

CITY OF PLYMOUTH M A S T E R P L A N 2 0 1 1 U P D A T E



ADOPTED BY THE CITY OF PLYMOUTH PLANNING COMMISSION – JULY 2011
ADOPTED BY THE CITY OF PLYMOUTH CITY COMMISSION – OCTOBER 2011

THE CITY OF PLYMOUTH



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This document is authored by the City Planning Commission, with the assistance of Carlisle/Wortman Associates, and authorized by the City Commission.

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MASTER PLAN / DEFINITIONS



Master Plan / Definitions

The purpose of Master Planning is to identify a clear and compelling vision for a community's future and to develop a comprehensive set of goals and actions to reach that vision. The process of developing a plan starts with a careful analysis of existing conditions and trends regarding the physical, environmental, social and economic aspects of the City. Existing conditions are projected into the future based on current trends. Through citizen input and guidance from the Planning Commission and City Commission, important planning issues and policies are examined. A vision for the City's future is identified in this plan along with a comprehensive set of goals and actions. The goals and actions are intended to provide guidance to local officials in making policy decisions while implementing numerous public improvement programs. Implementation progress will be monitored to gauge progress toward the City's vision and periodic updates to the Plan will be made to address future issues and opportunities.

What is Planning?

Planning is a process which involves the conscious selection of policy choices relating to land use, growth and development in the community. The Master Plan is an official City document that sets forth policies for the future of the community.

The City of Plymouth derives its authority to prepare a Master Plan from the Planning Enabling Act, P.A. 33 of 2008. The Act states:

- In the preparation of a Master Plan, a Planning Commission may do all of the following as applicable:
 - Make careful and comprehensive surveys and studies of present conditions and future growth within the City with due regard to its relation to neighboring jurisdictions.
 - Consult with representatives of adjacent local units of government in respect to their planning so that conflicts in master plans and zoning may be avoided.
 - In the preparation of the Master Plan, the Planning Commission may meet with other governmental Planning Commissions or agency staff to deliberate.
 - In general, a Planning Commission has such lawful powers as may be necessary to enable it to promote local planning and otherwise carry out the purposes of this Act.
 - A Master Plan shall address land use and infrastructure issues, and may project twenty (20) years or more into the future. A Master Plan shall include maps, plats, charts and descriptive, explanatory and other related matter and shall show the Planning Commission's recommendations for physical development of the City, such as:

- A Land Use Plan that consists of a classification and allocation of land for agriculture, residences, commerce, industry, recreation, ways and grounds, public buildings, schools, soil conservation, forests, woodlots, open space, wildlife refuges, and other uses and purposes.
- The general location, character, and extent of streets, railroads, airports, bicycle paths, pedestrian ways, bridges, waterways and waterfront developments; sanitary sewers and water supply systems; facilities for flood prevention, drainage, pollution prevention, and maintenance of water levels; and public utilities and structures.
- Recommendations as to the general character, extent and layout of redevelopment or rehabilitation of blighted areas; and the removal, relocation, widening, narrowing, vacating, abandonment, change of use, or extension of streets, grounds, open spaces, buildings, utilities, or other facilities.
- A zoning plan for various zoning districts controlling the height, area, bulk, location, and use of buildings and premises. It shall include an explanation of how the land use categories on the future land use map relate to the districts on the zoning map.
- Recommendations for implementing any of the Master Plan's proposals.
- Before preparing a Master Plan, a Planning Commission shall send a notice explaining that the Planning Commission intends to prepare a Master Plan, requesting the recipients' cooperation and comment.
- After preparing a Master Plan, the Planning Commission shall submit the proposed Master Plan to the City Commission for review and comment. The adoption process shall not proceed unless the legislative body (City Commission) approves the distribution of the proposed plan for review and comment to all the following:
 - The Planning Commission or if no Planning Commission the legislative body of each municipality located contiguous to the City.
 - Wayne County.
 - Each public utility and railroad company owning or operating a public utility or railroad within the City.
 - If a master street plan is included, Wayne County and the Michigan Department of Transportation.
- An entity described above may submit comments on the Master Plan to the Planning Commission within sixty-three (63) days after the proposed Plan was submitted to that entity.
- Before approval of a proposed Master Plan, the Planning Commission shall hold not less than one (1) public hearing. The hearing must be held after the expiration of the comment period allotted to the above-mentioned entities.
- The approval of the Master Plan shall be by a resolution of the Planning Commission by not less than two-thirds (2/3) of the members.

- Upon final adoption, the Planning Commission shall submit copies of the adopted Master Plan to the aforementioned entities.

How is the Plan to be Used?

The Plan serves many functions and is to be used in a variety of ways:

- The Plan is a general statement of the City's goals and policies. It provides a single, comprehensive view of the community's desires for the future.
- The Plan serves as an aid in daily decision-making. The goals and policies outlined in the Plan guide the Planning Commission and the City Commission in their deliberations on zoning, subdivision, capital improvements and other matters relating to land use and development. The Plan provides a stable, long-term basis for decision-making that will provide a balance of high- and low-density housing, commercial and industrial land use, and an orderly process for land use planning.
- The Plan provides the statutory basis upon which zoning decisions are based. The Zoning Enabling Act (P.A. 110 of 2006) requires that the zoning ordinance be based upon a plan designed to promote the public health, safety and general welfare. It is important to note that the Master Plan and accompanying maps do not replace other City ordinances. Zoning is only one of the many legal devices used to implement the Master Plan.
- The Plan attempts to coordinate public improvements and private developments. For example, public investments such as road or sewer and water improvements should be located in areas identified in the Plan as resulting in the greatest benefit to the City and its residents.
- Finally, the Plan serves as an educational tool and gives citizens, property owners, developers and adjacent communities a clear indication of the City's direction for the future.

In summation, the City of Plymouth Master Plan is an officially adopted document that sets forth an agenda for the achievement of goals and policies. It is a long-range statement of general goals and policies aimed at the unified and coordinated development of the City of Plymouth. It helps develop a balance of orderly change in a deliberate and controlled manner that permits planned growth and redevelopment. As such, it provides the basis upon which zoning and land use decisions are made.



The planning framework shall be used to establish the future land use designations and guide future land use decisions in the City of Plymouth. The framework is identified with a series of planning and development goals and guiding principles. Goals are broad statements used to convey concepts that apply to city-wide land use decisions. Guiding principles are more specific actions that shall be taken by the City to achieve the goals. Guiding principles are further broken down by land uses or topics. The guiding principles shall be referenced when making decisions regarding special land uses, rezonings and changes to zoning ordinance regulations or City policies.

City-Wide Planning and Development Goals (in no particular order)

1. Preserve and enhance the strong, vibrant residential neighborhoods.
2. Encourage a variety of housing types.
3. Seek a diversified economic base by permitting non-residential uses in appropriate locations.
4. Maintain the high quality retail shopping, entertainment and business services within the Central Business District (CBD), Old Village District and in limited outlying locations.
5. Promote land uses that are complementary to existing conditions and residential areas.
6. Provide safe, efficient and aesthetic streets and pedestrian systems.
7. Ensure street trees are provided on all city streets.
8. Create gateways, through uniform design elements, at key entrances to the city.
9. Retain high-quality development standards.
10. Require site upgrades through compliance with landscape, buffer, sign, lighting and access management standards as existing properties expand or redevelop.
11. Require parking to be located behind buildings. If parking cannot physically be located behind buildings, it shall be screened from view.
12. Ensure current regulations and policies utilize low-impact development, sustainable development and energy conservation practices.

Guiding Principles

Residential Development

1. Maintain the unique character and desirability of city neighborhoods, by allowing expansions and additions, with appropriate scale and mass, to occur.
2. Accommodate senior and active adult residential housing options in appropriate locations.
3. Utilize open space, parks, landscape elements or physical barriers as transitions to non-residential uses.
4. Continue to incorporate pedestrian improvements and enhancements within all city neighborhoods.
5. Actively enforce property maintenance codes with a goal of protecting property values.
6. Recognize the Old Village neighborhood as a unique mixed-use area where a mix of single family and higher density residential housing types could enhance the area.
7. Consider increasing residential densities in appropriate areas of Old Village and along South Mill Street.
8. Except as noted in #6 above, limit encroachment of non-single family housing types within other city neighborhoods.

Non-residential Development

1. Limit encroachment from non-residential land uses into existing neighborhoods.
2. Require non-residential land uses to provide appropriate visual and physical buffers as transitions to adjacent residential land uses.
3. Concentrate commercial land uses within Downtown, Old Village and the Ann Arbor Road corridor.
4. Direct higher intensity automobile oriented commercial and office uses to the Ann Arbor Road corridor and limit “strip” style commercial development patterns.
5. Develop a municipal parking plan for Old Village and Downtown areas.
6. Encourage redevelopment and viability of existing industrial land uses.
7. Screen parking, loading and service activities from public view.
8. Continue to incorporate pedestrian improvements and enhancements.
9. Review codes to incorporate standards for green building techniques and energy conservation.
10. Apply current development standards to redevelopment and site expansion projects, to the extent possible, to ensure continual upgrade of non-conforming sites.

Community Facilities and Services

1. Actively seek to provide amenities that do not currently exist, such as a full service recreation center and aquatic center.
2. Establish public/private partnerships and/or partnerships with neighboring communities to offset costs of providing these amenities.

3. Establish a citizens' advisory committee to gauge interest and financial support for community facilities and amenities.
4. Continue to invest in updates and enhancements to neighborhood parks.
5. Establish activities and challenging play equipment for older children within neighborhood parks.

