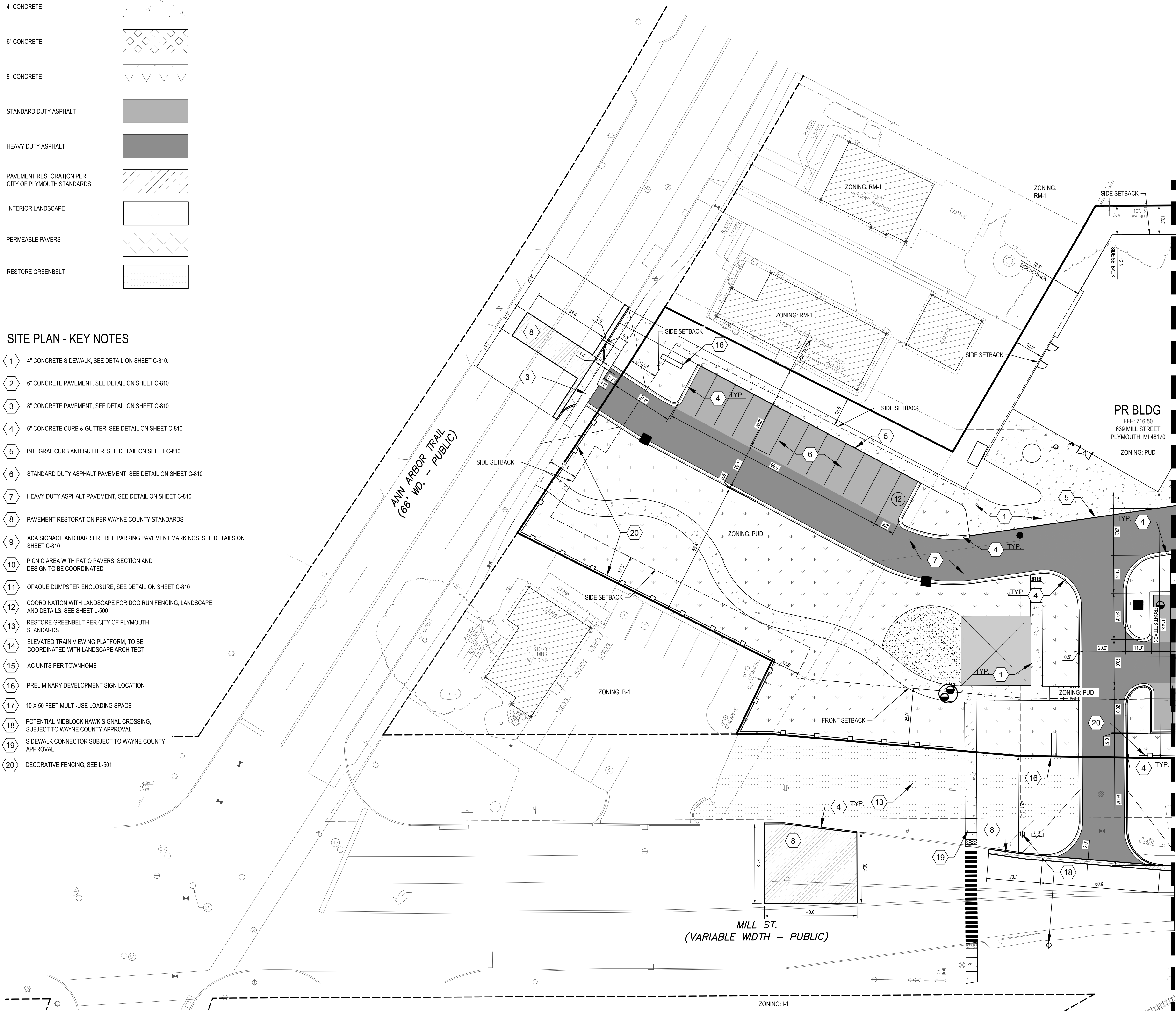
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LEGEND

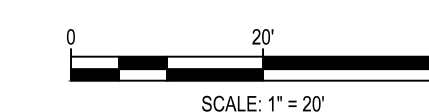
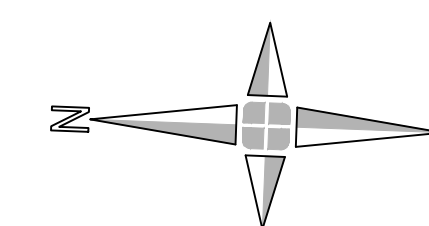
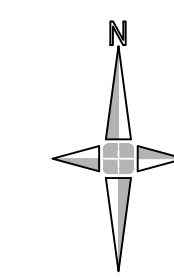
- | | |
|---|---|
| 4" CONCRETE |  |
| 6" CONCRETE |  |
| 8" CONCRETE |  |
| STANDARD DUTY ASPHALT |  |
| HEAVY DUTY ASPHALT |  |
| PAVEMENT RESTORATION PER
QTY OF PLYMOUTH STANDARDS |  |
| INTERIOR LANDSCAPE |  |
| PERMEABLE PAVERS |  |
| RESTORE GREENBELT |  |

SITE PLAN - KEY NOTES

- 1 4" CONCRETE SIDEWALK, SEE DETAIL ON SHEET C-810.
- 2 6" CONCRETE PAVEMENT, SEE DETAIL ON SHEET C-810
- 3 8" CONCRETE PAVEMENT, SEE DETAIL ON SHEET C-810
- 4 6" CONCRETE CURB & GUTTER, SEE DETAIL ON SHEET C-810
- 5 INTEGRAL CURB AND GUTTER, SEE DETAIL ON SHEET C-810
- 6 STANDARD DUTY ASPHALT PAVEMENT, SEE DETAIL ON SHEET C-810
- 7 HEAVY DUTY ASPHALT PAVEMENT, SEE DETAIL ON SHEET C-810
- 8 PAVEMENT RESTORATION PER WAYNE COUNTY STANDARDS
- 9 ADA SIGNAGE AND BARRIER FREE PARKING PAVEMENT MARKINGS, SEE DETAILS ON SHEET C-810
- 10 PICNIC AREA WITH PATIO PAVERS, SECTION AND DESIGN TO BE COORDINATED
- 11 OPAQUE DUMPSTER ENCLOSURE, SEE DETAIL ON SHEET C-810
- 12 COORDINATION WITH LANDSCAPE FOR DOG RUN FENCING, LANDSCAPE AND DETAILS, SEE SHEET L-500
- 13 RESTORE GREENBELT PER CITY OF PLYMOUTH STANDARDS
- 14 ELEVATED TRAIN VIEWING PLATFORM, TO BE COORDINATED WITH LANDSCAPE ARCHITECT
- 15 AC UNITS PER TOWNHOME
- 16 PRELIMINARY DEVELOPMENT SIGN LOCATION
- 17 10 X 50 FEET MULTI-USE LOADING SPACE
- 18 POTENTIAL MIDBLOCK HAWK SIGNAL CROSSING, SUBJECT TO WAYNE COUNTY APPROVAL
- 19 SIDEWALK CONNECTOR SUBJECT TO WAYNE COUNTY APPROVAL
- 20 DECORATIVE FENCING, SEE L-501



LOCATION MAP
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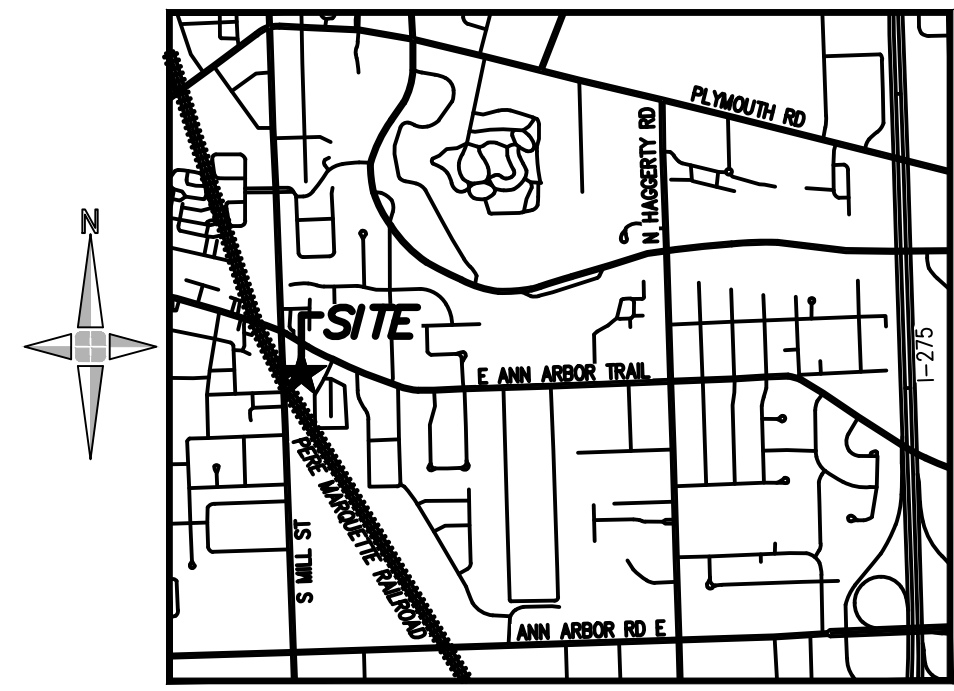
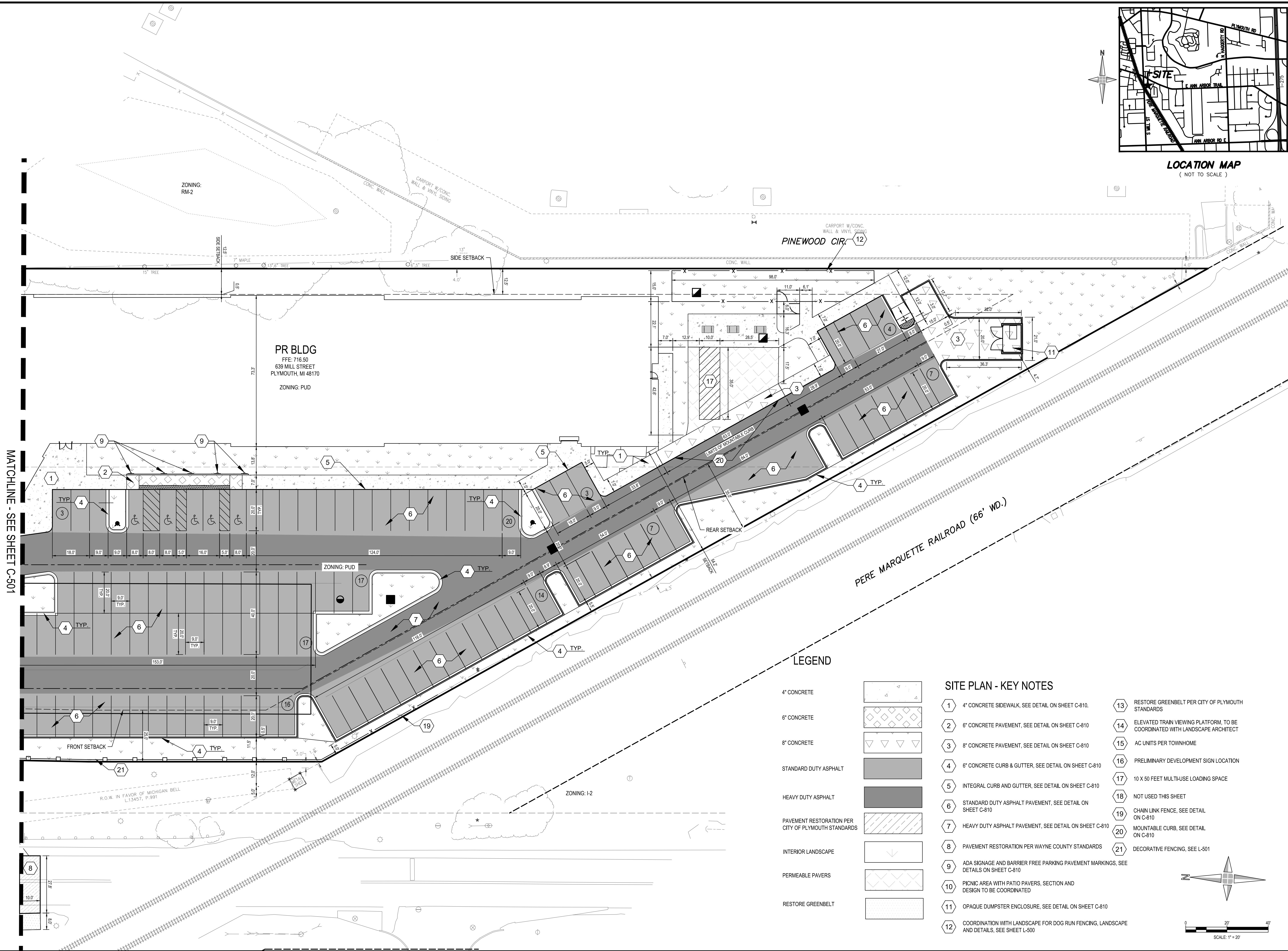
GEOMETRIC &
PAVING - AREA A

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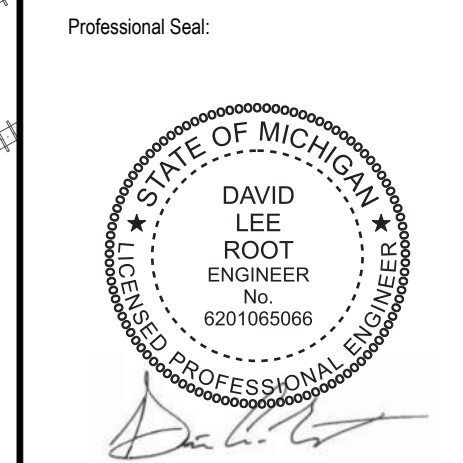
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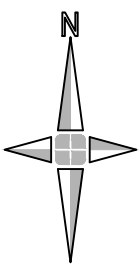
GEOMETRIC & PAVING - AREA B

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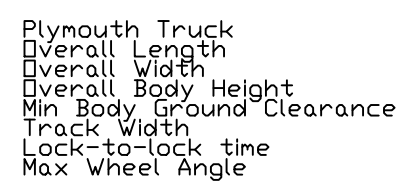
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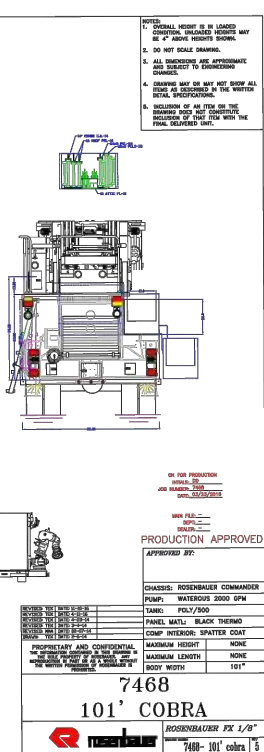
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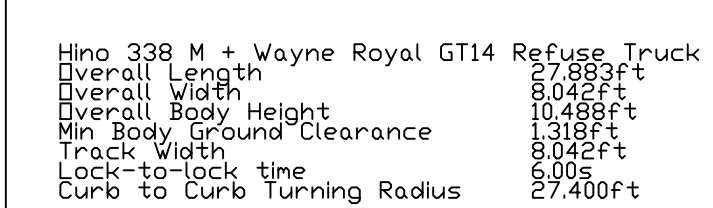
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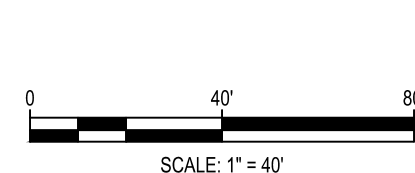
Plymouth Truck	
Overall Length	47.542ft
Overall Width	8.500ft
Overall Body Height	10.768ft
Min Body Ground Clearance	1.447ft
Track Width	8.500ft
Lock-to-lock time	6.00s
Max Wheel Angle	41.00°



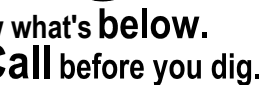
EMERGENCY VEHICLE
LADDER FIRE TRUCK
101 COBRA
NOT TO SCALE



HINO 338 M REFUSE TRUCK



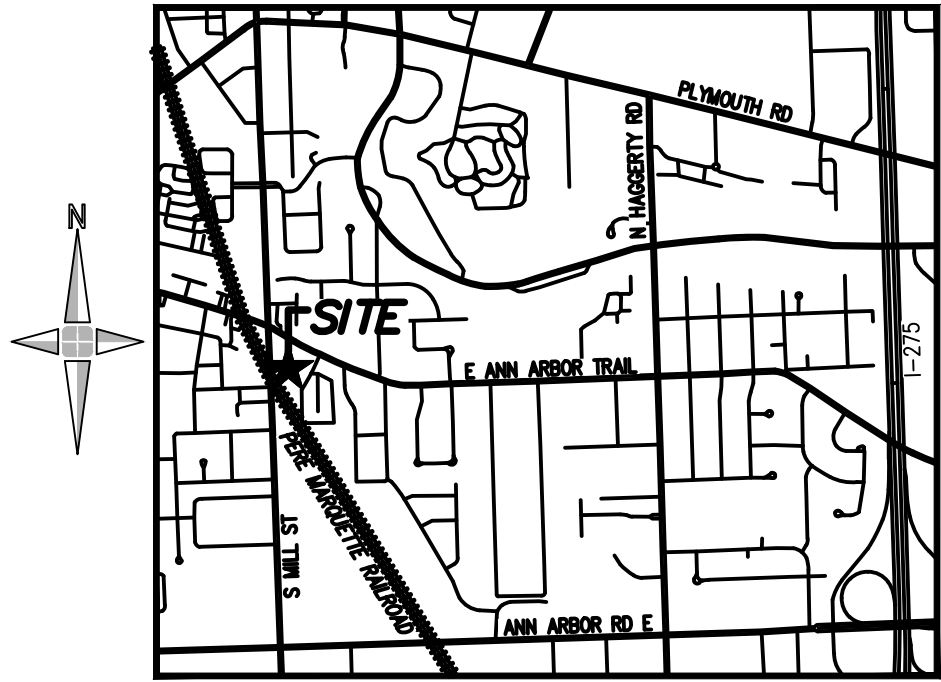
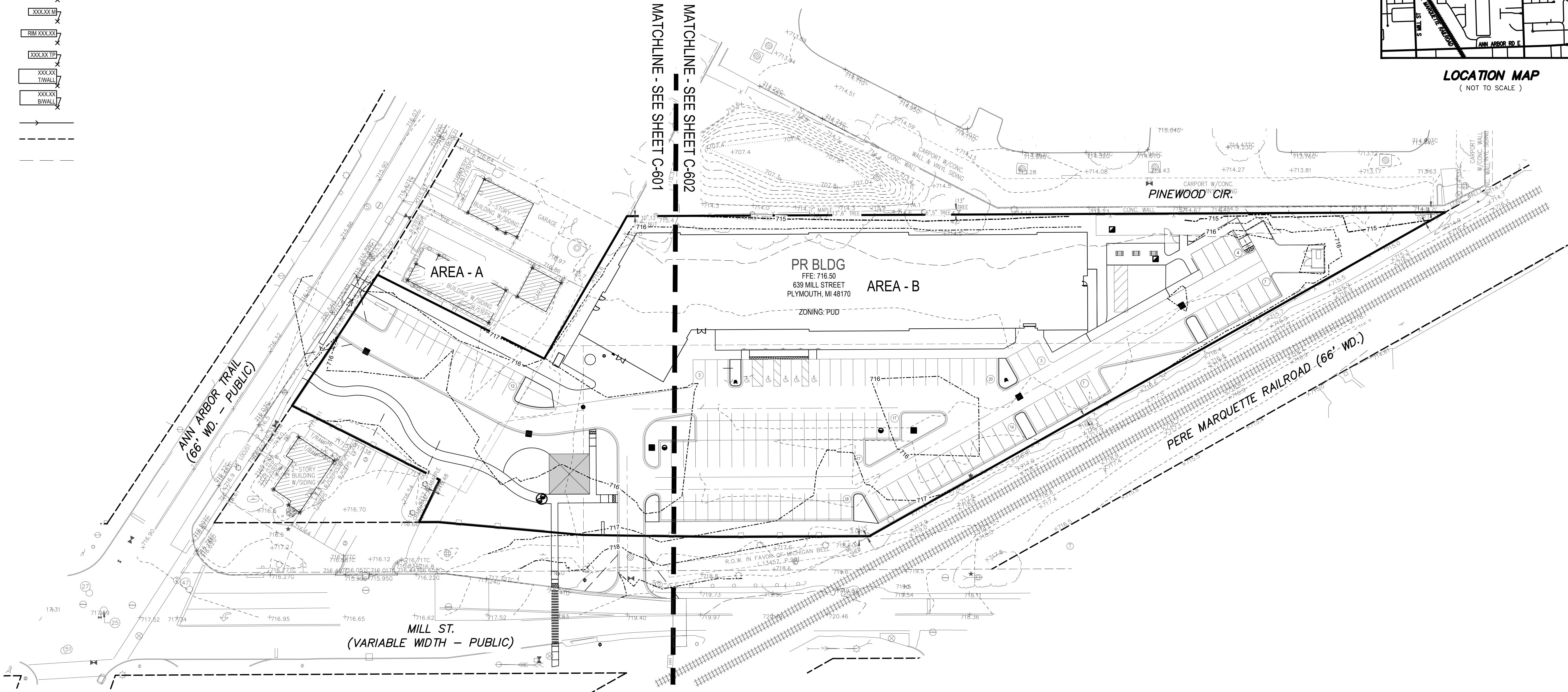
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TRUCK TURN EXHIBITS

LEGEND

SPOT ELEVATION	XXXXXX FS
FIELD GRADE	XXXXXX FFE
FINISHED FLOOR	XXXXXX FFE
GUTTER AND TOP OF CURB	XXXXXX TC
GUTTER	XXXXXX GU
HIGH POINT	XXXXXX HP
MATCH EXISTING	XXXXXX M
RIM	RIM XXXX XX
TOP OF PAVEMENT	XXXXXX TP
TOP OF WALL	XXXXXX TWALL
BOTTOM OF WALL	XXXXXX BWALL
SWALE	→
HIGH POINT/ GRADE BREAK	---
GRADING LIMITS	---



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LEGEND

SPOT ELEVATION	XXXX.FG
FIELD GRADE	XXXX.FFE
FINISHED FLOOR	XXXX.TIC
GUTTER AND TOP OF CURB	XXXX.GU
GUTTER	XXXX.GU
HIGH POINT	XXXX.HP
MATCH EXISTING	XXXX.M
RIM	RIM.XXXX
TOP OF PAVEMENT	XXXX.TP
TOP OF WALL	XXXX.TWALL
BOTTOM OF WALL	XXXX.BWALL
SWALE	→
HIGH POINT/ GRADE BREAK	---
GRADING LIMITS	---



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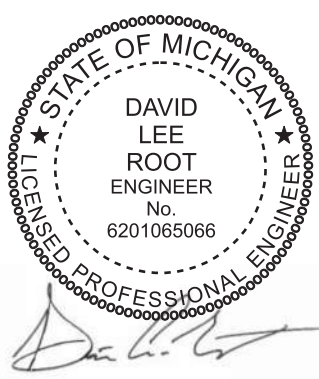
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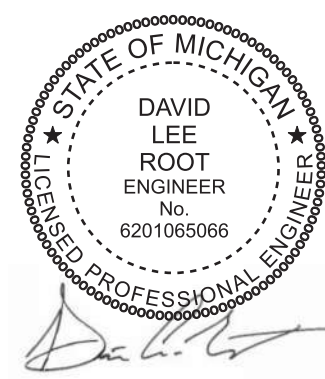
Plymouth
Wayne County
MICHIGAN

Date: 10/14/25
Scale: 1"=20'
Sheet: C-601
Project: 20713.00

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Manager: D. ROOT
Designer: D. LAMBRINOS
Quality Control: R. LOSEY
Section: 26 & 35
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2026-06-30	PUD REV

Developed For:
Walters Group
230 East Grand River
Suite 600
Detroit, MI 48226
248-330-8068

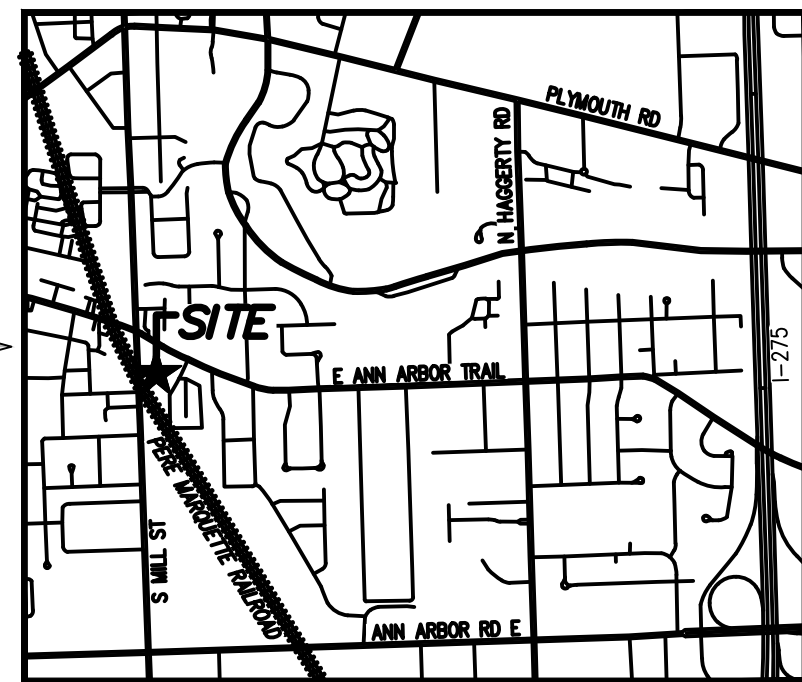
GRADING PLAN - AREA B

Foundry Lofts at Mill Street

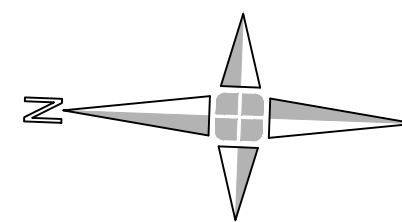
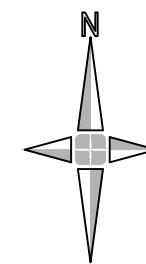
Plymouth
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MICHIGAN

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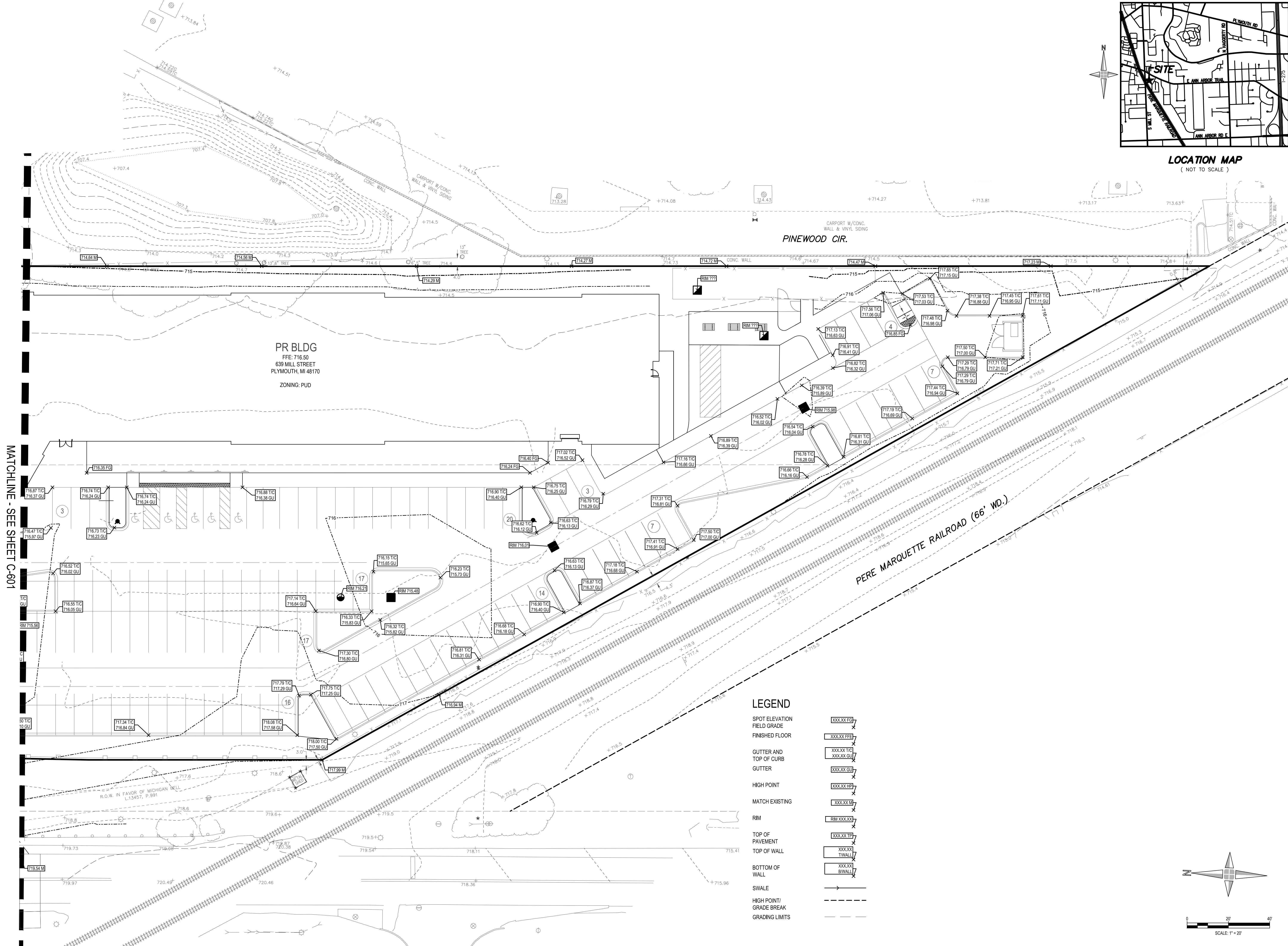
LOCATION MAP
(NOT TO SCALE)



0 20' 40'
SCALE: 1" = 20'

LEGEND

SPOT ELEVATION
FIELD GRADE
FINISHED FLOOR
GUTTER AND
TOP OF CURB
GUTTER
HIGH POINT
MATCH EXISTING
RIM
TOP OF
PAVEMENT
TOP OF WALL
BOTTOM OF
WALL
SWALE
HIGH POINT/
GRADE BREAK
GRADING LIMITS



