

Downtown Sub Area Plan

PLANNING FRAMEWORK & LAND USE

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



FORM & SITE DESIGN

- To encourage development which reinforces pedestrian activity along streets, building fronts shall be placed at the street right-of-way line or no more than 12 feet back from the right-of-way.
- Building architecture should be compatible with sidewalk areas and provide an attractive interface between building and pedestrians. Quality architecture shall be emphasized with generous window areas, building recesses, and architectural details.
- Architectural interest should be provided through the use of color, texture, and materials, with special details for primary building entrances.



Figure 2: Downtown Sub Area

SURVEY RESPONSES ON DOWNTOWN

The Master Plan Survey asked respondents to name characteristics that are desirable for the buildings in the downtown area. A majority want buildings to be set back from the street similarly, buildings to have a mix of uses, and for buildings that are historic to be preserved. Other desirable characteristics include buildings that are variable in style and buildings that have one primary entrance per storefront.

STREETSCAPES & PUBLIC SPACES

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



Downtown Sub Area Plan

South Main at Kellogg Park



PARKING & CIRCULATION

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

SURVEY RESPONSES ON PARKING

The Master Plan Survey asked what form parking should take in the Downtown area. A majority preferred Downtown parking to be in the form of 1-2 story parking decks. Slightly fewer respondents responded that surface lots, striping on-street parking at the edges of downtown, and 3-4 story decks were favorable. Valet service and shuttle service were considered undesirable options for parking.

Additionally, the Master Plan Survey asked where public parking should be placed/expanded in the Downtown area. Respondents preferred locations behind the Library and City Hall, at the existing Central Parking Deck, and at the former Saxton's property.



DDA 2018 STRATEGIC PLAN

In July 2018, the Downtown Development Authority Board approved their 5 Year Action Plan that is the strategic visioning document for the downtown district. The goals and related tasks are listed below:

Goal	Task	Responsible Party	Timeframe	Funding Source
Identify Alternative Funding Sources	Develop a vision/plan to explore and identify alternative funding mechanisms for capital improvement projects. Plan should include "Action Plan" that identifies steps for obtaining funding via each funding source.	DDA Board	Short Term	DDA Funding/ Grants/Public-Private Partnerships
	Establish a DDA Finance Committee.	DDA Board	Short Term	No Cost
Increase Parking Inventory	Create Comprehensive Parking Plan that determines existing and future parking needs, and 1-5 year vision for parking facilities, including reconstruction of parking deck. Plan should also identify, evaluate and prioritize funding and revenue sources (paid parking, assessments, private/public partnerships, advertising, etc.).	DDA Board/Parking Sub-Committee	Short Term	Paid Parking, Assessments, Public-Private Partnerships
	Assist in moving Saxton's development project forward by hosting/participating in joint planning meeting to discuss site plan features with the City Commission and Planning Commission.	City Administration/ DDA Staff/Planning Commission	Short Term	No Cost
Make Downtown More Pedestrian Friendly	Repair/replace tree grates; maintain existing and install where needed. Investigate tree grates made of more flexible material to avoid heaving.	DDA Staff	Short Term	DDA Funding/ Public-Private partnerships
	Create a sense of arrival/entryway into downtown by improving pedestrian crossings identified in 2017 goals (Main/Church, Harvey/Penniman, Harvey/Wing and Main/Wing)	DDA Staff	Medium Term	DDA Budget/City Budget/Grants
	Create tree lighting plan to provide full LED display on all trees within desired boundary (purchase, installation and maintenance)	DDA Staff	Short Term	DDA Budget/ Partnerships with Property and Business Owners
Kellogg Park	Increase lighting, especially in alleys	DDA Staff	Short Term	DDA Budget
	Develop and implement Kellogg Park improvements (turf, preserve tree canopy, more permanent solution for bandstand) by creating a fundraising campaign (brick pavers, corporate sponsorship, donations. Fountain Completion	City Commission/ DDA Board	Medium Term	Fundraising/Grants
Support Businesses	Support business mix by creating a clearinghouse of all requirements (i.e. site development, marketing properties to decrease vacancies, façade improvement program, Redevelopment Ready Communities (RRC) Program)	DDA Staff/City Administration/City Commission	Short Term	No Cost
New Items	Develop plan for DDA future street lighting upgrade and phased implementation	DDA Staff	Long Term	No Cost
	Complete a study of infrastructure in the DDA including electricity, plumbing, water, sidewalks, and trees	DDA Staff/City Administration	Short Term	DDA Budget

