



**Joint Work Session of the
Board of Trustees and the Planning Commission
Tuesday, March 3, 2026 | 7 – 9 PM
AGENDA**

CALL TO ORDER AT _____ P.M.

A. ROLL CALL:

Board of Trustees:

Jen Buckley____, Mark Clinton____, Charles Curmi____, Bob Doroshewitz ____,
Sandy Groth (Liaison to the Planning Commission) ____, John Stewart____, Jerry Vorva ____

Planning Commission:

Tim Boyd____, Dan Callahan ____, Dennis Cebulski____, Bill Ickes ____, Ashley Krueger ____,
Stuart Popp____

B. PLEDGE OF ALLEGIANCE

C. APPROVAL OF AGENDA – Tuesday, March 3, 2026

D. Moving Forward: Western Wayne County Transit Strategy (60 minutes), *Presentation by
Adrianna Jordan, OHM Advisors*

E. 2025 Annual Report of Activities (15 minutes), *Presentation by the Planning Commission*

F. PUBLIC COMMENT (Limited to 3 Minutes per speaker - 15 minutes maximum)

G. BOARD AND PLANNING COMMISSIONER COMMENTS (15 minutes maximum)

H. ADJOURNMENT

PLEASE NOTE: The Charter Township of Plymouth will provide necessary reasonable auxiliary aids and services, such as signers for the hearing impaired and audio tapes of printed materials being considered at all Township Meetings, to individuals with disabilities at the Meetings/Hearings upon two weeks' notice to the Charter Township of Plymouth by writing or calling the Human Resource Office at 9955 N Haggerty Road, Plymouth, MI 48170; 734-354-3202; Voice/TTY: 844-578-6563 or email: mirelay@hamiltonrelay.com (Michigan Relay Services).

**The public is invited and encouraged to attend all meetings of the
Board of Trustees of the Charter Township of Plymouth.**

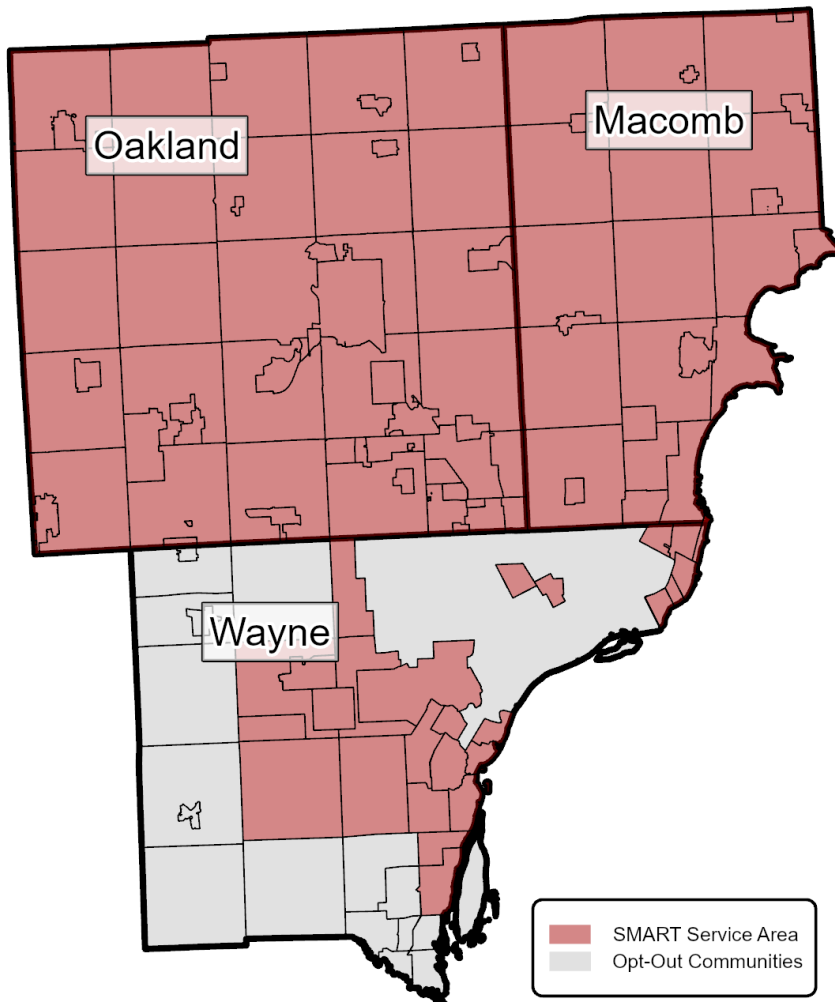
Wayne County Transit Evaluation

*This evaluation summarizes
potential transit service
expansions in Wayne County in
preparation for a countywide
transit ballot measure.*

SMART and Wayne County partnered to evaluate transit needs and mobility gaps in Wayne County communities that currently opt out of SMART. Today, most of these 17 opt-out communities¹ have limited or no fixed-route public transit, relying instead on specialized transportation providers. As Wayne County prepares for a 2026 countywide transit ballot measure, SMART conducted this evaluation to identify mobility gaps and future service scenarios; the measure will also require current Wayne opt-in communities to vote on renewing SMART services. **See page 4 for recommended service concepts.**

This analysis builds on SMART's existing regional network, which spans 1,742 square miles, serves 2.8 million residents, and operates 45 fixed routes and 5 Flex zones.

SMART Service Area



Evaluation goal:
Identify where transit need is greatest and design service scenarios that expand access, improve equity, and strengthen regional mobility.

AUGUST 2026 BALLOT

Wayne County voters will decide whether to adopt a countywide transit funding model.

If approved, SMART can:

- ✓ Implement new routes and existing route extensions in opt-out communities
- ✓ Provide microtransit services in opt-out communities
- ✓ Strengthen regional mobility

¹ Detroit is considered an opt-out Community; however, Detroit offers its own transit services.

To understand where new transit investment would have the greatest impact in the Wayne County opt-out communities, the project team conducted a **market analysis** focused on density threshold analysis and travel pattern hotspots. These methods, along with stakeholder engagement, guided the development of service concepts.

Density Threshold Analysis

Demographic indicators, including population density and employment density, highlight areas where residents are most likely to use transit. This analysis also highlights where fixed-route transit could operate efficiently and where microtransit (SMART Flex service) would be more suitable.

Travel Pattern Analysis

Origin-destination (O-D) analysis using location-based cell phone data illustrated where people are traveling within and between opt-out communities and the broader SMART service area.

Market Analysis Key Findings

Internal community trips dominate travel in 88% of opt-out communities indicating demand for local transit options.

Major travel flows exist between

Livonia ↔ Detroit
Livonia ↔ Westland
Livonia ↔ Redford Township
Canton Township ↔ Westland
Plymouth Township ↔ Canton Township

Short trips (< 5 miles) account for 59% of all travel, highlighting the importance of local connections and first-/last-mile services.

Most opt-out communities are primarily suitable for demand response or flexible route service.

Communities with the strongest potential for fixed-route service include:

- Canton Township
- Livonia
- Northville
- Plymouth
- Plymouth Township

Key activity centers within these communities include *industrial corridors, education institutions, medical centers, mixed-use downtowns, and multifamily housing clusters*. These are all strong anchors for fixed-route connectivity.

Service and Geographic Gaps

The opt-out portions of Wayne County, including large, growing communities such as Canton Township, Plymouth Township, and Livonia have no fixed-route service provided by SMART despite strong population and employment density.