Motorized Transportation

1. Embrace the concept of "complete streets" and incorporate into future projects. *A complete street is a road that is designed to be safe for drivers, bicyclists, transit vehicles and users, and pedestrians of all ages and abilities.* The complete streets concept focuses not just on individual roads but on changing the decision-making and design process so that all users are routinely considered during the planning, designing, building and operating of all road ways.
2. Decrease the width of the travel lanes on wide residential streets, or incorporate narrow landscaped medians or traffic calming, to promote a more residential scaled environment.
3. Develop access management standards to minimize conflicts from turning movements resulting from poor location and/or proliferation of unnecessary curb cuts and driveways.
4. Create a unified streetscape with landscape, pedestrian amenities and design elements on all roads leading into the downtown.
5. Develop a program for adjacent property owners to purchase street trees in conjunction with road improvement projects.
6. Create signature "Welcome to Plymouth" markers and design elements at key entrances into the city.
7. Incorporate safety and traffic calming initiatives in street and infrastructure improvement projects, as needed to better promote a safer vehicular and pedestrian environment.
8. Utilize a consistent and unified street hierarchy and cross-section detail for residential and non-residential streets.

Non-Motorized Transportation

1. Incorporate non-motorized transportation enhancements into all public and private projects.
2. Provide clearly defined crosswalks at all intersections.
3. Provide pedestrian walk signals at all signalized intersections.
4. Decrease the travel distance across all streets by minimizing turning radii, installing bump outs, refuge medians or islands at intersections and high volume crossing locations.
5. Increase the sidewalk width on routes leading into Downtown.
6. Create a unifying streetscape that provides visual and physical separation between travel lanes and pedestrians along North and South Main Street.
7. Provide bike lanes in appropriate locations.
8. Create non-motorized connections to pathways in Hines Park and adjacent communities.

Zoning and Enforcement

1. Review the zoning ordinance, building code and city policies and consider amendments which address items necessary to achieve goals identified in the Master Plan.
2. Consider zoning incentives to encourage sustainability.
3. Monitor local, state and federal grant opportunities to assist with initiatives identified in the Master Plan.



In consideration of these factors, various land use categories can be established. The proposed land use categories were discussed by the Planning Commission and were developed in an effort to create a long-term plan for the development of the City of Plymouth. These classifications are described as follows:

Single-Family Residential

Within this area, single-family residences should be developed at a density of not greater than 5 dwelling units per acre or a minimum lot size of 7,200 square feet. This is the minimum lot area currently required within the City's R-1 Single Family Residential zoning district.

While the majority of the City is currently largely developed, there is a possibility that some vacant areas or areas currently under commercial or industrial use could be converted to single-family residential areas.

The City's previous Master Plan placed greater emphasis upon commercial and industrial development. This Master Plan for the City of Plymouth emphasizes single-family usage and the maintenance and enhancement of existing residential neighborhoods through the strengthening of existing single-family districts, as well as limited higher density housing in limited areas to provide appropriate transitional land uses as well as a variety of housing options. This designation is the result of a policy to preserve and protect residential areas and to foster redevelopment and reinvestment in targeted areas, primarily within the Old Village district.

The PUD designation for the above noted areas shall only be considered for projects which demonstrate the following:

- Architectural compatibility and quality;
- Compatible density to surrounding neighborhood;
- Design excellence and public benefit; and
- Minimal parking and traffic impacts.

Two-Family Residential

The two-family residential designation includes duplex-style (two family) and single-family housing units. The two-family style housing is proposed in selected areas east of the downtown, south along South Main Street and areas within Old Village. The two-family designation is limited to areas where there are existing duplex units and along collector street areas. The two-family designation is also proposed as a buffer between higher intensity land use such as downtown commercial and single-family residential housing areas. The City's current zoning ordinance requires a minimum of 3,500 square feet for each duplex unit.

Multiple-Family Residential

Multi-family residential dwellings will provide a density much larger than typically found within single family or duplex style usage. This will be in the range of 8 to 14 units per acre and will occupy much less total land area than other residential use densities. Their use will also create a much higher traffic volume than lower density residential uses and must be situated near and accessible to major streets. Multi-family apartment sites are scattered throughout the City and along major corridors such as Sheldon Road, Ann Arbor Trail, Mill Street, and North Main. Multi-family sites also include senior citizen housing such as the Tonquish Creek Manor located west of Harvey Street.

Most of the multi-family areas designated on the City's Land Use Plan Map are existing multi-family uses. There are a few acres which are currently not being used for multi-family use which are proposed for such use in order to accommodate possible multi-family expansion or expansion of senior citizen housing.

The Old Village area and the area north of Junction Street present a unique planning opportunity for re-investment and redevelopment, especially for multi-family residential development. The Land Use Plan designates much of this area as single-family residential. However, the Planning Commission may consider re-zoning requests for slightly higher density including duplex, townhouse or multi-family style attached housing as a use-by-right in limited areas, as well as by Planned Unit Development scheme in others.

Mixed Use

The mixed-use land use designation includes a mixture of residential and lower intensity commercial uses. Mixed-use areas are proposed within selected areas of the Old Village where, in certain blocks, a combination of land uses are found. For example, single family, duplex, multi-family, office and retail uses are typically found along portions of Mill Street and Starkweather. It is common and accepted within these areas to have first floor commercial with upper level residential uses or to have a low impact commercial use adjoining single family or multi-family residential areas. Because of the wide-ranging use of land, it is difficult to establish any one particular land use for the City's Master Plan. Rather than segment these areas of the Old Village, this Master Plan proposes a strategy to allow a mixed-use arrangement under special conditions.

Local Business

Local business designation is the first of three commercial land use designations. It is designed for convenience shopping for persons residing in adjacent residential areas and to permit land uses which are necessary to satisfy limited specialty shopping. Local business would not include intensive or high volume thoroughfare uses.

Central Business

The central business district (CBD) is designed to provide for residential, office, and commercial uses in the downtown area. It would serve retail, convenience and service needs for the entire City of Plymouth. The district includes and promotes uses which provide convenient pedestrian shopping along a continuous retail frontage. Most of the CBD areas are served by centralized parking under City control. The CBD area also coincides with the boundaries of the City of Plymouth Downtown Development Authority (DDA).

General Business

This district is intended for the widest and most intensive variety of retail and service businesses. Businesses can include services meeting the commercial needs of the motoring public. Typical uses in this district could include drive-through restaurants, auto service establishments and commercial uses serving a regional clientele. The uses within this district are automobile dependent and benefit from the exposure of high traffic volume thoroughfares. General business land uses are restricted to primarily Ann Arbor Road and portions of North Main Street.

Office

The office district is designed to accommodate uses such as offices, banks, medical, and personal service establishments. This district is less intensive than any commercial district. It is also intended to provide a transitional area between residential and commercial districts.

Light Industrial

The light industrial district is designed to primarily accommodate wholesale activities, warehouses, and industrial operations whose external and physical effects are restricted to the immediate area having only a minimal effect on surrounding districts. The LI district is also structured so as to permit the manufacturing, compounding, processing, packaging and assembling of finished or semi-finished products from previously prepared materials.

Heavy Industry

Heavy industrial districts are designed primarily for manufacturing, assembling and fabrication for large industrial operations. Heavy industrial areas are all buffered from residential areas by necessary landscaping, screening and appropriate setbacks so as to have minimal effects on surrounding areas.

Parks

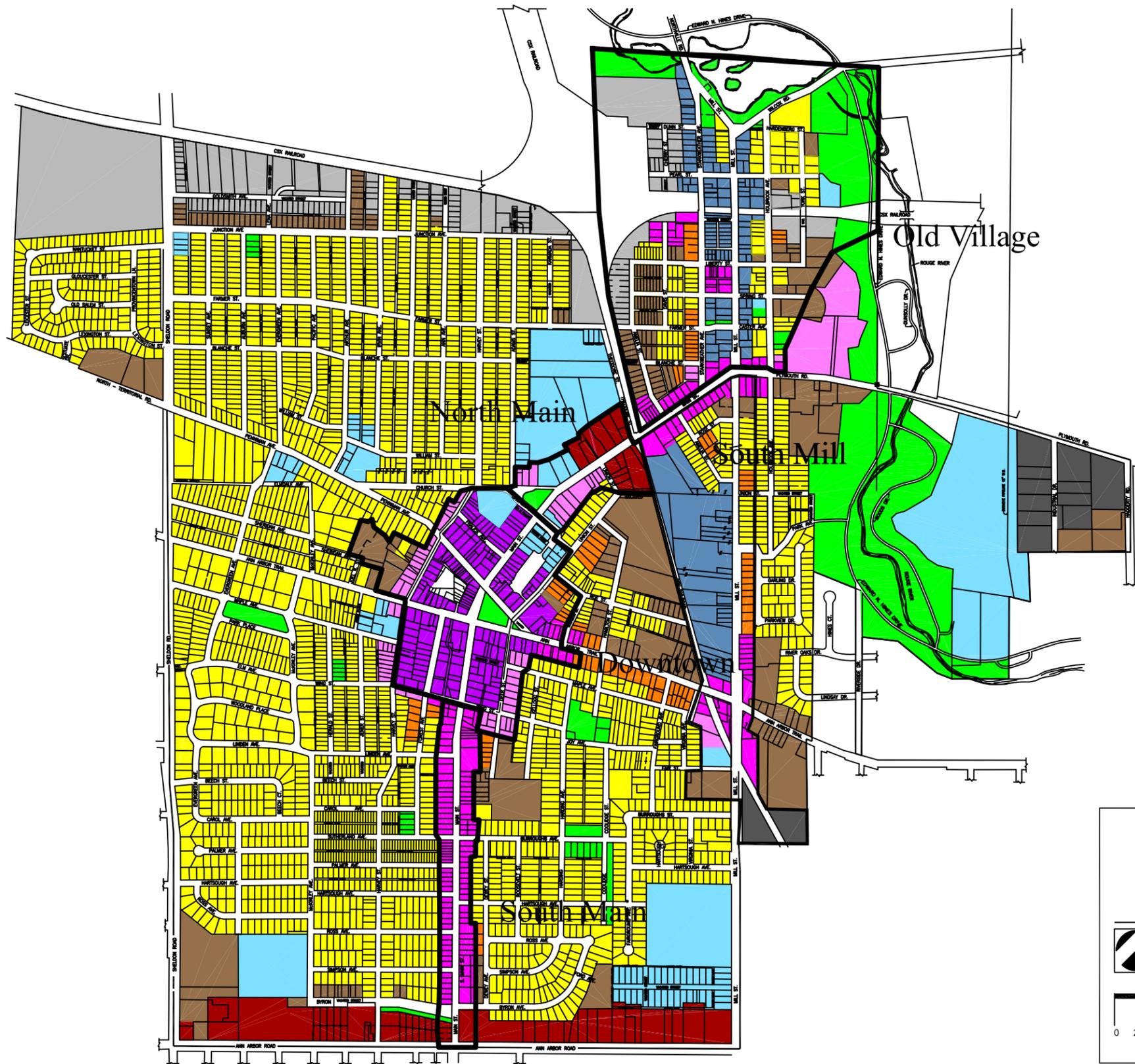
This classification includes existing and proposed parks as specified within the City's Recreation Master Plan. In addition to City-owned parks, the land use classification would also include county owned park facilities incorporated within the Rouge Parkway area.

