

BOOK 1 of 4

LIVONIA STARTS NOW

Where are we today?

BOOK 2 of 4

LAND DEVELOPMENT

How do we grow?

BOOK 3 of 4

SYSTEMS DEVELOPMENT

How do we get there?

BOOK 4 of 4

STRATEGIC DEVELOPMENT

How do we secure Livonia's future?



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In particular, we acknowledge the efforts of:

LIVONIA DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT

Mark Taormina, AICP, PCP, Director
Scott Miller, Planner IV
Barb Gamber, Economic Development Coordinator
Marge Watson, Program Supervisor
Debra Walter, Clerk

LIVONIA VISION 21 STEERING COMMITTEE

Kevin Aoun
James Baringhaus
Maureen Miller Brosnan
Ruth Ann Brown
Edward Davis
Sharon Dolmetsch
Heather Douglas
Frank Grisa
Jim Inglis
Stacy Jenkins
Kathleen McIntyre
Kevin Priddy
Paul Shepich
Jeff Shingler
Peter Ventura, Chair
Dan West

CITY LEADERSHIP

Dennis K. Wright, Mayor
Susan M. Nash, Clerk
Lynda L. Scheel, Treasurer

CITY COUNCIL

Scott Bahr
Jim Jolly
Brandon M. Kritzman
Kathleen McIntyre
Brian Meakin
Laura Toy
Cathy K. White

PLANNING COMMISSION

Sam Caramagno
Glen Long, Jr.
Elizabeth McCue
Kevin Pridd
Carol Smiley
Peter Ventura
Ian Wilshaw

CONSULTANT TEAM

McKENNA

John Jackson, AICP, President
Paul Lippens, AICP, Project Manager
Laura Haw, AICP, Project Planner
Deanna Dupuy, Assistant Project Planner
Jennifer Neal, Assistant Project Planner
Alex Novak, Assistant Project Planner
Carrie Leitner, Art Director / Graphic Designer

OHM Advisors

Aaron Domini, Assistant Project Manager
Heather Bowden, Project Planner
Forrest Gibson, Landscape Architect
Margherite Novak, Assistant Project Planner

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Welcome

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

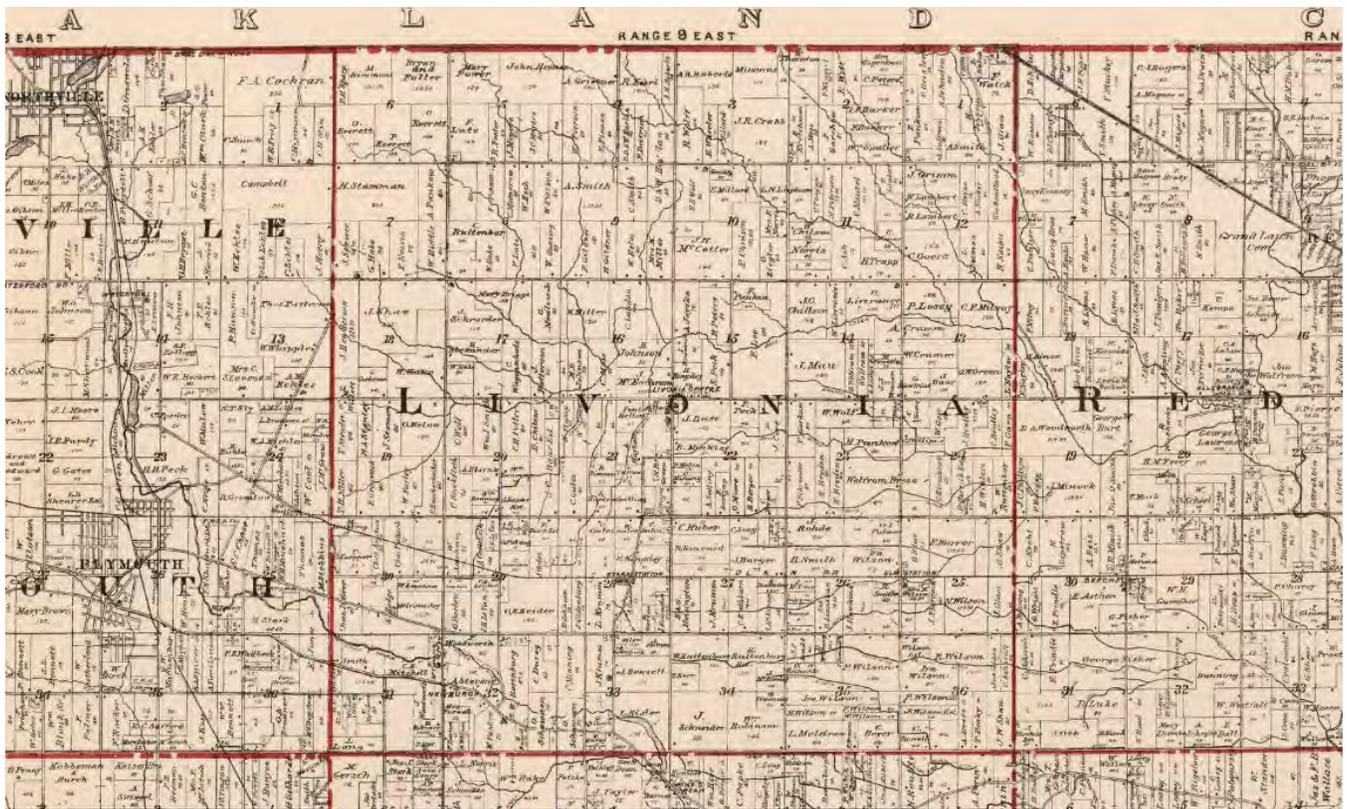
The plan is the coordinating document for city-wide policy and decisions involving land use, transportation, neighborhoods, infrastructure and open space, among other topics. The plan identifies important places in Livonia to connect through innovative mobility as well as places to enhance with new housing 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

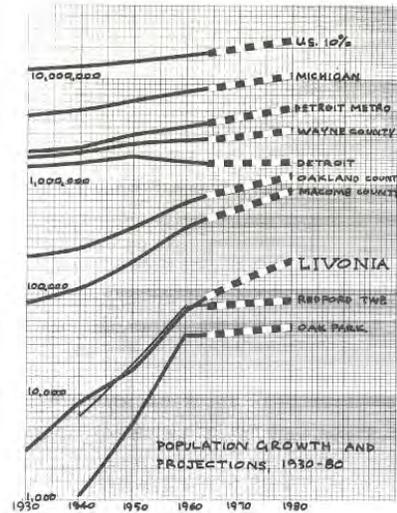
A transportation plan that analyzed existing vehicular traffic trends and demand; planning for the expansion of the roadway system, including the development of I-96.

"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.