Areas with clear density clusters lack consistent fixed-route access such as industrial corridors, mixed-use downtowns, medical and educational hubs, and multifamily housing.

High-Demand Travel Corridors Needing Transit

Travel pattern findings highlight several corridors with high trip volumes but no transit options today:

- Livonia to/from Detroit and Livonia to/from Westland
- Western Wayne County Ford Road corridor (Canton–Westland–Dearborn Heights)
- Plymouth–Ann Arbor Road (Plymouth–Canton)
- Southern Wayne County Telegraph Road north–south spine
- I-275 / Haggerty corridor serving industrial and tech parks

These corridors represent the strongest opportunities for introducing fixed-route service or connecting microtransit to regional anchors.

SMARTer Mobility Plan

The *SMARTer Mobility Plan* is a planning initiative completed in 2025 for SMART’s opt-in communities, designed to improve service efficiency, expand mobility options, and modernize the overall transit network. The *SMARTer Mobility Plan* is now moving into implementation and includes system improvements, such as expanded Flex Zones, enhanced fixed-route connectivity, and increased service frequency, which will also benefit riders throughout Wayne County. **See Table 3 for the recommended SMARTer Mobility network details in Wayne County.**

The Wayne County Transit Evaluation was developed specifically for opt-out communities and expands the assessment of transit services in Wayne County. It uses the SMARTer Mobility recommended network as the foundation for improving connectivity throughout the opt-out communities.

Wayne County Opt-Out Community Service Concepts

In response to the Market Analysis findings, service concepts were developed. The recommended service concept package combines fixed-route expansions of existing routes, new routes, and a potential for Flex service in southwest Wayne County (Belleville, Huron Township, Sumpter Township, and Van Buren Township) to efficiently fill mobility gaps. This network reflects where demand is strongest and where transit can operate most efficiently. **See Table 1 and Table 2 for route details.**

The concept package includes strategic investments that:

- ✓ Extend existing SMART routes into opt-out communities
- ✓ Introduce new crosstown service where strong travel flows exist
- ✓ Identify areas that are well suited for Flex zone service
- ✓ Improve access to key employers, retail centers, healthcare, and education institutions

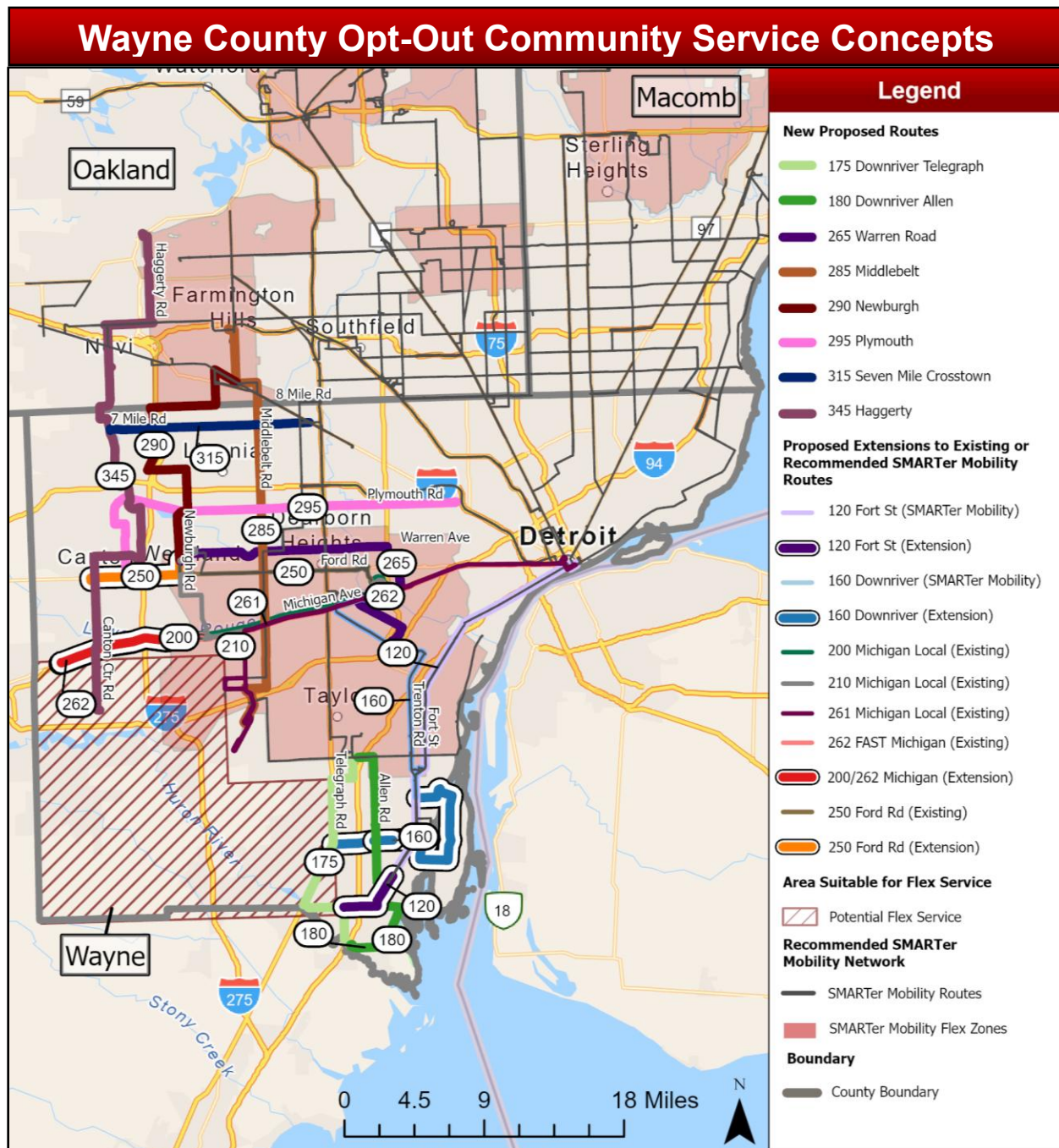


Table 1: Route Extensions into Opt-Out Communities

Route	Extension Distance *	Total Additional Vehicles Needed **	Communities Served
120 – Fort St.	6.4 miles	3	Detroit, Lincoln Park, Wyandotte, Southgate, Riverview, Trenton, Gibraltar, Brownstown Township, Flat Rock
160 – Downriver	5.9 miles	0	Dearborn, Allen Park, Melvindale, Lincoln Park, Southgate, Riverview, Trenton, Grosse Ile Township, Woodhaven, Brownstown Township
200/210 – Michigan Local	10.7 miles	0	Dearborn, Dearborn Heights, Inkster, Westland, Wayne, Canton Township
250 – Ford Rd	11.1 miles	5	Dearborn, Dearborn Heights, Garden City, Westland, Canton Township
261/262 – FAST Michigan	10.7 miles	0	Detroit, Dearborn, Dearborn Heights, Inkster, Westland, Wayne, Romulus, Canton Township

**Distances for overall routes are round trip*

***Includes spare vehicles*

Table 2: Recommended New Routes into Opt-Out Communities

Route	Total Additional Vehicles Needed*	Communities Served
175 – Downriver Telegraph	3	Taylor, Brownstown Township, Flat Rock, Rockwood
180 – Downriver Allen	3	Taylor, Southgate, Brownstown Township, Woodhaven, Trenton, Gibraltar, Rockwood
265 – Warren Road	5	Allen Park, Dearborn, Detroit, Dearborn Heights, Garden City, Westland
285 – Middlebelt (Only)	3	Farmington Hills, Farmington, Livonia, Westland, Garden City, Inkster, Romulus