Institutional

This designation includes government service buildings such as City Hall, DPW yard, Library, etc. It also includes school facilities such as elementary, middle, high school and administration buildings. Institutional would also include churches or places of worship.

Land Use Plan

The land use plan for the City of Plymouth is depicted on the following page. This plan incorporates the above defined land use categories and arranges these land uses within a logical framework for long-term growth and redevelopment of the City of Plymouth.



Legend

	Single-Family Residential
	Two-Family Residential
	Multi-Family Residential
	Mixed Use
	Office
	Local Business
	Central Business
	General Business
	Heavy Industrial
	Light Industrial
	Parks
	Institutional
	Vacant, ROW or Railroad

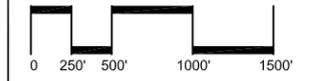
Preliminary Sub-Areas

1. Old Village
2. South Mill
3. Downtown
4. South Main / North Main

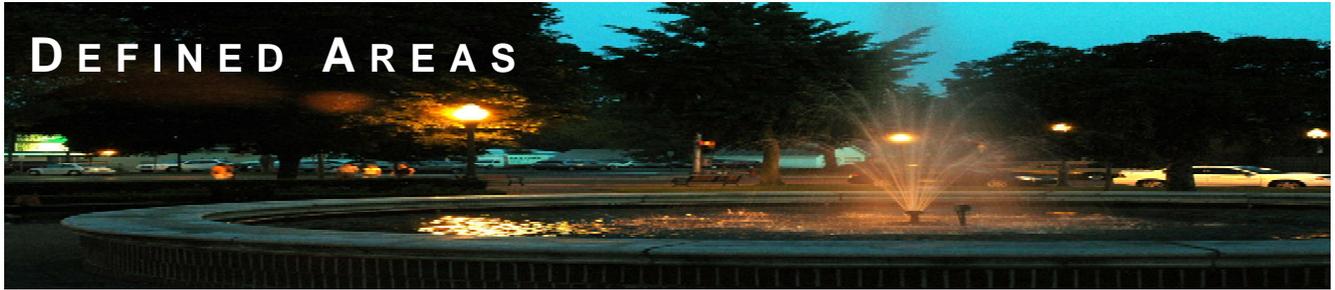
July, 2011

**CITY OF PLYMOUTH
FUTURE LAND USE PLAN**

Wayne County, Michigan



Carlisle/Wortman Associates, Inc.
Community Planners and Landscape Architects
Ann Arbor, Michigan



While the Land Use Plan presents an overall land use development scheme for the entire City, there are four areas that deserve special attention. These areas are listed as follows:

- South Main, North Main
- Old Village
- South Mill
- Downtown

Each area contains parcels which are vacant and/or transitional. These vacant and transitional parcels present development opportunities, and as a result require special attention in terms of long-range planning and future zoning.

The defined areas or a sub-area plan has been prepared for each of these four areas, and is presented in the following pages. The sub-areas provide long-term development policies which will provide guidance for future development. The policies are organized according to the following:

- Planning framework and land use – This includes future land use as well as the arrangement of land use patterns, density, and mix.
- Form and site design – These policies provide direction for the scale, height, and architectural character of future land uses.
- Circulation and parking – Provides long-range policies and guidance for pedestrian and auto circulation. It also provides future connections or links to other areas of interest within the City.

City of Plymouth - South/North Main Sub Area Plan

Master Plan 2010

PLANNING FRAMEWORK & LAND USE

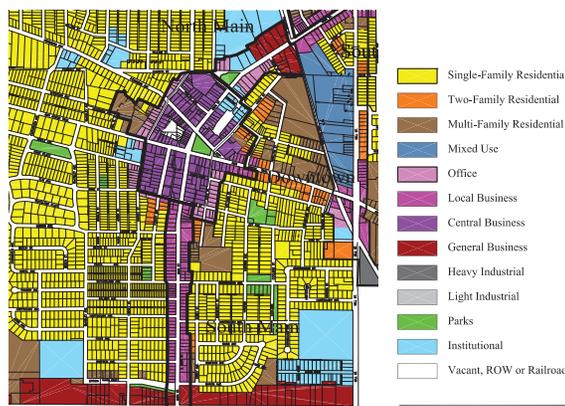
- South and North Main Street should be a mix of residential, office and commercial uses arranged in a compatible framework with adjoining single-family neighborhood areas.
- Intensive commercial uses such as drive-thru restaurants, gas stations and large-format retail are not allowed.
- Local Business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

FORM, SITE DESIGN

- Where possible, the following streetscape improvements should be implemented:
 - Additional street trees,
 - Decorative street lighting,
 - Public art, and
 - Gateway or welcome signs.
- Parking within the front yard should be discouraged.
- Landscape strips or decorative knee walls should separate front yard parking and



South Main
Include a mix of residential, office, and commercial uses



South/North Main Sub Area



Improve streetscape and discourage parking in front



Main Street should be an attractive gateway to downtown



Decorative knee walls and plantings for screening parking



Potential street trees, lights, furnishings and public art

South/North Main Sub Area Plan - City of Plymouth Master Plan 2010



Consider safe crosswalks and pedestrian refuges



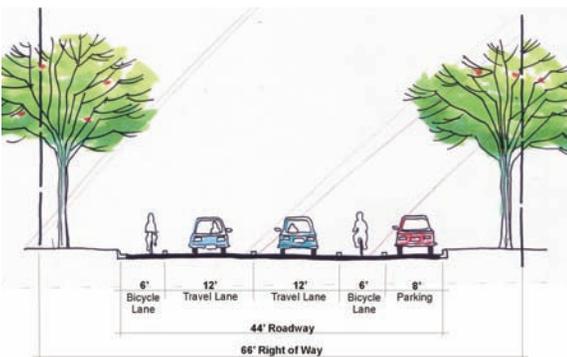
Main Street should be a safe pedestrian corridor



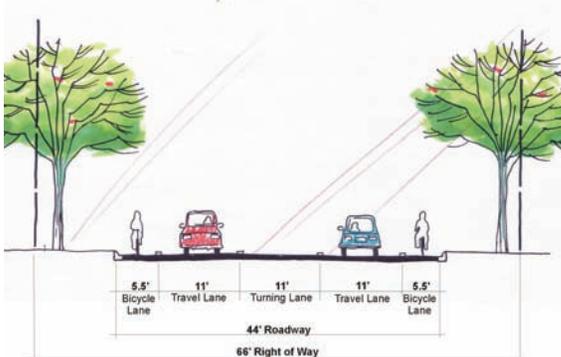
Existing South Main four-lane cross section



Existing North Main five-lane cross section



Potential two-lane with one parking lane



Potential two-lane, center turning lane and bike lanes

sidewalk areas.

- Adjoining single-family residential areas should be properly buffered by means of landscape strips, berms and/or screening walls.