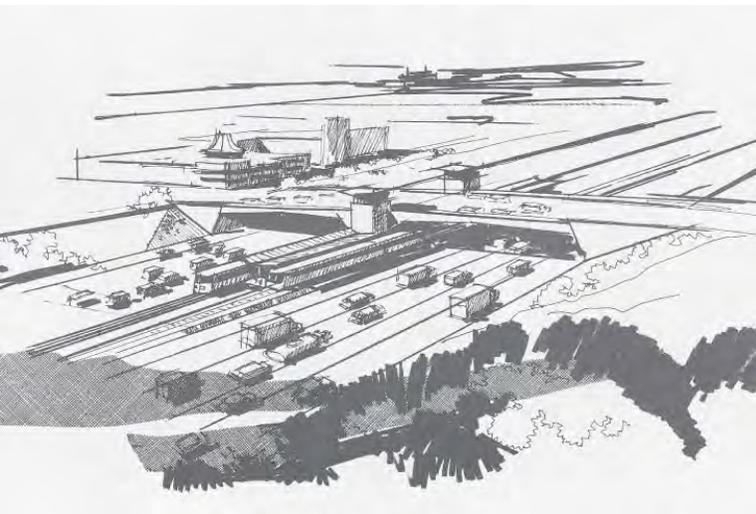




2013

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

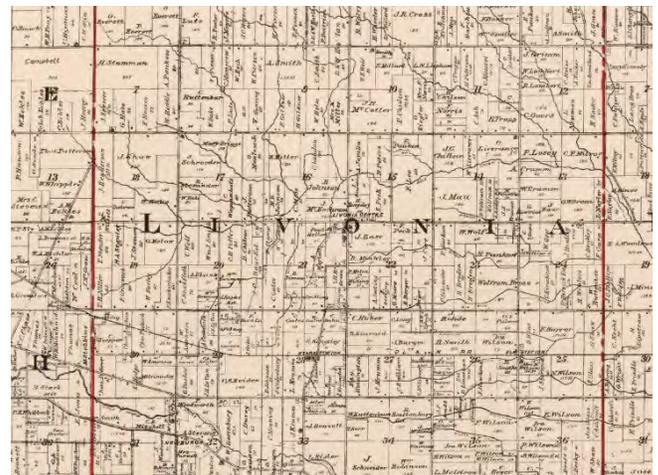
BIKE \ WALK LIVONIA

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

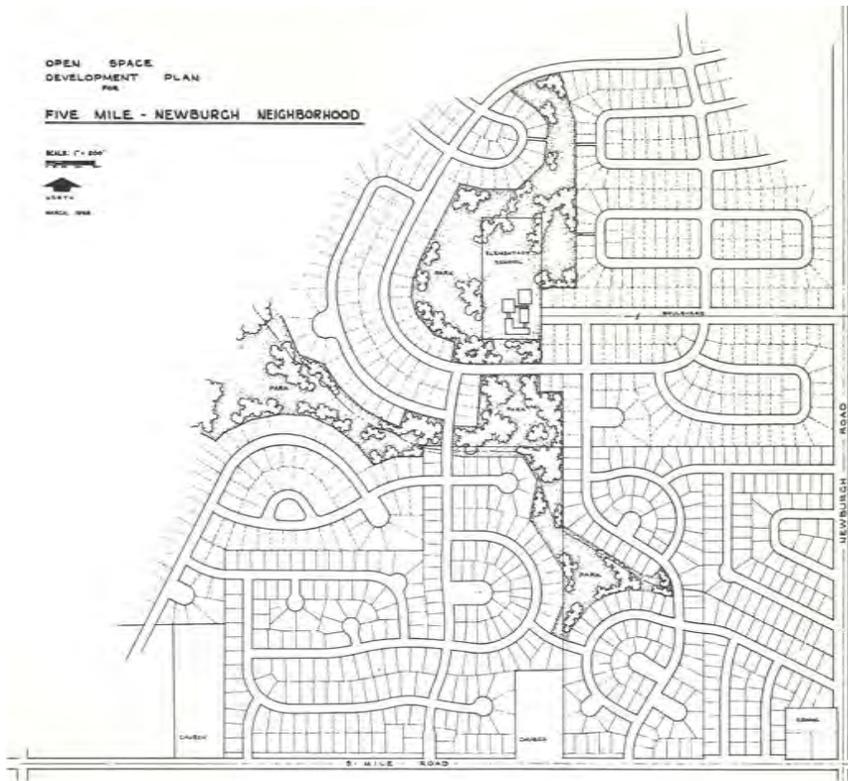
1985 Project Legacy

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.

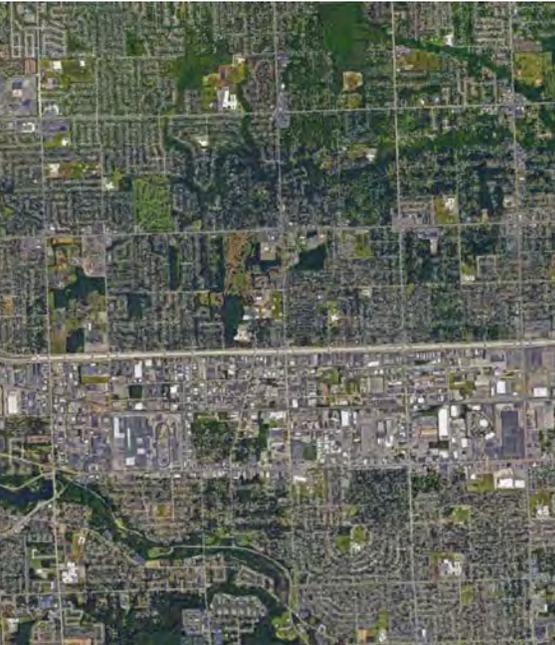


VISION STATEMENT

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

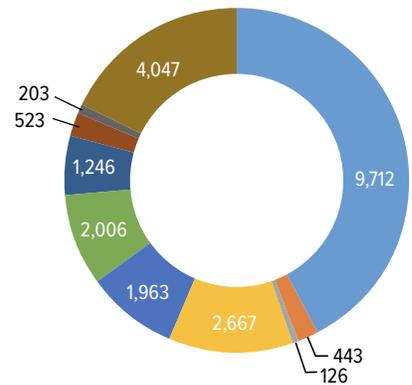
Livonia is generally square in shape and bisected east/west by a wide corridor of mostly non-residential land uses. This corridor supports railroad tracks, a state highway (Plymouth Road/M-14), commercial, industrial, and large-scale manufacturing and warehousing developments. Traditional neighborhoods 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.

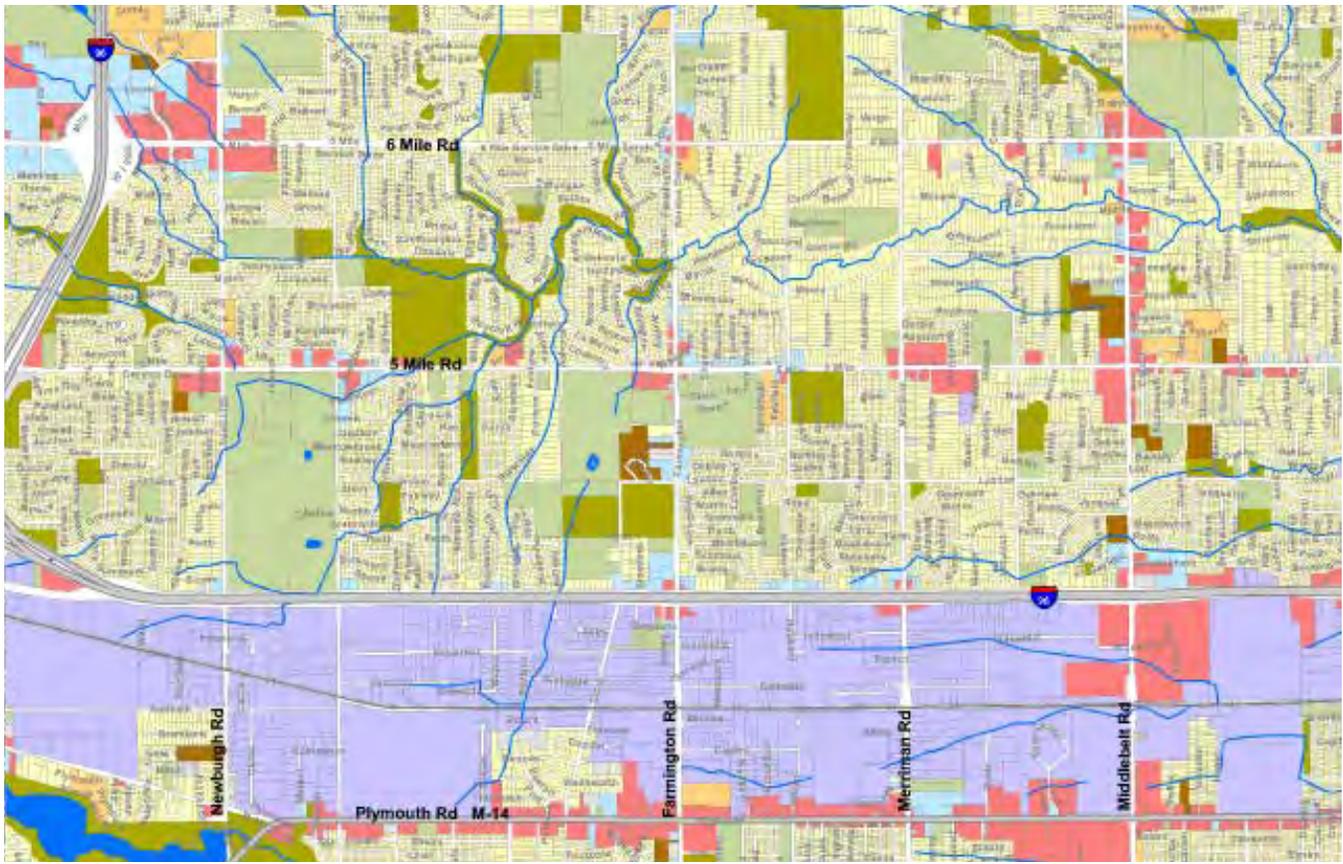
Figure 1.1: Existing Land Use Summary – City of Livonia, MI

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.