Route	Total Additional Vehicles Needed*	Communities Served
290 – Newburgh	3	Farmington, Farmington Hills, Livonia, Northville Township, Plymouth Township, Westland
295 – Plymouth	3	Detroit, Redford Township, Livonia, Plymouth Township, Plymouth, Canton Township
315 – 7 Mile Crosstown	3	Detroit, Redford Township, Livonia, Northville Township
345 - Haggerty	5	Commerce Township, Novi, Northville, Northville Township, Plymouth Township, Plymouth, Canton Township, Van Buren Township

**Includes spare vehicles*

Table 3: New Routes and Flex Zones (Opt-In Communities)

Category	Route/Zone	Service Recommendation	Timeline
New Route	100 – Hamtramck	New fixed-route providing service to the City of Hamtramck and connecting to Midtown/medical district.	Year 1
New Route	120 – Fort Street	New Trenton–Downtown Detroit route replacing coverage from 830 Park and Ride and strengthening Downriver–CBD access.	Year 1
New Route	500 – Mound Road	New corridor from Hamtramck (Wayne) north along Mound Rd to Sterling Heights, improving crosstown connectivity and job access.	Year 2–3
Flex (Modified)	Dearborn Flex	Split/resize the former zone; expand to Fairlane North and along Van Born Rd; connects to 160, 200/210, 250, 261, 275.	Year 1
Flex (New)	Downriver Flex	New microtransit zone for Allen Park, Lincoln Park, Taylor, Wyandotte, Southgate with hospital and WCCCD access; connects to 125, 160, 162, 275.	Year 1
Flex (Pilot)	Late-Night Flex Zone (Wayne County)	Pilot 11 pm–2 am daily covering DTW, Romulus, Wayne, Westland, Inkster, Dearborn, Allen Park, River Rouge, Wyandotte, Taylor; replaces late-night service on 200/210/250; connections to 125/160/162/261/275/280.	Pilot (program recommendation)
Flex (New)	Romulus Flex	New zone serving DTW, Amazon, GM Powertrain, Home Depot DC; connects to 261 FAST Michigan, 125, and 280.	Year 1

The recommended service concepts advance SMART's goals for improved mobility, enhanced economic access, equity, and regional connectivity.

Improved Regional Connectivity

The network strengthens major travel flows—especially between Livonia–Detroit, Livonia–Westland, and Dearborn–Canton—supporting more reliable and efficient travel across the region. See **Appendix A** for a map showing the proposed network's regional connectivity to DDOT routes.

Workforce Access

Fixed-route expansions and new Flex zones improve access to major employment centers, including Amazon facilities, Ford plants, hospitals, community colleges, and major retail corridors.

Increased Mobility Options

Seniors, individuals without vehicles, and low-income households gain significantly expanded mobility options, reducing isolation and improving access to essential services.

Right-Sized Services for Each Geographic Context

The potential Southwest Wayne Flex Zone offers a cost-effective, demand-responsive solution for rural and suburban areas where fixed-routes are not feasible.

Stakeholder Engagement

From September through December 2025, SMART conducted a series of engagement activities to gather input and inform service planning. These efforts ensured that local perspectives meaningfully shaped the evaluation process. SMART conducted **13 stakeholder meetings with 19 communities**, including local community leaders, elected officials, city managers, and transportation staff in the Wayne County SMART service area.

In addition to individual meetings, SMART hosted a virtual **Community Transit Visioning Session**. This session brought together transit agencies, advocacy organizations, and senior service providers for a collaborative discussion on market analysis findings and future mobility strategies.

Implementation

The implementation strategy phases services from 2026-2029, beginning with services along high-demand corridors and regional links. **The estimated millage funding for Wayne County opt-out communities (excluding the City of Detroit) is approximately \$23.2M.**²

The financial plan allocates:

- Approximately **\$21.1M** in annual operating costs for the recommended fixed-route and potential Southwest Wayne Flex Zone.
- Approximately **\$1.2M** would support capital costs for new Flex service and additional funding for local transportation providers (such as Nankin Transit Commission and Liv&Go).
- Approximately **\$858,826** to support capital and operating expenses including vehicle purchases, staffing, and administration.

Table 4: Financial Plan³

Financial Plan*	
Estimated Millage Funding**	\$23,200,744
Service Concepts	\$21,136,853
New Routes	\$14,128,800
Existing/Extended Routes	\$6,352,988
Southwest Wayne Flex Zone – Operating Cost	\$655,065
Other	\$1,205,065
Southwest Wayne Flex Zone – Start Up/Capital Costs	\$655,065
Additional funding for Local Providers	\$550,000
Remaining Funding	\$858,826

**Based on an estimated millage rate of 0.9949, local revenue only. This does not include any potential federal or state funding.*

***Estimated Wayne County millage funding for opt-out communities, not including the City of Detroit.*

After the anticipated August 2026 ballot measure, SMART would first launch route extensions to establish stronger regional connections. The next phases introduce new fixed-route services in growing activity centers and expand Flex coverage in lower-density townships, ensuring each community receives the type of service best suited to its travel patterns. The sequence is structured to build momentum year over year, starting with existing route extensions, adding routes along major corridors, and implementing the potential Southwest Wayne Flex Zone. This creates a scalable expansion for service across the Wayne County opt-out communities, see **Table 5**.

² The estimated millage funding for Wayne County opt-out communities excludes Detroit's portion.

³ Millage funding is in FY24 dollars, service concept cost estimates use FY25/26 dollars.

Table 5: Implementation Strategy

	2026 - Preprogrammed SMARTer Mobility Improvements	2027	2028	2029
Millage Vote	August 2026			
Existing/Extended Routes	<i>120 Fort St (new route)*</i> <i>250 Ford Rd (new Saturday service and improved frequency)*</i> <i>261 FAST Michigan (increased service hours)*</i>	120 Fort St (Extension) 250 Ford Rd (Extension) 261/262 FAST Michigan (Extension)	160 Downriver	200 Michigan Local
New Routes		265 Warren Rd 285 Middlebelt (Only) 295 Plymouth	175 Downriver Telegraph 180 Downriver Allen	290 Newburgh 315 7 Mile Crosstown 345 Haggerty
New Flex Service			Belleville / Van Buren Twp	Huron Twp Sumpter Twp
Flex Start Up/Capital Costs				
Local Providers Additional Funding				
Total Costs per Year (in 2025 dollars)	—	\$12,530,365	\$3,674,724	\$6,136,829

