



# City of Plymouth Planning Commission

## Regular Meeting Agenda

Wednesday, August 14, 2024 – 7:00 p.m.  
City Hall & Online Zoom Webinar

City of Plymouth  
201 S. Main

[www.plymouthmi.gov](http://www.plymouthmi.gov)  
Phone 734-453-1234

<https://us02web.zoom.us/j/88134531147>

Passcode: 072888

Webinar ID: 881 3453 1147

1. **CALL TO ORDER**
  - a) Roll Call
2. **CITIZENS COMMENTS**
3. **APPROVAL OF THE MINUTES**
  - a) Approval of the July 10, 2024 meeting minutes
  - b) Approval of the July 24, 2024 working session minutes
4. **APPROVAL OF THE AGENDA**
5. **COMMISSION COMMENTS**
6. **PUBLIC HEARINGS**
  - a) **SP 24-07:** 904 Starkweather, Special land use and site plan review for office and “creator/maker space” uses such as co-working, photo/video shoots, podcast recording, and ad-hoc meetings. The property is zoned MU, Mixed Use.
  - b) **PUD24-01:** 230 Wilcox, Preliminary planned unit development (PUD) for restoration of the Wilcox Mill building into general retail business. The property is zoned R-1, Single Family Residential.
7. **OLD BUSINESS**
  - a) **SP24-06:** 630 S. Main, Revised Site Plan Review
  - b) Master Plan Discussion – Draft Transportation Chapter
8. **NEW BUSINESS**
9. **REPORTS AND CORRESPONDENCE**
10. **ADJOURNMENT**

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

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

**City of Plymouth Strategic Plan 2022-2026**

**GOAL AREA ONE - SUSTAINABLE INFRASTRUCTURE**

**OBJECTIVES**

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

**GOAL AREA TWO – STAFF DEVELOPMENT, TRAINING, AND SUCCESSION**

**OBJECTIVES**

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

**GOAL AREA THREE - COMMUNITY CONNECTIVITY**

**OBJECTIVES**

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

**GOAL AREA FOUR - ATTRACTIVE, LIVABLE COMMUNITY**

**OBJECTIVES**

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

**Planning Commission 2024 Goals**

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

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

**-Plymouth Mayor Joe Bida November 1977**

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

A regular meeting of the Planning Commission will be held on Wednesday, August 14, 2024, at 7:00 P.M. located at City Hall and online via Zoom to consider the following:

**SP 24-07:** 904 Starkweather, Special land use and site plan review for office and “creator/maker space” uses such as co-working, photo/video shoots, podcast recording, and ad-hoc meetings. The property is zoned MU, Mixed Use.

**PUD 24-01:** 230 Wilcox, Preliminary planned unit development (PUD) for restoration of the Wilcox Mill building into general retail business. The property is zoned R-1, Single Family Residential.

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Publish: Tuesday, July 30, 2024



**Plymouth Planning Commission  
Regular Meeting Minutes  
Wednesday, July 10, 2024 - 7:00 p.m.  
Plymouth City Hall 201 S. Main**

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City of Plymouth  
Plymouth, Michigan 48170-1637

[www.plymouthmi.gov](http://www.plymouthmi.gov)  
734-453-1234

**1. CALL TO ORDER**

Chair Karen Sisolak called the meeting to order at 7:01 p.m.

Present: Chair Sisolak, Vice Chair Scott Silvers, Commissioners Zachary Funk, Joe Hawthorne, Trish Horstman, Kyle Medaugh, Hollie Saraswat, and Eric Stalter

Excused: Member Sidney Filippis

Also present: Economic Development Director John Buzuvis, Planning Consultant Sally Elmiger

**2. CITIZENS COMMENTS**

There were no citizen comments

**3. APPROVAL OF MEETING MINUTES**

Stalter offered a motion, seconded by Hawthorne, to approve the minutes of the June 12, 2024 meeting.

Saraswat asked that the line stating, "Planning Commissioners usually know what the public benefit should be, and they should offer suggestions," be removed. The group agreed.

There was a voice vote.

MOTION PASSED UNANIMOUSLY

**4. APPROVAL OF THE AGENDA**

Hawthorne offered a motion, seconded by Horstman, to approve the agenda for July 10, 2024.

There was a voice vote.

MOTION PASSED UNANIMOUSLY

**5. COMMISSION COMMENTS**

There were no commission comments.

**6. PUBLIC HEARINGS**

There were no public hearings

**7. OLD BUSINESS**

a. Master Plan Discussion – July 24 Working Session

Sisolak asked whether members would be available to meet on July 24 at 6:30 p.m. to review what subcommittee members and individual contributors have been working on. Hawthorne and Medaugh asked whether they could Zoom in, since no decisions would be made. Buzuvis said he would check and get back to them.

## **8. NEW BUSINESS**

### **a. SP24-05" 630 S. Main, Site Plan Review**

The project architect distributed a revised site plan that addressed items in the Carlisle Wortman report. He noted that the building his client was purchasing was nonconforming regarding ingress and egress, landscaping, and illumination. He also explained that they were short parking spaces, but they drafted a shared parking agreement with the adjacent business.

Commission members discussed the plan and explained to the applicant that they are not authorized to waive the parking space requirement. They also expressed concern that the shared parking agreement included language stating it could be canceled at any time, and that shared parking would only be available after normal business hours. Another concern was that they received a revised site plan at the meeting and hadn't had sufficient time to review it thoroughly.

### ***Motion***

Silvers offered a motion, seconded by Horstman, to approve SP24-05 at 630 S. Main for Famous Burger.

### ***Findings of Fact***

The proposal meets the master plan requirements.

The basic building and parking lot will remain.

The project will be required to meet Carlisle Wortman recommendations.

### ***Conditions***

Administration is to approve items B2, B5, C, D, and E in the Carlisle Wortman report.

The city is to work with the developer to resolve the four deficient parking spaces.

The developer is to submit a cross-access agreement, floor plans, and a photometric study to the administration for approval.

The street furniture should be positioned out of the right of way, and the city can coordinate the placement of the street furniture out of the right of way.

### ***Discussion***

There was a discussion about whether the applicant should bring his plans before the Planning Commission again.

There was a roll call vote.

YES: Funk, Horstman, Silvers, Sisolak

NO: Hawthorne, Medaugh, Saraswat, Stalter

MOTION FAILED

## **9. REPORTS AND CORRESPONDENCE**

Sisolak reported on the recent Mayors and Chairs meeting.

Hawthorne provided information on a potential compatibility ordinance.

Sisolak said the developer of the Christian Science Church property asked to meet with the Planning Commission for a study session. It was discussed that further discussion about a study session with the developer may be on the next Planning Commission agenda.

## **10. ADJOURNMENT**

Stalter offered a motion, seconded by Hawthorne, to adjourn the meeting at 8:14 p.m.

There was a voice vote.

MOTION PASSED UNANIMOUSLY



**Plymouth Planning Commission**  
**Working Session Minutes**  
**Wednesday, July 24, 2024 – 6:30 p.m.**  
**Plymouth City Hall 201 S. Main**

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City of Plymouth  
Plymouth, Michigan 48170-1637

[www.plymouthmi.gov](http://www.plymouthmi.gov)  
734-453-1234

**1. CALL TO ORDER**

Chair Karen Sisolak called the meeting to order at 6:32 p.m.

Present: Chair Sisolak, Vice Chair Scott Silvers, Commissioners Zachary Funk, Trish Horstman, Sidney Filippis, Hollie Saraswat, and Eric Stalter

Excused: Members Joe Hawthorne and Kyle Medaugh

Also present: Planning and Community Development Director Greta Bolhuis

**2. CITIZENS COMMENTS**

There were no citizen comments

**3. MASTER PLAN DISCUSSION**

The Commission reviewed the public engagement chapter and the future land use section including the draft map. The following items were discussed specifically:

- The form-based code paragraph in the implementation chapter would be updated with the language Megan Masson-Minnock drafted in 2023.
- Recognition of two distinct types of housing – original plats approximately 50 feet wide and less and larger lots 60 feet wide and greater. There was interest in increasing setbacks and greenspace on larger lots.
- Add a section on “strategies” for each future land use designation to outline how to implement the proposed changes.
- Have a description at the beginning of the document to describe what each chapter does.
- Add a chapter or section on housing, possibly in the background studies chapter.
- Designating the area between Starkweather and N. Holbrook (W/E) and Wilcox to N. Main/Plymouth (N/S) as mixed use.
- Engage Plymouth Township in changes to the Ann Arbor Road Corridor (ARC) district
- Have the transportation chapter on the August 14 regular meeting agenda if possible

**4. ADJOURNMENT**

Saraswat offered a motion, seconded by Silvers, to adjourn the meeting at 8:19 p.m.

There was a voice vote.

**MOTION PASSED UNANIMOUSLY**

**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](http://www.plymouthmi.gov)

**I. Site/Project Information**

Site Address 904 Starkweather Ave	Current Zoning Classification Mixed Use/Office	Date of Application
Name of Property Owner Taylor Family Properties	Phone Number	
Mailing Address 17946 Stonebrook Ct	Email Address (Required)	
City Northville	State MI	Zip Code 48170

**II. Applicant and Contact Information**

Indicate Who the Applicant Is. If Property Owner, Skip to Section III.	Architect	Developer	Engineer	Lessee
Applicant/Company Name TAYLOR FAMILY PROPERTIES LLC	Phone Number 313-549-8589			
Applicant/Company Address 17946 STONEBROOK CT.	City NORTHVILLE	State MI	Zip Code 48168	
Email Address (Required) STAYLOR17946@COMCAST.NET				

**III. Site Plan Designer and Contact Information**

Site Plan Designer Company Name GLA Surveyors and Engineers	Phone Number (734) 416-9150			
Company Address 9450 S. Main St Suite 103	City Plymouth	State MI	Zip Code 48170	
Registration Number	Expiration Date	Email Address (Required) scott@GLAsurveyor.com		

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

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

**V. Historic District**

Is this project located in the Historic District?  
 Yes  No

**VI. Description of Work**

Remodeling of exterior and interior to address wood rot, enhance structure and functionality, and permit various office and "creator/maker space" uses such as coworking, photo/video shoots, podcast recording, and ad-hoc meetings.



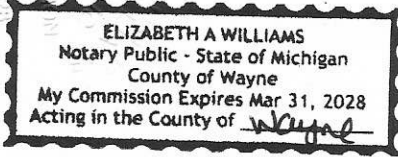
**VII. Applicant Signature**

Signature of Applicant <i>[Handwritten Signature]</i>	Date 7/24/24
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**VIII. Property Owner Signature**

Signature of Property Owner <i>[Handwritten Signature]</i>	Date 7/24/24
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Subscribed and sworn before me this 24 day of July, 2024.



Notary Public: *[Handwritten Signature: Elizabeth A. Williams]*

My Commission expires: 3/31/2028

**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			

### IX. Site Plan Review Checklist

Please include the following applicable information on the site plan.		YES	NO	N/A
1.	Correct scale	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Name of person preparing plan*	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Date, north point	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Property line dimension	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	Street right-of-way widths	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6.	Existing utilities (sewer, water, gas, etc.) and easements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.	Show adjacent property and buildings, including zoning	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.	Existing topography, trees and other features	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.	Off-site ground, parking lot, roadway, driveway and/or structure elevations for minimum distance of 50 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.	On-site grid of maximum 100 feet intervals each way (closer where rolling terrain warrants) and minimum 2.0 feet contours	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11.	Location of new structures including side and front yard setbacks and building length and width (show a general floor plan)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12.	Number of dwelling units per building	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13.	Height of structure	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14.	Percent one room apartments (efficiencies)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15.	Total number of rooms if multiple-family	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16.	Parking requirements met (See Section 78-270)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17.	Number of units and bedrooms each building	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18.	Parking lot layout (showing paved area) including ingress and egress and service area	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19.	Parking lot space dimensions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20.	Loading and unloading space	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21.	Site grading and drainage plan (on-site elevations for pavements, drives, parking lots, curbs, sidewalks and finish grade at bldg.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
22.	Utility connections (sanitary sewer, water, storm sewers)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
23.	On-site storm water retention	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24.	Fire hydrants within 300 feet (on- and off-site)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
25.	Sidewalks and elevations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26.	Sedimentation and erosion control plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27.	Landscape plan showing plant materials to be used	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
28.	Sign requirements met	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
29.	Require walls and fences or greenbelts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30.	Corner clearance	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31.	Service drive needed	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
32.	Acceleration lanes and traffic pattern	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
33.	Trash receptacle locations including screening type and height	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
34.	Mail box locations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Please include the following applicable information on the site plan.		YES	NO	N/A
35.	Air conditioner unit locations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
36.	Special site features (play areas, pools, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
37.	Handicapped facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
38.	Building elevation drawings	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\*Where property line surveys, topography, sewer, water or storm drains are shown, the name of the registered engineer or land surveyor preparing such elements of the plan shall be indicated on the plan.

A photograph of the Chesapeake and Ohio Freight House building. The building is a two-story structure with light-colored horizontal siding and two dark-framed windows. A large, weathered sign is mounted on the roof, reading "CHESAPEAKE AND OHIO FREIGHT HOUSE" in bold, black, sans-serif capital letters. In the foreground, there is a large, dense, rounded bush with brownish-green foliage. The ground in front of the bush is covered with gravel. The sky is clear and blue. The entire image is framed by a dark blue border.

CHESAPEAKE AND OHIO  
FREIGHT HOUSE

C&O FREIGHT HOUSE

# SITE PLAN

JUN 2024 // PREPARED BY HOLLY ELLIS

# HONORING HISTORY, BUILDING COMMUNITY

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## HISTORY:

Constructed around 1910, this building served as Plymouth's freight house for the Pere Marquette Railway and was originally located across Starkweather Avenue from the Plymouth Depot. In 1947, the Pere Marquette Railway merged with the Chesapeake and Ohio Railway, and in 1971, passenger service ceased at the Plymouth Depot. The Chesapeake and Ohio Railway moved the Freight House to its current location in the 1970s. The building was converted to office space in 1995.

## FUTURE:

Our goal is to channel the historic elegance and allure of train travel into a modern-day, open-concept office space for coworking and ad-hoc use. We envision hosting creatives, freelancers, entrepreneurs, social media influencers, and others who need an inspiring space to conduct their work, whether they are recording a podcast, having a photo or video shoot, strategizing with a client, or hosting a small off-site with remote workers. We also seek the flexibility to hold occasional small private parties, or railfan events to engage the local community.

**The C&O Freight House is a treasure that has witnessed so much of Plymouth's story as a railroad town. We hope to preserve this building for the community and give it new life as a creative "maker space."**



—  
Our

VISION

**PAINT & STRUCTURE:**

The access ramp and deck will be replaced and reoriented to promote accessibility and meet codes. Both will be constructed of metal and synthetic wood for durability. Exterior wood panels on the building, doors, and windows will be replaced to improve the building's structural integrity, yet the historic style will remain. The characteristic C&O Freight House sign will be unchanged. Paint will be updated with sophisticated, historically relevant neutral colors.

**LANDSCAPING:** The current minimal landscaping will remain due to the constraints of our existing parking lot and property lines. The tree at the front of the building will remain. The front hedge, rock bed, and business sign will be removed to accommodate work on the HVAC and plumbing systems; upon replacement, they will complement the building design and remain compliant with ordinances.

**LIGHTING:** Existing exterior light fixtures and parking lot lighting will remain. Proposed additions include small, downward-facing sconces at the front and rear entrances. No additional flood/wide-beam lighting is planned for the building or parking lot.

**UTILITIES & REFUSE:** Existing utilities in current locations are adequate. The HVAC system will be relocated to the roof to preserve ground space. Trash carts will be stored to the rear or side of the property. No outdoor storage, dumpster, or screening is planned.

**PARKING:** The redesigned lot will accommodate nine spaces including an ADA space.



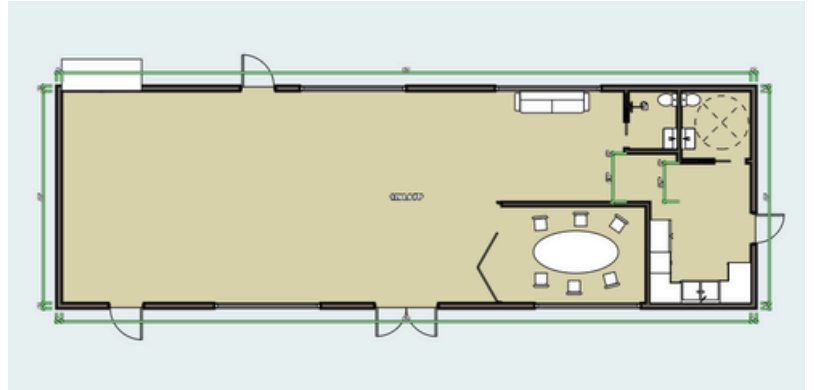
Site Plan:  
**EXTERIOR**

**LAYOUT:**

The open-concept office will primarily consist of communal tables, a lounge area, a basic kitchen, and a conference room. The rear door will provide direct kitchen access, and the side doors facing the railroad tracks will be the new primary entrance for visitors.

**MATERIALS:** Original or historically inspired materials will be used whenever possible. We hope to refinish the original pine flooring and highlight the historic wood beams visible throughout the interior. We are working to find ceiling and wall materials that meet modern-day acoustic and indoor climate expectations while giving the space the character it deserves.

**CAPACITY:** Our intended client base is individuals or corporate clients hosting small, ad-hoc working sessions/off-sites with leadership or employees. Our target attendee count for daily reservations will be 10 or fewer people per reserved time slot, with a maximum of 3 time slots per day. For coworking or private parties, our target attendee count is 25 or fewer per event or coworking session.



Site Plan:

**INTERIOR**

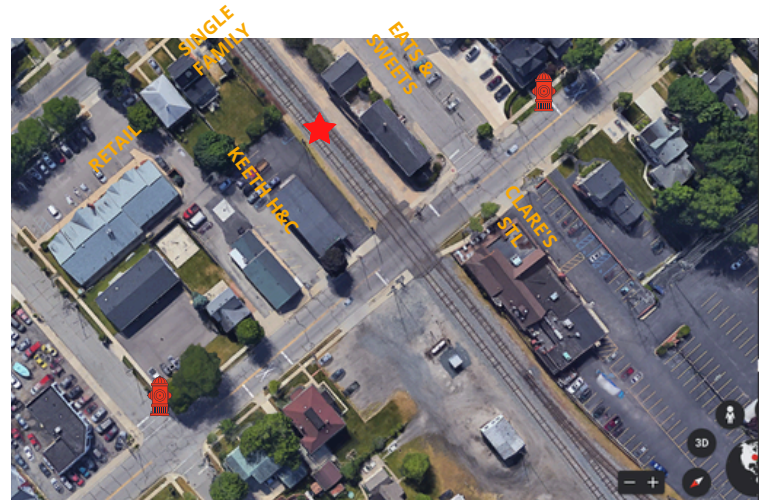
**ADJACENT ZONING:**

All abutting properties have Mixed Use zoning. Currently, Keeth Heating and Cooling's building and parking lot occupy the lot to the north, and C&O train tracks abut the southern lot boundary. One single-family home abuts the rear property line, and Starkweather street and a sidewalk abut the front property line. Across Starkweather is C&O Railroad property and the driveway for one single-family home and one multifamily home. Adjacent to Keeth Heating and Cooling is a retail center housing an insurance agency, CPA firm, in-home care company, bakery, and hair and nail salons.



★ = C&O Freight House

**FIRE HYDRANTS:** Two fire hydrants are accessible along Starkweather street: one at the northwest corner of Starkweather and Pearl streets, and one at the southwest corner of Starkweather and Front St. at the edge of the Clare's St. Louis Kitchen parking lot.



Site Plan:  
**SURROUNDINGS**



# TAYLOR FAMILY PROPERTIES

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## *Scott Taylor*

Scott grew up in Plymouth watching his parents volunteer with the local Kiwanis, the Plymouth Historical Society, and other local organizations. He believes wholeheartedly that the history and culture of this city are worth preserving. Scott worked for the C&O Railroad in Plymouth before spending 30+ years as an entrepreneur in the transportation and logistics industry. He was a member of Penn Theater Realty, LLC., and is currently a business consultant for startup and established companies in Southeast Michigan.