SANITARY SEWER	-----	
SANITARY MANHOLE		
SANITARY CLEANOUT		
SANITARY STRUCTURE LABEL		RIM: XXXXX 12" INV: XXXX.XX W
STORM SEWER	-----	
STORM MANHOLE		
CATCH BASIN		
YARD BASIN		
INLET		
END SECTION		
OUTLET CONTROL STRUCTURE		
STORM CLEANOUT		
STORM STRUCTURE LABEL		RIM: XXXXXX 12" INV: XXXX.XX W
WATER LINE	-----	
FIRE HYDRANT		
STOP BOX AND VALVE		
FIRE DEPT. CONNECTION		
GATE VALVE		
WATER STRUCTURE LABEL		
LIGHT POLE		



STORM SEWER
STORM MANHOLE
CATCH BASIN
YARD BASIN
INLET
END SECTION
OUTLET CONTROL STRUCTURE
STORM CLEANOUT

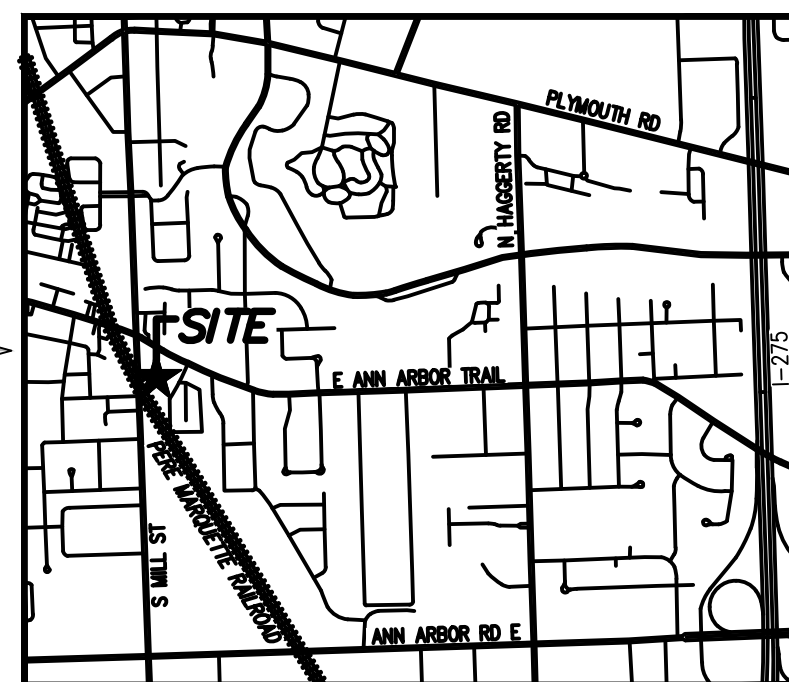
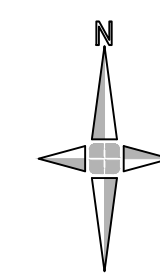
STORM STRUCTURE LABEL

WATER LINE

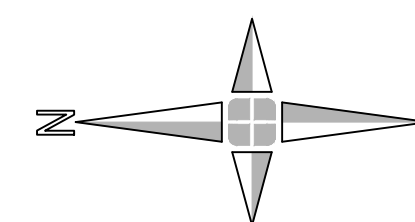
FIRE HYDRANT
STOP BOX AND VALVE
FIRE DEPT. CONNECTION
GATE VALVE

WATER STRUCTURE LABEL

LIGHT POLE



LOCATION MAP
(NOT TO SCALE)



0 40'

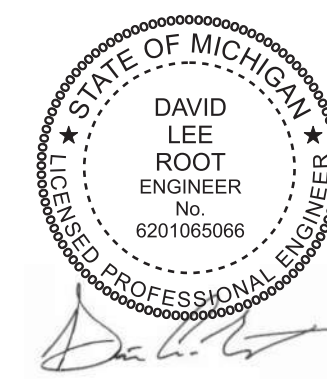
SCALE: 1" = 40'

Engineers
Surveyors
Planners
Landscape Architects

28 West Adams Road
Suite 1200
Detroit, MI 48226
p (313) 962-4442
f (313) 962-5068
www.giffelswebster.com

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Manager:	D. ROOT
Designer:	D. LAMBRINOS
Quality Control:	R. LOSEY
Section:	26 & 35
	T-01-S R-08-E

Professional Seal:



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UTILITY PLAN OVERALL

Foundry Lofts at Mill Street

Plymouth
Wayne County
MICHIGAN

Date:	10/14/25
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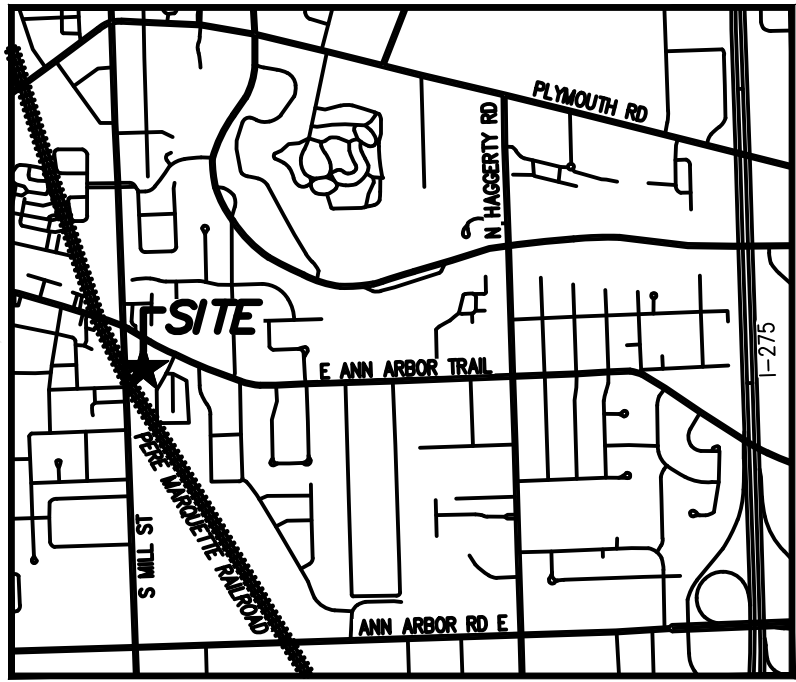
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LEGEND

SANITARY SEWER
SANITARY MANHOLE
SANITARY CLEANOUT
SANITARY STRUCTURE LABEL
STORM SEWER
STORM MANHOLE
CATCH BASIN
YARD BASIN
INLET
END SECTION
OUTLET CONTROL STRUCTURE
STORM CLEANOUT
STORM STRUCTURE LABEL
WATER LINE
FIRE HYDRANT
STOP BOX AND VALVE
FIRE DEPT. CONNECTION
GATE VALVE
WATER STRUCTURE LABEL
LIGHT POLE

PLAN - KEY NOTES

- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- PROPOSED CATCH BASIN
- PROPOSED YARD BASIN
- PROPOSED STORM MANHOLE
- PROPOSED SANITARY MANHOLE
- PROPOSED STORM OUTLET STRUCTURE
- PROVIDE CUT-IN-TEE AND VALVE PER PWSD STANDARDS
- PROPOSED GAS
- DTE SERVICE TO BE COORDINATED WITH UTILITY



LOCATION MAP
(NOT TO SCALE)

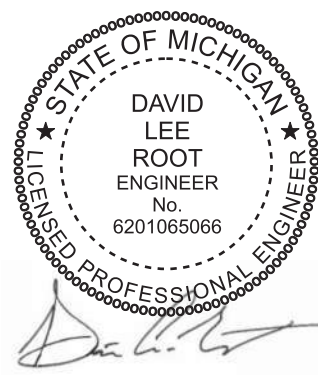
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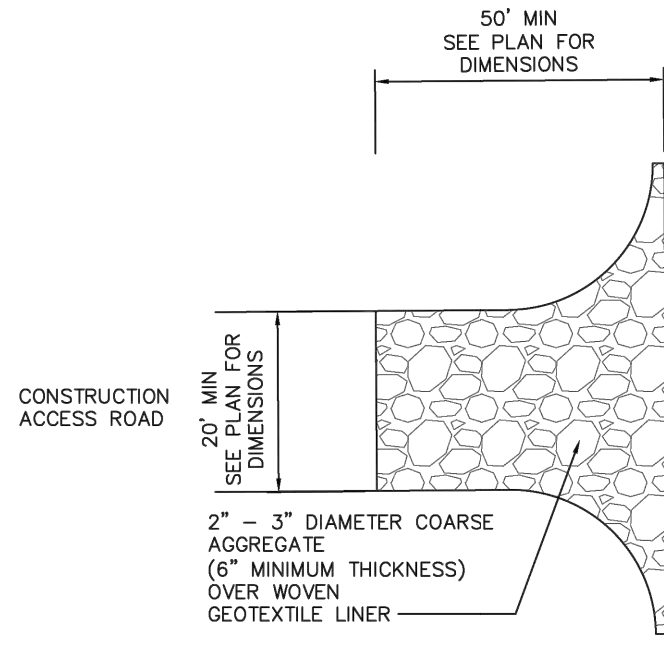
UTILITY PLAN -
AREA A

Foundry Lofts at Mill Street

Plymouth
Wayne County
MICHIGAN

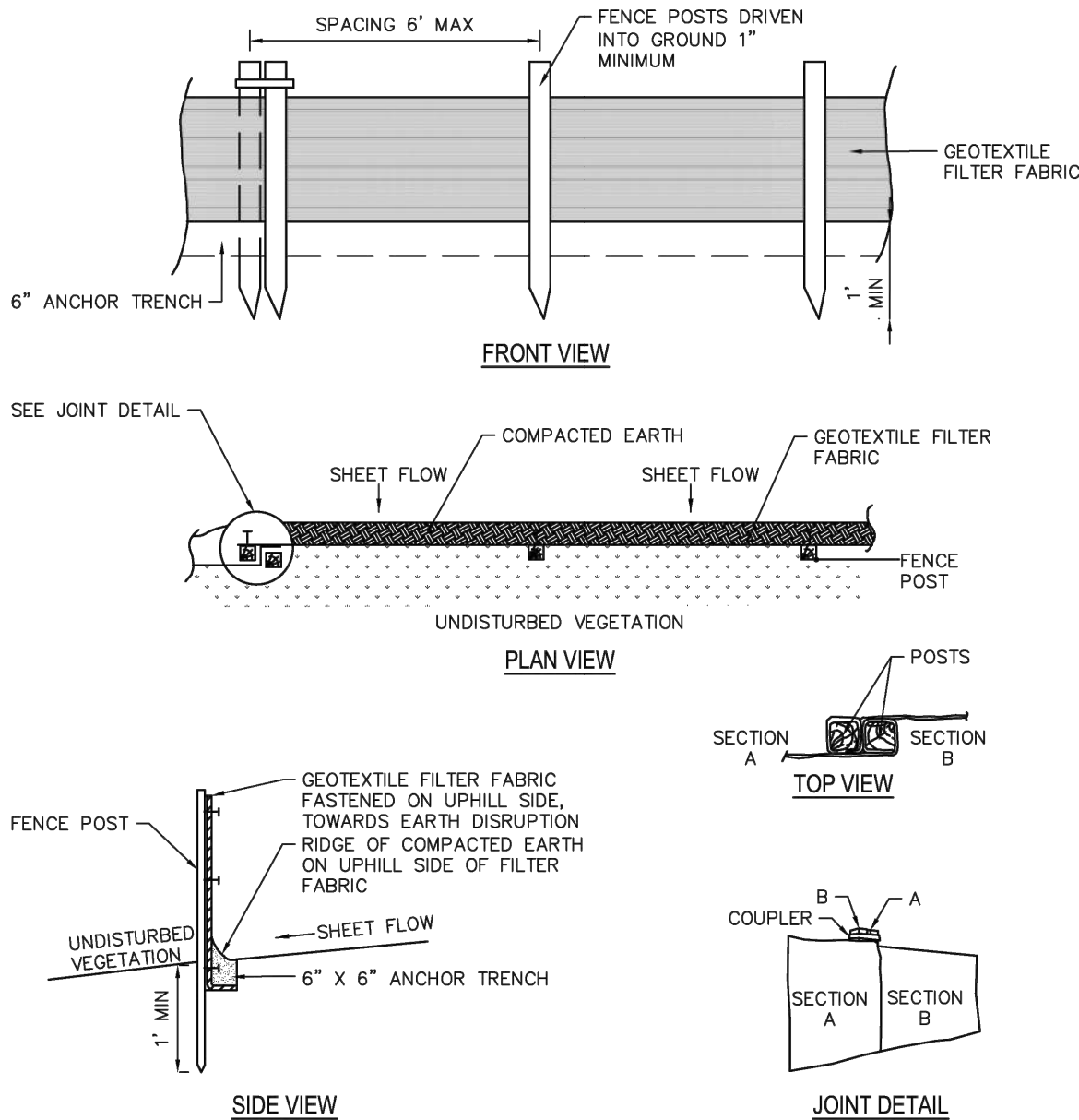
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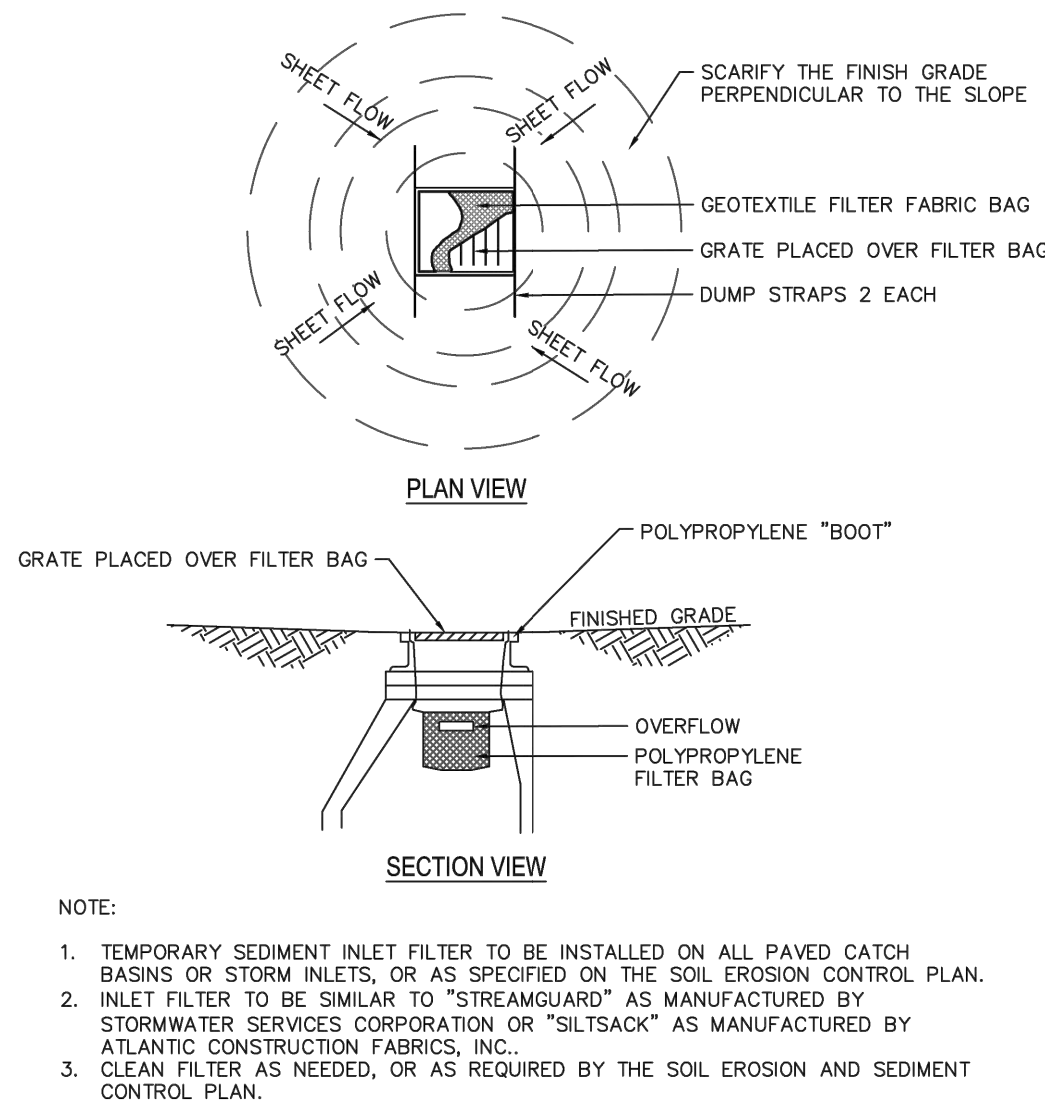


- NOTE:
1. ENSURE MUDMAT AND SEDIMENT IS NOT TRANSPORTED ONTO PAVED ROADS. AGGREGATE PAD REQUIRED TO PROVIDE BUFFER AREA FOR VEHICLES TO DROP MUD AND SEDIMENT THEREBY CONTROLLING DUST AND SEDIMENT FROM SURFACE RUNOFF.
 2. INSTALL AND MAINTAIN AS SPECIFIED ON SOIL EROSION AND SEDIMENTATION CONTROL PLAN.

 **AGGREGATE MUD MAT**
NOT TO SCALE



 **SEDIMENT CONTROL FENCE**
NOT TO SCALE

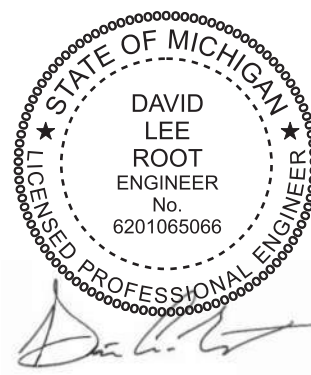


- NOTE:
1. TEMPORARY SEDIMENT INLET FILTER TO BE INSTALLED ON ALL PAVED CATCH BASINS OR STORM INLETS, OR AS SPECIFIED ON THE SOIL EROSION CONTROL PLAN.
 2. INLET FILTER TO BE SIMILAR TO "STREAMGUARD" AS MANUFACTURED BY STORMWATER SERVICES CORPORATION OR "SILTSACK" AS MANUFACTURED BY ATLANTIC CONSTRUCTION FABRICS, INC..
 3. CLEAN FILTER AS NEEDED, OR AS REQUIRED BY THE SOIL EROSION AND SEDIMENT CONTROL PLAN.

 **SEDIMENT INLET FILTER**
NOT TO SCALE

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Section:	26 & 35
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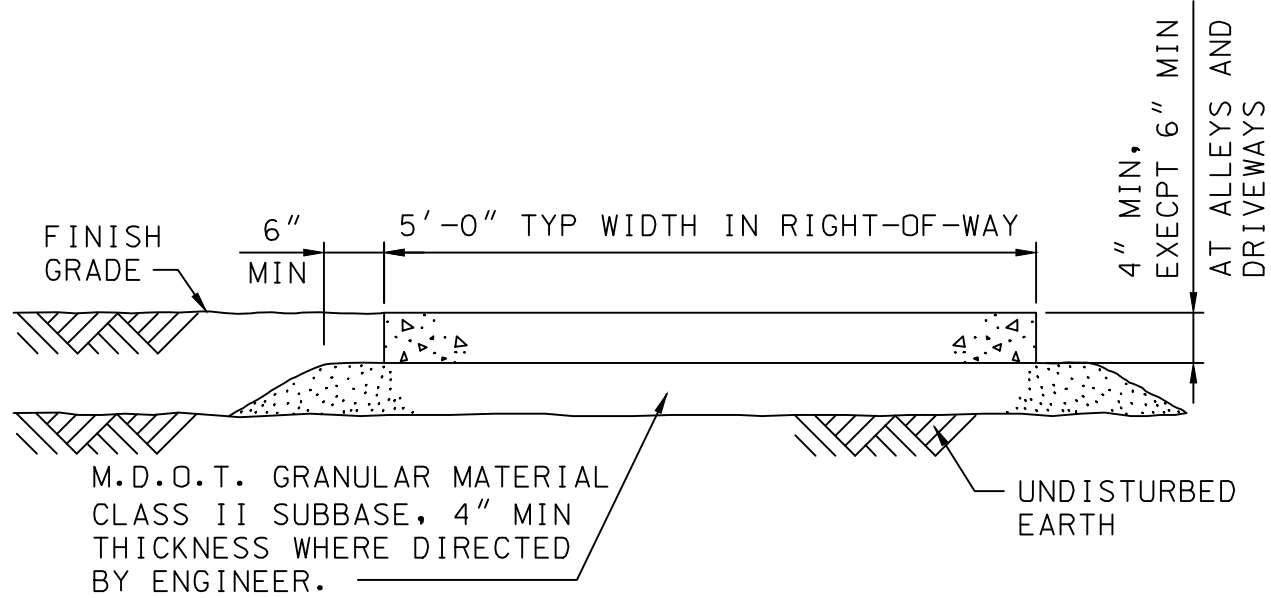
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SESC DETAILS

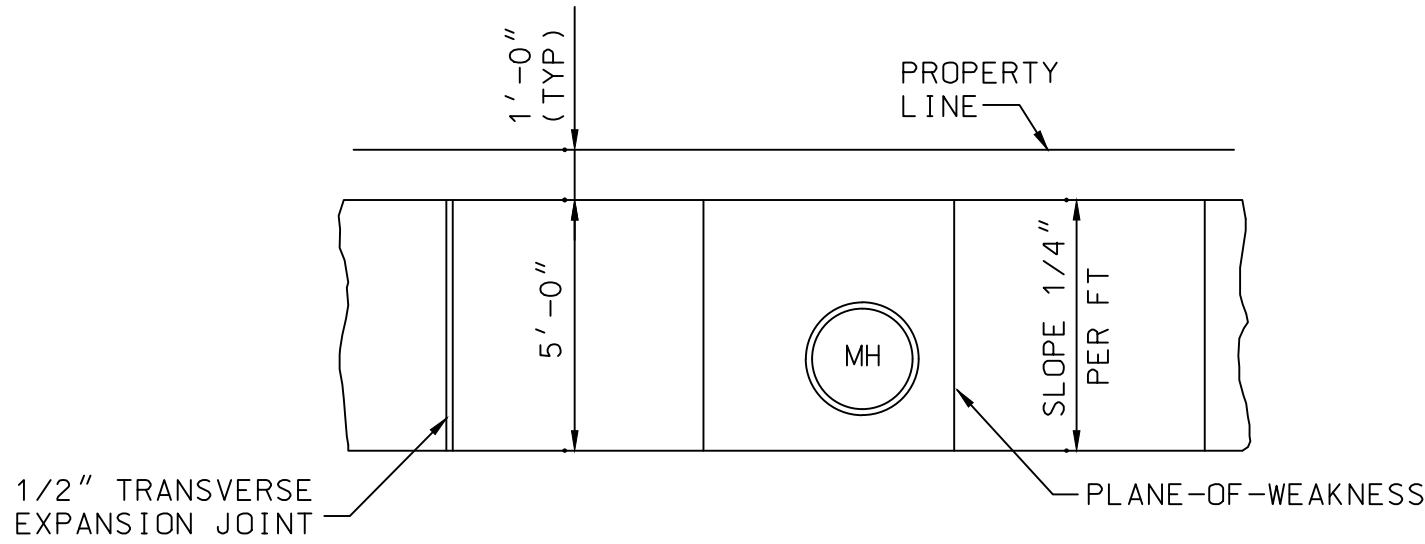
Foundry Lofts at Mill Street

Plymouth
Wayne County
MICHIGAN

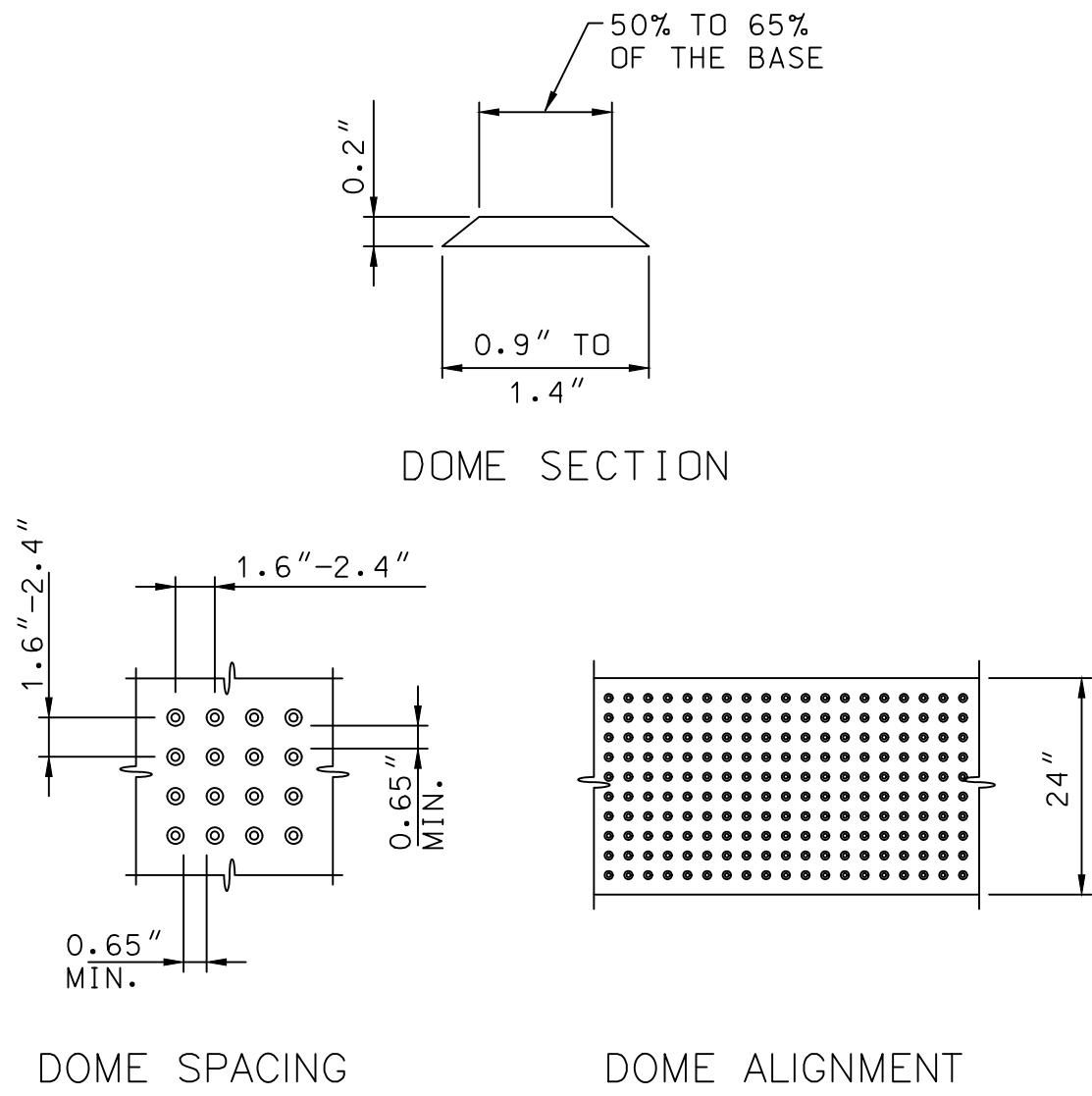
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Project:	20713.00



TYPICAL SECTION
N.T.S.



TYPICAL PLAN IN RIGHT-OF-WAY
N.T.S.



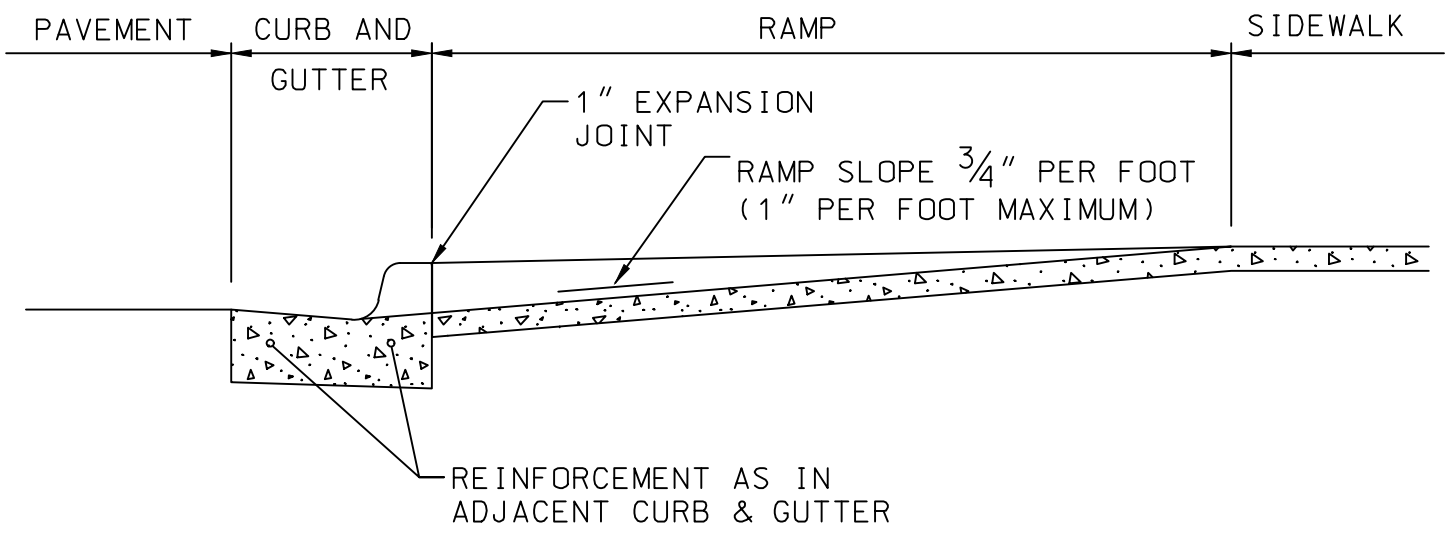
DETECTABLE WARNING DETAILS
N.T.S.