**Included in Year 1 implementation in SMARTer Mobility Plan*

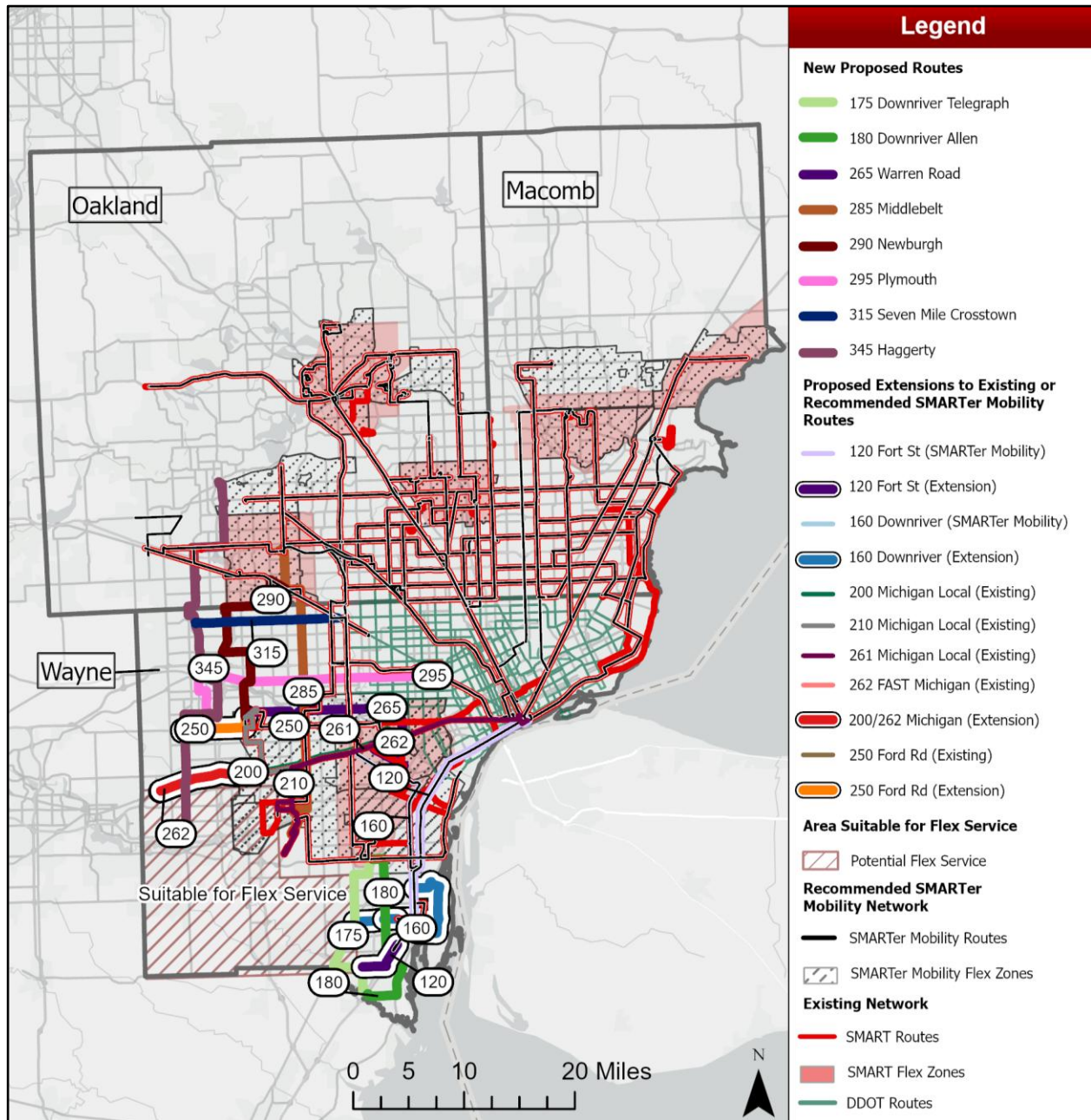
Note: Italic font indicates SMARTer Mobility improvements that have already been budgeted for and are not included in this cost estimate.

Next Steps

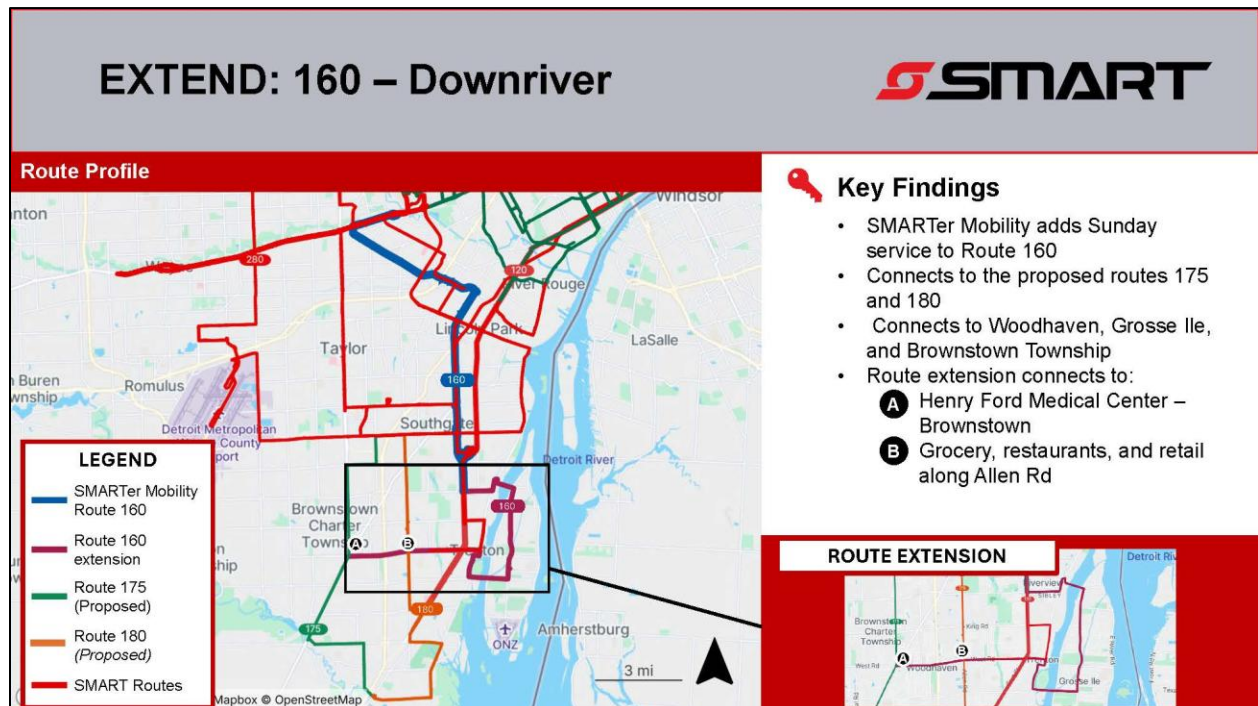
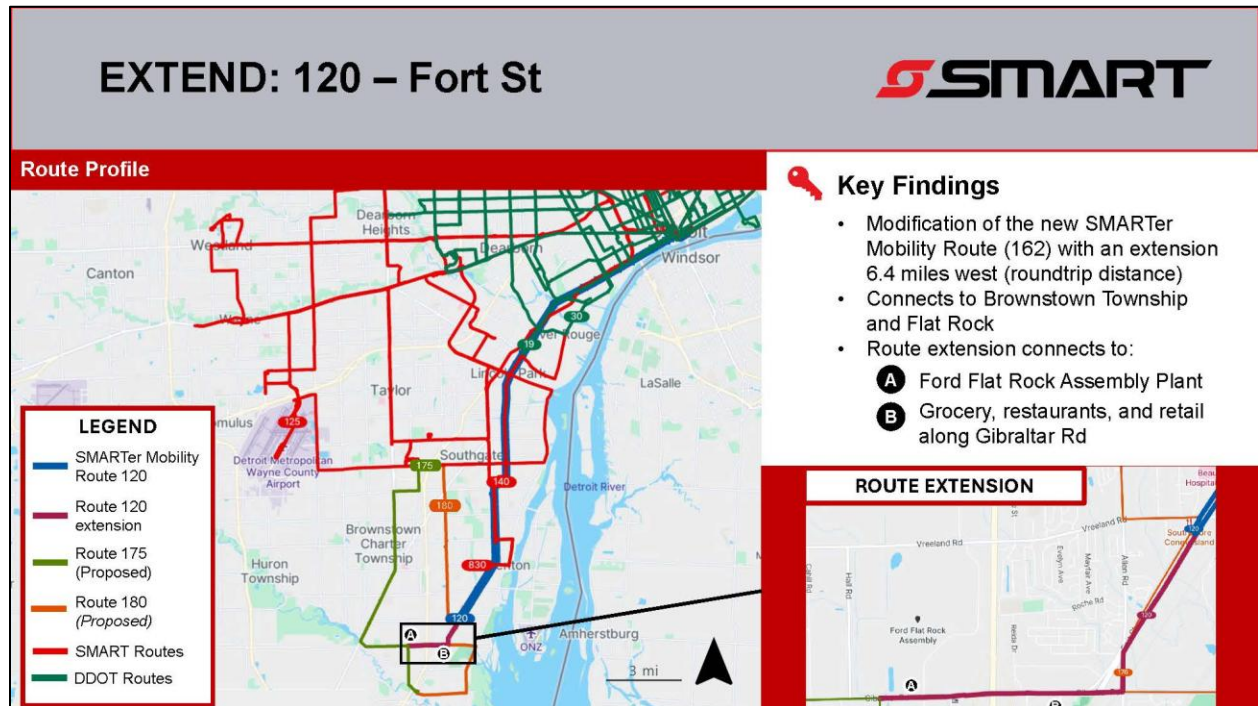
Looking ahead, SMART will continue collaboration with stakeholders and further analyze service options. In parallel, SMART will begin public outreach and education to help Wayne County residents understand transit needs, proposed service concepts, and the details of the upcoming ballot measure.