## *Holly (Taylor) Ellis*

Holly worked at Plymouth Guitar during high school and spent many summer nights playing Open Mics at the Plymouth Coffee Bean. She served as a Program Analyst for the Department of Veterans Affairs in Washington, DC, and Nashville, TN, and moved back to Plymouth with her husband in 2015. She is currently a full-time mom to Paige (6) and Gavin (4), a part-time communications consultant, and the future manager of the C&O Freight House.

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About  
US

# CONTACTS

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**Legal Owner:**

Taylor Family Properties, LLC  
17946 Stonebrook Ct.  
Northville, MI 48168  
Scott Taylor: (313) 549-8589  
Holly Ellis: (734) 239-0746  
staylor17946@comcast.net  
hollytellis@gmail.com

**Site Plan Designer:**

TBD

**Builder/Remodeler**

TurnKey Builders



Key

**CONTACTS**

# C&O FREIGHT HOUSE DETAILS

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**ADDRESS:**

904 Starkweather Avenue  
Plymouth, MI 48170

**LEGAL DESCRIPTION:**

23A589B LOT 589 EXC N 30FT ASSESSORS  
PLYMOUTH PLAT NO 17 TIS R8E L66 P79 WCR

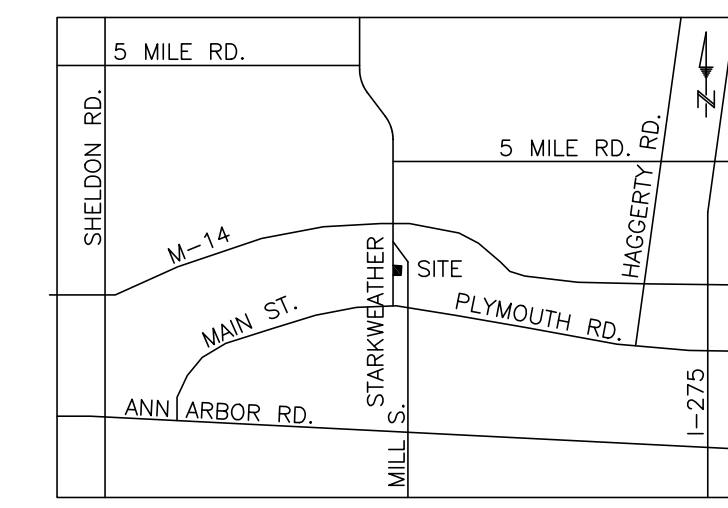
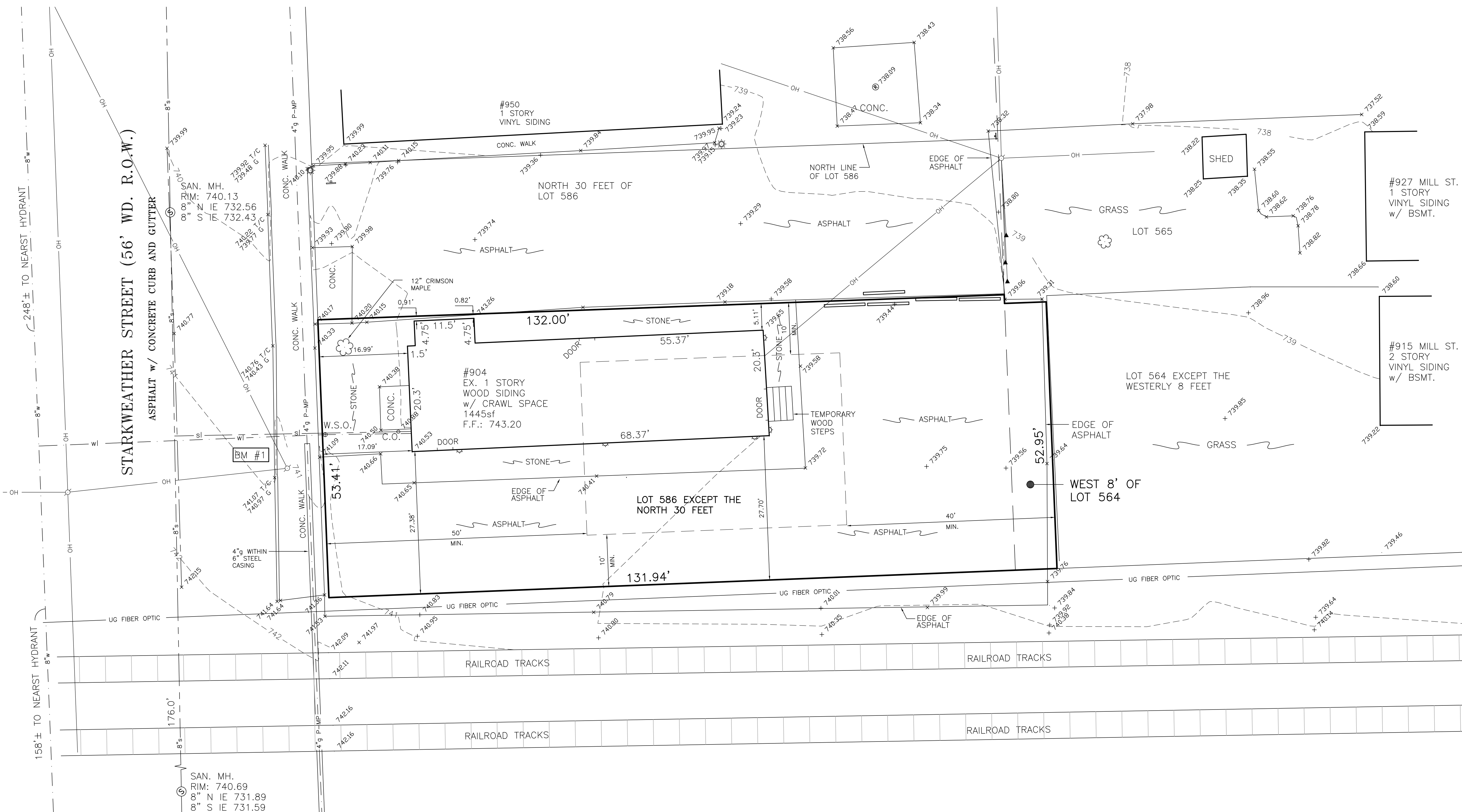
**SIZE:**

- 1,404 sq ft within building, 1,300 gross sq ft after renovation
- 0.252-acre lot
- 83.26 ft of frontage
- 132 ft deep

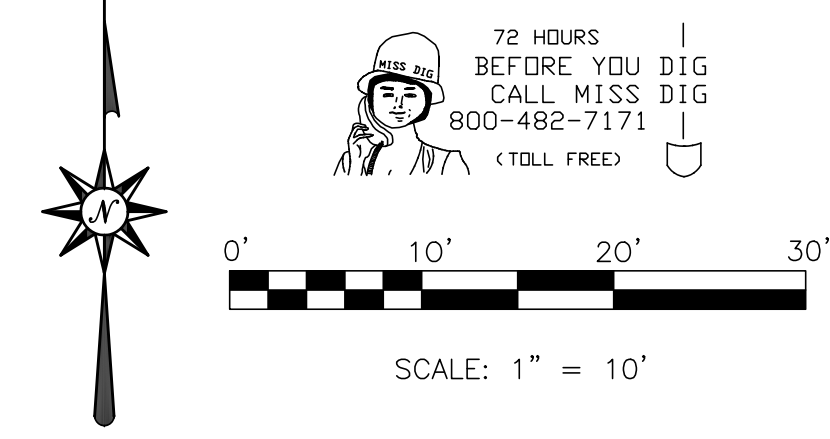


Key

# DETAILS



LOCATION MAP  
NO SCALE



**LEGAL DESCRIPTION**

LOT 589 EXCEPT THE NORTH 30 FEET AND ALSO INCLUDING THE WEST 8.0 FEET OF LOT 564 OF "ASSESSOR'S PLYMOUTH PLAT No. 17 OF PART OF HARDENBERG'S ADDITION TO PLYMOUTH VILLAGE AND OF PART OF THE S.E. 1/4 OF THE S.W. 1/4 OF SEC. 23, T.1 S., R. 8 E., CITY OF PLYMOUTH, WAYNE COUNTY, MICHIGAN," AS RECORDED IN LIBER 66 OF PLATS, PAGE 79, WAYNE COUNTY RECORDS.

**BENCHMARKS**

BM #1  
MAG NAIL IN THE EAST FACE OF UTILITY POLE WITHIN THE STARKWEATHER ROAD R.O.W. AS SHOWN.  
ELEVATION: 741.75 NAVD 88

**ZONING & SETBACKS**

ZONED: MIX USE  
SETBACK REQUIREMENTS:  
FRONT: 15' MIN. (o)  
SIDES: 10' MIN. TOTAL 20' (f)  
REAR: 35' MIN. (g)(i)  
MAX BUILDING COVERAGE 35%

**FLOODPLAIN**

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

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

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**MUNICIPALITY**

CITY OF PLYMOUTH  
201 S MAIN STREET  
PLYMOUTH, MI 48170  
PH. (734) 453-1234

**LEGEND**

BENCHMARK	B.M.	STORM CATCH BASIN	
FINISHED FLOOR	F.F.	SANITARY MANHOLE	
FINISHED GRADE	F.G.	WATER/GAS SHUT OFF	
EXISTING	EX.	FIRE HYDRANT	
		UTILITY POLE	
INVERT ELEVATION	LE.	SIGN	
GAS MAIN		LIGHT	
WATERMAIN		DECIDUOUS TREE	
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FENCE		UTILITY PEDESTAL	
PROP. ELEVATION		CULVERT	
EX. SPOT ELEVATION		CULVERT	
SET IRON	S.I.	TOP OF PORCH	T/P
FOUND IRON	F.I.	TOP OF CURB	T/C
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		CLEAN OUT	C.O.

**SURVEYOR/ENGINEER**

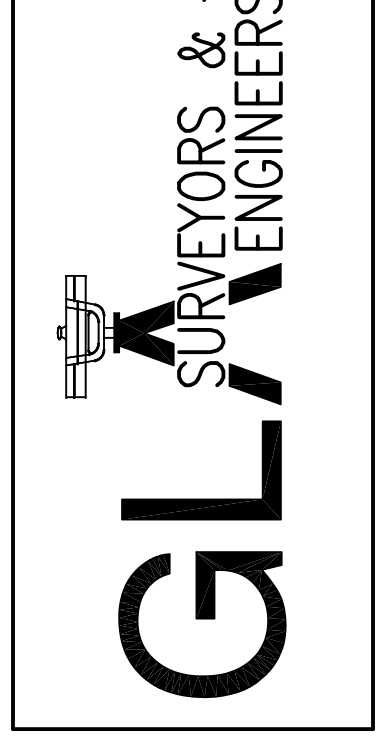
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PROFESSIONAL ENGINEER:  
ANTHONY S. NESTOR, MICHIGAN REGISTRATION No. 6201050153  
MANAGING PARTNER/CONTACT PERSON:  
SCOTT A. SCHUMACHER

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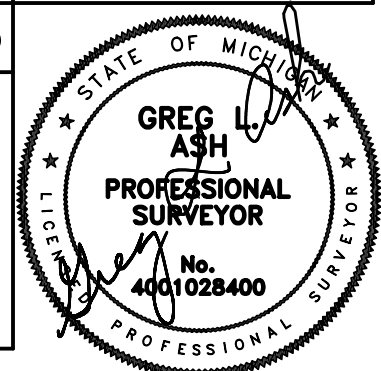
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7/19/24

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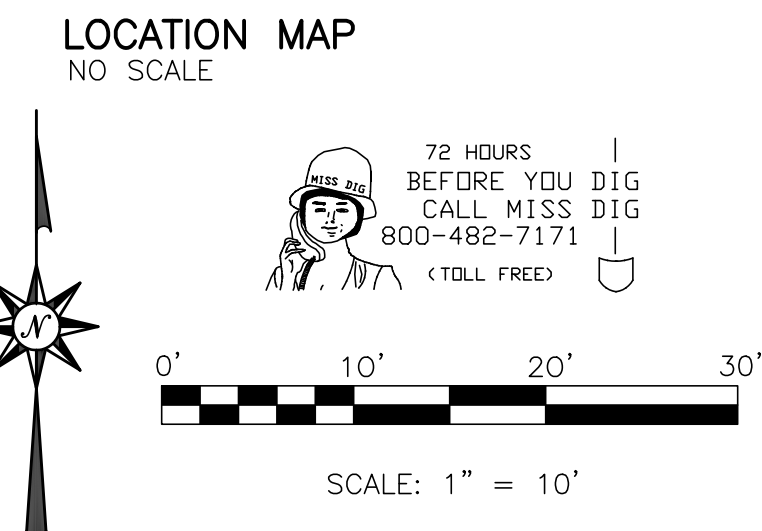
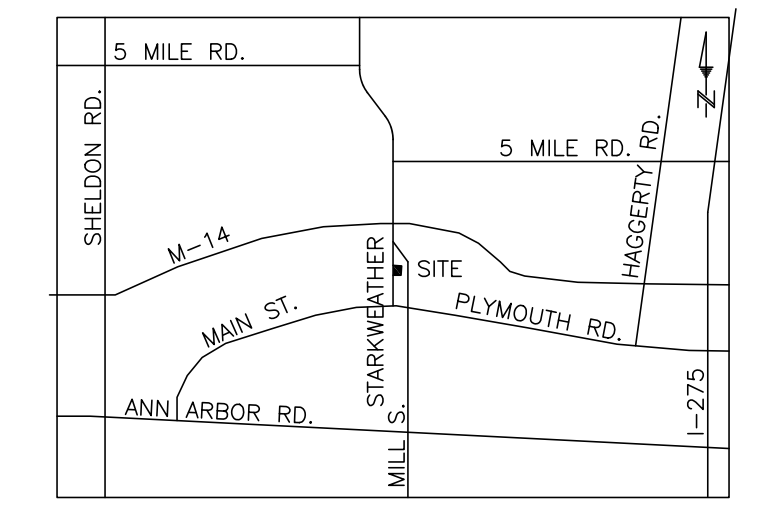
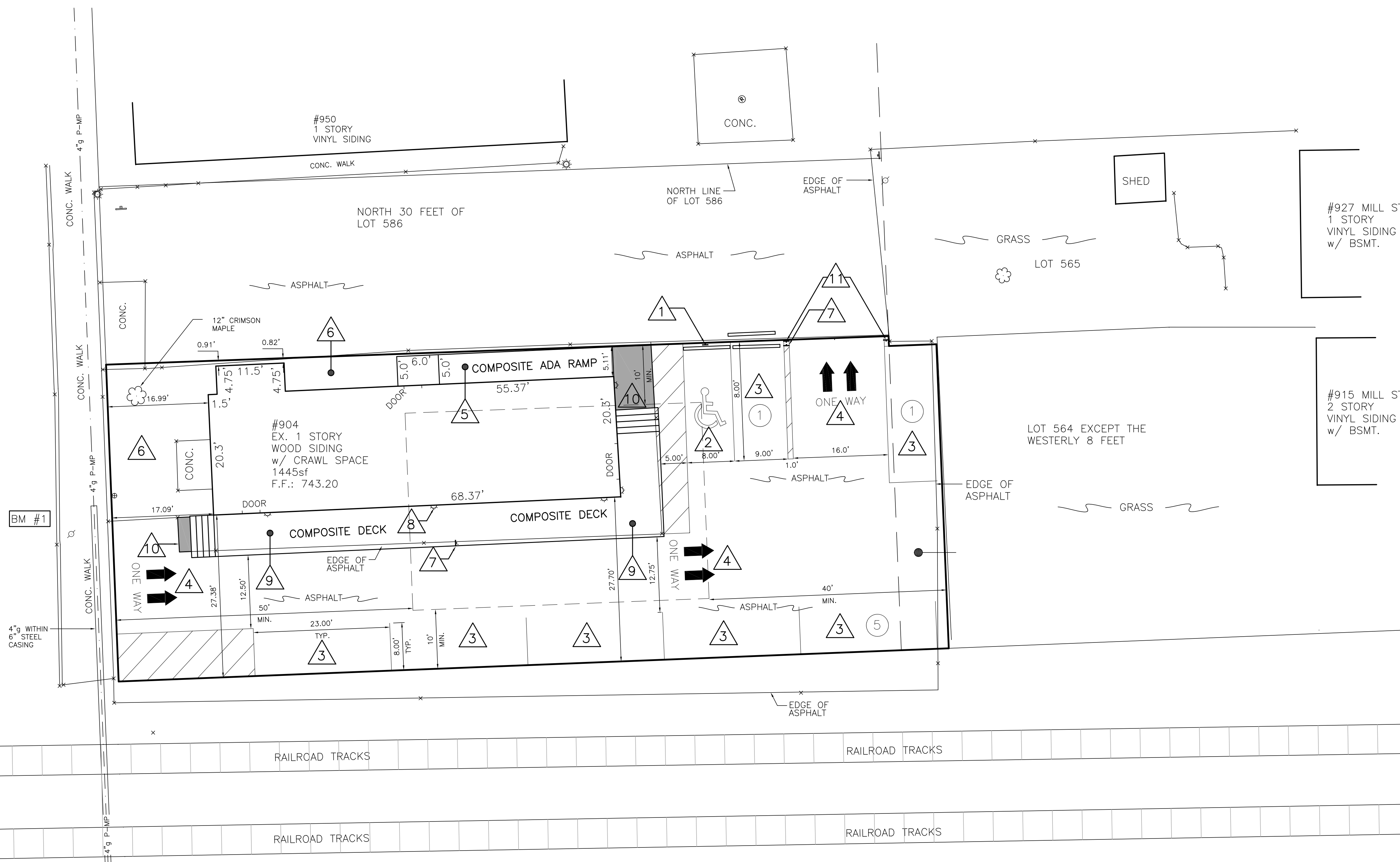


**TOPOGRAPHIC SURVEY**  
904 STARKWEATHER  
LOT 589 EXCEPT N. 30', AND ALSO W. 8' OF LOT 564  
ASSESSOR'S PLYMOUTH PLAT No.17 SEC. 23,T.1S.,R.8E  
CITY OF PLYMOUTH, WAYNE COUNTY, MICHIGAN



STARKWEATHER STREET (56' WD. R.O.W.)

ASPHALT W/ CONCRETE CURB AND GUTTER



**LEGAL DESCRIPTION**

LOT 589 EXCEPT THE NORTH 30 FEET AND ALSO INCLUDING THE WEST 8.0 FEET OF LOT 564 OF "ASSESSOR'S PLYMOUTH PLAT No. 17 OF PART OF HARDENBERG'S ADDITION TO PLYMOUTH VILLAGE AND OF PART OF THE S.E. 1/4 OF THE S.W. 1/4 OF SEC. 23, T. 1 S., R. 8 E., CITY OF PLYMOUTH, WAYNE COUNTY, MICHIGAN, AS RECORDED IN LIBER 66 OF PLATS, PAGE 79, WAYNE COUNTY RECORDS.