- NOTES:
- ONE-HALF INCH TRANSVERSE EXPANSION JOINTS SHALL BE PLACED THROUGH THE SIDEWALK AT UNIFORM INTERVALS OF NOT MORE THAN 50 FEET. ONE-HALF INCH EXPANSION JOINT SHALL ALSO BE PLACED BETWEEN THE SIDEWALK AND ABUTTING PARALLEL CURB, BUILDINGS, RIGID STRUCTURES, CONCRETE DRIVES AND CONCRETE DRIVE APPROACHES. ONE INCH EXPANSION JOINTS SHALL BE PLACED BETWEEN SIDEWALK RAMPS AND BACK OF CURB.
 - PLANE-OF-WEAKNESS JOINTS SHALL BE PLACED EVERY 5 FEET AND BE PRODUCED BY USE OF SLAB DIVISION FORMS EXTENDING TO THE FULL DEPTH OF CONCRETE OR BY CUTTING JOINTS IN THE CONCRETE, AFTER FLOATING, TO A DEPTH OF NOT LESS THAN ONE-FOURTH THE THICKNESS OF THE SIDEWALK. THE CUT JOINTS SHALL BE NOT LESS THAN 1/8 INCH NOR MORE THAN 1/4 INCH IN WIDTH AND SHALL BE FINISHED SMOOTH AND TRUE TO LINE.

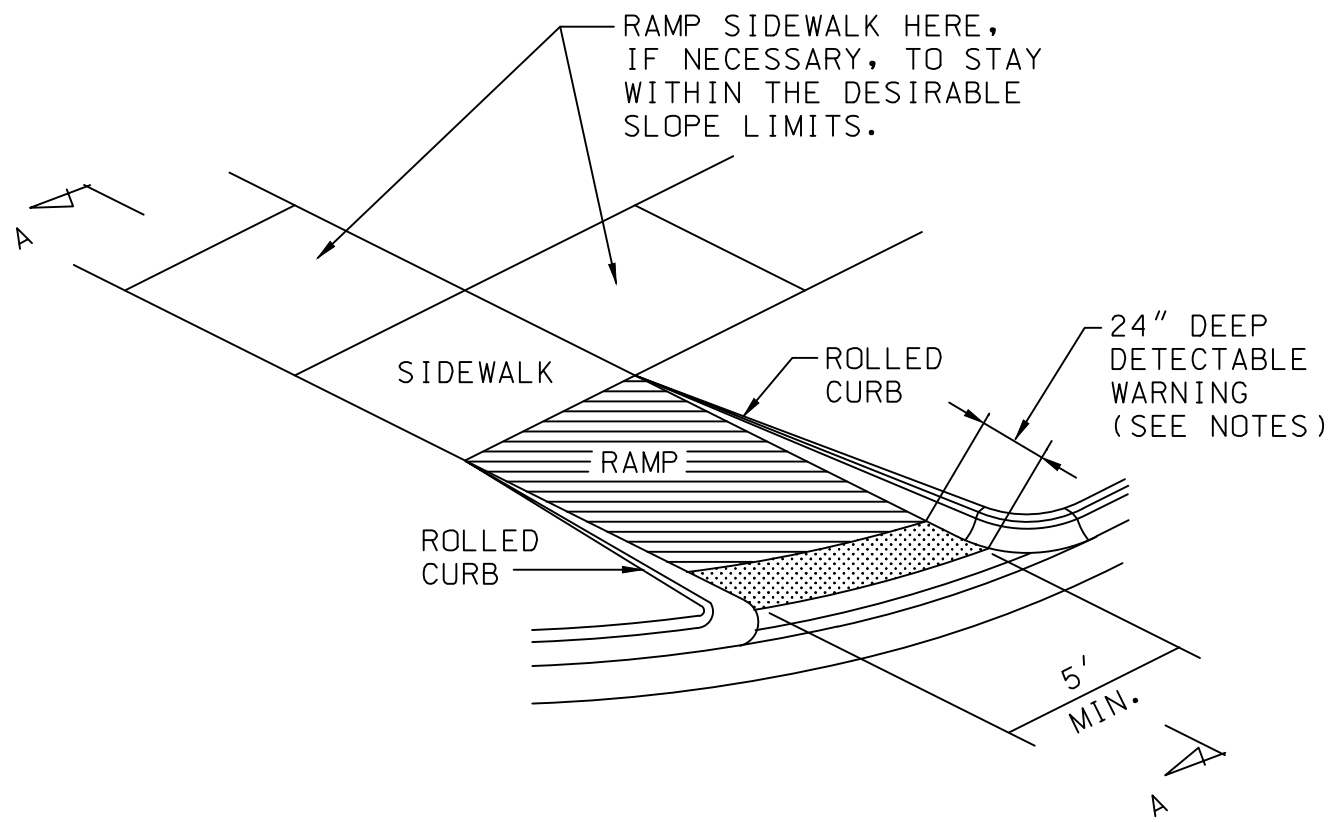
- SIGN NOTES:
- SIGN PANEL SHALL BE 0.080 INCH THICK, ALUMINUM SHEET, TYPE 6061-T6 (MDOOT TYPE III).
 - HOLES IN SIGN POSTS SHALL BE CONTINUOUS 3/4\"/>
 - POSTS, BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED STEEL.
 - SIGN FACE SHALL BE PER THE FOLLOWING TYPE:

TYPE	BACKGROUND	LEGEND
A.	Reflectorized	Reflectorized
B.	Reflectorized	Non-Reflectorized
C.	Non-Reflectorized	Reflectorized

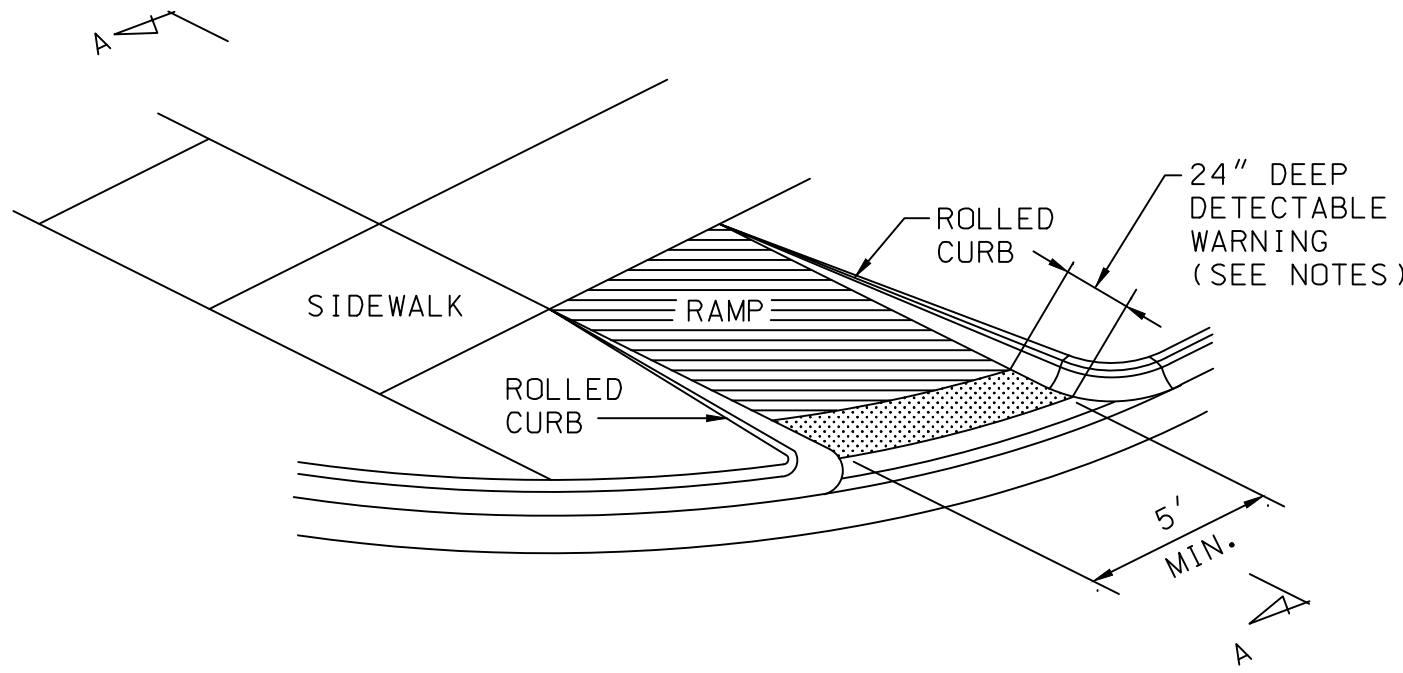
- SIDEWALK RAMP NOTES:
- ALL SIDEWALK RAMPS AS CALLED FOR ON THE PLANS SHALL HAVE DETECTABLE WARNINGS.
 - DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH THE ADJACENT WALKING SURFACE.
 - DETECTABLE WARNING SHALL BE MODULAR PLASTIC TILE, POLYMER CONCRETE TILE OR OTHER SIMILAR TILE EMBEDDED INTO THE FRESH CONCRETE, AS APPROVED BY THE ENGINEER; OR A STAMPED PATTERN IN THE FRESH CONCRETE WITH INTEGRAL COLOR (NOT SHAKE-ON COLOR). ADHESIVE APPLIED DETECTABLE WARNINGS ARE NOT ACCEPTABLE.
 - ALL DETECTABLE WARNINGS SHALL HAVE SKID RESISTANT SURFACE.
 - SYSTEM AND COLOR SHALL BE APPROVED BY THE ENGINEER PRIOR TO BEGINNING WORK.



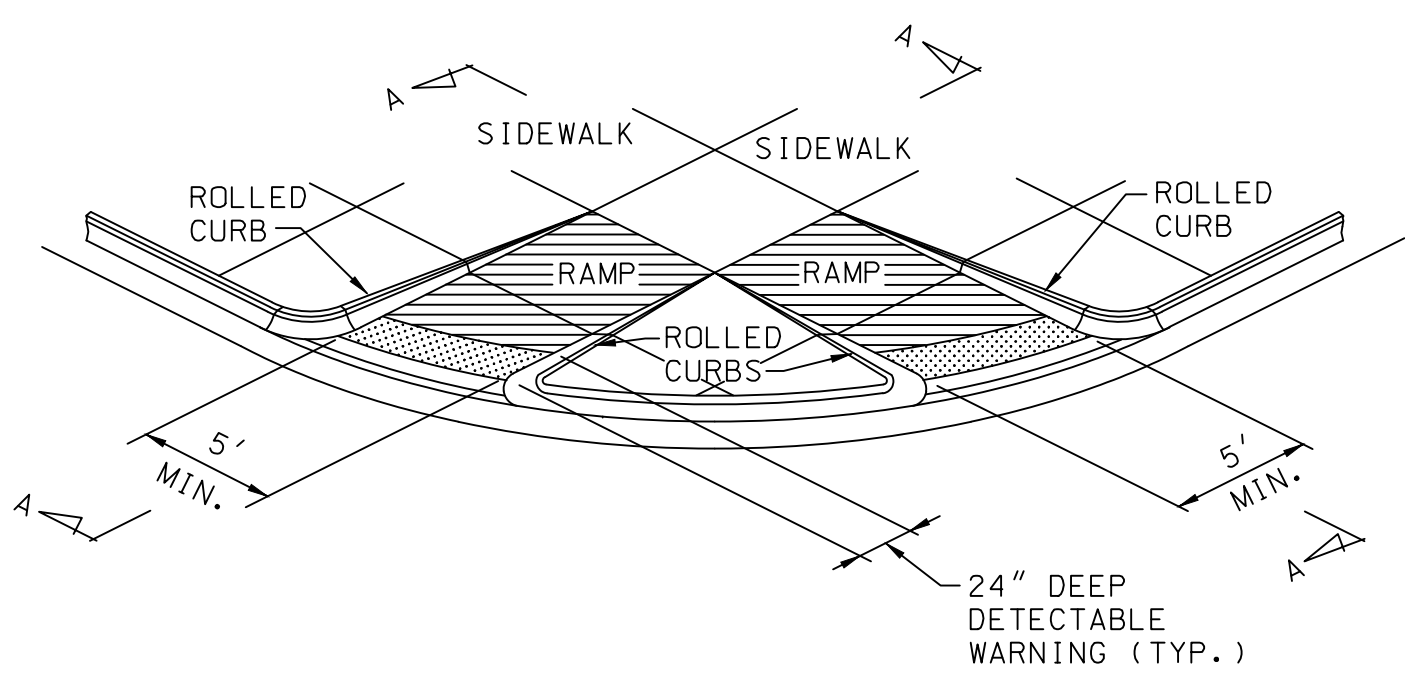
SECTION A-A
(TYPICAL ALL RAMP DETAILS)
TYPICAL PLAN IN RIGHT-OF-WAY
N.T.S.



TYPICAL PLAN IN RIGHT-OF-WAY
N.T.S.



SIDEWALK RAMP DETAILS
N.T.S.



SIDEWALK RAMP TYPE 4
N.T.S.

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Section:	26 & 35
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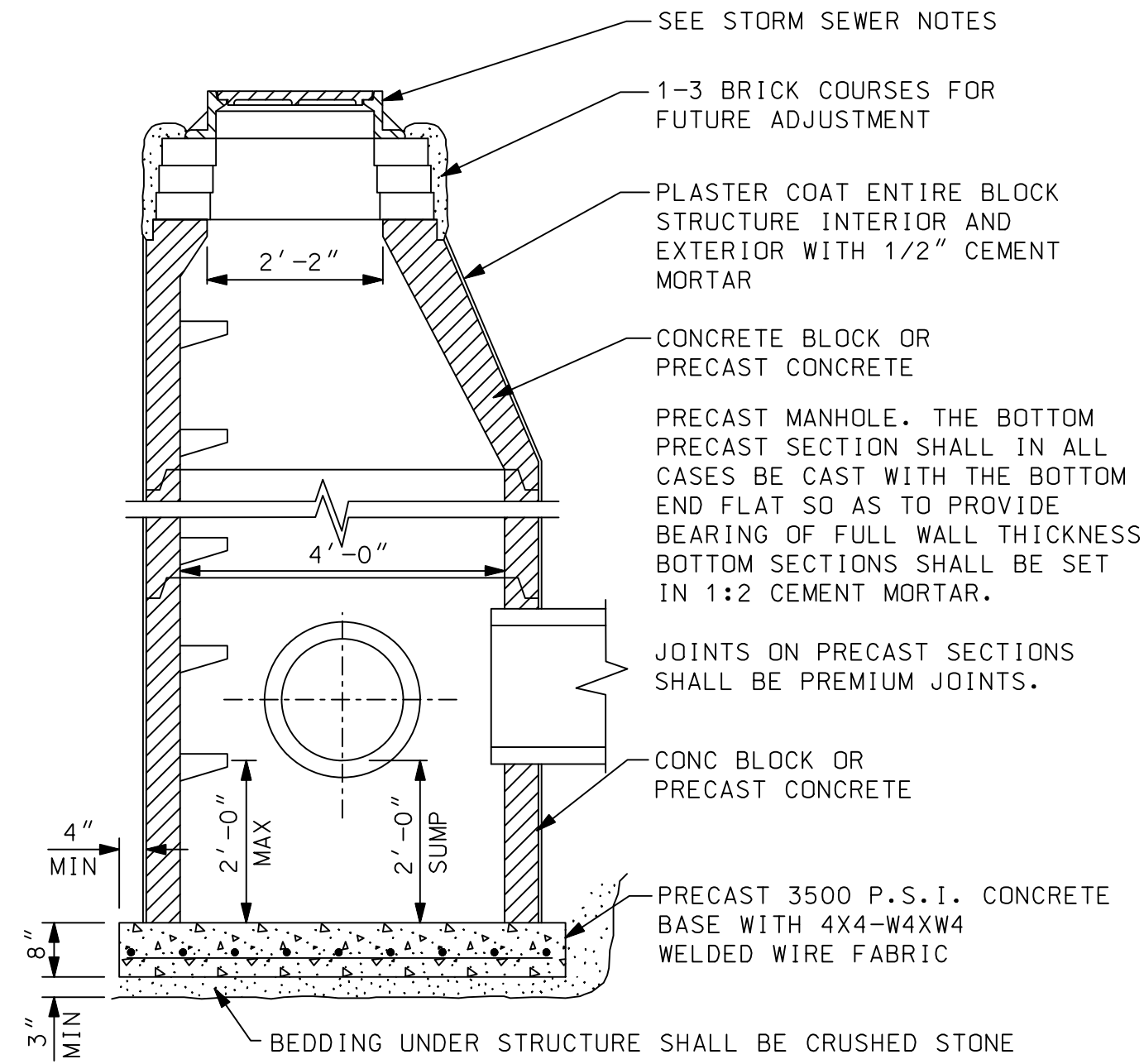
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248-330-8068

PPW DETAILS

Foundry Lofts at Mill Street

Plymouth
Wayne County
MICHIGAN

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M.H. STEPS SHALL BE SPACED AS FOLLOWS:
CONC BLK. M.H.18" CENTERS
PRECAST M.H.16" CENTERS

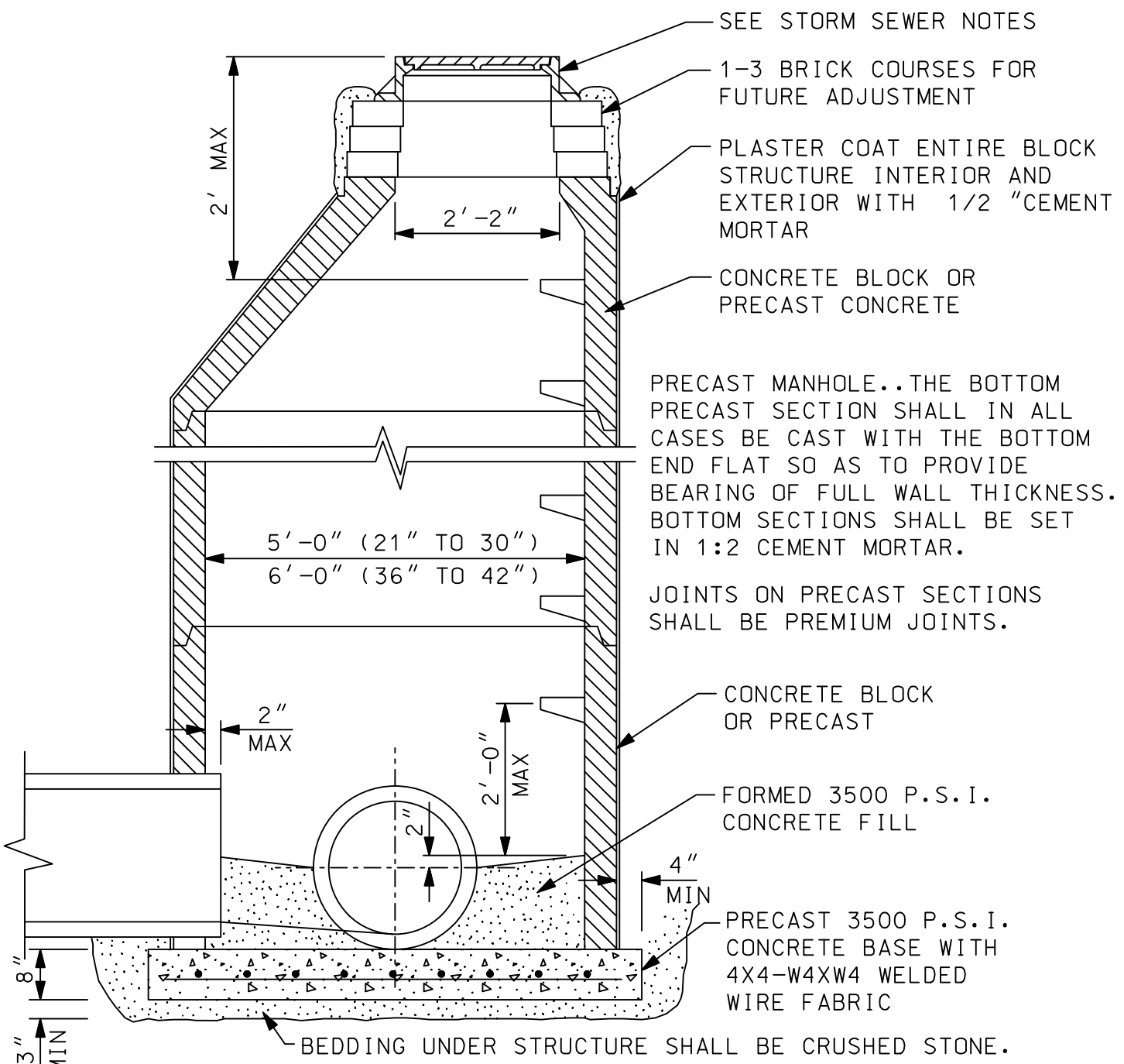
TOP STEP TO BE 24" MAX BELOW TOP OF FRAME

MIN CONE HEIGHTS AS FOLLOWS:
BLOCK CONCENTRIC 3'-0"
PRECAST ECCENTRIC 2'-8" OR 3'-4"

CONC BLOCK MANHOLE:
APPROVED CONC BLOK
USE 6" OR 8" MIN THICK BLOCK TO 16'
DEPTH USE 12" MIN THICK BLOCK TO 24'
DEPTH 16" MIN BLOCK WALL BELOW 24' DEPTH

PRECAST MANHOLE:
ASTM C-478 UP TO 32' DEEP
WITH 5" MIN THICK WALL

STANDARD STORM MANHOLE FOR SEWERS
WITH OUTLETS OF 18" & UNDER
N.T.S.



M.H. STEPS SHALL BE SPACED AS FOLLOWS:
CONC BLK. M.H.18" CENTERS
PRECAST M.H.16" CENTERS

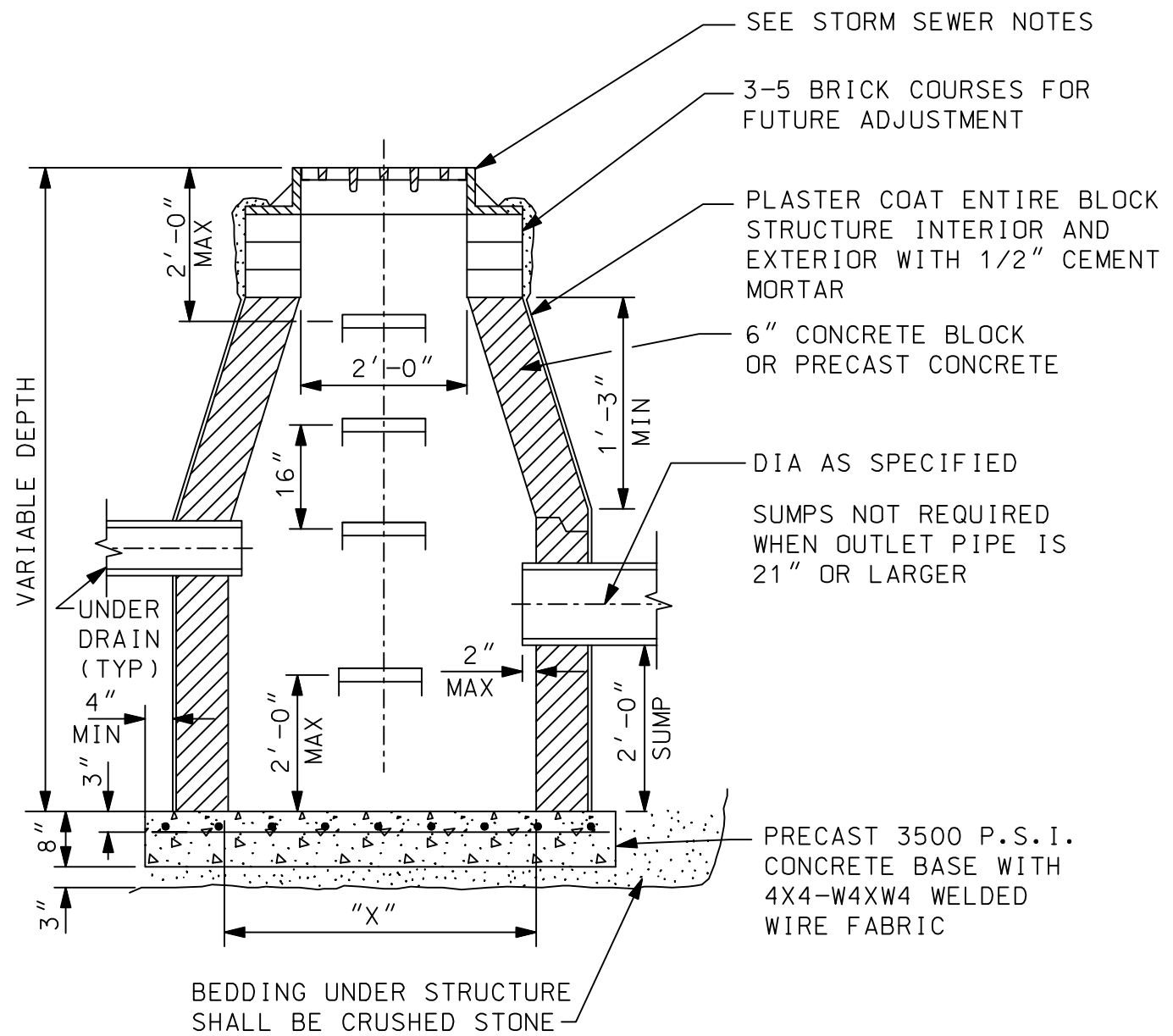
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DEPTH USE 12" MIN THICK BLOCK TO 24'
DEPTH 16" MIN BLOCK WALL BELOW 24' DEPTH

PRECAST MANHOLE:
ASTM C-478 UP TO 32' DEEP
WITH 5" MIN THICK WALL

STANDARD STORM MANHOLE FOR
SEWERS 21" TO 42"
N.T.S.



DIAMETER OF OUTLET PIPE	"X" INSIDE DIA.
12"-18"	4'-0" MIN
21"-30"	5'-0" MIN

NOTE:
MINIMUM OF TWO-10' LONG 6"DIA.
PERFORATED UNDERDRAIN PIPE WITH
GEOTEXTILE MATERIAL WRAP TO BE
INSTALLED WITH EACH CATCH BASIN
SEE UNDERDRAIN DETAIL FOR
INSTALLATION AND MATERIAL
REQUIREMENTS.