Table 2: DDA 2018 Strategic Plan

PLANNING FRAMEWORK & LAND USE

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

FORM & SITE DESIGN

- Liberty Street between Starkweather and Mill streets shall function as the village center for the Old Village with a collection of restaurants, taverns and shops.
- The historic architecture shall be preserved.
- Streetscape improvements including lighting, sidewalk enhancements and landscaping should be implemented.
- Variable setbacks ranging from zero to 15' shall be established on an average block basis in order to maintain block integrity.
- Building heights shall not exceed 2-3 stories in appropriate areas
- The City should promote public and private plazas, and attractive greenspace for gatherings.



Old Village Sub Area Plan

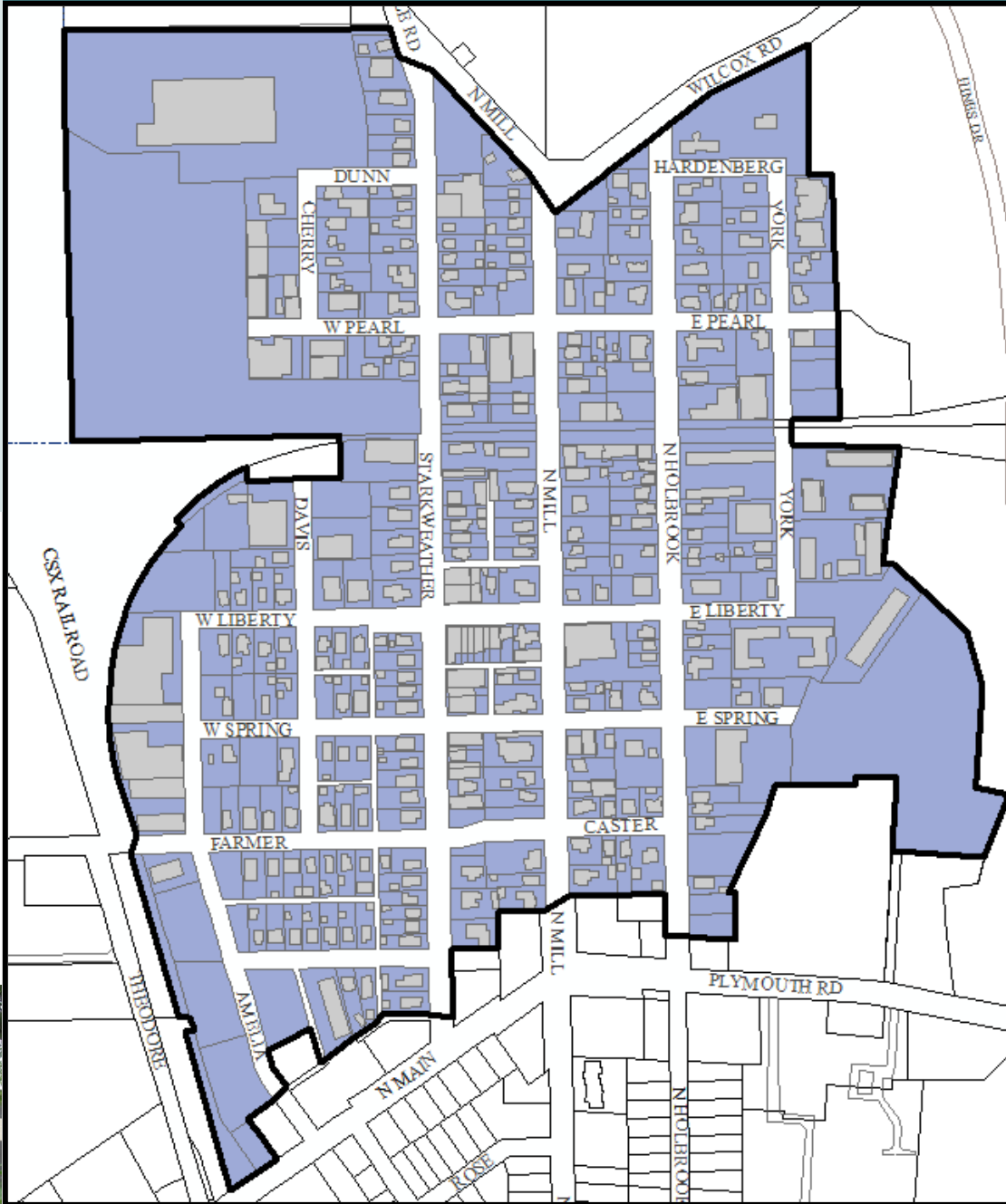


Figure 3: Old Village Sub Area

PARKING & CIRCULATION

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



Figure 4: Public and Private Parking in Old Village*



SURVEY RESPONSES ON OLD VILLAGE

The Master Plan Survey asked respondents to name characteristics that are desirable for the buildings in the Old Village area. A large majority want buildings that are historic to be preserved. Other desirable characteristics include buildings that are variable in style, have mixed use across floors, and buildings that are set back from the street similarly.