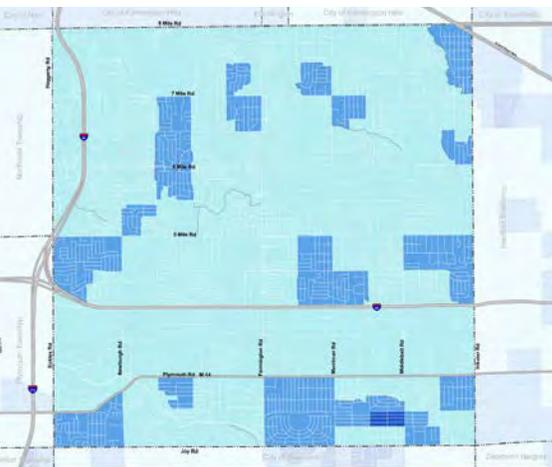


Figure 1.2: Population Density
City of Livonia, MI, 2015

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%

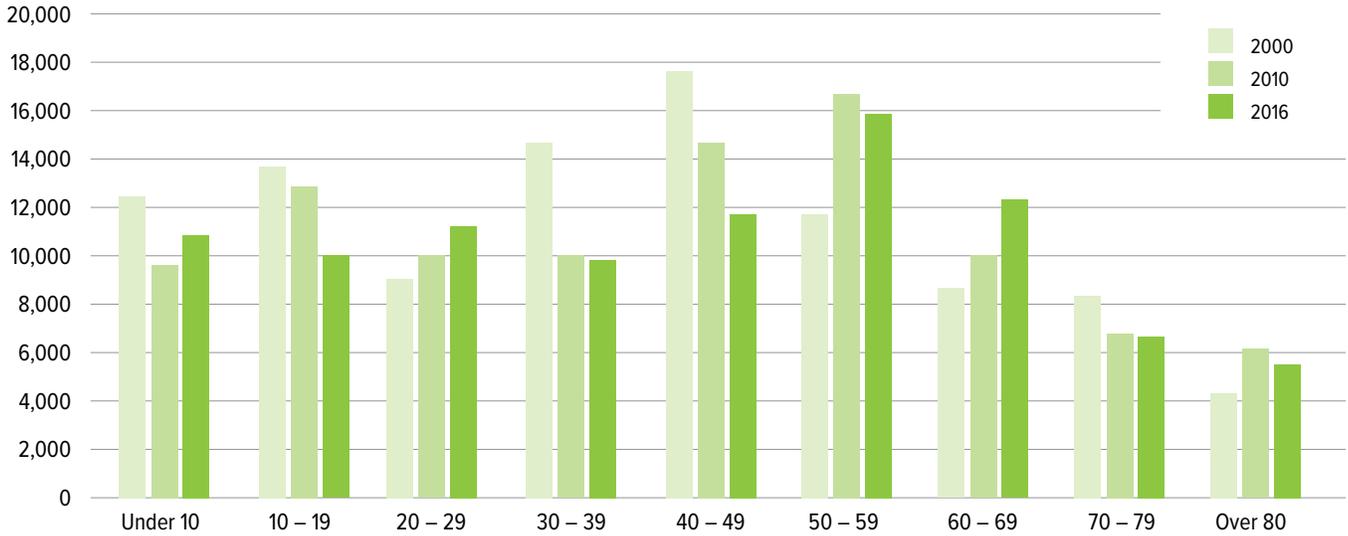
Source: US Decennial Census (2000, 2010) and SEMCOG Profiles (2017 estimates)

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.

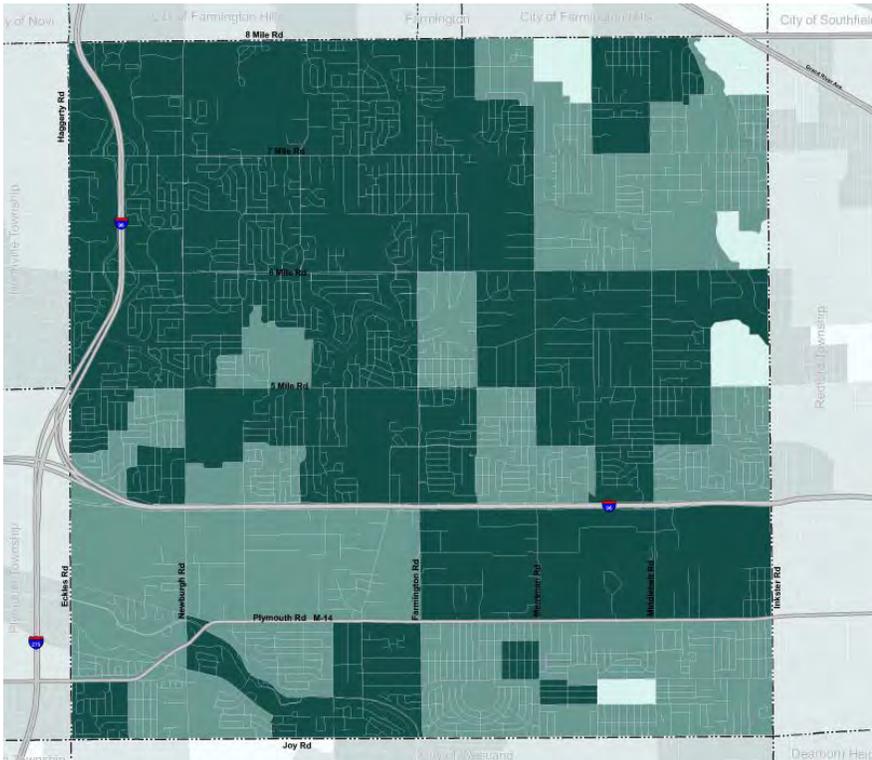


Figure 1.4: Median Age
City of Livonia, MI, 2015

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)

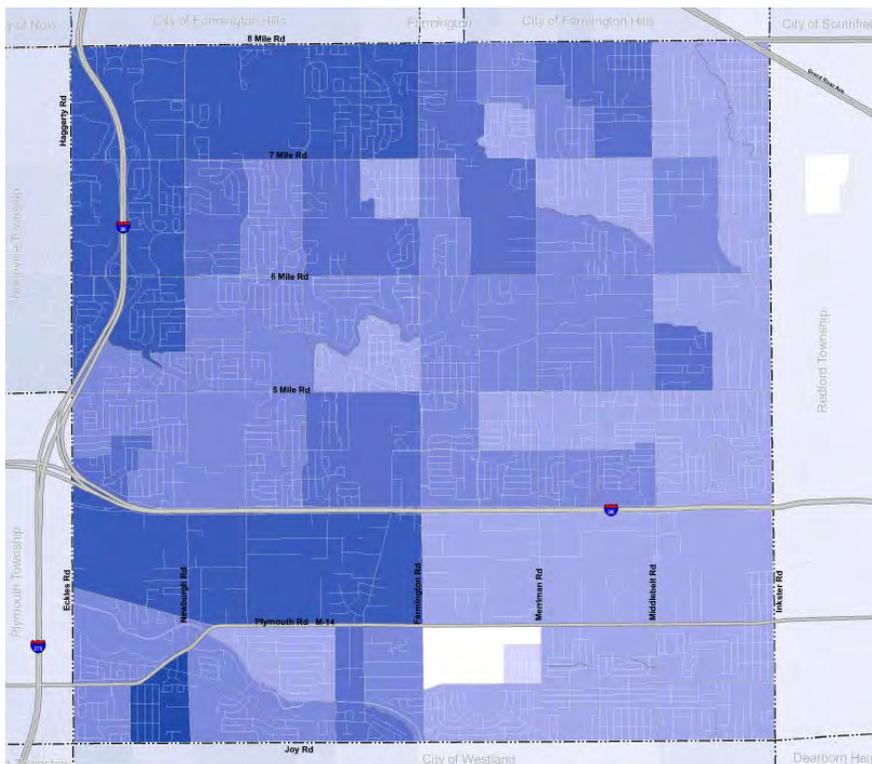


Figure 1.5: Housing Age
City of Livonia, MI, 2015

LEGEND

Median Year the Structure was Built

- 1940s
- 1950s
- 1960s
- 1970s
- 1980s
- No data

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.