**BENCHMARKS**

BM #1  
MAG NAIL IN THE EAST FACE OF UTILITY POLE WITHIN THE STARKWEATHER ROAD R.O.W. AS SHOWN.  
ELEVATION: 741.75 NAVD 88

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**MUNICIPALITY**

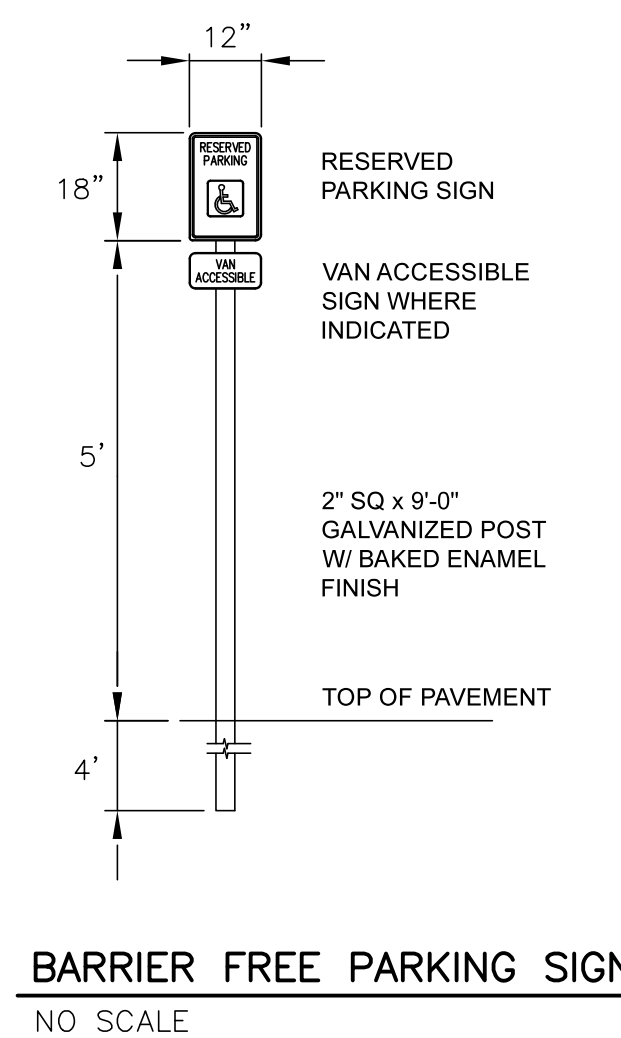
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**GLA SURVEYORS & ENGINEERS**

**SITE PLAN**  
904 STARKWEATHER  
LOT 589 EXCEPT N. 30', AND ALSO W. 8' OF LOT 564  
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**PROPOSED SITE ITEMS**

- INSTALL ADA / BARRIER FREE PARKING SIGN SEE DETAIL.
- ADA / BARRIER FREE PARKING SPACE.
- 7 REGULAR PARKING SPACES. (1-90', 6 PARALLEL).
- PAVEMENT MARKINGS INDICATING ONE-WAY TRAFFIC FLOW.
- COMPOSITE RAMP AND LANDINGS WITH RAILINGS TO MEET ADA PEDESTRIAN ACCESS REQUIREMENTS.
- LANDSCAPE AREAS.
- POST NO PARKING OR STANDING, IRE LANE SIGNS PER CITY OF PLYMOUTH FIRE DEPARTMENT REQUIREMENTS. (2 TYP.)
- PLACE WALL-PACK LIGHTS ON BUILDING AS SHOWN OR PER CITY OF PLYMOUTH REQUIREMENTS. (5 TYP.)
- COMPOSITE DECK AND STAIRS WITH RAILINGS FOR BUILDING INGRESS/EGRESS.
- 4" THICK ASPHALT PATCH AREA - IN 2" LIFTS. MATCH EXISTING GRADES. MAINTAIN POSITIVE DRAINAGE AWAY FROM BUILDING. FOR PEDESTRIAN EXCESS ONLY, NO VEHICLES. (2 TYP.)
- "DO NOT ENTER" SIGN.

**BUILDING COVERAGE**

- PROPOSED BUILDING COVERAGE 19.5%

**SITE NOTES**

- THERE IS NO UTILITY WORK PROPOSED AT THIS TIME.

**ADA NOTE**

- THE ADA PARKING MEET ADA SLOPE REQUIREMENTS PER THE CODE OF FEDERAL REGULATIONS 28 CFR PART 36 REVISED.

**SURVEYOR/ENGINEER**

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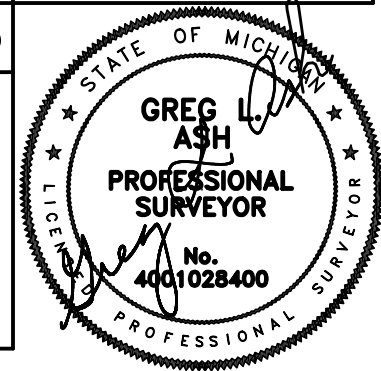
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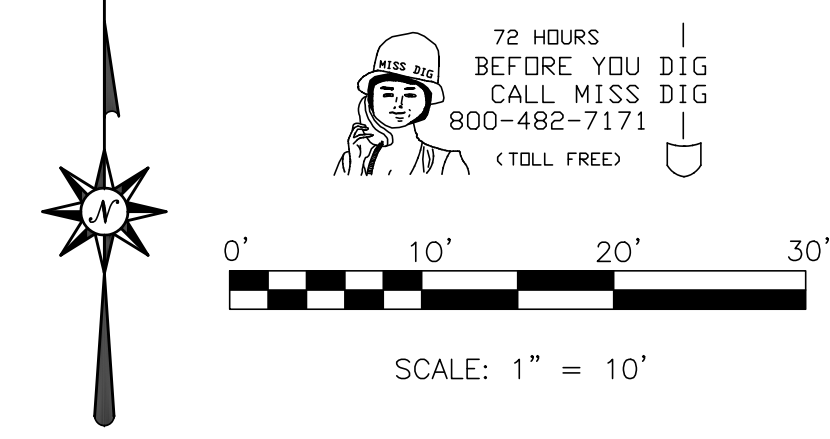
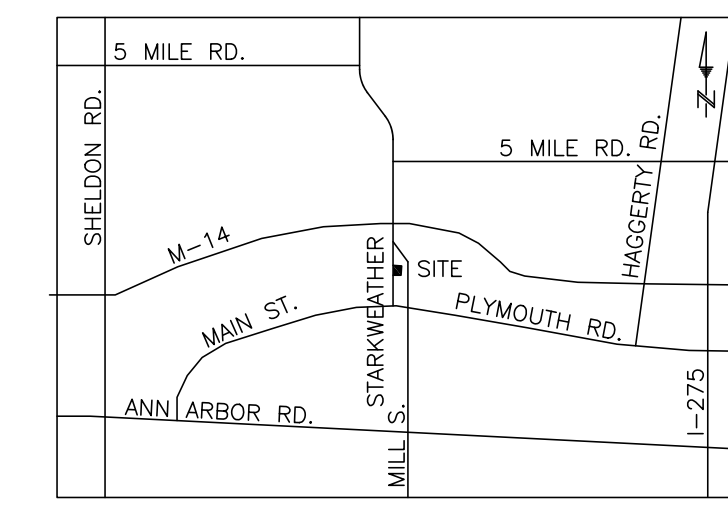
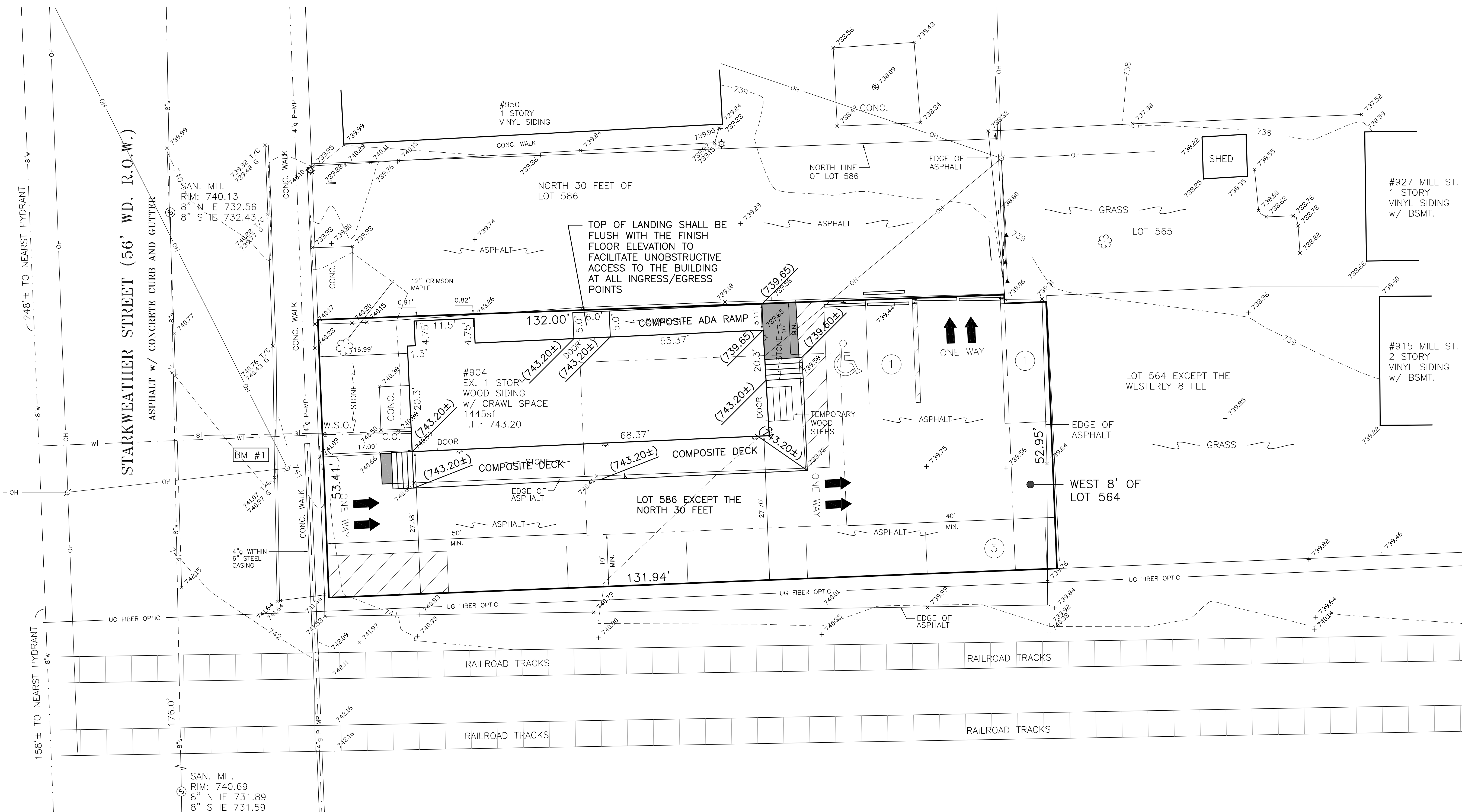
MANAGING PARTNER/CONTACT PERSON:  
SCOTT A. SCHUMACHER

**LEGEND**

BENCHMARK	B.M.	STORM CATCH BASIN	[Symbol]
FINISHED FLOOR	F.F.	SANITARY MANHOLE	[Symbol]
FINISHED GRADE	F.G.	WATER/GAS SHUT OFF	[Symbol]
EXISTING	EX.	FIRE HYDRANT	[Symbol]
		UTILITY POLE	[Symbol]
INVERT ELEVATION	I.E.	SIGN	[Symbol]
GAS MAIN	[Symbol]	LIGHT	[Symbol]
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FILE NO.: 159-589	DWG. NO.: 159-589TOP0
	SHEET No.
DRAWN BY: S.A.S.	2-3
CHECKED BY: G.L.A.	
SCALE: 1" = 10'	





**LEGAL DESCRIPTION**

LOT 589 EXCEPT THE NORTH 30 FEET AND ALSO INCLUDING THE WEST 8.0 FEET OF LOT 564 OF "ASSESSOR'S PLYMOUTH PLAT No. 17 OF PART OF HARDENBERG'S ADDITION TO PLYMOUTH VILLAGE AND OF PART OF THE S.E. ¼ OF THE S.W. ¼ OF SEC. 23, T. 1 S., R. 8 E., CITY OF PLYMOUTH, WAYNE COUNTY, MICHIGAN, AS RECORDED IN LIBER 66 OF PLATS, PAGE 79, WAYNE COUNTY RECORDS.

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**DEVELOPER / CONTRACTOR NOTE**

THE DEVELOPER / CONTRACTOR IS RESPONSIBLE FOR RESOLVING ANY DRAINAGE PROBLEMS ON ADJACENT PROPERTIES WHICH ARE A RESULT OF THE DEVELOPER AND/OR CONTRACTORS ACTIVITIES.

**ADA NOTE**

1. THE ADA PARKING MEET ADA SLOPE REQUIREMENTS PER THE CODE OF FEDERAL REGULATIONS 28 CFR PART 36 REVISED.

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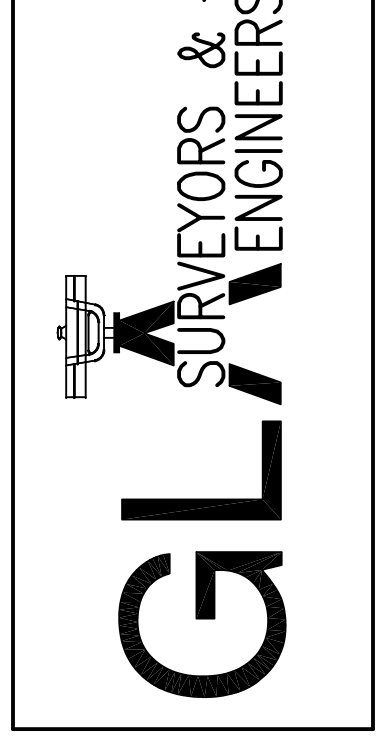
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FINISHED GRADE	F.G.	WATER/GAS SHUT OFF	⊕
EXISTING	EX.	FIRE HYDRANT	⊙
		UTILITY POLE	⊙
INVERT ELEVATION	I.E.	SIGN	⊙
GAS MAIN	—	LIGHT	⊙
WATERMAIN	—	DECIDUOUS TREE	⊙
STORM SEWER	—	EVERGREEN TREE	⊙
SANITARY SEWER	—	HANDICAPPED STALL	⊙
OVERHEAD WIRES	—	UTILITY PEDESTAL	⊙
FENCE	—	CULVERT	⊙
PROP. ELEVATION	⊙	CULVERT	⊙
EX. SPOT ELEVATION	⊙	TOP OF PORCH	T/P
SET IRON	S.I.	TOP OF CURB	T/C
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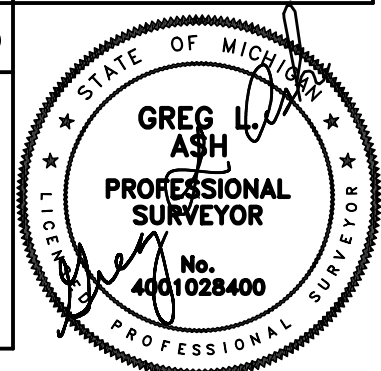
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**GRADING PLAN**  
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CITY OF PLYMOUTH, WAYNE COUNTY, MICHIGAN





**Carlisle | Wortman**  
ASSOCIATES, INC.

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

Date: August 8, 2024

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

<b>Applicant:</b>	Taylor Family Properties Scott Taylor/Holly Ellis 17946 Stonebrook Ct. Northville, MI 48168
<b>Project Name:</b>	Plymouth Freight House Mixed-Use Proposal
<b>Plan Date:</b>	July 19, 2024
<b>Location:</b>	904 Starkweather
<b>Zoning:</b>	MU – Mixed-Use District
<b>Action Requested:</b>	Special Land Use and Site Plan Approval
<b>Required Information:</b>	Any deficiencies are noted in the report.

**PROJECT AND SITE DESCRIPTION**

The applicant is proposing to use the existing historic building as a “maker space,” an open-concept space for co-working, and hosting off-site meetings and private parties. Gatherings would be between 10-25 participants.

The various uses identified in the narrative are considered Special Land Uses in this district, and therefore will require a Special Use Permit.

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

**Figure 1. Subject Site**



Source: Near Maps (Capture 6-12-2024)

**Figure 2. Subject Site – Street View**



Source: Google Maps (Capture 7-2019)



## **SPECIAL LAND USE**

As mentioned above, the applicant is proposing to use this building in a number of different ways:

- “Ad-hoc use”
- “Maker space”
- Open-concept space for co-working (up to 25 participants per co-working session)
- Hosting off-site meetings (up to 10 participants per event/3 events per day)
- Hosting private parties (up to 25 participants per event)

As a Special Land Use, the uses must be specifically identified. In our opinion, a Public Hearing on the application is premature since only a general list of potential uses is offered. Also, the following information needs to be provided (once the uses are pinned down):

- The hours/days of operation
- The scope of the uses (type of events, food-liquor service, musical performances, type and use of maker equipment/type of raw materials), and expected traffic generation
- Use of outdoor deck, and if events will be conducted with the doors open in warm weather
- The usable area of the building (occupiable space in square feet)
- Legible floor plans
- Provision for needed parking (which can’t be accommodated on site)
- Cross-access agreement with neighbor to the north (the neighbor has parking spaces located in the area where the site plan indicates vehicles will exit the subject site)

In our opinion, the uses need to be better defined and their scope clearly described, so that the Special Land Use approval is based on specific uses that are conducted within a defined scope.

The special land use standards in Section 78-281 are listed below. We are unable to provide an opinion on all of these criteria, given the lack of specificity on the uses, and lack of detail regarding the scope of uses. However, we provide some comments:

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

**CWA Comment:**

The 2018 Master Plan identifies this site as “Mixed Use Low Density.” The Plan provides the following guidance for land use in this designation:

- The Mixed Use Low Density designation calls for low-impact commercial use adjacent to single family or multi-family residential areas. It allows the residential uses to continue while encouraging lower-intensity commercial and office uses that can serve the residential areas. Parking in this land use should be located at the rear of the property. (Pg. 12)
- The Old Village Sub Area Plan also lists goals for the area (including the subject site). (Pg. 21)
  - Intensive commercial uses which have a negative impact on nearby residential uses should not be allowed.
  - The historic architecture shall be preserved.

### **Proposed Uses**

Of the uses listed by the narrative, an open-concept space for co-working is the most consistent with the Master Plan. Two residential properties are located to the east of this site, one of which abuts the eastern parking lot. Any use that occupies this building will need to ensure that it does not have a negative impact on the residential uses (per the Master Plan). Hosting meetings during the day may be consistent with the Master Plan, depending on the scope of this use. Additional information is required about the scope of the meetings. Hosting private parties will not be consistent, in our opinion. The site does not have enough parking to host up to 25 guests. Also, the nature of parties and celebrations is not consistent with the goals of the Plan, as they typically generate noise and activity into the evenings and night, as well as additional traffic, which isn't supported by the Master Plan next to residential uses.

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

#### **CWA Comment:**

The applicant describes modifications to the exterior of the building. They plan to replace the deck and ramp, and use modern materials for the new structure. They also plan to replace the original exterior wood siding, and window and door trim.

The Master Plan calls for preservation of historic architecture. The exterior wall material contributes significantly to the integrity and character of historic resources. Wholesale replacement of the existing wood clapboard siding with another material, such as cement board or vinyl, will destroy the historic integrity of the building. Best practice includes the following:

- Retain and preserve historic exterior wall materials.
- If historic exterior wall materials are deteriorated beyond repair, install in-kind replacement (i.e., wood for wood of same species) which matches the historic material type, dimension, texture, color and profile.
- If portions of severely deteriorated historic exterior wall materials must be replaced, only replace where necessary and splice new, matching material with existing material rather than replacing in full.
- Remove damaged or peeling paint by hand to the next sound layer, and repaint.

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

#### **CWA Comment:**

As mentioned above, the use that occupies this building should not negatively impact the residences to the east. Additional information, as listed above, needs to be provided to ensure that the proposed use(s) do not impact the neighbors.

- (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 our comments under criterion (3) 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:**

Essential public services currently serve is property. Office or event uses will most likely not require any additional public services.

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

**CWA Comment:**

We don't believe the proposed office uses will significantly decrease property values of surrounding properties. However, the full scope of these uses is not yet known. Conducting celebrations and like events at this space could potentially negatively impact the residential uses to the east.

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

**CWA Comment:**

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

In summary, the applicant needs to propose specific uses for the site, and clearly and adequately describe the scope of these uses. We have provided a list of information that should be provided for the Planning Commission to consider at a future meeting.

***Items to be Addressed:*** 1) *Applicant to propose specific uses for the site, and clearly and adequately describe the scope of these uses, as described in this review; this information needs to be provided to the Planning Commission for their consideration at a future meeting.*

## **SITE PLAN REVIEW**

This is an existing building, site layout, and parking lot, which could fall under Sec. 78-351, *Nonconforming lots and sites – Governing regulations*. This ordinance section recognizes that certain sites do not comply with the current paving, lighting, landscaping and other non-safety related site development requirements. This section intends to allow for reasonable re-use and improvements to these sites that will gradually improve compliance with the zoning requirements. We evaluate this proposal against the standards in this section throughout the review.

**PARKING & CIRCULATION**

This building is currently vacant. How the building will be occupied at this time is not known. However, we have compared the existing parking to the various uses suggested by the applicant in the table below.

	Required Parking Calculation (Sec. 78-271)	Proposed Parking	Difference
Business offices or professional offices.	One space per 300 s.f. of usable floor area. ??? spaces (See Below)	6 – 7 spaces (See Below)	??
Assembly halls.	One space for each two persons allowed within the maximum occupancy load, as established by the building or health code. ??? spaces (See Below)		??

