



**CHARTER TOWNSHIP OF PLYMOUTH**  
**DOWNTOWN DEVELOPMENT AUTHORITY**

**Monday, June 10, 2019**  
**4:00 p.m.**  
**Plymouth Township Hall – Town Hall Meeting Room**  
**AGENDA**

- A. Meeting called to order at \_\_\_\_\_ p.m.
- B. Roll Call
  - \_\_\_\_\_ Kurt Heise                  \_\_\_\_\_ John Bidigare                  \_\_\_\_\_ Fred Brunk
  - \_\_\_\_\_ Paul Fessler                  \_\_\_\_\_ Mike Kolb                  \_\_\_\_\_ Ryan Kolb
  - \_\_\_\_\_ Darren LaLonde                  \_\_\_\_\_ George Lytle                  \_\_\_\_\_ Victor West
- C. Approval of Agenda
- D. Chairperson Comments
- E. Approval of Bills
- F. Approval of Minutes – Regular Meeting, April 8, 2019
- G. Receive and File 2019 Downtown Development Authority Budget – *Kurt Heise*
- H. Q & A with Township Treasurer Mark Clinton
- I. DDA Corridor Update – *Kurt Heise, Laura Haw, Plymouth Township Planner*
- J. Presentation for Consideration of an Amendment to the existing Downtown Development Authority Master Plan and Tax Increment Financing Plan - *Laura Haw, Plymouth Township Planner*

- K. **PUBLIC HEARING** – Consideration of an Amendment to the existing Downtown Development Authority Master Plan and Tax Increment Financing Plan
- L. Recommendation to Plymouth Township Board of Trustees concerning an Amendment to the existing Downtown Development Authority Master Plan and Tax Increment Financing Plan - *Kurt Heise and Laura Haw*
- M. Board Member Comments
- N. Public Comments
- O. Adjournment

**CHARTER TOWNSHIP OF PLYMOUTH  
DOWNTOWN DEVELOPMENT  
AUTHORITY**

**REGULAR MEETING  
JUNE 10, 2019**

**ITEM C**

**Approval of Agenda  
June 10, 2019**

**CHARTER TOWNSHIP OF PLYMOUTH  
DOWNTOWN DEVELOPMENT  
AUTHORITY  
REGULAR MEETING  
JUNE 10, 2019**

**ITEM D**

**Chairperson Comments**

**CHARTER TOWNSHIP OF PLYMOUTH  
DOWNTOWN DEVELOPMENT  
AUTHORITY  
REGULAR MEETING  
JUNE 10, 2019**

**ITEM E**

**APPROVAL OF BILLS**

Charter Township of Plymouth  
AP Invoice Listing - Board Report

DDA

Page 1 of 1

**VENDOR INFORMATION**

**INVOICE INFORMATION**

**SERENE SURROUNDINGS, INC.**

DDA - West Phase Service- March 2019 - Inv. # 4  
248-248-776.000

DDA-West Phase - Inv. # 41999

**Invoice Amount: \$1,160.00**

**Check Date: 04/13/2019**  
1,160.00

**SERENE SURROUNDINGS, INC.**

DDA - East Phase Services March 2019- Invoice #  
248-248-776.000

DDA-East Phase - March 2019 - Inv#42048

**Invoice Amount: \$1,340.00**

**Check Date: 04/13/2019**  
1,340.00

**Total Amount to be Disbursed: \$2,500.00**

Charter Township of Plymouth  
AP Invoice Listing - Board Report

DDA P#4:1717

**VENDOR INFORMATION**

**INVOICE INFORMATION**

**MCKENNA ASSOCIATES INC**

**Invoice Amount: \$2,371.50**

DDA - Professional Services March 2019 (#21702-

**Check Date: 04/20/2019**

248-248-818.000

On Site - 1/2 day (4.50)

1,710.00

248-248-818.000

On Site - Full day (.90)

661.50

**SERENE SURROUNDINGS, INC.**

**Invoice Amount: \$225.00**

DDA - Township Hall Grounds Sprng Cleanup - In

**Check Date: 04/20/2019**

248-248-776.000

DDA-Township Hall 3-19 - Inv#42041

225.00

**Total Amount to be Disbursed: \$2,596.50**

Charter Township of Plymouth  
AP Invoice Listing - Board Report

DDA 4124PM 1/1

**VENDOR INFORMATION**

**INVOICE INFORMATION**

**MCKENNA ASSOCIATES INC**

DDA - Professional Services March 2019 (#21904-  
248-248-818.000  
248-248-818.000

2019 DDA Plan Update-Prin.Plan 23.50hrs  
2019 DDA Plan - Asst. Planner - 4.5 hrs

**Invoice Amount:** **\$2,527.00**  
**Check Date:** **04/27/2019**  
2,279.50  
247.50

**CHARTER TWSP OF PLYMOUTH**

DDA ELECTRIC CHOICE REPAYMENT -March 2019  
248-100-067.050

DDA - ELECTRIC CHOICE REPAYMENT - 3/19

**Invoice Amount:** **\$420.98**  
**Check Date:** **04/27/2019**  
420.98

**Total Amount to be Disbursed: \$2,947.98**



Charter Township of Plymouth  
AP Invoice Listing - Board Report

DDA Page 8/8/17

**VENDOR INFORMATION**

**INVOICE INFORMATION**

**SERENE SURROUNDINGS, INC.**

DDA - Township Hall Grounds - Invoice # 42933 -

248-248-776.000

DDA-Township Hall 4- '9Inv. 42933

**Invoice Amount:**

**\$662.50**

**Check Date:**

**05/11/2019**

662.50

**SERENE SURROUNDINGS, INC.**

DDA - West Phase Service- April 2019 - Inv. # 42

248-248-776.000

DDA-West Phase - Inv. # 42813 - 4/19

**Invoice Amount:**

**\$3,388.89**

**Check Date:**

**05/11/2019**

3,388.89

**SERENE SURROUNDINGS, INC.**

DDA - East Phase Services April 2019- Invoice #

248-248-776.000

DDA-East Phase - April 2019

**Invoice Amount:**

**\$3,218.84**

**Check Date:**

**05/11/2019**

3,218.84

**Total Amount to be Disbursed:**

**\$7,270.23**

Charter Township of Plymouth  
AP Invoice Listing - Board Report

DDA 5/24/19 1/1

**VENDOR INFORMATION**

**INVOICE INFORMATION**

**MCKENNA ASSOCIATES INC**

DDA - Professional Services April 2019 - #90047J-  
248-248-818.000

Principal Planner prep & attend 4/8/19

**Invoice Amount:** \$220.00  
**Check Date:** 05/25/2019  
220.00

**MCKENNA ASSOCIATES INC**

DDA - Professional Services April 2019 (#21702-D  
248-248-818.000  
248-248-818.000

On Site - 1/2 day (4.20)  
On Site - Full day (1.20)

**Invoice Amount:** \$2,478.00  
**Check Date:** 05/25/2019  
1,596.00  
882.00

**PLANTE & MORAN, PLLC**

DDA Financial Statement Audit for yeaeer end 12/3  
248-248-818.000

DDA Financial Statement Audit 12/31/18

**Invoice Amount:** \$970.00  
**Check Date:** 05/25/2019  
970.00

**CHARTER TWSP OF PLYMOUTH**

DDA ELECTRIC CHOICE REPAYMENT -April 2019  
248-100-067.050

DDA - ELECTRIC CHOICE REPAYMENT - 4/19

**Invoice Amount:** \$464.91  
**Check Date:** 05/25/2019  
464.91

**Total Amount to be Disbursed:** \$4,132.91

Charter Township of Plymouth  
AP Invoice Listing - Board Report

DDA Page 6 of 119

**VENDOR INFORMATION**

**INVOICE INFORMATION**

**DIAMOND PROCLEAN, LLC**

TAKE DOWN WINTER SNOWFLAKES INSTALL SP

248-248-776.000

INVOICE 22532

**Invoice Amount:**

**\$1,200.00**

**Check Date:**

**06/07/2019**

1,200.00

**MCKENNA ASSOCIATES INC**

DDA - Professional Services April 2019 (#21904-4

248-248-818.000

2019 DDA Plan-Sen. Prin Plan - 2 hrs

248-248-818.000

2019 DDA Plan - Prin Planner - 2.75 hrs

248-248-818.000

Credit (see attached)

**Invoice Amount:**

**\$9.25**

**Check Date:**

**06/07/2019**

220.00

266.75

(477.50)

**PLM Lake & Land Management Corp.**

ALGAE TREATMENT OF ALL PONDS (PARKS AND

248-248-776.000

Invoice #194190 - Twp Hall DDA

**Invoice Amount:**

**\$66.00**

**Check Date:**

**06/07/2019**

66.00

**Total Amount to be Disbursed:**

**\$1,275.25**

**CHARTER TOWNSHIP OF PLYMOUTH  
DOWNTOWN DEVELOPMENT  
AUTHORITY  
REGULAR MEETING  
JUNE 10, 2019**

**ITEM F**

**Approval of Minutes  
Regular Meeting – April 8, 2019**

**CHARTER TOWNSHIP OF PLYMOUTH  
DOWNTOWN DEVELOPMENT AUTHORITY  
REGULAR MEETING – APRIL 8, 2019**

Supervisor Heise called the meeting of the Downtown Development Authority to order at 4:00 p.m.

<b>MEMBERS PRESENT:</b>	Kurt Heise	John Bidigare
	Fred Brunk	Paul Fessler
	Ryan Kolb	Darren LaLonde
	George Lytle	Victor West

**MEMBERS EXCUSED:** Mike Kolb

**OTHERS PRESENT:** Laura Haw, AICP, NCI, Planning Consultant  
Alice Geletzke, Recording Secretary

**C. Approval of Agenda**

Moved by G. Lytle and supported by V. West to approve the agenda for the regular meeting of April 8, 2019. Ayes all.

**D. Chairperson Comments**

Paul Opdyke of Serene Surroundings addressed the Board and answered questions about the upcoming season.

**E. Introduction of New Members**

Supervisor Heise introduced new members Darren LaLonde and Victor West.

**F. Approval of Bills**

Moved by F. Brunk and supported by G. Lytle to approve the bills as listed, in the amount of \$22,444.97. Ayes all.