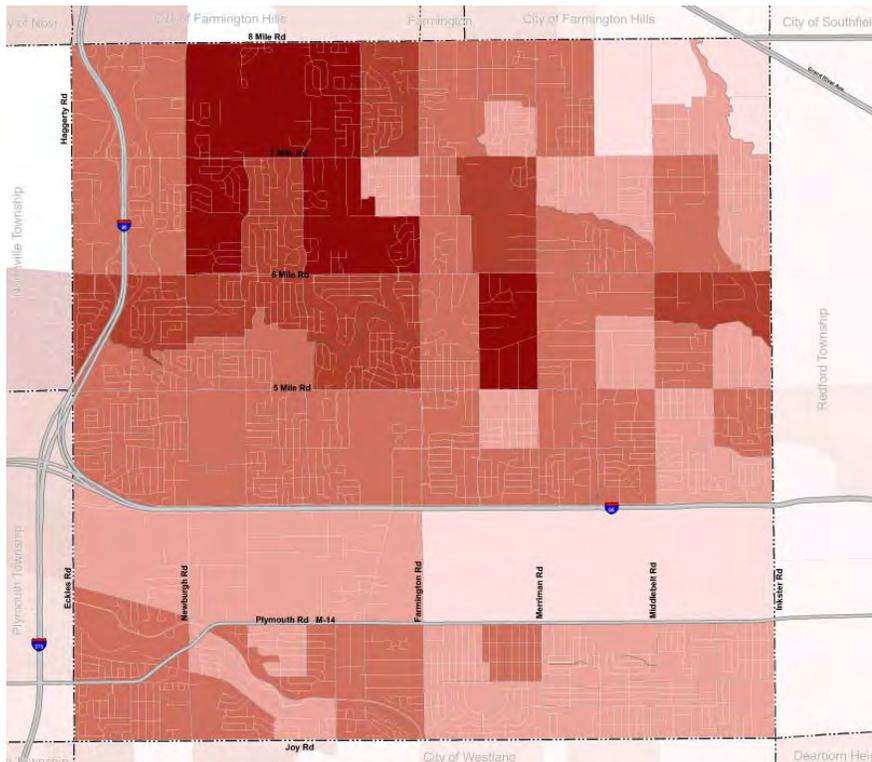


Figure 1.6: Housing Value
City of Livonia, MI, 2015

LEGEND

Median Housing Value

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

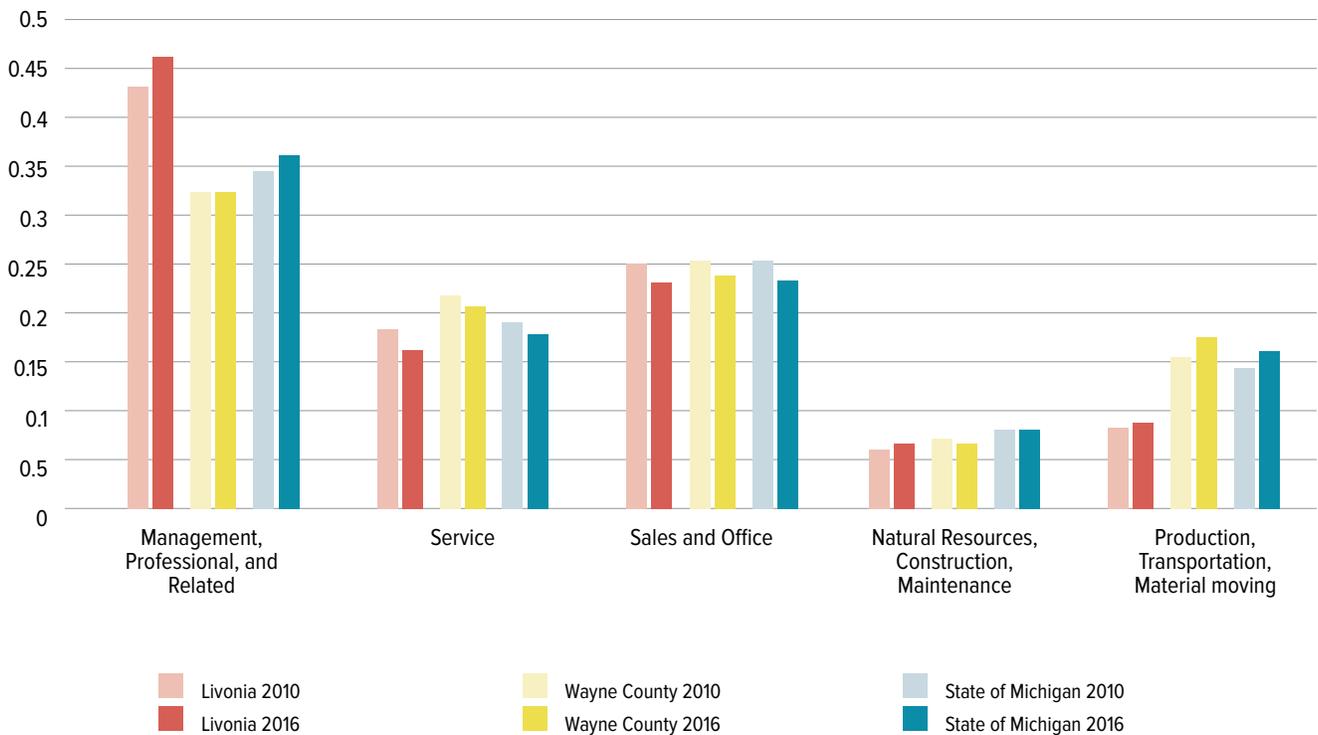
REGIONALLY CONNECTED

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

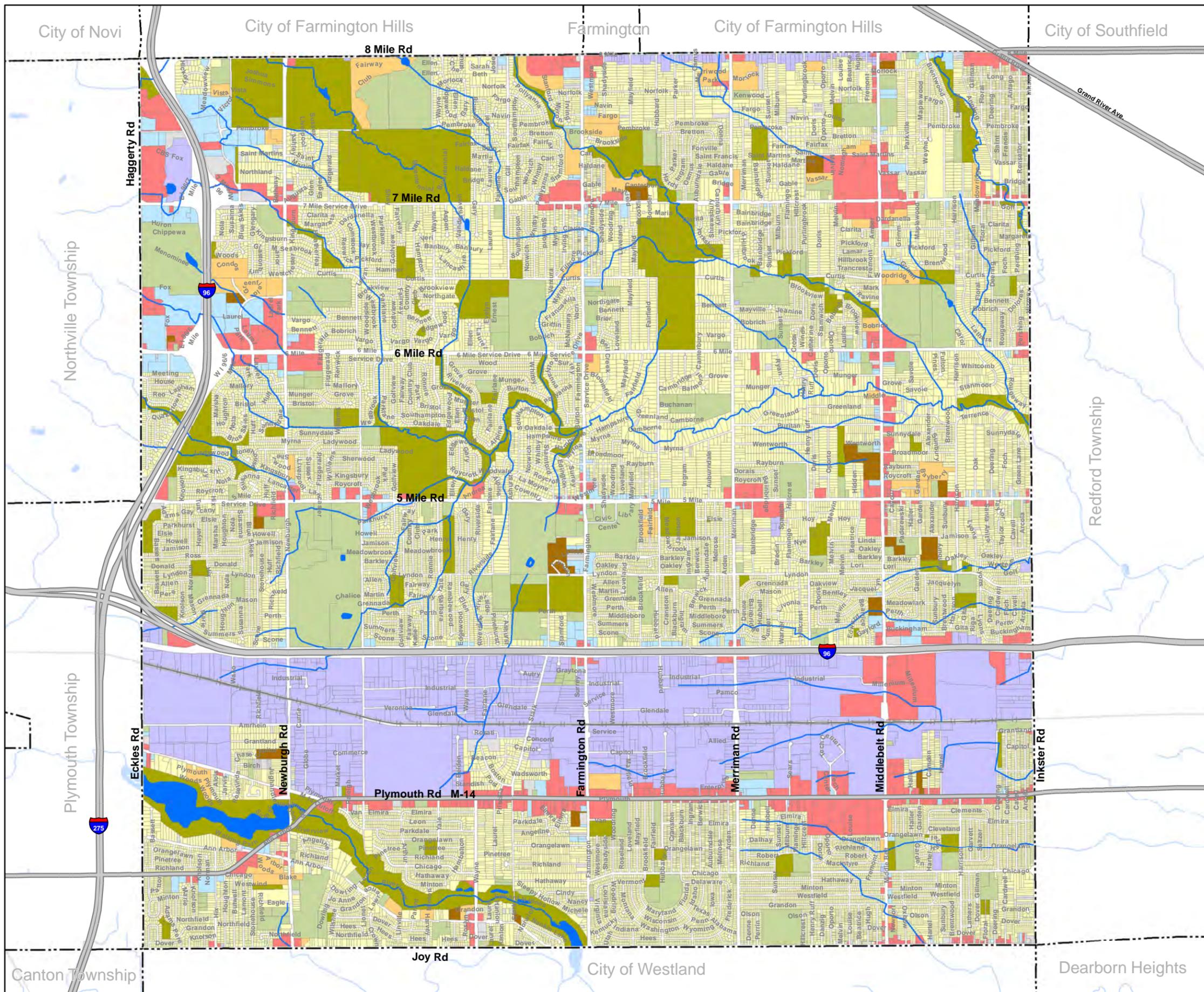
The public participated in a two-day charrette and open house on April 17 and 18, 2018. The charrette kicked-off with a morning design session at One Under, a local Livonia golf course event venue, and was facilitated by project consultants. Participants went on a bus tour of three special planning areas 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!**

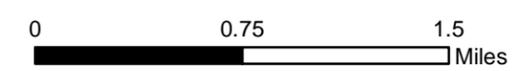
The City's social media and cable television station were used to advertise the events and stream the April 18, 2018 formal Charrette Presentation.



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.