**Number of Spaces:**

1. **Usable Floor Area:** The plans do not provide a “usable” floor area figure. The usable floor area figure that is consistent with the definition in the Zoning Ordinance should be provided on the plans. The definition is provided below:

*“Floor area, usable, for the purposes of computing parking, means that area used for or intended to be used for the sale of merchandise or services, or for use to serve patrons, clients or customers. Such floor area which is used or intended to be used principally for the storage or processing of merchandise, hallways or for utilities or sanitary facilities, shall be excluded from the computation of usable floor area. Measure of usable floor area shall be the sum of the horizontal areas of the several floors of the building, measured from the interior faces of the exterior walls.”*

2. **Maximum Occupancy:** The ordinance references “...the maximum occupancy load as established by local, county or state fire, building or health codes.” Therefore, the plans should provide a floor plan of the proposed renovated building, and an accurate “maximum occupancy” calculation based on the Michigan Building Code.

**Barrier-Free Parking.** At least one (1) barrier-free space, sized as a “van-accessible space” with an 8-foot wide aisle, needs to be shown on the plans. The proposed barrier-free space shown on the plans has a five-foot wide aisle.

**Number of Proposed Parking Spaces.** We have listed the number of “proposed” parking spaces at a range of six to seven spaces because the aisle for the van-accessible space is too narrow, and widening that aisle by three (3) feet will most likely eliminate one of the proposed parking spaces.

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

**Loading/Unloading Space:** Sec. 78-191(j), *Notes to Schedule*, requires at least one (1) off-street loading space in the rear yard per establishment. The plans should indicate where loading/unloading will occur

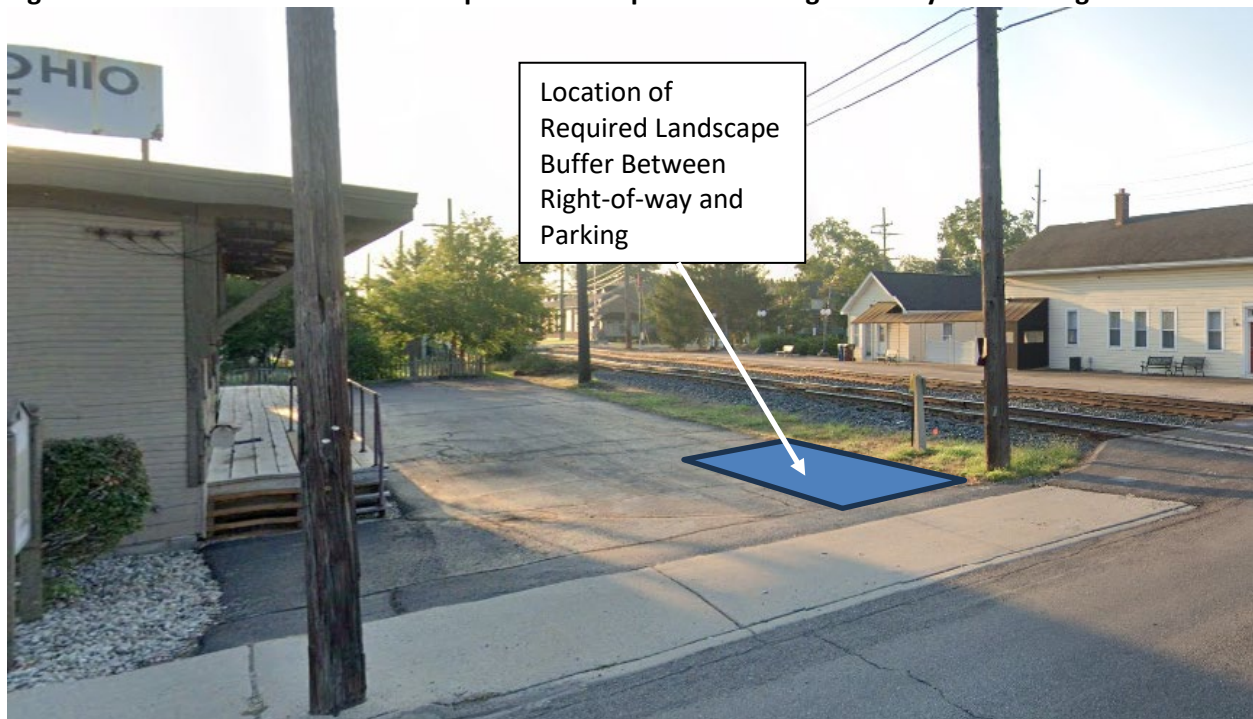
on site. Also, the applicant should provide information about the size and type of expected delivery vehicles.

**Location of Parking:** There are several ordinance provisions regarding the location of the parking lot:

1. **Five-Foot Setback adjacent to All Property Lines:** Sec. 78-270(a)(3), *Off-Street Parking Requirements*, requires a five-foot-wide setback between off-street parking and the rear lot lines of all adjoining properties.
2. **Fifteen-Foot Setback and/or 4.5-foot-tall Wall/Fence/Berm along Property Line Abutting Residential.** Sec. 78-203, *Plant Material and Landscaping Requirements*, states that an office parking lot adjacent to land used or zoned for residential purposes shall have a landscape strip at least 15-feet wide between the parking lot and the residential property line. This section also refers to Sec. 78-206, which allows screening between conflicting land uses to take the form of a landscaped strip, or a 4.5-foot-tall wall, fence or berm.

The existing parking lot extends up to the side and rear property lines, and does not provide the required setbacks. The five-foot setback requirement may be waived by the Planning Commission for sites where there is limited land area available to meet it, or where it is possible to provide additional landscaping or screening to buffer parking from a public road right-of-way. Sec. 78-351(b)(3)(f)(3) requires that landscape buffer strips shall be installed between the right-of-way and parking lot, per Sec. 78-203. Therefore, if the applicant were to install a landscaped buffer in the new striped area between the right-of-way and the first parallel parking space, then the Planning Commission may waive the 5-foot-wide buffer requirements. This landscaped area would also help to protect the car parked in the most westerly parallel parking space.

**Figure 3: Possible Location of Landscaped Buffer Stipe between Right-of-way and Parking Lot**



Source: Google Maps (Capture 8-2018)

Also, it doesn't appear that there is a screening wall, fence or berm along the rear property line (next to the residential property). The applicant should clarify how this lot is screened from the residential neighbor.

**Parking Lot Circulation.** The plans show a circulation pattern where vehicles will enter the lot from Starkweather, and leave the lot via a drive aisle that connects with the property to the north. This proposal will require a shared access agreement with the northern property owner. This layout also eliminates at least two parking spaces on the neighbor's property. The applicant should provide information to confirm that the neighbor (property to the north) can lose two parking spaces to the access easement and still meet the minimum parking requirements.

**Items to be Addressed:** 1) Applicant to floor plans of the renovated building. 2) Applicant to provide "usable" floor area and maximum occupancy figures on plans. 3) Widen barrier-free aisle to 8-feet wide to create "van-accessible" space. 4) Applicant to consider adding at least one bike rack to the site. 5) Site plan to indicate where loading/unloading will occur on site; provide anticipated delivery schedule and type/size of delivery vehicles. 6) Planning Commission to consider waiving 5-foot parking setback requirement based on the applicant providing a landscape buffer between the street right-of-way and parallel parking spaces (or in the area of striped pavement next to Starkweather sidewalk), and to help protect vehicles parallel parked from vehicles that are entering the site. 7) Applicant to clarify how the parking lot is screened from the residential neighbor. 8) Applicant to provide executed cross access agreement with property owner to the north to allow vehicles from this site to exit onto their property. 9) Information provided to confirm that property to the north can lose two parking spaces to the cross access easement and still meet the minimum parking requirements.

## LANDSCAPING

A Landscape Plan needs to be provided. Specifically:

- a. The applicant's narrative states that the existing hedge in front of the building will be replaced. The species and size of the proposed replacement plant material should be shown on a landscape plan.
- b. Proposed landscaping in the parking lot screen adjacent to Starkweather.

**Items to be Addressed:** 1) Applicant to provide Landscape Plan that specifies proposed replacement of shrubs in front of the building, and proposed parking lot screen adjacent to Starkweather.

## LIGHTING

The applicant's narrative states that the existing lighting will remain, and that they will be adding light fixtures at the front and rear entrances. The Site Plan shows the addition of four (4) Wallpack lights to the south and east side of the building. This inconsistency should be explained via submission of a photometric plan, with specifications of proposed light fixtures, showing the proposed light levels on the site.

**Items to be Addressed:** 1) Applicant to provide photometric plan, with specifications of proposed light fixtures.

## UTILITIES

The Site Plan notes that no utility work is proposed at this time. The applicant's narrative states that: *"The front hedge, rock bed, and business sign will be removed to accommodate work on the HVAC and plumbing systems."* The inconsistency should be explained.

**Items to be Addressed:** 1) Applicant to clarify changes to utilities.

## RECOMMENDATIONS

In our opinion, the proposal needs to be pinned down before the Planning Commission can make any Special Land Use decisions. We recommend the Planning Commission discuss the plans with the applicant, and give the applicant more time to update the plans and resubmit. A summary of the comments in the review follows:

### Special Land Use

- 1) Applicant to propose specific uses for the site, and clearly and adequately describe the scope of these uses, as described in this review; this information needs to be provided to the Planning Commission for their consideration at a future meeting

### Parking and Circulation

- 1) Applicant to floor plans of the renovated building.
- 2) Applicant to provide "usable" floor area and maximum occupancy figures on plans.
- 3) Widen barrier-free aisle to 8-feet wide to create "van-accessible" space.
- 4) Applicant to consider adding at least one bike rack to the site.
- 5) Site plan to indicate where loading/unloading will occur on site; provide anticipated delivery schedule and type/size of delivery vehicles.
- 6) Planning Commission to consider waiving 5-foot parking setback requirement based on the applicant providing a landscape buffer between the street right-of-way and parallel parking spaces (or in the area of striped pavement next to Starkweather sidewalk), and to help protect vehicles parallel parked from vehicles that are entering the site.
- 7) Applicant to clarify how the parking lot is screened from the residential neighbor.
- 8) Applicant to provide executed cross access agreement with property owner to the north to allow vehicles from this site to exit onto their property.
- 9) Information provided to confirm that property to the north can lose two parking spaces to the cross access easement and still meet the minimum parking requirements.

### Landscaping

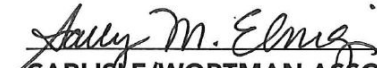
- 1) Applicant to provide Landscape Plan that specifies proposed replacement of shrubs in front of the building, and proposed parking lot screen adjacent to Starkweather.

### Lighting

- 1) Applicant to provide photometric plan, with specifications of proposed light fixtures.

### Utilities

- 1) Applicant to clarify changes to utilities.

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

cc: Greta Bolhuis  
Marleta Barr



Wilcox Mill Restoration – PUD Narrative  
8/14/2024

**ITEM 6) b**

The Wilcox Mill restoration project will focus on the restoration and adaptive reuse of the historic Wilcox Mill building. The Wilcox Mill was built in 1923, one year after the completed construction of the Phoenix Mill, just up the road on Hines Drive. The Mill building was constructed by the Ford Motor Company and was part of Henry Ford's Village Industry Mill buildings. The building was instrumental in making durable tooling, bolt thread taps, for Model T's and Model A's, shipping the tools down to the mighty Rouge River factory. This small factory helped "put the world on wheels" and was part of our country's "Arsenal of Democracy," making parts for World War II, and is an important part of our local history.

The Wilcox Mill was previously owned by Wayne County from the late 1940's until late 2023. The building stored vehicles for Wayne County and then holiday decorations for the annual Hines Drive light parade. The building has been boarded up for decades. Water penetration and lack of maintenance/upkeep has caused significant damage to the building. Water, gas, and electric were all cut off from the building many years ago. Without restoration, the building will continue to deteriorate, eventually becoming unsalvageable.

The aim of the project is to seal, secure, and restore the Mill building, putting it back into productive use for the community. The primary focus will be on ensuring the proper restoration of the building, including saving and restoring the original steel sash window frames and restoring the Wilcox Road facing façade, bringing back the original look.

In order to maximize the local community benefit and take advantage of the Mill's location adjacent to Hines Park, the targeted use of the building will be a Coffee Shop, with a potential retail front on the lower level aimed at enhancing the Park experience. The back side, with an opened-up spillway, will seamlessly integrate the Wilcox parcel land to the surrounding park space, providing park benches and cleaned-up green spaces to explore. Given the location adjacent to the Hines Park space, a PUD is imperative to allow maximum use and community benefit.

**The Building**

The building will undergo an extensive exterior cleaning and inspection. There are many areas where the concrete has deteriorated and metal rebar has become exposed. This will lead to the rebar rusting, growing in size, and further damaging the concrete. Without repair, these issues could become structural damage. This can be seen in the small exterior steps on the west side of the building. The concrete deteriorated and the exposed rebar rusted away. Those steps have become unsalvageable and will be rebuilt. The steps will be built in the same manner as the original steps. Those steps lead to an historic metal door. This door has severe rusting and will need extensive repair, but will be preserved.

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AUG 6 2024

The original window frames will be completely restored. Cleaned down to bare metal, the windows will receive donor material in areas that are too rusted to use. The window frames will all receive new window sill metal as the original bottom metal pieces have completely rusted away, which caused most of the concrete window sills to pop out and fall to the ground. Once new window sill metal is welded in place, new window sills will be poured. The window frames will then be primed and painted with a special rust inhibiting paint. All new individual pane glass will be installed. This will be argon filled low-e double paned insulated glass, consist this the glass used in the Phoenix Mill and Northville Mill restorations. The building exterior concrete will be painted the same color as the original building paint (a light tan color). The Wilcox Road facing side will have its non-original garage doors removed. The original concrete knee walls will be returned with large panes of glass. The main entrance will be off of this side, as was originally designed. A paver patio will be created on the apron for outdoor seating and will be protected by a steel guardrail encased in brick.

The HVAC equipment is planned to be ground mounted and screened with vegetation on the west side of the building. Power will come to the building underground instead of the previous overhead installation.

The interior will be cleaned and painted the original Ford colors (off white and green). None of the original walls or columns will be disrupted. The floors will remain concrete and will be ground and polished. Minimal buildout will occur in the upper level. A couple metal stud walls for bathrooms and a closet and a coffee bar will be built. The rest will remain open. The lower level will maintain the same configuration, with updated bathrooms to code. All light fixtures will be custom built based on the original design.

### **The Grounds**

The original spillway that carried water out the back side of the building exists and will need concrete repair. The spillway and hill sides will be completely cleaned up and opened up. This will be a very unique feature and will contribute to the overall "park" experience. The small parking lot on the SE side, serving the lower level, will get maintained with surface repairs. The open lot on the SW side will get a parking lot that will serve the upstairs area through a subtle sloped winding sidewalk. There will be two biofiltration areas to absorb the rain water runoff from the hard surfaces. There will be a brick monument sign, similar to the one at the Phoenix Mill. This will help tie the Plymouth mills together. There will be bicycle parking and a bicycle repair station, similar to Phoenix Mill. There currently are two entrances off of Hines Dr. One that leads to the SE parking lot and one that leads to the SW open area. These entrances will be maintained. No large healthy trees will be disrupted and new trees are planned to be planted. Overall, the intent of the exterior work is to seamlessly integrate this area into the surrounding Hines Park for the public's enjoyment.

## WILCOX PUD REVIEW RESPONSES

Donofrio Wil Cox, LLC

8/6/2024

### 1. PUD Plan Requirements:

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

**The restoration of the Wilcox Mill building will provide a material benefit to the community through the preservation of an important historic structure. The commercial uses allow the building to be used and appreciated by the community at large as opposed to a handful of individuals with a Single-Family zoning use. We believe there are adequate protections through the existing natural features (Wilcox lake, heavily wooded Hines Park, and undisturbed tree areas on the lot) that would ensure the compatibility of the varied land uses outside this development.**

2) Add existing zoning of subject site and adjacent properties to site plan.

**Ok. Zoning will be added to final print set.**

3) Submit purchase agreement with County to City to document any conditions/restrictions to redevelopment of the building or site.

**Ok. Deed restrictions have been recorded and recorded deed with listed restrictions has been sent to the City.**

4) Provide written information about how, if at all, the County will be involved in assessing whether the purchase agreement has been accurately implemented.

**There will be no County involvement in the assessing of Deed restrictions. The owners will be responsible for notifying the County relative to economic investment milestones.**

### 2. PUD Eligibility.

1) Applicant to confirm that both units are proposed to be occupied by "retail sales" uses.

**The Upper level is planned to be a Coffee Shop and the lower level is planned to be a supporting business to the coffee shop or leisure-type retail outlet (i.e. Bicycle rental, etc.).**

2) Provide a fuller description of proposed uses including:

a. Type of business

b. Maximum occupancy of each unit

c. Proposed hours of operation for both inside the building, as well as use of the outdoor patios  
d. Will any outdoor music be offered, or outdoor speakers be installed?

Businesses will be a sit-down destination coffee shop with no planned drive-thru and a potential retail store engaged in sales and rentals of outdoor leisure equipment or supporting businesses for the coffee shop.

Upper level occupancy will be approximately: 100 people

Lower level occupancy will be approximately: 20 people

Hours of Operation are expected to be 7am-9pm, including outdoor patio activity. There may be low level "elevator" music on the patios for ambiance.

3) Applicant to describe if other types of businesses, such as office uses, contemplated for either unit?

The coffee shop is the only type of business contemplated for the Upper level. For the lower level, other potential types of businesses could be related to health and fitness, a makers space, or other general retail.

4) Grading Plan submitted at Final show that soil disturbance be well outside of the dripline of Tree #84, 25" Hickory.

Ok. Will show on Final Grading Plan.

5) Locate easement of tail race on site plan, if any.

Currently no plan for a tail race easement.

6) Applicant to describe the status of the FEMA map amendment.

Engineering analysis is in progress through Alpine Land Surveying, Inc. TBD on final FEMA map amendment date.

7) Plans show a "conservation easement" over the natural features/areas they intend to preserve.

We can show a "conservation easement" over the natural water way created after the tail race.

8) Whether the proposed utilities meet the PUD criterion needs to be confirmed by the City's Engineer and an opinion provided at this stage of the project review.

Proposed utilities have been discussed with the City Department of Public Works.

9) The location and purpose of the monitoring well should be investigated, shown on the plans, and purposed described.

The monitoring well will be investigated and may have been part of a removed UST.

10) If any contamination exists on the site, a written description should be provided. Also, if any clean-up has already been conducted, a written description of the clean-up activities should also be provided.

**A UST was removed in the 1980s and soil sampling showed any contamination had been remediated. No other contamination is known. The building has no friable asbestos. Only general clean-up has been done so far.**

3. **Schedule of Regulations.** Provide height of existing building.

**To Be Provided.**

4. **Parking/Loading.**

1) Planning Commission to discuss proposed uses of site with applicant to clarify their vision for uses of the property (i.e., "retail" vs. "restaurant.")

**Additional context provided relative to potential uses of spaces.**

2) Planning Commission to determine what uses are appropriate in this location, ensuring that the proposed uses won't disturb the adjacent residential neighbors.

**Businesses will be low noise businesses with reasonable hours of operations and aimed at enhancing the enjoyment of the surrounding area.**

3) Provide adequate parking lot screen along Hines Drive.

**The SW parking lot will be adequately screened by the existing trees. Screening of the existing SE parking lot would require screening close to Hines drive. The topography would make planting trees on the steep hill difficult and we believe that an attempt to screen the parking lot would obscure the view of the historic building from the road, which would reduce the community benefit of highlighting this Mill to visitors traveling to and through our community.**

4) Increase length of parking spaces, or Planning Commission consider a PUD deviation.

**With 7ft sidewalks, the parking lot spaces on the sidewalk sides will meet requirement as 18'. We would seek a variance to keep the other sides at 18' to minimize the hard surface, surface water runoff, and maximize the green space.**

5) Increase width of sidewalks abutting parking lot to a minimum of 7-foot wide.

**Ok. The sidewalks adjacent to the parking lot on each side will be widened to 7ft and shown on final print set.**

6) Applicant to provide types/sizes of proposed delivery trucks on plans to evaluate proposed loading/unloading space size and orientation.

**Ok. Will show on plans. All planned delivery trucks will be small Box Trucks or Delivery Vans.**

7) Applicant to show turning movements of delivery trucks on plans to ensure loading/unloading space is usable.

**Ok. Will show on plans.**

**5. Circulation.**

1) Need for Wayne County Road Commission approval of new use of existing driveways off of Hines Drive.

**This should be unnecessary as two drives exist currently. This was not required in the Phoenix Mill restoration which had the same drive off of Hines Dr. scenario.**

2) Recommend that knee wall along Wilcox Rd. be shifted at least 2-feet toward the building to allow at least 10-foot-wide drop-off/pick-up area within the road right-of-way.

