



BOOK 1 of 4

LIVONIA STARTS NOW

Where are we today?

Acknowledgments

Thank you! The participation and cooperation of community leaders, residents, business owners and stakeholders in the preparation of the LIVONIA VISION 21 MASTER PLAN is greatly appreciated and we thank everyone who participated in its development. The content in this Plan reflects the on-going collaboration between residents, stakeholders, and the City of Livonia.

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Welcome

LIVONIA VISION 21 is the City's Comprehensive Master Plan.

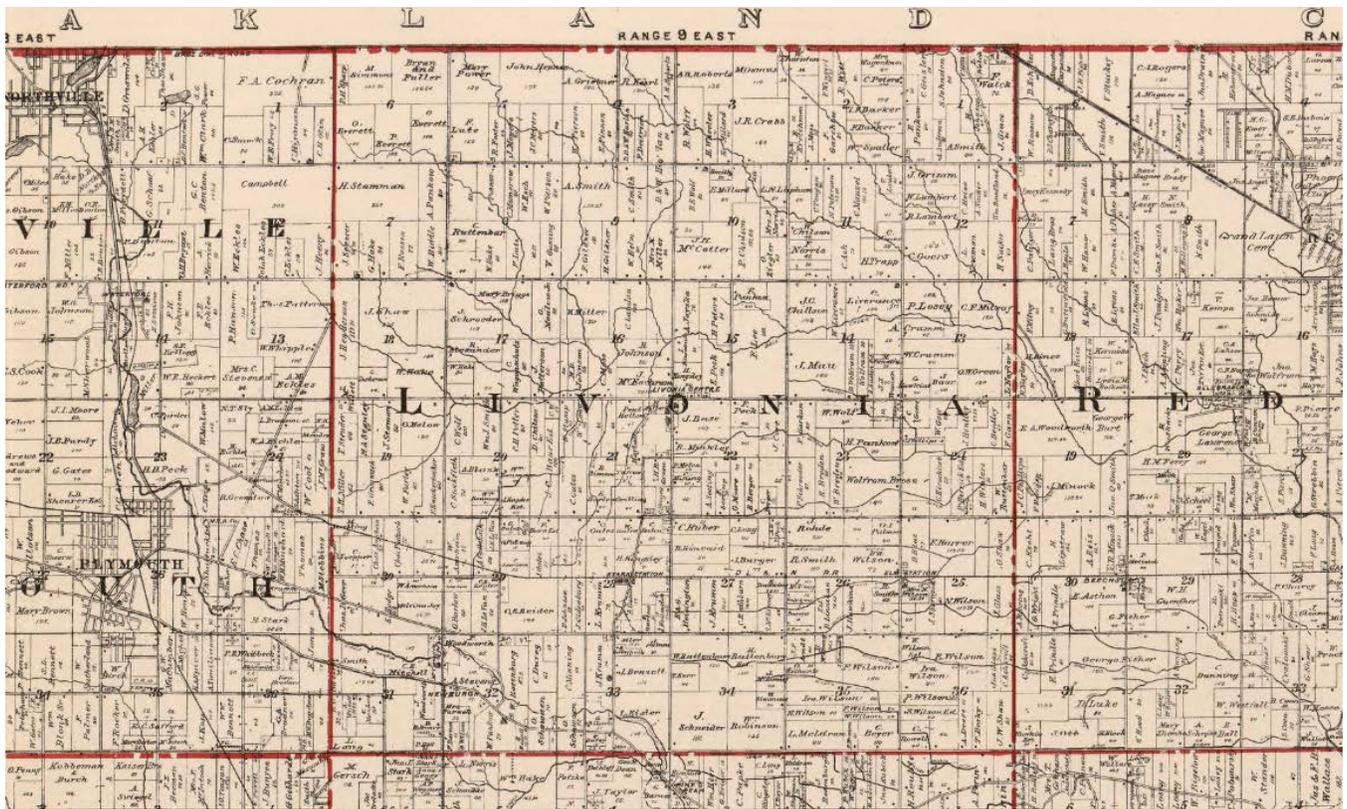
The plan is the coordinating document for city-wide policy and decisions involving land use, transportation, neighborhoods, infrastructure and open space, among other topics. The plan identifies important places in Livonia to connect through innovative mobility as well as places to enhance with new housing and business development. LIVONIA VISION 21 is an action-oriented plan that identifies priority steps to take in the next 3-years, to secure the City for the next 100+ years.



April 17, 2018 Open House, Livonia, MI

LIVONIA VISION 21 was guided by a 16-member Comprehensive Master Plan Steering Committee along with City staff and community members in 2018. The public offered ideas and reactions through various public engagement methods, including online surveys, public meetings, presentations, and open house workshops throughout the planning process.

The State of Michigan requires the City to update its Master Plan every five years, as required by the Michigan Planning Enabling Act, P.A. 33 of 2008, as amended. The Plan was completed with significant public input and the finished product is a living plan. It will be updated and implemented through sub-area planning efforts and specific plans as needed to continue the City's long history of quality development. LIVONIA VISION 21 positions Livonia for continued success and confirms the aspirations of residents and businesses.



Historical Map of Livonia, MI

PURPOSE OF THE MASTER PLAN

LIVONIA VISION 21 serves as the official Master Plan for the City of Livonia. The Michigan Planning Enabling Act of 2008, P.A. 33 of 2008, as amended, expressly authorizes local units of government to engage in planning and zoning. For communities to engage in planning, a planning commission is to be appointed.

The Act also requires the Planning Commission to “Make careful and comprehensive surveys and studies of present conditions and future growth within the planning jurisdiction with due regard to its relation to neighboring jurisdictions.”

The City of Livonia Planning Commission is the official body that approves the Master Plan and has been an active participant in the master planning processes since the Livonia Future Land Use Map was updated in 2009.

LIVONIA VISION 21 presents the City’s vision for the future. It serves as a policy guide for the community, and informs the decisions of City officials and administrators, governmental agencies, organizations, and private individuals. It is designed to provide a flexible roadmap for future development and to ensure that new growth is consistent with the City’s goals and objectives.

LIVONIA VISION 21 is a long range Plan, in that it examines past trends and makes projections for the next five, 20, 100+ years. This allows the City to plan ahead and anticipate future needs. One of the most important functions of the plan is to provide a solid foundation for future land use decisions. The recommendations presented in the text and shown graphically in the maps provide a legal basis for zoning and other land use controls utilized by the City.



*Family at Play, Rotary Park.
Credit: City of Livonia*

Organization of LIVONIA VISION 21

LIVONIA VISION 21 is divided into four books:

1. Livonia Starts Now.
2. Land Development.
3. Systems Development.
4. Strategic Development.

Together, the four books provide the roadmap for the City's continued success.

1

BOOK 1 LIVONIA STARTS NOW

“Where are we today?”

The first book, *Livonia Starts Now*, details Livonia’s long history in planning and establishes the overall vision for this Master Plan, existing conditions and inventory of land uses, the socio-economic and demographic profile snapshot of the City, and goals and objectives that continue to drive Livonia in the right direction.

Book 1 contains all the supporting documentation and data to answer the question, “Where are we today?”

2

BOOK 2 LAND DEVELOPMENT

“How do we grow?”

The second book, *Land Development*, outlines the course for future land uses and regulations in Livonia and answers the question, “How should we grow?.”

Book 2 describes desired development patterns, areas for preservation, areas for new and infill development, and suggested patterns it incorporates and standards for future developments that incorporate planning best practices such as placemaking and community character. A special emphasis is also given to three key planning areas of the City. These include the following three sub-areas:

1. City Center Campus (Five Mile and Farmington Intersection);
 2. Former Livonia Mall (Seven Mile and Middle Belt Intersection); and
 3. East Plymouth Road Corridor (Middle Belt to Inkster Road).
-

3

BOOK 3 SYSTEMS DEVELOPMENT

“How do we get there?”

The third book, *Systems Development*, answers the question, “How do we get there?” Book 3 describes the recommendations for the City’s transportation, infrastructure, and environmental systems and how they interface with the design of public space. Recommendations for sustainability and resiliency, water and sewer, healthy communities and parks and recreation are also detailed in this section.

4

BOOK 4 STRATEGIC DEVELOPMENT

“How do we secure Livonia’s future?”

The fourth and final book, *Strategic Development*, is the inventory and analysis that answers the question, “What steps do we take today to implement and secure our best future?”. Book 4 details all the tools necessary to move the City in the right direction. Strategic tools at Livonia’s disposal include a Capital Improvement Program (CIP), economic development resources, a zoning plan, and an action plan with an implementation matrix.

Book 4 also includes a three-year priority project list that the City can begin aggressively pursuing with achievable projects related to Zoning Ordinance updates, the City Center Development Plan, the Plymouth Road Corridor Plan, the Livonia Bike Loop and Transit / Mobility Standards.

Livonia's Planning History

The LIVONIA VISION 21 Plan is grounded in the City's rich history of strategic planning and development.

The review and incorporation of Livonia's past plans and reports was a key first step in the LIVONIA VISION 21 planning process. Beyond the plans listed below, there are also a number of other Livonia plans which influenced the development pattern of the City, and continue to influence growth and quality of life, including the 1979 Land Use Plan, Subdivision Rules and Regulations, and statistical data reports over the years.

In part, the goals and objectives that form the basis for Livonia's development policy derive from an analysis of the policy directions and priorities of past plans. The policy documents analyzed in this process goes back to the 1954 "Livonia, USA" Plan.

The following is a timeline of the significant plans which are attributed to Livonia's continued success:

WHERE WE HAVE BEEN:

1954

LIVONIA USA

A city-wide Master Plan that told Livonia's story in pictures and words, focusing heavily on the residents of city who made it their home. The Plan was comprised of three main sections: an emerging city, a city in action, and the city's booming future.

"Second in Michigan in Area, Second to None in Spirit."

1958

Re-evaluation of the Zoning and Master Plan

This project focused on a technical review of the zoning code with proposed changes. Many of the changes included urban design recommendations and standards related to parcel setbacks.

"A City must be more than a machine, it must provide livability."



1965

City of Livonia, Proposed Development Policy

This plan continued to prioritize neighborhoods as the building blocks of the City, referencing them as the "Community Cores." The development policies were revolutionary for their time as they prescribed a wide range and mix of housing typologies (ie. single family detached, single family, two-family, senior housing, etc.) so that individuals could remain in their Livonia community for all stages of life.

"As the typical family passes through various phases of the family cycle, its housing needs change. If variety of housing is available to match these needs, more families will find it possible to remain in the community. Reducing family in-and-out-migration contributes to stability of the community and school system."

1956

A Master Plan Study

This study focused on the growing population and the neighborhood planning unit, which became the typical building block (school-oriented design) of many Livonia neighborhoods. The Plan called for a local balance of residential areas, business corridors, industrial parks, recreation opportunities, schools, streets, and other community facilities.

Traffic, Transportation and Parking

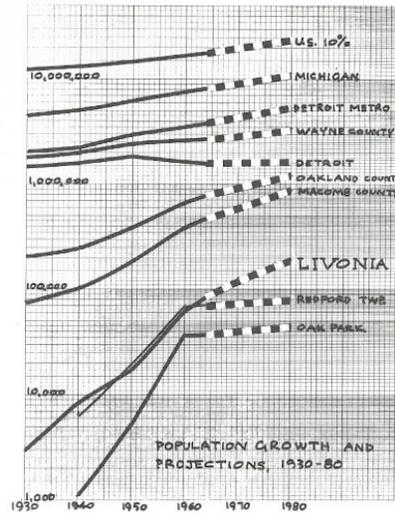
A transportation plan that analyzed existing vehicular traffic trends and demand; planning for the expansion of the roadway system, including the development of I-96.

"The street system forms the major framework of any community and is perhaps the most important single element. The street system determines the ease and safety with which people travel about in the community. It establishes the size of blocks, utility routes, and the neighborhood grouping of people. No other element in the physical makeup of a community is likely to be so permanent as its streets."

1966

Proposed City Hall Study

The City conducted a study to determine the feasibility of consolidating all existing and applicable municipal departments under one roof. The final recommendation of the report aided in the construction of the present City Hall, which was designed to comfortably house 235 occupants.

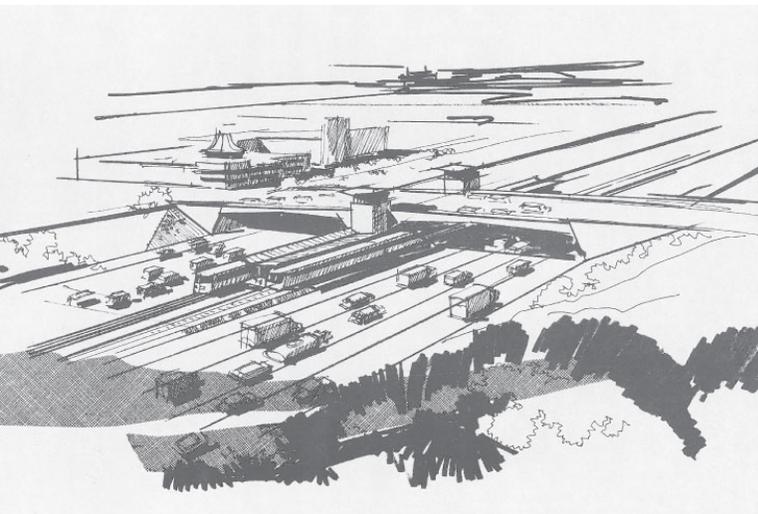




2013

Greenleaf: Creating Sustainable Livonia

This project outlined the importance of sustainability within the City, emphasizing the importance balance between the economy, society, and the environment. The 2013 Plan identified a number of ways increase energy efficiency, improve conservation, and how to implement city-wide environmentally friendly practices.



1986

Livonia 2000

This long-range comprehensive plan served to answer the question: "What services, facilities and programs or characteristics should be present in Livonia in the year 2000 to make the city an ideal place to live and work?"

1990's

Livonia Economic Development Partnership

Written by the Chamber of Commerce, this strategic plan was designed to develop a series of goals and objectives to maintain local business investment.

