



City of Plymouth Planning Commission Future Land Use Sub-Committee Meeting Agenda

Monday, October 14, 2024 – 6:00 p.m.
City Hall Conference Room

City of Plymouth
201 S. Main
Plymouth, Michigan 48170

www.plymouthmi.gov
Phone 734-453-1234

1. **CALL TO ORDER**
 - a) Roll Call: Silvers, Funk, Stalter, Filippis
2. **CITIZENS COMMENTS**
3. **APPROVAL OF THE MEETING NOTES**
 - a) Meeting notes from June 6, 2024
4. **MASTER PLAN DISCUSSION**
 - a) Future Land Use
5. **ADJOURNMENT**

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

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

City of Plymouth Strategic Plan 2022-2026

GOAL AREA ONE - SUSTAINABLE INFRASTRUCTURE

OBJECTIVES

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

GOAL AREA TWO – STAFF DEVELOPMENT, TRAINING, AND SUCCESSION

OBJECTIVES

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

GOAL AREA THREE - COMMUNITY CONNECTIVITY

OBJECTIVES

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

GOAL AREA FOUR - ATTRACTIVE, LIVABLE COMMUNITY

OBJECTIVES

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

Planning Commission 2023 Goals

1. Review, amend, and revise the master plan as necessary
2. Obtain and review a form based codes test case
3. Create an ordinance to support generators

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

-Plymouth Mayor Joe Bida November 1977



City of Plymouth Planning Commission Public Engagement Sub-Committee Meeting Minutes

Thursday, June 6, 2024 – 12:00 p.m.

City Hall Conference Room

City of Plymouth
201 S. Main
Plymouth, MI 48170

www.plymouthmi.gov
Phone 734-453-1234

1. CALL TO ORDER

Vice-Chair Scott Silvers called the meeting to order at 12:03 p.m.

Present: Vice-Chair Silvers, Commissioners Eric Stalter, Zach Funk, Sidney Filippis (left at 12:30 p.m.)

Also present: Planning and Community Development Director Greta Bolhuis

2. CITIZENS COMMENTS

None.

3. APPROVAL OF THE MEETING NOTES

a) Silvers offered a motion, seconded by Funk to approve the meeting notes for the May 22, 2024, meeting as presented.

There was a voice vote.

MOTION PASSED

4. MASTER PLAN DISCUSSION

The sub-committee discussed the future land use designation descriptions. They discussed density calculations within the descriptions. It was mentioned that the City of Novi uses a map to replace describing specific density numbers. There was consensus that most communities do not use density calculations in their descriptions. It was suggested to be more descriptive in place of the calculation. There was discussion about using minimum or maximum density instead of a range. Discussion about housing included a desire for mixed use housing and specifying the missing context about housing. The sub-committee discussed low- and high-density mixed use and decided to collapse the two into one district. There was conversation about removing “single family” from the residential description. There was discussion about clarifying that there should be a mixture of uses throughout the district as well as across properties. There was a desire for North and South Main to have different sub-area plans. The next meeting is planned for July 17 at 12:00 p.m.

5. ADJOURNMENT

A motion was made by Silvers, supported by Stalter to adjourn the meeting at 12:59 p.m.