**There is no planned drop-off/pick-up area off of Wilcox Rd.**

**6. Sidewalks.**

1) Outdoor pedestrian ramp compatibility with ADA requirements needs to be assessed.

**There is no outdoor pedestrian ramp. The sloped walkway that forms a square around a landscaping feature will allow for accessible travel.**

2) Will building contain an elevator or interior stairs?

**No. There will be no elevator and the existing interior stairs will not be used. Each level will be assessable from the exterior.**

**7. Landscaping/Lighting.**

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

**Lighting Plan will be submitted during final site plan/PUD stage.**

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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

JUL 26 2024

I. Site/Project Information

Table with 3 columns: Site Address (630 S MAIN ST), Current Zoning Classification (B1), Date of Application (06/18/2024)

Table with 3 rows: Name of Property Owner (MH HOLDINGS LLC), Mailing Address (22207 MICHIGAN AVENUE), City (DEARBORN); Phone Number (3136586118), Email Address (MOE@FAMOUSHAMBURGER.COM), State (MICHIGAN), Zip Code (48124)

II. Applicant and Contact Information

Table with 4 columns: Indicate Who the Applicant Is. (X Architect), Applicant/Company Name (ORNAMICS GROUP), Applicant/Company Address (930 MASON ST), Email Address (RIHAM@ORNAMICS.COM / OLIVER@ORNAMICS.COM)

III. Site Plan Designer and Contact Information

Table with 3 rows: Site Plan Designer Company Name, Company Address, Registration Number, Expiration Date, Phone Number, City, State, Zip Code, Email Address (Required)

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

V. Historic District

Form with checkboxes for project types (Commercial, Multi-Family, New, Remodel, Mixed Use, Industrial, Addition, Interior Finish, Change of Use, Special Land Use) and historic district location (Yes/No).

VI. Description of Work

Text box containing project description: REQUESTING CHANGE OF OCCUPANCY FOR THE CONVERSION OF EXISTING MASSAGE BUSINESS INTO A FAST-CASUAL ALL-AMERICAN BURGER JOINT. WE PLAN TO PRESERVE EXISTING PARKING AND SITE CONDITIONS WITH NO MAJOR STRUCTURAL CHANGES TO BUILDING. WE WILL UPGRADE EXTERIOR FACADE/SIGNAGE AND ADD PATIO SEATING.

**VII. Applicant Signature**

Signature of Applicant 	Date 06/18/2024
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**VIII. Property Owner Signature**

Signature of Property Owner	Date 06/18/2024
-----------------------------	--------------------

Subscribed and sworn before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

Notary Public: \_\_\_\_\_

My Commission expires: \_\_\_\_\_

**For Office Use Only**

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

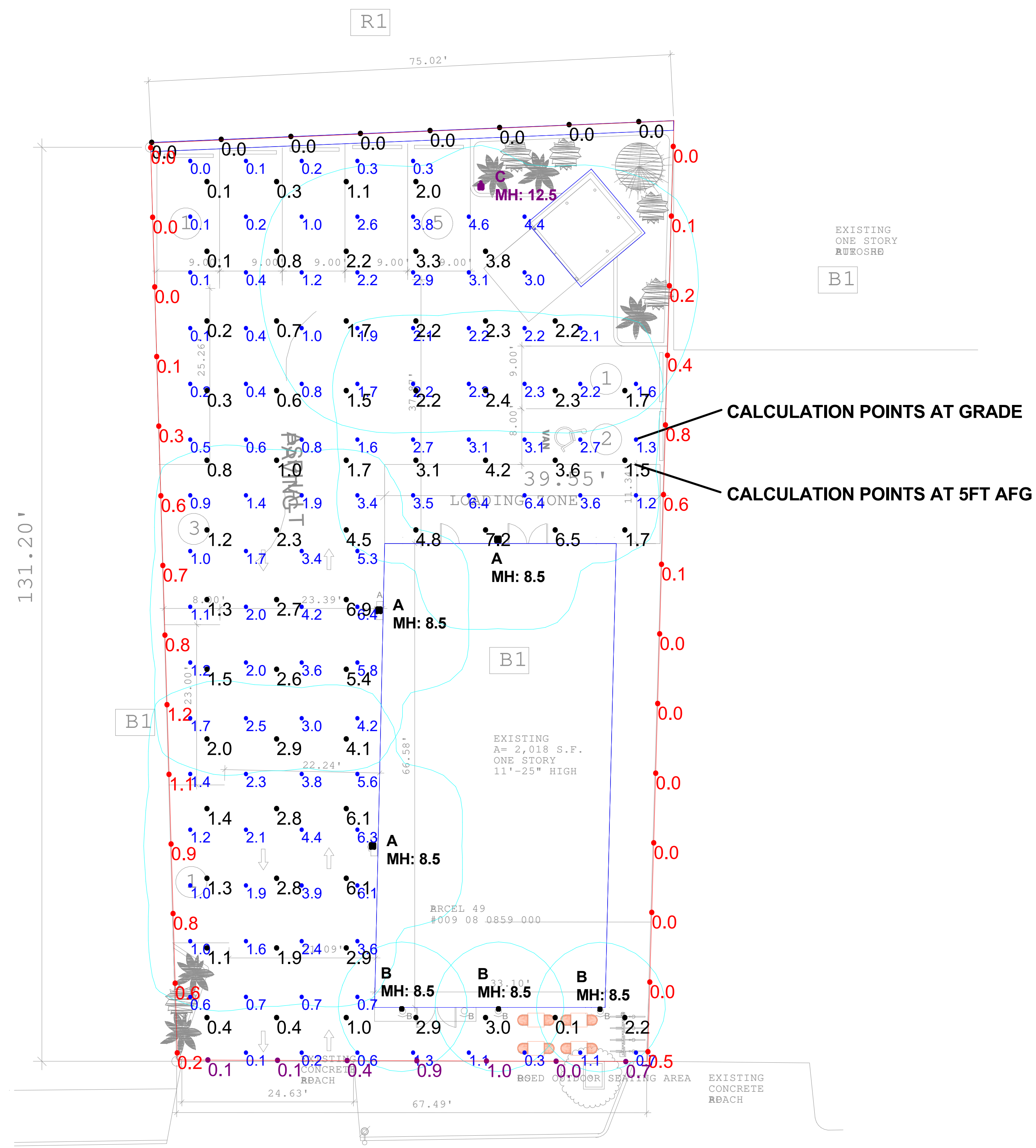


### IX. Site Plan Review Checklist

Please include the following applicable information on the site plan.		YES	NO	N/A
1.	Correct scale	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Name of person preparing plan*	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Date, north point	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Property line dimension	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	Street right-of-way widths	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6.	Existing utilities (sewer, water, gas, etc.) and easements	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7.	Show adjacent property and buildings, including zoning	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.	Existing topography, trees and other features	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.	Off-site ground, parking lot, roadway, driveway and/or structure elevations for minimum distance of 50 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.	On-site grid of maximum 100 feet intervals each way (closer where rolling terrain warrants) and minimum 2.0 feet contours	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11.	Location of new structures including side and front yard setbacks and building length and width (show a general floor plan)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12.	Number of dwelling units per building	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13.	Height of structure	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14.	Percent one room apartments (efficiencies)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15.	Total number of rooms if multiple-family	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16.	Parking requirements met (See Section 78-270)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17.	Number of units and bedrooms each building	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18.	Parking lot layout (showing paved area) including ingress and egress and service area	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19.	Parking lot space dimensions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20.	Loading and unloading space	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21.	Site grading and drainage plan (on-site elevations for pavements, drives, parking lots, curbs, sidewalks and finish grade at bldg.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22.	Utility connections (sanitary sewer, water, storm sewers)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23.	On-site storm water retention	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24.	Fire hydrants within 300 feet (on- and off-site)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25.	Sidewalks and elevations	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
26.	Sedimentation and erosion control plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27.	Landscape plan showing plant materials to be used	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28.	Sign requirements met	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29.	Require walls and fences or greenbelts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
30.	Corner clearance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
31.	Service drive needed	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
32.	Acceleration lanes and traffic pattern	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
33.	Trash receptacle locations including screening type and height	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
34.	Mail box locations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Please include the following applicable information on the site plan.		YES	NO	N/A
35.	Air conditioner unit locations	[ ]	[ ]	[X]
36.	Special site features (play areas, pools, etc.)	[ ]	[ ]	[X]
37.	Handicapped facilities	[ ]	[ ]	[X]
38.	Building elevation drawings	[ ]	[X]	[ ]

\*Where property line surveys, topography, sewer, water or storm drains are shown, the name of the registered engineer or land surveyor preparing such elements of the plan shall be indicated on the plan.



Scale: 1 inch= 10 Ft.

Symbol	Qty	Label	LLF	Description	Lum. Watts	Lum. Lumens
⊕	3	A	0.900	GWC-SA1A-740-U-T4FT	34	5008
⊖	3	B	0.900	WAC WS-W36610-X	11,0977	557
⊕	1	C	0.900	GALN-SA1B-740-U-SL4-HSS	44	4736

Label	Units	Avg	Max	Min	Max/Min	Avg/Min
PARKING AT GRADE	Fc	2.11	6.4	0.0	N.A.	N.A.
PARKING LOT 5FT AFG	Fc	2.36	7.2	0.1	72.00	23.60
PROPERTY LINE ADJACENT B1 ZONES	Fc	0.36	1.2	0.0	N.A.	N.A.
PROPERTY LINE ADJACENT R1 ZONE	Fc	0.00	0.0	0.0	N.A.	N.A.
PROPERTY LINE STREET SIDE	Fc	0.46	1.0	0.0	N.A.	N.A.

CALCULATION POINTS ARE TAKEN AT GRADE AND 5FT ABOVE GRADE FOR PARKING LOT.

PROPERTY LINE CALCULATION POINTS ARE TAKEN AT GRADE.

Project	FAMOUS BURGER	Catalog #		Type	A
Prepared by		Notes		Date	

**McGraw-Edison**  
**GWC Galleon Wall**  
Wall Mount Luminaire

**Product Features**

- Light Absorbent
- BAA
- FADC

**Product Certifications**

- UL
- ETL
- IC
- IP66

**Interactive Menu**

- Ordering Information page 2
- Product Specifications page 2
- Optical Configurations page 3
- Energy and Performance Data page 4
- Control Options page 5

**Quick Facts**

- Choice of thirteen high-efficiency, patented AccuLED Optics
- Downward and inverted wall mounting configurations
- Eight lumen packages from 3,215 up to 17,056
- Efficacies up to 154 lumens per watt

**Dimensional Details**

Net Weight: 12.8 lbs (5.8 kg)

**Cooper Lighting Solutions**

Project	FAMOUS BURGER	Catalog #		Type	C
Prepared by		Notes		Date	

**McGraw-Edison**  
**GALN Galleon II**  
Area / Site Luminaire

**Product Features**

- Light Absorbent
- BAA
- FADC

**Product Certifications**

- UL
- ETL
- IC
- IP66

**Interactive Menu**

- Ordering Information page 2
- Mounting Details page 3
- Optical Distributions page 5
- Product Specifications page 6
- Energy and Performance Data page 6
- Control Options page 11

**Quick Facts**

- Lumen packages range from 3,300 - 73,500 (33W - 552W)
- 17 optical distributions
- Efficacy up to 159 lumens per watt

**Dimensional Details**

Standard Pole Mount Arm

Net Weight: 12.8 lbs (5.8 kg)

**Cooper Lighting Solutions**

**NOTES:**

THE ENGINEER AND/OR ARCHITECT MUST DETERMINE APPLICABILITY OF LAYOUT TO EXISTING/FUTURE FIELD CONDITIONS AND ALL MANDATORY BUILDING AND LIFE SAFETY CODES AND COMPLIANCE.

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/LEDS AND OTHER VARIABLE FIELD CONDITIONS.

MOUNTING HEIGHTS INDICATED ARE FROM GRADE TO BOTTOM OF LUMINAIRE LENS OR FROM FLOOR TO BOTTOM OF LUMINAIRE LENS, UNLESS OTHERWISE NOTED.

CLARUS DOES NOT ACT AS THE ELECTRICAL, CIVIL OR STRUCTURAL ENGINEER AND DOES NOT DETERMINE BASE REQUIREMENTS AND APPLICABLE CODE COMPLIANCE. CLARUS IS NOT LIABLE FOR ANY CODE COMPLIANCE DISCREPANCY.

LIGHTING CALCULATIONS ARE NOT A SUBSTITUTE FOR INDEPENDENT ENGINEERING ANALYSIS OF LIGHTING SYSTEM SUITABILITY AND SAFETY. THE ENGINEER AND/OR ARCHITECT OF RECORD IS RESPONSIBLE TO REVIEW FOR CODE COMPLIANCE, INCLUDING AND NOT LIMITED TO: NFPA 101 LIFE SAFETY CODE, MICHIGAN ENERGY CODE, MICHIGAN BUILDING CODE AND/OR IECC CODE, LIGHTING QUALITY COMPLIANCE AND LOCAL LIGHTING ORDINANCES.

FOR SITE PLAN PHOTOMETRICS, THE USE OF ALTERNATES MUST BE RESUBMITTED TO THE CITY FOR APPROVAL.

**WAC LIGHTING**

**Caliber**  
Outdoor Wall Sconce 3000K

Model & Size: WS-W36610-X  
Color Temp & CRI: 3000K  
Watt: 11W  
Lumens: 557

Finish: **VERIFY**

Example: WS-W36610-XZ  
For custom requests please contact custom@wacighting.com

**DESCRIPTION**

Light projection turned with precision.

**FEATURES**

- Discrete cylinder with minimal mounting hardware
- Weather-resistant powder coated finish
- WS-W36610 is up & down light, WS-W36610 is one direction
- Light engine is factory sealed for maximum protection from the elements
- Driver concealed within the fixture
- 5 year warranty

**SPECIFICATIONS**

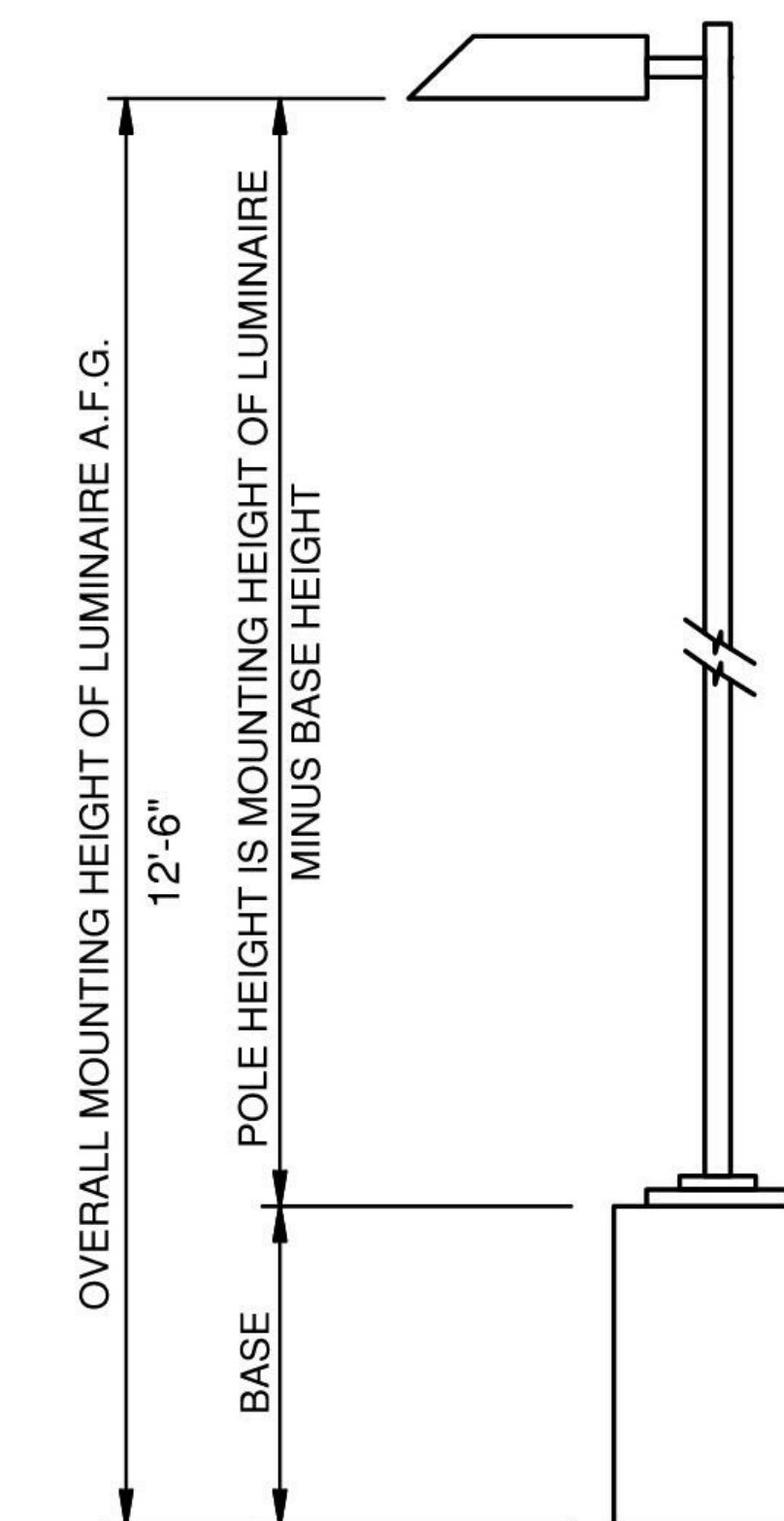
Color Temp: 3000K  
Input: 120-277V/50/60Hz  
CRI: 90  
Dimming: ELV: 100-10%  
Rated Life: 72000 Hours  
Mounting: Can be mounted on wall vertically or horizontally  
Standards: ETL, UL, IES, IESNA  
Construction: Wet Location Listed  
Construction: Aluminum hardware with lens diffuser

**FINISHES:**

- Brass
- Black
- Brushed Aluminum

**LINE DRAWING:**

WS-W36610



REVISION NO. 1  
07-26-25

30775 Barrington St.  
Madison Heights, MI 48071  
P: 248.677.0850  
F: 248.677.0512  
E: info@clarus-lighting.com

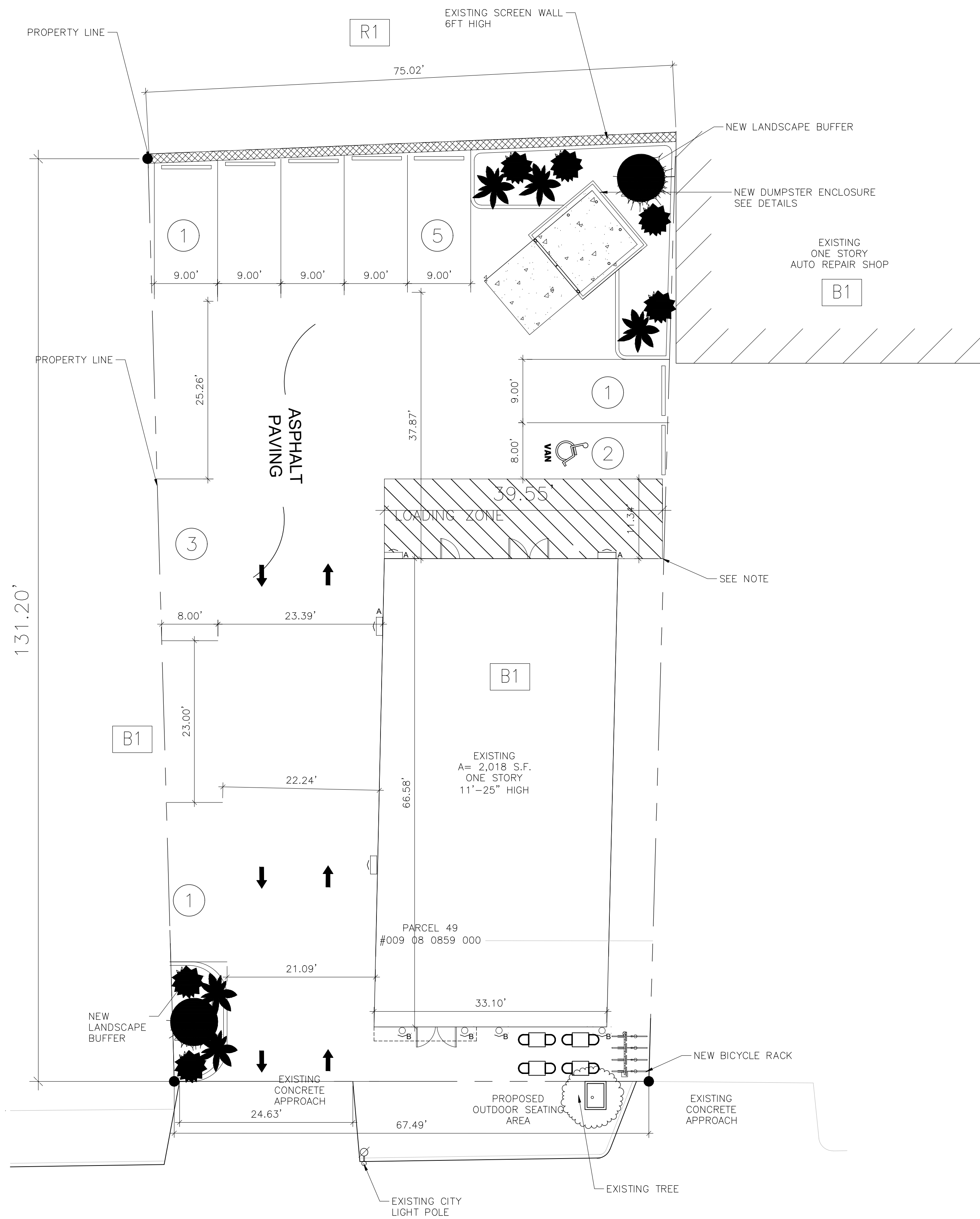
**CLARUS**  
LIGHTING & CONTROLS

PROJECT TITLE  
FAMOUS BURGER  
630 S. MAIN ST.  
PLYMOUTH, MI 48170

SHEET TITLE  
PHOTOMETRIC CALCULATION  
SITE

DATE  
07-26-24  
PROJECT No.  
CLC24-119170  
SHEET No.