**G. Approval of Minutes – Regular Meeting of February 11, 2019**

Moved by J. Bidigare and supported by G. Lytle to approve the minutes of the regular meeting of February 11, 2019 as presented. Ayes all.

**H. DDA Corridor Update – *Kurt Heise***

Supervisor Heise and Laura Haw updated Board members on the status of projects in the corridor such as new possibilities for the Kmart property, marketing of the Steak and Ale property, repairs to Massey Drive and the clock tower, and attempts to work with the railroad regarding improving the appearance of the bridge area. Also mentioned were progress on the

**CHARTER TOWNSHIP OF PLYMOUTH  
DOWNTOWN DEVELOPMENT AUTHORITY  
REGULAR MEETING – APRIL 8, 2019**

new car wash and upgrades to Burger King, with requirement for replacement of the pole sign with a monument sign as required in the Ann Arbor Road corridor.

**K.** Update on DDA Master Plan – *Laura Haw*

Supervisor Heise reviewed the reasons for the new requirements by the State for Master Plans for DDAs and TIFA Districts. The current plan was adopted in 2002 and the State has accepted this as the current plan with the acknowledgement that the Township is updating it. A new Master Plan is being drafted by McKenna and Laura Haw reviewed the work being done on this long-range plan. She noted it will be posted on the website for public comment and the DDA will hold a public hearing at the June 10 meeting. The DDA will ultimately recommend adoption to the Board of Trustees, and the Board will hold a public hearing. Also posting is required at 20 locations within the DDA district. Members were invited to pass along any ideas or comments to the Supervisor's office or her office.

**L.** Board Member Comments – There were none.

**M.** Public Comments – There were none.

**N.** Adjournment

Moved by R. Kolb and supported by P. Fessler to adjourn the meeting at 4:55 p.m. Ayes all.

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Ryan Kolb, Secretary  
Charter Twp. Of Plymouth  
Downtown Development Authority

**CHARTER TOWNSHIP OF PLYMOUTH  
DOWNTOWN DEVELOPMENT  
AUTHORITY  
REGULAR MEETING  
JUNE 10, 2019**

**ITEM G**

**Receive and File 2019 Downtown  
Development Authority Budget**

Calculations as of 12/31/2018

GL NUMBER	DESCRIPTION	2016 ACTIVITY	2017 ACTIVITY	2018 AMENDED BUDGET	2018 ACTIVITY THRU 12/31/18	2018 PROJECTED ACTIVITY	2019 DEPARTMENT REQUE BUDGET
ESTIMATED REVENUES							
Dept 248 - DOWNTOWN DEVEL AUTHORITY							
248-248-404.000	TAX CAPTURE REVENUE	280,873	420,968	300,000	304,732	304,732	340,000
248-248-441.000	LOCAL COMMUNITY STABILIZATION SHA	117,165	92,403	92,000	99,894	99,895	112,000
248-248-664.000	INTEREST INCOME	132	908	790	8,363	8,000	11,250
248-248-698.000	MISCELLANEOUS INCOME	48	0	0	430	430	0
Totals for dept 248 - DOWNTOWN DEVEL AUTHORITY		398,218	514,279	392,790	413,419	413,057	463,250
TOTAL ESTIMATED REVENUES							
		398,218	514,279	392,790	413,419	413,057	463,250



Calculations as of 12/31/2018

CL NUMBER	DESCRIPTION	2016 ACTIVITY	2017 ACTIVITY	2018 AMENDED BUDGET	2018 ACTIVITY THRU 12/31/18	2018 PROJECTED ACTIVITY	2019 DEPARTMENT REQUE BUDGET
APPROPRIATIONS							
Dept 248 - DOWNTOWN DEVEL AUTHORITY							
248-248-776.000	MAINT- BLDG & GROUNDS	125,638	83,621	100,000	84,349	88,000	99,000
248-248-818.000	CONTRACTUAL SERVICES	23,545	22,271	40,000	21,703	28,000	38,000
248-248-823.000	ANN ARBOR RD IMPROVEMENTS	18,279	6,350	5,000	0	0	0
248-248-921.000	UTILITIES	0	0	20,000	18,366	20,000	19,000
248-248-942.000	INTERGOVERNMENTAL SERVICE	0	0	21,000	13,781	20,668	22,465
248-248-963.000	MISCELLANEOUS EXPENSE	0	0	0	179	180	0
248-248-978.000	EQUIPMENT PURCHASE	0	0	1,000	0	0	0
Totals for dept 248 - DOWNTOWN DEVEL AUTHORITY		167,462	112,242	187,000	144,378	156,848	178,465
TOTAL APPROPRIATIONS		167,462	112,242	187,000	144,378	156,848	178,465
NET OF REVENUES/APPROPRIATIONS - FUND 248		230,756	402,037	205,790	269,041	256,209	284,785
BEGINNING FUND BALANCE		34,520	266,089	668,127	668,127	668,127	924,336
FUND BALANCE ADJUSTMENTS		812	0	0	0	0	0
ENDING FUND BALANCE		266,088	668,126	873,917	937,168	924,336	1,209,121

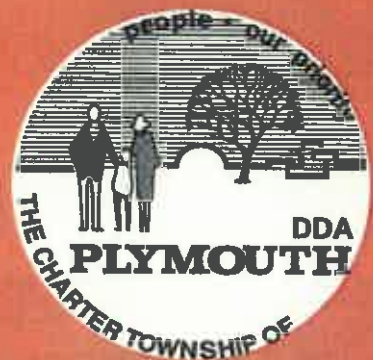
**CHARTER TOWNSHIP OF PLYMOUTH  
DOWNTOWN DEVELOPMENT  
AUTHORITY  
REGULAR MEETING  
JUNE 10, 2019**

**ITEM J**

**Presentation for Consideration of an  
Amendment to the existing Downtown  
Development Authority Master Plan  
and Tax Increment Financing Plan**

# Ann Arbor Road Corridor, 2050 Development Plan and Tax Increment Financing Plan

DRAFT v.3  
June, 2019



# Acknowledgments

## Downtown Development Authority

Kurt Heise, Township Supervisor and Chairman  
John Bidigare  
Fred Brunk  
Paul Fessler  
Mike Kolb  
Ryan Kolb  
Darren LaLonde  
George Lytle  
Victor West

## Planning Commission

Dennis Cebulski, Chairman  
Bill Pratt, Vice Chairman  
Kendra Barberena, Secretary  
Jim Harb  
John Itsell  
Bob Doroshewitz  
Keith Postell

## Board of Trustees

Kurt Heise, Township Supervisor  
Mark Clinton, Treasure  
Jerry Vorva, Clerk  
Chuck Curmi  
Bob Doroshewitz  
Jack Dempsey  
Gary Heitman

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# Background and Purpose

1



The Plymouth Charter Township Downtown Development Authority (DDA) was formed on January 8, 2002. The DDA was formed to help *"encourage and participate, where feasible and appropriate, in the development of new private uses that clearly demonstrate the creation of new jobs, the attraction of new business, and the generation of additional tax revenues."* The DDA's first Tax Increment Financing and Development Plan for the Downtown Ann Arbor Road Development Area was adopted on April 15, 2002.

The TIF plan is one of the primary mechanisms used to achieve the DDA's stated goals, through the identification and funding of streetscape and roadway improvement projects that will potentially spur private development, redevelopment, and general investment in the corridor.

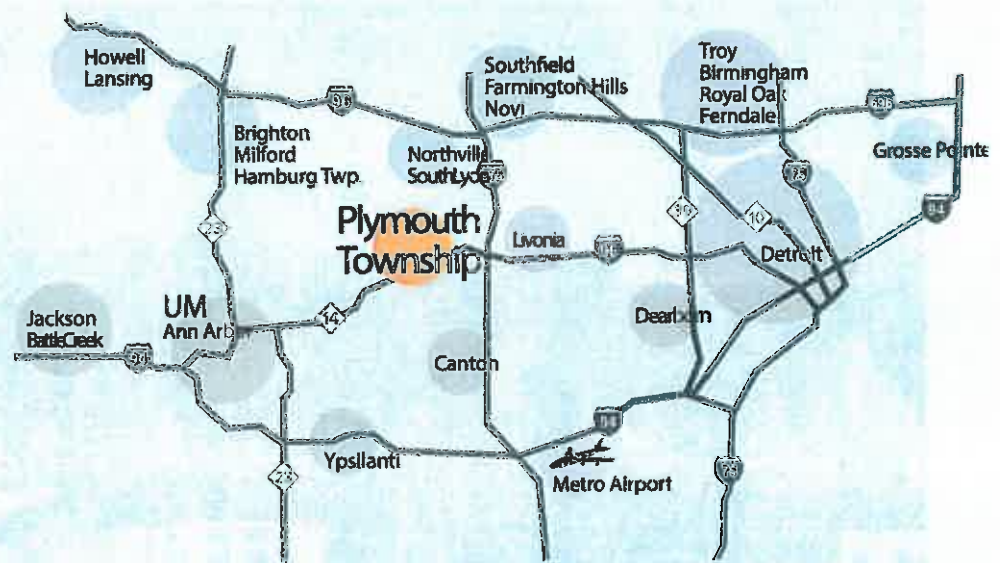
The focus of the 2002 plan was to *"correct and prevent stagnation and/or deterioration within the existing business district of the Ann Arbor Road Corridor, to eliminate blighting influences and brownfield impacts, to address high traffic volumes upon Ann Arbor Road and to improve the overall image of this gateway to the Plymouth Community."*

The plan identified a list of projects to be completed in the short term, between 2002 and 2008, and another list to be completed in the medium to long term, between 2008 and 2031. The list of projects totaled just over \$10.8 million, and included a number of streetscape and landscaping improvements, partial overhead utility burial, creek improvements, and a viaduct project. The majority of these projects have been completed, setting the stage for the 2050 Plan update to recommend additional roadway and streetscape improvements. The focus of this new list of projects will be continued refinements to improve the public right-of-way; promote economic development; and encourage investment by property owners along the Ann Arbor Road corridor.



## REGIONAL LOCATION

Plymouth Township's centralized location in southeast Michigan provides residents, employers, employees and visitors with convenient and enjoyable work, live and play experiences. The Township is bounded by Five Mile Road to the north, Eckles Road to the east, Joy Road to the south, and Napier Road to the west. The neighboring communities include: the City of Plymouth, Northville Township, the City of Livonia, the City of Westland, Canton Township, Salem Township, and Superior Township.