2017 / 2018

LIVONIA VISION 21



2015

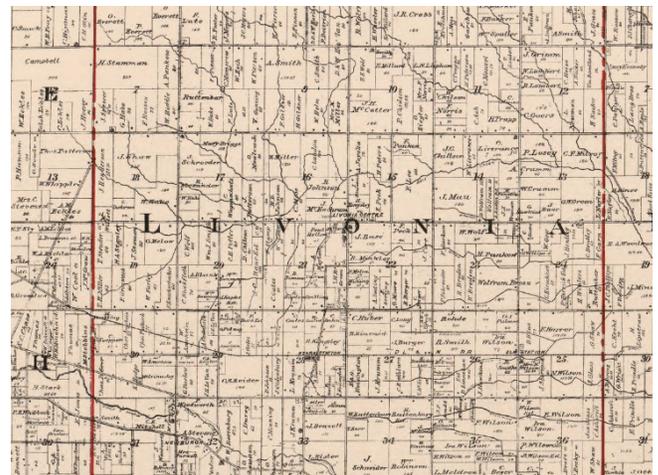
BIKE \ WALK LIVONIA

Creating a roadmap for the continued provision and enhancement of bicycle and pedestrian facilities in the City, Bike \ Walk Livonia is a comprehensive non-motorized plan. The plan considers both near term improvements and the long-term vision and prioritized connectivity, safety, completing the network, linking recreation amenities and education and creating complete streets.

2005

2005-2010 Consolidated Plan

The Consolidated Plan outlined the proposed course of action for the City to take over the next five years (July, 2005 – June, 2009). Specifically, the plan aimed to address housing and community development needs and was designed with goals that complied with the US Department of Housing and Urban Development. (HUD) standards.



1985

1985 Project Legacy

A comprehensive data profile on each manufacturing related business in the community to assist in the development of an approach to industrial business retention. This project was also updated several years later (not shown on timeline) with the 1992 Project Legacy plan.

"Livonia, Expanding, Growing and Committed to You."

City Description and Vision Statement

The City of Livonia is one of Metro Detroit’s premier suburban communities. Known as a city of neighborhoods, the City has been able to maintain lifelong residents, as well as enjoy a growing job market due to its industrial history and strategic location at the intersection of two significant highways in Metropolitan Detroit.



Neighborhood Plan for 5 Mile and Newburgh, 1965

Land-use decisions have a fundamental impact on the character and quality of life in the City. From the 1950’s to the 1960’s, Livonia experienced a significant population boom, rising from approximately 17,000 residents to 66,000 residents in under 10 years. That population almost doubled again before 1970, with over 110,000 residents calling Livonia home. To accommodate the quickly growing population, many neighborhoods were developed following the “neighborhood unit” concept. Coined by Clarence Perry, the neighborhood unit is a planning model that promotes design that is self-contained, walkable, with a central school and open space and connected internal street network that is safe and welcoming to pedestrians and children. Today, Livonia’s population is approximately 94,000 and the neighborhoods remain the cornerstone and point of reference for many individual’s quality of life.

Livonia residents have long been concerned about maintaining the quality of their community, particularly the quality of residential life, the natural environment, and the quality of the schools and other public services. This Plan is intended to protect and preserve those qualities on which residents place such great value.

Building upon these existing elements is a tremendous advantage for the City as it moves towards its goal of growing a creative, vibrant, progressive and inclusive community that is attractive to residents, businesses, and visitors.

The vision statement for LIVONIA VISION 21 serves as the starting point for the creation and implementation of the plan as the statement summarizes the desired characteristics and direction of the community. LIVONIA VISION 21's statement considers how the City can best serve residents and reflects the community's future policy and goals, and is rooted in the feedback received by the public and stakeholders throughout this planning process. The Steering Committee also participated in a SWOT (Strengths, Weaknesses, Opportunities and Threats) analysis at its February 15, 2018 meeting, which contributed to the vision statement.



VISION STATEMENT

Advantageously positioned within southeast Michigan, the Livonia community is focused on providing a high quality of life that is welcoming for its residents, business owners, stakeholders, visitors and potential residents. Livonia aims to preserve and enhance its quality, diversity and vibrancy by building upon and enriching existing strong relations with the community and revitalizing its excellent and varied housing stock to welcome residents of all ages and lifestyles.

Determined towards continual progress, Livonia prioritizes both vehicular and non-motorized transportation, taking an inclusive approach to complete streets and infrastructure improvements. In addition, Livonia strives to live in balance with its natural resources to enhance active recreation opportunities and health, as well as natural beauty and passive, low-impact recreation. Livonia values recreation as an integral part of every neighborhood. The City supports economic vitality, aesthetics and innovation in its multiple commercial and mixed-use corridors and provides ample opportunities to connect residents through community events and programs.

Livonia Today: Existing Land Use



Aerial View of Livonia, MI

EXISTING LAND USE FRAMEWORK

Identifying existing land use patterns and the relationship between established uses is a major component of a master plan. Documenting Livonia’s existing land use framework not only identifies the locations of particular land use activities, but it highlights the areas with future growth potential and areas where land use conflicts exist.

LIVONIA’S EXISTING LAND USE SNAPSHOT

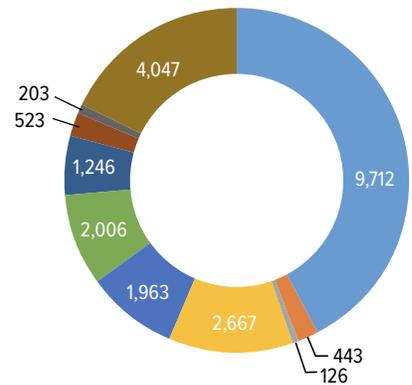
Livonia is generally square in shape and bisected east/west by a wide corridor of mostly non-residential land uses. This corridor supports railroad tracks, a state highway (Plymouth Road/M-14), commercial, industrial, and large-scale manufacturing and warehousing developments. Traditional neighborhoods are broadly divided into two separate north and south areas by this corridor, with the majority of residential and other uses falling to the north. There are two major highways that feed through the City, including I-96 and I-275.

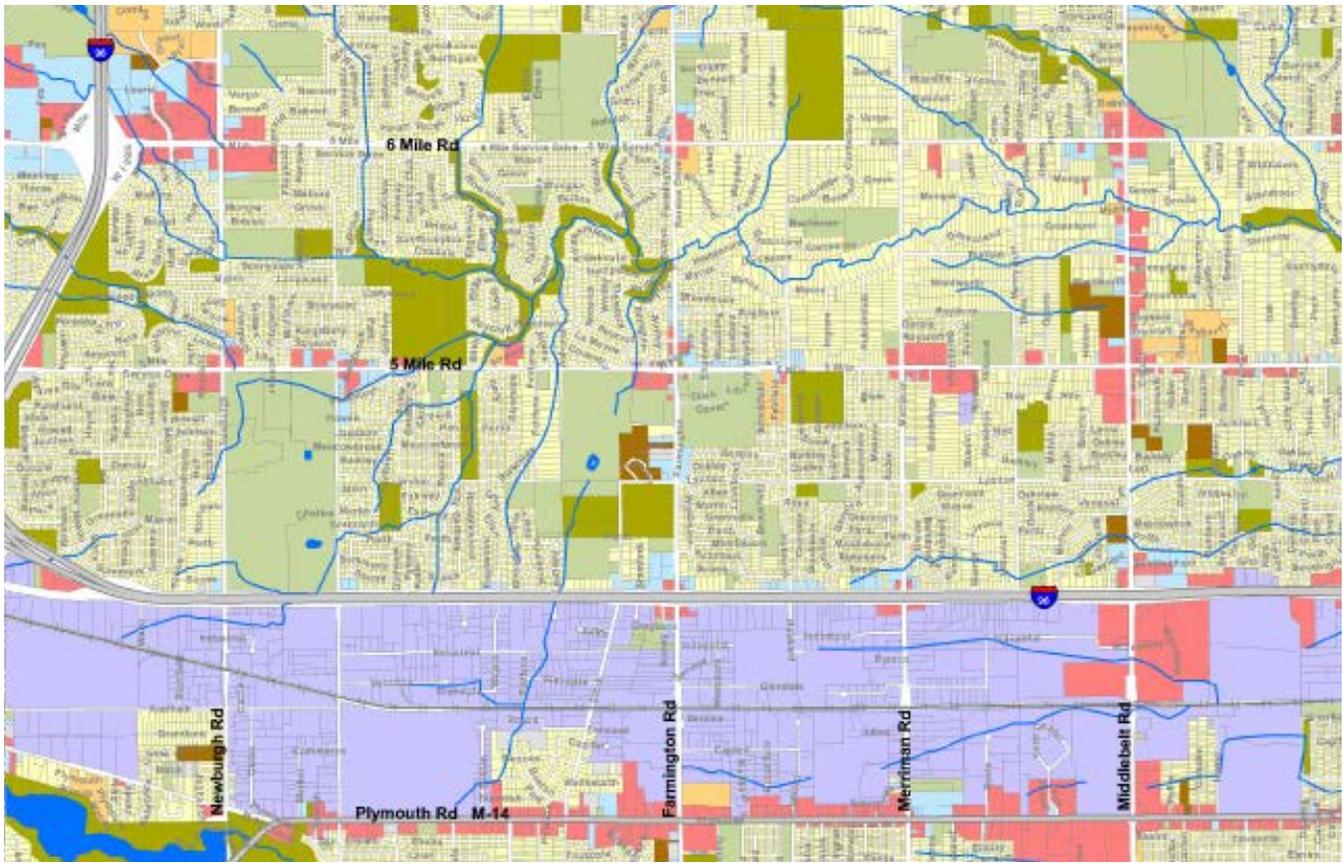
Figure 1.1: Existing Land Use Summary – City of Livonia, MI

LEGEND

Existing Land Use Summary

- Single Family Residential
- Multiple Family
- Elderly Housing
- Industrial/Utility
- Community Service/Govt/Inst
- Recreation-Open Space
- Commercial
- Office
- Vacant Land
- Transportation, Communication, and Water





Excerpt of Existing Land Use Map – Livonia, MI

The Existing Land Use Map identifies of the following ten land use categories:

- **Single Family Residential:** The greatest share of land in Livonia is devoted to single family residential use. Comprising of approximately 42% of the City, this land use classification includes improved parcels that contain single-family detached and two-family attached dwelling units and are located in predominately single-family detached residential areas.
- **Multiple Family:** This classification includes land areas that are occupied by predominately residential structures containing dwelling units for three or more households. The Multiple Family classification includes apartments and attached condominiums, and has doubled in size since 2008 for a total area of nearly 450 acres. However, the total land devoted to multiple family (excluded elderly housing, see below) in Livonia is approximately 2%.
- **Elderly Housing:** High density elderly housing developments consist of approximately 125 acres of the City and are almost entirely located in and near commercial hubs and corridors.
- **Commercial:** The commercial land use category includes all commercial uses related to goods and services. Primarily focused around major road intersections and arterial corridors, the commercial category includes a wide-range of uses from big-box retail and grocery stores to smaller retail and services like dry cleaners and specialty stores. Most of the commercial land in Livonia is concentrated along the M-14 and Middle Belt Road corridors, with a large mix of commercial and office along I-96. Commercial accounts for 5.4% of the City's land use.

- **Office:** The office land use classification often is associated with commercial land use, and most frequently these two use categories are mixed together. Professional offices are located on over 500 acres of land in the City, with the largest developments being located along I-96. Office accounts for 2.3% of the City’s land use.
- **Industrial / Utility:** This category includes manufacturing, warehousing, assembly and fabrication facilities, and other non-manufacturing industrial and utility uses. Industrial uses encompass approximately 2,700 acres or 14.3% of Livonia. Most of these land uses are located on the south side of I-96 and the north side of Plymouth Road/M-14, two major transportation corridors that straddle the railroad tracks.
- **Community Service:** Community service areas include all public and semi-public uses of land such as schools, cemeteries, and City-owned buildings and uses. This classification does not include recreational and open space areas, which are instead contained within the recreation-open space category (see below). Livonia’s community service areas make up nearly 2,000 acres. Specifically, public uses in the City include the: City Center Campus, Public Library, Police Department, Court House, and the Fire Department. Semi-public uses include the City’s wealth of churches, private schools, and fraternal organizations.
- **Recreation-Open Space:** This classification includes parcels (both improved or unimproved) that are used for public or private non-intensive recreational activities, including parks, golf courses, swimming pools, ice rinks, natural areas, and private outdoor recreational facilities. The recreation-open space category also accounts for all of the general open space areas in the City, for a total land area of just over 2,000 acres (10.5%).
- **Vacant Land:** Vacant land is classified as parcels of undeveloped or vacant land for redevelopment. This category includes some larger undeveloped lots on the edges of the industrial corridor as well as many smaller lots dispersed throughout the commercial and residential areas of the City, with a total area of approximately 200 acres. Table 1.1 provides a comparison of land uses since 2008 in Livonia. As indicated above, land use patterns have remained relatively stable over this period of time. Slight changes in acreage may be the result of development of vacant land or more accurate measurement techniques.
- **Transportation, Communication, and Water:** This classification includes roadways, right-of-ways and water bodies within the City.

Table 1.1: Existing Land Use - City of Livonia, 2008-2017

Existing Land Use	2008 Acreage	2017 Acreage	Difference
Single Family Residential	10,171.1	9,712.71	-458.39
Multiple Family	164.7	443.25	+278.55
Elderly Housing	n/a	126.22	n/a
Industrial/Utility	2,536.5	2,697.19	+160.69
Community Service/Govt/Inst	2,026	1,936.14	-89.86
Recreation-Open Space	1,803	2,006.33	+203.33
Commercial	2,032.9	1,246.72	-786.18
Office	n/a	523.49	n/a
Vacant Land	n/a	203.06	n/a
Transportation, Communication, Water.	4,093.3	4,047.9	n/a
Water	115.5		
Total	22,943 Acres	22,943 Acres	—

Source: McKenna, 2018

*The calculation for Commercial land use in 2008 likely included office use, which is separate from the 2017 Commercial land use calculation.



KEY FINDINGS

1. Livonia's land use has not significantly changed over the nine year period.
2. The increase of multifamily housing is an opportunity for the City to create connections to desirable walkable commercial centers.