L201



DESCRIPTION	REQUIRED	EXISTING	PROPOSED
ZONING	B1	B1	B1
FRONT YARD-BLDG	NONE	-	0'
SIDE YARD	NONE	6.5'	-
REAR YARD	35'	60'	-
LOADING	1	NONE	1
PARKING	14	-	11
PARKING SPACE	9x20(9x18*)	-	9x20(9x18*)
HC PARKING	1	1	1
MAXIMUM HEIGHT	25'	-	11.25'
STORIES	-	-	ONE
FLOOR AREA	NONE	-	2,018 S.F.

MAXIMUM AREA OF EXTERIOR WALL OPENINGS	15% PROTECTED ON NORTH SIDE
MAXIMUM AREA OF EXTERIOR WALL OPENINGS	25% NOT PROTECTED ON SOUTH SIDE

\*18' LONG IF 2' OF OVERHANG IS PROVIDED WHEN PARKING AGAINST THE CURB

**REQUIRED PARKING CALCULATIONS:**  
 PROPOSED ESTABLISHMENT FOR SALE & CONSUMPTION OF BEVERAGES, FOOD, AND REFRESHMENT  
 Sec. 78-271 - Schedule

ONE SPACE FOR EACH 75 S.F. OF USABLE FLOOR AREA OR ONE SPACE PER PERSONS ALLOWED MAXIMUM OCCUPANCY, AS DESCRIBES BY APPLICABLE CODE WHICHEVER IS GREATER.

**USABLE FLOOR AREA:**  
 \*FLOOR AREA, USABLE, FOR THE PURPOSES OF COMPUTING PARKING, MEANS THAT AREA USED FOR OR INTENDED TO BE USED FOR THE SALE OF MERCHANDISE OR SERVICES, OR FOR USE TO SERVE PATRONS, CLIENTS OR CUSTOMERS. SUCH FLOOR AREA WHICH IS USED OR INTENDED TO BE USED PRINCIPALLY FOR THE STORAGE OR PROCESSING OF MERCHANDISE, HALLWAYS OR FOR UTILITIES OR SANITARY FACILITIES, SHALL BE EXCLUDED FROM THE COMPUTATION OF USABLE FLOOR AREA. MEASURE OF USABLE FLOOR AREA SHALL BE THE SUM OF THE HORIZONTAL AREAS OF THE SEVERAL FLOORS OF THE BUILDING, MEASURED FROM THE INTERIOR FACES OF THE EXTERIOR WALLS.\*

**REQUIRED PARKING BASED ON USABLE FLOOR AREA:**  
 DINING AREA: 487 SQ.FT  
 CASHIER AREA: 261 SQ.FT  
 TOTAL USABLE FLOOR AREA: 738 SQ.FT  
 REQUIRED PARKING: 738/75 = 9.8 = 10 PARKING SPOTS

**REQUIRED PARKING BASED ON MAXIMUM OCCUPANCY:**  
 DINING AREA: 25 FIXED SEATS (ASSEMBLY WITH FIXED SEATS 1004.4)= 25 PEOPLE  
 MAXIMUM NUMBER OF EMPLOYEES PER SHIFT: 4 EMPLOYEES  
 TOTAL OCCUPANCY= 29 PEOPLE  
 REQUIRED PARKING = 29/3 = 10 PARKING SPOTS

**PROPOSED PARKING:**  
 10 PARKING SPOTS ON SITE

**REQUIRED LANDSCAPE CALCULATIONS:**  
 Sec. 78-168 - INTERIOR PARKING LOT LANDSCAPING  
 1. OFF-STREET PARKING AREAS CONTAINING TWENTY-FIVE OR MORE PARKING SPACES SHALL PROVIDE INTERNAL LANDSCAPING.  
 Sec. 78-203 - PLANT MATERIAL AND LANDSCAPING  
 1. ONE TREE FOR EVERY 30 FEET OR FRACTION THEREOF OF STREET FRONTAGE OF THE PARKING LOT.  
 2. FIVE SHRUBS FOR EVERY 30 FEET OR FRACTION THEREOF OF STREET FRONTAGE OF THE PARKING LOT.  
 Sec. 78-351 - NON CONFORMING LOTS AND SITES  
 1. F (3) LANDSCAPE BUFFER STRIPS SHALL BE INSTALLED BETWEEN THE RIGHT-OF-WAY AND PARKING LOT PER SECTION 78-203.

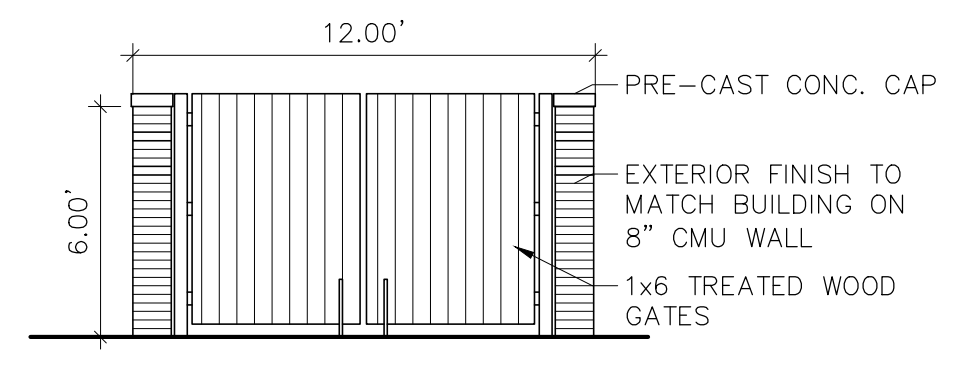
BUSH/SHRUB LIST				TREE LIST			
QTY	KEY	COMMON NAME	SIZE	QTY	KEY	COMMON NAME	SIZE
8	A	DAYLILLY	BULBS	1	D	AUSTRIAN PINE	6' HGT
2	B	CRIMSON P. BAYBERRY	24" H				
6	C	ARBORVITAE	5' HGT				

**LOADING ZONE-SIZE AND TYPE OF DELIVERY TRUCKS**  
 Sec. 78-191(j) - LOADING /UNLOADING SPACE  
 THE DELIVERY TRUCKS FOR FAMOUS BURGER RESTAURANT ONLY ARRIVE AT 5 AM. THIS EARLY MORNING SCHEDULE IS INTENDED TO MINIMIZE ANY POTENTIAL DISRUPTION TO THE SURROUNDING AREA AND ENSURE THAT OUR OPERATIONS DO NOT INTERFERE WITH REGULAR TRAFFIC OR NEIGHBORHOOD ACTIVITIES.

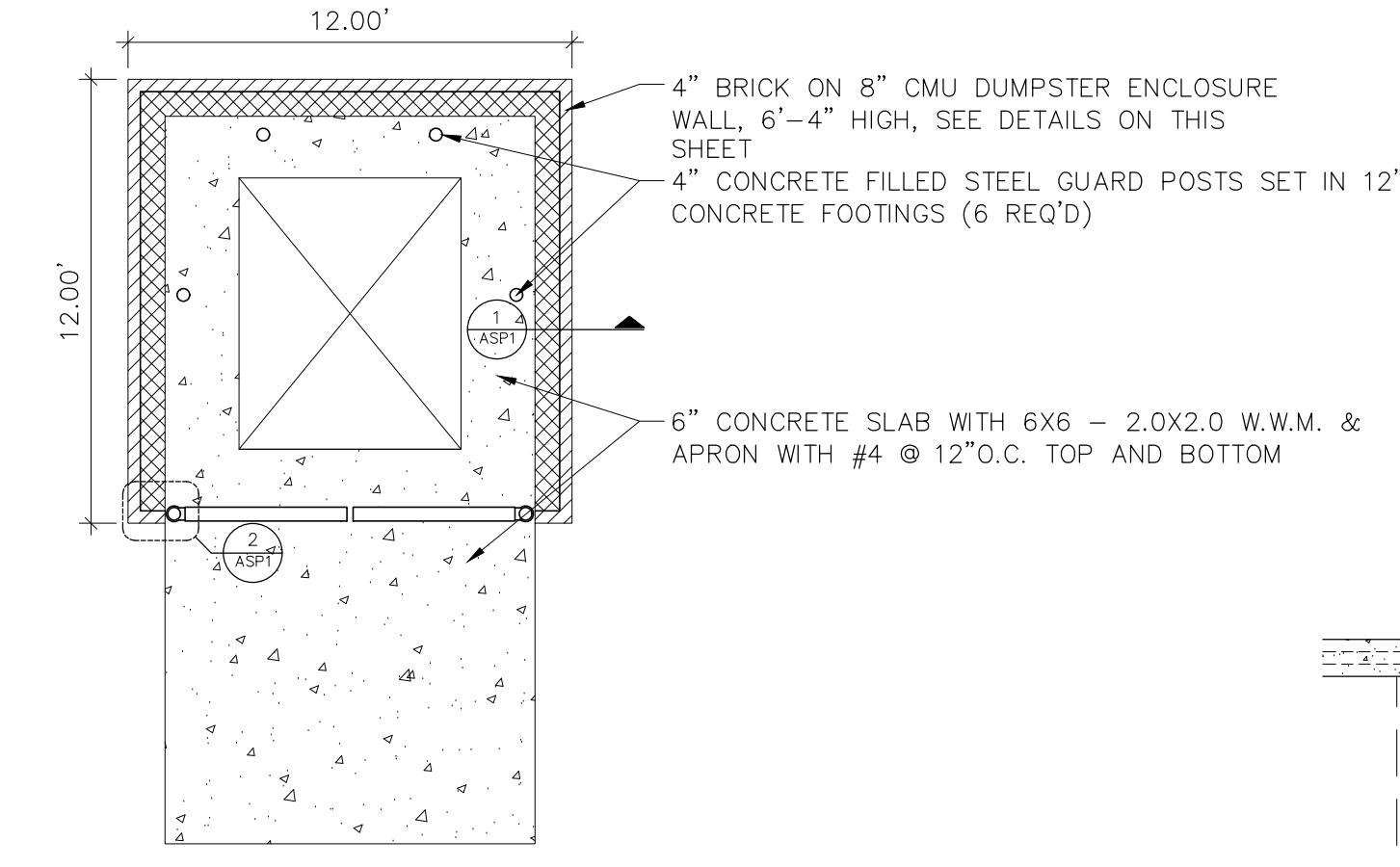
- SMALL REFRIGERATED VANS  
 LENGTH: 18-20 FEET  
 WIDTH: 6-8 FEET  
 HEIGHT: 8-10 FEET  
 CAPACITY: 2,000-4,000 POUNDS

**LEGAL DESCRIPTION**  
 PROPERTY LEGAL DESCRIPTION: LOT 859; ASSESSOR'S PLYMOUTH PLAT NO. 23, OF PARTS OF THE S.W. 1/4 OF SEC. 27 AND N.E. 1/4 OF SEC. 34, T.1 S., R.8 E., CITY OF PLYMOUTH, WAYNE COUNTY, MI, AS RECORDED IN LIBERAL 69 OF PLATS, PAGE 49 OF WAYNE COUNTY RECORDS.

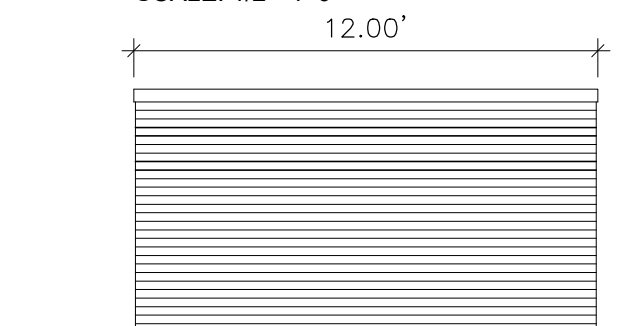
SURVEY BY ANTHONY SYCKO, JR.  
 PROFESSIONAL SURVEYOR NO. 47976  
 KEM-TEC: PROFESSIONAL ENGINEERING, SURVEYING & ENVIRONMENTAL SERVICES



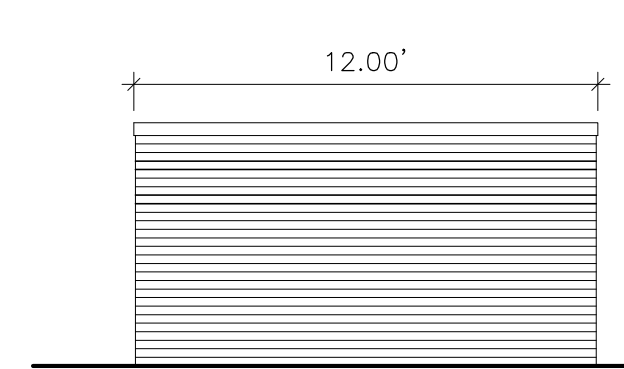
**PROPOSED DUMPSTER ENCLOSURE GATE ELEVATION**  
 SCALE: 1/2"=1'-0"



**PROPOSED DUMPSTER ENCLOSURE PLAN**  
 SCALE: 1/2"=1'-0"



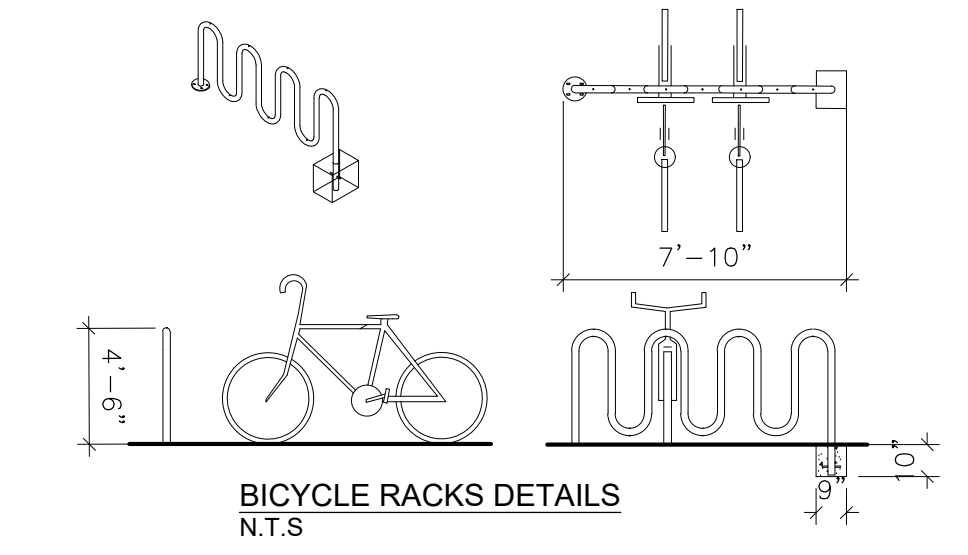
**PROPOSED DUMPSTER SIDE ELEVATION**  
 SCALE: 1/2"=1'-0"



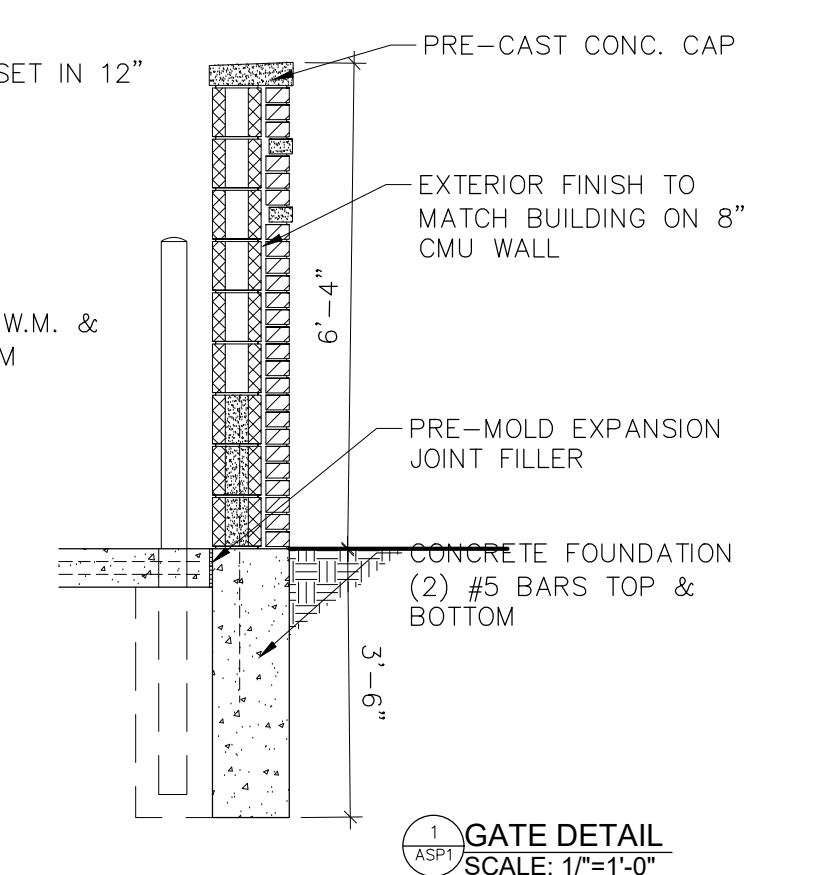
**PROPOSED DUMPSTER REAR ELEVATION**  
 SCALE: 1/2"=1'-0"

**EXTERIOR LIGHTING- PARKING LOT**

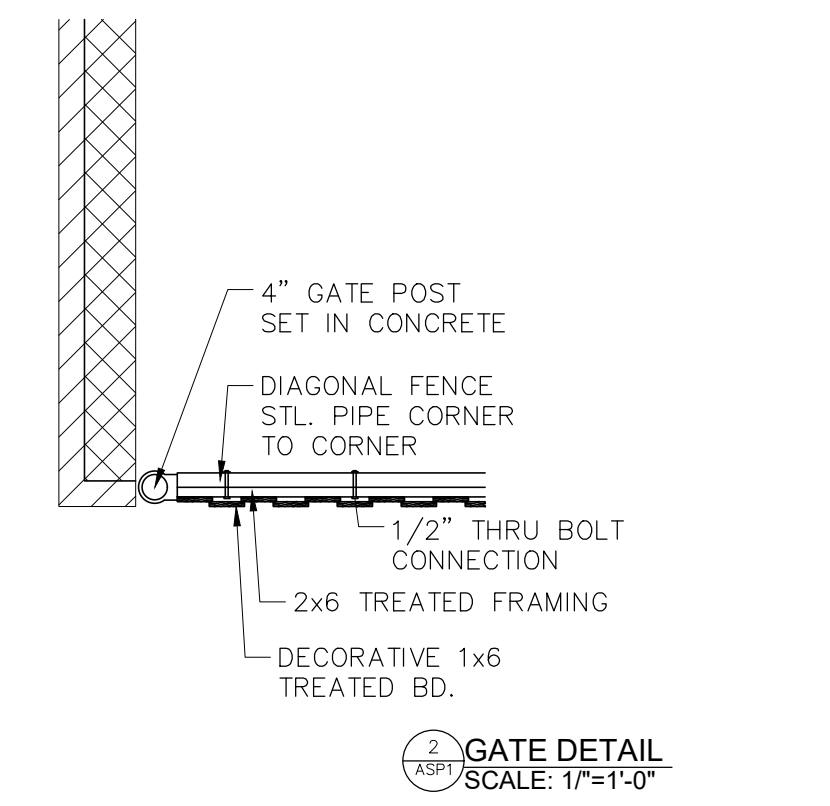
- Sec. 78-204 - EXTERIOR LIGHTING
- NON-GLARE, COLOR CORRECTED LIGHTING WITH FULL CUTOFF SHADES FOR COMMERCIAL AND INDUSTRIAL SITES, ON DAILY FROM A 1/2 HOUR AFTER SUNSET TO A 1/2 HOUR BEFORE SUNRISE.
  - OVERLAPPING LIGHT PATTERN AT APPROXIMATELY SEVEN FEET.
  - AVERAGE MINIMUM LIGHT INTENSITY: 0.5 FOOT-CANDLE, NOT TO EXCEED A MAXIMUM OF 20 FOOT-CANDLES, MEASURED FIVE FEET ABOVE THE SURFACE.
  - MINIMUM LIGHT INTENSITY AT GROUND LEVEL, ANYWHERE ON SITE: 0.3 FOOT-CANDLE.
  - MAXIMUM HEIGHT: TWENTY-FIVE FEET OR HEIGHT OF BUILDING, WHICHEVER IS LESS, UNLESS MODIFIED BY PLANNING COMMISSION.
  - LIGHT DIRECTED AWAY FROM ADJOINING PROPERTIES. USES ADJACENT TO RESIDENTIAL PROPERTIES MUST MAINTAIN ILLUMINATION LEVELS NOT TO EXCEED 0.1 FOOT-CANDLES AT THE PROPERTY LINE, AND USES ADJACENT TO NON-RESIDENTIAL PROPERTIES MUST MAINTAIN LEVELS NOT TO EXCEED ONE FOOT-CANDLE.