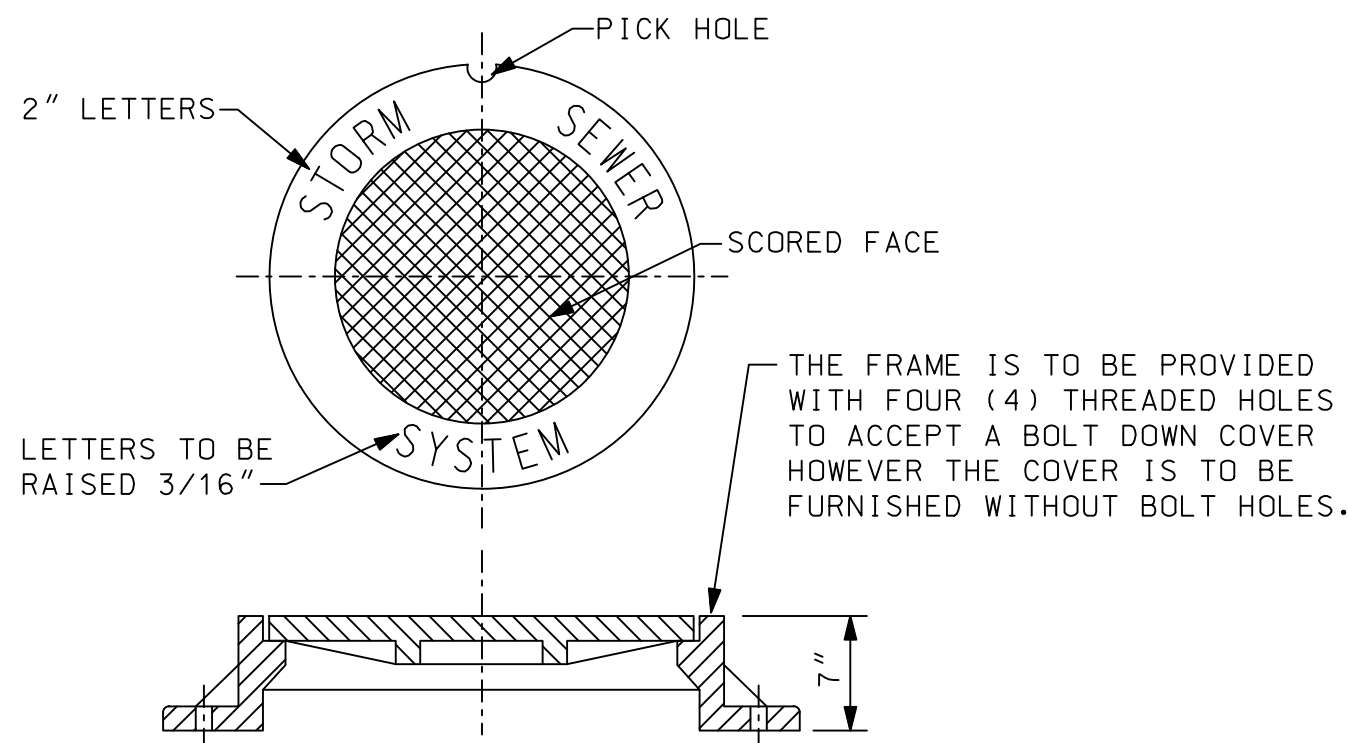
STANDARD CATCH BASIN

STORM SEWER NOTES

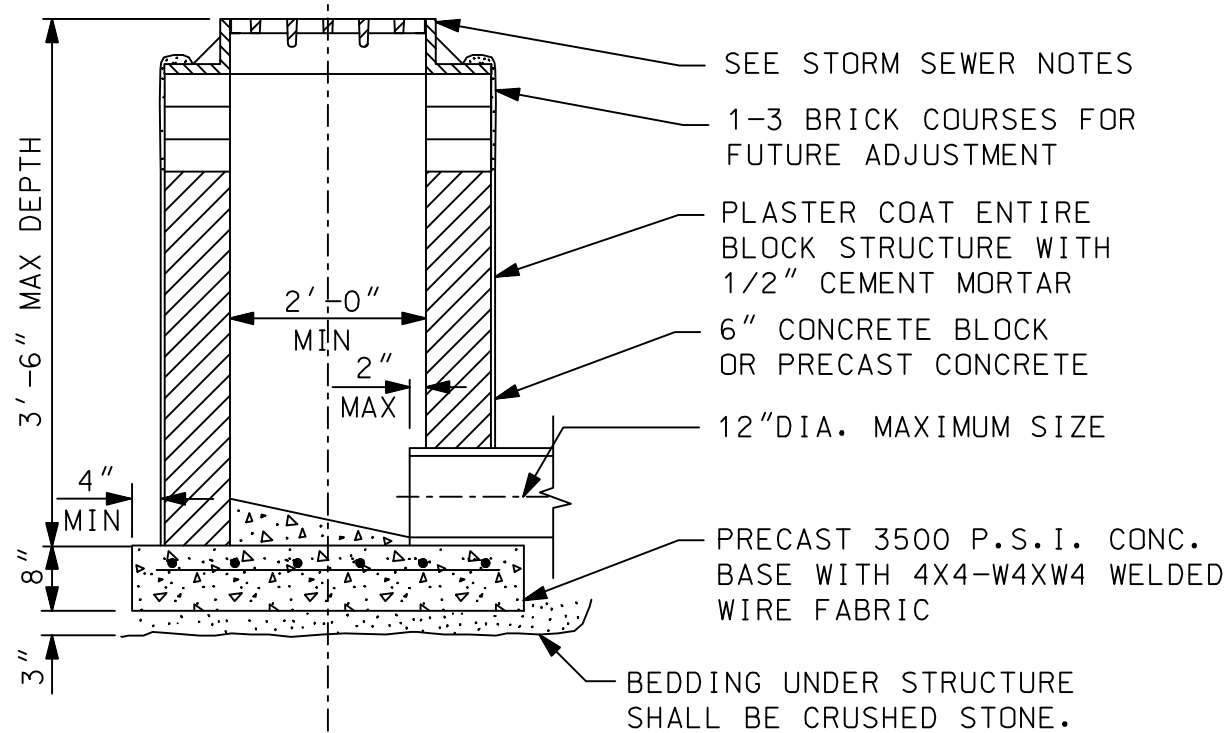
- ALL STORM SEWER CONSTRUCTION SHALL CONFORM TO THE CURRENT STANDARDS AND GENERAL SPECIFICATION OF THE AGENCY OR AGENCIES HAVING JURISDICTION OF THE STORM SEWER AND CONSTRUCTION AREA.
- DETAILS ARE FOR STRUCTURES WITH NO MORE THAN TWO PIPES, 180° APART. LARGER DIAMETER STRUCTURES MAY BE REQUIRED FOR DIFFERENT CONFIGURATIONS.
- ALL STRUCTURES REQUIRE A MINIMUM OF 8-INCHES OF WALL BETWEEN PIPE OPENINGS. LARGER DIAMETER STRUCTURES MAY BE REQUIRED WHERE PIPE ENTERING THE STRUCTURE ARE LESS THAN 90° APART IN ANY DIRECTION.
- ALL CASTING RIMS SHALL BE SET TO GRADE OR AS SHOWN ON THE PLANS.
- NO MANHOLES OR OTHER STRUCTURES MAY BE INSTALLED WITHIN DRIVEWAYS, DRIVE APPROACHES, OR SIDEWALKS.
- ALL CATCH BASIN STORM PIPE SHALL BE 12-INCH DIAMETER C76, CL-IV CONCRETE UNLESS OTHERWISE NOTED.
- MANHOLE STEPS TO BE GRAY IRON OR STEEL REINFORCED POLYPROPYLENE ASTM 2146, TYPE II, GRADE 49108.
- CATCH BASIN AND INLET FRAME AND COVERS SHALL BE SPECIFIED AS FOLLOWS:
 - WHEN LOCATED IN PAVEMENT GUTTER LINE, FRAME AND COVER SHALL BE E.J.I.W. NO. 5080, NEENAH R-3448-C TYPE "A" (RECTANGULAR), OR EQUIV.
 - WHEN LOCATED IN PAVED AREAS OTHER THAN GUTTER LINE, FRAME SHALL BE E.J.I.W. NO. 1040 WITH TYPE "M1" COVER, NEENAH R-2370 TYPE "G" COVER, OR EQUIV.
 - WHEN LOCATED IN YARD AREAS, FRAMES SHALL BE E.J.I.W. NO. 1000 WITH TYPE "N" OR "M" COVER, NEENAH R-2370 TYPE "D" OR "B" COVER, OR EQUIV.
- MANHOLE FRAME AND COVER SHALL BE E.J.I.W. NO. 1040 OR NEENAH R-1642 WITH SOLID COVER OR EQUAL.
- DIFFERENTIAL OF EXCAVATION AROUND EXISTING MANHOLES SHALL NOT EXCEED SIX FEET.
- PLACE SAND BACKFILL WITHIN THREE FEET OF ALL STRUCTURES.
- ALL STORM SEWER PIPE SHALL HAVE CLASS "R-B" BEDDING UNLESS OTHERWISE NOTED ON THE PLANS. SEE SHEET MD1 FOR BEDDING DETAILS.
- ALL PRECAST PRODUCTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM C-478.
- ALL DRAINAGE STRUCTURES LOCATED WITHIN PAVEMENT MUST HAVE UNDER DRAIN AS SHOWN.

PLYMOUTH NOTES

- STORM SEWER THAT IS 12 INCHES AND LARGER SHALL BE C-76 R.C.P. WITH PREMIUM JOINTS.
- THE REAR YARD STORM PIPE WHICH DOES NOT TRAVERSE PAVED AREAS MAY BE 8-INCH DIAMETER SOLID WALL, PVC OR ABS TRUSS OR PVC TRUSS PIPE.
- BACKFILL FOR ALL REAR YARD STORM IS TO BE NATURAL BANK RUN SAND MDOT CL-II GRANULAR MATERIAL OR 3/4 INCH CRUSHED STONE TO A MINIMUM OF 12 INCHES OVER PIPE.
- EVERY LOT IS TO HAVE DIRECT ACCESS TO A DRAINAGE STRUCTURE.
- THE STORM SEWER WILL NOT BE CONSIDERED SUBSTANTIALLY COMPLETE UNTIL THE DETENTION POND HAS BEEN COMPLETED. THIS INCLUDES FINAL GRADING OF THE POND AND STABILIZATION OF THE SIDE SLOPES. THE SIDE SLOPES MUST BE STABILIZED BY SODDING OR BY PLACING A MULCH BLANKET PEGGED IN PLACE OVER SEED.
- COVER FOR ON-LINE CATCH BASIN SHALL BE EJIW 1000 SERIES WITH TYPE N COVER OR NEENAN 2077-B WITH TYPE B COVER.
- SUMP PUMP LEADS ARE TO BE A MINIMUM OF 3-INCH SCHEDULE 30 PVC.



STANDARD MANHOLE FRAME AND COVER
N.T.S.



STANDARD INLET
N.T.S.

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PWSD STM DETAILS

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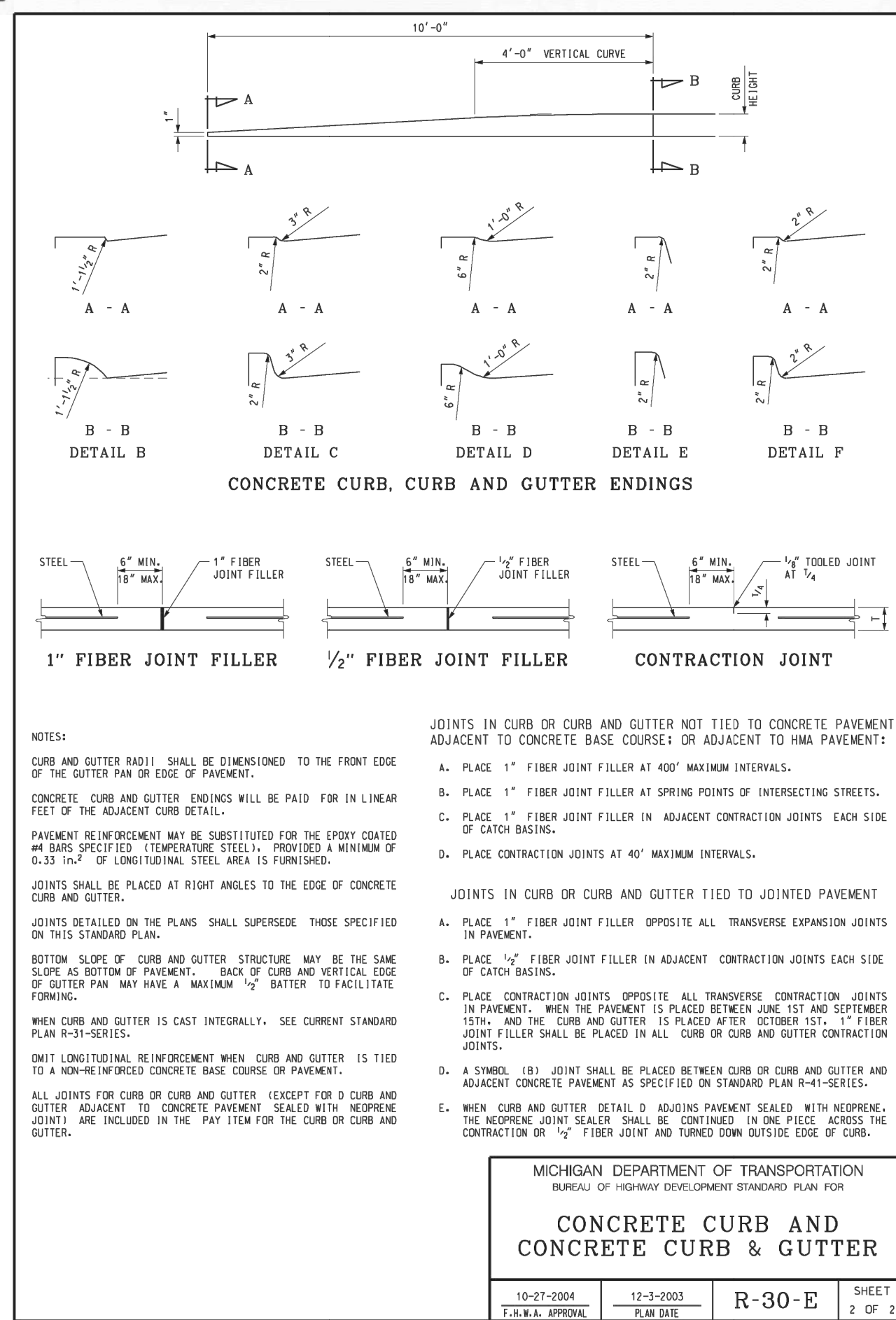
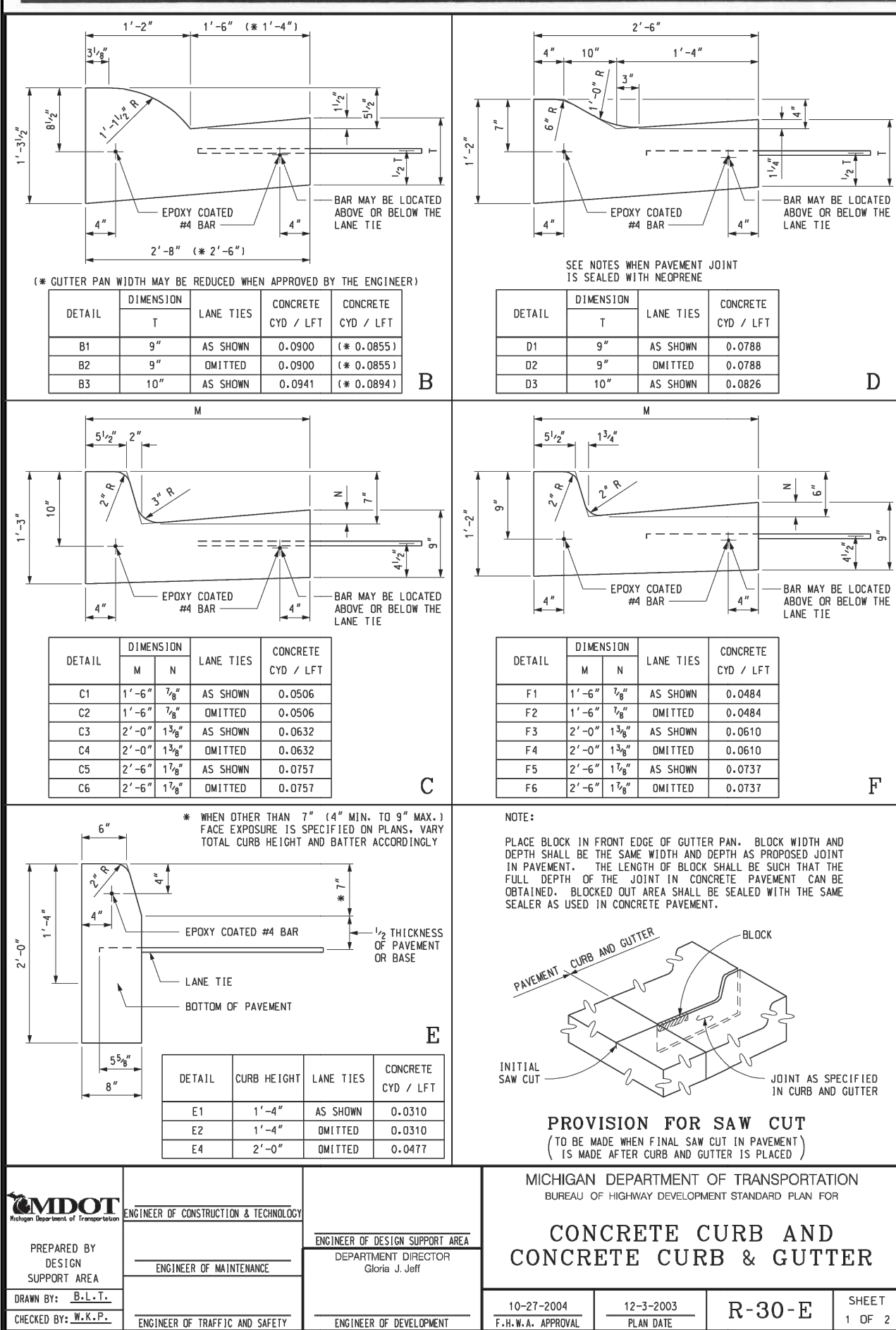
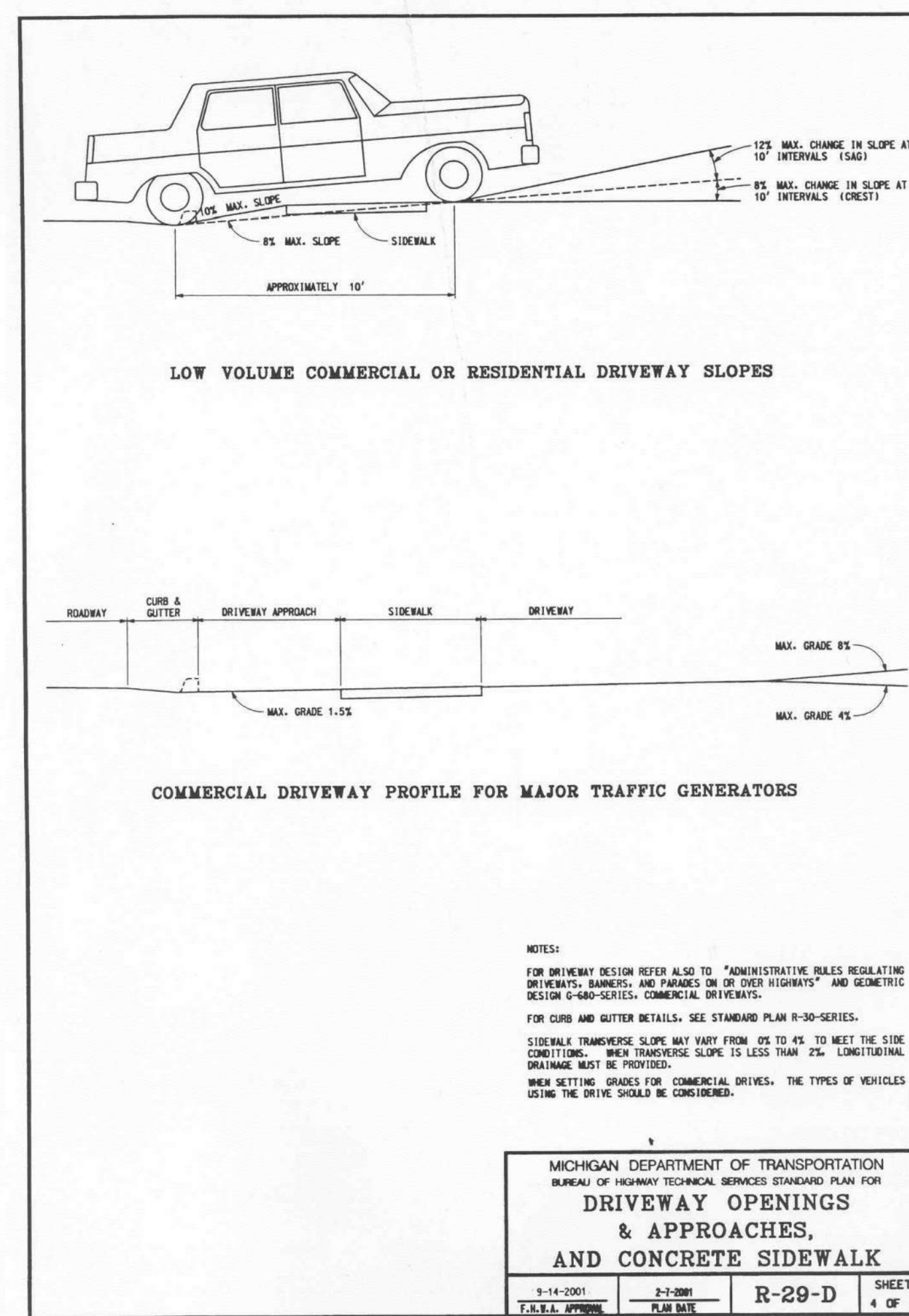
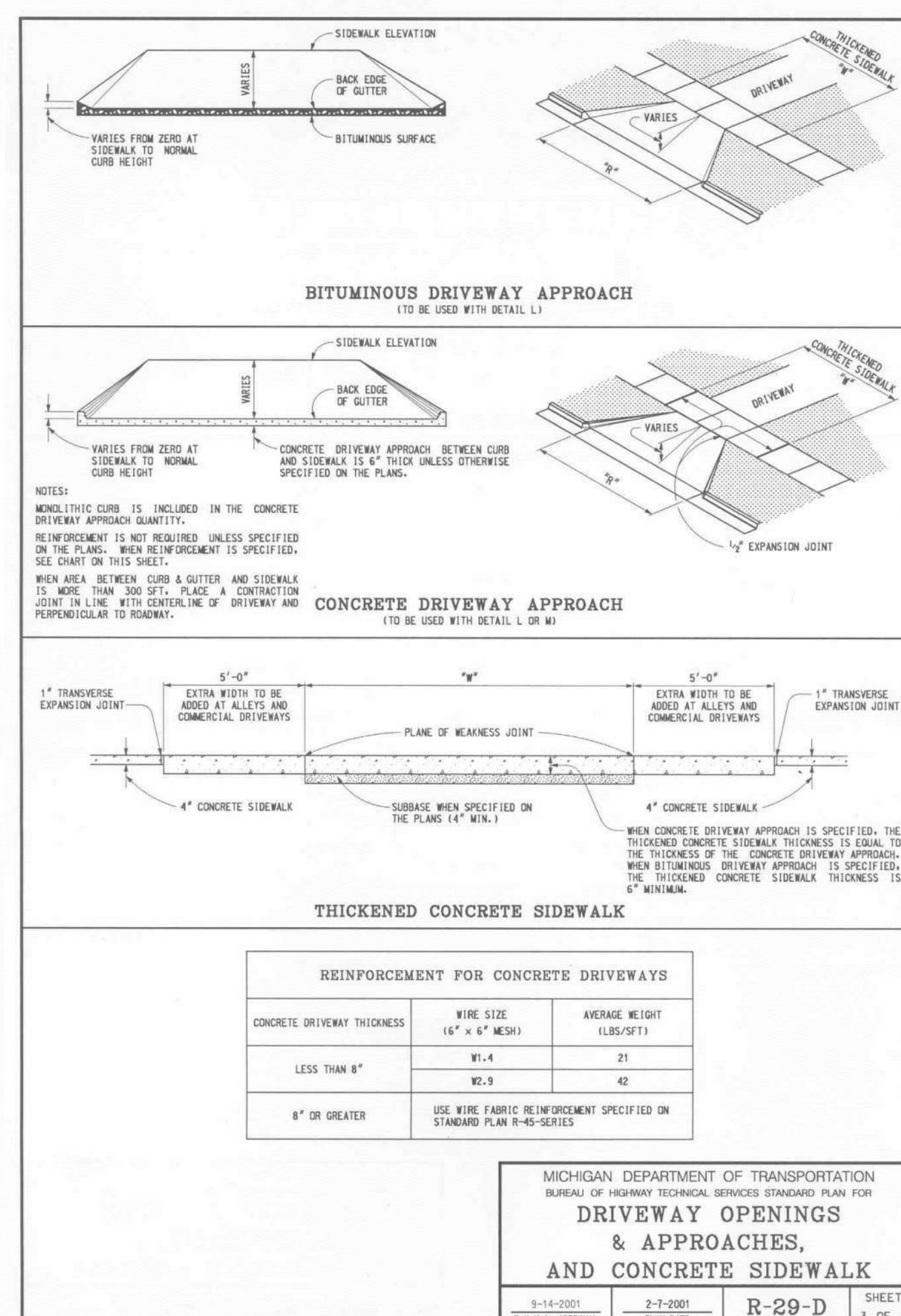
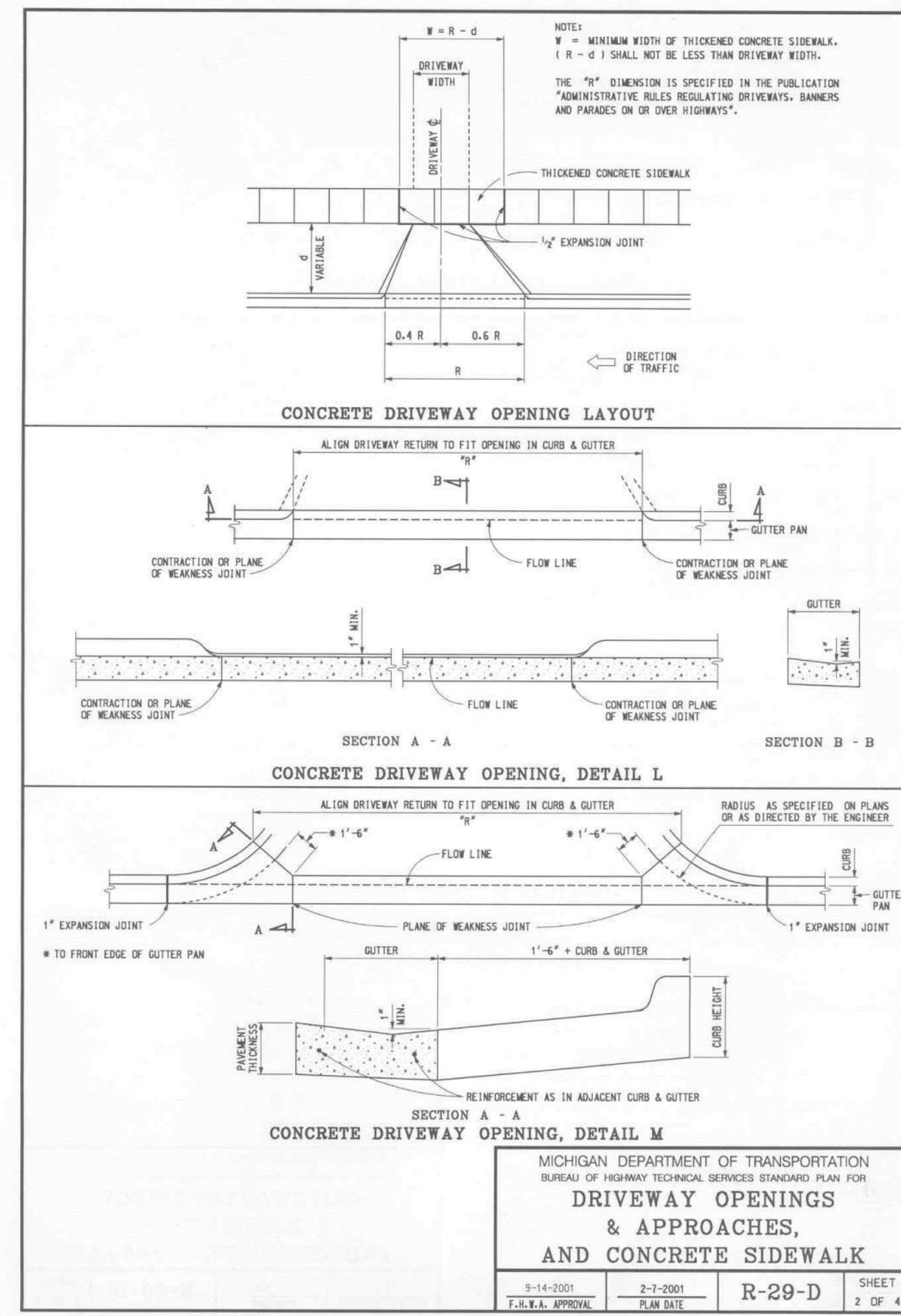
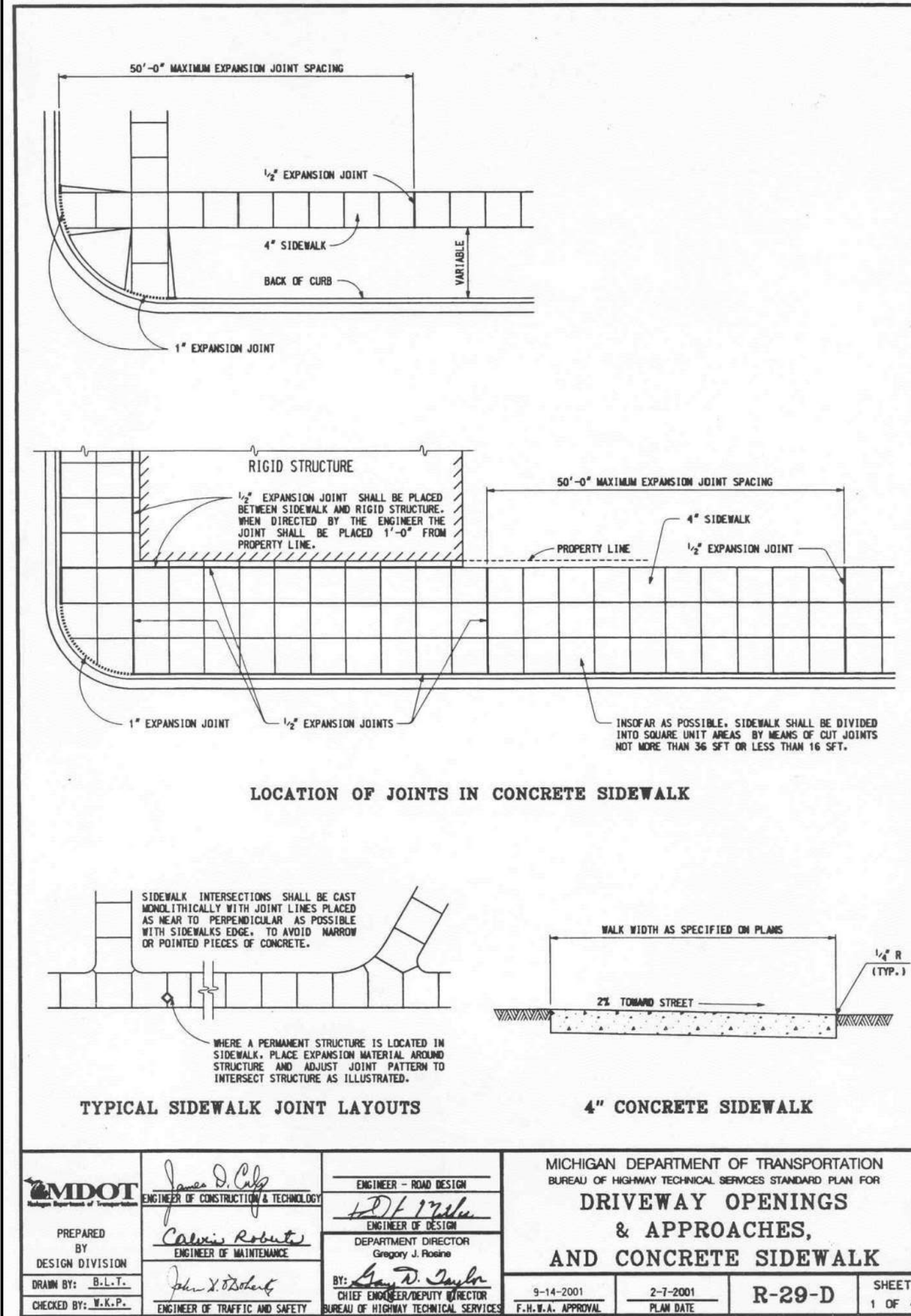


- SANITARY SEWER NOTES

- SANITARY SEWER NOTES
CONTINUED

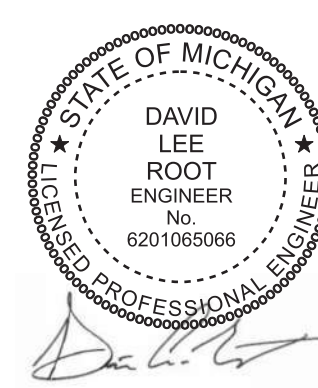
- SANITARY SEWER NOTES
CONTINUED

- ## PLYMOUTH NOTES



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DATE:	ISSUE:
2025-11-14	PUD
2026-04-24	PUD Resubmit Cycle 1
2026-06-30	PUD REV

Developed For:

Walters Group

230 East Grand River
Suite 600
Detroit, MI 48226
248-330-8068

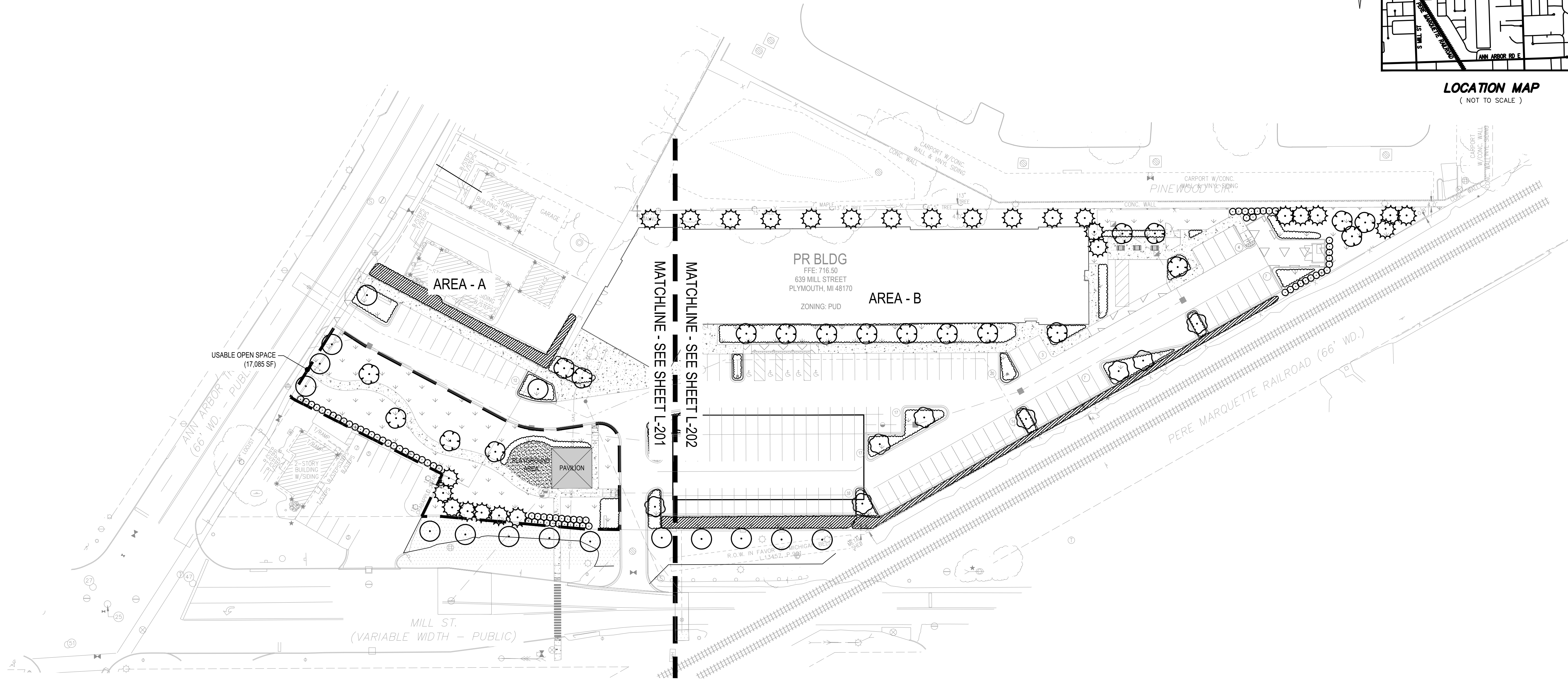
MDOT DETAILS

Foundry Lofts at Mill Street

Plymouth
Wayne County
MICHIGAN

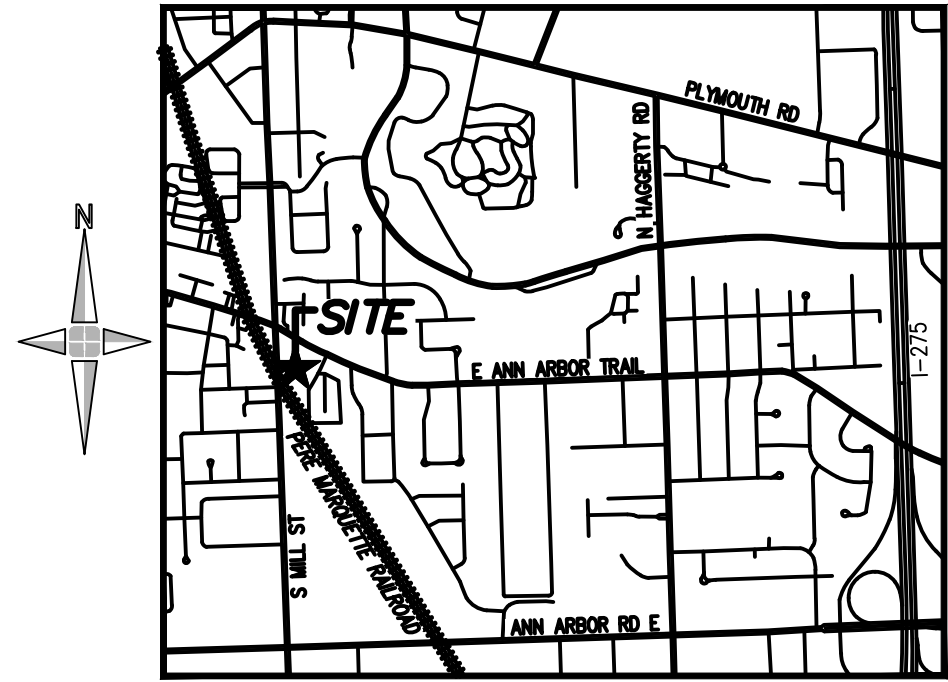
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Sheet: C-850
Project: 20713.00

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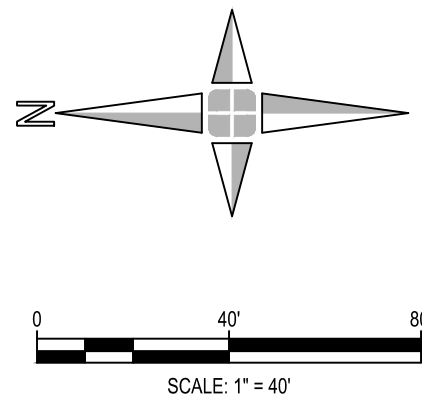


SYMBOL	BOTANICAL / COMMON NAME	QTY	REMARKS
TREES			
	INTERIOR - DECIDUOUS TREE	20	MEDIUM/LARGE SIZE. MAPLES, HORNBEAMS, MOUNTAIN ASH OR SIMILAR
	PARKING LOT - DECIDUOUS TREE	10	MEDIUM SIZE. MAPLES, HORNBEAMS, MOUNTAIN ASH OR SIMILAR
	ROW STREET - DECIDUOUS TREE	15	MEDIUM SIZE. MAPLES, HORNBEAMS, MOUNTAIN ASH OR SIMILAR
	SCREENING - EVERGREEN TREE	27	MEDIUM/LARGE SIZE. SPRUCES OR ABORVITAE TREES OR SIMILAR
SHRUBS			
	SCREENING - EVERGREEN SHRUBS	60	3' HT OR TALLER. THUJAS, JUNIPERS, ABORVITAE OR SIMILAR.
	SHRUB/PERENNIAL AREA		LOW TO MEDIUM SIZE. HARDY NATIVE SHRUBS, ORNAMENTAL GRASSES, FLOWERING PERENNIALS
	SCREENING - SHRUB AREA		3' HT. OR TALLER DENSE HARDY SHRUBS, ORNAMENTAL GRASSES. DOUBLE ROW
	GREENWAY RESTORATION		NATIVE SHRUBS AND GRASSES
	LAWN		TO BE IN ALL AREAS THAT DO NOT INCLUDE SHRUBS

NOTE:
1. TOTAL USABLE OPEN SPACE: 17,085 SF. SEE DASHED OUTLINE ON PLAN.



LOCATION MAP
(NOT TO SCALE)



giffels
webster

Engineers
Surveyors
Planners
Landscape Architects

28 West Adams Road
Suite 1200
Detroit, MI 48226
p (313) 962-4442
f (313) 962-5068
www.giffelswebster.com

Executive: D. ROOT
Manager: D. ROOT
Designer: D. LAMBRINOS
Quality Control: R. LOSEY
Section: 26 & 35
T-01-S R-08-E

Professional Seal:



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2025-04-24	PUD Resubmit Cycle 1
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Developed For:

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230 East Grand River
Suite 600
Detroit, MI 48226
248-330-8068

LANDSCAPE PLAN- OVERALL

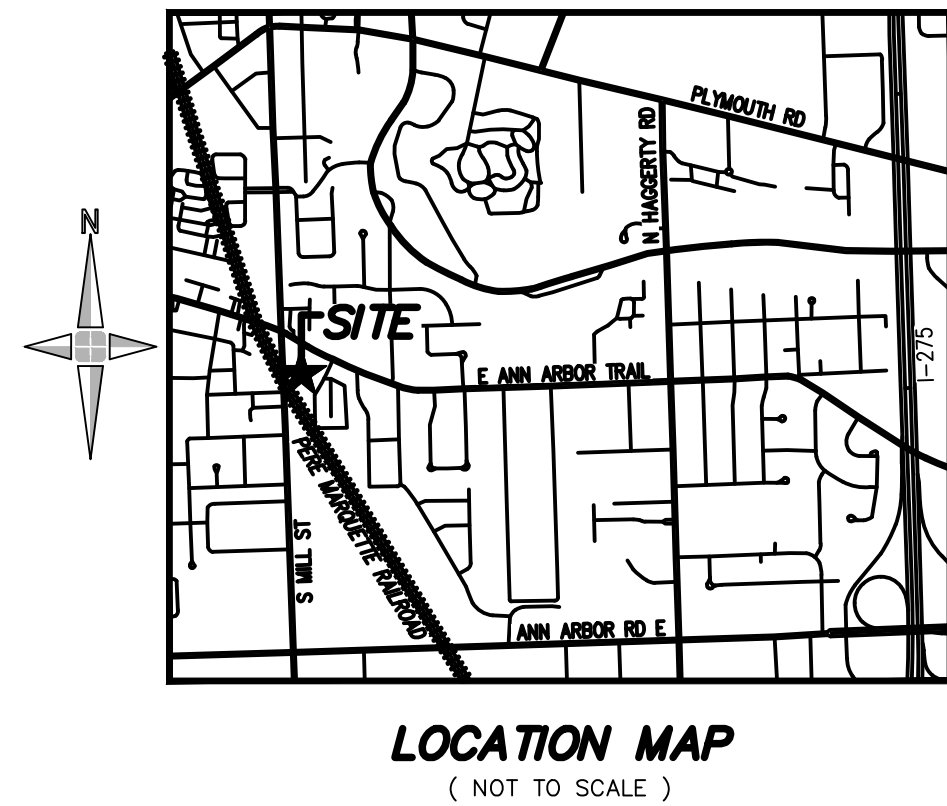
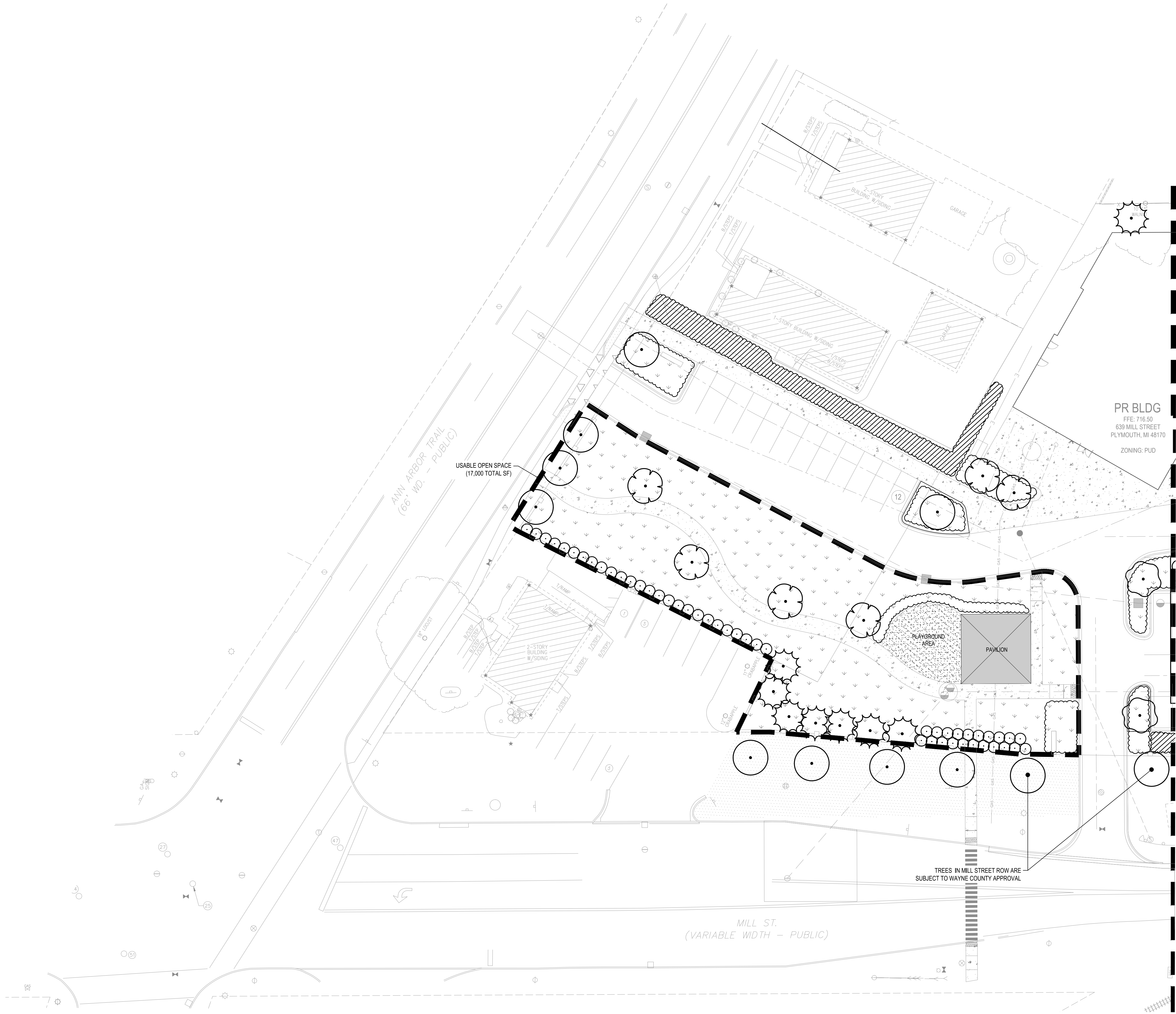
Foundry Lofts at Mill Street

Plymouth
Wayne County
MICHIGAN

Date: 10/14/25
Scale: 1"=40'
Sheet: L-200
Project: 20713.00

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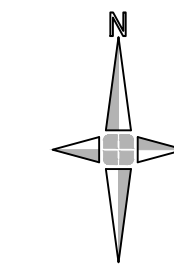
LANDSCAPE PLAN - AREA A

Foundry Lofts at Mill Street

Plymouth
Wayne County
MICHIGAN

Date: 10/14/25
Scale: 1"=20'
Sheet: L-201
Project: 20713.00

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Quality Control:	R. LOSEY
Section:	26 & 35
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LANDSCAPE PLAN -
AREA B

Foundry Lofts at Mill Street

Plymouth
Wayne County
MICHIGAN

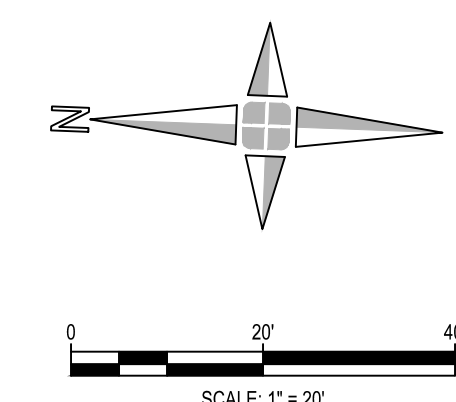
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Sheet:	L-202
Project:	20713.00

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PR BLDG
FFE: 716.50
639 MILL STREET
PLYMOUTH, MI 48170
ZONING: PUD

PROPOSED UNDERGROUND DETENTION
PR. 10 YEAR STORAGE
REQ. VOLUME: 12,910 CF
PROVIDED VOLUME: 14,515 CF

AREA A MATCHLINE - SEE SHEET L-201



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1. All Construction shall conform to the current standards and specifications of local ordinances.
2. All areas not built, landscaped, or paved upon shall be seeded or sodded. Terra seed system or approved equal is encouraged.
3. Contractor to provide tree galers, one per tree as shown on plan, to convey water for the first two years.
4. Two (2) year guarantee period begins at Final Inspection of landscape material by the owner's representative, a landscape architect or nurseryman, and prior to the authorization of the occupancy permit. This is the first of two (1 of 2) required City inspections of the Landscape Plan installation.
5. Building Department will not release construction bonds until City approved landscape architect or nurseryman has inspected the site and approved the installation of landscape plans. Final bond will not be released until the two (2) year guarantee expires and final inspection is made.
6. Owner is then responsible for care and maintenance of all plants upon return of bonds. All plant material is to be maintained for the natural life of the plant. No removal of any plants material is permitted without replacement.

1. It shall be the responsibility of the landscape contractor to program and periodically adjust the irrigation system (provided by others) as required to ensure delivery of proper and adequate water supply to all plant material, and seeded lawn areas serviced by the same irrigation system, to ensure the establishment of healthy plant material and lawn for their first year of growth. Following the landscape contractor's two-year irrigation requirement period, the contractor shall provide the owner with suggested irrigation maintenance schedule for their use.
2. Maintain plant material in accordance with Section 815 of the MDOT 2020 Standard Specifications for Construction





MICHAEL FERLITO	MATT WALTERS
FERLITO GROUP	WALTERS GROUP
440 SELDEN ST,	230 EAST GRAND RIVER, SUITE 600
DETROIT, MI 48201	DETROIT, MI 48226
586.242.0169	248.330.8068

RAYMOND PHILLIPS
KRIEGER KLATT
400 EAST LINCOLN ROAD
ROYAL OAK, MI 48067

CHRIS ASIALA, PS
GIFFELWESBTER
28 W ADAMS AVE, STE 1200,
DETROIT, MI 48226
313.962.4442

DAVE ROOT, PE
GIFTELWESBTER
28 W ADAMS AVE, STE 1200,
DETROIT, MI 48226
313.962.4442

DAVE RICHARDS, PLA
GIFFELWESBTER
28 W ADAMS AVE, STE 1200,
DETROIT, MI 48226

(NAVD88) DATUM

BENCH MARK 1

TOP OF NUT ON A HYDRANT (1981), LOCATED ON THE NORTHEAST CORNER OF ANN ARBOR TRAIL AND MILL STREET.

ELEVATION=719.14'

(SHOWN GRAPHICALLY)

BENCH MARK 2

ARROW ON HYDRANT (2015), LOCATED ON THE WEST SIDE OF MILL STREET, +/- 313 FEET SOUTH OF THE SOUTHERLY LINE OF ANN ARBOR TRAIL.

ELEVATION=720.75'

(SHOWN GRAPHICALLY)

BENCH MARK 3405

3.5" MAG. NAIL (TAG NO. 3405) IN THE EAST FACE OF A UTILITY POLE, LOCATED ON THE EAST SIDE OF MILL STREET, +/- 22 FEET NORTH OF THE NORTHEASTERLY LINE OF THE PERE MARQUETTE RAILROAD.

ELEVATION=719.49'

(SHOWN GRAPHICALLY)

BENCH MARK 5044

RAIL SPIKE (WITH TRAIL TAG NO. 5044) IN THE EAST FACE OF A UTILITY POLE, LOCATED ON THE WEST SIDE OF MILL STREET, +/- FEET SOUTH OF THE INTERSECTION OF MILL STREET AND FAIR STREET.

ELEVATION=718.43'

(SHOWN GRAPHICALLY)

(PER ALTA/ACSM SURVEY BY RJD SURVEYORS, DATED 04/04/2016)

PARCEL B:
LAND SITUATED IN THE CITY OF PLYMOUTH, COUNTY OF WAYNE, ST.
OF MICHIGAN, DESCRIBED AS FOLLOWS:

PART OF LOTS 894, 895 AND 897 OF ASSESSOR'S PLYMOUTH PLAT NO. 24, OF PART OF THE EAST 1/2 OF SECTIONS 26 AND 35, T.01S., R.08E. ACCORDING TO THE PLAT THEREOF RECORDED IN LIBER 69 OF PLATS, PAGE 48 OF WAYNE COUNTY RECORDS, AND BEING MORE PARTICULARLY DESCRIBED AS:

BEGINNING AT THE NW CORNER OF SAID LOT 894; THENCE ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF ANRN ARBOR TRAIL (66 FEET WIDE), SOUTH 58 DEGREES 31 MINUTES 35 SECONDS EAST 53.07 FEET; THENCE CONTINUING SOUTHEASTERLY ALONG SAID RIGHT-OF-WAY LINE, 63.28 FEET ALONG THE ARC OF A CURVE TO THE LEFT (CONVAY TO THE NORTHEAST), WITH A RADIUS OF 2700.00 FEET, WITH A CHORD BEARING OF SOUTH 59 DEGREES 20 MINUTES 52 SECONDS EAST AND CHORD DISTANCE OF 63.28 FEET; THENCE ALONG SAID RIGHT-OF-WAY LINE, SOUTH 24 DEGREES 38 MINUTES 07 SECONDS WEST 138.84 FEET; THENCE NORTH 61 DEGREES 55 MINUTES 30 SECONDS WEST 115.83 FEET; THENCE NORTH 24 DEGREES 35 MINUTES 07 SECONDS EAST 144.85 FEET BACK TO THE POINT OF BEGINNING.

TAX PARCEL NUMBER: 007-02-0894-300
ADDRESS: 166 E. ANN ARBOR TRAIL
PARCEL CONTAINS 0.3757 ACRES OF LAND.

PARCEL D:
LAND SITUATED IN THE CITY OF PLYMOUTH, COUNTY OF WAYNE, STATE
OF MICHIGAN, DESCRIBED AS FOLLOWS:

PART OF LOTS 890, 894, 895, 897 AND 898 OF ASSESSOR'S PLYMOUTH PLAT NO. 24, OF PART OF THE EAST 1/2 OF SECTIONS 26 AND 35, T.01S., R.08E. ACCORDING TO THE PLAT THEREOF RECORDED IN LIBER 69 OF PLATS, PAGE 48 OF WAYNE COUNTY RECORDS, AND BEING MORE PARTICULARLY DESCRIBED AS:

BEGINNING AT A POINT DISTANT SOUTH 24 DEGREES 35 MINUTES 07 SECONDS WEST 122.85 FEET FROM THE NW CORNER OF SAID LOT 10, THENCE ALONG SAID W-1/4 LINE OF SAID LOT 10, SOUTH 22.00 FEET; THENCE SOUTH 61 DEGREES 55 MINUTES 30 SECONDS EAST 227.94 FEET; THENCE SOUTH 63 DEGREES 01 MINUTES 43 SECONDS EAST 100.00 FEET; THENCE SOUTH 63 DEGREES 01 MINUTES 43 SECONDS EAST 608.76 FEET TO A POINT ON THE SWLY LINE OF LOT 890, THENCE ALONG SAID SWLY LINE, NORTH 31 DEGREES 30 MINUTES 39 SECONDS WEST 491.58 FEET TO A POINT ON THE EAST LINE OF SAID LOT 890, THENCE ALONG SAID EAST LINE, NORTH 10 DEGREES RIGHT-OF-WAY LINE THE FOLLOWING COURSES: NORTH 02 DEGREES 24 MINUTES 51 SECONDS WEST 112.92 FEET, AND NORTH 01 DEGREES 11 MINUTES 51 SECONDS WEST 112.92 FEET, AND NORTH 02 DEGREES 55 MINUTES 18 SECONDS EAST 107.54 FEET, AND NORTH 02 DEGREES 17 MINUTES 24 SECONDS WEST 14.45 FEET; THENCE ALONG SAID EAST LINE OF SAID LOT 890, NORTH 01 DEGREES 11 MINUTES 48 SECONDS EAST 35.02 FEET BACK TO THE POINT OF BEGINNING.

TAX PARCEL NUMBER: 007-02-0890-007
ADDRESS: 639 S. MILL STREET
PARCEL CONTAINS 2.5431 ACRES OF LAND.

- LEGAL DESCRIPTION, BOUNDARY, & EASEMENT INFORMATION IS SHOWN PER ALTA/ACSM SURVEY COMPLETED BY RJD SURVEYORS, DATED APRIL 04, 2016.
- PUBLIC LIGHTING UTILITY MAPS WERE NOT AVAILABLE AT TIME OF SURVEY.
- TREE SIZES AND SPECIES ARE THE BEST ESTIMATION OF THE FIELD SURVEYOR. SPECIFIC QUESTIONS REGARDING INDIVIDUAL TREES SHOULD BE DIRECTED TO A QUALIFIED FORESTER.
- NO TITLE COMMITMENT POLICY WAS PROVIDED, THEREFORE EASEMENTS MAY EXIST THAT ARE NOT SHOWN.
- SHEET SHEET 2 FOR SCHEDULE OF STRUCTURES.

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE.

(R) = UTILITY SHOWN FROM RECORDS OR PLANS, & FIELD LOCATED WHERE POSSIBLE.

PRIOR TO THE PLANNED BUILDING IMPROVEMENTS, AND/ OR CONSTRUCTION, THE RESPECTIVE UTILITY COMPANIES MUST BE NOTIFIED TO STAKE THE PRECISE LOCATION OF THEIR UTILITIES.

- AT&T
- COMCAST CABLE
- CONSUMERS ENERGY
- DETROIT EDISON
- EVERSTREAM
- VERIZON
- WIDE OPEN WEST
- CITY OF PLYMOUTH WATER
- CITY OF PLYMOUTH SEWER

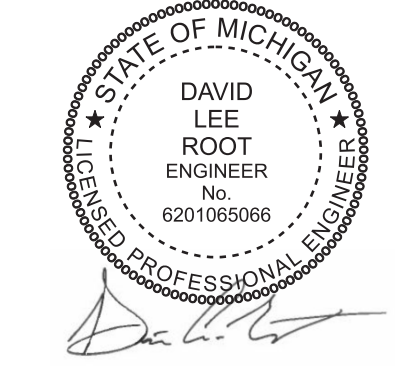


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Sheet Number	Sheet Title
C-000	Cover
G-002	Aerial Renderings
G-003	Perspective Renderings
G-004	Site Renderings
A-100	Apartment Floor Plans
A-200	Apartment Elevations
A-201	Apartment Elevations
V2B	Exterior Photometric Plan
C-100	General Notes
C-200	Existing Conditions Overall
C-201	Existing Conditions- Area A
C-202	Existing Conditions - Area B
C-300	Demolition Plan Overall
C-301	Demolition Plan - Area A
C-302	Demolition Plan - Area B
C-400	SESC Plan Overall
C-500	Geometric & Paving Overall
C-501	Geometric & Paving - Area A
C-502	Geometric & Paving - Area B
C-510	Truck Turn Exhibits
C-600	Grading Plan Overall
C-601	Grading Plan - Area A
C-602	Grading Plan - Area B
C-700	Utility Plan Overall
C-701	Utility Plan - Area A
C-702	Utility Plan - Area B
C-800	SESC Details
C-810	GW Details
C-820	PPW Details
C-830	PWSD STM Details
C-840	PWSD SAN Details
C-850	MDOT Details
L-200	Landscape Plan- Overall
L-201	Landscape Plan - Area A
L-202	Landscape Plan - Area B
L-500	Landscape Details
L-501	Landscape Details

Executive:	D. ROOT
Manager:	D. ROOT
Designer:	D. LAMBRINOS
Quality Control:	R. LOSEY
Section:	26 & 35
	T-01-S R-08-E

Professional Seal:



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Suite 600
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Foundry Lofts at Mill Street

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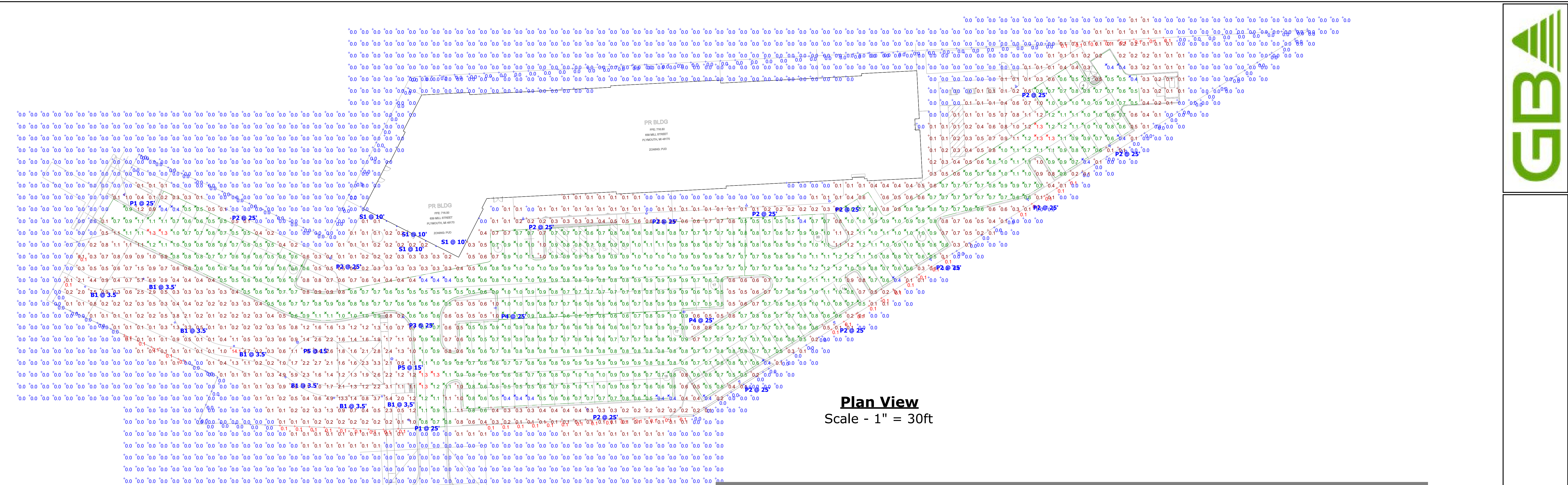
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Project:	20713.00

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FOUNDRY LOFTS AT MILL STREET
EXTERIOR PHOTOMETRIC PLAN
GASSER BUSH ASSOCIATES
WWW.GASSERBUSH.COM

Designer
BK
Date
7/17/2026
PUD REV
Scale
Not to Scale
Drawing No.
#26-60711 V2B



Plan View
Scale - 1" = 30ft

General Note

- 1. SEE SCHEDULE FOR LUMINAIRE MOUNTING HEIGHT.
- 2. SEE LUMINAIRE SCHEDULE FOR LIGHT LOSS FACTOR.
- 3. CALCULATIONS ARE SHOWN IN FOOTCANDLES AT: GRADE

THE ENGINEER AND/OR ARCHITECT MUST DETERMINE APPLICABILITY OF THE LAYOUT TO EXISTING / FUTURE FIELD CONDITIONS. THIS LIGHTING LAYOUT REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY APPROVED METHODS. ACTUAL PERFORMANCE OF ANY MANUFACTURER'S LUMINAIRE MAY VARY DUE TO VARIATION IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, AND OTHER VARIABLE FIELD CONDITIONS. MOUNTING HEIGHTS INDICATED ARE FROM GRADE AND/OR FLOOR UP.