Further, the increase in multiple family housing indicates a demand for more varieties of housing types. Much of the City's existing multiple family housing is located along and near commercial corridors. New housing types could service first-time home buyers and retirees that want to age in place.

3. Vacant land along several of Livonia's commercial corridors provides the City an opportunity to promote quality new and infill development in mixed-use, commercial, and office areas.

Additionally, there is a significant amount of redevelopment opportunity along the commercial corridors within the community. It is of critical importance to invest in centers of economic activity to boost community appearance and quality of life. The main commercial corridor in the City is located along Plymouth Road/M-14, with I-96 and Middle Belt Road, providing additional commercial properties.

Community / Demographic Snapshot

The socio-economic demographic makeup of the community is a critical component in any Master Plan. Livonia’s current demographics and trends provide the foundational understanding of the existing social and economic capacities and strongly informs future planning possibilities.



Figure 1.2: Population Density
City of Livonia, MI, 2015

LEGEND

Population / Acre

- 0 – 6.2
- 6.3 – 12
- 13 – 20
- 21 – 52

INTRODUCTION AND DATA SOURCES

The data presented comes from the US Census Bureau’s Decennial Census and the American Community Survey (ACS) 5-Year estimates and is supplemented by data from Southeast Michigan Council of Governments (SEMCOG). The ACS uses statistical sampling over a 5-year period to describe the average characteristic over the period of collection. Evaluations were made with both neighboring and comparison communities (i.e. Plymouth Township, Northville Township, Canton Township, Farmington Hills, and Lyon Township), Wayne County (excluding the City of Detroit), and the State of Michigan.

CHANGING FAMILY STRUCTURE

Family structure is changing – the average household size in Livonia has declined from 2.59 people per household to 2.44 people per household (about 6%). This trend may be explained by an increased presence of “empty nest” households or by young families having fewer children.

Average household sizes are declining in all peer communities and suburban Wayne County, with the exception of Northville Township. The decline in average household size is reflected in the City of Livonia’s declining population. The City experienced a 2.8% decline in its population size (2,747 people) from 2000 to 2017. Livonia’s western suburban peer communities change in population did not mirror this decline. Each peer community experienced positive population growth, excluding Farmington Hills. However, it is important to note, that many of the peer communities added large numbers of households which likely inflated their populations due to construction of large subdivisions within their municipal borders. Livonia, as a fully-built out community, no longer contains greenfields for suitable for such development.

As the Population Density Map shows, the City is nearly uniformly low-density and fully built out. Moving forward, the City of Livonia should incorporate strategies that look to add new households to the City even though it is largely built-out. Redevelopment opportunities can incorporate a larger variety of housing types and unit sizes to accommodate more households in the same amount of land without significantly altering the appearance of a single-family neighborhood. This type of housing is typically attractive to single person households, young households, and empty nesters.

Table 1.2: Average Household Size

	2000	2010	SEMCOG July 2017	Percent Change (2010-2017)
Livonia	2.59	2.47	2.44	-1.2%
Plymouth Township	2.41	2.45	2.43	-0.8%
Northville Township	2.39	2.47	2.54	2.8%
Canton Township	2.78	2.75	2.72	-1.1%
Farmington Hills	2.41	2.36	2.30	-2.5%
Lyon Township	2.84	2.78	2.58	-7.2%
Wayne County (excluding Detroit)	2.54	2.53	2.51	-0.8%

Source: US Decennial Census (2000, 2010) and SEMCOG Profiles (2017 estimates)

Table 1.3: Population Change

	1990	2000	2010	2017	Change 2010–2017	
					Number	Percent
Livonia	100,850	100,545	96,942	94,195	-2,747	-2.8%
Plymouth Township	23,648	27,798	27,524	27,566	42	0.2%
Northville Township	17,313	21,036	28,497	30,750	2,253	7.9%
Canton Township	57,040	76,366	90,173	93,791	3,618	4.0%
Farmington Hills	74,614	82,111	79,740	79,497	-243	-0.3%
Lyon Township	8,828	11,041	14,545	18,708	4,163	28.6%
Wayne County (excluding Detroit)	1,083,713	1,109,892	1,106,788	1,098,544	-8,244	-1%

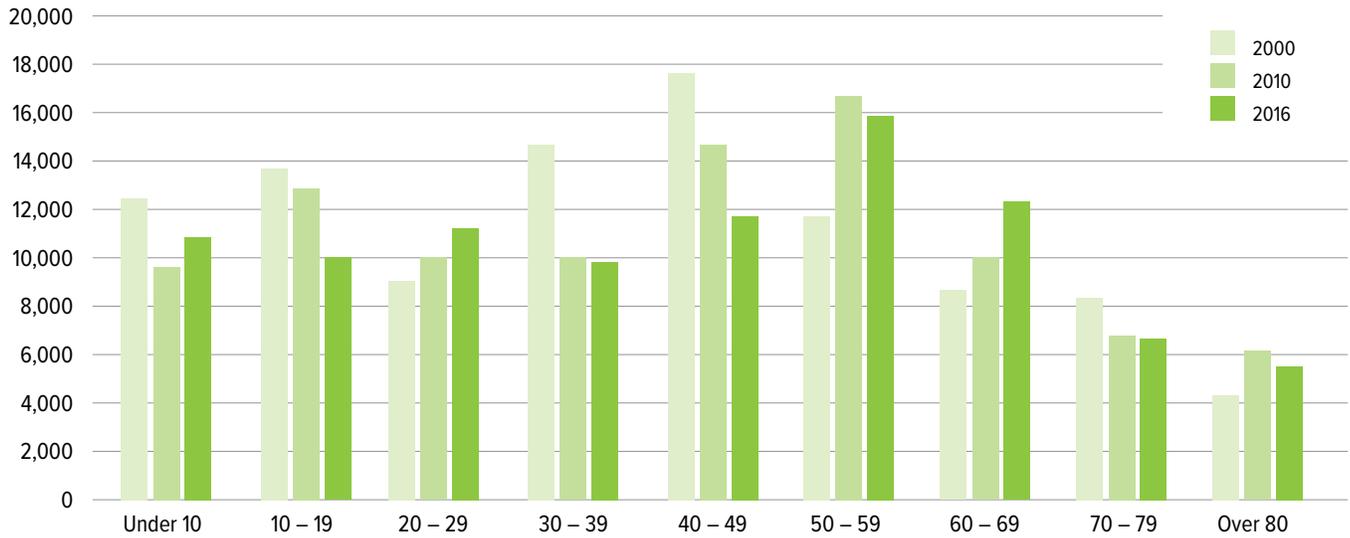
Source: US Decennial Census (2000, 2010) and SEMCOG Profiles (2017 estimates)

LIVONIA’S MEDIAN RESIDENT AGE

The median age of residents is 44.7 years old, an increase from 40.2 years old in 2000. Over 30% of the population is between 50 and 69 years old.

Changes in family structure and life expectancy, may account for the City’s increasing median age. The City has fewer children (residents under the age of 19) than it has had in the last 20 years. The City experienced 22% population decline aged between 10 to 19 years old from 2010 to 2016. This impact is also reflected in the state-wide trend of declining public-school enrollment.

Figure 1.3: Age of Population - City of Livonia, 2000-2016



Source: US Decennial Census (2000, 2010) and American Community Survey (2016 5-year estimates)

Despite the City’s overall increase in median age, Livonia’s Median Age Map shows that the median age varies by census block group. Residents in the northwest corner of the City are generally older than in the northeast and southeast corners. The youngest block group in the City has a median age of just 30 years old, while the oldest area of the City has a median age of 58 years.

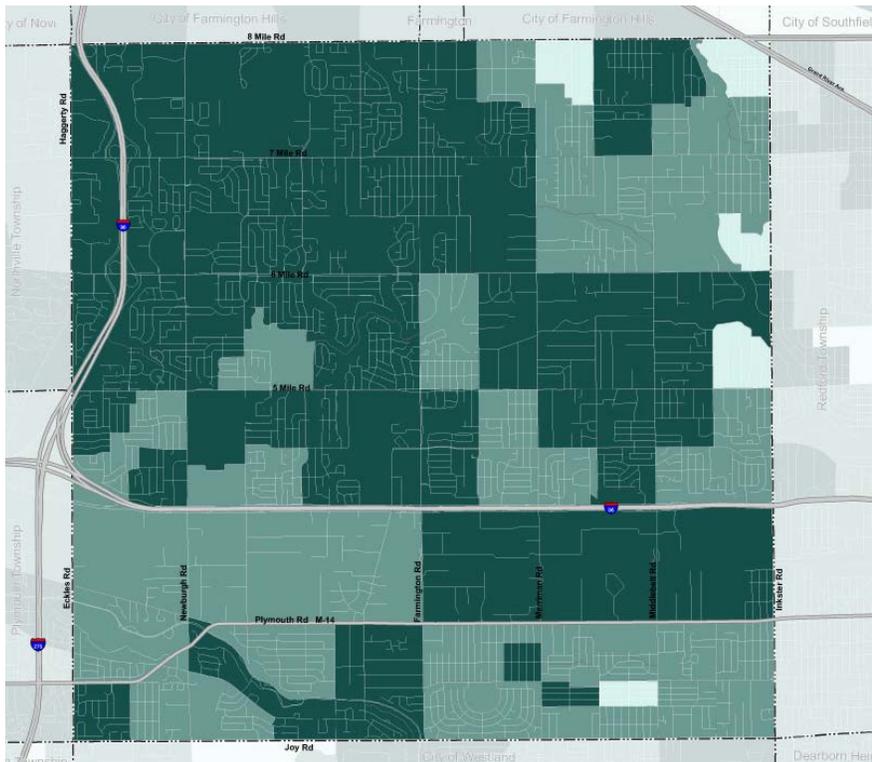


Figure 1.4: Median Age
City of Livonia, MI, 2015

LEGEND

Median Age (Years)

- 0-33
- 33.1 - 44.4
- 44.5 - 68.6

STRONG HOUSING MARKET

Livonia’s residential housing market is healthy with the total vacancy rate of 5% and the homeowner vacancy rate as little as 1%. Nearly 87% of the housing stock consists of single-family structures. Migration rates (the percent of the population who have moved in the last year) have remained consistent through 2010 to 2016 (8% and 9% respectively).

Primarily consisting of single family homes, 70% of the City’s existing housing stock was built before 1970, see Livonia’s Housing Age Map. Little new housing has been constructed in recent years which likely have kept new migration rates low in comparison to the peer communities who have added large amounts of new housing stock. Livonia’s vacancy rate is competitive with growing peer communities, suggesting there may be an unmet demand for housing.

Table 1.4: Migration Rates (2010 and 2016)

	2010			2016		
	Lived in same house as previous year	Moved within same county	Total moved	Lived in same house as previous year	Moved within same county	Total moved
Livonia	92%	5%	8%	91%	6%	9%
Plymouth Township	90%	6%	10%	90%	7%	10%
Northville Township	84%	8%	16%	90%	5%	10%
Canton Township	86%	9%	14%	87%	8%	13%
Farmington Hills	85%	7%	15%	85%	7%	15%
Lyon Township	89%	8%	11%	88%	5%	12%

Source: American Community Survey (2010 & 2016 5-year estimates)



Figure 1.5: Housing Age
City of Livonia, MI, 2015

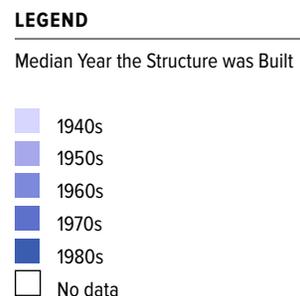


Table 1.5: Vacancy Rate (2016)

	Vacancy Rate (total)	Homeowner Vacancy Rate	Rental Vacancy Rate
Livonia	5%	1%	1.5%
Plymouth Township	3%	0.7%	3%
Northville Township	5%	0.5%	7.2%
Canton Township	6%	1.6%	5.1%
Farmington Hills	6%	1.2%	5.9%
Lyon Township	5%	1.4%	1.7%

Source: American Community Survey (2016 5-year estimates)



One of Livonia’s housing market’s strength is the variety of housing price points throughout the City. The Median Housing Value Map shows that while the City’s overall median housing value is \$175,600, there are block groups within the City where the median housing value is as low as \$115,000 and as high as \$500,000+. This allows Livonia to be an inclusive community and accommodate residents with different financial circumstances at all stages of life.