FUTURE LAND USE

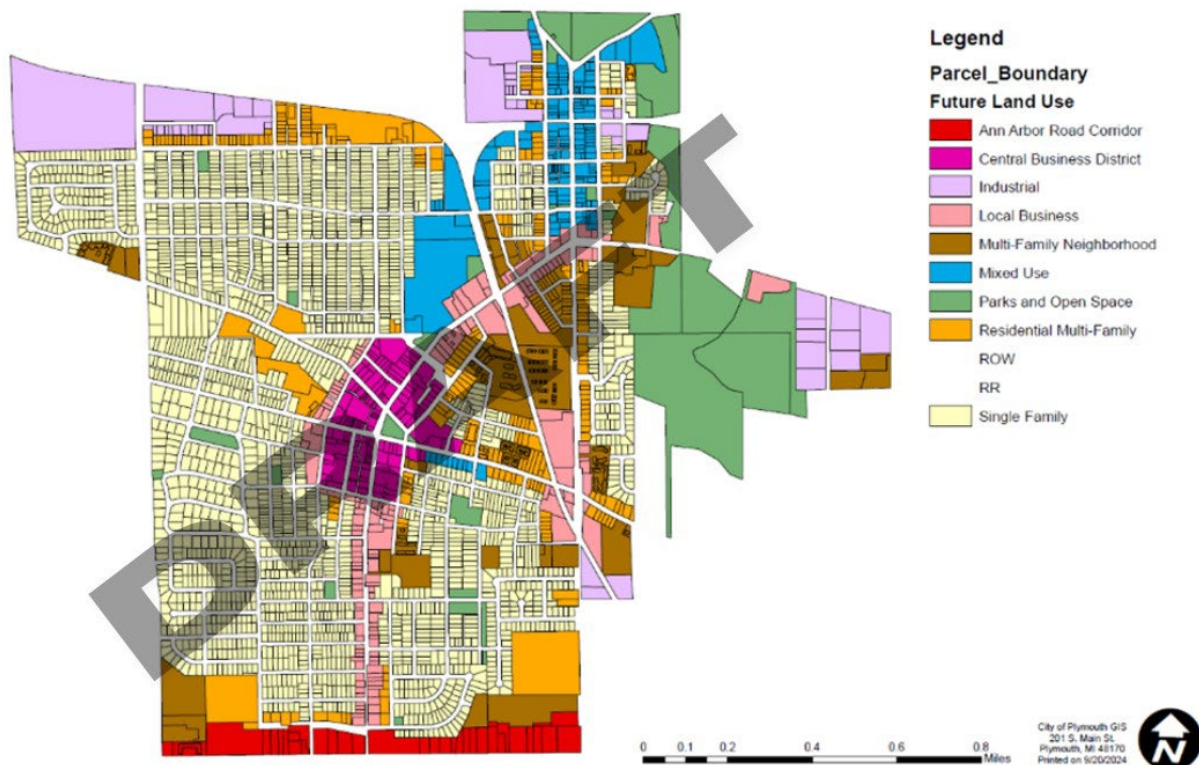
Introduction

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

The future land use plan and future land use map are intended to be policy documents and decision-making guides to promote informed public and private decision-making for the betterment of the community. It is important to note that future land use designations are not the same as zoning districts or zoning ordinance standards. They are designations on a plan that provide guidance on appropriate land uses if a lot were to be redeveloped in the future. The designations and map will guide future zoning ordinance updates to achieve the goals of this document.

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

Future Land Use Map



Residential Vision Statement

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

Single-Family Residential

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

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

Strategies

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

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

Multi-Family Residential

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

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

Strategies

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

Multi-Family Neighborhoods

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

Strategies

The types of housing allowed was expanded, however, obstacles still exist that prevent redevelopment. These barriers can be reduced by removing the room number density formula, reviewing parking needs especially for properties close to downtown, and allowing additional height/stories where appropriate. Completion of a building type inventory may offer insight on necessary changes.

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

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

Old Village – Mixed Use

The Old Village area was built on a traditional grid pattern centering along the railroad line. Historically, this area hosted a mixture of industrial, hospitality, restaurant, service, retail, religious, and residential uses. Many of these same uses exist today.

The Old Village character area has a range of residential, commercial, and industrial building types and land uses. Buildings should be setback from the street uniformly and preservation of existing buildings is a priority. Buildings in this area should be adaptable so they can shift between residential and commercial uses as demand changes. Care should be taken to protect the commercial corridors comprising the downtown village area of W. Liberty between Starkweather and Mill, Starkweather between W. Liberty and Farmer, and Mill between W. Liberty and W. Spring.

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

Strategies

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

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

Local Business

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

Strategies

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

Central Business

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

Strategies

The central business designation is supported by the DDA infrastructure and strategic plans and the Kellogg Park Historic District. The intent is to maintain a vibrant, desirable downtown with thriving businesses that have a variety of offerings.

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

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

Ann Arbor Road Corridor

The Ann Arbor Road Corridor is the broadest and most-intensive commercial land use category. This area is located on the automobile dependent Ann Arbor Road and benefits from the exposure of high-traffic volumes. While these uses are generally accessed by vehicle, pedestrian access across the site is desirable. Businesses include a wide range of retail and service establishments, including drive-through restaurants, auto-service establishments and commercial uses serving a regional clientele. Limited residential uses may be appropriate on upper levels but are considered a subordinate use to the principal commercial intent of this designation. Buildings in this corridor are typically single land use, but a mixture of commercial land uses are desirable within buildings. Parking should be located behind or along the side of buildings. Improvements to pedestrian circulation to and through sites should be prioritized, especially for land uses that will serve the adjacent residential neighborhoods. The intent of the corridor is to provide a cohesive streetscape with consistent signage, landscaping, and fencing. Ideally, buildings would be setback from the street in a consistent manner and curb cuts should be limited to reduce the potential conflict between pedestrians and vehicles.

Strategies

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

Industrial

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

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

Strategies

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

Parks and Open Space

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

Strategies

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