CIRCULATION

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

City of Plymouth - Old Village Sub Area Plan

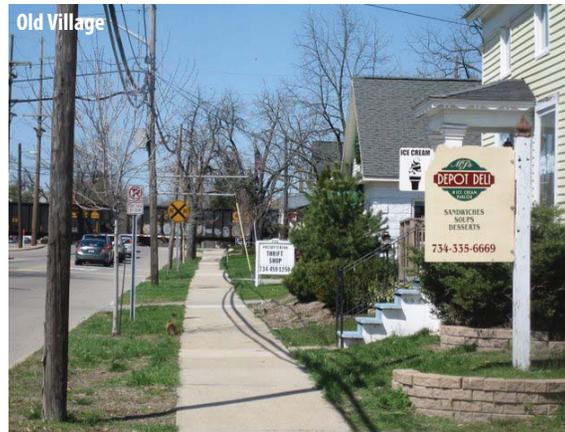
Master Plan 2010

PLANNING FRAMEWORK & LAND USE

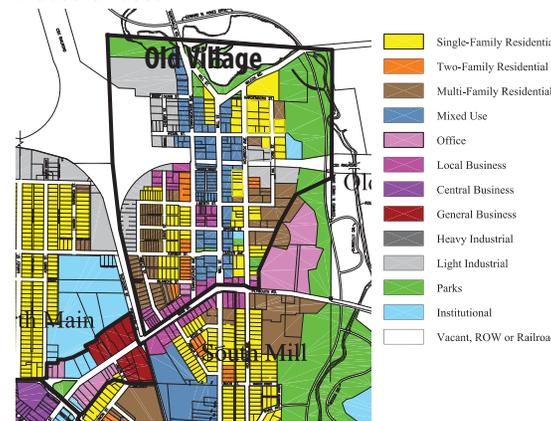
- The Old Village area should be a compatible mix of residential, office, commercial and light industrial uses.
- The land uses should be arranged in a manner which complements the historic character of the Old Village.
- Intensive commercial uses which have a negative impact on nearby residential areas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

FORM & SITE DESIGN

- Liberty Street between Starkweather and Mill streets shall function as the village center for the Old Village with a collection of restaurants, taverns and shops.
- The historic architecture shall be preserved.



Include a mix of residential, office, commercial and light industrial uses



Historic architecture shall be preserved



Buffer light industrial uses from nearby residential uses



Encourage upper level residences above commercial uses



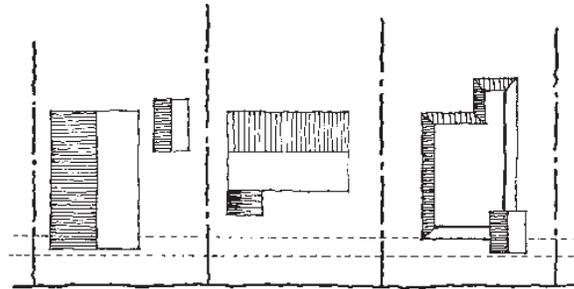
Liberty Street shall function as the village center



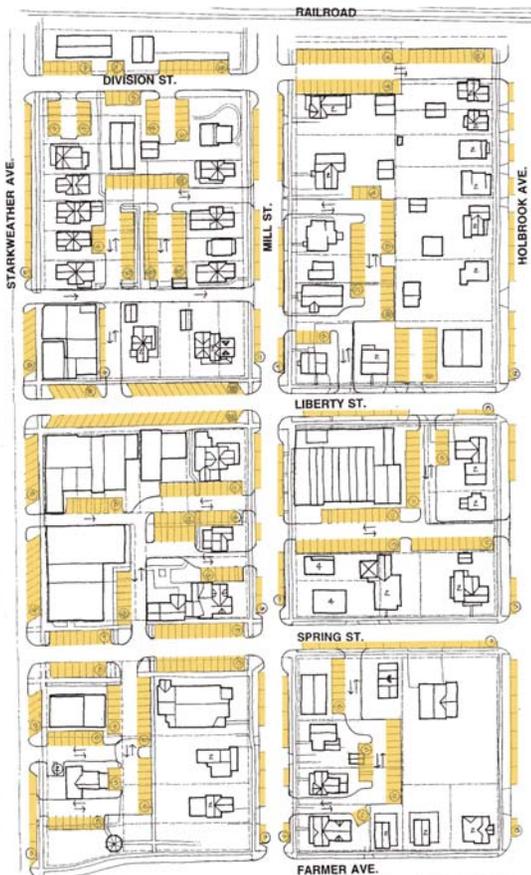
Old Village Sub Area Plan - City of Plymouth Master Plan 2010



Provide streetscape improvements



Maintain block integrity with varied setbacks from 0 to 15'



Explore conversion of private parking to municipal lots



Provide wider sidewalks in the village center



Promote on street parking as a viable alternative

- Streetscape improvements including lighting, sidewalk enhancements and landscaping should be implemented.
- Variable setbacks ranging from zero to 15' shall be established on an average block basis in order to maintain block integrity.
- Building heights shall not exceed 2 stories or 25' except where approved as a PUD or as varied by the ZBA.
- North Main Street between the railroad and Holbrook Street should be improved with street trees and streetscape improvements.

CIRCULATION & PARKING

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



City of Plymouth - South Mill Sub Area Plan

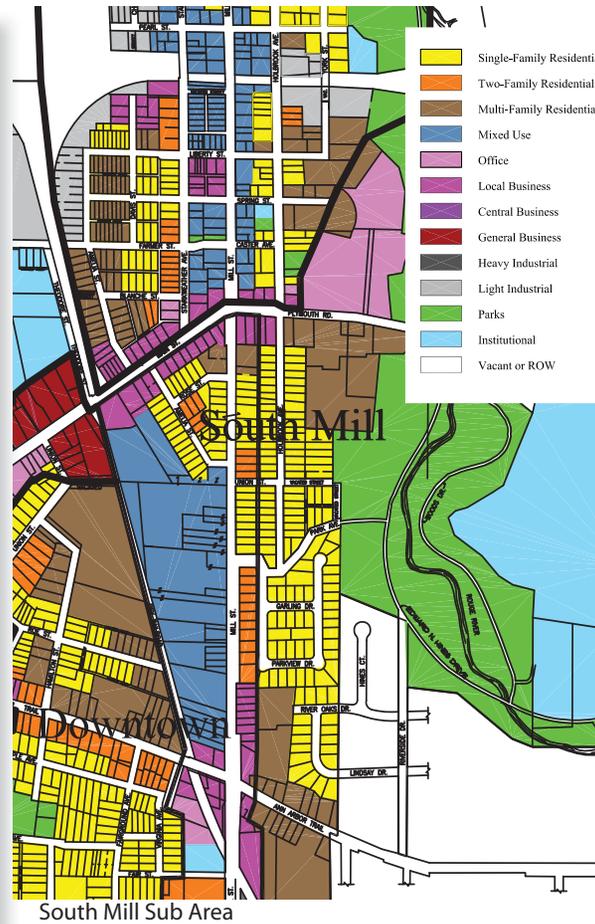
Master Plan 2010

PLANNING FRAMEWORK & LAND USE

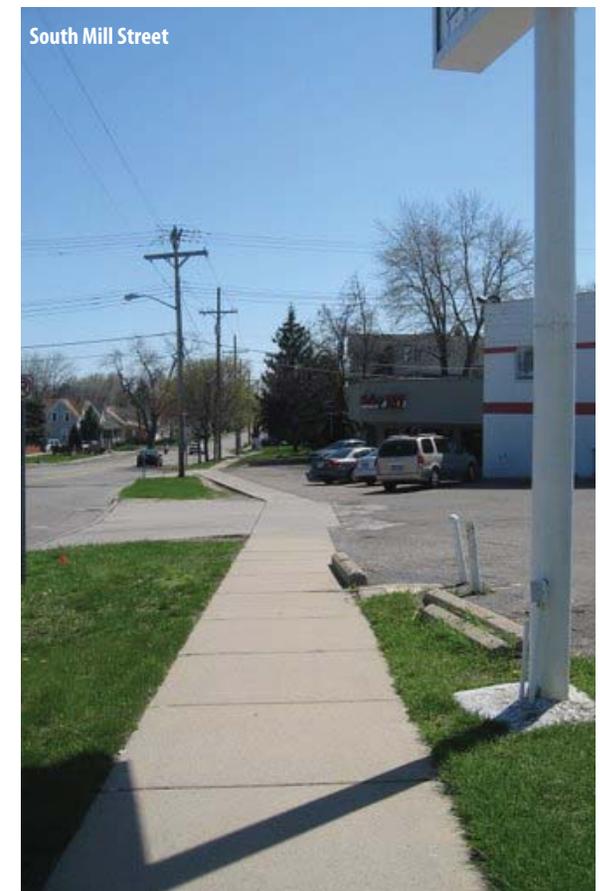
- South Mill provides redevelopment opportunities for mixed use development including single family residences, multi-family residences, recreation, neighborhood commercial and industrial uses.
- The vacant BMC site provides a prime redevelopment opportunity for a mixed use planned unit development with a connection to North Main Street.
- Existing single family and multi-family uses should be maintained and buffered from industrial uses.
- Neighborhood commercial uses are designated for the intersection of Ann Arbor Trail and South Mill.
- Existing industrial uses provide important employment opportunities and tax base for the City.