Initial DDA board members overseeing Ann Arbor Road streetscape improvements

## HISTORY OF THE ANN ARBOR ROAD CORRIDOR IMPROVEMENTS

Various improvement projects have been discussed for the Ann Arbor Road Corridor for many years. The first concerted effort to plan and implement improvements to this Corridor date back to 1993 when City and Township officials were approached by the Chamber of Commerce's Business Improvement Committee about the need for aesthetic improvements along the Ann Arbor Road Corridor. This discussion resulted in the start of a creative process featuring a student charrette and a design charrette lead by professionals. The process culminated in the 1995 Ann Arbor Road Corridor Plan which has set the stage for future design decisions on the Corridor and suggested how future enhancements can be accommodated. The Ann Arbor Road Corridor Plan received the 1996 Outstanding Planning Award from the Michigan Chapter of the American Planning Association and the Michigan Society of Planning Officials.

The tangible results of the 1995 Ann Arbor Road Corridor Plan include:

- Creation of the Ann Arbor Road Zoning District, an innovative collaboration between Plymouth Charter Township and the City of Plymouth. The special zoning provisions of this district have been adopted by both units of government giving the Ann Arbor Road Corridor a cohesive legal basis for the regulation of development.
- Construction of a unique clock tower entry way feature at the eastern end of the Corridor near the I-275 Interchange.
- Enhanced architectural and landscaping design for new development sites along the Corridor.
- Support for the completion of a formal Ann Arbor Road Design Plan to refine the design principles, propose and estimate the cost of improvement projects and develop an implementation strategy.

## DDA BOARD

The DDA is governed by a Board of Directors consisting of the Township Supervisor and eight (8) other members appointed by the Supervisor with the approval of the Township Board of Trustees. The DDA is a public body and must conduct itself in accordance with all of the Michigan Statutes governing the operation of public agencies. At a minimum, the Township DDA meets at least every other month and is available for special meetings.



## Successful Streetscape Implementation

Previous streetscape improvements conducted by the DDA include the stamped concrete, ornamental fencing with brick piers, landscape plantings, street trees and a corridor-wide irrigation system. The DDA, for its transformative streetscape accomplishments, won the Keep Michigan Beautiful Award in 2013.

Shell Station: before and after streetscape treatments



## DDA Goals

The Ann Arbor Road Corridor, at approximately 2.5 miles, traverses through the heart of the Township and is a major commercial and mixed use thoroughfare in the region. The overarching goal of the 2050 Plan is for the DDA to undertake public improvements that will provide the impetus and framework for additional private investments, improvement and redevelopment projects in the District, as well as to continue and improve the high quality of life for community residents and businesses. Specific goals of the DDA include:

- » Improve the visual continuity of the area and foster a sense of place that attracts investment and activity, and enhances the identity of the corridor.
- » Foster connectivity and access between the surrounding neighborhoods and destinations along Ann Arbor Road.
- » Improve the overall business climate of the district and deter economic decline.
- » Beautify the corridor and preserve / create unique features or character at sites.
- » Maintain and improve public facilities.
- » Enhance the neighborhoods and residential uses along the corridor.
- » Accommodate safe movement to and along the corridor for vehicles, pedestrians and cyclists.
- » Address traffic calming, improve congestion and parking needs.
- » Activate frontages and existing businesses and ensure infill development is context sensitive and compatible with adjacent land uses and development within the district.

# Development Plan

# 2



## Development Area Boundaries

The Charter Township of Plymouth's DDA Development Area generally includes the north and south sides of Ann Arbor Road between Eckles Road and Marguerite Drive (just west of Sheldon Road), as shown in Map 1. However, parcels along the north side of the road between Mill Street and Sheldon Road are under the jurisdiction of the City of Plymouth. The mile-long city-owned stretch represents about 1/5 of the corridor, considering the DDA area spans about 2.5 miles in length and generally includes properties on the north and south sides, exclusive of the I-275 exchange.

# Existing Streets and Public Facilities

The main roadway corridor within the DDA area is the 2.5 mile stretch of Ann Arbor Road extending between Eckles Road to the east and Marguerite Drive to the west. Ann Arbor Road is classified as a Major Thoroughfare or Principal Arterial, and is under the jurisdiction of the Michigan Department of Transportation (MDOT). The roadway has four travel lanes (two in each direction) with a center turn lane, and the speed limit is 45 miles per hour. Ann Arbor Road is intersected by five major roads, as well as the I-275 freeway interchange, the CSX Railroad overpass, and Tonquish Creek. There are also several intersections with local streets, although all but four of those have been closed to vehicular traffic.

Public facilities in the DDA area include Michigan Department of Transportation and Wayne County roads and associated rights-of-way; Tonquish Creek and associated right-of-way; CSX Railroad and associated right-of-way; the I-275 trail and associated right-of-way; and the Charter Township of Plymouth Municipal Complex off Haggerty Road.

## WHAT'S WORKING



### ACCEPTABLE TRAFFIC VOLUMES

Ann Arbor Road's current Average Annual Daily Traffic (AADT) varies between 18,900 between I-275 and Eckles Road and 28,800 between Lilley Road and Haggerty Street. Although significant, these traffic volumes are still well under the expected capacity of 36,800 for a Principal Arterial. Expected capacity is generally based on the functional classification of a roadway, the posted speed limit, and the number of lanes.

## WHAT NEEDS WORK



### DRIVEWAY SPACING / ACCESS MANAGEMENT

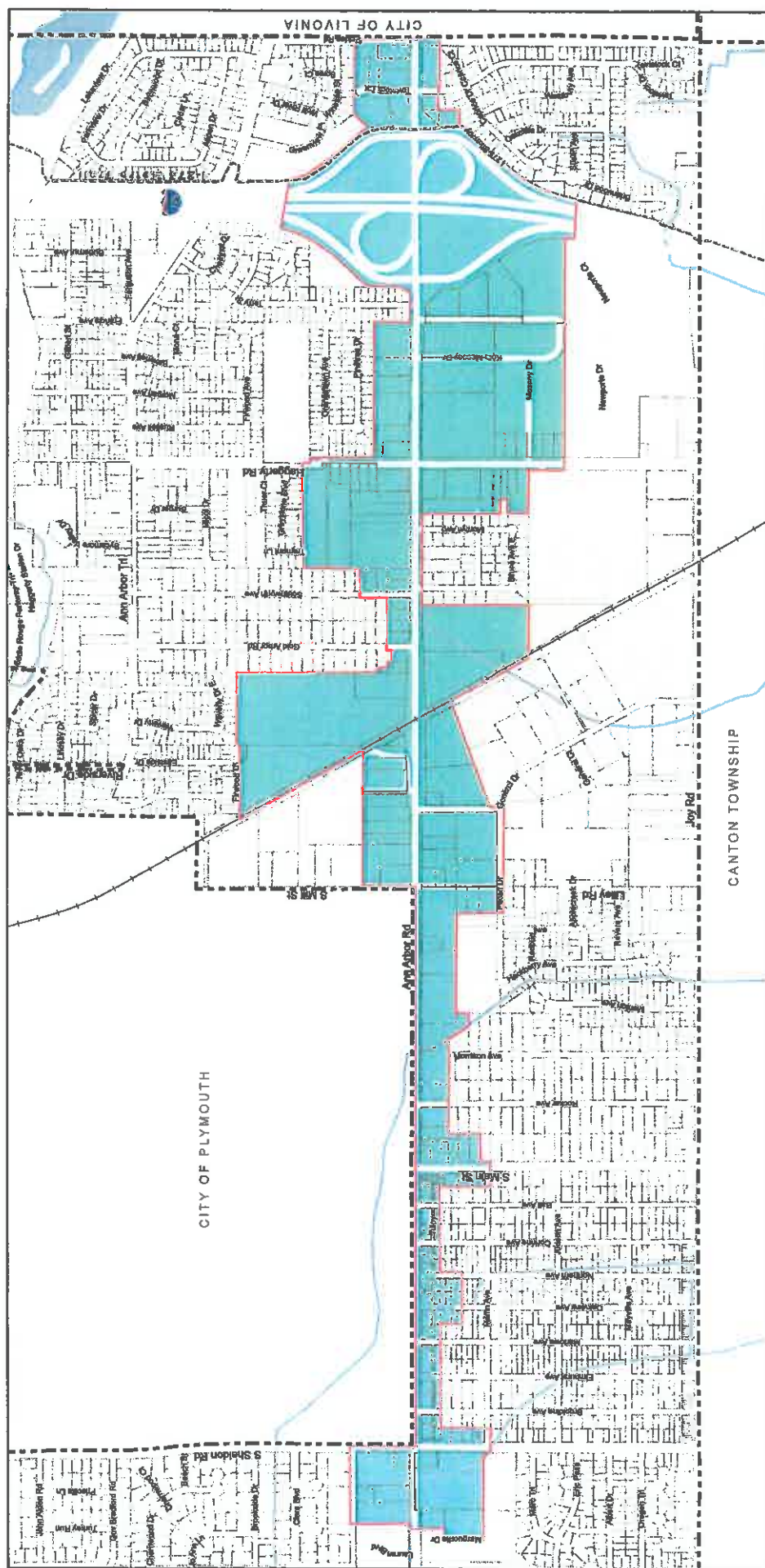
Although Ann Arbor Road meets the specifications of a Principal Arterial, its capacity is significantly decreased by the presence of many closely-spaced driveways along the corridor.

The zoning ordinances for the Township and the City both indicate a 300' minimum spacing requirement on roadways with a speed limit of 45 mph. Both ordinances also specify minimum spacing from street intersections of 250 feet from Arterial roadways and 175 feet from local streets. The Michigan Access Management Guidebook recommends slightly greater driveway spacing of 350 feet on a 45 mph roadway.

Driveway spacing along the corridor is well under both local and state recommendations. For example, the half mile stretch of roadway between Mill Street and Main Street, shown below, has 19 driveways on the north side of the road, for an average spacing of 139 feet. Quite a few driveways are spaced less than 100 feet apart. The south side of the road along the same stretch has 16 driveways, for an average spacing of 165 feet. The south side also has several driveways spaced well under 100 feet apart.

This section of Ann Arbor Road functions more like a collector in terms of driveway frequency, but its daily traffic volumes are well within the Principal Arterial range, creating conflicts between mobility and access.