*This rendering is informational only and may not reflect changes to parking configurations since its creation in 1998 or as referenced in the 2011 Master Plan.

PLANNING FRAMEWORK & LAND USE

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

FORM & SITE DESIGN

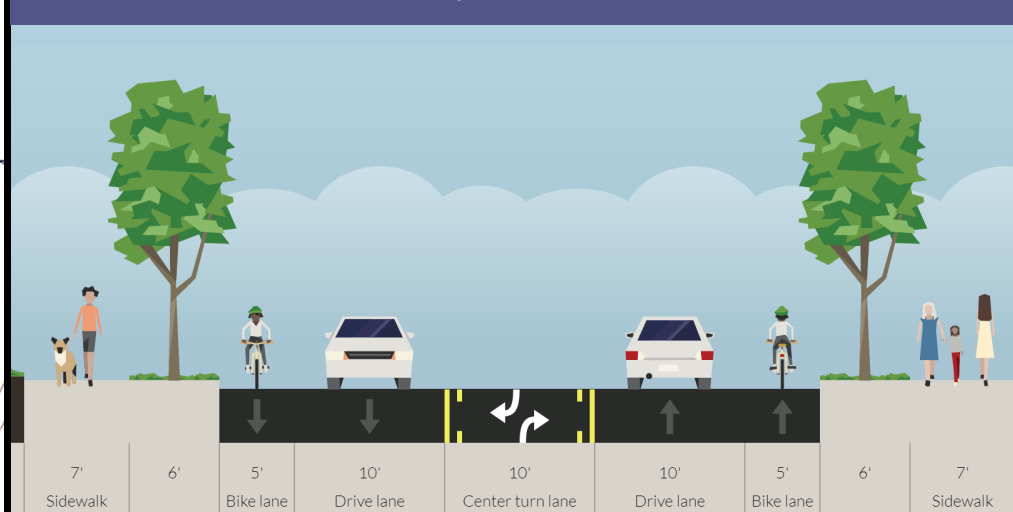
- Where possible, the following streetscape improvements should be implemented: additional street trees, decorative street lighting, public art, and gateway or welcome signs.
- Locate parking at the rear of buildings. Share driveways and parking areas between uses/lots.
- Landscape strips or decorative knee walls should separate front yard parking and sidewalk areas.
- Adjoining single-family residential areas should be properly buffered by means of landscape strips, berms, and/or screening walls.
- North Main Street should be improved with street trees and streetscape improvements and building fronts shall be placed at the street right-of-way line or no more than 12 feet back from the right-of-way to encourage pedestrian activity.