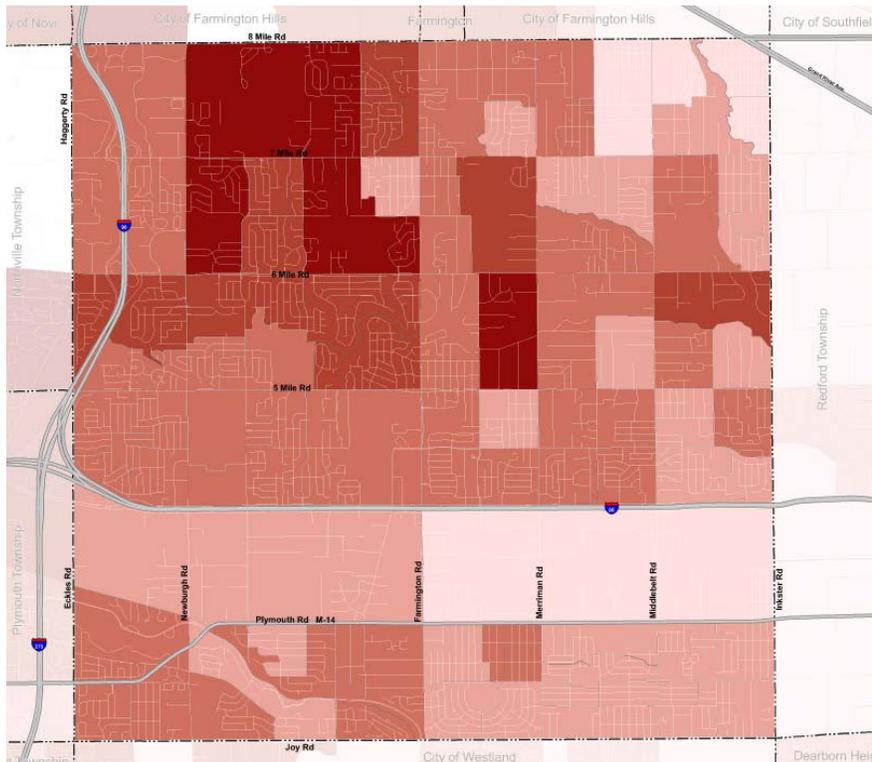


Figure 1.6: Housing Value
City of Livonia, MI, 2015

LEGEND

Median Housing Value

- less than \$100,000
- \$110,000 – \$150,000
- \$160,000 – \$200,000
- \$210,000 – \$250,000
- \$260,000 – \$350,000

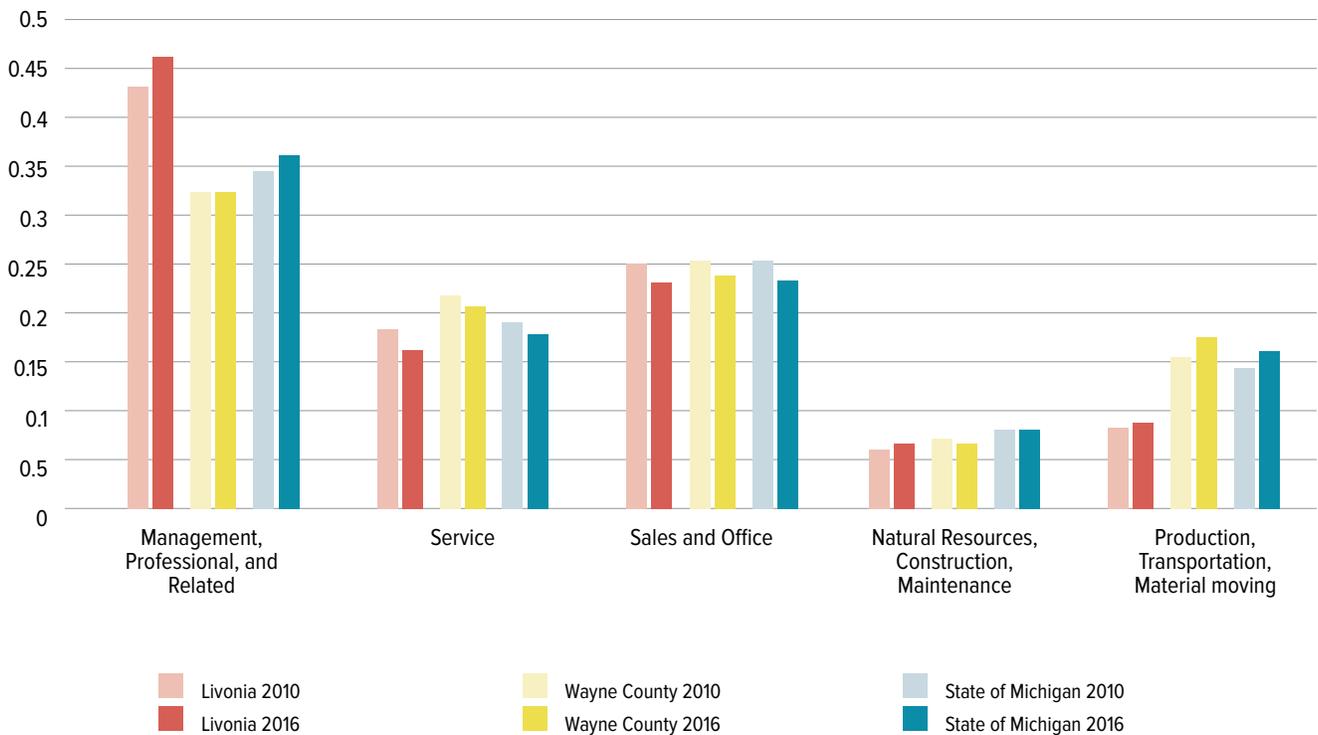
REGIONALLY CONNECTED

While about a quarter of the population work and live in Livonia, the City is connected to the greater Metro Region. The City's strong industrial belt and professional headquarters provide a variety of jobs with nearly 45% classified as within the *management and professional services* sector.

Meanwhile, many Livonia residents commute to nearby job hubs such as Detroit, Dearborn, and Farmington Hills. Livonia attracts workers from across the region- with the highest number of employees commuting from City from Detroit, Westland, and Canton Township.

Though the average commute time is less than the region, 90.8% commute by personal vehicle/drive alone. Strengthening Livonia's commute/transit connection to/from Detroit may provide residents with alternatives to keep commutes reasonable into the future.

Figure 1.7: Employment Sector Distribution



Source: US Decennial Census (2000, 2010) and American Community Survey (2016 5-year estimates)

KEY FINDINGS

Moving forward, Livonia must continue to address not only the needs of its lifelong resident but ensure that it remains competitive with nearby growing fringe communities. The City is nearly 100% built out and must look within its borders to accommodate new growth despite national trends of declining household sizes.

Outreach Summary

LIVONIA VISION 21 is the manifestation of a common vision developed through extensive analysis and input from City residents, business professionals, community stakeholders and local government officials.

Employing a variety of public engagement methods was essential to reaching the widest audience possible and capturing the input of all stakeholders. A key piece of the outreach campaign included the project website, www.livoniavision21.com, where a series of online surveys were hosted and further project information, including demographic and background data on the City, and dates of all in-person events could be reviewed. In total (and as of June 7, 2018) there were 2,620 unique visits to the site and 6,928 total page views.

Table 1.6: Online Survey Results

Public Engagement Event / Exercise	Number of Responses ¹
Survey #1: Big Idea	256
Survey #2: Goal Priorities	290
Survey #3: Future Land Use (Fix, Keep and Aspire)	153
Survey #4: Mobility	388
Survey #5: Visual Preference Survey	518
Charrette Event: April 17, 2018 Special Planning Areas / On-Site Workshop: Design Concepts (AM)	60
Charrette Event: April 17, 2018 Public Open House (PM)	27
Charrette Event: April 18, 2018 Public Open House (AM)	12
Charrette Event: April 18, 2018 Final Presentation (PM)	36
	1,740
	Total Responses

¹ As of June 7, 2018





SPECIAL PLANNING AREA CHARRETTE DESIGN WORKSHOP

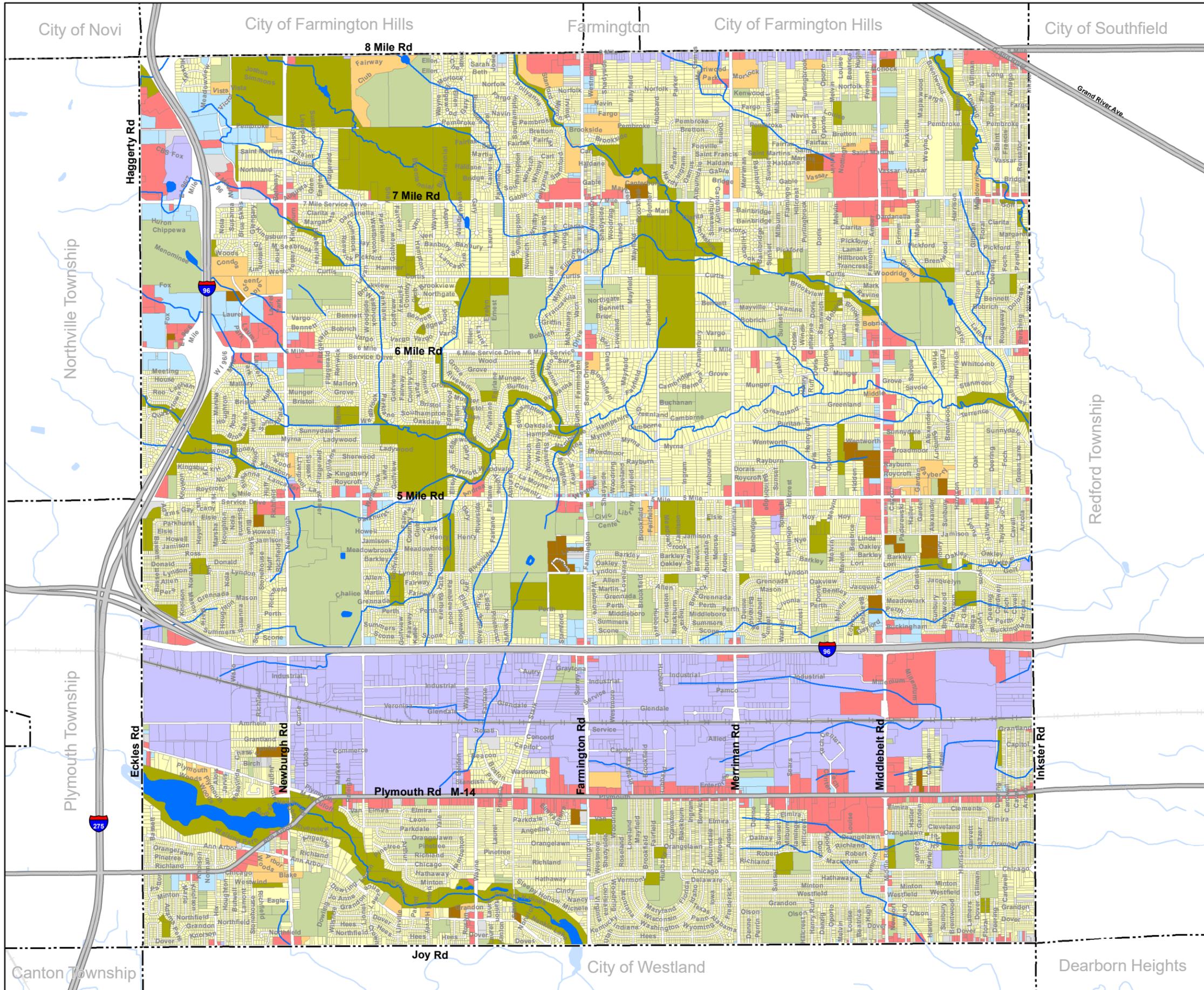
The public participated in a two-day charrette and open house on April 17 and 18, 2018. The charrette kicked-off with a morning design session at One Under, a local Livonia golf course event venue, and was facilitated by project consultants. Participants went on a bus tour of three special planning areas in the city. Over the following days, public open houses were held at the Livonia Civic Center Library and Livonia City Hall, with both morning and evening sessions so as to accommodate as many different schedules as possible. A few sessions were live streamed for those who could not attend.

The charrette design session began with an overview of the planning process, then moved into facilitated group exercises focusing on the redesign of three special planning areas in Livonia: (1) City Center Campus (Five Mile and Farmington Road intersection), (2) the former Livonia Mall (Seven Mile and Middle Belt Intersection), and (3) the East Plymouth Road Corridor (between Middle Belt and Inkster Roads). Attendees selected a special planning area to focus on.. Each table worked together to identify top issues and opportunities for their site. Participants also reviewed the draft principles and vision for their corresponding area. The tables then translated the gathered ideas and principles into a draft plan concept by mapping out a preferred design plan. Each table then presented the key findings and land use and design components of their plan to the larger group. The following section outlines key ideas discussed for each special planning area. For full details and plans of each of the three sites, please reference Book 2: Special Planning Areas.

During the open houses, the public discussed their vision for the future of Livonia and to respond to the on-going design collaboration of the three special planning areas. Project boards were used to display various exercises and survey questions. Participants attending the open house were asked to write their suggestions on a sticky note or use a dot to indicate their visual preference, depending on the exercise. The results gathered from the open houses supplemented the information received from the electronic surveys.

**CALLING ALL
RESIDENTS!**

The City's social media and cable television station were used to advertise the events and stream the April 18, 2018 formal Charrette Presentation.



DRAFT

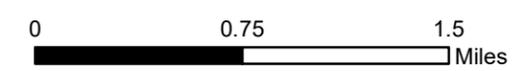
Existing Land Use

City of Livonia, Michigan

December 2017

LEGEND

- Single Family Residential
- Multiple Family
- Elderly Housing
- Commercial
- Office
- Industrial/Utility
- Community Service
- Recreation-Open Space
- Vacant Land



Data Source: City of Livonia, 2015, Michigan Geographic Framework, Michigan Center for Geographic Information, Version 10a.

SPECIAL PLANNING AREA 1

City Center Campus (Five Mile and Farmington Road intersection)

Key issues that were identified through the charrette included a lack of connection between open space and buildings, dangerous pedestrian crosswalks (or lack thereof), and outdated buildings and retail uses. Opportunities identified for this special planning area included improved walking and biking connections throughout the neighborhoods (to this central space), areas for community events and associated amenities, and mixed-use development to bring energy and multi-generational use. In general, participants felt the area could be better organized and utilized to serve as a community gathering space.

The design concepts generated for the City Center Campus reflect these ideas through reserved spaces for combined civic uses and parks that are centrally located. Residential uses were generally located just south of Five Mile Road and west of Farmington Road. The concepts also allowed for improved east-west bicycle and pedestrian access and neighborhood connectivity.

SPECIAL PLANNING AREA 2

Former Livonia Mall (Seven Mile and Middle Belt Intersection)

Significant challenges discussed at the charrette included a lack of character and identity, the presence of large parking lots, underperforming buildings/properties, a shortage of housing, and the lack of opportunities for walking and biking. The groups also questioned the viability of retail for this area. Opportunities discussed included the expansion of the bike and pedestrian network, properties that lend themselves to easy parcel assemblage, the addition of denser and affordable housing, spaces for entertainment, leisure, dining, and the general beautification of the entire area.

The design concepts generated for Seven Mile and Middle Belt reflect these ideas through retail along Seven Mile Road frontage, centrally located public green space, and medium to high density residential just south of St. Martins Road.

SPECIAL PLANNING AREA 3

East Plymouth Road Corridor (between Middle Belt and Inkster Roads)

Key issues identified for the Plymouth Road Corridor included narrow lot sizes, parcels that rest in a variety of property owners (difficult for parcel assemblage), a lack of gathering or placemaking spaces, challenges and obstacles to walkability, and substandard property maintenance. The opportunities that participants identified were mixed-use residential buildings, improved access to parking, enhanced non-motorized transportation facilities, wayfinding signage to help strengthen identity, and increased adaptive reuse practices. Generally, participants felt the area needed beautification and an elevation in quality standards.