FORM & SITE DESIGN

- As redevelopment occurs, streetscape improvements should be implemented and should include:
 - Additional street trees along the corridor,



South Mill Street from Main Street



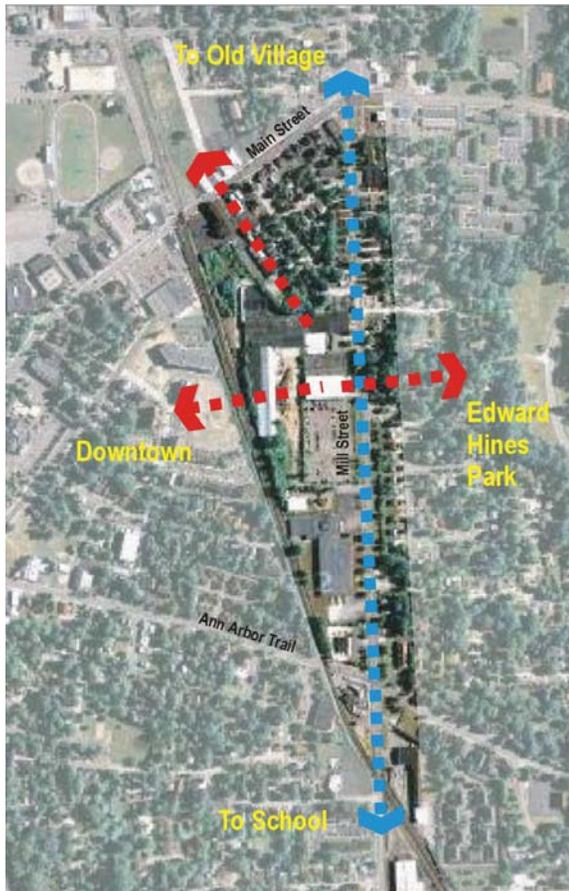
Provide buffer between residential and commercial uses



Street trees



South Mill Sub Area Plan - City of Plymouth Master Plan 2010

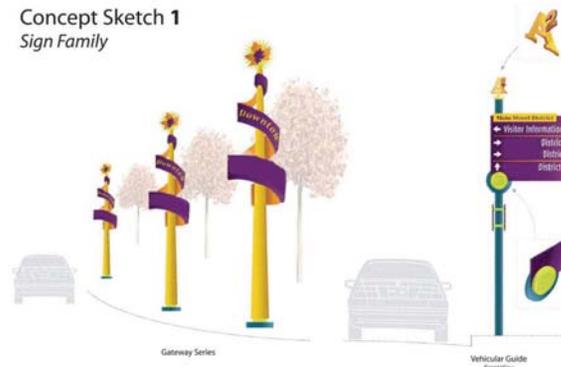


Provide pedestrian connections to other areas



Existing Mill Street

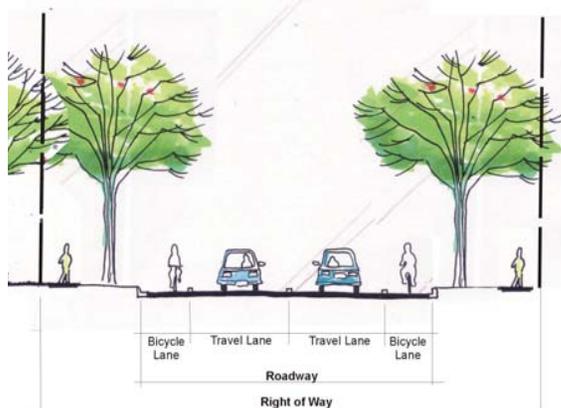
Concept Sketch 1
Sign Family



Example of gateway signs



Provide landscape strips and decorative knee walls



Potential two-lane, bike lanes, curbs and sidewalks

- Landscape screening along industrial properties,
- Landscape screening along school bus yard, and
- Landscape strips and decorative knee walls at key commercial intersection of Ann Arbor Trail and South Mill.
- Gateway/entryway sign should be installed at South Mill near City limits.
- Provide unified streetscape elements along the South Mill corridor.

CIRCULATION

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

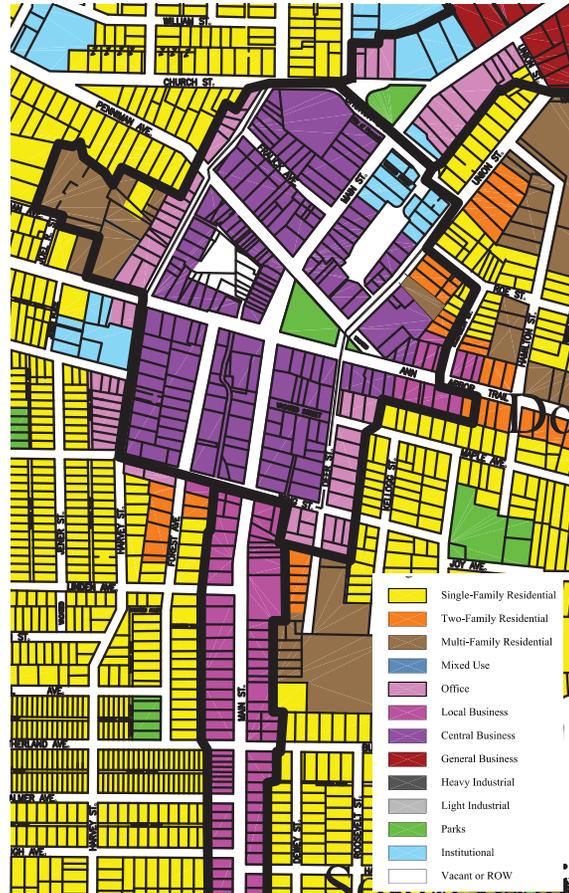


City of Plymouth - Downtown Sub Area Plan

Master Plan 2010

PLANNING FRAMEWORK & LAND USE

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



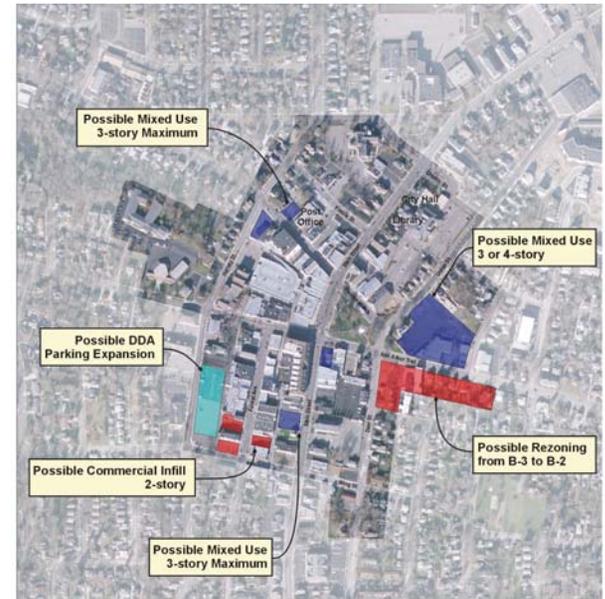
Downtown Sub Area



Promote interface of people/public areas with cafes



Includes a mix of retail uses, restaurants, and offices

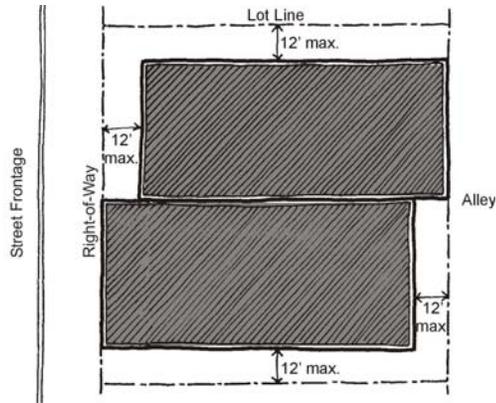


Vacant and Transitional Lands

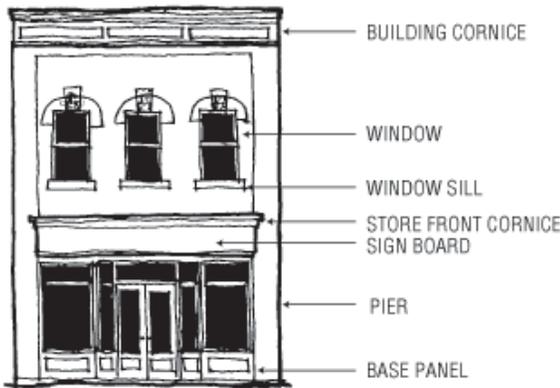


Encourage attractive window displays & public amenities

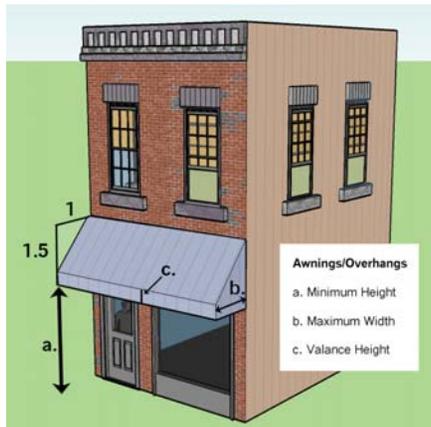




Building placement and setback



Provide quality architecture with generous window areas



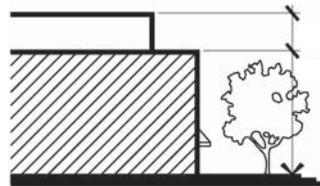
Special details for primary building entrance

Height Overlay Zones

- 4 Story 50 feet Height Allowance
- 3 Story 40 feet Height Allowance



Height overlay zones



Consider building stepback to buffer residential areas



Provide building architectural details

FORM & SITE DESIGN

- To encourage development which reinforces pedestrian activity along streets, building fronts shall be placed at the street right-of-way line or no more than 12' back from the right-of-way.
- Building heights shall comply with the height overlay zone of 3 and 4 stories. Where new development is adjacent to residential areas, building design should consider stepbacks in order to buffer residential uses.
- Building architecture should be compatible with sidewalk areas and provide an attractive interface between building and pedestrians. Quality architecture shall be emphasized with generous window areas, building recesses, and architectural details.
- Architectural interest should be provided through the use of repetitious patterns of color, texture, and materials, with special details for primary building entrances.

SUSTAINABILITY

- The City is committed to promoting sustainable building, site, and landscape designs that conserve energy and reduce environmental impacts using Leadership in Energy and Environmental Design (LEED) and Low Impact Development (LID) standards.