North and South Main Street Sub Area Plans



CIRCULATION

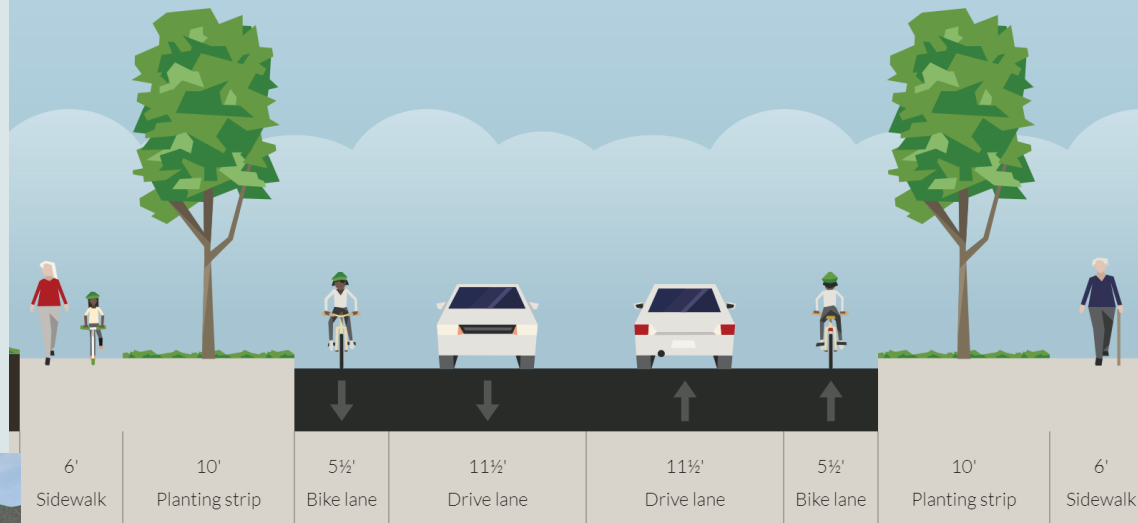
- South and North Main Streets should provide a safe and attractive pedestrian corridor leading to the downtown.
- Pedestrian improvements should consider greater sidewalk width and barrier-free ramps at intersections.
- Designated pedestrian crosswalks should be identified with signage and/or pedestrian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



South Mill Sub Area Plan

PLANNING FRAMEWORK & LAND USE

- South Mill provides redevelopment opportunities for mixed use development including single family residences, multi-family residences, recreation, neighborhood commercial and industrial uses.
- The vacant Bathey site provides a prime redevelopment opportunity for a mixed use planned unit development with a connection to North Main Street and compatibility with Old Village.
- Existing single family and multi-family uses should be maintained and buffered from industrial uses.
- Neighborhood commercial uses such as local business retail and service are designated for the intersection of Ann Arbor Trail and South Mill.
- Retain existing industrial uses around the railroad as appropriate, as they provide important employment opportunities and tax base for the City.



CIRCULATION

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



FORM & SITE DESIGN

- As redevelopment occurs, streetscape improvements should be implemented and should include additional street trees along the corridor, landscape screening along industrial properties and the school bus yard, and landscape strips and decorative knee walls at key commercial intersection of Ann Arbor Trail and South Mill.
- Gateway/entryway sign should be installed at South Mill near City limits.
- Provide unified streetscape elements along the South Mill corridor.

