



The City of Plymouth recently updated their Master Plan in order to provide long-term guidance for the City's growth and development. While much of the City is already developed, redevelopment and the maintenance of a quality urban environment is a priority.

The Master Plan focused upon four City subareas which included a detailed examination of land use and redevelopment opportunities. For each subarea, form-based policies were established which addressed issues of land use mix, setbacks, streetscape, parking, and general urban design. Circulation policies were also established for auto and pedestrian arrangements within a complete streets context.

The City of Plymouth Master Plan also includes an implementation section regarding capital improvements, future zoning adjustments, and corridor planning. An environmental and sustainable development section addresses Low-Impact Development (LID) strategies for future development.

The master planning process for the City of Plymouth successfully engaged elected officials, planning commissioners, and subcommittee members, and created a document which will provide long-term guidance for the City of Plymouth.

City of Plymouth - South/North Main Sub Area Plan
Master Plan 2010

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.

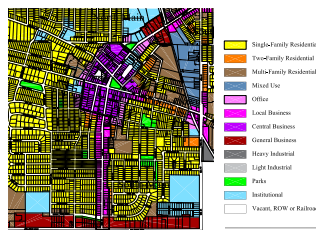
FORM, SITE DESIGN

- Where possible, the following streetscape improvements should be implemented:
 - Additional street trees,
 - Decorative street lighting,
 - Public art, and
 - Gateway or welcome signs.
- Parking within the front yard should be discouraged.
- Landscape strips or decorative knee walls should separate front yard parking and

CARLISLE/WORTMAN ASSOCIATES, INC. 11-2-10



Include a mix of residential, office, and commercial uses



South/North Main Sub Area



Improve streetscape and discourage parking in front



Main Street should be an attractive gateway to downtown



Decorative knee walls and plantings for screening parking



Potential street trees, lights, furnishings and public art