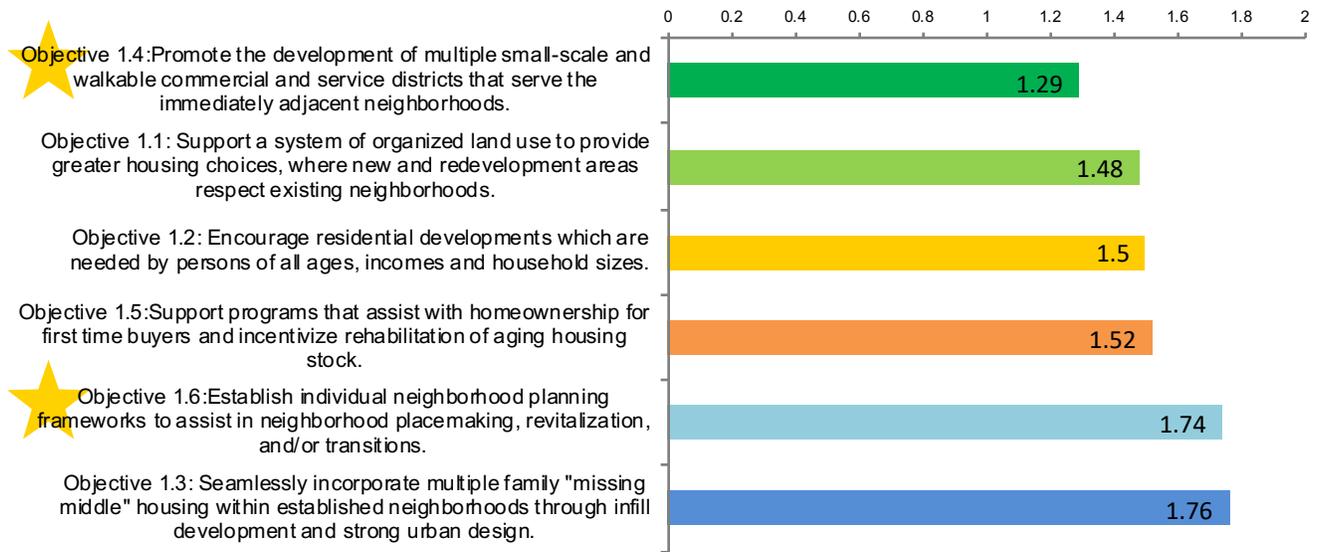


Housing and Neighborhoods



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

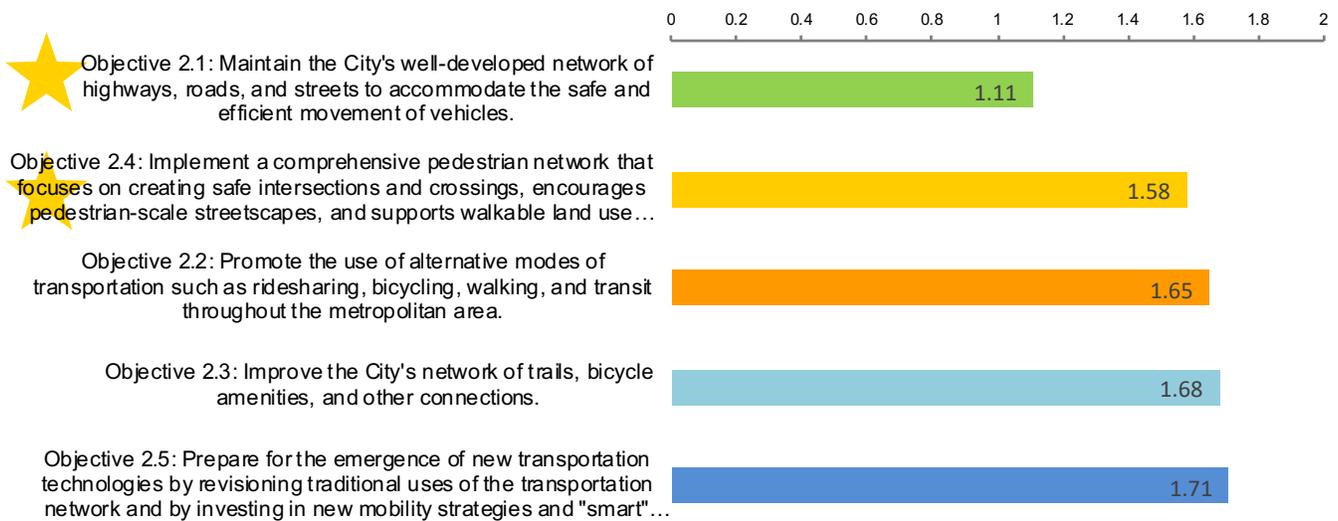
Votes collected from in-person interviews at the open houses on April 17 and 18, 2018 also favored Objective 1.4: Promote the development of multiple small-scale and walkable commercial and service districts that serve the immediately adjacent neighborhoods. There were a total of 52 in-person responses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

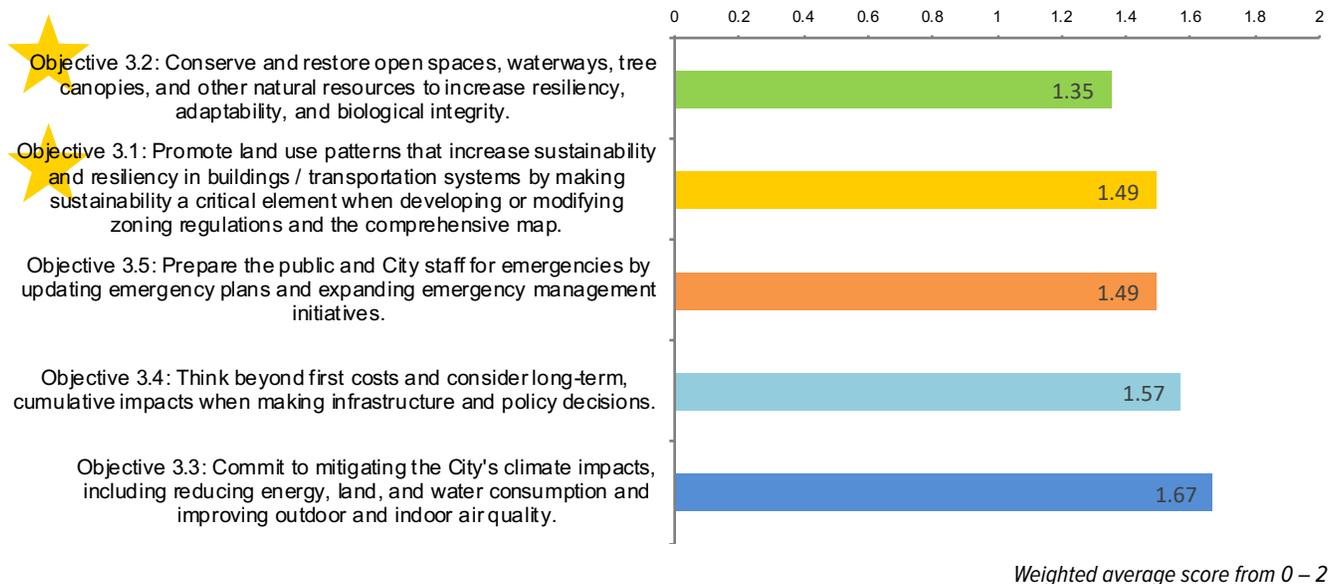
Votes collected from in-person interviews at the open houses on April 17 and 18, 2018 differed by favoring Objective 2.3: Improve the City’s network of trails, bicycle amenities, and other connections. There were a total of 47 in-person responses to this question.

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

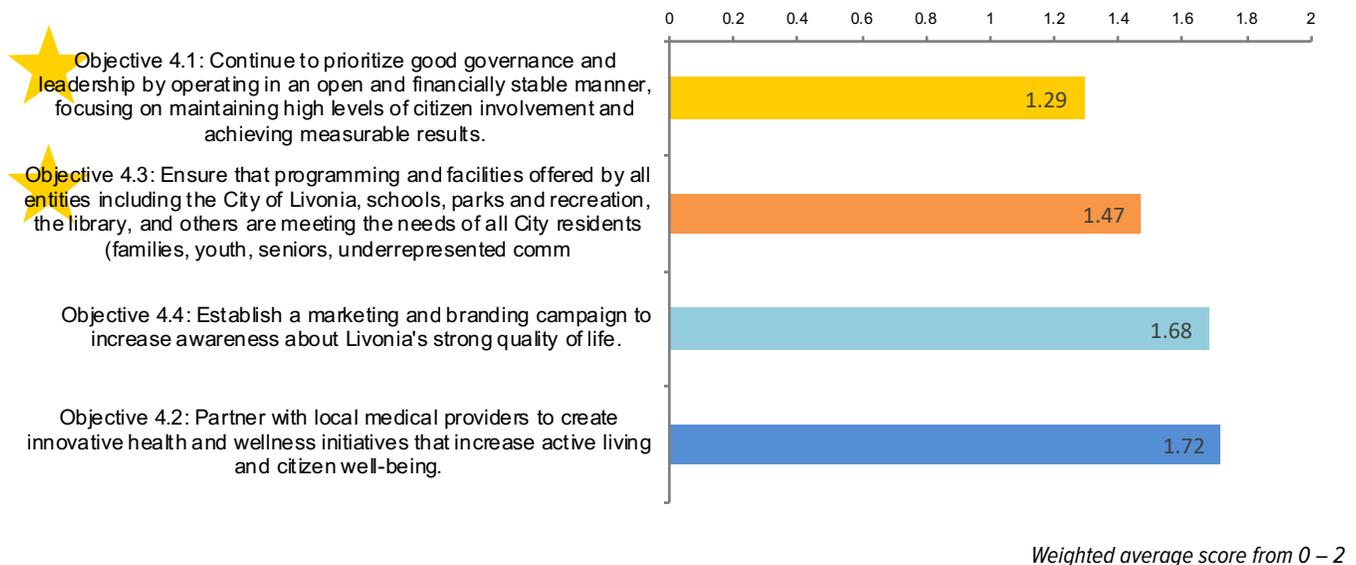
Votes collected from in-person interviews at the open houses on April 17 and 18, 2018 similarly favored Objective 3.1: Promote land use patterns that increase sustainability and resiliency in buildings and transportation systems by making sustainability a critical element when developing new zoning regulations 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