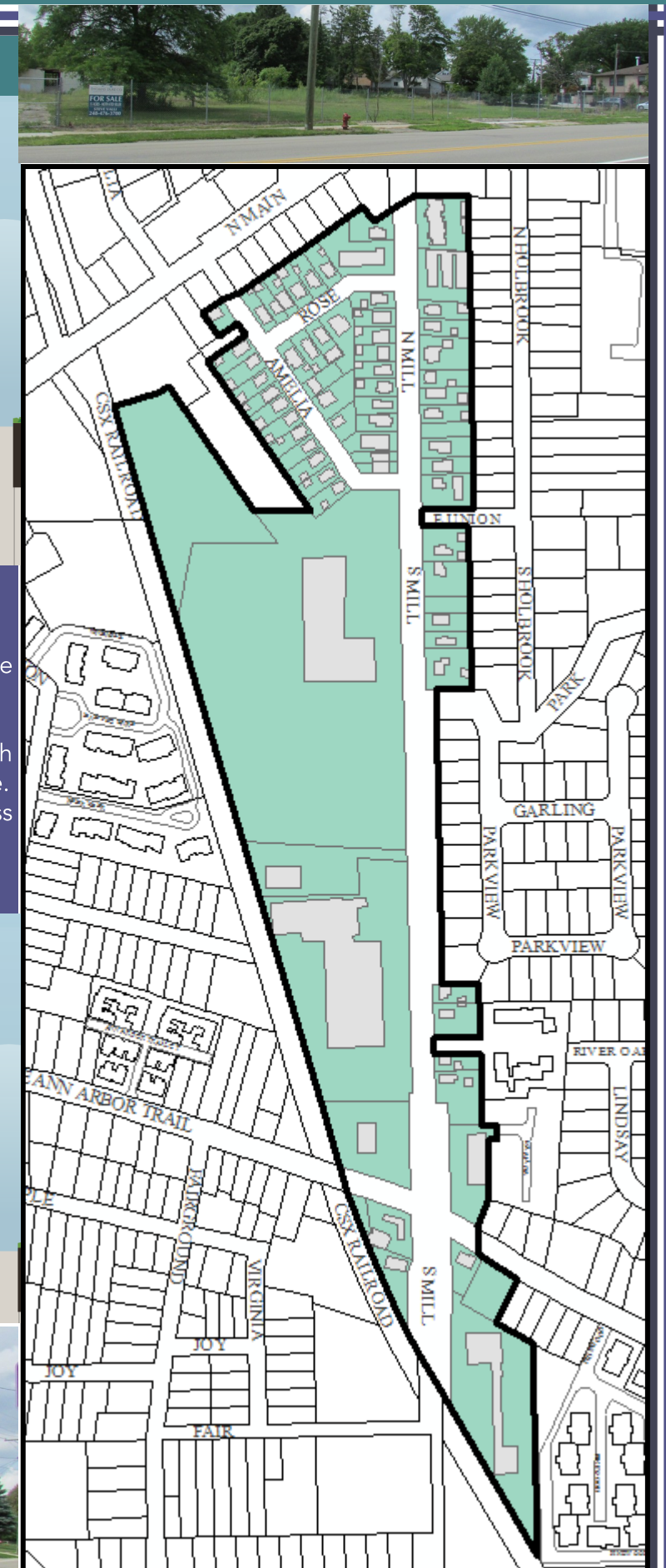


Figure 12: South Mill Sub Area

Ann Arbor Road Corridor Sub Area Plan

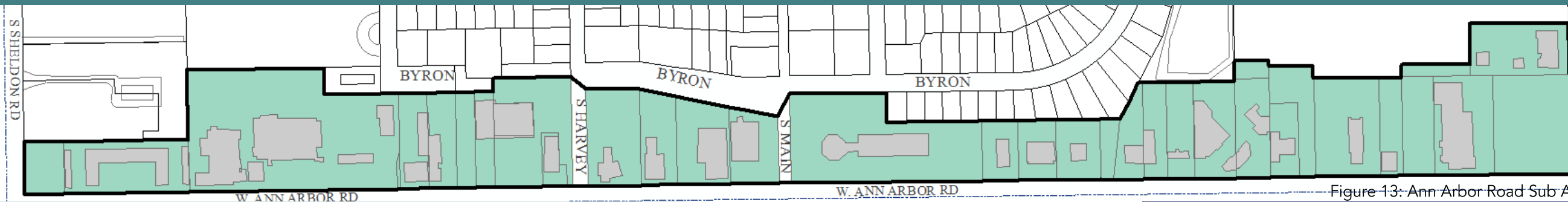


Figure 13: Ann Arbor Road Sub Area

PLANNING FRAMEWORK & LAND USE

- The Ann Arbor Road Corridor is characterized by a variety of retail and service businesses that is best accessed by automobile.
- This district was developed in partnership with Plymouth Township and as such cannot be changed without consultation with and agreement from their Planning Commission.
- Land use policies for Ann Arbor Road primarily encourage professional offices, personal service establishments, restaurants and food service, and auto-oriented businesses.
- Land uses that promote pedestrian movement and accommodation are encouraged.