## MAP 1

## Downtown Development Area, The DDA District

Charter Township of Plymouth, Wayne County, Michigan

April 8, 2018

### LEGEND

-  Parcels Within the DDA Boundary  
 Parcels Outside of the DDA Boundary  
 I-275 Metro Trail  
 Downtown Development Authority (DDA) Boundary  
 Municipal Boundaries  
 Water bodies, Rivers, Streams and Drains

Source: Michigan Center for Geographic Information, Version 17a  
Data Source: Plymouth Township 2018, March 2019.



**MCKENNA**



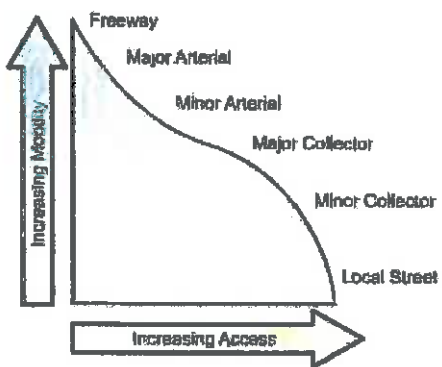
CANTON TOWNSHIP





Closely spaced driveways between Mill Street and Main Street along Ann Arbor Road

Figure 1. Street Function Spectrum



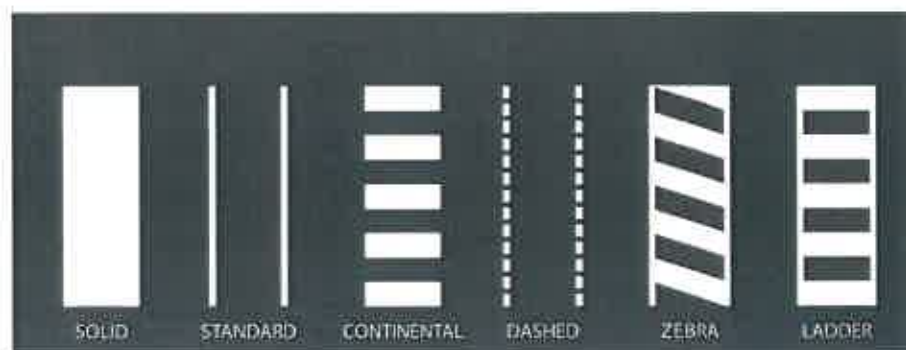
Source: FHWA

- Poor access management has serious implications for traffic congestion, motorist safety, and pedestrian safety. Access Management is the practice of limiting driveway or street intersections to reduce crash rates and congestion.
- Five of the Township's top 10 accident locations are within the DDA area, including:
  - » » Ann Arbor Road and Sheldon Road (has the 5th highest accident rate in all of Wayne County)
  - » » Ann Arbor Road and Haggerty Road
  - » » Ann Arbor Road and Main Street
  - » » Ann Arbor Road and I-275 S Ramp
  - » » Ann Arbor Road and Mill Street
- The Township Zoning Ordinance specifies minimum vehicular parking requirements by land use, with no mention of reduced vehicular requirements when bicycle parking is provided.

## WHAT NEEDS WORK

## CROSSWALKS

Crosswalks throughout the corridor are either missing, striped only with a Standard striping configuration (as shown to the right), or in need of maintenance/re-striping. These are various types of crosswalks that are proven to increase visibility for pedestrians and enhance safety for all road users. A detailed inventory of existing crosswalk locations and needs is provided in Appendix A, and recommendations are summarized in Table 1.

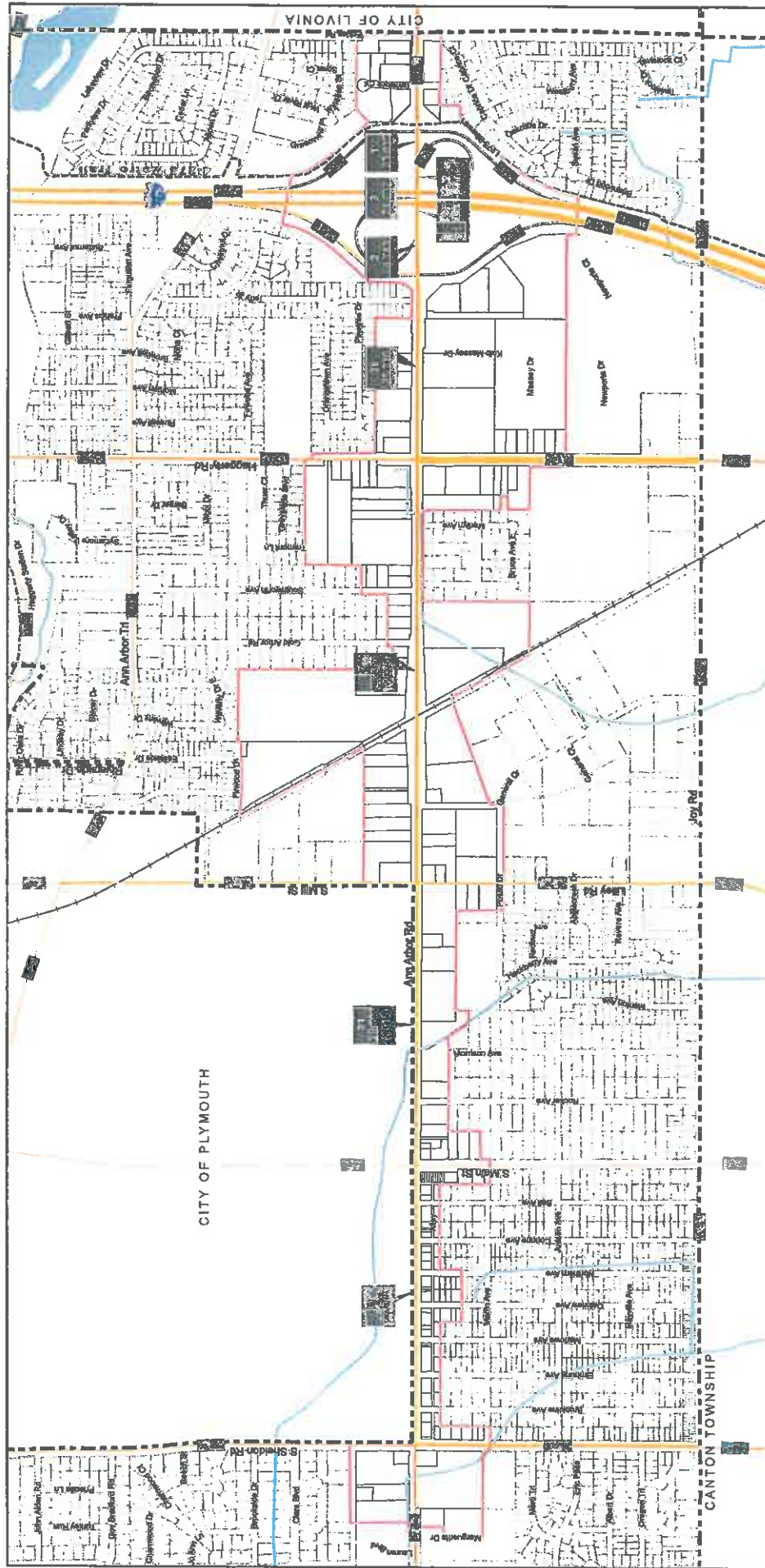


Zebra, Ladder, or Continental Style Crosswalk Striping Is Recommended for Increased Visibility

## COMPLETE STREETS

Complete Streets are designed and operated to improve safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across. It is the intent of the DDA to ensure the Ann Arbor Road is designed to advance a Complete Streets approach when designing and implementing new projects and improvements to the road and right-of-way.





MAP 2

# Traffic Counts and Crashes

Charter Township of Plymouth, Wayne County, Michigan

April 8, 2019

## LEGEND

- Number of Vehicles (Average Annual Daily Traffic)
  - 0-10,000
  - 10,000-20,000
  - 20,000-30,000
  - 30,000+
- I-275 Metro Trail

- Downtown Development Authority (DDA) Boundary
- Parcel Within the DDA Boundary
- Parcel Outside of the DDA Boundary
- Municipal Boundaries
- Water bodies, Rivers, Streams and Drains



\*SEMOG, Year of data varies - shown where available



0 500 1,000 Feet



Source: MCKENNA, Inc. for Geographic Information Systems, Inc. Data Source: Plymouth Township GIS, 2018-2019, Version 2.0.



## RECOMMENDATIONS

Table 1. ADA Accessibility, Sidewalk and Crosswalk Inventory Summary

RECOMMENDED IMPROVEMENT	AFFECTED LOCATIONS	SCHEDULE
Add truncated domes to driveway crossings at locations throughout the Ann Arbor Road Corridor.	Driveway crossings along north and south sides of Ann Arbor Road. See detailed inventory in Appendix A.	High priority: add to ADA transition plan (2019-2020). Medium priority: begin constructing domes as opportunities arise (2019-2034).
Retrofit/re-orient existing truncated domes to be in compliance with PROWAG (i.e. parallel curb cuts).	Sheldon and Ann Arbor (south side) Haggerty and Ann Arbor (south side) Haggerty and Ann Arbor (north side)	High priority, given affected locations (2019-2024).
Add crosswalks to local street crossings along the Ann Arbor Road Corridor.	SOUTH SIDE – Brookline Avenue; Marlowe Avenue; Northern Avenue; Corinne Street; Ball Street; General Drive; Southworth Avenue; Marilyn Avenue; Kolb Massey; Massey Drive; I-275 south on ramp; I-275 north on ramp; I-275 off ramp; Tavistock Drive. NORTH SIDE – shopping center entrance near Pure Sleep; LA Fitness entrance; Terry Street; I-275 off ramp; Tavistock Circle; Eckles Road.	Medium priority, given affected locations (2019-2034).
Add crosswalks, curb cuts, and truncated domes to crossings in the vicinity of I-275.	SOUTH SIDE – I-275 south on ramp, I-275 north on ramp; I-275 off ramp. NORTH SIDE – I-275 off ramp; I-275 on ramp.	High priority, given safety implications (2019-2024).
Retrofit/re-stripe existing crosswalks along the corridor to meet current best practices (i.e. use zebra or ladder style striping for enhanced visibility).	I-275 metro trail crossing; Haggerty Road; shopping center entrance with light; Mill Street; west Vico entrance (south side); Rocker Avenue (south side); Main Street; Sheldon Road.	High priority, given affected locations and safety implications (2019-2024).
Replace existing text-based walk/don't walk signals with those using symbols.	Southeast corner of Main Street and Ann Arbor Road.	High priority, given affected location and usability implications (2019-2024).
Complete gaps in the sidewalk network.	SOUTH SIDE – General Drive to Vico west entrance; Massey Drive to I-275 on ramp. North side – west RV parking lot entrance to shopping center entrance with light.	Medium priority, given affected locations (2019-2034).
Retrofit existing detached sidewalks to match updated attached sidewalks (with landscaped planting strip).	SOUTH SIDE – short section at creek crossing (ok as is if there's a RoW constraint); Vico east entrance to Massey Drive; I-275 south on ramp to I-275 metro trail crossing. NORTH SIDE – I-275 off ramp to I-275 on ramp; short section at creek crossing (ok as is if there's a RoW constraint).	Medium priority, because existing infrastructure is functional but not ideal, and affected locations have lower pedestrian traffic (2019-2034).
Finish installing brick pavers throughout the corridor.	SOUTH SIDE – General Drive to Remerica entrance; just east of Comfort Inn to east Shell entrance. NORTH SIDE – city section (Sheldon to Mill); east of Auto Body shop to shopping center entrance with light; Terry Street to BP entrance.	Medium priority, aesthetic improvement (2019-2034).