THESE LIGHTING CALCULATIONS ARE NOT A SUBSTITUTE FOR INDEPENDENT ENGINEERING ANALYSIS OF LIGHTING SYSTEM SUITABILITY AND SAFETY. THE ENGINEER AND/OR ARCHITECT IS RESPONSIBLE TO REVIEW FOR MICHIGAN ENERGY CODE AND LIGHTING QUALITY COMPLIANCE.

UNLESS EXEMPT, PROJECT MUST COMPLY WITH LIGHTING CONTROLS REQUIRMENTS DEFINED IN ASHRAE 90.1 2019. FOR SPECIFIC INFORMATION CONTACT GBA CONTROLS GROUP AT CONTROLS@GASSERBUSH.COM OR 734-266-6705.

Alternates Note
THE USE OF FIXTURE ALTERNATES MUST BE RESUBMITTED TO THE CITY FOR APPROVAL.

Drawing Note
THIS DRAWING WAS GENERATED FROM AN ELECTRONIC IMAGE FOR ESTIMATION PURPOSE ONLY. LAYOUT TO BE VERIFIED IN FIELD BY OTHERS.

Ordering Note
FOR INQUIRIES CONTACT GASSER BUSH AT QUOTES@GASSERBUSH.COM OR 734-266-6705.

Mounting Height Note
MOUNTING HEIGHT IS MEASURED FROM GRADE TO FACE OF FIXTURE. POLE HEIGHT SHOULD BE CALCULATED AS THE MOUNTING HEIGHT LESS BASE HEIGHT.

Schedule								
Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lumens per Lamp	LLF	Wattage
	B1	7	Lithonia Lighting	DSXB LED 12C 350 30K ASY	D-SERIES BOLLARD WITH 12 3000K LEDS OPERATED AT 350mA AND ASYMMETRIC DISTRIBUTION	1194	0.9	16
	P1	2	Lithonia Lighting	DSX0 LED P1 30K 80CRI RCCO EGS	D-Series Size 0 Area Luminaire P1 Performance Package 3000K CCT 80 CRI Right Corner Cutoff Extreme Backlight Control External Glare Shield	3037	0.9	33.21
	P2	13	Lithonia Lighting	DSX0 LED P1 30K 80CRI BLC3 EGS	D-Series Size 0 Area Luminaire P1 Performance Package 3000K CCT 80 CRI Type 3 Extreme Backlight Control External Glare Shield	2813	0.9	33.21
	P3	1	Lithonia Lighting	DSX0 LED P1 30K 80CRI T5M EGS	D-Series Size 0 Area Luminaire P1 Performance Package 3000K CCT 80 CRI Type 5 Medium External Glare Shield	3143	0.9	33.21
	P4	2	Lithonia Lighting	DSX0 LED P1 30K 80CRI TFTM EGS	D-Series Size 0 Area Luminaire P1 Performance Package 3000K CCT 80 CRI Forward Throw External Glare Shield	3762	0.9	33.21
	P5	2	Lithonia Lighting	RADPT P2 30K ASY HS	RADEAN Post-Top with P2 3000K Asymmetric distribution with house-side shield	4205	0.9	38.0107
	S1	4	Kuzco Lighting	AT7924-BK	Wall Mounted	1191	0.9	22.9

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Overall/Grade	+	0.4 fc	14.1 fc	0.0 fc	N/A	N/A
Parking & Drive Lanes	✖	0.8 fc	1.3 fc	0.4 fc	3.3:1	2.0:1
Property Line	+	0.0 fc	0.1 fc	0.0 fc	N/A	N/A



Radean Post Top LED Area Luminaire



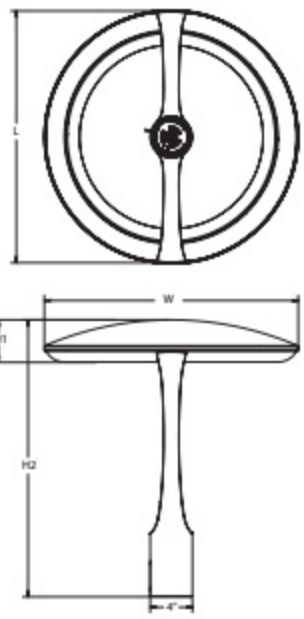
Catalog Number
Notes
Type

Introduction

The architecturally-inspired shape of the RADEAN™ post top area luminaire embodies the grace and strength of the RADEAN family. The twin copper-core cast aluminum arms support the slender superstructure, creating a beautiful sculpture by day transforming into a beacon of comfort by night. Triangular arms redirect reflection maintaining its visually quiet appearance. With sleek lines and simple silhouettes, these LED luminaires use specialized lighting and visual comfort to transform common areas like courtyards, outdoor retail locations, universities and corporate campuses into pedestrian-friendly nighttime environments.

Specifications

EPA: 1.02 ft² (0.105 m²)
Length: 24" (61 cm)
Width: 24" (61 cm)
H1 Luminaire Height: 4" (10.16 cm)
H2 Luminaire Height: 26" (66.04 cm)
Weight: 38lbs (17.24 kg)



Ordering Information

EXAMPLE: RADPT LED P3 30K SYM MVOLT PT4 PE DNAXD					
Series	Performance package	Color temperature	Distribution	Voltage	Mounting required
RADPT LED	P1 3,000 Lumens P2 5,000 Lumens P3 7,000 Lumens P4 10,000 Lumens P5 15,000 Lumens	27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K	SYM Symmetric type V ASY Asymmetric type IV PATH Pathway type III	MVOLT ¹ 277 ² 120 ² 347 208 ² 480	PT4 ³ Slips inside a 4" OD round metal pole RADPT20 Slips over a 2.3/8" diameter tenon (4" tall tenon required) RADPT25 Slips over a 2.7/8" diameter tenon (4" tall tenon required)

Control options	Other options	Finish required
Shipped installed NLTAR2 slight AR 2.0 enabled ⁴ PE Button photocell ⁴ FAO Field adjustable output ⁴ DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) ¹	SF Single Fuse ¹ DF Double Fuse ¹ R90 Rotated optics ⁴	Shipped installed HS House-side shield ¹
		DBRND Dark bronze DBLND Black DNALD Natural aluminum DNWHD White



D-Series LED Bollard



Catalog Number
Notes
Type

Introduction

The D-Series LED Bollard is a stylish, energy-saving, long-life solution designed to perform the way a bollard should—with zero uplift. An optical leap forward, this full cut-off luminaire will meet the most stringent of lighting codes. The D-Series LED Bollard's rugged construction, durable finish and long-lasting LEDs will provide years of maintenance-free service.

Specifications

Diameter: 8" Round (20.3 cm)
Height: 42" (106.7 cm)
Weight (max): 27 lbs (12.25 kg)



Ordering Information

EXAMPLE: DSXB LED 16C 700 40K SYM MVOLT DDBXD									
Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Control options	Other options	Finish required	
DSXB LED	Asymmetric 12C 12 LEDs ¹ Symmetric 16C 16 LEDs ¹	350 350 mA 450 450 mA ¹⁴ 530 530 mA 700 700 mA	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted AMBLW Amber limited wavelength ¹⁴	ASY Asymmetric ¹ SYM Symmetric ¹	MVOLT ¹ 120 ¹ 208 ¹ 240 ¹ 277 ¹ 347 ¹	PE Photoelectric cell, button type ¹ DMG 00-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) ELCW Emergency battery backup ¹	SF Single fuse (120, 277, 347V) ¹⁴ DF Double fuse (208, 240V) ¹⁴ H24 24" overall height H30 30" overall height H36 36" overall height FG Ground-fault freon-outlet LIAB Without anchor bolts LIAB4 4-bolt retrofit base without anchor bolts ¹	DWHD White DNAXD Natural aluminum DBRND Dark bronze DBLND Black DDBXD Textured dark bronze DBLND Textured black DNATXD Textured natural aluminum DNWGD Textured white	

Accessories

One or all ordered separately.

MIRAB Anchor bolts for DSXB¹

NOTES

- 1 Only available in the 12C, ASY version.
- 2 Only available in the 16C, SYM version.
- 3 Only available with 450 AMBLW version.
- 4 Not available with ELCW.
- 5 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering.
- 6 With fusing (SF, DF optional), or photocontrol (PE optional).
- 7 Not available with 347V. Not available with fusing. Not available with 450 AMBLW.
- 8 Single-fuse (SF) requires 120, 277, or 347 voltage option. Double fuse (DF) requires 208 or 240 voltage option.
- 9 MIRAB is not available with LIAB option.



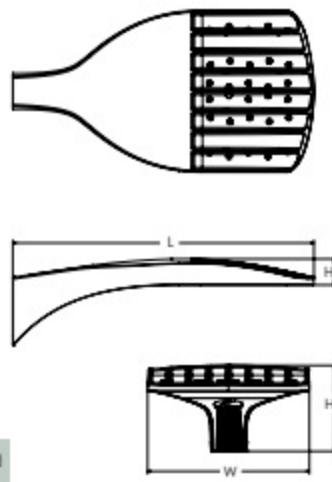
D-Series Size 0 LED Area Luminaire



d'series

Specifications

EPA: 0.44 ft² (0.04 m²)
Length: 26.18" (66.5 cm)
Width: 14.06" (35.7 cm)
Height H1: 2.26" (5.7 cm)
Height H2: 7.46" (19.0 cm)
Weight: 23 lbs (10.4 kg)



Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications, with typical energy savings of 70% and expected service life of over 100,000 hours.



Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect. *See ordering tree for details.

Ordering Information

DSX0 LED							
Series	LEDs	Color temperature ¹	Color Rendering Index ²	Distribution	Voltage	Mounting	
DSX0 LED	Forward optics (this section 70CRI only) P1 P5 P2 P6 P3 P7 P6 Rotated optics P10 ¹ P12 ¹ P11 ¹ P13 ¹	 30K 3000K 40K 4000K 50K 5000K 27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K	 70CRI 70CRI 70CRI 70CRI 80CRI 80CRI 80CRI 80CRI	 AFR Automotive front row T1S Type I short T3M Type III medium T3LG Type III low glare ¹ T4M Type IV medium T4LG Type IV low glare ¹ TFTM Forward throw medium	 TSM Type V medium T3LG Type V low glare T5W Type W wide BLCC Type II backlight control ¹ BLCA Type II backlight control ¹ LCCO Left corner cutoff ¹ LCCO Right corner cutoff ¹	 MVOLT (120V-277V) ¹⁴ HVVOLT (347V-480V) ¹⁴ 120 n.m. 240 n.m. 277 n.m. 347 n.m. 480 n.m.	Shipped included SPA Square pole mounting (#8 drilling, 1.5" min. SPD pole) RPA Round pole mounting (#8 drilling, 1" min. RND pole) SPAS Square pole mounting (#5 drilling, 1" min. SPD pole) RPAS Round pole mounting (#5 drilling, 1" min. RND pole) SPAIN Square narrow pole mounting (#8 drilling, 1" min. SPD pole) WBA Wall bracket ¹⁴ MA Mast arm adapter (mounts on 2.3/8" OD horizontal sensor)

Control options	Other options	Finish required
Shipped installed NLTAIR2 PIRHN slight AR gen 2 enabled with 8-level motion / ambient sensor, 8-40" mounting height, ambient sensor enabled at 26" n.m. ¹⁴ PE High-flow, motion/ambient sensor, 8-40" mounting height, ambient sensor enabled at 26" n.m. ¹⁴ PER NLTAIR2 basic lock receptacle only (controls ordered separately) ¹⁴ PERS Five-pin receptacle only (controls ordered separately) ¹⁴	PER7 Screen-pin receptacle only (controls ordered separately) ¹⁴ FAO Field adjustable output ¹⁴ n.m. BL30 8-level switched dimming, 30% n.m. ¹⁴ BL50 8-level switched dimming, 50% n.m. ¹⁴ DMG 0-10v dimming wires pulled outside fixture for use with an external control, ordered separately) ¹⁴	Shipped installed HS House-side shield (black finish standard) ¹⁴ LND Left isolated optics ¹ RND Right rotated optics ¹ CEE Coastal Construction ¹⁴ HA 50°C ambient operation ¹⁴ BAA Buy America(s) Act and/or Build America Buy America Qualified SF Single fuse (120, 277, 347V) ¹⁴ DF Double fuse (208, 240, 480V) ¹⁴ Shipped separately EGOR External Glare Shield (inversible, field install required, matches housing finish) BSDB Bird Spikes (field install required)
		DBRND Dark bronze DBLND Black DNALD Natural Aluminum DNWHD White DDBXD Textured dark bronze DBLND Textured black DNATXD Textured natural aluminum DNWGD Textured white

Date: _____ Customer: _____
Project: _____
Type: _____ Qty: _____

selux

Ritorno Round Asymmetric LED



Order Code: **RRAL** - - - - -

RRAL	Series	RRAL
		Ritorno Round Asymmetric LED
Height	RP10 10 ft. RP12 12 ft. RP14 14 ft. RP16 16 ft.	
Light Engine	2G350 350mA x 35W 2G500 500mA x 50W 2G700 700mA x 70W 2G900 900mA x 90W 2G105 1050mA x 125W	
CCT	27K 2700K 30 3000K 35K 3500K 40 4000K 50K 5000K	*Consult factory.
Finish	WH White BK Black BL Semi-Matte Black BZ Bronze SV Silver SP Specify Premium Color	
Voltage	UNV 120V-277V 120 ¹ 120V 240 ¹ 240V 277 ¹ 277V 347 ¹ 347V 480 ¹ 480V	¹ Specify for HL option. ² Equipped with step-down transformer.
Options	DM ¹ Dimming (0-10V) REC ¹ GFCI Receptacle with weatherproof cover REC2 ² GFCI Receptacle with weatherproof in-use cover REC3 ³ USB & Duplex Receptacle with weatherproof in-use cover REC4 ⁴ USB & Duplex Receptacle with weatherproof in-use cover HL50 ¹⁴ Hi-Low Switching Low Output 50%	¹⁴ DM or HL50 only. Cannot be combined. ¹⁵ 20V, 240V, & 277V only. ¹⁶ See page 8 for details.

Product Modifications
Please list modification requirements for review by factory.

Approvals

Date: _____

VESTA AT7924 WALL



SPECIFICATION DETAILS	
Fixture Dimensions	W3" x H24" x E2-3/8"
Light Source	AC LED Module
Wattage	23W
Total Lumens	1800lm
Delivered Lumens	8K-1191lm(BN-1210lm)(WH-1248lm)
Voltage	120V
Color Temperature	3000K
CRI (Ra)	90CRI
Optional Color Temps	2700K - 5000K Available, Minimum Order Quantities Apply.
LED Rated Life	50,000 hours
Dimming	100% - 10%, ELV Dimmer (Not Included)
Glass Details	Frosted Glass
ADA Compliant	Yes
Location	Wet
Illumination Direction	Backlit
Mounting Style	All Orientation; Wall
Canopy Dimensions	W5-1/8" x H5-1/8" x E3/8"
Paint Finish	BK02, BN02, WH02.

* For custom options, consult factory for details.
* For warranty information, please visit www.kuzcolighting.com/warranty

KUZCO

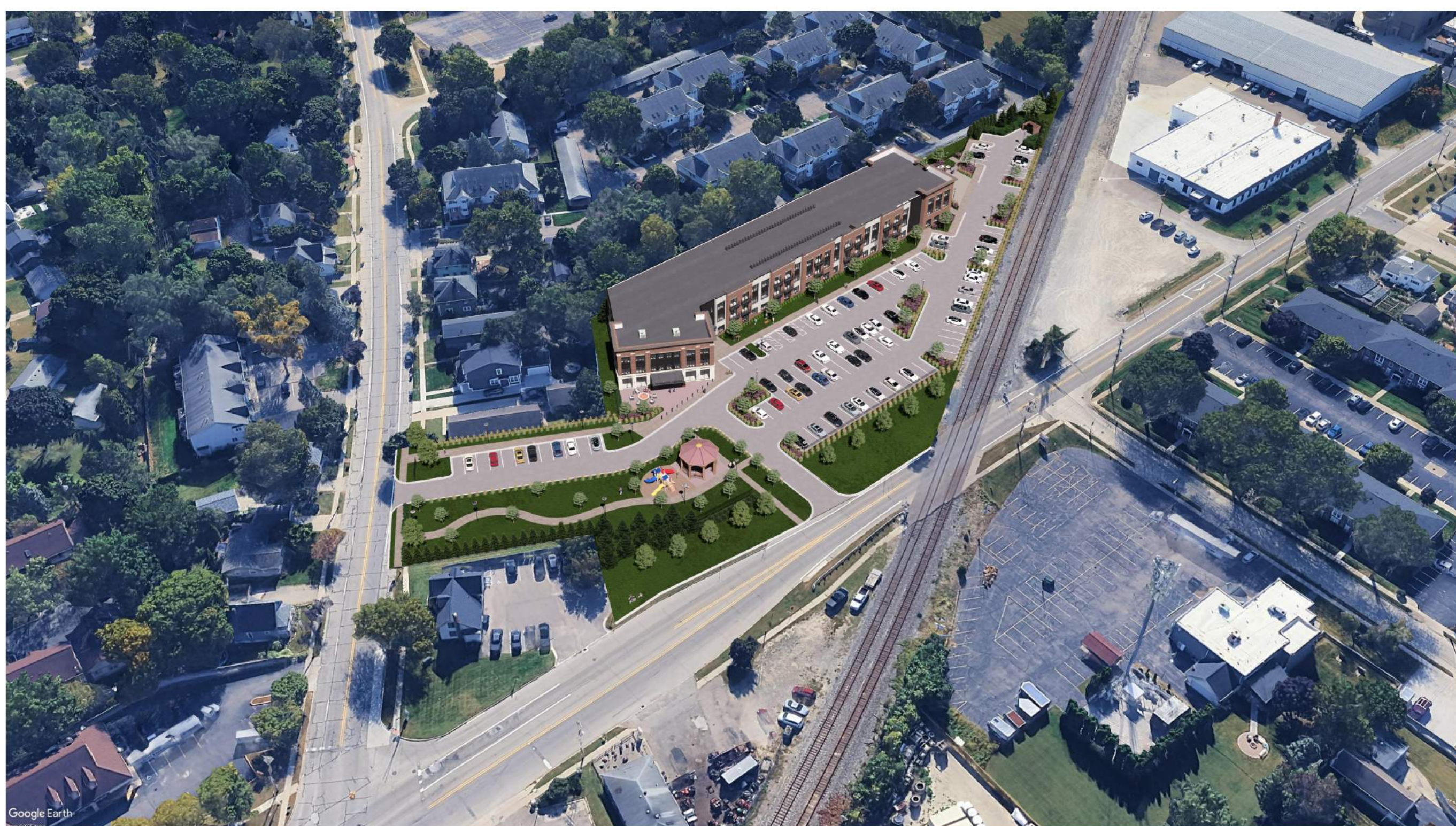
CANADA: 19054 28TH AVENUE - SURREY, BC V3Z 6M3
USA: 3035 E. LONE MOUNTAIN ROAD - LAS VEGAS, NV 89081
WWW.KUZCOLIGHTING.COM
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COMMENT



FOUNDRIY LOFTS AT MILL STREET
EXTERIOR PHOTOMETRIC PLAN
GASSER BUSH ASSOCIATES
WWW.GASSERBUSH.COM

Designer
BK
Date
7/17/2026
PUD REV
Scale
Not to Scale
Drawing No.
#26-60711 V2B



Note: Playground and Covered Park Structure designs shown are placeholders. Final design TBD.

Client: Foundry Lofts, LLC.

230 East Grand River, #600
Detroit, MI 48226

Project:
Foundry Lofts at Mill Street

639 S Mill Street, Plymouth, MI
48170

[illegible]

Seal:



Note:

Do not scale drawings. Use
calculated dimensions only.
Verify existing conditions in
field.

North Arrow:

Sheet Title:
Aerial Renderings

Project Number: _____
25-096

Scale: _____

Sheet Number:
G.002

PRELIMINARY NOT FOR CONSTRUCTION



Note: Playground and Covered Park Structure designs shown are placeholders. Final design TBD.

Client:

Foundry Lofts, LLC.

230 East Grand River, #600
Detroit, MI 48226

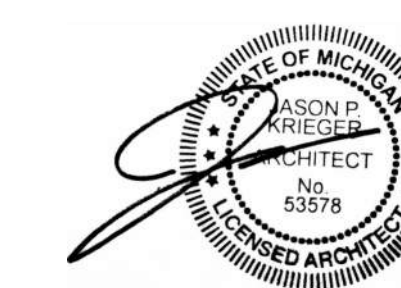
Project:

Foundry Lofts at Mill Street

639 S Mill Street, Plymouth, MI
48170

[illegible]

Seal:



Note:

Do not scale drawings. Use
calculated dimensions only.
Verify existing conditions in
field

North Arrow:

Sheet Title:

Perspective Renderings

Project Number:

25-096

Scale:

Sheet Number:

G.003

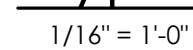
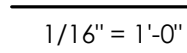
230 East Grand River, #600
Detroit MI 48226

[illegible]

A circular professional seal for the State of Michigan. The outer ring contains the text "STATE OF MICHIGAN" at the top and "LICENSED ARCHITECT" at the bottom, separated by stars. The center of the seal contains the name "JASON P. KRIEGER", the title "ARCHITECT", and the license number "No. 53578". A stylized signature is written across the seal.

North Arrow:

A.100



Unit Percentage		
Department	Count	Unit %
1 Bedroom	56	71.1%
2 Bedroom	19	25.0%
Studio	3	3.9%
Total Units	78	

Name	Area
Unit A1 - Studio	589 SF
Unit B1 - 1BR	729 SF
Unit B2 - 1BR	854 SF
Unit B3 - 1BR	978 SF
Unit C1 - 2BR	1021 SF
Unit C2 - 2BR	1070 SF
Unit C3 - 2BR	1061 SF

Name	Count
01 - First Floor	
Unit A1 - Studio	1
Unit B1 - 1BR	17
Unit B3 - 1BR	1
Unit C2 - 2BR	3
Unit C3 - 2BR	2
	24
02 - Second Floor	
Unit A1 - Studio	1
Unit B1 - 1BR	17
Unit B2 - 1BR	1
Unit B3 - 1BR	1
Unit C1 - 2BR	2
Unit C2 - 2BR	3
Unit C3 - 2BR	2
	27

Department	Count	Unit %
1 Bedroom	56	71.1%
2 Bedroom	19	25.0%
Studio	3	3.9%
Total Units	78	

Foundry Lofts, LLC.

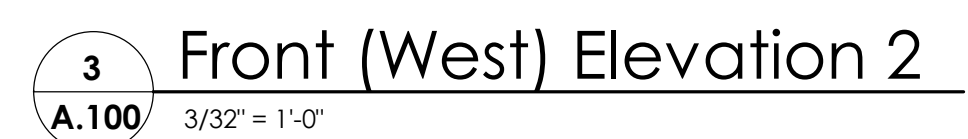
Foundry Lofts at Mill Street

[illegible]

A circular professional seal for the State of Michigan. The outer ring contains the text "STATE OF MICHIGAN" at the top and "LICENSED ARCHITECT" at the bottom, separated by two stars on each side. The inner circle contains the name "JASON P. KRIEGER" and the license number "No. 53578". A large, stylized signature is written across the seal.

North Arrow:

A.200



PRELIMINARY NOT FOR CONSTRUCTION

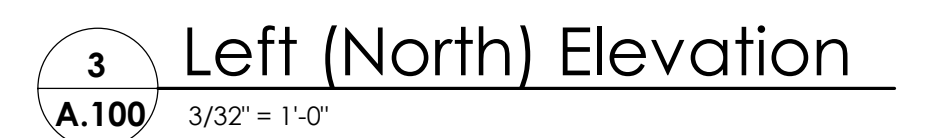
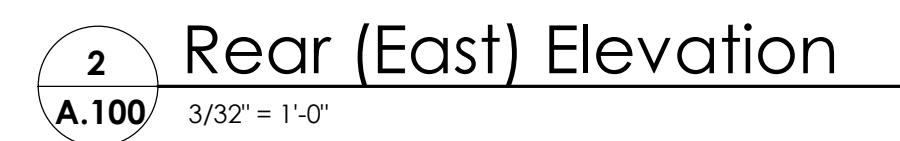
230 East Grand River, #600
Detroit, MI 48226

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A circular professional seal for the State of Michigan. The outer ring contains the text "STATE OF MICHIGAN" at the top and "LICENSED ARCHITECT" at the bottom, separated by stars. The center of the seal contains the name "JASON P. KRIEGER", the title "ARCHITECT", and the license number "No. 53578". A stylized signature is written across the seal.

Sheet Title: Apartment Elevations

Sheet Number: _____





CITY OF PLYMOUTH

www.plymouthmi.gov

201 S. Main
Plymouth, Michigan 48170

Phone 734-453-1234
Fax 734-455-1892

MEMORANDUM

To: Planning Commission
From: Greta Bolhuis, AICP, Planning and Community Development Director
Date: August 6, 2026
Re: Preliminary PUD Review of PUD 26-01: 639 S. Mill, 166 E. Ann Arbor Trail

BACKGROUND

Walters Group, the applicant, is requesting a planned unit development (PUD) to construct multi-family residential buildings at 639 S. Mill and 166 E. Ann Arbor Trail.

On June 10, 2026 the Planning Commission unanimously approved a motion to set a public hearing upon receiving a revised site plan. Staff received revised site plan drawings on July 1 and July 17 and forwarded the drawings to our team to review.

This memorandum summarizes the revised preliminary PUD submission, outlines the major planning and engineering review comments, and identifies the plan revisions that should be addressed during preliminary PUD review and incorporated into any subsequent final PUD submission.

The Properties

639 S. Mill is a unique shape totaling 2.54 acres. 166 E. Ann Arbor Trail is approximately 116 feet wide and approximately 141 feet deep, totaling 0.38 acres. Together, both properties total 2.92 acres. See the aerial image from the city's tax map in Figure 1.

The Project

The proposal was modified, as presented and discussed, at the June 10 Planning Commission meeting. The applicant is now proposing an apartment building with 78 units that includes 3 studio units, 56 one-bedroom units, and 19 two-bedroom units. The site will be accessed from two driveways, one from E. Ann Arbor Trail and the other from S. Mill.

The larger property is occupied by a building previously used as the Lumber Mart, the business which left the site in the early 2010s. The building has been unused since that time. The smaller property is vacant. All existing buildings and site features will be removed to accommodate the new project.

Figure 1. Source: City of Plymouth Tax Map



Planning Commission Discussion of Preliminary Plan

The applicant presented their preliminary plan on June 10, 2026. The Planning Commission discussed the project and per the meeting minutes, had the following comments:

- Long term maintenance of the proposed park.
- Eliminate more parking in favor of open space.
- Change building design so that it appears more residential than commercial.

The revised plan submitted for this meeting attempts to address several of these comments. The following sections summarize those revisions and identify additional items requiring Planning Commission discussion or plan modification.

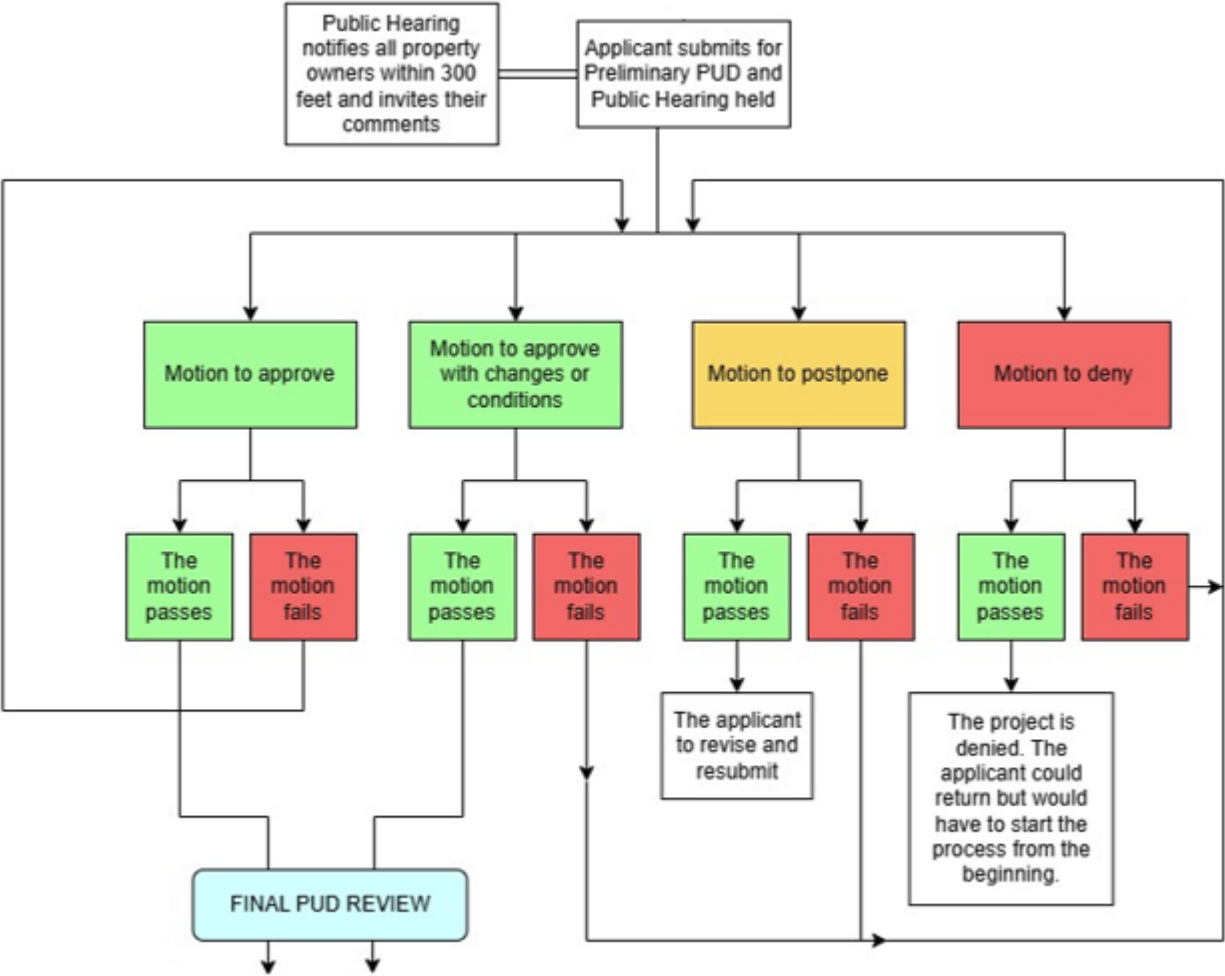
PUD Process and Plan Requirements

In accordance with Section 78-314 of the Zoning Ordinance and the prescribed PUD procedures for review, the applicant attended a pre-application conference with City staff in December 2025. A formal application has been submitted and includes the transmittal of preliminary PUD plans. The preliminary plan was noticed for public hearing on August 12, 2026 in accordance with Section 78-377. Following the public hearing, the Planning Commission may make a motion to approve, approve with changes, postpone, or deny. As always, no matter which motion is made, that motion must pass. If the Planning

Commission passes a motion to approve or a motion to approve with changes, the next step is for the applicant to submit the final plan.