City of Plymouth - Downtown Sub Area Plan

Master Plan 2010

STREETSCAPES & PUBLIC SPACES

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



Kellogg Park



Special event at Kellogg Park



Continue to enhance quality public sidewalk areas



Farmers' market



Plymouth ice festival



Encourage additional plazas and pedestrian amenities



Downtown open spaces, parking lots, and passageways



Bicycle parking



Parking lot screening



Integrate parking structure with retail buildings

PARKING & CIRCULATION

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



Transitional Properties

The existing land use survey noted a number of transitional properties which contain both residential or non-residential uses. Some of these parcels include land uses transitioning from one type of land use to another, or they may include vacant or underutilized property which for whatever reason is waiting for a new tenant or use.

Some of these parcels are currently offered for sale, and will provide future owners with redevelopment opportunities. It is important that viable uses be maintained for these properties in order to provide tax base and economic stability. A partial listing of transitional parcels follows:

DOWNTOWN AREA

- Saxton's property (587 W. Ann Arbor Trail)
- Coffee Bean parcel (884 Penniman)
- Metro Mart parcel (885 Penniman)
- Forest Street parcels
- Main Street parcels
- Wilcox property (676 W. Ann Arbor Trail)

NORTH AREA

- Victory Packaging (800 Junction)
- Vacant lots near railroad (Old Village)

MILL ST. AREA

- School Bus Parking Area (1042 S. Mill)
- Bathey Manufacturing Co. (100 S. Mill)



This Master Plan is a statement of policies, objectives and goals designed to accommodate future growth. The Plan forms the philosophical basis for the more technical and specific implementation measures. It must be recognized that development and change will occur either with or without planning and that the Plan will have little effect upon future development and change unless adequate implementation programs are established. This section identifies actions and programs which will be useful if the Plan is to be followed.

A variety of programs or administrative “tools” are available to help the Plan succeed. These include:

Capital Improvement Plan

The Capital Improvement Plan is simply a community deciding what facilities to provide, where, when and at what cost. As is evident then, the Capital Improvement Plan will have a great effect on the extent and direction of development. For example, improvements to sewers, drainage ways, and roads will support and encourage re-development or change in desired areas while their absence will discourage it in other locations. Funding of needed capital improvements is always a concern. The City may consider a variety of financing techniques including millage, bonding, or general revenue expenditures as an option to help finance needed improvements that are high on the priority list.

Sanitary sewer and storm sewer improvements can be financed through general funds or other revenue vehicles. The City must continue to assess fees to generate funds for the payment and operation of utility expenditures. Fire service and police service improvements generally are financed from general fund expenditures. The Planning Commission has deferred responsibility of preparing the Capital Improvement Plan to the City Commission. A detailed listing of specific Capital Improvements is included in the City's Capital Improvement Plan.

Zoning Requirements

Zoning is the development control that has been most closely associated with planning. Originally, zoning was intended to inhibit nuisances and protect property values. However, zoning should also serve additional purposes as follows:

1. To promote orderly growth in a manner consistent with land use policies and the Master Plan.
2. To promote attractiveness in the City's physical environment by providing variation in lot sizes, etc. and appropriate land uses.

3. To accommodate special, complex or unique uses through such mechanisms as planned unit developments and special use permits.
4. To guide development away from conflicting land uses (i.e. industrial uses adjacent to residential areas).
5. To preserve and protect existing land uses until such time as they may change in accordance with the Master Plan.

The Zoning Ordinance and official map, in themselves, should not be considered as the major long range planning policy of the City. Rather, the Master Plan should be regarded as a statement of planning policy, and zoning should be used to assist in implementing that policy. To that end, the Zoning Ordinance and Official Map should be reviewed at least every two (2) years.

Protecting Our Environment and Sustainable Development

The City of Plymouth promotes the enhancement of existing natural features. New development and redeveloped parcels should preserve important vegetation and watershed areas. Low-impact development strategies should be adopted to minimize the negative impacts of stormwater runoff. The City should also explore strategies for energy conservation within the City's transportation system and building infrastructure. Specifically, the City should:

- Inventory and monitor important resources such as landmark trees, wooded areas, steep slopes, and undeveloped parcels.
- Adopt Low-Impact Development (LID) strategies for stormwater management.
- Promote brownfield redevelopment projects.
- Promote energy conservation strategies.
- Encourage development of complete streets which offer non-motorized alternatives and amenities.
- Adopt LEED (Leadership in Energy and Environmental Design) guidelines, and adopt selected standards within the Zoning Ordinance.

Commercial Zoning Adjustments / Zoning Plan

In addition to the above-stated residential zoning adjustments, the Planning Commission should consider portions of the City where commercial zoning conflicts with the established policies as promoted within this Master Plan. These areas include the following:

- B-3 zoning within the CBD area south of Ann Arbor Trail
- Allowance of upper level residential within the B-1 zoning district

Neighborhood Preservation

As the "City of Homes," one of the City's main assets is the residential and neighborhood areas. It is paramount that these areas maintain their attractiveness and viability. Continued investment is important as well as the City's efforts to enforce the necessary housing code programs. The City must also continue the investment of improved sidewalks, street trees and street maintenance in order to upgrade and maintain the neighborhood character.

As part of the Implementation program, the Planning Commission has identified code enforcement as a priority concern. Residents should be encouraged to maintain their homes and landscaping in order to support property values and to promote goodwill between neighbors.

Commercial Corridors

The City has already embarked on efforts to improve the Ann Arbor Road Corridor in a cooperative effort with Plymouth Charter Township. Improved signage, landscaping and ordinance control has already been initiated. These methods that have been identified for the Ann Arbor Road Corridor should also be applied to South Main Street and North Main Street.

It is recommended that the City develop a Corridor Plan for North and South Main Street which would identify revitalization strategies and methods to minimize unattractive uses and buildings within the corridor.

The corridor plan for North and South Main Street should examine innovative approaches to improve the thoroughfare. Methods for the elimination of blighting influences, sign pollution, and improved aesthetics should be considered. Specifically, the Plan should investigate the following:

- Techniques to minimize front yard parking
- Strategies to promote shared parking
- Examination of traffic and pedestrian flow and designs which consider right-of-way widening
- Increased front yard landscaping requirements
- Extension of streetscape design into North and South Main Street corridors
- Replacement of curbing and sidewalk, and removal of weeds from sidewalk area
- Lowering of light fixtures or consideration of pedestrian lighting
- Allowance of upper level residential uses within B-1 areas

Comprehensive Plan Education

Citizen involvement and support will be necessary as the Plan is implemented. Local officials should constantly strive to develop procedures which make citizens more aware of the planning process and the day-to-day decision making which affects implementation of the Plan. A continuous program of discussion, education and participation will be extremely important as the City moves towards realization of the goals and objectives contained within the Master Plan.

Plan Updates

The Plan should not become a static document. The City Planning Commission should re-evaluate and update portions of it on a periodic basis. The land use portion should be updated at least once every three to five years, and the Planning Commission should set goals for the review of various sections of this Plan on a yearly basis. The Master Plan should also be coordinated with the City's Recreation Plan to provide proper, long-range planning for recreation improvements.

BACKGROUND STUDIES



History of Plymouth

The land that was to become Plymouth was first inhabited by the Potawatomi Indians. By the early 19th century, white settlers began to move into the area. The land was well suited for farming due to good soils, few hills, and being close to a river. As more people came to the area, a small settlement grew at the intersection of two Indian trails that followed the Middle Rouge River. The early crossroads settlement, where Main Street and Ann Arbor Trail presently intersect, was called Podunk.

With the passing of the Land Act of 1820 and the opening of the Erie Canal in 1825, more settlers began to arrive in Michigan. Many of the newcomers were from New England. One of Plymouth's first recorded residents, William Starkweather, purchased 80 acres in 1825. As more settlers came to the area, residents wanted a more dignified name for their emerging community. The recently transplanted New Englanders chose Plymouth for historic and sentimental reasons. This was to be their place in the new world of the largely un-populated Midwest.

The New Englanders brought with them more than a name. One of the first acts of city planning in the area was the creation of a common green adjacent to the original Podunk intersection. Most of the Midwest was organized in a strict rectilinear manner, as seen today with the mile road system of Southeastern Michigan. Plymouth, on the other hand, grew outwards from its triangular shaped green now called Kellogg Park. All future development and lot creation was in relation to this newly created center.

Plymouth's center grew thanks in part to its many successful farms, and growing mill industry. As forested land was cleared, mills on the Rouge River processed the lumber into a variety of products. By 1840, there were more than a dozen saw and grist mills lining the river.

The development of the milling industry led to further commercial and residential growth. The downtown began to take form in the late 1840s. In 1857, Henry Connor established a hardware store a block from the central common. Connor later was part founder of the Plymouth Iron Windmill Company. As part of a promotion, the company offered a free air rifle to anyone who purchased a windmill. As it turned out, the air rifles were the real success. By 1900, Plymouth was known as the air rifle capital of the world and home of the Daisy Manufacturing Company.

Connor was a true civic activist. Besides his commercial successes, he was instrumental in bringing the railroad to Plymouth. Connor also held posts as the Director of the School Board, President of the Village, President of the Dramatic Club, and leader of the Community band, still in existence today.

The success of the Daisy Manufacturing Company paved the way for more commercial and industrial growth within the City. Alter Auto Company employed fifty people at one time, and Ford Motor Company operated a village plant in the 1920's. Keeping with the colonial spirit, the Mayflower Hotel was built in 1927. The Hotel was one of the few in the nation to operate continuously during the Depression.