## RECOMMENDATIONS

## ACCESS ISSUES

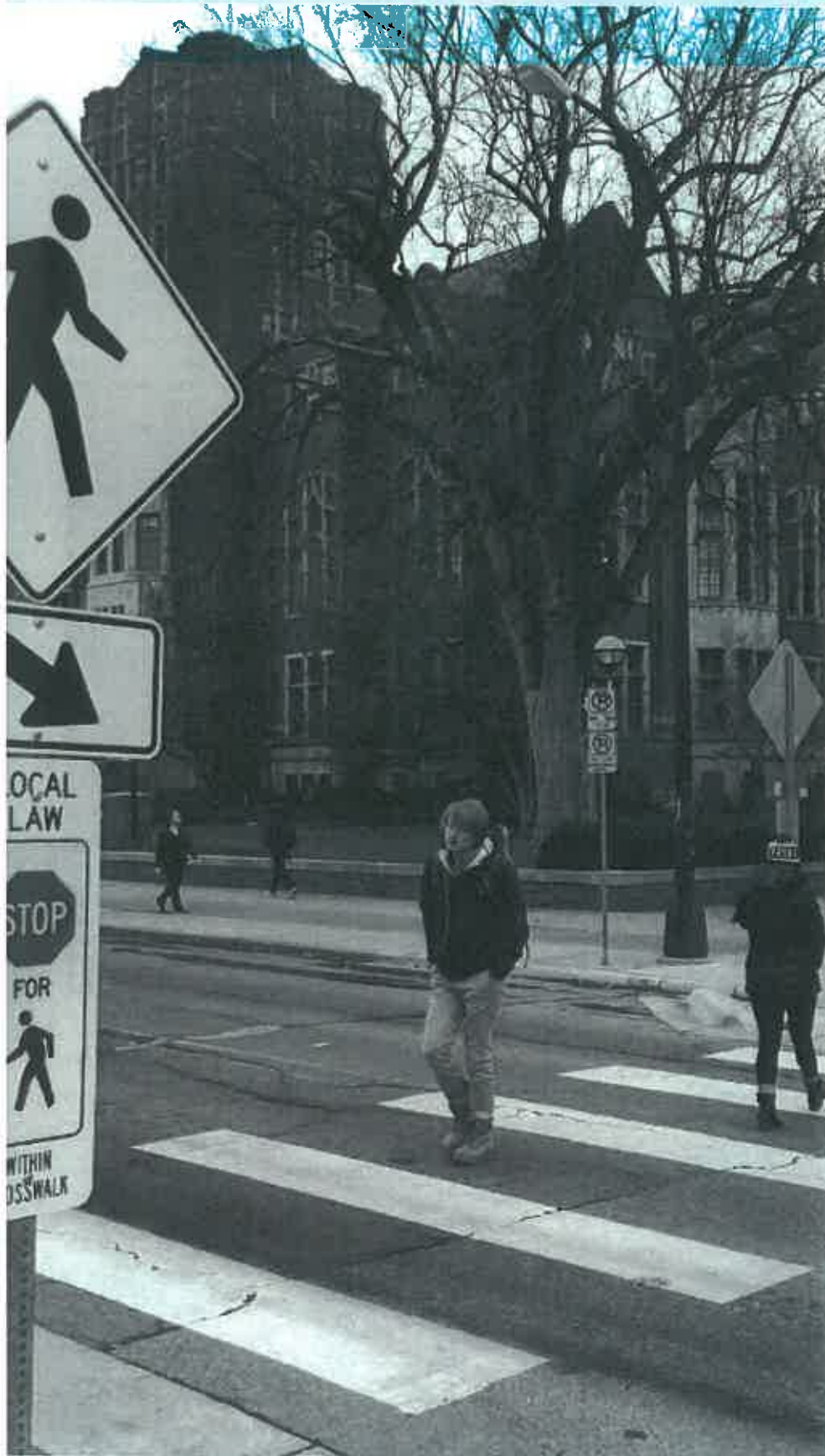
- Decide whether to prioritize travel, circulation, or access along Ann Arbor Road.
  - » Travel – moving across and between regions
  - » Circulation – movement between neighborhoods and non-residential uses
  - » Access – local access to adjacent land uses
- The 2015 Townships Master Plan for Land Use notes: *"Plymouth Township can help to reduce vehicle conflicts and improve the traffic flow along major roads through proper access management. The Township should continue to enforce the zoning regulations, which place limitations on the number and spacing of curb cuts, and encourage shared access between sites."*
- Likewise, the ARC section of the City and Township's zoning ordinance states a requirement to utilize shared accesses whenever possible, noting: *"A single means of direct or indirect access shall be provided for each separately owned parcel. Where possible, this access shall be via a shared driveway or a service drive. Where it is not possible to provide shared access, this access may be by a single driveway."*
- However, the current configuration of driveways does not reflect this requirement. In addition to enforcing zoning regulations for new development, the Township and DDA should work together to begin consolidating access points. This may be achieved as part of a corridor-wide access management plan or as properties develop, redevelop, or change uses. Consolidating driveways/access points would facilitate the flow of traffic and improve the pedestrian experience. Development of a comprehensive access management plan for Ann Arbor Road is recommended. Continue working with land owners and Wayne County to close local streets to through traffic onto Ann Arbor Road, as parcels redevelop. Remaining local streets intersecting Ann Arbor Road include Brookline Avenue, Marlowe Avenue, Ball Street, and Rocker Avenue. Follow street closure requirements outlined in the 2015 Master Plan.

## PARKING

- Continue implementing parking screening and location requirements as outlined in the zoning ordinance to make off-street parking lots less conspicuous. Lots can be retrofitted as properties redevelop.
- Modify zoning ordinance language to include vehicular parking minimums and maximums (not just minimums) to ensure adequate parking is provided but avoid over-parking valuable land.
- Modify zoning ordinance language to allow a reduction in vehicular parking requirements when bicycle parking is provided. For example, the ordinance might allow the elimination of one automobile parking space for every four bicycle parking spaces provided, up to a maximum reduction of 10 percent of automobile parking.







Ann Arbor, MI example of pedestrian actuated signal

### PEDESTRIAN CROSSINGS:

If pedestrian circulation and access are a high priority, the long crossing distances between signalized intersections should be addressed. Pedestrian-actuated signals could be installed at mid-block crossings along with raised medians to create a safe crossing opportunity at closer to ¼ mile intervals. Some access points would need to be converted to right-in, right-out only. The most appropriate locations for mid-block crossings would be east of Haggerty if and when the bowling alley site redevelops; between Mill Street and Main Street; and between Main Street and Sheldon Road. Pedestrian-actuated signals would ensure that motorists are only forced to stop when a pedestrian is waiting to cross the street. The City of Boulder, CO installed a pedestrian actuated signal on Pearl Street between 28th Street and 30th Street. This section of Pearl Street has a similar traffic volume to Ann Arbor Road (23,000 on Pearl Street vs. 27,000 on Ann Arbor Road), and the crossing connects two popular destinations – Target and Whole Foods. As with any new treatment or traffic solution, there is a learning curve for both pedestrians and motorists.

## Public and Private Land Uses

Existing development along the Ann Arbor Road corridor is primarily commercial / mixed-use as it contains the largest contiguous band of commercial uses in the Township. However, there is also a sprinkling of office, residential, industrial and public uses. The type and character of the commercial development is quite variable, including car dealerships; fast food restaurants; hotels; gas stations; single- and multi-family housing; retail establishments of varying types and vintages; and a few vacant properties ripe for redevelopment.

There are also a number of parcels designated as Key Opportunity sites that could have a major impact on the community as a whole as a result of the scale or nature of their potential development. Such sites include an underutilized shopping center, vacant land adjacent to the CSX railroad tracks, and additional vacant land along the corridor, as designated in Map 3: Existing Land Uses.



### WHAT'S WORKING



- A number of businesses located along this section of Ann Arbor Road have an established history in the community. These long-standing businesses provide authenticity and stability to the corridor.
- The location of public, civic uses in a DDA is a critical ingredient for a successful and active land use mix. In Plymouth, the Township Municipal Complex is located along Haggerty Road, north of Ann Arbor Road, and houses important civic institutions such as Township Hall, the Fire Department, and the Police Department.
- As the prime commercial thoroughfare and business district in the Township, the Ann Arbor Road corridor has been recognized as a key focal area of the community.