See the flowchart in Figure 2 below for additional details for the preliminary plan step of review.

Figure 2. Preliminary plan review steps



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PLANNED UNIT DEVELOPMENT ELIGIBILITY + CRITERIA

The Planning Commission discussed each of the criteria in detail on June 10, 2026. Section 78-311(c) of the Zoning Ordinance establishes PUD criteria which determine the overall eligibility for a planned unit development. The applicant must demonstrate all of the nine criteria as a condition to being entitled to planned unit development treatment.

During the June 10 discussion, the Planning Commission identified two project features that could satisfy the public benefit component of the PUD eligibility criteria. The revised plans continue to include these features; however, additional discussion is warranted regarding the extent to which they should be incorporated into the final PUD approval.

1. Park area off Ann Arbor Trail with meandering concrete sidewalk, pavilion, and play structure.
Comment: The note on the plans states: "Playground and Covered Park Structure designs shown are placeholders. Final design TBD." Because the plans indicate that the playground and pavilion are conceptual placeholders, the Planning Commission should discuss which elements of the park should be required as part of the final PUD approval and memorialized within the PUD agreement.
2. Midblock HAWK (High-Intensity Activated Crosswalk) signal crossing across S. Mill.
Comment: The note on the plans states: "Potential midblock HAWK signal crossing, subject to Wayne County approval". It is our understanding that Wayne County has not yet provided feedback on the midblock crossing. Additionally, the proposed location is not recommended by Wade Trim. The Planning Commission should determine what, if any, public pedestrian improvements should be memorialized in the final plan/PUD agreement and be specific about the desired location(s).

To further assist in the discussion, a checklist has been provided at the end of this memorandum summarizing the criteria.

PRELIMINARY SITE PLAN + ENGINEERING REVIEW

Preliminary site plan and engineer reviews have been completed on the submitted plan set which was last revised June 30, 2026 and July 17, 2026.

Planning Commission Discussion Items

1. Public benefit specifics mentioned above.
2. The mass/scale of the apartment building related to the desired housing style described in the Master Plan.
3. Whether additional analysis, such as a shadow or shade study, is warranted based on public hearing comments.
4. An alternative dumpster location with easier truck access that is closer to the building.
5. Whether a public sidewalk should be required along the east side of S. Mill as part of the project.

Technical Revisions Required for Final Plan

Prior to final PUD review, the following planning-related revisions should be incorporated into the plans:

1. Correct the setbacks envelopes along S. Mill and Ann Arbor Trail.
2. Provide screening details for the area between the 12-bay parking lot and 188 E. Ann Arbor Trail.
3. Add bollards or other suitable protection to distinguish the loading space from the picnic area.

Prior to final PUD review, the following engineering revisions should be incorporated into the plans:

1. Update the topographic survey to include site details on the west side of S. Mill like the guard rail and railroad crossing gate pedestal.
2. Identify the existing utility light poles on S. Mill on the plans.
3. Consistently identify the proposed number of units and parking spaces across all pages.
4. Show the size of the proposed sanitary sewer/lead and modify the orientation of the sanitary connection. Add the Sanitary Sewer Notes identified in Wade Trim's review (3.0. D).
5. Show the size of the existing water main on Ann Arbor Trail and correct the details for S. Mill. Identify water service installation method, details of the service line, and suppression requirements. Add the Water Main Notes identified in Wade Trim's review (4.0. H).
6. Provide details on stormwater detention plan. Add the Stormwater Notes identified in Wade Trim's review (5.0. D).
7. Revise turning exhibit to accommodate the larger vehicles shown.

PLANNING COMMISSION CONSIDERATION

Following the public hearing, the Planning Commission should:

1. Determine whether the applicant has demonstrated compliance with the nine PUD eligibility criteria;
2. Discuss the proposed public benefits and any modifications desired;
3. Identify any additional revisions necessary before final PUD review; and
4. Consider a motion to approve, approve with changes, postpone, or deny the preliminary PUD.

If approved, the next step is for the applicant to submit the final plan. The final plan must be submitted within 6 months of preliminary approval and must contain the following information per Section 78-314 (c):

1. "A site plan meeting all requirements and standards of article XX.
2. 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.
3. A specific schedule of the intended development and construction details, including phasing or timing.
4. 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.
5. A specification of the exterior building materials with respect to the structures proposed in the project.
6. Signatures of all parties having an interest in the property."

Should you have any questions, please contact me directly.



Carlisle | Wortman
ASSOCIATES, INC.

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

Date: February 2, 2026

Rev.: June 2, 2026

Rev.: August 5, 2026

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

GENERAL INFORMATION

Applicant:	Walters Group 230 E. Grand River, #600 Detroit, MI 48226 Contact: Matt Walters
Project Name:	Foundry Lofts @ Mill Street PUD Review
Plan Date:	October 14, 2025
Latest Revision:	June 30, 2026 July 17, 2026 (Additional information)
Location:	637 - 639 S. Mill St., and 166 E. Ann Arbor Trail (Location of Lumber Mart & surrounding properties)
Zoning:	Planned Unit Development – PUD (See Below)
Action Requested:	Preliminary PUD Approval

SITE/PROJECT DESCRIPTION

The applicant is requesting to construct a residential project as a Planned Unit Development (PUD) on the subject site of 2.9 acres. The current proposal contains a large apartment building with 78 units, down from 81 units. Townhomes in the previous submission have been removed from the plans. The current plan adds a park (with pavilion and play structure) accessible via sidewalks from both Ann Arbor Trail and S. Mill St., and a bay of 12 parking spaces. The building architecture has also been revised to use a more traditional design, materials, and metal Juliet balconies on the upper units. The site will be accessed from two vehicle driveways, one off Ann Arbor Trail and the other off S. Mill St.

The property is occupied by the previous Lumber Mart business. All existing buildings and site features on the subject site will be removed to accommodate the new project.

An aerial of the subject site is provided on the next page.

Figure 1: Aerial of Subject Site



Near Maps (Image Capture 9-27-25)

Planning Commission Discussion of Concept Plan

The Planning Commission discussed a “concept” plan with the applicant at their April 8, 2026, meeting. Per the meeting minutes, comments from the Commissioners include the following:

- Asked for clarification on whether the proposed amenities would serve City residents, or just project residents.
- Improve pedestrian connectivity.
- Change building design so that it appears more residential than commercial.
- Expressed concerns about building height relative to single-family homes.

The Commissioners discussed the project again at their June 10, 2026, meeting, where they directed City staff to set a public hearing upon receiving a revised site plan.

Development History of Site

This site was the subject of another Planned Unit Development proposal in 2018-2019, with underlying zoning of B-3, *General Business*, which would allow for a “mixed use” project with residential above retail/office. The previous PUD was approved but never constructed. For comparison, the previous PUD included the following features:

- 1) Two buildings.
 - One three-story apartment building in the same location as the current proposal with 57 apartment units (30 1-bedroom; 27 2-bedroom), and outdoor common patio on the third floor. (Density complied with ordinance).
 - One two-story building along Ann Arbor Trail with 5,592 square feet of retail/office space. The leasing office and gym for the apartment building was also in this building, creating a “mixed-use” project.
- 2) A public train watching shelter and grill area, accessible from a public sidewalk that spanned the entire S. Mill St. frontage between the intersection of S. Mill St. and Ann Arbor Trail and the train watching shelter.
- 3) Usable open space of 16,750 s.f. (0.38 ac.), comprising of a large open space along the east side of the project (with pedestrian trail), a landscaped pocket park and trail along S. Mill St. incorporating the train watching shelter/grill area, and a large lawn area at the south end of the site. Public sidewalk also extended from the project’s walkway system in the S. Mill St. right-of-way to the intersection of S. Mill St. and Ann Arbor Trail.
- 4) Parking was deficient by 12 spaces (or 7 spaces for apartments & 5 spaces for retail).

Per Sec. 78-316, the Final PUD Site Plan expires if construction has not begun within one year of approval, or if an extension of the approval is not granted. Neither happened (or were requested) in this case, so the Final PUD Site Plan of the previous project expired. However, the site is still zoned PUD since the process to rezone it back was not initiated. (See images of previous PUD at the end of this review.)

To evaluate this current proposal, we are using the RM-2 zoning requirements, as Sec. 78-313 states that the schedule of regulations for each respective land use must be met, unless the Planning Commission and City Commission approve deviations that advance the objectives of the Zoning Ordinance.

PUD PROCESS AND PLAN REQUIREMENTS

According to Section 78-314 of the Zoning Ordinance and the prescribed PUD procedures for review, the applicant attended a pre-application conference with City staff in December 2025. A formal application has been submitted and includes the transmittal of preliminary PUD plans.

In our previous review, we listed several requirements for a preliminary site plan submission that needed to be provided. The previous comments are shown in **bold** text; comments regarding the revised submission in *italics*.

1. **The applicant should confirm the proposed name of the project: Foundry Lofts or Foundry Flats?** *In a previous review, different names were used to refer to the project. The plans have been revised with a title of "Foundry Lofts," which is consistent with other submission materials.*
2. **As described above, current zoning designation of the subject site is PUD, even though the previously approved Final PUD Site Plan has expired. The zoning designation on the plan sheets should be corrected.** *Plan sheets have been corrected.*
3. **The zoning designation of the adjacent property to the east needs to be identified on the plans.** *This information has been added to the plan sheets.*
4. **The existing land uses of all abutting properties, and of properties across any public street from the PUD site needs to be added to the plans.** *The plans show that Pinewood Condominiums occupy the adjacent parcel to the east, and single-family homes occupy the adjacent parcels to the northeast. The plans also indicate business zoning on the northwest parcel at the corner of Ann Arbor Trail and S. Mill St.*
5. **The plans should show proposed grading at 2-foot contours (vs. spot elevations).** *Provided.*

Items to be Addressed: *None.*

ELIGIBILITY

Section 78-311(c) of the City of Plymouth Zoning Ordinance establishes PUD criteria which determine the overall eligibility for a Planned Unit Development. These criteria are provided below. The applicant has supplied a written narrative that responds to each of these criteria.

(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 proposal is a multi-family residential development. With a previous submission, the applicant provided a narrative listing the site features they consider public benefits. The proposal no longer includes townhomes and has added a park. We have listed the items in the narrative below, with our comments after each (revising them to be applicable to the current proposal):

1. **Provides rental apartments and for-sale townhomes.**
CWA Comment: *A PUD is not needed to develop this property as a multi-family project, as this use is consistent with the designation of both parcels in the Master Plan.*
2. **Outdoor lounge with fire pit and grilling stations for residents of the project, dog park, shaded patio with communal seating and yard games, and landscaped walkways.** **CWA**

Comment: Sheet G.004 (plan date 7-17-26) shows graphic perspectives of the Dog Park and Patio and Front Lawn with yard games. No specific perspective of the fire pit is provided, but this area is visible on the Perspective of the Clubhouse (Sheet G.003, same plan set). The patio pavement has been changed from the same pavement as the loading area to concrete. The perspective shows patio furniture in this area. Since a truck could pull into the patio, bollards of some type should be shown between the patio and loading area. While desirable, these features could be accomplished with a typical multi-family project, and we don't consider them to be "otherwise unfeasible or unlikely to be achieved without application of the PUD regulations."

3. **Design of parking, package delivery and mechanical systems.** *CWA Comment: Again, the design of these features is similar to a typical multi-family project, and in our opinion, don't meet the standards to be considered a "public benefit."*
4. **Redevelopment of underutilized property into productive asset.** *CWA Comment: While redevelopment of the site would be positive, this project doesn't require application of the PUD technique.*
5. **Open spaces exceeds minimums.** *CWA Comment: Sec. 78-191, footnote (d)(1) requires 150 s.f. of "usable" open space per bedroom. The current project proposes 89 bedrooms in the apartment building, requiring 13,350 s.f. of "usable" open space.*

We would consider "usable" open space to include the park (approx. 16,605 s.f.), the "fire pit" area in front of the apartment building (approx. 1,070 s.f.), and the dog run/paved "picnic" area (approx. 3,841 s.f.) as "usable." These spaces together equal approx. 21,560 s.f., meeting this requirement.

Since the park is a new feature of this submission, it wasn't listed in the applicant's narrative. However, we do consider this a "benefit" of the project that would be unlikely without application of the PUD as long as it is available to the public. The applicant should label the park on the plans as "public" to meet this criterion. The plans also note that the gazebo and play structure shown on the perspective drawings are illustrative only, and that the final design will be provided with the Final PUD Site Plan. If the Planning Commission considers the gazebo and play structure (as illustrated) to be necessary in order to consider this area a public benefit, then we recommend that the Planning Commission condition any approval of the Preliminary PUD Site Plan on the Final PUD Site Plan including a gazebo and play structure that closely emulates the illustration in design and quality.

6. **Improved pedestrian connectivity and safety.** *CWA Comment: The plans (Sheet C-501) have been amended to remove the proposed sidewalk along Mill St. from the intersection of Mill St. and Ann Arbor Trail south to the sidewalk entrance to the project. However, the proposed park has a sidewalk that would allow a pedestrian to walk between Ann Arbor Trail and the crosswalk over S. Mill St. Also shown on the revised plans is a mid-block crossing with rectangular rapid flashing beacons to assist pedestrians in crossing Mill St. on their way to and from downtown Plymouth. We consider the crosswalk with beacons to be a "public benefit." On the most recent plan set, the location of the crossing has been adjusted to avoid the existing guardrail on the west side of Mill St. This location allows pedestrians using the new crosswalk to get to the sidewalk on the west side of S. Mill St.*

Regarding the proposed crosswalk and beacons in this project, we investigated City records of how the existing Mill St. crossing with beacons (located just north of this site) was addressed through the Pulte PUD process, which was approved in 2018-2019. Pulte's offer of installing this crossing and beacons were presented to the Planning Commission as one of the project's "public benefits." The crossing and beacons were also memorialized in the PUD Agreement that was approved by the City Commission as a requirement of PUD approval. The certainty of Pulte installing the crosswalk and beacons was assured through the PUD process. So, for this current project that is also proposing a crossing/beacons as a "public benefit," the certainty that the beacons will be installed needs to be confirmed. As noted on the plans, the developer will need to get permission from the Wayne County Road Commission to install the crosswalk and beacons. The applicant should update the Planning Commission on whether they have contacted the Road Commission and received any feedback on the crossing/beacons at this stage of the proposal. In our opinion, to be considered a public benefit for Preliminary PUD approval, the Planning Commission should have some documentation from the Wayne County Road Commission that a crossing/beacons would be permitted at the proposed location.

7. **Environmental and infrastructure enhancements.** CWA Comment: *The project will upgrade the on-site stormwater detention system to Wayne County standards, and upgrade utilities. All of these upgrades would be feasible (and required) with any redevelopment of this site, without application of the PUD technique.*

As a general rule of thumb, the public benefits should be balanced with the requested deviations. This project is requesting the following deviations (see more detailed explanations further in this review):

1. **Density.** The proposed density is 14% (was 37%) greater than allowed in the RM-2 zoning district. Per Sec. 78-191(c), the total number of rooms in a multiple dwelling structure of over two stories shall not be more than the area of the parcel in square feet divided by 900. Therefore, the maximum number of rooms permitted on this site is $126,326 \text{ s.f.} / 900 = 140$ rooms. The apartment building is proposing:
 - 3 studio apartments (or 3 units x 1 room) = 3 rooms
 - 56 one-bedroom apartments (or 56 units x 2 rooms) = 112 rooms
 - 19 two-bedroom apartments (or 19 units x 3 rooms) = 57 rooms
 - TOTAL proposed = 172 rooms, or 32 more "rooms" (23%) than permitted.

Regarding density in the Master Plan, the apartment building's location is designated "Multi-Family Neighborhood," which calls for density between 18-27 dwelling units per acre. The apartment building represents 26.9 dwelling units per acre, meeting the Master Plan density.

Therefore, the density is compliant with the Master Plan's vision for this site but still represents a deviation from the zoning requirements. We consider the reduction in density a positive change, and because it is now consistent with the Master Plan, is acceptable in our opinion.

2. **Apartment Building in Rear Setback.** The apartment building is located in the rear yard setback (which is a minimum of 35-feet). We have identified the various property lines for this site per the Zoning definitions as follows. We offer this information as Sheets C-501 and C-502 do not represent the lot lines per the ordinance:

- **Front:** Property lines abutting a street, or the property lines along both Ann Arbor Trail and S. Mill St. (The plans label S. Mill St. as a “side,” which is incorrect, as it fronts a street. This site has two “fronts.”)
 - **Rear:** Property lines that are opposite the front property lines, or the easterly property line abutting Pinewood Condominiums, and the angled property line abutting the railroad tracks. (The plans label the east property line as a “side,” which is incorrect, as this property line is opposite a front property line, making it a “rear” property line. This site has two “fronts,” and therefore has two “rear” property lines.)
 - **Side:** All other property lines.
3. **Parking Space Deficiency.** The parking is deficient by 28 spaces (or 19%) as follows:
- Multi-family residential uses require two spaces for each dwelling unit having two or less bedrooms and 2.5 spaces for each dwelling unit having three or more bedrooms.
 - Apt. units with 2 or fewer bedrooms: 78 x 2 spaces = 156 spaces
 - Proposed spaces: 120 spaces (or 1.53 spaces per dwelling unit).
 - Deficiency = 36 spaces (or 23% less than required by ordinance).

The previous submittal was deficient by 47 spaces (or 29%). Reducing the density has lessened this deficiency.

4. **Parking Lot in Front Yard.** Per Sec. 78-270(a)(3), off-street parking shall not be permitted in any required or non-required front yard, except for a driveway. This site plan locates parking in the required and non-required front yards along S. Mill St. and Ann Arbor Trail. We have the following comments:
- The location of the “front setback” along S. Mill is incorrect; it should be changed to 35-feet from the property line.
 - The setback along Ann Arbor Trail should be labeled as a “front” setback and shifted back so that it is 35-feet from the property line.

The purpose of this requirement is to locate the building up next to the street and place the parking behind the building. The site offers the ability to do this. The parking lot can then be placed behind the building (coordinating with parking at Pinewood Condominiums), and in the southern triangle formed by the east property line and railroad tracks.

In summary, removing the townhouses, and adding the park make this project more compliant with the vision in the Master Plan, and requirements of the zoning ordinance. The requested deviations have been reduced, and the public benefits have increased. The “public” status of the park and the likelihood that the S. Mill St. crossing and beacons will be permitted need to be confirmed.

- 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. Due to the past development of the site, there are no natural features on this site.

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

CWA Comment. The existing building on site is neither historic nor architecturally significant.

- 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: The proposal is not offering to modify the existing conforming use, but to fully redevelop the 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 density is 14% greater than allowed by the RM-2 multi-family standards but is within the density range envisioned by the Master Plan. The City's Engineer should evaluate the proposal for the available capacity of the public services and facilities.

Regarding traffic, traffic generation rates provided by the *Trip Generation Manual* of the Institute of Transportation Engineers (11th Edition) estimates that this project would generate approximately 40-50 vehicle trips during the peak morning and evening hours. The latest Annual Average Daily Count (traffic count) for Mill St. between Ann Arbor Road and Ann Arbor Trail is 10,040 trips (two-way), gathered in 2009 (*Source: SEMCOG Traffic Count Data Base*). We don't think this will be an issue, as the project has two access drives giving drivers a choice of exiting/entering Ann Arbor Trail or Mill Street.

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

CWA Comment: We consider the density of this project to be more appropriate, given the density envisioned by the Master Plan.

- (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: As mentioned above, the site contains no natural features or historic structures.

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

CWA Comment: This site is clearly underutilized and in need of redevelopment. Our previous review expressed concern about the lack of parking for the proposed number of units. This proposal reduces the number of units by three (3) apartment units and eliminating the townhomes. We consider these positive changes. Parking for the apartment building has increased by four (4) parking spaces (with a current deficiency of 36 spaces or 23%).

We also expressed that the scale of the apartment building is not in line with the Master Plan's definition of "Missing Middle Housing," which is described as "...a range of house-scaled buildings with multiple units – compatible in scale and form with detached single-family homes..." The large

mass of the apartment building is contrary to the character of this neighborhood, that is currently occupied by single-family homes and “missing middle” four- and six-plex multi-family buildings. This could deter some new residents in the older buildings who are attracted to the existing character. (See Criterion #7 below)

As requested by the Planning Commission the apartment building façade material changes improve the building’s appearance as a better fit in the context of the neighborhood than the previous proposal. To evaluate the economic impact, we ask the applicant to provide estimated apartment rents.

(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 applicant’s narrative with their previous submittal states that this project will be under single ownership.

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

CWA Comment:

The 2025 Master Plan states the following regarding this site

- The sites adjacent to Ann Arbor Trail are identified as “Multi-Family Residential.”
 - The Lumber Mart site is identified as “Multi-Family Neighborhood”
1. Page 13 of the Master Plan describes the intent for areas designed as “Multi-Family Residential.” Given the single-family character of Ann Arbor Trail, this designation specifies that “...*duplexes and small multi-plexes that match the appearance of single-family homes are more appropriate,*” with a density of up to 12 units to the acre, and height of 2.5-stories. The design change to the proposal places a park and parking spaces in this area, which in our opinion, could be considered consistent with “Multi-Family Residential.”
 2. Page 14 of the Master Plan describes the intent for areas designated as “Multi-Family Neighborhood.” This applies to the Lumber Mart site. The Master Plan describes the possibility for a mix of “Missing Middle” housing types. The example offered in the Master Plan includes an arrangement of multiple duplexes or triplexes. It also calls for a density between 18-27 DU/AC, not to exceed four stories. The proposal is one large apartment building and doesn’t offer the “Missing Middle” building types defined in the Master Plan. The apartment building is within the maximum height and density called for in the Plan.
 3. The site itself is within about 0.5 miles from downtown Plymouth, which is considered “walkable” for active, daily living. Walkability is a priority in the Master Plan, and this site’s location meets that goal. The project has sidewalks that lead from the buildings to a public walk along Ann Arbor Trail and walk along Mill St., leading to downtown Plymouth. As mentioned above, the applicant needs to confirm that Wayne County will permit the proposed Mill St. crossing and beacons.

(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: As described above, the proposed façade materials on the apartment building help integrate this building into the neighborhood; however, the large mass of the building is unlike anything in the neighborhood.

This project is requesting a deviation by placing the building at the rear of the site next to Pinewood Condominiums. The project places the building 13 feet from the Easterly property line, or 22-feet closer to this property line than required. To ensure that the proposed location of this three-story building doesn't block the sunlight to Pinewood Condominiums, we recommend that a shade study (during various times of day, and times of year) be conducted.

(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: We don't think the applicant is attempting to circumvent strict application of the zoning standards but propose a project that works for them and hopefully the community. However, as mentioned above, the PUD tool is intended to create a better project than would be allowed under strict adherence to the Zoning Ordinance, with a rule-of-thumb that ordinance deviations are balanced with the public benefits that wouldn't otherwise be achievable.

The Planning Commission needs to evaluate the above criteria pertaining to PUD eligibility.

In summary, the changes in this proposal improve conformity with the Master Plan and zoning ordinance. The planning Commission will need to determine if the proposed deviations (higher density, parking deficiency, building the in the easterly setback, and parking in the front setback) and proposed "public benefits" create a project that isn't otherwise achievable without application of a PUD. The remaining issues are:

- The scale of one, large building mass does not meet the intent of the "Missing Middle" housing described in the Master Plan.
- The "public benefits" need to be clarified.
 - The park should be a "public" park to meet the criteria as a "public benefit."
 - Whether the Wayne County Road Commission will permit the proposed S. Mill St. crossing and beacons needs to be documented. An update should be provided to the Planning Commission on whether the applicant has contacted the Road Commission and received any feedback.

Additional information from the applicant and items that the Planning Commission should consider include the following:

Applicant

- Label the park on the plans as "public" to meet the PUD criterion for a "public benefit."
- On Sheets C-501 and C-502:
 - Label the setback along S. Mill St. as a "front," and locate the setback line 35-feet from the front property line.
 - Label the setback along the east side of the project as a "rear," and locate the setback line 35-feet from the rear property line.

- Label the setback along Ann Arbor Trail as a “front,” and locate the setback line 35-feet from the property line.
- The City’s Engineer should evaluate the proposal for the available capacity of public services and facilities.
- To evaluate the economic impact, the applicant should provide estimated apartment rents.
- Given the close proximity of the apartment building to Pinewood Condominiums, the applicant should conduct a shade study (during various times of day, and times of year) to ensure the project doesn’t block sunlight to Pinewood Condominiums.

Planning Commission

- If the Planning Commission considers the gazebo and play structure (as illustrated) to be necessary determine this area a “public benefit,” then we recommend that the Planning Commission condition any approval of the Preliminary PUD Site Plan on the Final PUD Site Plan including a gazebo and play structure that closely emulates the illustration in design and quality.
- We recommend that for the Mill St. crossing/beacons to be considered a “public benefit” for Preliminary PUD approval, the Planning Commission should have some documentation from the Wayne County Road Commission that a crossing/beacons would be permitted at the proposed location.

SITE PLAN

SCHEDULE OF REGULATIONS

Section 78-313 states that the schedule of regulations for each respective land use must be met, unless the Planning Commission and City Commission approve deviations that advance the objectives of the Zoning Ordinance. This is a multi-family proposal, and details of the site design are compared to the RM-2, Multiple-Family Residential District in the table below.

Table 1. Multiple-Family Residential District Schedule of Regulations Requirements

			RM-2 Required	Proposed Apartment Building
Minimum Lot Size			10,000 sq ft	2.9 acres (126,324 s.f.)*
Minimum Lot Width			N.A.	Mill St.: 222.61 ft.
Max. Building Height			4 stories / -- ft.	3 stories / 35 ft.
Minimum yard setbacks	Front (Mill St.)		Height of Building, but no less than 25 ft. Required: 35 ft. (Or proposed height)	115 ft.
	Front (A ² Trail)		Height of Building, but no less than 25 ft. Required: 35 ft. (Or proposed height)	N.A.
	Sides	Least one	10 ft. + 2.5 ft. per story above 2 Required: 12.5 ft.	14 ft. (North) 54 ft. (Southwest)
		Total	20 ft. total	68 ft.
	Rear		Height of Building, but no less than 25 feet Required: 35 ft. (Or proposed height)	13 ft. (See Below)
Maximum Lot Coverage			N.A.	N.A.
Maximum Density			Area of Parcel/ 900 = Max. # of Rooms Max.: 126,324 s.f. / 900 = 140 rooms	Studios = 3 x 1 room + 1 Bed = 56 x 2 rooms + 2 Bed = 19 x 3 rooms = 3 + 112 + 57 = 172 rooms (See Below)

Apartment Building Rear Setback: As discussed above, the east property line (opposite Mill St.) is considered a “rear” property line. The ordinance requires that the rear setback dimension be the same as the building height. The proposed rear setback of the apartment building is 13 feet, when 35 feet is required (or the proposed building height); this is a deficiency of 22 feet.

Density: The RM-2 District is the highest density residential district in the City. The number of “rooms” establishes the density based on the size of the property. Per the ordinance calculation, this site can accommodate 140 “rooms.” The project proposes 172 rooms, or a 23% increase above what the ordinance allows.

As requested, all building setback dimensions are now shown on the plans.

Items to be Addressed: 1) *Rear yard setback deficiency for Apartment building from rear (east) property line.* 2) *Proposed density is 23% (32 rooms) higher than permitted by the ordinance.*

PARKING, LOADING

Table 2. Parking Requirements

	Parking Required	Parking Provided
Residential, Multi-Family 2 spaces/dwelling unit having 2 or fewer bedrooms; and 2.5 spaces/dwelling unit having three or more bedrooms; plus 5 spaces for any office building or club house facility.	Studio = 3 x 2 spaces = 6 One Bed = 56 x 2 spaces = 112 Two Bed = 19 x 2 spaces = 38 Total: 156 spaces	120 spaces (See Below)

Number of Parking Spaces

The number of proposed spaces is deficient for the apartment building by 36 spaces (or 23%).

Only B-2, Central Business District, allows the Planning Commission to waive or modify the number of parking spaces, share spaces with a nearby property, or make a “payment-in-lieu-of” constructing parking spaces without a PUD. Therefore, the deficient number of spaces would be a deviation of the ordinance in the PUD.

Location of Parking

Sec. 78-270(a)(3) states that off-street parking shall not be permitted in any required or non-required front yard. Parking can be located in a side or rear setback if located at least five (5) feet from the property line.

The proposal locates parking in both the required and non-required front yard along S. Mill and Ann Arbor Trail. This will constitute a PUD deviation.