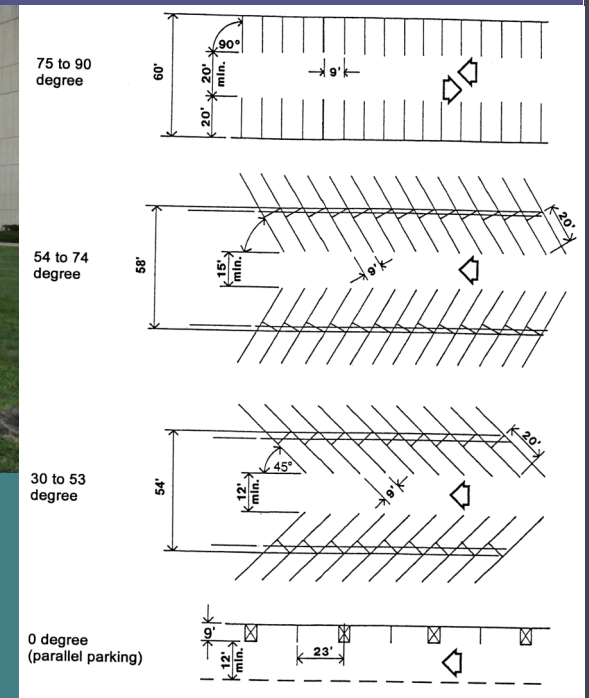
FORM, SITE DESIGN, AND STREETSCAPES

- The Ann Arbor Road Corridor has clearly defined design guidelines and streetscape requirements including specifications on signage, landscaping, fencing, building materials, and lighting.
- As more buildings are changing ownership and changing uses, sites are being improved which requires compliance with the district's streetscape standards. It is expected that this will continue in future years.
- Public spaces can be greatly improved in this area. Increased sidewalk widths, inviting street furniture, and fewer curb cuts could make this area more pedestrian friendly.
- Ann Arbor Road is a state road and all street improvements are under the purview of MDOT. Wayne County maintains the two roads (Sheldon and S. Mill/Lilley) that create the edges of this sub area.



PARKING & CIRCULATION

- The Ann Arbor Road Corridor is auto-centric and relies on efficient parking and circulation around buildings and on sites.
- Traffic calming solutions should be explored for the corridor which may include curb bump outs, smaller curb cuts, parking lot islands, and pedestrian refuge islands.
- The graphic below provides various options for parking lot layouts. It is important that all parking within this sub area functions efficiently in order to limit potential harm to pedestrians and other motorists.
- Lower speeds should be encouraged along Ann Arbor Road.



PLYMOUTH TOWNSHIP'S ANN ARBOR ROAD CORRIDOR SUB AREA PLAN (FROM THEIR 2015 MASTER PLAN)

Background

In 1998, Plymouth Township and the City of Plymouth formed a joint Ann Arbor Road Corridor (ARC) District, which contains specific criteria for landscape, signage, and the appearance of buildings. The purpose of the joint zoning district was to create a visual cohesiveness on both sides of Ann Arbor Road and to foster a sense of place. To that end, the Township Downtown Development Authority (DDA) has financed major streetscape projects along the Township portion of the Ann Arbor Road Corridor. It is the Township's perspective that continued investment in the Ann Arbor Road Corridor will help to prevent blight and ensure that this area remains a viable location for business.

Key Concepts

- As the prime commercial thoroughfare in Plymouth Township, the Ann Arbor Road Corridor has been recognized as a key focal area of the community.
- The requirements of the ARC District for landscape, signage, and the appearance of buildings help to improve the visual continuity of the area and foster a sense of place.