### WHAT NEEDS WORK

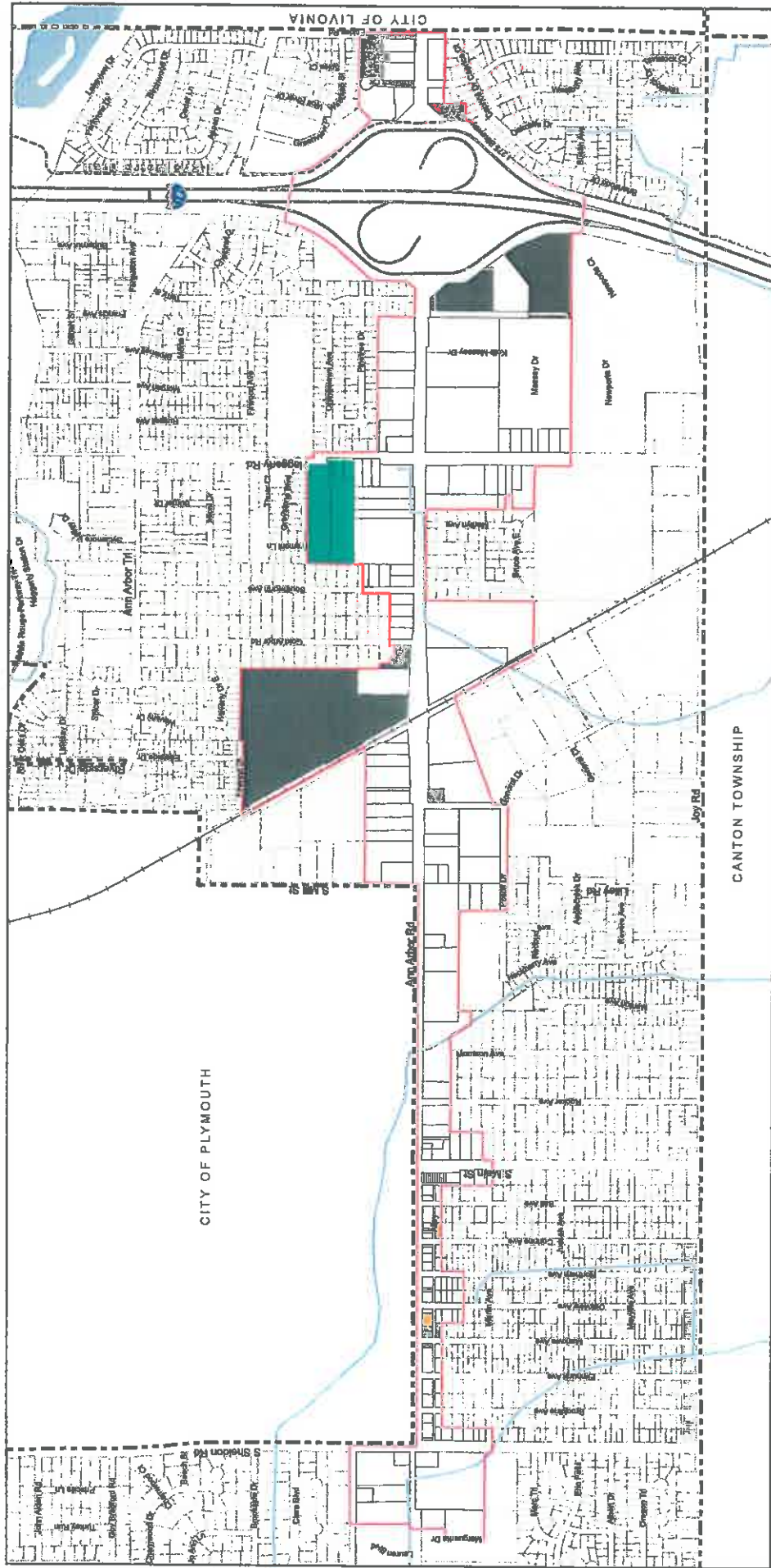


- There are several large, vacant properties along this stretch of Ann Arbor Road, including the former Kmart and Bowling Alley. These unsightly, under-utilized spaces detract from the overall vitality of the corridor.

### DEVELOPMENT / REDEVELOPMENT OPPORTUNITIES

- The large vacant and/or underutilized properties along this stretch of Ann Arbor Road, if developed, represent great possibilities for the continued reinvestment of this area.





MAP 3

## Existing Land Use

Charter Township of Plymouth, Wayne County, MI

April 8, 2019

### LEGEND

Township-Owned

Utility-Owned

Vacant (includes parcels with a vacant building or vacant surface parking lot)

I-275 Metro Trail

Downtown Development Authority (DDA) Boundary

Municipal Boundaries

Water bodies, Rivers, Streams and Drains



Planning & Mapping Center for Geographic Information Systems, Version 17.0  
Data Source: Plymouth Township 2018, 2019, 2020



MCKENNA





# Streetscapes

## WHAT'S WORKING



- City ownership of parcels on the north side of Ann Arbor Road necessitates additional collaboration and cooperation between the City of Plymouth and the Charter Township, especially on streetscape Improvements. In response to this challenge, the city and township developed a joint zoning district, the Ann Arbor Road Corridor (ARC) District, which contains specific criteria for landscaping, signage, and the appearance of buildings. As noted in the township's Master Plan for Land Use, *"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."* Many sections of the corridor have been developed or redeveloped using these standards, creating a more attractive streetscape environment.
  - As part of this plan update, an inventory of sidewalks, curb cuts, and crossings along the Ann Arbor Road Corridor was conducted. Compliance with Public Right-of-Way Accessibility Guidelines (PROWAG) was noted in the inventory, along with recommendations for bringing existing facilities into compliance. Detailed results of the inventory are provided in Appendix A and summarized on the following pages.
- » The pedestrian environment along much of the corridor is characterized by detached sidewalks (i.e. with a planter strip separating the sidewalk from the roadway).
  - » Sidewalks and curbs along much of the corridor have been enhanced with aesthetically-pleasing brick pavers.
  - » Many roadway crossings along the corridor have curb cuts with truncated domes for ADA accessibility.
  - » Most signalized intersections have walk/don't walk pedestrian signals.



Detached sidewalk, Ann Arbor Road Corridor

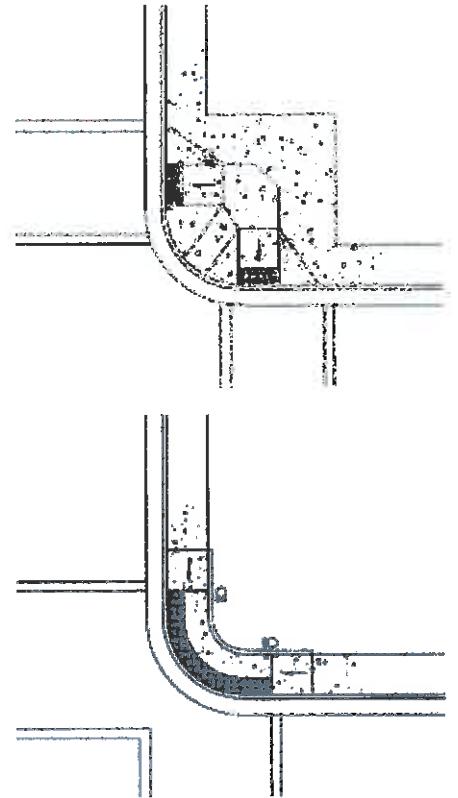
## WHAT NEEDS WORK



- Sidewalks are missing in a few sections along the corridor. Gaps in sidewalk network include the segment west of I-275 metro trail crossing of Ann Arbor Road until bridge. Although a sidewalk is present on the bridge section, the attached sidewalk is bordered by a railing, making it too narrow to safely accommodate bicyclists.
- Long distances between pedestrian crossing opportunities include:
  - » 0.59 mi or 3,113' between on/off ramp west of Tavistock Circle and Haggerty Road;
  - » 0.3 mi or 1,600' between Haggerty Road and shopping center entrance (near Grand Traverse Pie Company);
  - » 0.43 mi or 2,294' between shopping center entrance (near Grand Traverse Pie Company) and Lilley Road / Mill Street;
  - » 0.49 mi or 2,661' between Lilley Rd/Mill St. and Main Street; and
  - » 0.5 mi or 2,632' between Main Street and Sheldon Road.
- Inconsistent application of attached vs. detached sidewalks and type of planting strip. Sections of attached sidewalk along the corridor create a less safe and less pleasant environment for pedestrians.
- Many curb cuts are diagonal rather than perpendicular and do not meet Public Right-of-Way Accessibility Guidelines for ADA Accessibility.
- Perpendicular curb cuts (recommended).
- Diagonal curb cut with shared landing – not recommended.
- There are no dedicated bicycle facilities (e.g. bicycle lanes or a shared use path) provided along the corridor, resulting in an unsafe and unpleasant environment for bicycling.