The countywide transit funding proposal will be presented to voters in August 2026. If the measure is approved, SMART will be prepared to implement a phased rollout of new routes, extensions, and Flex zones.

Appendix A: SMART and DDOT Network



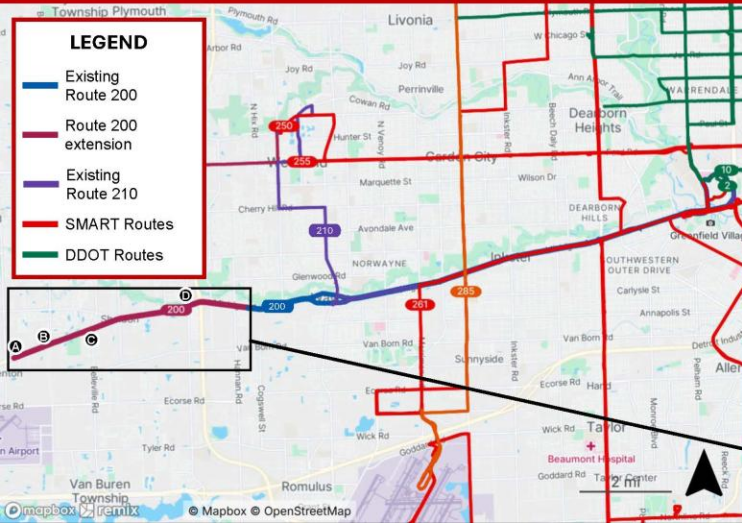
Appendix B: Individual Route Profiles



EXTEND: 200/210 – Michigan Local



Route Profile



Key Findings

- Route 200 is patterned with Route 210, service plan changes impact both routes
- Extension extends Route 200 about 10.7 miles west (roundtrip distance)
- Route connects to Canton Township
- Route extension connects to:

- Ⓐ Amazon Warehouse
- Ⓑ Crossroad Villages shopping center
- Ⓒ Grocery stores near Belleville Rd
- Ⓓ Universal Technical Institute

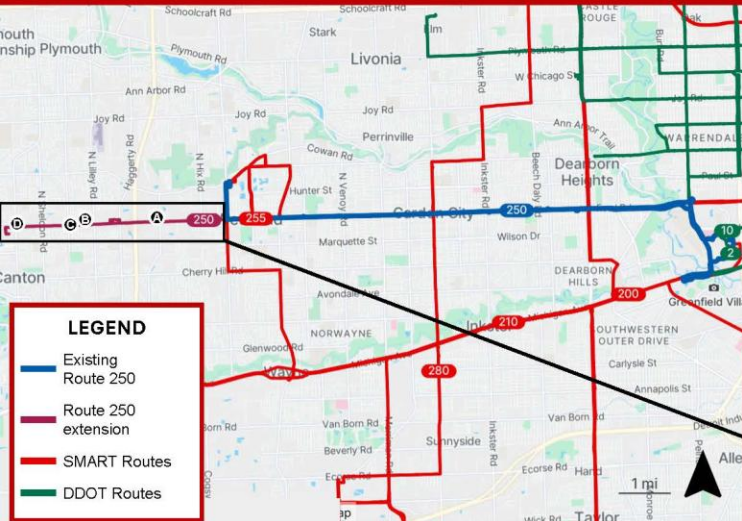
ROUTE EXTENSION



EXTEND: 250 – Ford Road



Route Profile



Key Findings

- SMARTer Mobility includes a frequency change to 30 minutes on weekdays
- Extension extends about 11.1 miles west (roundtrip distance)
- Route connects to Canton Township
- Route extension connects to:

- Ⓐ Grocery and retail near Lotz Rd
- Ⓑ Retail and a medical facility at Willow Creek Center
- Ⓒ Retail and restaurants along Ford Rd
- Ⓓ Grocery and retail near Canton Center Rd

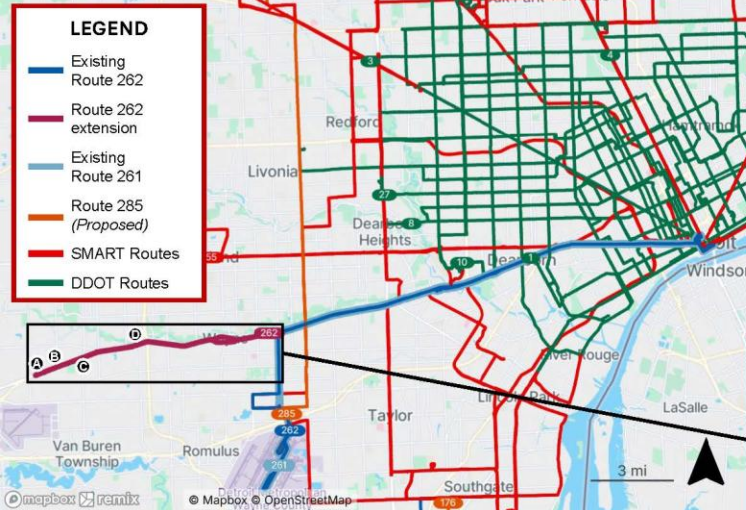
ROUTE EXTENSION



EXTEND: 261/262 – FAST Michigan



Route Profile



Key Findings

- Route 262 has two alternating patterns:
 - A) Existing Route 261 to DTW
 - B) New 262 extension
- Extension extends Route 262 about 10.7 miles west (roundtrip distance)
- Route connects to Canton Township
- Route extension connects to:
 - A Amazon Warehouse
 - B Crossroad Villages shopping center
 - C Grocery stores near Belleville Rd
 - D Universal Technical Institute