**BICYCLE RACKS DETAILS**  
 N.T.S.



**GATE DETAIL**  
 SCALE: 1/2"=1'-0"



**GATE DETAIL**  
 SCALE: 1/2"=1'-0"

**LEGEND**

●	PROPERTY CORNERS
—	SANITARY SEWER
—	SANITARY SEWER
—	SANITARY LEAD
—	WATER MAIN
—	WATER SERVICE
—	OVERHEAD LINE
—	GAS LINE
⊙	UTILITY POLE
*	EX LIGHT POLE
☆	NEW LIGHT POLE
⊕	FIRE HYDRANT

**ORNAMICS**

FAMOUS BURGER  
 NEW LOCATION REMODELING  
 630 S MAIN ST  
 PLYMOUTH, MI 48170

ISSUE DATE  
 7/6/24  
 7/24/24

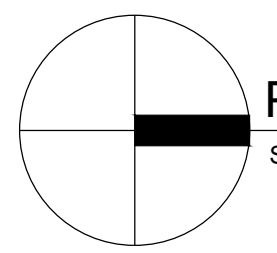
DRAWN BY: RIHAM

ARCHITECTURAL SEAL:  
 07/25/24  
 STATE OF MICHIGAN  
 MOHAMAD HADLA  
 ARCHITECT  
 No. 1301071204  
 LICENSED ARCHITECT

SHEET TITLE:  
 ARCHITECTURAL SITE PLAN

SHEET NO.:  
 ASP-1

**PROPOSED ARCHITECTURAL SITE PLAN**  
 SCALE 1"=10'





ISSUE DATE

7/5/2024  
7/14/2024

DRAWN BY: RIHAM

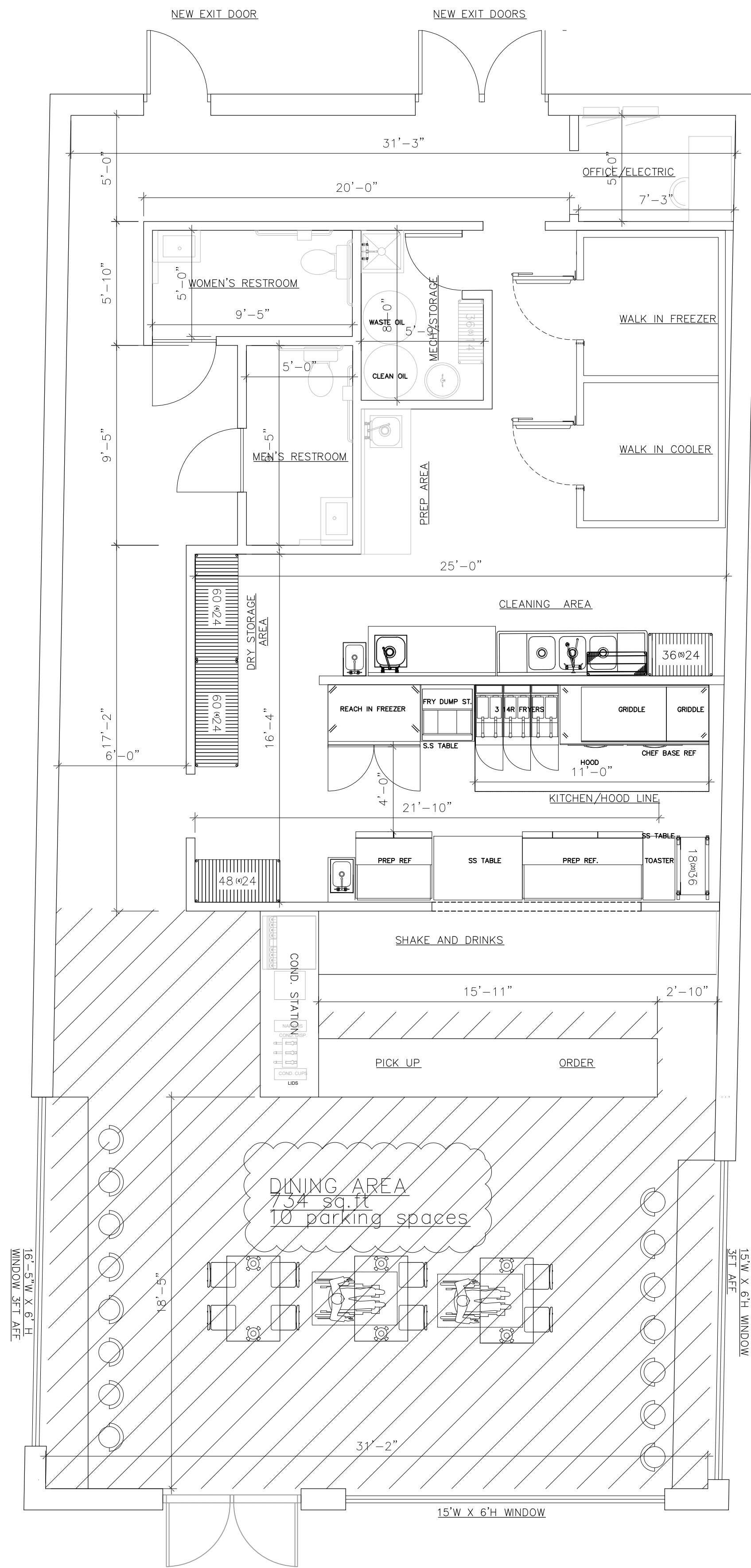
ARCHITECTURAL SEAL:

SHEET TITLE:

PROPOSED  
FLOOR PLAN

SHEET NO.:

A-1



**PROPOSED FLOOR PLAN**  
SCALE: 1/4" = 1'-0"



**Carlisle | Wortman**  
ASSOCIATES, INC.

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

Date: July 1, 2024  
Rev.: August 5, 2024

**Site Plan Review  
For  
Plymouth, Michigan**

<b>Applicant:</b>	MH Holdings, LLC 22207 Michigan Ave. Dearborn, MI 48124
<b>Project Name:</b>	Famous Burger - Change of Use
<b>Plan Date:</b>	June 19, 2024
<b>Latest Revision Date:</b>	July 24, 2024
<b>Location:</b>	630 S. Main Street
<b>Zoning:</b>	B-1 – Local Business District
<b>Action Requested:</b>	Site Plan Approval
<b>Required Information:</b>	Any deficiencies are noted in the report.

**PROJECT AND SITE DESCRIPTION**

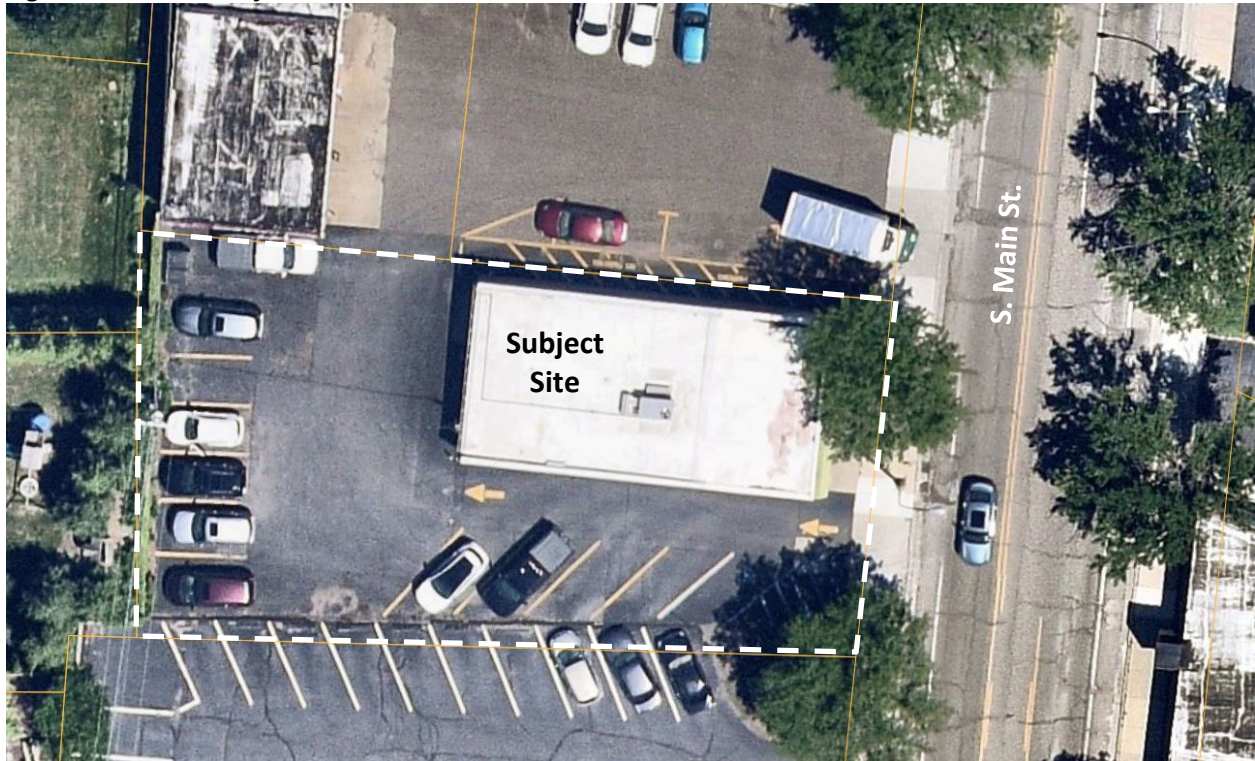
The applicant is proposing to renovate the interior and exterior of this existing, single-story building at 630 S. Main St., and change the current spa use to a burger restaurant. The building will remain at 2,018 s.f. in size, and the parking lot will only receive minor changes. They are proposing to place tables and chairs outside along S. Main St., and add a new dumpster screen at the rear of the site.

Restaurants not serving alcoholic beverages are permitted uses in this zoning district.

Sec. 78-242 requires any “change of use,” other than single-family or two-family residential, to submit a Site Plan to the Planning Commission.

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

**Figures 1. and 2. Subject Site**



Source: Near Map (Capture Date 6-12-24)



Source: Google Maps (Capture Date July, 2018)

**REQUIRED INFORMATION**

Section 78-247 lists the requirements for a site plan. A Site Plan has been furnished, and lists the name of a surveyor. However, it appears that the survey that was used had been printed from a skewed image, and the actual digital drawing file was not used. Since the project is going to be doing work at the property line between this site and the site to the north, we recommend that any approvals be conditioned upon this property line being surveyed and the drawings revised, if necessary, before any site work or construction begins.



Note that this is an existing building, site layout, and parking lot, which could fall under Sec. 78-351, *Nonconforming lots and sites – Governing regulations*. This section recognizes that certain sites do not comply with the current paving, lighting, landscaping and other non-safety related site development requirements. This section intends to allow for reasonable re-use and improvements to these sites that will gradually improve compliance with the zoning requirements. We evaluate this proposal against the standards in this section throughout the review.

**Items to be Addressed:** 1) Recommend that any approvals, if granted, be conditioned upon the northern property line being surveyed and the drawings revised, if necessary, before any site work or construction begins.

**PARKING, LOADING**

This building is currently vacant, and will be occupied by a restaurant.

	Required Parking Calculation (Sec. 78-271)	Proposed Parking	Difference
Restaurant (Establishment for sale and consumption on the premises of beverages, food and refreshments)	One space for each 75 s.f. of usable floor area, or one space per 3 persons allowed maximum occupancy, as established by applicable code, whichever is greater <hr/> $738 \text{ s.f.} / 75 = 10 \text{ spaces}$ Or $\text{Maximum occupancy of } 29 \text{ persons} / 3 = 10 \text{ spaces}$	10 spaces, including 1, van-accessible barrier-free space.	-0-

As suggested, a bike rack that can accommodate 4 bicycles has been added to the front of the building.

**Loading/Unloading Space:** Sec. 78-191(j), *Notes to Schedule*, requires at least one (1) off-street loading space in the rear yard per establishment. As requested, the plans indicate that loading/unloading will occur behind the building with a small, refrigerated van approximately 20-feet long. Also, the plans state that deliveries will occur at 5am to minimize disruption and not interfere with traffic.

**Location of Parking:** Sec. 78-270(a)(3) requires a five-foot-wide setback between off-street parking and the rear lot lines of all adjoining properties. The existing parking lot locates parking spaces directly next to the rear property line, and does not provide the required five-foot setback. This requirement may be waived by the Planning Commission for sites where there is limited land area available to meet it, or where it is possible to provide additional landscaping or screening to buffer parking from adjoining uses and a public road right-of-way. Sec. 78-351(b)(3)(f)(3) requires that landscape buffer strips shall be installed between the right-of-way and parking lot, per Sec. 78-203. Therefore, since a landscaped buffer is shown between the right-of-way and parking lot (or in the stripped, paved area next to the S. Main St. sidewalk – see photograph on next page), then the Planning Commission may waive the 5-foot-wide buffer requirements.

Please see the “Landscaping” section of this review for comments on the landscaped buffer between the right-of-way and the parking lot.

**Figures 3. Requirement for Landscaped Island Between Right-of-way and Parking**



**Parking Lot Layout:** This set of plans has been modified to propose parallel parking spaces (vs. angled) along the south property line, and two new, 90-degree spaces along the north property line. These two new spaces now block the vehicular circulation between this site and the site to the north. We don't see this as a problem since the angled spaces have been removed.

**Items to be Addressed:** 1) Planning Commission to consider waiving 5-foot parking setback requirement based on the requirement for a landscape buffer between the street right-of-way and parking spaces (or in the area of striped pavement next to S. Main St. sidewalk), and to help protect vehicles parked in easterly space from vehicles entering the narrow maneuvering lane.

#### **SITE ACCESS AND CIRCULATION**

This site has direct vehicular access from S. Main St. Vehicles enter the site from this driveway, and circulate to the west to the rear parking spaces. On this revised plan, vehicles now exit this site using the same maneuvering lane, as it has been widened with the removal of the angled spaces. An agreement with the neighbor is no longer needed, as there is no longer any vehicular access between the two properties.

A plan indicating how a trash hauler can maneuver into dumpster screen, and exit the site, has been provided. This maneuver will require a three-point turn, but it can be done if there are no cars parked at the back of the site. The trash hauler will need to be scheduled before the restaurant opens for business.

Pedestrians/non-motorized travelers can arrive at the site via the City's public sidewalk system, and bicycle travel lanes. There is not a dedicated sidewalk system on site for pedestrians to move from their cars to the building entrance; however, we would consider the current parking lot pavement adequate for this purpose.

**Items to be Addressed:** None.

## LIGHTING

A photometric plan has been provided. It shows the following light fixtures:

1. Three (3) **ornamental “cylinder-shaped” fixtures** on the front of the building. We have the following comments:
  - a. The Site Plan shows four (4) ornamental fixtures on the front of the building, while the Photometric Plan shows three (3). The plans should be modified so that the number of ornamental fixtures is consistent between sheets.
  - b. The light levels along the front property line are higher than the maximum permitted by the ordinance (or 0.3 foot candles). Adding one more fixture will increase this discrepancy. The light levels need to be brought down at the property line to 0.3 footcandles.
  - c. This proposed fixture only projects light in one direction. We assume this is in the downward direction; this should be confirmed. (Note that the ordinance prohibits lighting whose purpose is to draw attention to the building. Therefore, upward lighting is prohibited.)
2. **Downward-facing utility fixtures** (Two (2) on south side of building and one (1) on west/rear side of building). The lighting levels exceed the maximum permitted of 0.3 footcandles along the south property line (directly across from the fixtures), and along the north property line (near the building). The light levels need to be reduced to meet this requirement.
3. One **pole-mounted fixture** at the northwest side of the rear parking lot. This fixture is not shown on the Site Plan, and should be added. We accessed the fixture specifications online, and they indicate that this fixture comes with a house-side shield installed. The height of the fixture, and the light-levels along the west property line, meet ordinance requirements.

**Items to be Addressed:** 1) **Cylinder, building mounted fixture:** *revise plans so number of fixtures on the front façade of the building are consistent between the Site Plan and Photometric Plan; reduce light levels at front property line to maximum of 0.3 footcandles; Confirm that the fixture will only project light downward.* 2) **Utility, building-mounted fixture:** *Reduce light levels along south and north property lines to maximum 0.3 footcandles.*

## DUMPSTER/REFUSE

The non-conforming section of the ordinance requires that all waste receptacles be screened. The aerial photograph shows the location of a dumpster in the northwest corner of the parking lot (no screen).

The plans show a new dumpster screen, made of CMU block faced with brick to match the building. A detail of the proposed screen has been added to the Site Plan.

**Items to be Addressed:** *None.*

## LANDSCAPING

Landscape islands have been added to the site as follows. We consider both to be positive additions to the plans:

1. A landscaped buffer has been added between the right-of-way and the parking lot. The island is sized to protect the vehicle parked in the first parallel space from traffic entering the site. However, the proposed plant material in the Plant Schedule should be modified as follows:
  - a. Replace the Austrian Pine and Arborvitae with one, small “understory” multi-stemmed tree, such as an ‘Autumn Brilliance’ Serviceberry (*Amelanchier x grandiflora* ‘Autumn Brilliance’). (Note, this tree comes in a single-trunk version, but it will get too large for this space.) The proposed evergreens will interfere with the existing large shade tree in the island to the south, and block the neighbor’s sign.
  - b. Replace the Crimson Barberry (which is invasive) with a low-growing shrub (such as ‘Gro-Low’ Sumac (*Rhus aromatica* ‘Gro-Low’)) in front of the Serviceberry. Sec. 78-203 the ordinance requires ten (10) shrubs between a parking lot and right-of-way, given the width of this property. This landscape island could accommodate this number of Gro-Low Sumac.
2. A landscape screen has been added around the rear of the dumpster screen. Note that an Austrian Pine will be too large in this space. It should be replaced with several Arborvitae.
3. The minimum size of the Serviceberry should be 7-feet tall. The Plant Schedule should be modified.
4. The minimum size of a small shrub (Gro-Low Sumac) is 30-inches. The Plant Schedule should be modified.