Presently, the downtown area of Plymouth and Old Village are destination places for shoppers and diners. In the past ten years, numerous restaurants and shops have opened, many during one of the most difficult economic times since the Depression. While several store fronts are abandoned in neighboring towns, Plymouth has weathered the storm and experienced growth in certain areas, particularly as it relates to restaurants near and around its center, Kellogg Park. Plymouth is one of the few remaining communities where all of its residents are within walking distance to town. The people of Plymouth take a lot of pride in their community and, as such, Plymouth is a very desirable place to live, work and visit. By supporting eco-friendly development and family-based activities, Plymouth respectfully supports its history while looking forward to the opportunities of the future.

Population

The 2010 U.S. Census data was not available prior to the final adoption of this document. However, the 2000 U.S. Census reported the City of Plymouth's population to total 9,022.

The greatest percentage of the population, 39 percent, was reported in the 35 to 64 age group (2000 U.S. Census). SEMCOG forecasts that by 2035 the 35-64 age group will decrease in size encompassing approximately 33 percent of the population, while the 65 and older age group will increase to nearly 30 percent of the total population. The median age in the City of Plymouth reported by the 2000 U.S. Census is 37.9 years.

Housing Stock

Based upon the 2000 U.S. Census data, there are 4,556 housing units within the City of Plymouth. Of the total housing units, approximately 63 percent (2,888) are one (1) unit structures (detached or attached). Over 62 percent of the housing units within the City of Plymouth were reported as owner-occupied.

The City of Plymouth's most recent trends in residential construction are mainly the expansion and/or remodeling of existing single family homes to accommodate the way that families now live. Many of the homes in Plymouth were built in the first half of the 20th Century and today's families desire more square footage while still enjoying the benefits of being within walking distance to downtown and schools. In addition, there has been significant development of condominiums and lofts in the downtown area and nearby.

Many surrounding communities have developed in a scattered pattern, with no defined downtown core or center. While Plymouth may not experience much more growth in residential development, the existing downtown is a regional recreational, commercial and business attraction. In addition, the housing growth in surrounding communities has increased the demand for leisure and entertainment activities associated with the City's commercial centers.

Library

Plymouth's Dunning-Hough Library was originally built in 1952, next to the City Hall. The building was rebuilt in 1997, with additions over subsequent years. Today the library contains over one million units (books, DVD materials, compact discs), computer workstations and internet access. The library services both the City of Plymouth and the Township of Plymouth, a population in excess of 40,000 as estimated by SEMCOG (July 2010). Likewise, since the library is located in the downtown area, it too is a gathering place for community organizations and a place to learn and study for local residents.

Senior Housing

The Tonquish Creek Manor for Senior Citizens was built in two stages. In 1985, Plymouth offered seniors 60 units of subsidizing housing within walking distance of the downtown. Almost immediately there was a waiting list. In 1987, 48 units were added, and the waiting list grew even larger. The 1987 addition left little, if any, land for further expansion. The Center offers residents a cafeteria, work and recreation spaces, a garden and small park, and has trained medical emergency staff on site. The Center can also function as a temporary shelter in the case of emergency, due to its large-capacity generator used for life sustaining equipment.

Parking is one of the Center's most pressing problems. Younger seniors that move to the Center tend to have more than one car, and there is a limit to one car per unit. Even with the limits and strict enforcement, there is still not enough on-site parking. Helping the situation somewhat, the City operates a van service that offers seniors free transportation anywhere within Plymouth or the Township.

Another program offered to City residents is the Finder's Keepers' program. The program is organized under Section 8 housing grants. The program is available to any resident senior or handicapped person. Those enrolled receive a voucher that enables the participants to pay rent they would otherwise be unable to afford. The program serves an area roughly 10 miles in radius around Plymouth. There are approximately 30 units in Plymouth that are part of this program. Currently, the waiting list is at its maximum of 2000.

The large waiting lists indicate an extremely strong demand for senior and handicapped housing in Plymouth. Every option should be considered to accommodate this sector of the population. Conversion of vacant land or vacant commercial uses, the mixing of commercial and institutional uses with residential uses, or more flexible interpretations of zoning laws, are a few options that could be applied in Plymouth. Supporting the senior population is important to maintaining a family-friendly community in Plymouth.

Police

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

There are 15 full time officers working for the Police Department, located within the City Hall building on Main Street. The number of officers is consistent with national standards that suggest there should be at least one to 1.5 officers for every one thousand citizens. The police department has suggested that an additional officer be hired to decrease the amount of overtime currently required to maintain a high level of service. Six patrol cars serve the City limits.

Fire Services

The City of Plymouth recently reached a contractual agreement with the City of Northville to provide firefighting services. This contract will run for twelve (12) years, and will provide approximately twenty-five (25) to thirty (30) paid on-call firefighting personnel per station. The main station is located adjacent to City Hall, with a smaller fire station operating near the corner of Holbrook and Caster.

With these two (2) fire stations, emergency response times range between five (5) and six (6) minutes. The response times will also be enhanced with the new Sheldon Road underpass, which will provide quicker response times for firefighting equipment coming from the north.

The City of Plymouth and the City of Northville fire departments are part of the Western Wayne County mutual aid pact. This agreement adds another level of service and protection to the City of Plymouth.

A map depicting community facilities including school, police, and fire facilities is included in the appendix.

Traffic

Traffic and transportation planning is a significant factor in the preparation of a Master Plan and Land Use Map. Changes in roads and infrastructure lead to changes in land use. Everyone benefits from the efficient movement of traffic. From a traffic standpoint, Plymouth is ideally laid out. Major thoroughfares line the western (Sheldon) and southern (Ann Arbor Road) boundaries of the City, and provide easy access to the freeways that lay just outside the City's northern (M-14) and eastern (I-275) boundaries. Minor thoroughfares penetrate the City evenly from all directions, and with the exception of Mill Street, converge at the heart of the downtown. In and around the City, the grid of local streets further disperses traffic by offering many possible routes throughout the City.

Other than major state and county roads, the City of Plymouth is responsible for the maintenance of all city roads. Wayne County is responsible for the maintenance of the following:

- Mill St.
- Sheldon
- Wilcox
- Hines Drive
- Park St.
- Riverside

The busiest streets and intersections are where one would expect: Ann Arbor Road at Sheldon and Main Street at Mill Street. Traffic on these and other thoroughfares has been rising almost every year. Without careful analysis of current and future trends, today's minor thoroughfare could become tomorrow's major thoroughfare. Mill Street is currently going through such a transition.

Railroad “at-grade” crossings are places of conflict between two modes of transportation and often disrupt vehicular traffic flow. Currently, there are eight at-grade railroad crossings within the City. Traffic problems associated with these crossings are found at each crossing. These potentially hazardous spots should be recognized, and studied to determine the safest possible alternative that is available to the City. The following is a listing of railroad crossings and considered improvements:

City of Plymouth Railroad Crossings

Crossing	Suggested Improvements
York	Automated signals
Holbrook	Rubberized surface
Mill (at Division)	Rubberized surface
Mill (at Fair)	Rubberized surface
Starkweather	—
Farmer	—
N. Main	—
Ann Arbor Trail	—

Road Classification

The existing street network consists of four classes of public streets. Each classification has specific functions. Using guidelines of the Michigan Department of Transportation, each classification is defined as follows:

INTERSTATE HIGHWAY: A controlled access, divided roadway, intended to carry high traffic volumes through and between urban areas. Traffic flow is typically non-stop with all vehicle entry and exit limited to planned interchanges.

MAJOR THOROUGHFARE: A 2-4 lane street intended to carry high through traffic volumes between major traffic generators and the Interstate Highway system. Daily trips traffic volume on these streets range between 20,000 and 40,000 vehicles. It is desirable to limit access points along these streets by creating a signal intersection or by requiring widely spaced driveway openings to minimize points of traffic conflict. Major thoroughfares within the City of Plymouth include Ann Arbor Road and Sheldon Road.

MAJOR COLLECTOR: A wide 2-lane street linking major thoroughfares and the local street or collector network. Moderate traffic volumes are typical, including through traffic and access to the downtown and Old Village commercial areas. Daily traffic volume on these streets range between 10,000 and 25,000 vehicles. Typical major collector streets include:

- Main Street
- Ann Arbor Trail
- Mill Street
- Plymouth Road
- Northville Road
- Wilcox

COLLECTOR: Collector roads provide both access to abutting properties and traffic circulation within residential, industrial, or commercial areas. Efforts are made to minimize the impacts of high traffic volumes through residential areas and at the same time provide connection to major streets. Daily traffic volume on these streets range between 5,000 and 10,000 vehicles. Collector streets within the City of Plymouth include:

- Penniman Avenue
- Church Street
- Harvey Street
- Union Street
- Wing Street
- Farmer Street
- Starkweather Street
- Junction Street

LOCAL STREETS: Local streets constitute a large portion of the City's total street system. Local streets provide land access to primarily residential properties. Local streets typically experience light traffic and little or no through traffic.

Future Road Improvements

The City's Capital Improvement Plan identifies specific long-range street improvements for the City. These are proposed in order to provide residents with efficient and safe thoroughfares. Specific improvements include the continued maintenance, repair and re-paving of streets to correct excessive cracking, potholes, etc. Some of these streets will require re-construction and placement of new sub-base, curb and gutter, and storm drainage systems. Other streets will require only minor repair such as capping or re-paving.

Right turn lane improvements are proposed for Sheldon Road and Penniman Avenue. Various railroad intersections will be in need of rubberized crossings and signalizations. Selected portions of Plymouth Road are proposed for re-construction. The City will also need to explore expanded bicycle routes within the City which could possibly connect with the Hines Drive Parkway system.