ROUTE EXTENSION



NEW: 175 – Downriver Telegraph



Route Profile



Key Findings

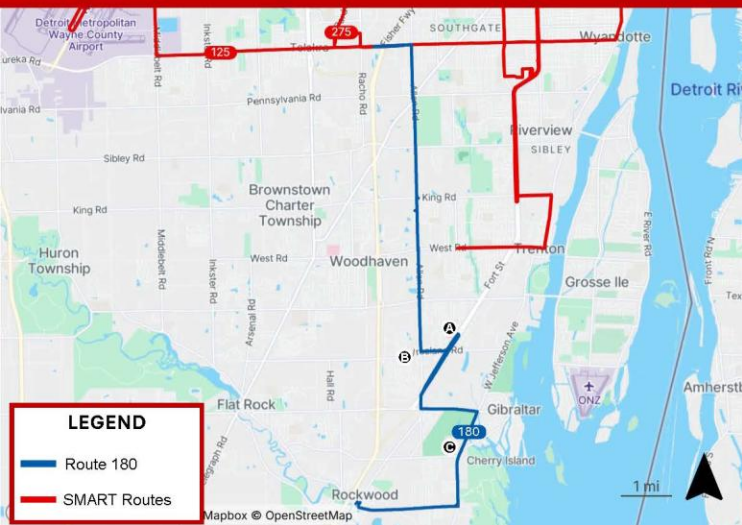
- New north-south route along Telegraph Rd
- Connects to 2 existing SMART routes (125 & 275)
- Connects the following communities: Brownstown Township, Flat Rock, Rockwood & Taylor
- Major destinations include:
 - A Henry Ford Health Center – Brownstown
 - B Flat Rock Community High School

24

NEW: 180 – Downriver Allen



Route Profile



Key Findings

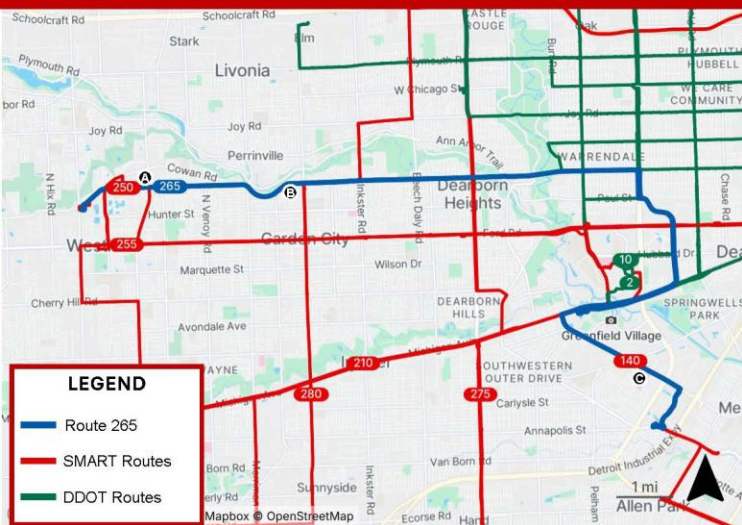
- New north-south route along Allen Rd
- Connects to 2 existing SMART routes (125 & 275)
- Connects the following communities: Brownstown Township, Gibraltar, Taylor, Trenton & Rockwood
- Major destinations include:
 - A** Beaumont Hospital Trenton
 - B** Woodhaven Village Square
 - C** Carlson High School

26

NEW: 265 – Warren Road



Route Profile



Key Findings

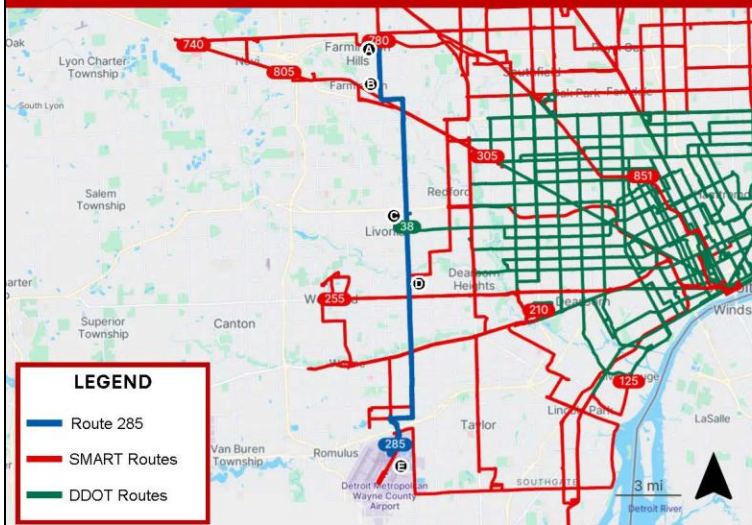
- New east-west route along Warren Rd
- Connects to 7 existing SMART routes (140, 210, 250, 255, 261, 275 & 280) and 5 existing DDOT routes (2, 8, 10, 46 & 60)
- Connects the following communities: Allen Park, Dearborn, Dearborn Heights, Detroit, Garden City & Westland
- Key destinations include:
 - A** Retail along Warren Rd
 - B** Residential along Warren Rd
 - C** Corewell Health Dearborn Hospital

28

NEW: 285 – Middlebelt (Only)



Route Profile



Key Findings

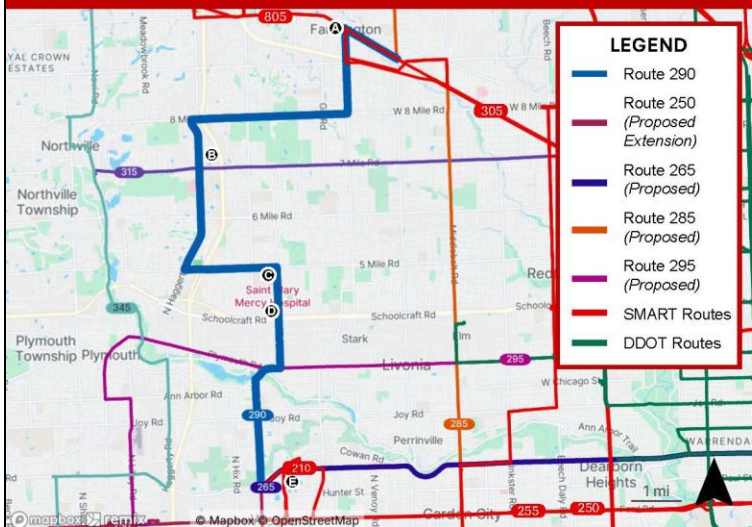
- New north-south route along Orchard Lake Rd and Middlebelt Rd
- Connects to 8 existing SMART routes (125, 210, 255, 305, 740, 780, 805 & 851) and 1 DDOT route (38)
- Connects the following communities: Farmington, Farmington Hills, Garden City, Inkster, Livonia, Romulus & Westland
- Major destinations include:
 - A** Oakland Community College at Orchard Ridge
 - B** Farmington High School
 - C** Residential and retail along Middlebelt Rd
 - D** Garden City High School
 - E** DTW