The design concepts generated for Plymouth and Inkster reflect these ideas through public green space along Plymouth Road, and mixed-use buildings organized towards the east and west ends of the special planning area.

SURVEY #1: What's Your Big Idea for Livonia?

What's your Big Idea for Livonia asked survey takers to envision Livonia's future in the next 5, 10, 15+ years. Responders were provided a comment box to enter their ideas, and as of June 7, 2018, the survey had 256 responses. The responses were qualitatively categorized into seven major themes. Representative quotes are included for each theme to provide a sample of ideas shared by residents.

1. Placemaking and Creating a Downtown Livonia.

Overwhelmingly, responses described the need for a walkable, vibrant downtown space connected to retail shopping, restaurants and bars, and a green, civic area. Many responded that a downtown space could serve as a community place to meet and socialize. This category also includes the desire to focus on redevelopment of vacant buildings underutilized sites city wide, but especially at Farmington/5 Mile and Farmington/7 Mile.

“I think Livonia needs a downtown area with upscale nightlife, shops, boutiques and restaurants. This will attract and retain millennials.”

2. Parks and Recreation.

This theme covered a variety of recreation goals for the community. Many responders wished to see an increase in walking and biking paths, including on-street bike lanes. Other amenities mentioned included a farmers' market, a disc golf course, (free) splash pads, and a general increase in the amount and availability of green spaces.

“Placemaking and connectivity! Better connection to bike trails on I-275 and Hines Drive (fill in those missing gaps like crossing I-275).”

“Create useful small neighborhood parks; we have a lot of unused green space could be used for small playgrounds. This would help draw young families to our neighborhoods.”

3. Business Attraction / Economic Development.

Often accompanying the request for a downtown space was an interest in attracting new, small, locally-owned businesses to fill a new downtown and/or existing commercial corridors. Respondents were generally dissatisfied with the number of big box developments and wished to see smaller businesses come into the community.

“I envision a Livonia with small pockets of walkable areas for shopping, eating and entertainment. I envision more small businesses, coffee shops and restaurants with outdoor seating and less strip malls and big box stores.”

4. Transportation.

Many survey-takers desired to see public transportation in the community offering access to areas outside of the city such as downtown Detroit and the DTW airport. This category also includes comments related to roadway improvements and the need for traffic calming.

“A city with a downtown, walkable streets, and being part of a regional mass transit system where seniors, people with disabilities, and youngsters can go downtown to Detroit or Ann Arbor.”

5. Housing and Neighborhood Investment.

Respondents consistently identified the need for a variety of housing types to attract young professionals, but also expressed the need to invest in established neighborhoods that serve as the backbone of the community. Many would like to see mixed-use areas to encourage a walkable, livable environment.

“A strong focus on working closely with the development community to create a mix of housing for seniors and millennials alike.”

6. Attract New Residents.

In addition to creating a variety of housing types, participants recognized the need to attract a diverse population, including young professionals to the community. Respondents want Livonia to be competitive in attracting new residents and new businesses in a welcome and inclusive manner.

“I would like to see Livonia prosper by retaining and attracting families with young children.”

7. Education and Technology.

This theme describes survey responses related to community schools, the library system, and the potential to improve the larger technology system. Survey-takers recognized the benefit of these services but desire to see them better utilized and improved to become more efficient and to make Livonia more attractive to businesses, residents and visitors.

“Creating our own broadband, as other cities have done. Low cost, high speed internet, available to everyone, without ridiculous cost increases, would expand student access to the web, increase research, and make us attractive to tech companies. Idea two: make Livonia Michigan’s greenest city. Provide incentives for solar panels, green roofs, increase recycling, use electric vehicles exclusively for city business, provide bicycle rentals from point to point, and increase our dedication to natural areas and protecting mature trees in the city.”

SURVEY #2: Livonia Goals and Objectives Priority Voting Exercise

Livonia Goals and Objectives Priority Voting Exercise presented eight major goals that originated, in part, from previously adopted city plans. Under each goal, a number of objectives were listed which support and identify methods by which the goals of the Comprehensive Plan may be realized. Survey-takers were asked to designate two objectives that they felt were a top priority for the LIVONIA VISION 21 Plan. As of June 7, 2018, 290 individuals participated in the survey. Based on the voting results, the objectives were ranked on a weighted average score.

Votes for Top Priority #1 were weighted with a score of 1 and votes for Top Priority #2 were weighted with a score of 2. The number of votes were multiplied by the weight, added together, and divided by the total number of votes. The two objectives with the lowest weighted scores were given top priority status. A description of the objectives and their weighted scores follows.

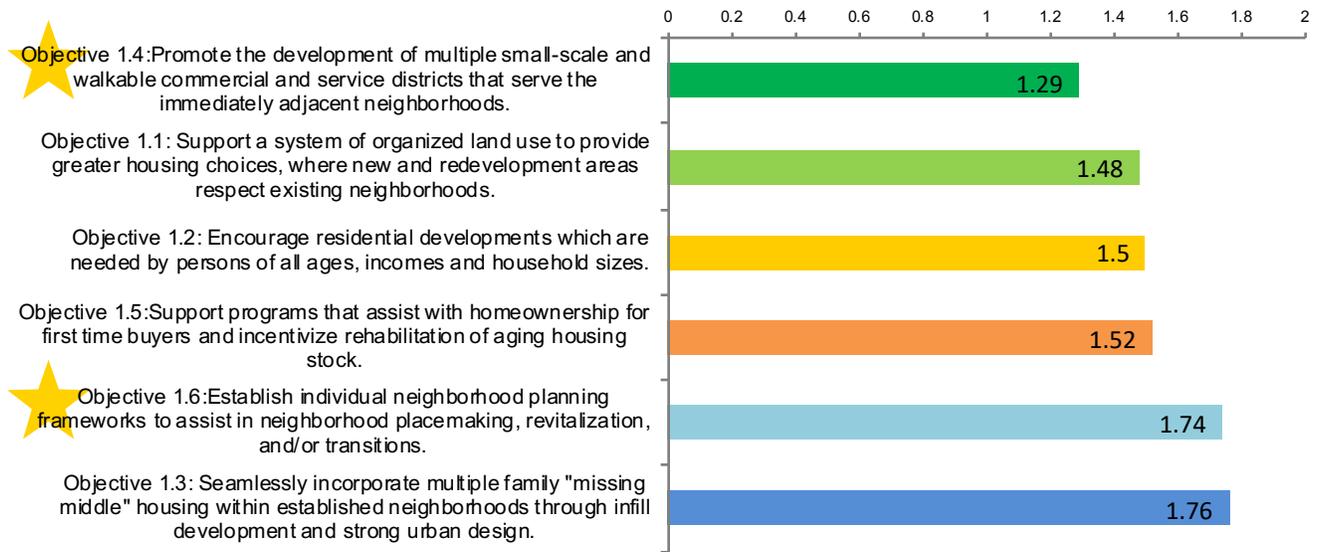


Housing and Neighborhoods



Goal: Maintain Livonia’s place in Southeast Michigan as a City that provides safe, attractive, and vibrant neighborhoods that can accommodate residents at all stages of life.

Figure 1.8: Outreach Results – Housing and Neighborhoods



Weighted average score from 0 – 2

TOP PRIORITY #1

Objective 1.4: Promote the development of multiple small-scale and walkable commercial and service districts that serve the immediately adjacent neighborhoods.

Highest Priority Votes	135
Second Highest Priority Votes	54
Weighted Average:	1.29

TOP PRIORITY #2

Objective 1.6: Establish individual neighborhood planning frameworks to assist in neighborhood placemaking, revitalization, and/or transitions.

Highest Priority Votes	49
Second Highest Priority Votes	46
Weighted Average:	1.48

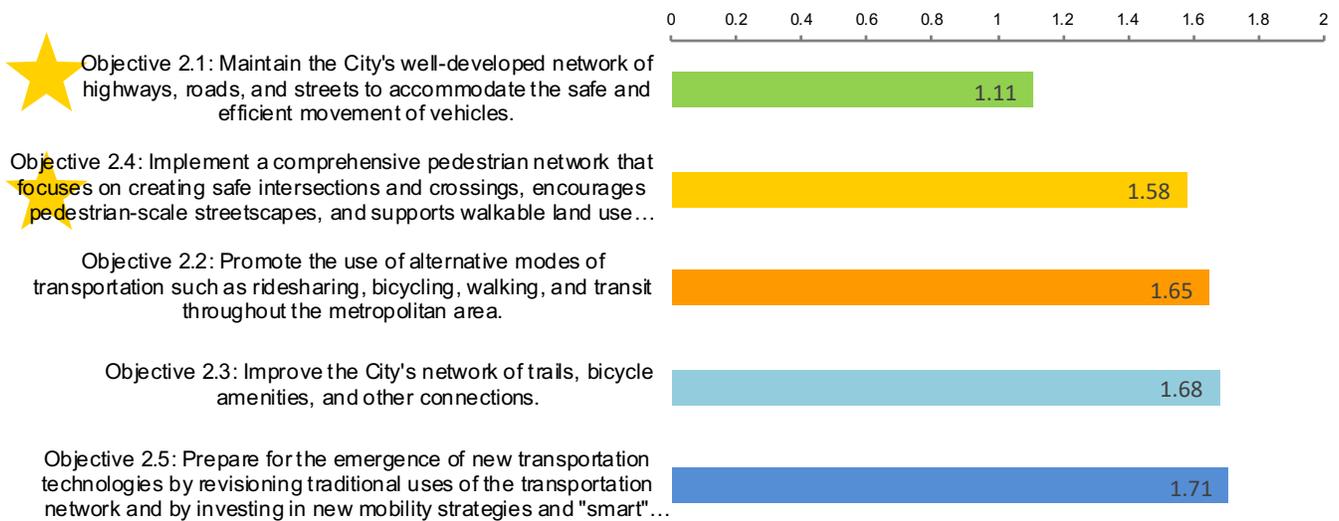
Votes collected from in-person interviews at the open houses on April 17 and 18, 2018 also favored Objective 1.4: Promote the development of multiple small-scale and walkable commercial and service districts that serve the immediately adjacent neighborhoods. There were a total of 52 in-person responses to this question.

Transportation



Goal: Continue investment in improving and maintaining vehicular and non-motorized infrastructure. Ensure that the City’s transportation network provides accessibility and connectivity to City destinations, is designed for all people, and responds to advances in transportation technology.

Figure 1.9: Outreach Results – Transportation



Weighted average score from 0 – 2

TOP PRIORITY #1

Objective 2.1: Maintain the City’s well-developed network of highways, roads, and streets to accommodate the safe and efficient movement of vehicles.

Highest Priority Votes	150
Second Highest Priority Votes	18
Weighted Average:	1.11

TOP PRIORITY #2

Objective 2.4: Implement a comprehensive pedestrian network that focuses on creating safe intersections and crossings, encourages pedestrian-scale streetscapes, and supports walkable land use arrangements.

Highest Priority Votes	48
Second Highest Priority Votes	67
Weighted Average:	1.58

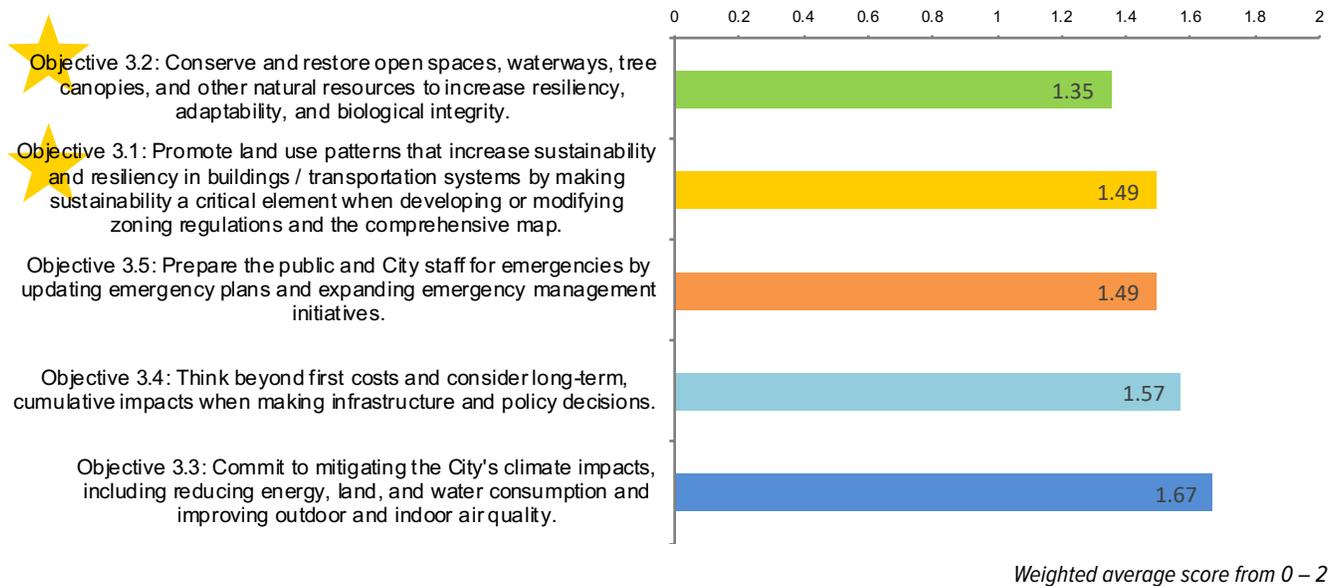
Votes collected from in-person interviews at the open houses on April 17 and 18, 2018 differed by favoring Objective 2.3: Improve the City’s network of trails, bicycle amenities, and other connections. There were a total of 47 in-person responses to this question.

Sustainability and Resiliency



Goal: Support land use planning efforts that encourage environmentally-friendly development. Facilitate efforts that promote air quality, greenhouse gas reduction, and energy and water conservation.