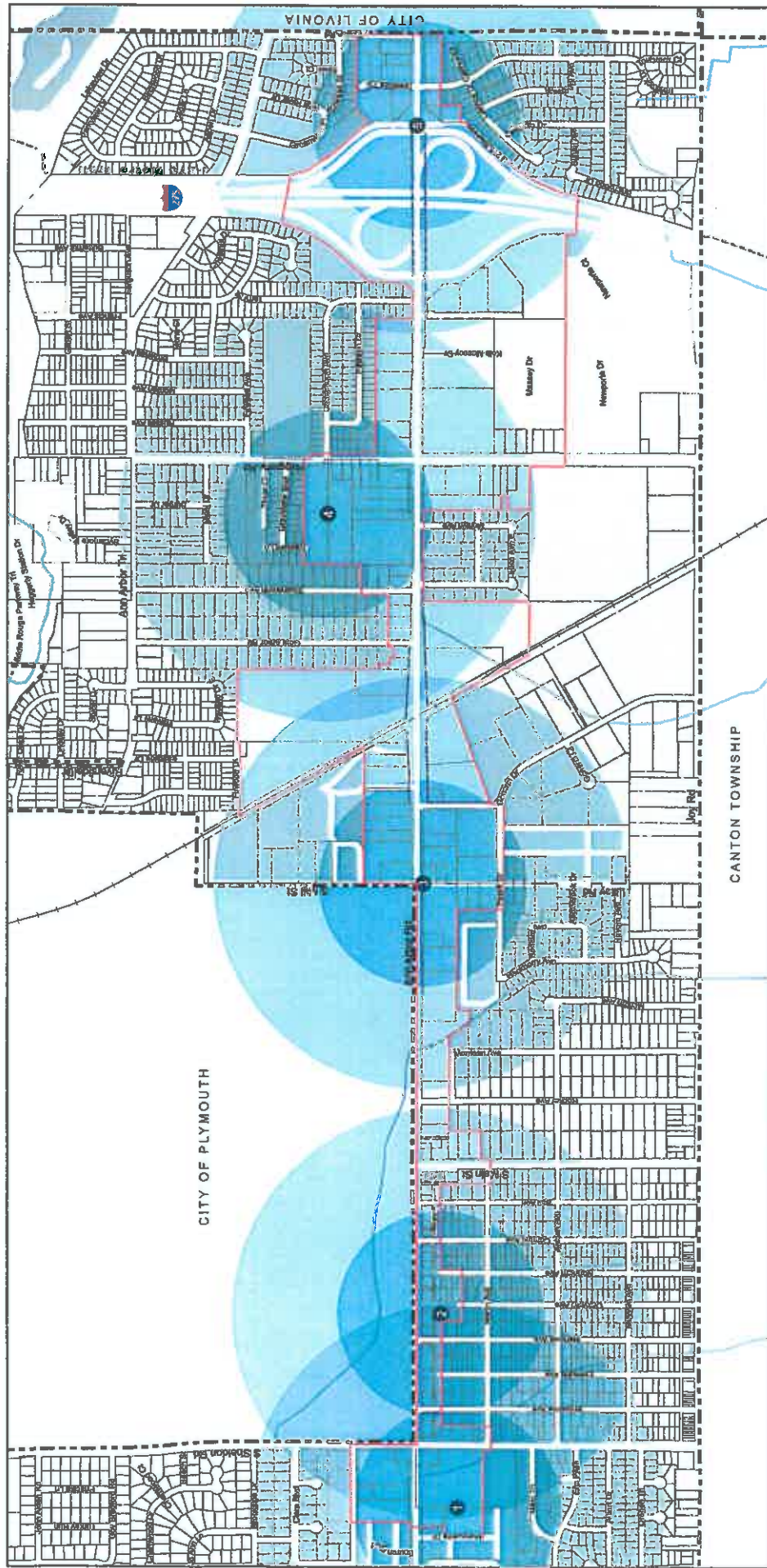
## ADA ACCESSIBILITY

The majority of pedestrian crossings along the corridor are not currently in compliance with the Public Right-of-Way Guidelines (PROWAG) for ADA Accessibility. A detailed inventory of existing pedestrian facilities and needs is provided in the Appendix.



Attached sidewalk, Ann Arbor Road Corridor





MAP 4

# Non-Motorized Transportation Potential

Charter Township of Plymouth, Wayne County, MI

April 8, 2019

## LEGEND

- Kroger Shopping Plaza
- Plymouth Village Condos (PUD)
- Gateway to Downtown Plymouth
- Township Hall
- I-275 Metro Trail Connection
- 5-foot Sidewalk Gap
- 1/4-Mile Walk Radius
- 1/2-Mile Bike Radius
- I-275 Metro Trail
- Downtown Development Authority (DDA) Boundary
- Municipal Boundaries
- Water bodies, Rivers, Streams and Drains



Revised: October 2018. Mckenna Consulting, Inc. All Rights Reserved. Version 1.0. Date: October 2018. Mckenna Consulting, Inc. All Rights Reserved.





## RECOMMENDATIONS

- Install pedestrian and bicycle-oriented wayfinding signage along Ann Arbor Road. Signage can be used to establish or further a look and feel (or “brand”) for the corridor.
- If the vision for the Ann Arbor Road corridor does not include becoming a safe or desirable location for bicycling, install signage directing bicyclists to use alternative routes. For example, Joy Road (a parallel corridor south of Ann Arbor Road) could be retrofitted with bicycle lanes or a wide paved shoulder to accommodate bicycle traffic, or bicyclists could be directed to use neighborhood streets north or south of the corridor. The township may need to work with nearby jurisdictions and land owners to help develop connections to facilitate a more direct route (e.g. by making connections between neighborhoods, parking lots, or cul-de-sacs).
- Retrofit existing sections of attached sidewalk using landscaped planting strips with deciduous trees to create a cohesive streetscape.
- Consider installing signage banning or advising against bicycling on the sidewalk along Ann Arbor Road. Although Michigan law permits bicyclists to ride on the sidewalk, this behavior poses significant safety risks. While many cyclists and motorists believe it’s a safer place to ride, cyclists become nearly invisible to motorists when they use sidewalks. Some communities have chosen to prohibit bicycling on the sidewalk to help:
  - » Reduce conflicts with pedestrians in higher-traffic areas.
  - » Reduce conflicts with motorists at driveways and intersections. Riding on the sidewalk is a contributing factor in a significant number of bicycle-motorist crashes at intersections. Wrong-way riding (i.e. against the flow of traffic) is especially problematic and dangerous.
- Although some communities permit bicycling on sidewalks by children, who are not yet able to handle the demands of operating a bicycle in traffic, such a provision is not recommended for this corridor or the Township in general due to the safety concerns outlined above.



# Architecture, Lot Design and Sense of Place

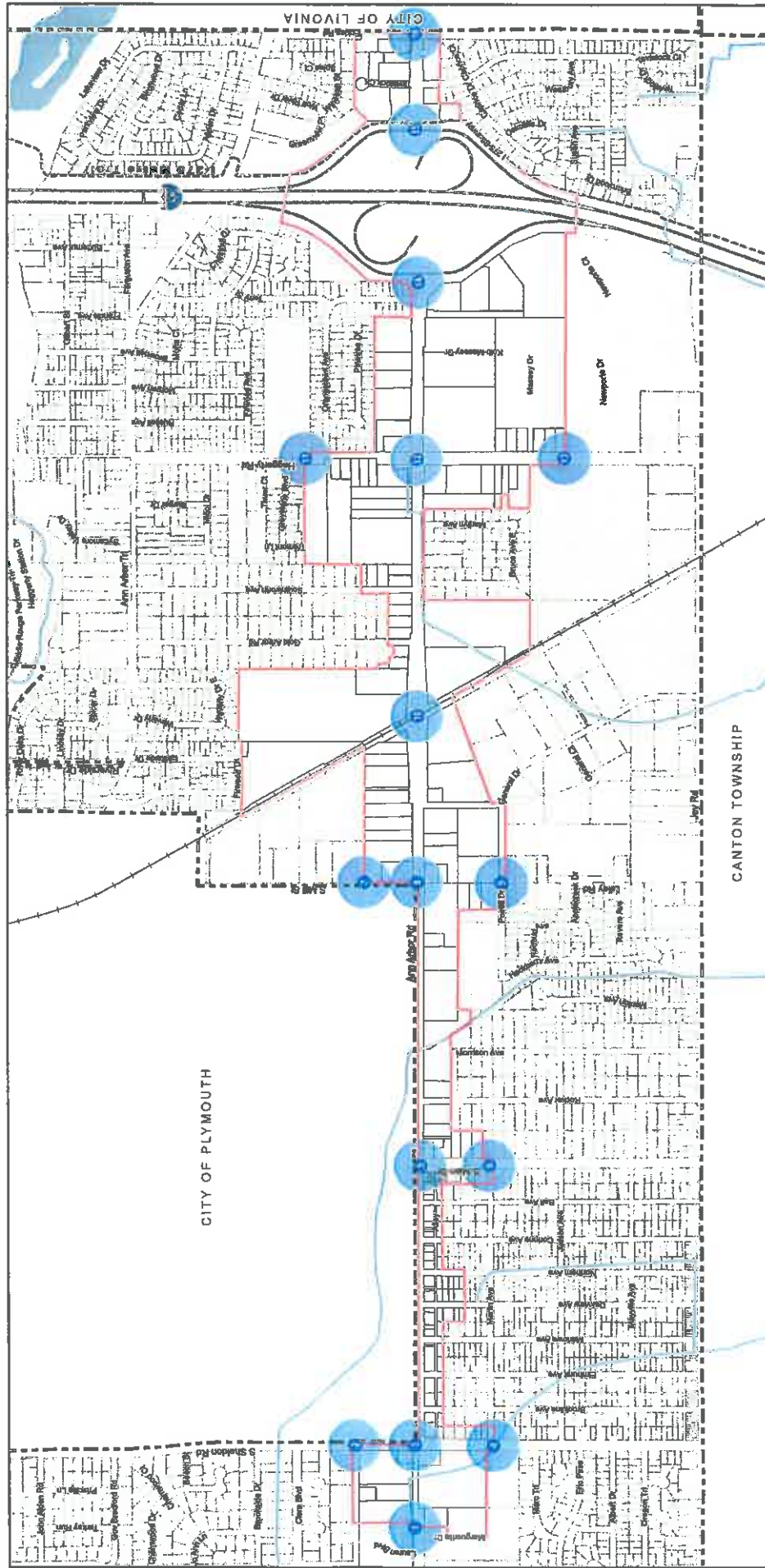
It is well recognized that the Ann Arbor Road corridor is the principal commercial district of the Township, and therefore a focal point for both residents and visitors. Additionally, the corridor provides a link between the Township and the City of Plymouth.

Established design standards provide for a consistent architectural design and character throughout the Ann Arbor Road corridor district and are intended to ensure that the corridor is an attractive focal point for the community. Furthermore, architectural and lot design standards supports the courts' recognition that minimizing visual clutter promotes public safety and is a valid public purpose for regulation. Architectural and lot design standards are necessary to support the considerable public investment made in the corridor, and provides assurances to property owners that there will be consistency in the character of the development in the corridor that will support continued reinvestment and economic development, and add to the community's tax base.



## CORRIDOR FOCUS AREAS

Sites, buildings and structures located at designated focal areas in the ARC District, as identified on Map 5, are of primary importance as gateways and to establish the image and palette of the ARC District. Such focal areas including, but are not limited to, Main Street, the Tonquish Creek crossing, the area of the railroad viaduct, and the I-275 Interchange. The design and layout of all developments at these intersections and focal areas shall be coordinated with the Ann Arbor Road streetscape elements and design best practices. Additional architectural elements, non-motorized amenities and inclusion of other features may be required by the Planning Commission for these areas.



MAP 5

# **Corridor Focus Areas and Project Locations**

Charter Township of Plymouth, Wayne County, Michigan

April 8, 2019



Source: Source: Michigan Center for Geographic Information, Version 176  
Data Source: Plymouth Township 2015, Michigan 2015



**MCKENNA**





## WHAT'S WORKING



- 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.
- In 2007, the Township adopted a secondary advisory document: Architectural Standards: A Guide for the Interpretation of the Ann Arbor Road Corridor ARC District. These guidelines have been updated and are now presented in this document.
- The unified streetscape and building standards have added continuity to the corridor.