30

NEW: 290 – Newburgh



Route Profile



Key Findings

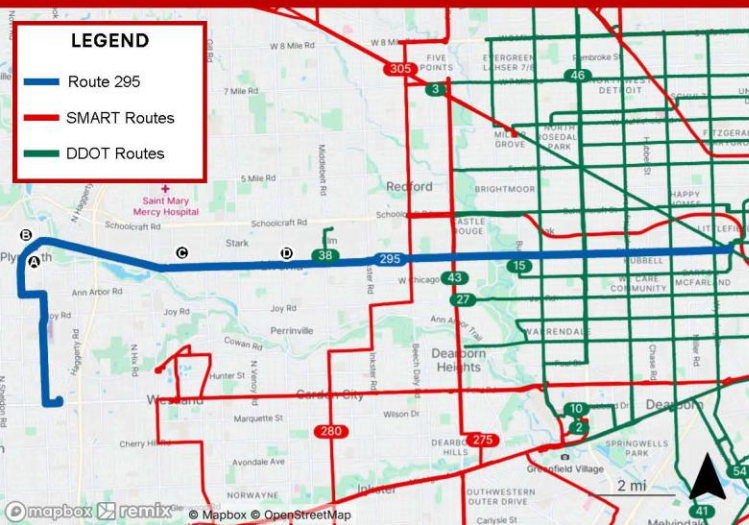
- New north-south route through Farmington, Livonia, and Westland
- Connects to proposed routes 250 (*extension*), 265, 285, and 295
- Connects to existing SMART routes 210, 250, 255, 305, and 805
- Major destinations include:
 - A** Downtown Farmington
 - B** Schoolcraft College
 - C** Trinity Health Livonia Hospital
 - D** Madonna University
 - E** Westland Meijer

32

NEW: 295 – Plymouth



Route Profile



Key Findings

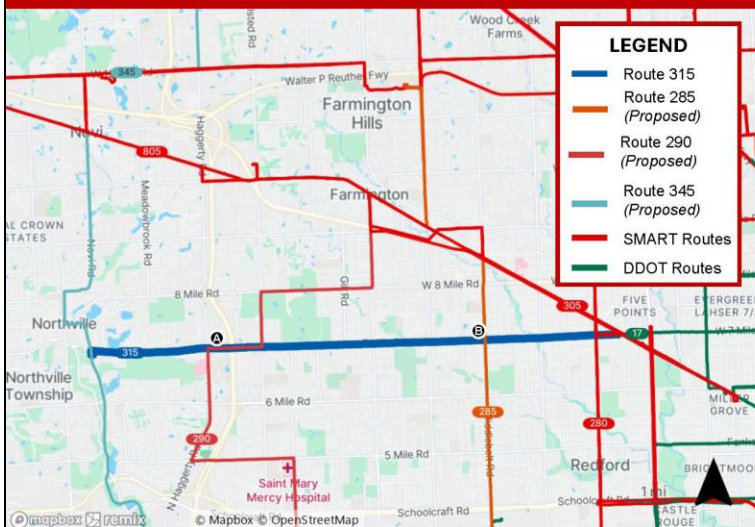
- New east-west route along Plymouth Rd
- Connects to 2 existing SMART routes (275, 280) and 8 DDOT routes (3, 10, 15, 38, 41, 43, 46 & 54)
- Connects the following communities: Canton Township, Detroit, Livonia, Plymouth, Plymouth Township, & Redford
- Major destinations include:
 - A** Downtown Plymouth
 - B** Plymouth Recreation Complex
 - C** Ford Livonia Transmission Plant
 - D** Retail along Ford Rd

34

NEW: 315 – 7 Mile Crosstown



Route Profile



Key Findings

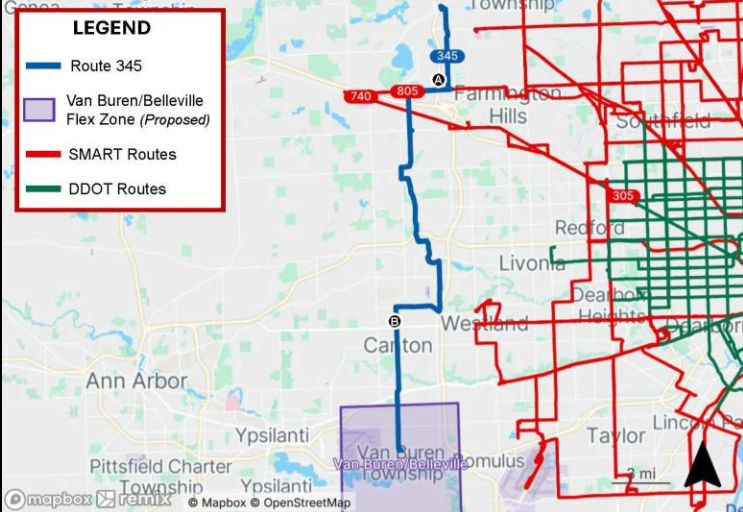
- New east-west route through Northville Township, Livonia, and Redford Township
- Connects to proposed routes 285, 290, and 345
- Connects to existing SMART routes 275, 280, 305, 375 and 805
- Major destinations include:
 - A** Retail and restaurants near Haggerty Rd
 - B** Retail near Middlebelt Rd

36

NEW: 345 – Haggerty



Route Profile



Key Findings

- New north-south route along Northville Rd, Novi Rd, and Belleville Rd
- Connects to 3 existing SMART routes (305, 740 & 805)
- Connects the following communities: Canton Township, Commerce Township, Northville, Northville Township, Novi, Plymouth, Plymouth Township & Van Buren Township
- Provides a link to the proposed Van Buren/Belleville Flex Zone
- Major destinations include:
 - A** Retail and restaurants in Commerce Township and Novi
 - B** Retail, groceries, and residential along Canton Center Rd

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2025 ANNUAL REPORT OF ACTIVITIES BY THE PLANNING COMMISSION

Planning Commission · Charter Township of Plymouth, Michigan

Introduction and Purpose

As required per the Michigan Planning Enabling Act (MPEA) PA 33 of 2008, as amended, the Planning Commission must submit a report of its 2025 activities:

“A planning commission shall make an annual written report to the legislative body concerning its operations and the status of planning activities, including recommendations regarding actions by the legislative body related to planning and development.”

In addition to fulfilling this requirement, the Annual Report increases information-sharing between staff, boards, commissions, and the governing body and allows for the anticipation of upcoming priorities. The Commission’s Annual Report is a summary and status report of planning activities over the past year and is a communication tool to share recent achievements and plans for future community goals.





2025 Meetings

The Planning Commission met a total of 19 times in 2025 (five of which were study sessions). Commission meetings are typically scheduled for the third Wednesday of the month at Township Hall, unless a special meeting or study session is called.

All meetings were held in-person in accordance with the Open Meetings Act, PA 267 of 1976.

The public is always welcome (and encouraged!) to attend Planning Commission meetings and an opportunity for public comment is an agenda item at every meeting.

1. January 15, 2025
2. February 19, 2025
3. March 26, 2025
4. April 16, 2025
5. May 21, 2025
6. June 04, 2025 (study session)
7. June 18, 2025
8. July 02, 2025 (study session)
9. July 16, 2025
10. August 06, 2025 (study session)
11. August 20, 2025
12. August 27, 2025 (special meeting)
13. September 03, 2025 (study session)
14. September 17, 2025
15. October 08, 2025 (study session)
16. October 15, 2025
17. November 05, 2025
18. November 19, 2025
19. December 10, 2025



Master Plan Steering Committee

We extend our sincere appreciation to the following Commission members for their exceptional dedication, time commitment, and thoughtful contributions to the Master Plan update process. Throughout 2025, the Commission convened 15 times, engaging in thorough review, meaningful discussion, and careful consideration of community input, technical analysis, and long-term planning priorities.