Figure 1.10: Outreach Results – Sustainability and Resiliency



TOP PRIORITY #1

Objective 3.2: Conserve and restore open spaces, waterways, tree canopies, and other natural resources to increase resiliency, adaptability, and biological integrity.

Highest Priority Votes	118
Second Highest Priority Votes	64
Weighted Average:	1.35

TOP PRIORITY #2

Objective 3.1: Promote land use patterns that increase sustainability, support broadband provision and green technology, and resiliency in buildings / transportation systems by making sustainability a critical element when developing or modifying zoning regulations and the comprehensive map.

Highest Priority Votes	46
Second Highest Priority Votes	45
Weighted Average:	1.49

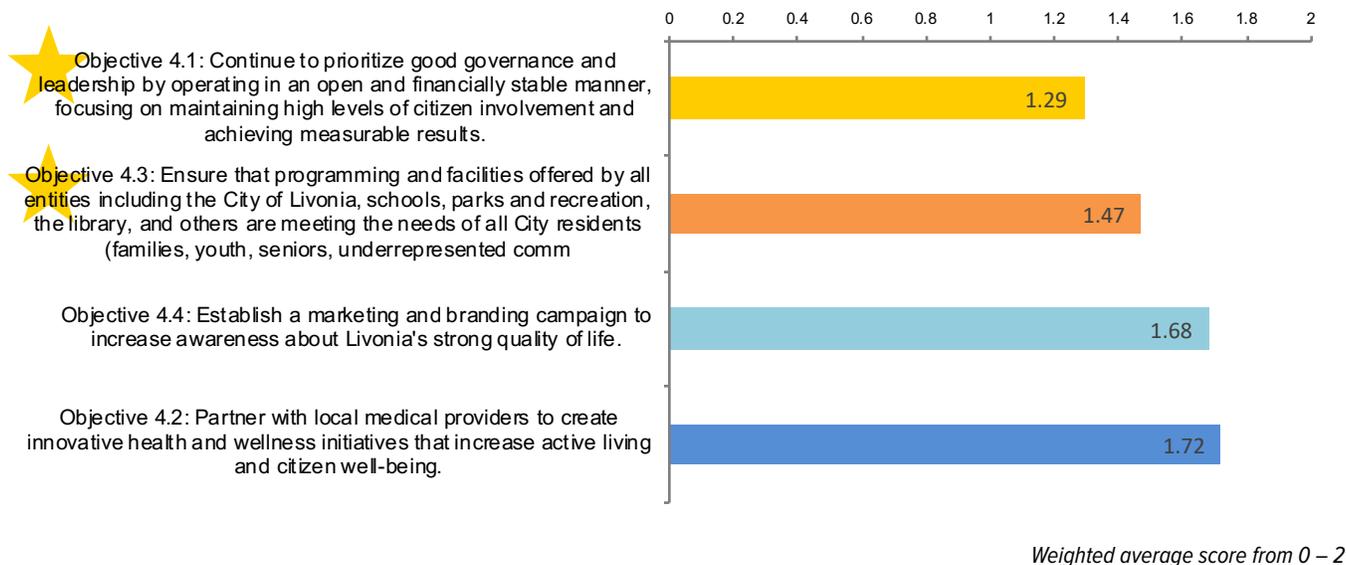
Votes collected from in-person interviews at the open houses on April 17 and 18, 2018 similarly favored Objective 3.1: Promote land use patterns that increase sustainability and resiliency in buildings and transportation systems by making sustainability a critical element when developing new zoning regulations and modifying old regulations and the comprehensive map. There were 39 in-person responses to this question.

Healthy Communities (Quality of Life / Municipal Service)



Goal: Maintain the City of Livonia’s transparent, effective, innovative, and proactive municipal leadership. Ensure that Livonia continues to offer an inclusive, healthy, safe, and hazard free environment in which to live, work and enjoy recreation.

Figure 1.11: Outreach Results – Healthy Communities



TOP PRIORITY #1

Objective 4.1: Continue to prioritize good governance and leadership by operating in an open and financially stable manner, focusing on maintaining high levels of citizen involvement and achieving measurable results.

Highest Priority Votes	127
Second Highest Priority Votes	53
Weighted Average:	1.29

TOP PRIORITY #2

Objective 4.3: Ensure that programming and facilities offered by all entities including the City of Livonia, schools, parks and recreation, the library, and others are meeting the needs of all City residents (families, youth, seniors, underrepresented communities, etc.).

Highest Priority Votes	109
Second Highest Priority Votes	97
Weighted Average:	1.47

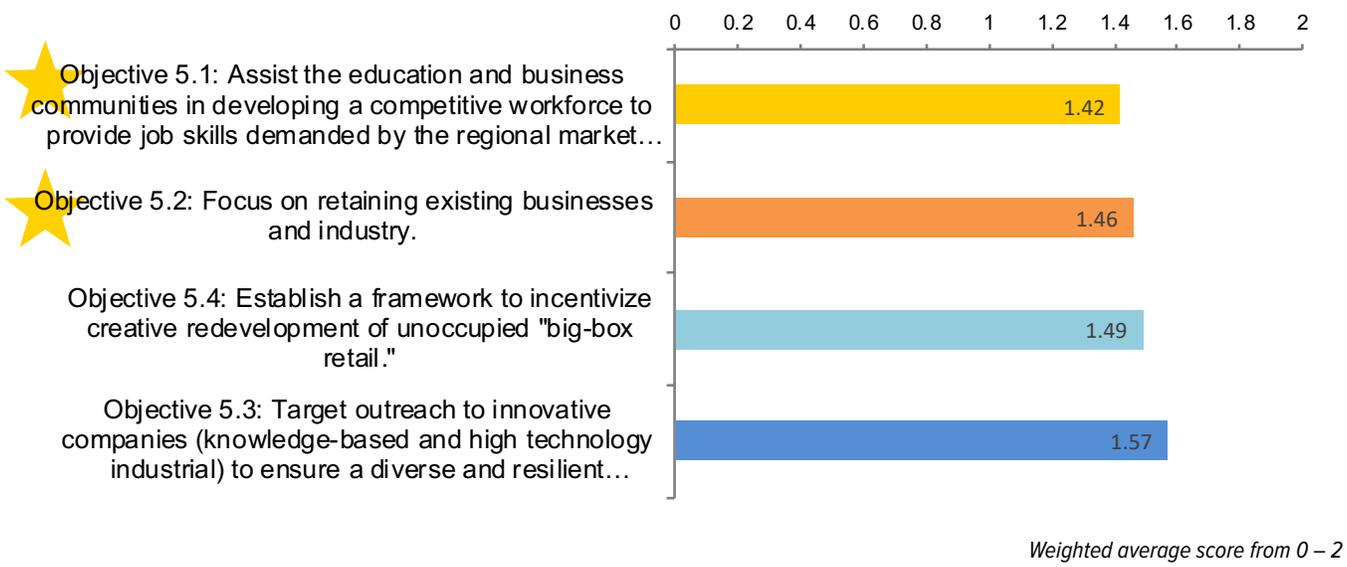
Votes collected from in-person interviews at the open houses on April 17 and 18, 2018 similarly favored Objective 4.3: Ensure that programming and facilities offered by all entities including the City of Livonia, schools, parks and recreation, the library, and others are meeting the needs of all City residents (families, youth, seniors, underrepresented communities, etc.). There were 42 in-person responses to this question.

Economic Development



Retain and promote Livonia’s diverse mix of commercial and industrial uses in defined locations throughout the City that provide desired employment, goods, and services for residents, visitors, and workers alike. Encourage economic development that responds to the changing economy while positioning the City to enhance its tax base and maintain a stable and diverse revenue source.

Figure 1.12: Outreach Results – Economic Development



TOP PRIORITY #1

Objective 5.1: Assist the education and business communities in developing a competitive workforce to provide job skills demanded by the regional market place and employment opportunities for local graduates.

Highest Priority Votes	78
Second Highest Priority Votes	57
Weighted Average:	1.42

TOP PRIORITY #2

Objective 5.2: Focus on retaining existing businesses and industry.

Highest Priority Votes	62
Second Highest Priority Votes	53
Weighted Average:	1.48

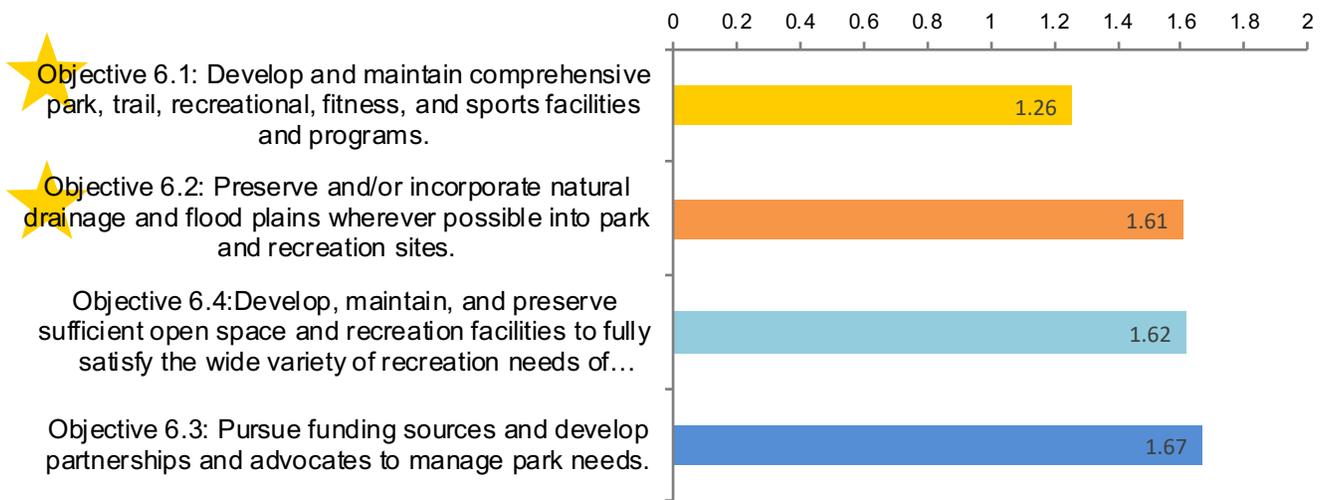
Votes collected from in-person interviews at the open houses on April 17 and 18, 2018 differed by favoring Objective 5.4: Establish a framework to incentivize creative redevelopment of unoccupied “big-box retail.” There were 40 in-person responses to this question.

Parks, Trails, and Open Space



Build on the success and opportunities within existing recreation facilities to provide quality of life benefits for Livonia residents, including active living, accessibility to recreation, and environmental preservation.

Figure 1.13: Outreach Results – Parks, Trails, and Open Space



Weighted average score from 0 – 2

TOP PRIORITY #1

Objective 6.1: Develop and maintain comprehensive park, trail, recreational, fitness, and sports facilities and programs.

Highest Priority Votes	155
Second Highest Priority Votes	55
Weighted Average:	1.26

TOP PRIORITY #2

Objective 6.2: Preserve and/or incorporate natural drainage and flood plains wherever possible into park and recreation sites.

Highest Priority Votes	31
Second Highest Priority Votes	48
Weighted Average:	1.61

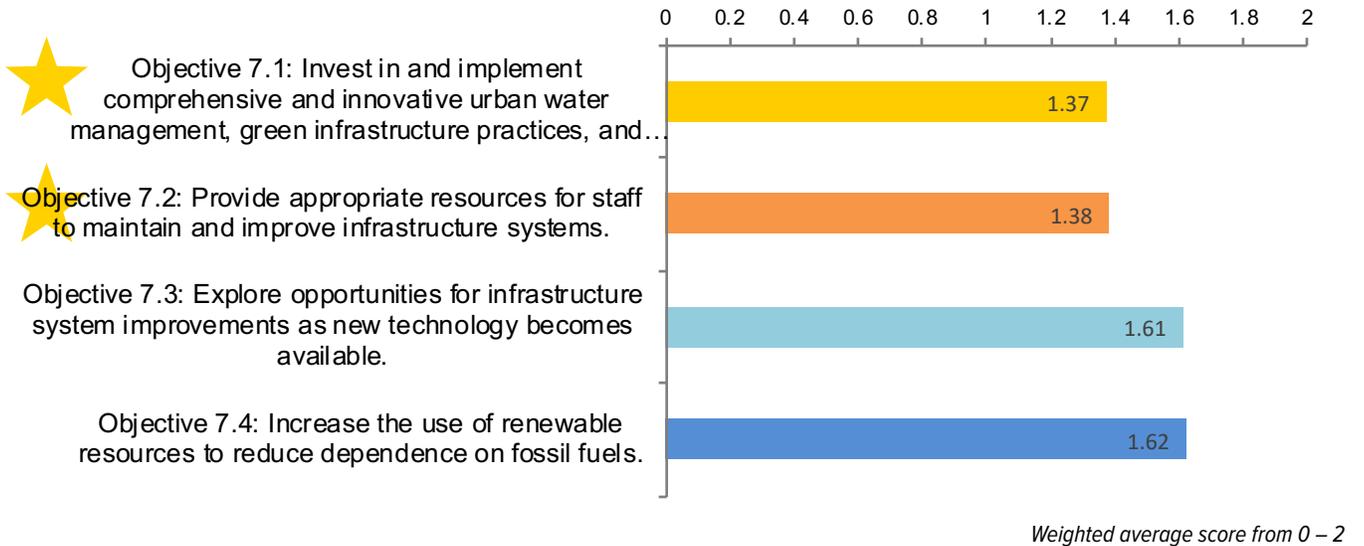
Votes collected from in-person interviews at the open houses on April 17 and 18, 2018 differed by favoring Objective 6.4: Develop, maintain, and preserve sufficient open space and recreation facilities to fully satisfy the wide variety of recreation needs of residents. There were 45 in-person responses to this question.

Infrastructure

Invest in improving and maintaining City infrastructure to ensure that City services can be available for all current and future development. Implement innovative and effective strategies for maintenance and improvement of the stormwater, wastewater, solid waste, and recycling systems to ensure the health and safety of Livonia’s residents.