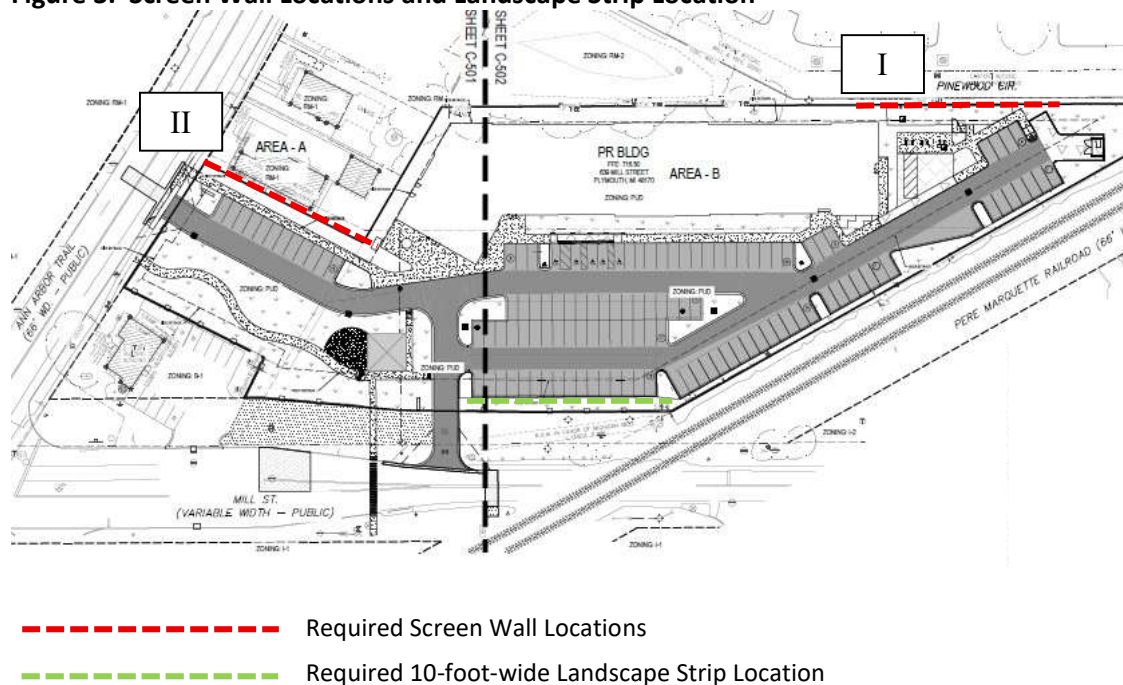
Parking Space and Maneuvering Lane Dimensions

The proposed parking space and maneuvering lane dimensions meet ordinance requirements.

Screening of Parking Lots

Sec. 78-272(6) requires an obscuring wall not less than 4.5-feet tall between off-street parking and an adjacent residentially zoned property. The illustration on the next page shows the property lines where this provision would apply. Paragraph (10) of this same section allows the Planning Commission to modify the wall requirement where unusual circumstances exist, and no good purpose would be served.

Figure 3. Screen Wall Locations and Landscape Strip Location



The comment about screen walls was in our previous review. The most current plans have not added any screen walls, although additional information has been provided below.

- **Screen Wall Area – Red Line Labeled “I” In Graphic Above**

We have been informed that Pinewood Condominiums has a six-foot-tall masonry screen wall between the Lumber Mart site and their carports; therefore, no new wall is necessary. (Note that there is an inconsistency between the rendering of the Dog Park (Sheet G.004) and the Landscape Plan (Sheet L-202). The rendering shows trees along the east side of the Dog Park, but no trees are proposed in this location on the Landscape Plan. There are also no trees on the adjacent property (Pinewood Condominiums) next to the Dog Park.)

- **Screen Wall Area – Red Line Labeled “II” In Graphic Above**

There is no existing or proposed screen wall between the 12-bay parking lot/park on the north side of the subject site and the single-family home to the east in this location. The proposed sidewalk along the 12-bay parking lot is about 9-feet from the property line with this home, and the home itself is only about 5.5 feet from the shared property line. There is enough space here on the subject site to locate a screen wall and evergreen trees (such as upright Arborvitae or Junipers) to screen this home from the activity in this parking lot, sidewalk and adjacent park. The proposed landscaping is inadequate (proposing 3-foot-tall shrubs or grasses). An adequate screen between the proposed parking lot/park and the single-family home needs to be added. The Planning Commission should discuss screening in this location.

- **10-Foot-Wide Landscape Strip – Green Line in Graphic Above**

Section 78-203 requires a 10-foot-wide landscape strip to screen all parking lots that are visible from the public right-of-way. A landscape strip 10-feet wide has been added along the parking lot on S. Mill St. (or green line above).

Curbing and Sidewalks

Sec. 78-272 requires curbing where parking spaces abut landscaping or sidewalks. The plans provide curbs in these locations. The two landscape islands in the large parking lot contain stormwater catch basins; although the curb doesn't appear to be intermittent to allow stormwater to flow into the island catch basins.

Where sidewalks are integrated into curbing, the sidewalk must be a minimum of seven (7) feet wide. The plans have been revised, and all sidewalks meet this requirement.

As mentioned above, the location of the crosswalk over S. Mill St. has been adjusted so that the west side of the crossing avoids an existing guardrail.

Loading Space

The plans depict a loading space directly adjacent to the "picnic area." While a loading space this size is not required by the ordinance, it will allow a space to park a moving truck. The space dimensions (10' x 50') comply with the ordinance. However, as mentioned above, combining a loading space with a picnic space substantially diminishes the attractiveness of the picnic space, and bollards protecting the picnic area from the intrusion of trucks should be installed.

Items to be Addressed: 1) Number of parking spaces for the apartment building is deficient by 36 spaces (or 23%). 2) Parking in the front yard on Mill St. and Ann Arbor Trail is a deviation from the ordinance, that only allows parking in the side or rear yards. 3) Provide adequate screening along property line that abuts the single-family home directly next to 12-bay parking lot on north side of project (Area "II"); Planning Commission should discuss the masonry wall requirement with the applicant to determine adequate and appropriate screen. 4) Add bollards protecting "picnic" area from trucks using loading space.

CIRCULATION

This site design offers two vehicular access points; one from Mill St., and a second from Ann Arbor Trail. The location of the driveway off Mill St. is the same as the existing Lumber Mart driveway, although the new drive is narrower. The Ann Arbor Trail driveway will be a new access point off this street. It is located approximately 33 feet from the shared property line with the single-family home, and approximately 67 feet from this home's driveway.

The proposed driveway from Mill St. has been narrowed from the previous submission, from 26-feet wide to 20-feet wide, which meets the minimum width for a two-way maneuvering lane and is dimensioned on the plans. The proposed driveway from Ann Arbor Trail (20-feet-wide) also meets the minimum requirements.

Sheet C-510 shows how a fire truck and garbage truck can traverse the site. The proposal needs to be evaluated by the Fire Chief for emergency access.

Items to be Addressed: 1) Proposal evaluated by the Fire Chief for emergency access.

LANDSCAPING/LIGHTING

A conceptual Landscape Plan, with details, has been submitted. Because this is a Preliminary Site Plan/PUD Plan review, we haven't evaluated the proposed landscaping.

A lighting plan has also been submitted (as part of the "Additional Information," plans dated 7-17-26). We will evaluate both at the Final Site Plan/PUD Plan stage.

Items to be Addressed: 1) Landscaping/lighting evaluated as part of the Final Site Plan/PUD stage.

PUD AGREEMENT / PHASING

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

Items to be Addressed: 1) Develop PUD Agreement with performance guarantees for public benefits prior to Final PUD approval.

ARCHITECTURAL ELEVATIONS AND FLOOR PLANS

Elevations

The applicant has provided architectural renderings of the proposed apartment building. The Planning Commission asked the applicant to revise the architecture to be more residential vs. commercial in appearance. The apartment building materials (on plans dated July 17, 2026) have been amended to include brick veneer and fiber cement panels. The stone veneer previously proposed on the first floor of the lobby/clubhouse is now clad in burnished block. Per an internet search, "burnished block" is a type of concrete masonry unit (CMU) that is manufactured by grinding the top face of a CMU block to expose the aggregate matrix. The Planning Commission may want to discuss use of this material, and if it meets the PUD criteria for high-quality materials.

Floor Plans

General floor plans of the apartment building have been provided showing a layout of the unit types along a central hallway. In the additional materials submitted, the layout of unit types has been revised as described above. The number of units has been reduced from 81 units to 78 units, as follows:

Unit Type	Previous Submittal	Most Recent Submittal (Plans dated 7-17-2026)	Difference
Studio	6 units	3 units	-3 units
1-bedroom	62 units	56 units	-6 units
2-bedrooms	13 units	19 units	+ 6 units
TOTAL	81 units	78 units	-3 units

Items to be Addressed: 1) Planning Commission to discuss use of concrete masonry units vs. stone veneer at lobby/clubhouse.

RECOMMENDATIONS

In summary, the changes in this proposal improve conformity with the Master Plan and zoning ordinance. The planning Commission will need to evaluate the project in light of the PUD criteria in the ordinance and determine if the proposed deviations and “public benefits” create a better project that would not otherwise be achievable without application of a PUD.

The following summarizes the comments in this review:

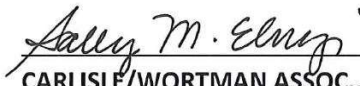
A. PUD Criteria:

- 1) The project is requesting four deviations from ordinance standards: 23% increase in density, 23% deficiency in parking, locating the building 22-feet closer to the east (Pinewood Condominiums) property line that required, and locating the parking in the front setback along both street frontages (S. Mill St. and Ann Arbor Trail).
- 2) This submission includes the “public benefits” of a park with gazebo and play structure, and a crosswalk over S. Mill St. with rectangular rapid flashing beacons on both sides. However:
 - The applicant should confirm the park will be available to the public (making it a “public” benefit).
 - The Planning Commission be given documentation from the Wayne County Road Commission that a crossing/beacons would be permitted at the proposed location on S. Mill St.
- 3) Planning Commission to discuss apartment building mass/scale, and lack of consistency with “Missing Middle” housing described in the Master Plan.
- 4) If the Planning Commission considers the gazebo and play structure (as illustrated) to be necessary to designate the park a “public benefit,” then we recommend the Planning Commission condition any approval of the Preliminary PUD Site Plan on the Final PUD Site Plan specifying a gazebo and play structure that closely emulates the design and quality of these elements shown in the “*Perspective from Pedestrian Entry*” and “*Perspective from Park*” renderings.

B. Site Plan Revisions

- 1) Label the park on the plans as “public” to meet the PUD criterion for a “public benefit.”
- 2) On Sheets C-501 and C-502:
 - Label the setback along S. Mill St. as a “front,” and locate the setback line 35-feet from the front property line.
 - Label the setback along the east side of the project as a “rear,” and locate the setback line 35-feet from the rear property line.
 - Label the setback along Ann Arbor Trail as a “front,” and locate the setback line 35-feet from the property line.
- 3) Proposal evaluated by City Engineer for available capacity of public services and facilities.
- 4) Applicant to provide estimated apartment rents to evaluate the economic impact .
- 5) Applicant to conduct a shade study to address the impact this building would have on Pinewood Condominium’s access to sunlight (given the close proximity of the apartment building to the east property line).
- 6) Provide adequate screening along property line that abuts the single-family home directly next to the 12-bay parking lot on north side of project (Area “II”) (See Pg. 14 of review); Planning Commission should discuss the masonry wall requirement with the applicant to determine adequate and appropriate screen.
- 7) Add bollards protecting “picnic” area from trucks using loading space.
- 8) Proposal evaluated by the Fire Chief for emergency access.
- 9) Landscaping/lighting evaluated as part of the Final Site Plan/PUD stage.

- 10) Develop PUD Agreement with performance guarantees for public benefits prior to Final PUD approval.


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

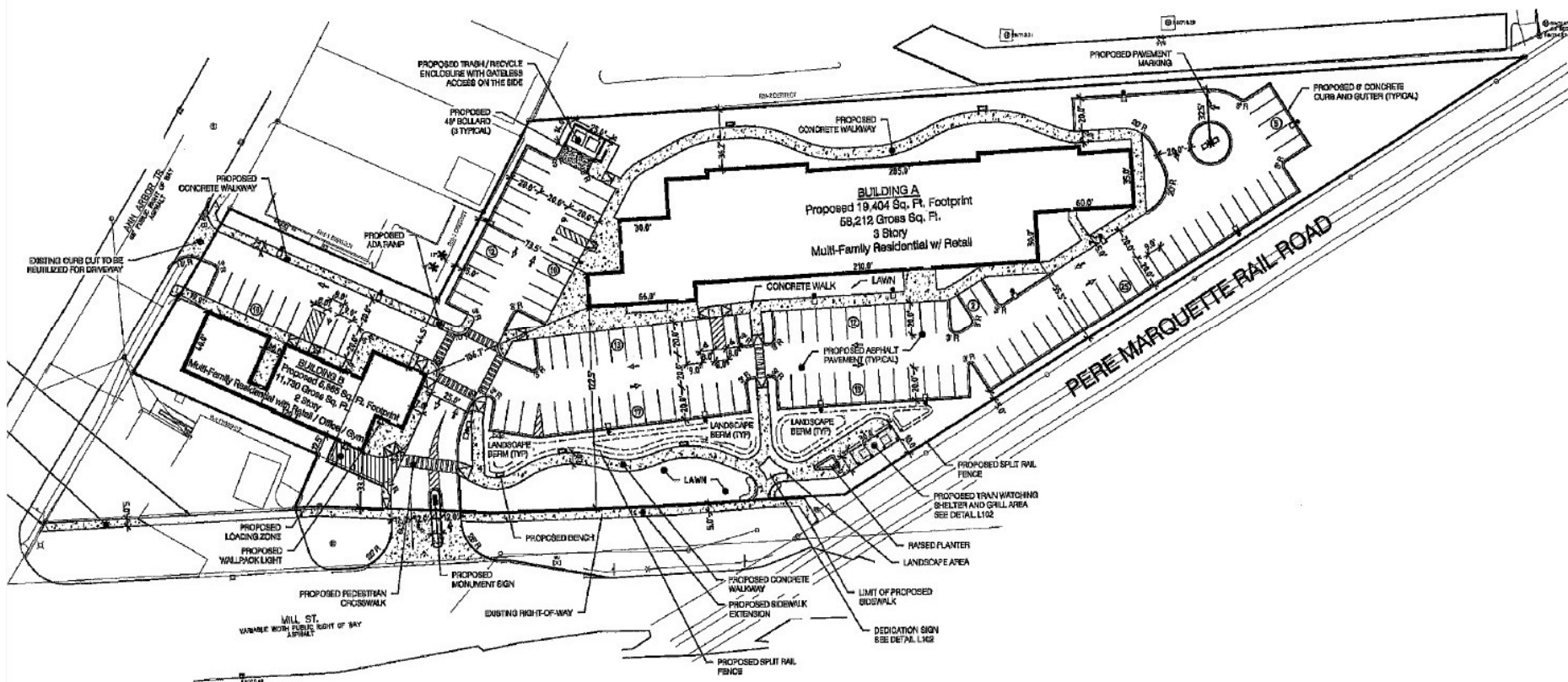
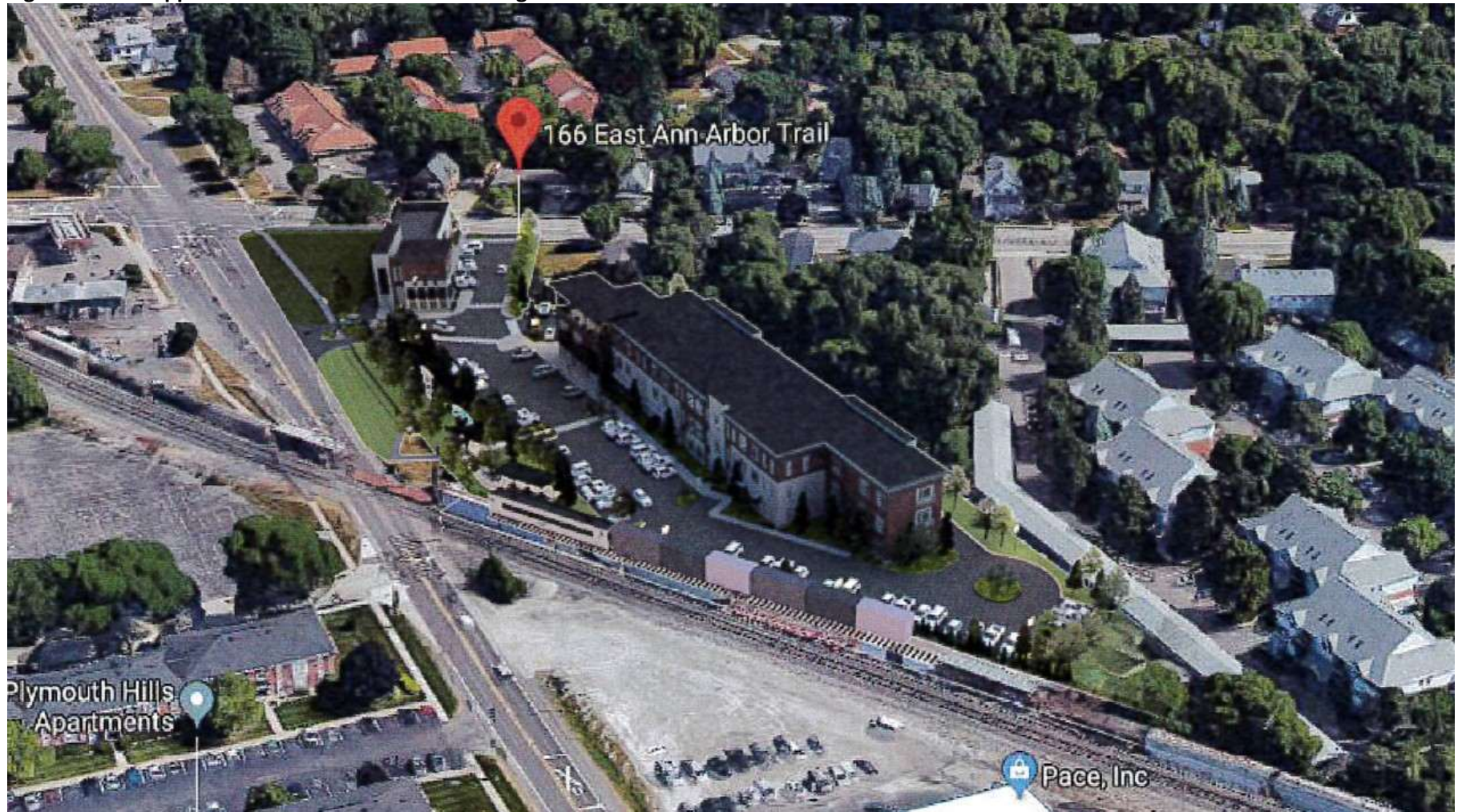
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Figure 3: 2019 Approved PUD Plan – Aerial Rendering





Wade Trim Associates, Inc.
25251 Northline Road • Taylor, MI 48180
734.947.9700 • www.wadetrim.com

August 4, 2026

City of Plymouth
201 South Main Street
Plymouth, MI 48170

Attention: Greta Bolhuis, AICP
Planning and Community Development Director

Re: Foundry Lofts/Flats Project – 639 South Mill Street – Preliminary & Final PUD
Engineering Plan Review #1

Dear Greta:

PROJECT UNDERSTANDING

Wade Trim has received and reviewed the plans submitted for the proposed Foundry Lofts/Flats project which is proposed at 639 South Mill Street. The plans were transmitted digitally to Wade Trim by the City on July 7, 2026. Additional renderings and lighting plans (nine sheets) were submitted to Wade Trim by the City on July 21, 2026. The co-Owners of the project are Michael Ferlito (Ferlito Group) and Matt Walters (Walters Group). The Architect leading the project is Raymond Phillips (Krieger Klatt). The civil engineer/surveyor/landscape architect on the project is Giffels Webster (spelled incorrectly on the cover sheet).

Our initial comments on the submittal are as follows:

ENGINEERING/PUD REVIEW CATEGORIES

1.0 Permits And Approvals

- A. The property does not appear to fall within any regulated flood plain.
- B. The cover sheet indicates that the topographic survey was collected in April 2016. Per the benchmark data shown on the plan sheet C-200 “Existing Conditions Overall”, the North American Vertical Datum (NAVD 88) was utilized. The horizontal datum does not appear to be noted. Four benchmarks are shown on the plans that have been submitted. The benchmarks should be protected during any future construction.
- C. Utility Plan Sheet C-700 proposes new water main as part of the project. The proposed size and material for the new water main does not appear to be shown on the plans. A minimum size of eight-inch will be required and an Act 399 permit from the State of Michigan Department of Environment, Great Lakes, and Energy (EGLE) will be required for all new water main. Following final engineering approval, the Developer will be required to provide sufficient information to assist the City with the required permit application.
- D. Ann Arbor Trail, east of Mill Street, is under the jurisdiction of the City of Plymouth. A proposed water system connection is proposed on Ann Arbor Trail. The water system connection involves cutting into the existing pavement.
- E. Mill Street is under the jurisdiction of the Wayne County Department of Public Services. A permit will be required from Wayne County for all proposed work within the Mill Street right-of-way. We note that the proposed project plans suggest a sanitary sewer connection, water system connection, and a proposed storm sewer discharge connection within the Mill Street right of way.

- F. A Soil Erosion Permit must be obtained from Wayne County prior to any construction and a copy submitted to our office. The plan submittal does include a proposed SESC plan on plan sheet C-400.
- G. Utility easements (12 feet wide) for public water main are shown on the utility plan sheets. Draft easement documents must be submitted, reviewed, and approved by the City/Wade Trim prior to submitting the EGLE Act 399 water system permit application.

2.0 General

- A. The current City of Plymouth standard details should be included with the plans. Wade Trim can provide current pdf copies to the applicant/developer for their use on the project.
- B. The topographic survey appears to be missing some information on the west side of Mill Street near the railroad tracks. For example, the existing guard rail and the existing railroad crossing gate pedestal are not shown on the plans. These existing assets should be shown on future plans, as they will need to be protected or replaced, especially in light of the proposed water connection to the City's 12-inch water main that exists on the west side of Mill Street.
- C. It is not clear from the aerial rendering images or the demolition plan whether or not the existing utility poles (with overhead lighting) are proposed to be removed or remain. The renderings currently do not show the overhead utility poles along Mill Street. The lighting at the railroad crossing on Mill Street is an important safety component.
- D. In order to provide preliminary and final PUD approval, additional detail is required on these plans, including but not limited to creating detailed profiles for all proposed utilities, adding the size and materials of all utilities (existing and proposed), and providing more detail to support the size of the proposed stormwater detention system (including calculations, drainage area, etc.).
- E. The proposed building appears to be three stories in height. The total square footage is shown on Plan Sheet A.100 as 77,341 square feet with 78 units proposed. Plan sheet C-500 "Geometric and Paving Overall" indicates 169 proposed rooms and shows two parking spaces per 81 units for a total of 162 parking spaces required. The number of units should be consistent across all plan sheets so that the required number of parking spaces can be correctly shown.
- F. The PUD is requesting a 25% reduction in the number of parking spaces (identified as a reduction of 44 spaces on plan sheet C-500).

3.0 Sanitary

- A. Per the City's GIS, there is an existing 18-inch diameter sanitary sewer available to support this property. The existing 18-inch sanitary sewer is on the east side of Mill Street and flows to the north.
- B. Utility plan sheet C-700 and C-701 include a proposed sanitary sewer coming from the proposed building and connecting to an existing sanitary manhole in the Mill Street right of way. The size of the proposed sanitary sewer/lead is not currently shown.
- C. Since the City's existing 18-inch sanitary sewer flows to the north, we recommend a connecting orientation that is 90-degrees (or greater) for the future proposed sanitary sewer. As shown currently, the flow coming from the proposed development would be flowing against the current flow in the existing sanitary sewer.
- D. The following required Sanitary Sewer Notes should be shown on the plans:
 - 1. The minimum slope for any building lead is 1.0 percent.
 - 2. Commercial sanitary leads in excess of 100 lineal feet shall be videotaped or air tested.
 - 3. No connection receiving stormwater, surface water, or groundwater shall be made to sanitary sewer.
 - 4. No footing drains shall be connected to the building sanitary sewer.
 - 5. Sand backfill is required for sanitary sewer trench located under or within three feet of pavement.

6. The required pipe bedding is maximum ¾-inch diameter crushed stone (MDOT 6AA or 6A).
7. Trench “A” backfill material used must be free of large lumps of clay, debris, and rocks.
8. Trench “B” sand backfill is required for sanitary sewer trench located under to within three feet of pavement.

4.0 Water Main

- A. The existing water main on Ann Arbor Trail is shown on Utility Plan sheets C-700, C-701, and C-702. We believe that the existing water main on Ann Arbor Trail is six inches in size and likely cast-iron pipe. The existing water main size should be confirmed and added to all utility plan sheets.
- B. The existing water main on Mill Street is shown on Utility Plan sheets C-700, C-701, and C-702, however, we do not believe that it is shown correctly. The existing water main is 12-inch fusible PVC water main and was installed by the City (pipe bursting) along Mill Street in 2015. A copy of our record plan sheet can be provided to assist the applicant in drawing the location of the 12-inch existing water main on Mill Street.
- C. The proposed utility plan sheets show a connection to the existing 12-inch water main on the west side of Mill Street. The current plans do not provide details on whether this is proposed as an open cut installation or a bore under the existing roadway.
- D. The proposed utility plan sheets show a connection to the existing water main on the north side of Ann Arbor Trail. The current plans do not provide details on whether this is proposed as an open cut installation or a bore under the existing roadway.
- E. Traffic control plans will be needed for both water main connections, as both occur in the public roadway.
- F. There appears to be one water service proposed to serve the building. It is unclear if this is the proposed domestic service.
- G. It is also unclear if a fire suppression service is being proposed or is required.
- H. Please add the following required Water Main Notes (additional may be required):
 1. When connecting to an existing water main, a note must be added at all points of connection that states: “Connection to existing water main shall be made only after hydrostatic and bacteriological tests have been successfully completed and reviewed by the City and/or the City Engineer.”
 2. Provide a pipe cover of six feet above water main measured from top of pipe.
 3. The Contractor will need to contact the City of Plymouth for coordination of all testing, water shut offs, or meter installations.
 4. The water main bedding must be clean sand meeting Class II designation.
 5. Trench “A” backfill material used must be free of large lumps of clay, debris, and rocks.
 6. Trench “B” sand backfill is required for water main trench located under or within three feet of pavement
 7. All bolts for underground mechanical connections must be CoreBlue T-bolt type.
 8. Thrust blocks are required at all bends, tees, crosses, hydrants, and plugs at the end of a line.
 9. Domestic service two inches in diameter and smaller may be type “K” copper pipe.
 10. All proposed fire hydrants shall be EJIW “WaterMaster” 5BR model 250 or approved equal.

5.0 Storm/Detention & Soil Erosion/Sedimentation Control

- A. Stormwater Detention has been identified as part of this project, with limited details. Utility Plan Sheets C-700, C-701, and C-702 propose an on-site underground detention system in the parking area just south of the proposed driveway entrance off of Mill Street. The underground detention system is currently proposed for a 10-year rain event storage volume.

- B. It is unclear if any water quality devices are being proposed for this project.
- C. The applicant will be required to follow the Wayne County Storm Water Ordinance for this project, especially given that they will be discharging directly to the Mill Street right-of-way.
- D. Required Stormwater Notes (additional may be required based on revised design):
 - 1. Trench “A” backfill material used must be free of large lumps of clay, debris, and rocks.
 - 2. Trench “B” sand backfill is required for storm sewer trench located under or within three feet of pavement.
 - 3. All storm drainage structures in paved areas shall conform to City of Plymouth Standard Detail Sheets.
 - 4. Manufactured detention systems must be installed and maintained in accordance with manufacturer’s recommendations. A maintenance schedule for inspection and cleaning of the proposed storm water detention system should be added to the plan set.

6.0 Site Circulation and Access

- A. Two entrances are proposed for the project. The primary entrance appears to be from Mill Street, with a secondary entrance off Ann Arbor Trail.
- B. Plan Sheet C-510 “Truck Turning Exhibits” presents two larger vehicle circulation and turning movements throughout the site. One exhibit is for a 47 feet long fire rescue (ladder truck) vehicle, and the second exhibit is for a nearly 28 feet long refuse collection vehicle (garbage truck).
- C. Neither turning exhibit shows that there is enough room to maneuver the large vehicles. In both exhibits, the sample vehicles cross into curbed or landscaped areas and/or adjacent vehicle lanes (on Mill Street).
- D. Placing the trash collection area at the far southern end of the site means that the refuse collection vehicle needs to drive through the entire length of the parking lot in order to empty the refuse container. Perhaps it could be located along the southern property line (further to the west) adjacent to the railroad.
- E. There is a lot of room that has been allocated for an open space and a park that could probably be better used for a refuse and recycling area.
- F. An enhanced crosswalk is proposed across Mill Street just north of the railroad tracks where the existing pavement widens/narrows. It is unclear why this is proposed when there is an existing traffic light at Ann Arbor Trail and Mill Street very close to the property. Wade Trim is attempting to contact the County to get further feedback on whether they would allow a midblock crosswalk at this location. We do not recommend this location for a mid-block crosswalk.
- G. We recommend that the site plan include provisions for sidewalk on the east side of Mill Street from the proposed driveway entrance to the north. We realize that the County will need to approve it, but we recommend that planning for it now is appropriate as part of the City approval process.

7.0 Parking Lot Paving and Grading

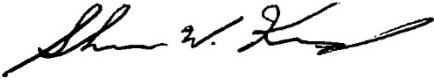
- A. Plan sheets C-500, C-501, and C-502 provide details regarding the geometric layout for the proposed parking lot. Plan sheet C-500 provides a table with proposed vs. required zoning requirements.
- B. As mentioned above, it appears that 162 parking spaces are required, but only 125 are currently proposed. There is a note on plan sheet C-500 stating that the PUD will request a 25% variance parking reduction. It is unclear if the amount of the reduction should be 37 ($162-125=37$) or 44 as stated on plan sheet C-500.
- C. All proposed parking spaces are shown as 9 feet wide and 20 feet long, consistent with Chapter 78, Article XXII (Parking, Loading Requirements) of the City’s Code of Ordinances.

Upon incorporating these comments, revised plans should be submitted to the City of Plymouth for further review. Preliminary PUD approval is not recommended at this time.

A pre-construction meeting will not be scheduled until all comments have been satisfactorily addressed and all appropriate permits have been obtained. If you have any questions regarding this review, please feel free to contact me at 313.363.1434.

Very truly yours,

Wade Trim Associates, Inc.

A handwritten signature in black ink, appearing to read "Shawn W. Keough".

Shawn W. Keough, PE
Senior Vice President/Client Services Director

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cc: Adam Gerlach, Deputy Director of Municipal Services, City of Plymouth
Ferlito Group, Applicant
Giffels Webser, Applicant's Civil Engineer
Krieger Klatt, Applicant's Architect