Their continued leadership, collaboration, and commitment to serving the community were instrumental in guiding the development of this updated Master Plan.

- Dennis Cebulski, Chairperson
- Tim Boyd, Vice-Chairperson
- David Latawiec

Membership, as of December 2025

We thank the following Commission members for their time commitment and contributions:

- Dennis Cebulski, Chairperson
- Tim Boyd, Vice-Chairperson
- Stuart Popp, Secretary
- Dan Callahan
- Bill Ickes

A special thanks to former Commissioners David Latawiec and Bob Doroshewitz, their contributions were much appreciated.



2025 DEVELOPMENT PROJECTS

The following tables detail all applications that were reviewed by the Planning Commission in 2025; please reference McKenna's monthly reports for additional project details.

Special Land Use Applications

Date (2025)	Project Name / Location	Description	Status
March 26	8820 Canton Center	Adult Group Care Home Facility.	6-month extension approved.
April 16	40347 and 40441 Ann Arbor	Special land use application for Chevy Corvette auto dealership.	Approved, with conditions.
April 16	40500 Plymouth	Special land use application for outdoor storage of RVs and boats.	Approved, with conditions
August 20	14501 N. Haggerty	Special land use application for Camp Mirage, a Child Care Facility.	Approved.
August 27	Vacant - Parcel 5 Mile	Special land use application for a car wash facility, El Car Wash.	Approved, with conditions.
August 27	15000 Ridge	Special land use application for Outdoor Storage.	Approved, with conditions.
October 15	48115 5 Mile	Special land use application for a financial institution with a drive-through.	Approved, with conditions.
November 19	46301 Port	Special Land Use application for indoor vehicle storage, repair, and sales.	Approved, with conditions.



Site Plan Applications

Date (2025)	Project Name / Location	Description	Status
April 16	46600 Port	MAGNA Autosystems.	Site Plan Amendment Approved.
May 21	42345 Ann Arbor	Comerica Bank – parking and landscaping.	Site Plan Amendment Approved.
May 21	North of Schoolcraft, West of Haggerty	Plymouth Flex, PUD.	Tentative Development Plan Approved, with conditions.
July 16	North of Schoolcraft, West of Haggerty	Plymouth Flex, PUD.	Final Development Plan Approved, with conditions.
August 27	Vacant - Parcel 5 Mile Road	El Car Wash.	Tentative Site Plan Tabled.
November 19	15000 Ridge	5-acre outdoor storage area.	Tentative and Final Site Plan Approved with conditions.
November 19	Southeast corner of 5 Mile and Napier	Extension request.	Site Plan Extension Approved.
December 10	40347 and 40441 Ann Arbor	Chevy Corvette – auto dealership and detail shop.	Postponed for up to a year.
December 10	Vacant - Parcel 5 Mile	El Car Wash.	Tentative Site Plan Approved, with conditions.

Zoning Ordinance Text Amendments

Date (2025)	Project Name / Location	Description	Status
March 26	Zoning Ordinance No. 99, Article 2	To formalize the requirement for a physical sign to be posted on properties for notification of public hearings for rezonings, planned unit developments, and cluster housing options.	Recommended approval to the Board of Trustees, adopted by the Board of Trustees.
July 16	Zoning Ordinance No. 99 Article 28	To enhance the existing exterior lighting standards of Article 28.8 by incorporating greater dark sky provisions.	Recommended approval to the Board of Trustees, adopted by the Board of Trustees.



Cluster Housing Option (CHO) and Planned Unit Development (PUD) Applications

Date (2025)	Location / Project Name	Description	Status
April 16	9113 and 9195 Canton Center	CHO Option for Cresthaven - 19 residences – Tentative Development Plan.	Tentative Development Approved, with conditions.
June 18	9113 and 9195 Canton Center	CHO Option for Plymouth Farms (Cresthaven) - 19 residences – Final Site Development Plan.	Approved, with conditions.
December 10	Vacant Parcel - Powell	CHO Option for Hidden Enclave – 11 residences.	Tabled.

Map Amendment (Rezoning) Applications

Date (2025)	Project Name / Location	Description	Status
November 19	40700 Ann Arbor	Conditional rezoning from OS-ARC to the ARC District (existing office building) to establish a car wash.	90 Day Extension, Approved.
July 16	8820 Lilley	Conditional rezoning with a PUD for Graye's Greenhouse to the OS, Office District with a PUD Overlay (from the R-2-A, One-Family Residential).	Recommended Approval to the Board of Trustees; Board Approved.
August 20	51000 N. Territorial	Rezoning from R-1-E One Family Residential to AG, Agricultural District.	Recommended Approval to the Board of Trustees; Board Approved.
November 19	14352 Northville	Rezoning from the R-2-A, Multiple-Family Residential District to the R-1, One Family Residential District.	Recommended Approval to the Board of Trustees; Board Approved.
November 19	Vacant Parcel - Ann Arbor	Conditional rezoning from R-1-H, One Family Residential to R-1, One Family Residential District.	Tabled.
December 10	13101 Haggerty	Conditional rezoning from C-2, General Commercial to the IND, Industrial District to establish a spec warehouse building.	Recommended Denial to the Board of Trustees.



Other Reviews

Review Type	
Landscape Reviews / Inspections	22
Sign Reviews	30
*Plus additional ARC Sign Reviews with the Planning Commission	+8
	---- (38 sign reviews total)
Administrative Reviews	21
Land Divisions / Combinations	15
Fence Modifications	2
Class-A Non-Conforming Designation	1

Master Plan Update

Over the course of 2025, the Township engaged in an extensive Master Plan update process. The Planning Commission met regularly to review draft materials, evaluate community input, and refine policy recommendations. Public participation played a key role in shaping the Plan’s direction, ensuring that the updated vision reflects the values and priorities of residents, business owners, and stakeholders. This collaborative effort positions the Township to proactively manage growth while preserving the character and identity of the community.



LOOKING AHEAD: PLANNING & ZONING IN 2026

The Planning Commission and the Community Development Department are responsible for the long-range planning projects and programs of the Township. The updated Master Plan is anticipated to be formally adopted in 2026. Following the adoption, it is recommended that the Township initiate the modernization of the Zoning Ordinance as a priority project to start late-2026.

There are many articles of the Zoning Ordinance that if updated, would better position the Township for quality development and continue to foster a unique sense of place. The last significant update to the Zoning Ordinance was over 20 years ago.

Several examples include (but are not limited to):

- Revise Article 24, Parking, to right-size the Township's parking minimums to reflect the current demand for parking, and incorporate emerging parking needs (pick-up spaces, snow storage space, shared parking, etc.).
- Revise Article 26, Landscape Standards, including a review of the plantings that Wayne County requires for stormwater facilities; it's recommended this expansive list of plantings is evaluated and the most desired species selected for future development in the Township.
- Review the Ann Arbor Road Corridor (ARC) District and the General Commercial (C-2) District and consider updates to sections that would encourage redevelopment, such as maximum building heights, right-sizing parking, range of uses, etc.
- Review the Industrial (IND) District to consider updates to the maximum building height and revise the land uses to reflect emerging renewable industrial uses.
- Updated standards to better facilitate outdoor dining.