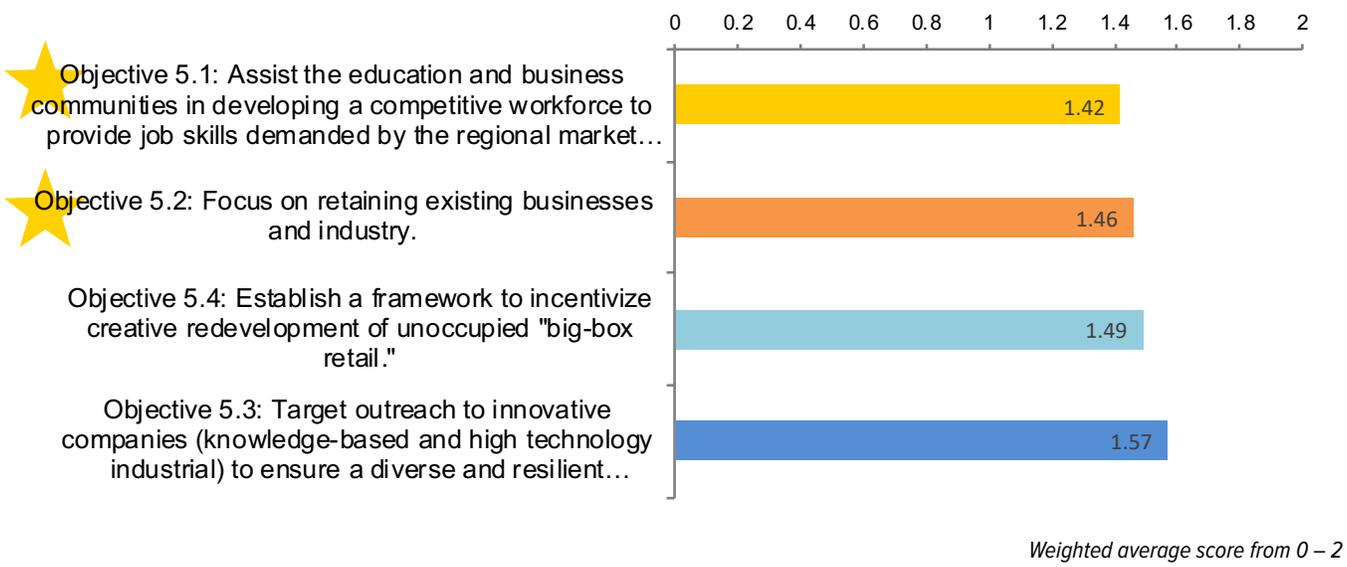
Votes collected from in-person interviews at the open houses on April 17 and 18, 2018 similarly favored Objective 4.3: Ensure that programming and facilities offered by all entities including the City of Livonia, schools, parks and recreation, the library, and others are meeting the needs of all City 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

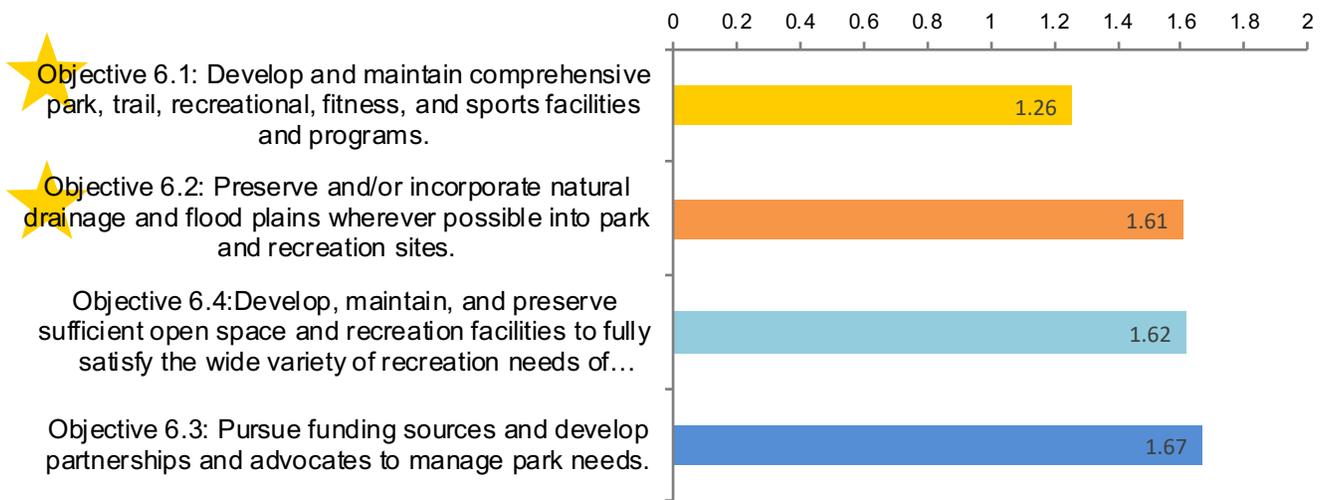
Votes collected from in-person interviews at the open houses on April 17 and 18, 2018 differed by favoring Objective 5.4: Establish a framework to incentivize creative redevelopment of unoccupied “big-box retail.” There were 40 in-person responses to this question.

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

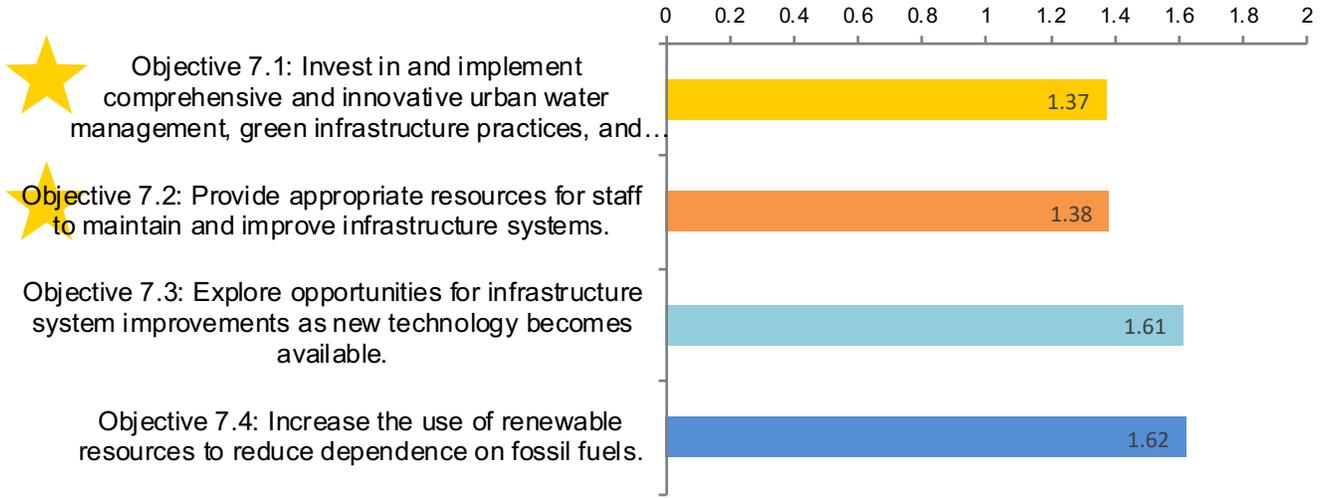
Votes collected from in-person interviews at the open houses on April 17 and 18, 2018 differed by favoring Objective 6.4: Develop, maintain, and preserve sufficient open space and recreation facilities to fully satisfy the wide variety of recreation needs of residents. There were 45 in-person responses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



Weighted average score from 0 – 2

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

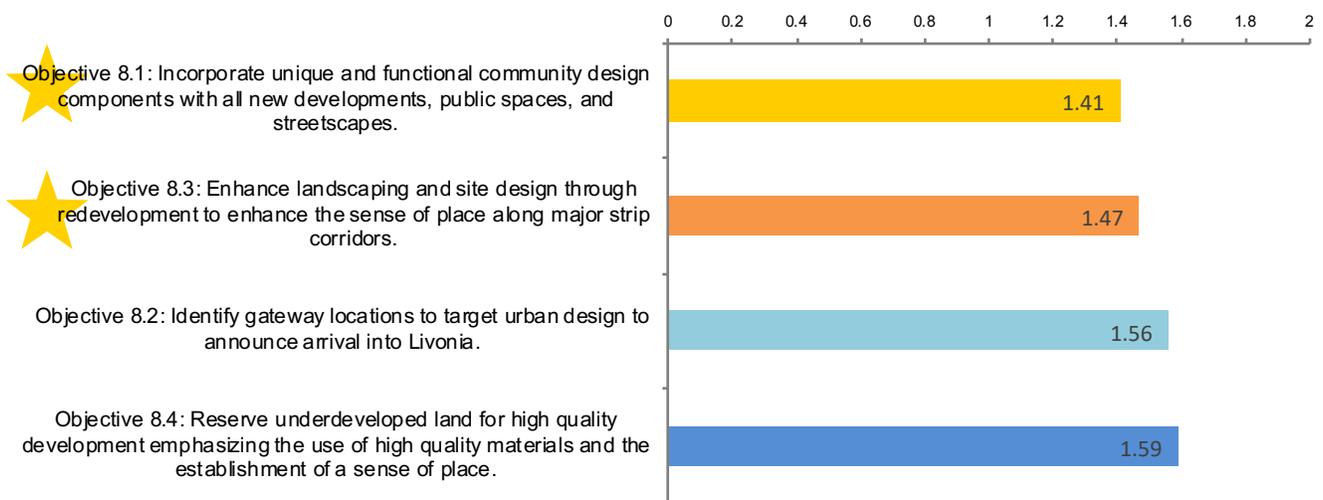
Votes collected from in-person interviews at the open houses on April 17 and 18, 2018 also favored Objective 7.1: Invest in and implement comprehensive and innovative urban water management, green infrastructure practices, and renewable energy systems. There were 39 in-person responses to this question.