DPW

The Department of Public Works maintains a DPW yard at the corner of Goldsmith and Lena. Necessary improvements to this yard will include: snow and leaf storage, removal of underground tanks, salt dome re-construction, garage improvements, and replacement of the compactor.

Parks

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

Together, the 14 City-owned parks total just over 19 acres, giving an average park size of less than 1.5 acres. An inventory and location of the City Parks is provided in the Appendix. With the exception of Massey Field and the Cultural Center, the parks owned by the City are small, neighborhood spaces that offer playground equipment, picnic benches and small open spaces. Massey Field and the Cultural Center offer more active recreation areas and activities such as tennis, softball, shuffle board, and indoor ice skating.

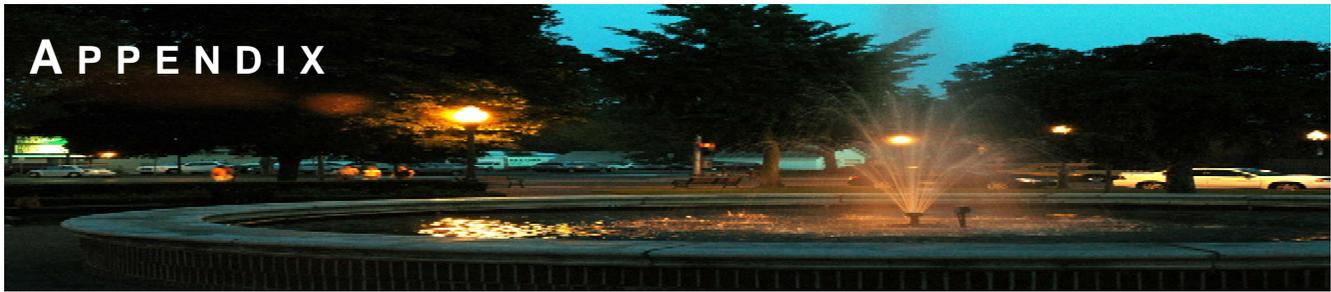
In 1972, a multipurpose building used for skating, recreational classes, meetings, and parties was constructed at the Cultural Center. This facility is heavily used for recreational and civic activities. In an effort to save money and be leaders in clean energy solutions, the City converted the Cultural Center building to geothermal power in 2010. This is the first geothermal powered ice rink in the State of Michigan.

The Plymouth Gathering Place is used for community events, such as the Ice Festival and Farmer's Market. A new roof is planned for the Plymouth Gathering structure.

As their names attest, individual parks have been sponsored by civic groups for more than ten years. The agreements between the groups and the City are informal in nature and usually cover maintenance and plantings. While the parks take the name of the sponsor group, the parks are City-owned and remain public.

Additional recreational lands within the City are owned by Wayne County. Almost 60 acres are contained in the Middle Rouge Parkway. The Parkway, over 2,000 acres, is a series of drives and bikeways that stretches from Northville to Dearborn. Besides offering areas for biking, football, baseball, tennis, golf, and skating, the Parkway has many areas set aside for wildlife and nature centers.

An additional 11 acres of recreational space is contained within the three existing public schools. While catering primarily to school activities, residents are allowed access to the lighted softball fields, and the volleyball and tennis courts.



APPENDIX

City of Plymouth Parks

Park	Size in Acres	Facilities
1. Cultural Center *	4.0	Tennis courts, ice skating rink, multi-purpose recreational facility, football field, baseball diamond
2. Massey Field	2.35	Lighted softball field, baseball, football
3. Firehouse Park and Playground	.37	Playground equipment
4. Fairground Park and Playground	2.64	Picnic area, playground equipment, sand volleyball court
5. Garden Club Park and Playground	.77	Picnic area, playground equipment
6. Colonial Kiwanis Park and Playground	.84	Picnic area, playground equipment
7. Optimist Club Park and Playground	.54	Picnic area, playground equipment
8. Rotary Club Park and Playground	.69	Softball, picnic area, playground equipment
9. Byron-Dewey Park and Playground	.27	Natural areas, picnic area, playground equipment
10. Kellogg Park	1.15	Central Community gathering and landscaped space
11. Holbrook-Caster Park and Playground	.17	Playground area
12. Lion's Club Park and Playground	2.38	Natural areas, picnic area, playground equipment
13. Veterans Park	.80	War memorials and landscaped area
14. Hough Park	2.17	Natural areas
15. Cannon Park	.5	Gazebo, picnic area
16. Triangle Park	1.2	Landscaped area
* Land owned by School District		



LEGEND

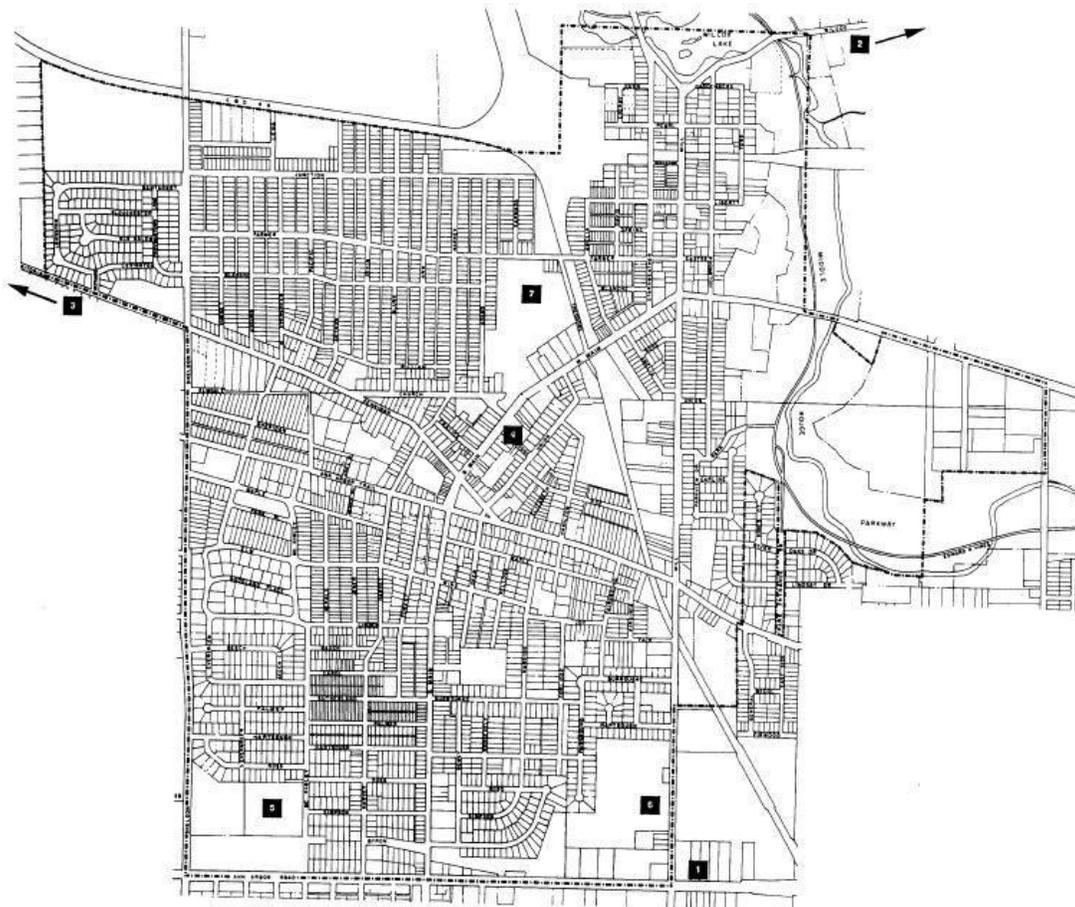
Park	Size	Facilities
1 Culture Center	4.00	Tennis Courts, ice skating pond, multi-purpose recreational facility, shuffleboard
2 Massey Field	2.35	Lighted softball field, baseball, football
3 Firehouse Park & Playground	.37	Playground Equipment
4 Jaycee Park & Playground	2.54	Softball, Picnic Area, Playground Equipment, Basketball
5 Garden Club Park & Playground	.77	Softball, Picnic Area, Playground Equipment
6 Colonial Kiwanis Park & Playground	.84	Softball, Picnic Area, Playground Equipment
7 Optimist Club Park & Playground	.54	Picnic Area, Playground Equipment
8 Rotary Club Park & Playground	.69	Softball, Picnic Area, Playground Equipment
9 Byron-Dewey Park & Playground	.27	Natural Area, Picnic Area, Playground Equipment
10 Kellogg Park	1.15	Town Square
11 Holbrook-Caster Park & Playground	.17	Playground Equipment
12 Lions Club Park & Playground	2.38	Natural Area, Picnic Area, Playground Equipment
13 City Park	.80	Natural Area
14 Hough Park	2.17	Natural Area
15 Canon Park	.50	Gazebo, Picnic Area
16 Triangle Park	1.20	Landscape Area

MASTER PLAN - PARKS

City of Plymouth
Wayne County, Michigan



Carlisle Associates, Inc.
111 North Main Street, Ann Arbor, Michigan
Community Planners and Landscape Architects

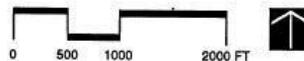


LEGEND

- 1 Fire Station #1
- 2 Fire Station #2
- 3 Fire Station #3
- 4 Police Station
- 5 Smith Elementary School
- 6 East Middle School
- 7 Central Middle School

MASTER PLAN - COMMUNITY FACILITIES

City of Plymouth
Wayne County, Michigan



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