Figure 1.14: Outreach Results – Infrastructure



TOP PRIORITY #1

Objective 7.1: Invest and implement comprehensive and innovative urban water management, green infrastructure practices, and renewable energy systems.

Highest Priority Votes	103
Second Highest Priority Votes	61
Weighted Average:	1.37

TOP PRIORITY #2

Objective 7.2: Provide appropriate resources for staff to maintain and improve infrastructure systems.

Highest Priority Votes	78
Second Highest Priority Votes	47
Weighted Average:	1.38

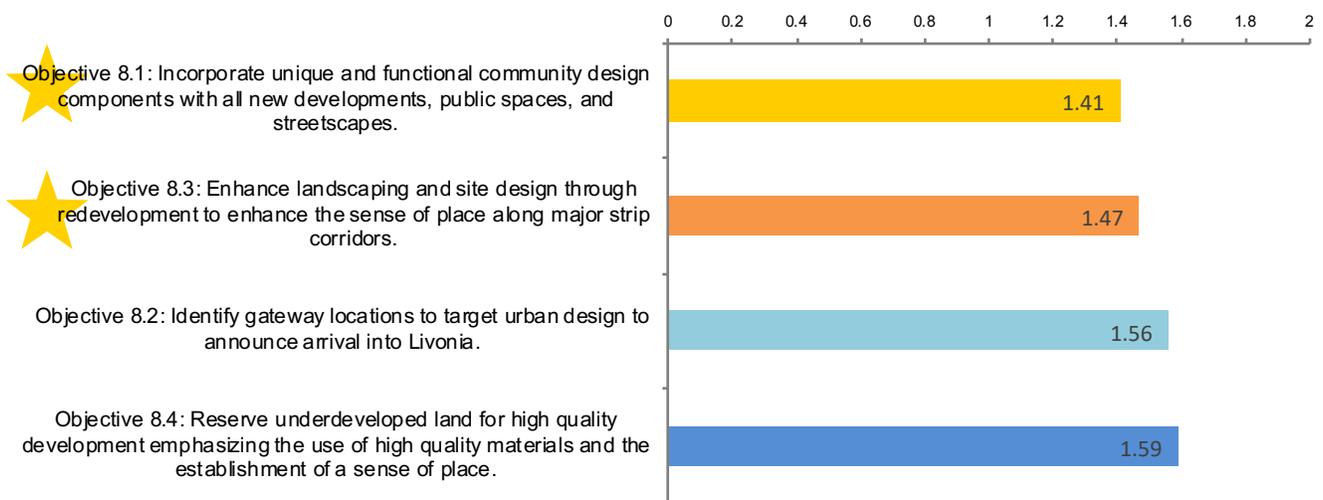
Votes collected from in-person interviews at the open houses on April 17 and 18, 2018 also favored Objective 7.1: Invest in and implement comprehensive and innovative urban water management, green infrastructure practices, and renewable energy systems. There were 39 in-person responses to this question.

Urban Design



Achieve a positive and lasting community image by encouraging high quality and durable materials, energy efficient buildings, and current best practices for human scale and aesthetic character. Strive to incorporate design elements that contribute to a sense of place within the community.

Figure 1.15: Outreach Results – Urban Design



Weighted average score from 0 – 2

TOP PRIORITY #1

Objective 8.1: Incorporate unique and functional community design components with all new developments, public spaces, and streetscapes.

Highest Priority Votes	112
Second Highest Priority Votes	78
Weighted Average:	1.41

TOP PRIORITY #2

Objective 8.3: Enhance landscaping and site design through redevelopment to enhance the sense of place along major strip corridors.

Highest Priority Votes	92
Second Highest Priority Votes	82
Weighted Average:	1.47

Votes collected from in-person interviews at the open houses on April 17 and 18, 2018 also favored Objective 8.1: Incorporate unique and functional community design components with all new developments, public spaces, and streetscapes. There were 41 in-person responses to this question.

SURVEY #3: Future Development Projects and Policies



The Future Development Projects and Policies survey, asked participants to identify specific ideas to improve Livonia’s neighborhoods, housing options, businesses, industry, and parks and community resources. Responders were asked to frame their ideas into the following three categories:

- **Fix:** Things that need improvement in Livonia
- **Keep:** Things we want to remain in Livonia
- **Aspire:** What we want to see more of in Livonia

The following table is a summary of the most consistent responses collected from the online survey (total of 153 online responses). In addition, text within the table that is highlighted in green identifies comments that were heard primarily in-person at the open houses on April 17 and 18, 2018. Many of these in-person comments were also reflected in the online comments.

Table 1.7: Outreach Results – Future Development

	FIX	KEEP	ASPIRE
Neighborhoods	<ul style="list-style-type: none"> • Roads • City connectivity • Trees in Right-of-Way • Sidewalks 	<ul style="list-style-type: none"> • Parks and greenspace • Trees • Single-family neighborhoods 	<ul style="list-style-type: none"> • Bike lanes and shared use paths • Create a downtown place • Parks improvements • More variety of housing types
Housing Options	<ul style="list-style-type: none"> • Available housing types • Senior housing • Apartment maintenance 	<ul style="list-style-type: none"> • Senior living options • Current single- family housing 	<ul style="list-style-type: none"> • Attached condos • High-density residential • More senior living • Provide affordable single-family housing
Businesses	<ul style="list-style-type: none"> • Vacant businesses • More small businesses • Underutilized commercial zones 	<ul style="list-style-type: none"> • Small businesses • Design standards • Family oriented shopping centers 	<ul style="list-style-type: none"> • Create Downtown • Create unique place to attract visitors • High density mixed-use
Industry	<ul style="list-style-type: none"> • Roads and Infrastructure • Vacant buildings 	<ul style="list-style-type: none"> • Public-Private Partnerships • Current industry as-is 	<ul style="list-style-type: none"> • Economic Development (business attraction) • Fill vacant buildings • Partner with colleges/universities to attract businesses
Parks and Community Resources	<ul style="list-style-type: none"> • Park equipment • Accessibility • Grounds maintenance 	<ul style="list-style-type: none"> • Existing parks • Recreation Center • Keep up with ongoing improvements 	<ul style="list-style-type: none"> • Connectivity, shared use paths • Outdoor programming • Dog parks • Implement 2015 Bike Walk Livonia

SURVEY #4: Visual Preference Survey

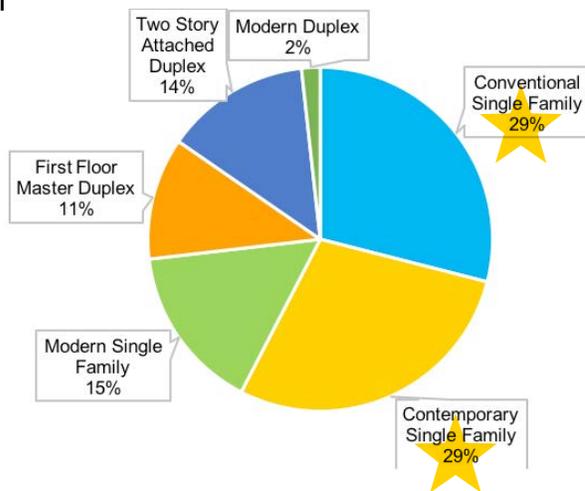
For the Visual Preference Survey, both online and at the open houses on April 17 and 18, 2018, people were given a series of images and asked to vote for the image that they liked the best. There were 588 online responses. The following represent the topics that were given and the most favorable style for each category:

- Housing and Neighborhoods.** Housing and Neighborhoods was broken down into two separate categories: traditional neighborhood residential and flexible living. The majority of participants felt that contemporary, suburban style of housing with a street-facing garage is most appropriate for traditional neighborhood residential areas in Livonia. They also felt that traditional townhomes set back from the street is most appropriate for flexible living areas in Livonia.

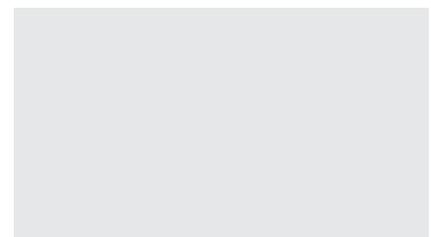
Votes collected from **in-person** interviews at the open houses favored first floor master duplexes for traditional neighborhood residential and 3-4 story mixed-use for flexible living. There were 35 in-person responses to this question.

Figure 1.16: Online Visual Preference Results – Housing and Neighborhoods

Traditional

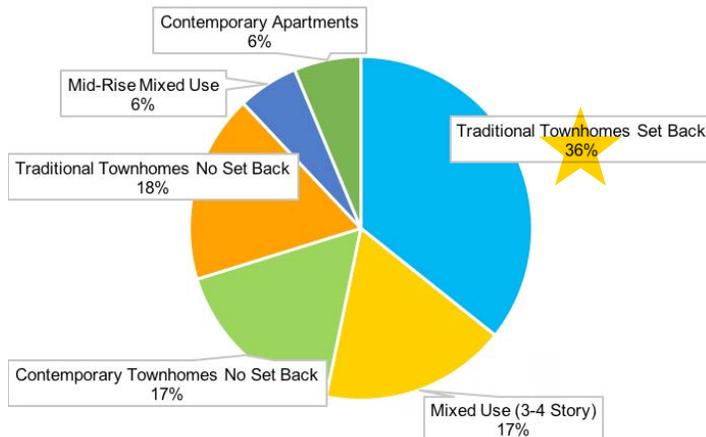


Conventional Single Family



Contemporary Single Family

Flexible Living

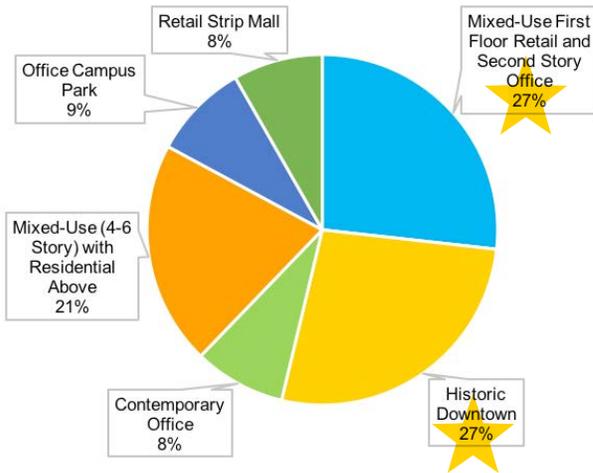


Traditional Townhomes Set Back

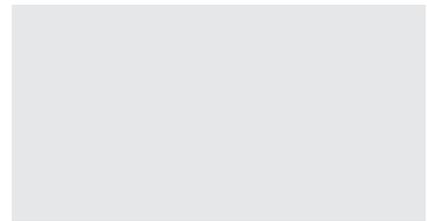
2. Business. The majority of participants stated buildings that were 2-3 stories in height, contemporary with ornamental detail, and oriented towards the street is most appropriate for business areas in Livonia.

Votes collected from **in-person** interviews at the open houses agreed with online survey respondents that mixed-use first floor retail and second story office is the desired option for business. There were 35 in-person responses to this question.

Figure 1.17: Online Visual Preference Results – Business



Mixed-Use First Floor Retail and Second Story Office

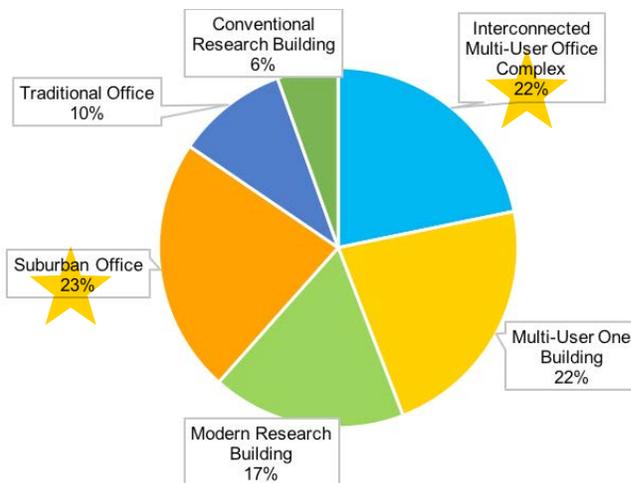


Historic Downtown

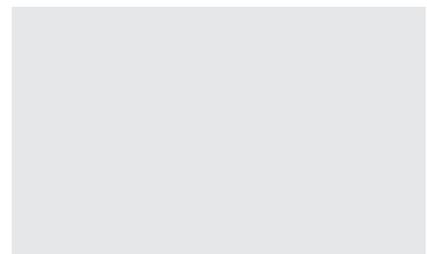
3. Tech and Manufacturing. Participants also felt that contemporary style buildings with a significant proportion of glazing and mix of façade materials is most appropriate for Tech and Manufacturing areas.

Votes collected from in-person interviews at the open houses favored interconnected multi-use office complexes for Tech and Manufacturing. There were 31 in-person responses to this question.

Figure 1.18: Online Visual Preference Results – Tech and Manufacturing



Interconnected Multi-Use Office Complex

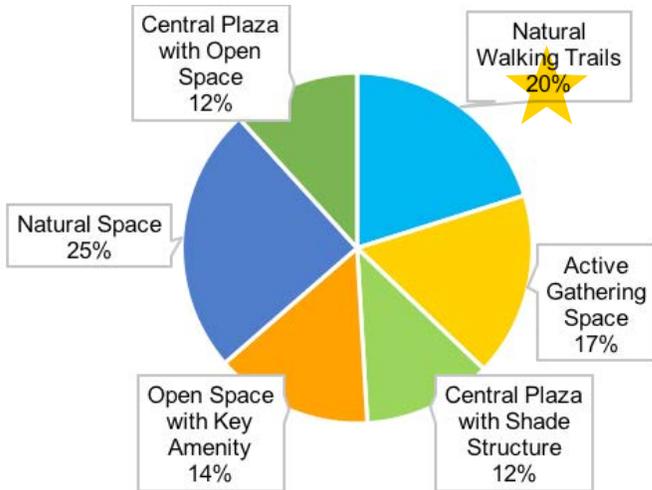


Suburban Office

4. **Parks and Community.** Under the larger topic of parks, trails and open space online survey respondents desired preservation of natural space for Parks and Community open space areas in Livonia.