## WHAT NEEDS WORK



- The depth of commercial development within the Ann Arbor Road Corridor is generally greater than 300 feet, with the exception of the area between Sheldon Road and Main Street. This area was originally platted to have lots of approximately 25 feet in width and 100 feet in depth along the frontage of Ann Arbor Road. A 20-foot alley was located behind the lots. Over the years, many of the lots have been combined and the alley has been vacated in most areas and incorporated into the commercial frontage. However, the depth of commercial development remains narrow on several sites, which can be a challenge for redevelopment.
- The corridor lacks a sense of arrival, especially at its eastern and western boundaries.
- Wayfinding signage is not present to direct residents and visitors to amenities such as Township Hall offices, Hines Park, downtown Plymouth, etc.

## DEVELOPMENT / REDEVELOPMENT OPPORTUNITIES

- The ARC, Ann Arbor Road Corridor district of the Zoning Ordinance should be reviewed to ensure the standards reflect the direction of the 2050 DDA Plan, including the follow design best practices:
  - » Building frontages with larger windows and active uses create attractive and walkable areas.
  - » Locate parking at the side or rear of buildings to help preserve walkability.
- Adding entry points and gateways that have been designed with landmark emphasis have the potential of defining a community in the minds of residents and visitors alike by the impressions that they create. A welcome sign with a compelling message and design can achieve this kind of impact in the right context. Sometimes a landscaped promenade, archway, or public art installation can achieve the desired result.
- Incorporate a series of wayfinding signs along Ann Arbor Road to orient users and to provide an identity for the corridor.
- Implement permanent and temporary public art in redevelopment projects.
- Adherence to the Architecture, Lot Design and Sense of Place Standards for all redevelopment is encouraged.

## ART

Art can be effective traffic calming and can be substituted for gateway signs and wayfinding signs to reduce sign clutter. Sculptures and murals can greatly accentuate the transportation network and improve the value of a place. These features should be carefully placed so that they improve the walkability and bikeability of the roadway without creating hazardous obstacles or distracting drivers.

Identity elements are recommended on Ann Arbor Road to enhance identity and promote interaction and engagement between people and the streetscape environment. Interpretive signs can identify a district's name and entrances, announce important events, or display environmental information. Some identity features include gateways, signs, historical markers, installations, and banners.

## OPEN SPACE

The connection to the I-275 Metro Trail, located just east of the I-275 interchange, will remain as open space. The use is not proposed to change.

## PORTIONS TO SELL, DONATE, LEASE OR EXCHANGE

The DDA has no plans at the present time to sell, donate, exchange, or lease to or from Plymouth Township any land in the Development Area. The Authority may acquire property from the Township within the Development Area if opportunities arise in furtherance of the goals of this Plan.

## ZONING, STREET, AND UTILITY CHANGES

1. Changes in zoning.
2. Changes in streets, street levels, and intersections: Because Ann Arbor Road is under State jurisdiction and the other roads included in the district are under County jurisdiction, all construction will comply with and be permitted by State and County authorities.
3. Changes in utilities: none proposed.

## DESIGNATION OF PERSONS

All public improvement projects undertaken as part of this tax increment financing and development plan will remain in public ownership for the public benefit. The DDA does not own any property at this time. However, the DDA may consider property acquisition, lease, or sale, as appropriate, in furtherance of the goals of this Plan. The person or persons to whom such property may be leased, sold, or conveyed is unknown at this time.

## BIDDING, LEASING, PURCHASING, OR CONVEYING PROCEDURES

The DDA owns no property at this time and therefore has no plans to lease, sell, or otherwise convey any property or development at this time. In the event the DDA purchases, receives a donation, or otherwise comes to own property in the Development Area, it will conform with the Township's bidding process.

Any land acquisitions will be in accordance with the procedures of Act 344 of the Michigan Public Acts of 1945, as amended; Act 87 of the Michigan Public Acts of 1980, as amended, and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Uniform Act), as amended; and the regulations promulgated thereunder by the U.S. Department of Housing and Urban Development.

## DEVELOPMENT AREA POPULATION

There are approximately 50 individuals residing within the DDA Boundary.

## DISPLACEMENT AND RELOCATION

No individuals are proposed to be displaced under the Plan, and no occupied residences are designated for acquisition and clearance by the DDA.

## PROPERTY CONDEMNATION

The DDA does not intend to condemn property in conjunction with this plan. As a result, compliance with the Standards and Provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 is not applicable.

## COMPLIANCE WITH LEGISLATION

The DDA does not intend to condemn property in conjunction with this plan. As a result, compliance with 1972 PA 227 and MCL 213.321 to 213.332 is not applicable.



Table 2. Strategic Action Plan

PROJECTS	PRIORITY RATING
Existing Streets and Public Facilities	
Streetscape Additions and Repair of Existing Facilities	High
ADA Accessibility Improvements	High
Crosswalk Enhancements	Medium
Sidewalk Gap Program	High
I-275 Overpass Improvements (welcoming signage, masonry detail)	Low
I-275 Trailhead	Medium
Signalization Improvements, Haggerty and Ann Arbor Intersection	Medium
Curb Cut Elimination and Shared Access Easements	Ongoing
Public and Private Land Uses	
CSX Railroad Viaduct Improvements (including restoration, rebuilding, and repainting)	High
I-275 Interchange Reforestation	Medium
Tonquish Creek Improvements	Medium
Municipal Complex Parking Lot (Restriping) and Accessibility Improvements	High
Municipal Complex Lighting Improvements	High
Municipal Complex Grounds and Landscaping	Ongoing
Municipal Complex Stormwater Pond Maintenance	Ongoing
Streetscape	
Seasonal Banners and Decorations	Medium
Landscape Maintenance	High
LED Light Replacement (traffic and streetscape lights)	Low
Wayfinding Signage Program	Medium
Gateway Signage for the "Plymouth Community"	High
Fire Station Signalization Improvements	Low
Street Tree Program	Medium
Architecture, Lot Design and Sense of Community	
Sign Program	High
Façade Program	Medium
Residential Buffer Program	Low
Site Redevelopment and Marketing	Medium
Sign Standard Booklet	High
Miscellaneous Projects	
DDA Operating Costs	Ongoing
Other Economic Development, Planning, Engineering and Contingency Projects	Ongoing

**CHARTER TOWNSHIP OF PLYMOUTH  
DOWNTOWN DEVELOPMENT  
AUTHORITY  
REGULAR MEETING  
JUNE 10, 2019**

**ITEM K**

**PUBLIC HEARING**

**Consideration of an Amendment to  
the existing Downtown Development  
Authority Master Plan and Tax  
Increment Financing Plan**



## CHARTER TOWNSHIP OF PLYMOUTH REQUEST FOR AUTHORITY ACTION

**MEETING DATE:** June 10, 2019

**ITEM: Hold Public Hearing for Consideration of an Amendment to the existing  
Downtown Development Authority Master Plan and Tax Increment Financing Plan**

**PRESENTER:** Laura Haw, Township Planner

**BACKGROUND:** See attached Public Hearing Notice

**ACTION REQUESTED:** Hold Public Hearing

**PROPOSED MOTION:** N/A

Moved By \_\_\_\_\_ Seconded By \_\_\_\_\_

**ROLL CALL:**

\_\_\_\_\_ Brunk, \_\_\_\_\_ Bidigare, \_\_\_\_\_ Fessler, \_\_\_\_\_ M. Kolb,  
\_\_\_\_\_ R. Kolb, \_\_\_\_\_ LaLonde, \_\_\_\_\_ Lytle, \_\_\_\_\_ West, \_\_\_\_\_ Heise

## Notice of Public Hearing

CHARTER TOWNSHIP OF PLYMOUTH, MI  
DOWNTOWN DEVELOPMENT AUTHORITY



**PROPOSED ACTION:** Consideration of an amendment to the existing Downtown Development Authority (DDA) Development Plan and Tax Increment Financing Plan

**APPLICATION NO.:** n/a

**DATE OF HEARING:** Monday, June 10, 2019

**TIME OF HEARING:** 4:00 P.M.

**PLACE OF HEARING:** Plymouth Township Hall, 9955 N. Haggerty Road, Plymouth, MI 48170

**NOTICE IS HEREBY GIVEN** that the Downtown Development Authority (DDA) of the Charter Township of Plymouth will hold a Public Hearing on June 10, 2019 at 4:30 P.M., Eastern Daylight time, to receive public comment on the consideration of an amendment to the existing Downtown Development Authority (DDA) Development Plan and Tax Increment Financing Plan, Plymouth Township, Wayne County, Michigan.

The purpose of the public hearing is to hear and consider public comments on the proposed amendment to the existing Development Plan and Tax Increment Financing Plan and to adopt the proposed Plan. All aspects of the Plans will be open for discussion at the public hearing. The proposed DDA / TIF updates impact the proposed projects, budgets, priorities, and goals for the DDA over the life of the Plan. The amendments are proposed as a result of the input that was collected during the 2019 DDA's planning process and the overall vision and goals developed as a result of that project.

**NOTICE IS FURTHER GIVEN** that persons interested may attend the public hearing and/or send correspondence regarding the application to Plymouth Township Hall, attn.: Clerk Vorva. Pertinent information relative to the application and a copy of the Plan is on file at the Plymouth Township, Community Development Department (second floor counter) and may be viewed during regular business hours from 8:00 A.M. to 4:30 P.M. All aspects of the plan are open for discussion at the public hearing.

The Charter Township of Plymouth will provide necessary reasonable auxiliary aids and services to individuals with disabilities at the public hearing upon one weeks advance notice by writing or calling the Supervisor's Office, 9955 N. Haggerty Road, Plymouth, MI 48170; (734) 354-3201.

Publish once by: May 23, 2019

Publish a second time by: May 30, 2019

**CHARTER TOWNSHIP OF PLYMOUTH  
DOWNTOWN DEVELOPMENT  
AUTHORITY  
REGULAR MEETING  
JUNE 10, 2019**

**ITEM L**

**Recommendation to Plymouth  
Township Board of Trustees  
concerning an Amendment to the  
existing Downtown Development  
Authority Master Plan and Tax  
Increment Financing Plan**