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

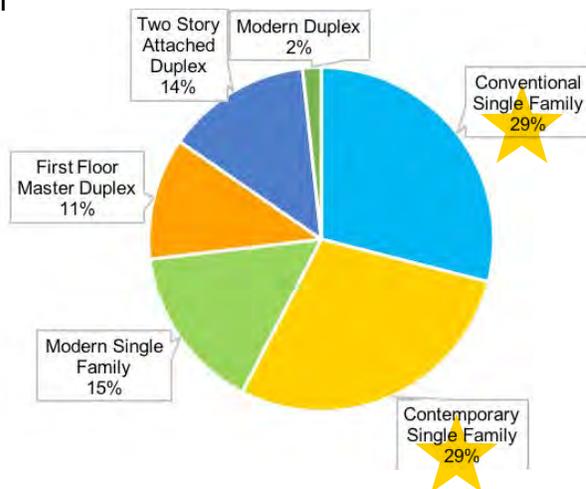
For the Visual Preference Survey, both online and at the open houses on April 17 and 18, 2018, people were given a series of images and asked to vote for the image that they liked the best. There were 588 online responses. The following represent the topics that were given and the most favorable style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

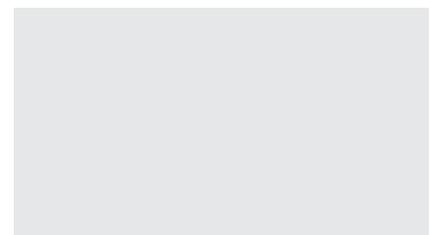
Votes collected from **in-person** interviews at the open houses favored first floor master duplexes for traditional neighborhood residential and 3-4 story mixed-use for flexible living. There were 35 in-person responses to this question.

Figure 1.16: Online Visual Preference Results – Housing and Neighborhoods

Traditional

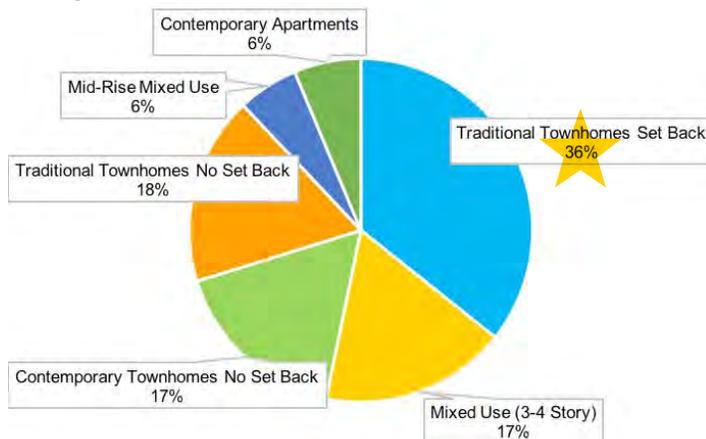


Conventional Single Family



Contemporary Single Family

Flexible Living

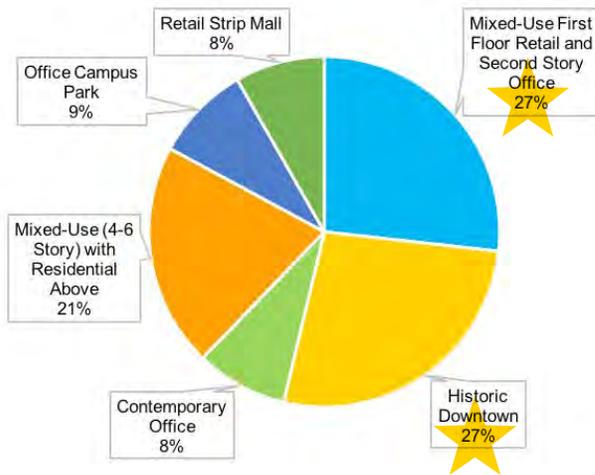


Traditional Townhomes Set Back

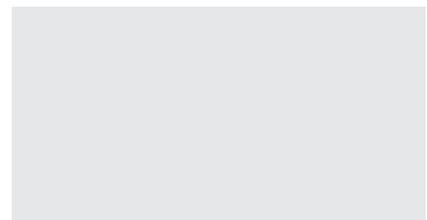
2. Business. The majority of participants stated buildings that were 2-3 stories in height, contemporary with ornamental detail, and oriented towards the street is most appropriate for business areas in Livonia.

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

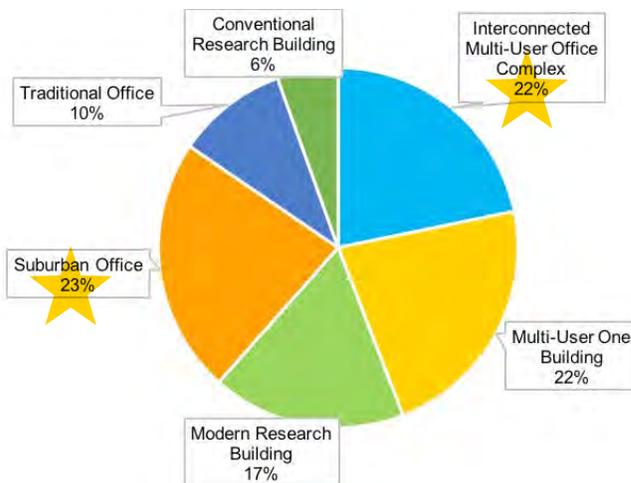


Historic Downtown

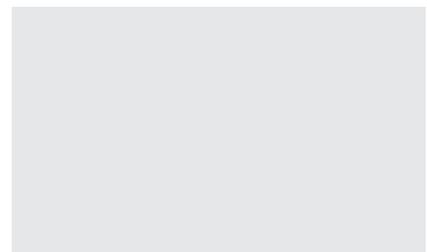
3. Tech and Manufacturing. Participants also felt that contemporary style buildings with a significant proportion of glazing and mix of façade materials is most appropriate for Tech and Manufacturing areas.

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

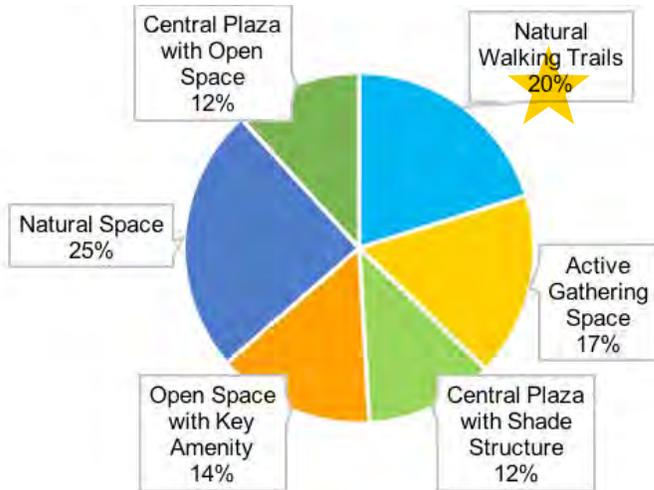


Suburban Office

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



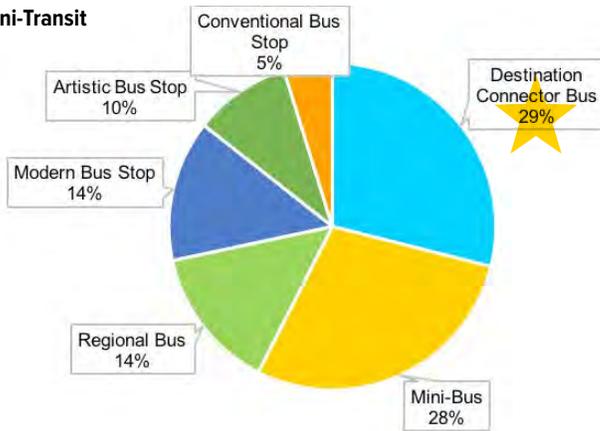
Natural Space

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.

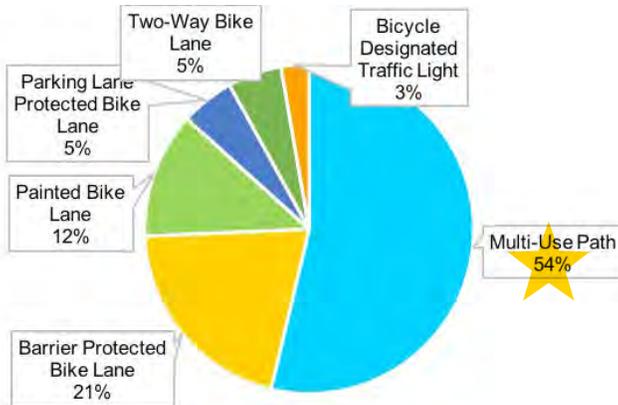
Figure 1.20: Online Visual Preference Results – Transportation and Mobility

Transit and Mini-Transit



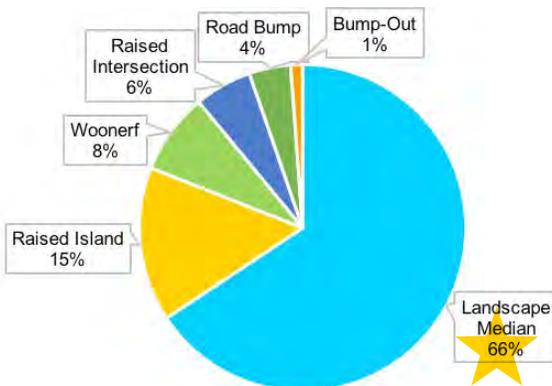
Destination Connector Bus

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:

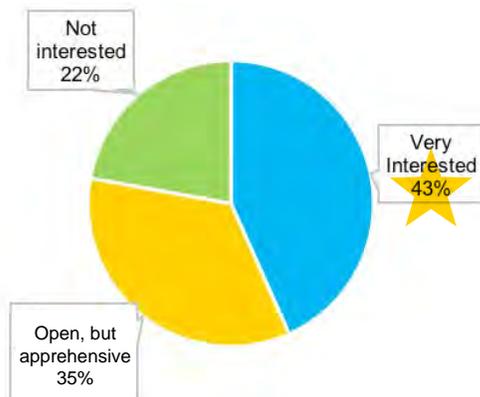
- a. How open are you to using [service] for transportation to work, shopping, entertainment, or other destinations?
- b. How important is it for the City to plan for [service]?