Votes collected from **in-person** interviews at the open houses favored a vibrant public space located near a business district, with central art features and shelter is most appropriate for parks and community areas in Livonia.

Figure 1.19: Online Visual Preference Results – Parks and Community



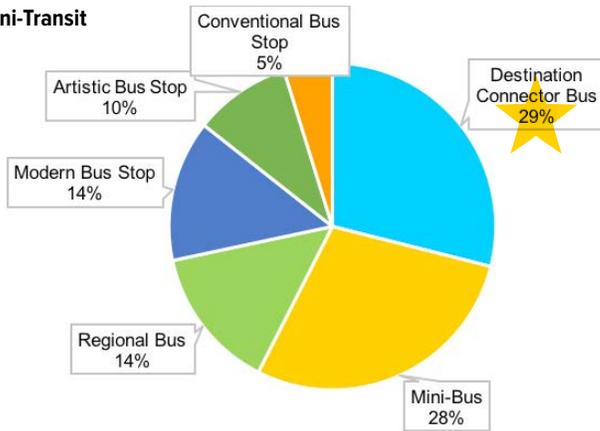
Natural Space

5. Transportation and Mobility. There were boards focusing on 1) transit and mini-transit, 2) bikeways, and 3) traffic calming. The majority of participants said they would like to see more of the following: destination buses when asked about transit and mini-transit; multi-use paths when asked about bikeways; and landscaped medians when asked about traffic calming measures. The following charts represent the breakdown of choices.

Votes collected from **in-person** interviews at the open houses were largely in agreement with the online survey respondents favoring mini-buses for transportation and mobility facilities, multi-use paths for bike facilities, and landscaped medians for traffic calming facilities.

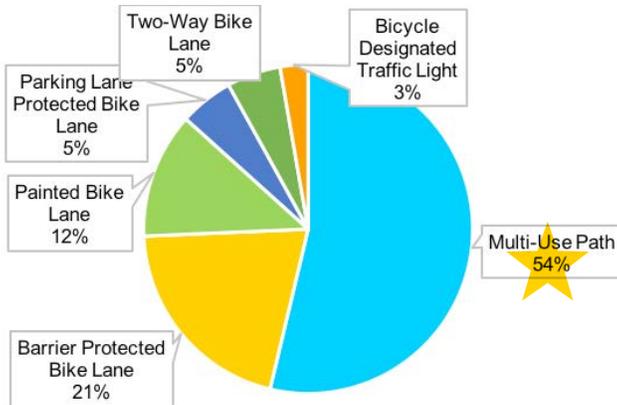
Figure 1.20: Online Visual Preference Results – Transportation and Mobility

Transit and Mini-Transit



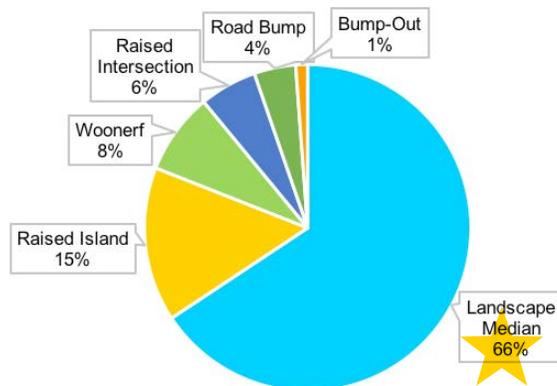
Designation Connector Bus

Bikeways



Multi-Use Path

Traffic Calming



Landscape Median

SURVEY #5: Transportation and Mobility Survey

A total of 388 individuals participated in this online survey and at the April 17 and 18, 2018 open house. In-person attendees also answered a set of questions on four different mobility services, as follows:

1. **Transit and Mini-transit.** Transit is a route-based service where users pay a set fare for their destination. There are many forms of transit and services can be publicly or privately owned.
2. **Car Sharing.** Car sharing involves the shared use of vehicles where members can access them on an as-needed basis. Vehicles may be parked at specific location or throughout the city.
3. **Bike Sharing.** Bike sharing involves the shared use of bicycles where members can access them on an as-needed basis. Bicycles may be parked at permanent stations or located throughout the city.
4. **Ride-hailing Services.** Ride-hailing is an on-call service where a member requests a ride using a mobile application and a driver, associated with the application service, responds to the ride request.

The questions were two-part asking the following for each service:

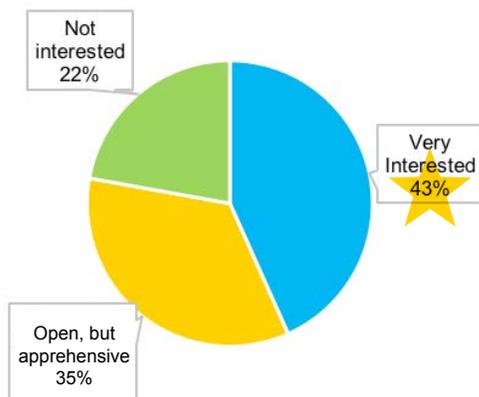
- a. How open are you to using [service] for transportation to work, shopping, entertainment, or other destinations?
- b. How important is it for the City to plan for [service]?

1. **Transit and Mini-transit.** When it came to transit, the majority of online participants were open to using transit or mini-transit for transportation to work, shopping, entertainment, or other destinations. They also felt it was very important for the City of Livonia to plan for transit and mini-transit.

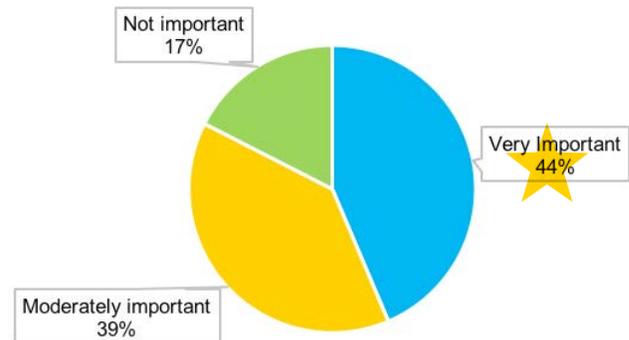
Votes collected at **in-person** interviews during the open house suggested participants were also “very interested” in using transit or mini-transit services, and it was “very important” for the City to plan for transit services. There were 25 and 27 respondents, respectively, to the in-person survey.

Figure 1.21: Outreach Results – Transit and Mini-transit

How open are you to transit?



How important is it to plan for transit?

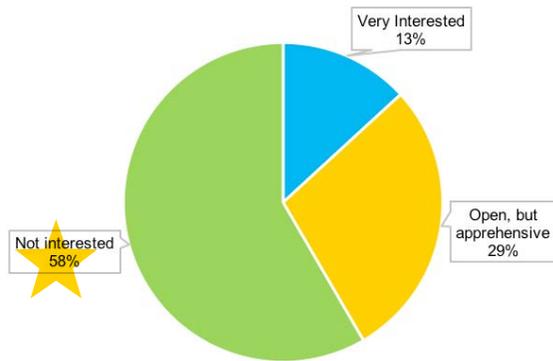


2. Car Sharing. When asked their opinion on car sharing, the majority of online participants voted that it is not important for the City to plan for car sharing in Livonia and were not interested in using car sharing for transportation to work, shopping, entertainment, or other destinations.

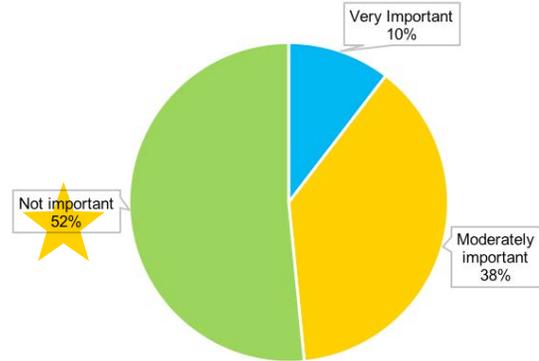
In-person Interviews during the open house suggested participants leaned towards “very interested” in using car sharing services, but felt it was only “moderately important” for the City to plan for car sharing. There were 27 and 29 respondents, respectively, to the in-person survey.

Figure 1.22: Outreach Results – Car Sharing

How open are you to car sharing?



How important is it for the City to plan for car sharing?

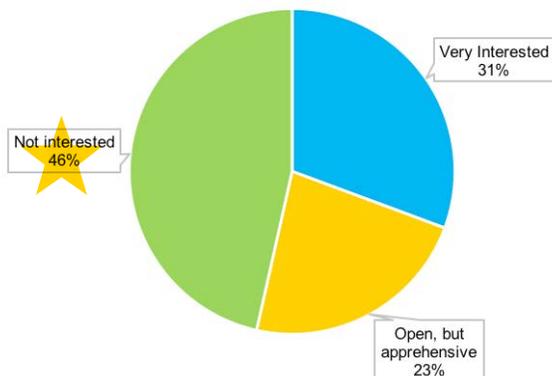


3. Bike Sharing. When asked their opinion on bike sharing, the participants were split between moderately important and not important for the City to plan for bike sharing in Livonia and the majority were not interested in using bike sharing for transportation to work, shopping, entertainment, or other destinations.

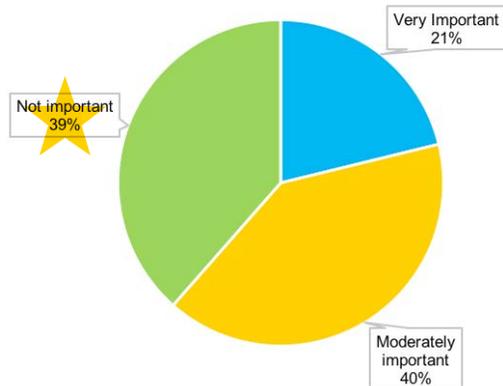
In-person interviews during the open house suggested participants were tied for “very interested” and “open, but apprehensive” in using bike sharing services, but felt it was “very important” for the City to plan for bike sharing. There were 29 and 28 respondents, respectively, to the in-person survey.

Figure 1.23: Outreach Results – Bike Sharing

How open are you about bike sharing?



How important is it to plan for bike sharing?

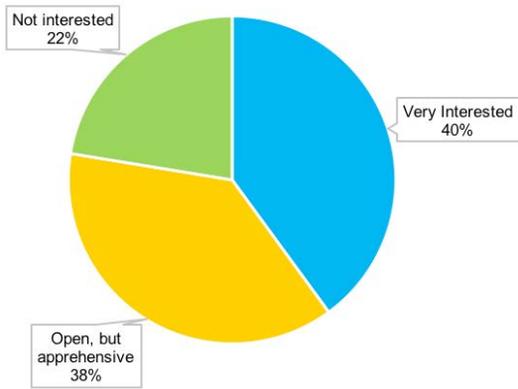


4. Ride-Hailing Services. The majority of participants felt it was moderately important for the City of Livonia to plan for ride-hailing services and were very interested in using ride-hailing services to key destinations.

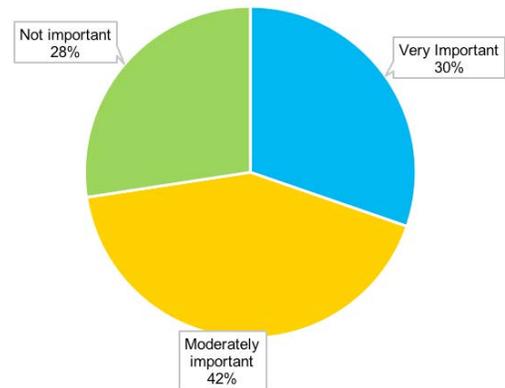
In-person interviews during the open house suggested participants leaned towards “very interested” in using ride hailing services, and felt it was “very important” for the City to plan for ride hailing in Livonia. There were 31 respondents to each in-person survey.

Figure 1.24: Outreach Results – Ride-Hailing Services

How open are you to ride-hailing?



How important is it for the City to plan for ride-hailing?



Public Engagement Summary

Through an extensive public engagement process, much was learned about Livonia's residents' and stakeholders' preferences for new development, redevelopment, and their design standards. Participants in both in-person and online surveys were asked to provide input on all of the major types of development including residential, commercial, office and technology, and parks and open space. When reviewing the responses as a whole, the following themes were present throughout:

- 1. Housing and Neighborhoods.** **Survey results clearly indicated that Livonia residents see existing neighborhoods as an asset to the community.** Much of the housing is made up of traditional, detached, single-family housing and residents would like to see these maintained, improved, and augmented by building more housing typologies, incorporating green spaces, and active tree management. Additionally, the need for flexible housing was also described in multiple surveys. Residents were concerned with a lack of senior housing and multi-family housing. When asked what style of flexible housing was most appropriate, residents selected traditional style townhomes with setbacks.
- 2. Create a Connected Downtown.** **Survey responders recognized the need for redevelopment of underutilized commercial properties.** They went so far as to identify intersections to be improved and the types of development they would like to see replaced. For new development, participants aspired to create a "downtown" space that includes attached, multi-story, mixed-use development (retail, office, and residential), is connected to neighborhoods by bike lanes and shared use paths and offers a public green space for gathering and events. This area would attract small, local businesses by creating a dense, walkable environment.
- 3. Transportation Network.** The public engagement effort included numerous transportation questions in order to gauge the mobility needs of residents and stakeholders. **The first priority was to maintain the quality of the surface of the roads. Survey takers were also supportive of and desired to see transit service extended to Livonia.** Combined with bike lanes, one can imagine a complete streets solution where personal automobiles, transit, mini-transit, and bicycles share the right-of-way. Many of the open-ended comments related to parks and open space mentioned the Bike/Walk Livonia Plan that was adopted in 2015. Survey takers would like to see the results of that plan implemented.
- 4. Parks and Open Space.** **When asked to visually determine the preferred type of open space facility, respondents were split on preferences.** While the online participants desired to see natural space and walking trails, in-person interviews identified a strong desire to see a central plaza within a vibrant business district. This suggests Livonia residents support for open space in the community and their preference to see more of it incorporated in various ways.

LIVONIA VISION 21
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