**Items to be Addressed:** 1) As discussed in this review: a. Replace evergreen trees in landscaped area between right-of-way and parking lot with small understory tree and 10 low-growing shrubs. 2) Replace Austrian Pine behind dumpster screen with several Arborvitae. 3) Include Serviceberry in Plant Schedule, minimum size of 7-feet tall. 4) Include Sumac in Plant Schedule, minimum size of 30-inches tall.

## SIGNS

No sign information has been provided. The applicant will be required to obtain a Sign Permit, and any new signage will need to be compliant with the ordinance.

**Items to be Addressed:** None.

## FLOOR PLAN AND ELEVATIONS

No floor plans of the proposal have been provided. It illustrates the proposed layout of the restaurant. No elevations have been provided, and should be.

**Items to be Addressed:** 1) Provide elevations.

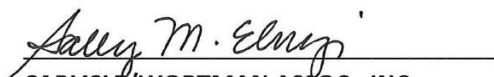
## RECOMMENDATIONS

The applicant has revised the plans considerably, and provided much of the requested information. In evaluating this information, the Planning Commission will need to consider the following:

- A. Recommend that any approvals, if granted, be conditioned upon the northern property line being surveyed and the drawings revised, if necessary, before any site work or construction begins.
- B. Planning Commission to consider waiving 5-foot parking setback requirement based on the requirement for a landscape buffer between the street right-of-way and parking spaces (or in the area of striped pavement next to S. Main St. sidewalk), and to help protect vehicles parked in easterly space from vehicles entering the narrow maneuvering lane.

The following lists the outstanding items, which could be reviewed administratively if the Planning Commission agrees:

- C. Lighting:
  - 1) **Cylinder, building mounted fixture:** revise plans so number of fixtures on the front façade of the building are consistent between the Site Plan and Photometric Plan; reduce light levels at front property line to maximum of 0.3 footcandles; Confirm that the fixture will only project light downward.
  - 2) **Utility, building-mounted fixture:** Reduce light levels along south and north property lines to maximum 0.3 footcandles.
- D. Landscaping:
  - 1) Replace evergreen trees in landscaped area between right-of-way and parking lot with small understory tree and 10 low-growing shrubs.
  - 2) Replace Austrian Pine behind dumpster screen with several Arborvitae.
  - 3) Include Serviceberry in Plant Schedule, minimum size of 7-feet tall.
  - 4) Include Sumac in Plant Schedule, minimum size of 30-inches tall.
- E. Provide elevations of the proposed exterior building modifications.

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

- c: Greta Bolhuis  
John Buzuvis  
Marleta Barr  
Ornamics Group ([Riham@ornamics.com](mailto:Riham@ornamics.com) & [Oliver@ornamics.com](mailto:Oliver@ornamics.com))

# TRANSPORTATION PLAN



## Introduction

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

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

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

This chapter:

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

### ***What are Complete Streets?***

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

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

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

# TRANSPORTATION PLAN

## Existing Conditions

### Regional Setting

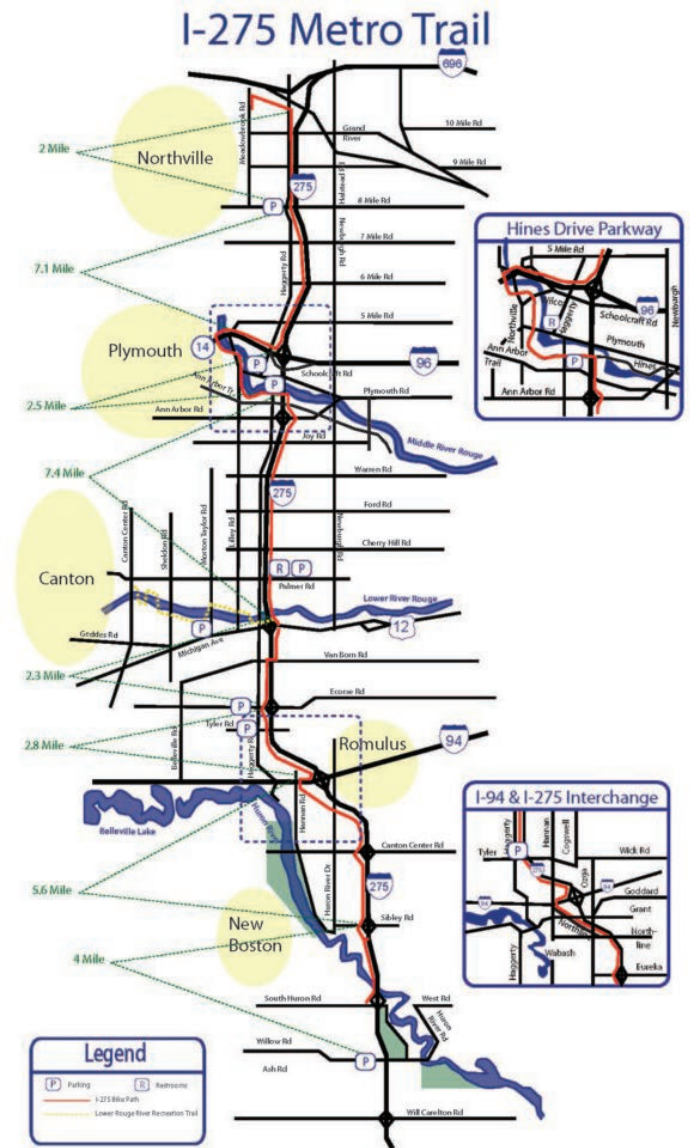
Before making improvements to the city's transportation system, it is important to consider how the local system connects with adjacent transportation systems. This is true not only for Plymouth residents wanting to travel to other communities or nearby destinations, but also to allow visitors to come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

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

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

### Plymouth's Road Network

Plymouth is conveniently located near the regional highway system and can be accessed



directly via Sheldon Road and Ann Arbor Road at interchanges located just outside the city limits. These main roads narrow down into local roads once within the city's boundaries, which form the grid around which Plymouth's neighborhoods and commercial districts are organized. Transportation improvements must be based on the current use, condition, and type of the existing roads in the network. The illustration titled "Existing Conditions" (Figure 11) on page X classifies each road according to the Michigan Department of Transportation's (MDOT) hierarchical functional system. This road classification corresponds to roadway traffic volumes. Plymouth's road network includes four classes of roads as described below.

# TRANSPORTATION PLAN

## MDOT National Functional Classification

Code 1 – Interstates

Code 2 – Other Freeways

Code 3 – Other Principal Arterials

Code 4 – Minor Arterials

Code 5 – Major Collectors

Code 6 – Minor Collectors

Code 7 – Local

Uncoded -- not a certified public road

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

## *Plymouth's Sidewalk and Bicycle Facilities*

Almost all of Plymouth's streets have a sidewalk on one or both sides of the street. Only a few formal bicycle amenities, such as bike lanes or shared-use paths exist within the City. Recent street improvements included the addition of bike lanes between Ann Arbor Road and Ann Arbor Trail on South Main and shared lane markings on Harvey. Harvey has also been marked with shared lane markings between Penniman and W. Ann Arbor Trail. Many residents perceive the arterials such as Sheldon Road, Ann Arbor Road, and Mill/Lilley Street as unsafe and challenging

because of the heavy volume and fast traffic flow. This concern was also voiced about using a bicycle through downtown Plymouth.

## *Plymouth's Destinations*

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

## *Survey Responses on "Bicycle Destinations"*

The Master Plan Survey asked respondents to name where they want to travel to on a bicycle. A majority named downtown, city parks, Hines Drive, and Old Village as destinations. Other destinations include neighboring cities like Livonia, Northville, Plymouth Township, and Canton Township.

## *Surrounding Communities*

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



# TRANSPORTATION PLAN

## Southeast Michigan

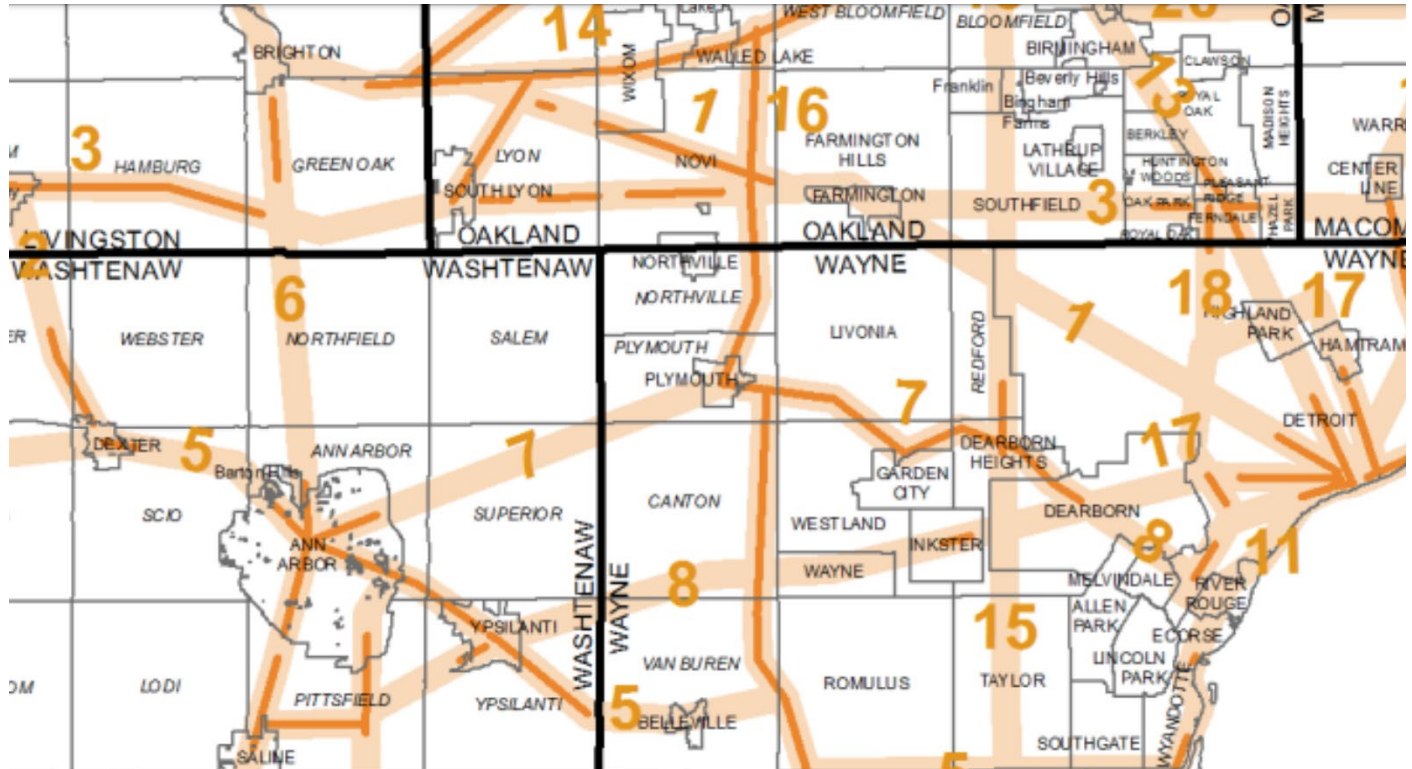
On a regional scale, the Southeast Michigan Council of Governments (SEMCOG) has developed the Bicycle and Pedestrian Travel Plan for Southeast Michigan (2020) in conjunction with the Michigan Department of Transportation. SEMCOG is the regional planning organization for southeast Michigan. The purpose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

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

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

The Walled Lake to Lake Erie Metropark Corridor (16) connects Walled Lake to Flat Rock through Plymouth and utilizes the M-5 Metro Trail, I-275 Metro Trail, and Downriver Linked Greenways.

The entire document is available on SEMCOG’s website at <https://www.semco.org/bicycle-and-pedestrian-mobility>.



# TRANSPORTATION PLAN

## *Plymouth Township*

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

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

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

## *Northville Township*

Northville Township established a Pathways Advisory Committee in 2021 and took "field trips" to study the current system. After a Pathway Gap

Analysis, six pathway projects were prioritized to pursue.

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

## *City of Northville*

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

## **Existing Policies**

The City has adopted policies regarding street and sidewalk maintenance and repairs. (Note that a few streets in the City of Plymouth are County or State roads, including Mill Street, Sheldon Road, Wilcox Road, Ann Arbor Road, and Plymouth Road.)

## *Streets*

In 2017 and 2020, the city completed comprehensive assessments of the condition of the city's road system to plan for future repairs/replacement. The road scoring system is called PASER, which is an acronym for PAVement Surface Evaluation and Rating. Roads are given a score from 0 to 10, with 10 being a newly paved road and 0 being a completely deteriorated

# TRANSPORTATION PLAN

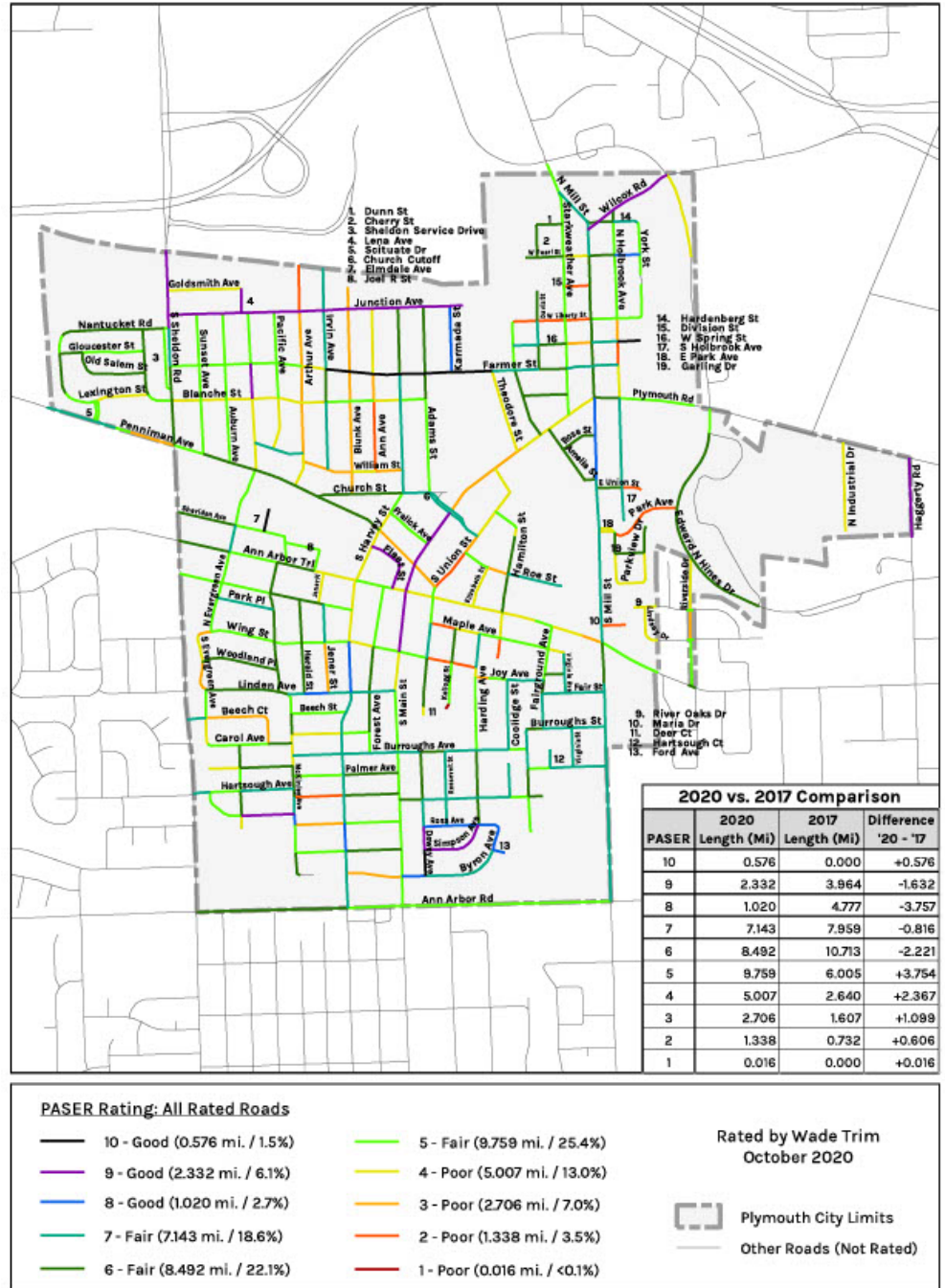
surface. In 2017, PASER score presented the city's 38.4 miles of roadway as 22% good, 65% fair, and 13% poor. In 2020, PASER score presented the city's 38.4 miles of roadway as 11% good, 66% fair, and 23% poor. The 2017 to 2020 comparison table is on the map to the right.

The city has an annual infrastructure plan/program which as of 2024, has reconstructed approximately XX miles of streets since 20XX. Of the 9.1 miles of road currently rated poor as of 2020, the city has replaced XX miles. The remaining XX miles will be completed by 20XX.

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

## Sidewalks

The sidewalk program is implemented by the Department of Municipal Services. They inspect a different quadrant of the city each year and



## City of Plymouth 2020 PASER RATED ROADS

Overall Map



25251 Northline Road  
Taylor, MI 48180  
www.WadeTrim.com

PLY2111-03T  
W:\total\Projects\PLY2111\03T\GIS-001\Project\Overall Map 2020.mxd

# TRANSPORTATION PLAN

## Primary and Secondary Transportation Routes

Plymouth's vehicular system is well established. Therefore, improvements to the City's transportation network in this Plan focus on ensuring the city is also walkable and bikeable. **Figure 12** on the next page depicts the priority routes and connections for Plymouth identified through a paper survey of visitors to the Spring Artisan Market in Downtown Plymouth April 2024 and a workshop with the Planning Commission. While all these routes currently have existing sidewalks, there are opportunities to improve certain walks, as well as a need to establish facilities that better accommodate bicycle travel.

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

1. Primary Vehicular Routes, colored yellow, include Main Street, Starkweather Street, Harvey, Farmer, Penniman, and Ann Arbor Trail. These roadways have been identified as the main routes used by vehicles to reach various destinations in town, or to connect with the larger roadway system surrounding the city. (Note that the existing conditions on Penniman (i.e., retaining walls and narrow travel lanes) make this street unfavorable as a future bicycle route.) The information is provided on this map to provide context, identifying the major roads where vehicular traffic has priority.
2. Primary Bicycle Routes, colored blue, are the routes selected for consideration for future bicycle amenities. These routes would allow bicycle access to most of the City's destinations, as well as connection to the Hines Park Trail, and regional bicycle network.

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

## Goals for Non-Motorized Improvements

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

1. Create a comprehensive non-motorized plan incorporating public input and technical expertise.
2. Provide a clear bicycle connection between Ann Arbor Road and Hines Drive through downtown Plymouth.
3. Create a bicycle network that connects the residential neighborhoods with schools, parks, and downtown Plymouth, including the Plymouth Library and the Plymouth Cultural Center. This system should create a loop through the neighborhoods.
4. Improve sidewalks to eliminate any existing obstructions, add landscape buffers/street trees between walks and abutting streets, and widen walks to provide safer, more comfortable pedestrian travel ways. Opportunities for improvements are identified with capital letters on Figure 12 and are described under the "Notes" heading on the map legend.
5. Study and improve pedestrian crossings at the following intersections:
  - a. Starkweather and Farmer

# TRANSPORTATION PLAN

- b. Main St. and Church
- c. Main St. and Fralick
- d. Main St. and Wing
- e. Main St. and Burroughs
- f. Main St. and Hartsough
- g. Harvey and Wing
- h. Mill St. and Farmer (Wayne County)
- i. Starkweather and Northville Rd. (Wayne County)
- j. Hines Drive and Park St. (Wayne County)
- k. Hines Drive and Wilcox Rd. (Wayne County)

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

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

## Non-Motorized Best Practices

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

### 1. Sidewalks

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

infrastructure program the boulevard area should be increased when it is safe and efficient to do so.

### 2. Pedestrian Refuge Islands and Bulb Outs

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

### 3. On-Street Shared Lane Markings

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

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

# TRANSPORTATION PLAN

Association of State Highway and Transportation Officials (AASHTO) guidelines.

## 4. On-Street Bicycle Lanes

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

According to the Federal Highway Administration (1994), bicycle lanes are appropriate on roadways having daily volumes that exceed 4,000 or car speeds that exceed 30 mph.

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

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

## 5. On-Road Paved Shoulders

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

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

## 6. Other Bicycle Features

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