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.

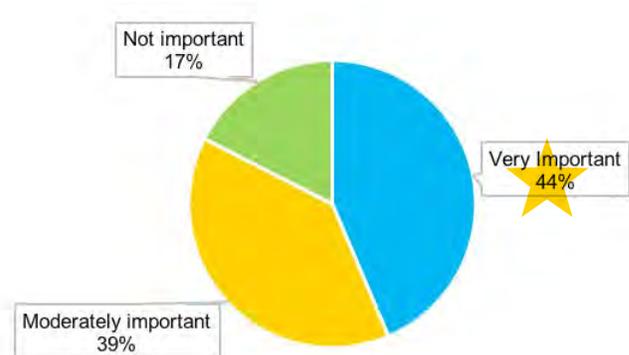
Votes collected at **in-person** interviews during the open house suggested participants were also “very interested” in using transit or mini-transit services, and it was “very important” for the City to plan for transit services. There were 25 and 27 respondents, respectively, to the in-person survey.

Figure 1.21: Outreach Results – Transit and Mini-transit

How open are you to transit?



How important is it to plan for transit?

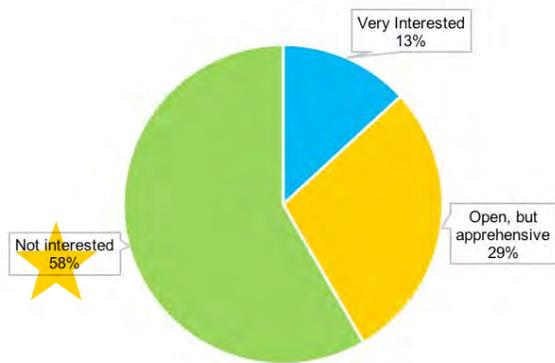


2. Car Sharing. When asked their opinion on car sharing, the majority of online participants voted that it is not important for the City to plan for car sharing in Livonia and were not interested in using car sharing for transportation to work, shopping, entertainment, or other destinations.

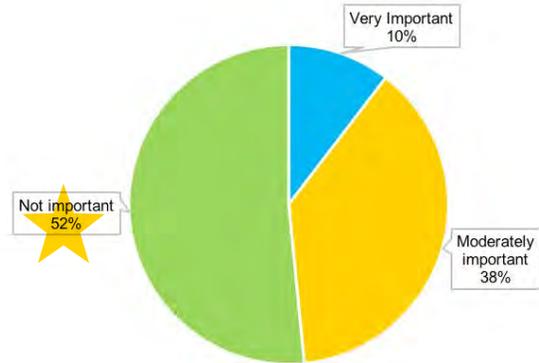
In-person Interviews during the open house suggested participants leaned towards “very interested” in using car sharing services, but felt it was only “moderately important” for the City to plan for car sharing. There were 27 and 29 respondents, respectively, to the in-person survey.

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?

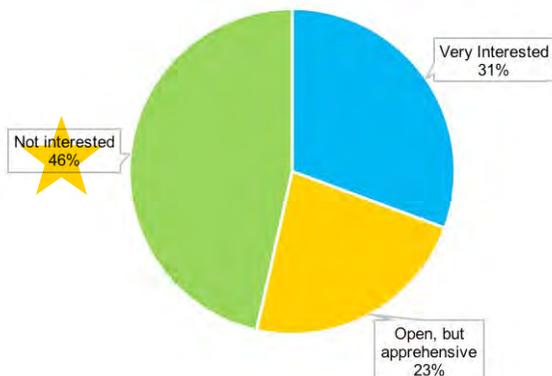


3. Bike Sharing. When asked their opinion on bike sharing, the participants were split between moderately important and not important for the City to plan for bike sharing in Livonia and the majority were not interested in using bike sharing for transportation to work, shopping, entertainment, or other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

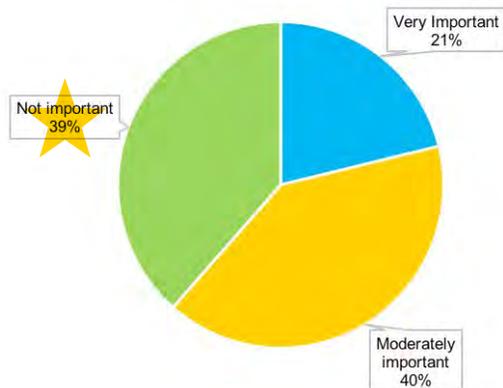
In-person interviews during the open house suggested participants were tied for “very interested” and “open, but apprehensive” in using bike sharing services, but felt it was “very important” for the City to plan for bike sharing. There were 29 and 28 respondents, respectively, to the in-person survey.

Figure 1.23: Outreach Results – Bike Sharing

How open are you about bike sharing?



How important is it to plan for bike sharing?

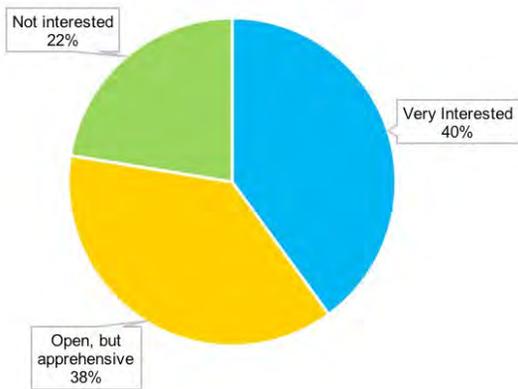


4. Ride-Hailing Services. The majority of participants felt it was moderately important for the City of Livonia to plan for ride-hailing services and were very interested in using ride-hailing services to key destinations.

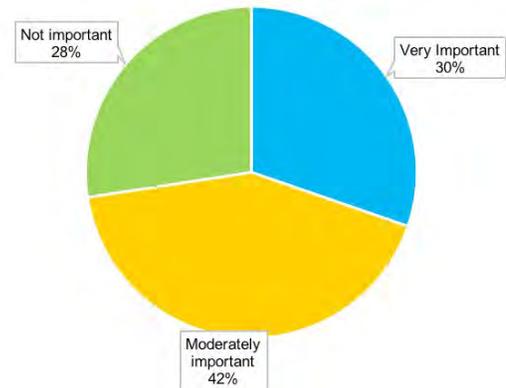
In-person interviews during the open house suggested participants leaned towards “very interested” in using ride hailing services, and felt it was “very important” for the City to plan for ride hailing in Livonia. There were 31 respondents to each in-person survey.

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?

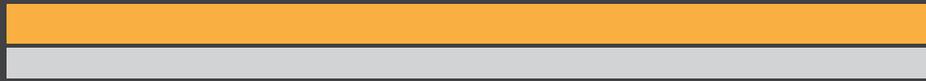


Public Engagement Summary

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
CITY OF LIVONIA, MI



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BOOK 2 of 4

LAND DEVELOPMENT

How do we grow?

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.

In particular, we acknowledge the efforts of:

LIVONIA DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT

Mark Taormina, AICP, PCP, Director
Scott Miller, Planner IV
Barb Gamber, Economic Development Coordinator
Marge Watson, Program Supervisor
Debra Walter, Clerk

LIVONIA VISION 21 STEERING COMMITTEE

Kevin Aoun
James Baringhaus
Maureen Miller Brosnan
Ruth Ann Brown
Edward Davis
Sharon Dolmetsch
Heather Douglas
Frank Grisa
Jim Inglis
Stacy Jenkins
Kathleen McIntyre
Kevin Priddy
Paul Shepich
Jeff Shingler
Peter Ventura, Chair
Dan West

CITY LEADERSHIP

Dennis K. Wright, Mayor
Susan M. Nash, Clerk
Lynda L. Scheel, Treasurer

CITY COUNCIL

Scott Bahr
Jim Jolly
Brandon M. Kritzman
Kathleen McIntyre
Brian Meakin
Laura Toy
Cathy K. White

PLANNING COMMISSION

Sam Caramagno
Glen Long, Jr.
Elizabeth McCue
Kevin Pridd
Carol Smiley
Peter Ventura
Ian Wilshaw

CONSULTANT TEAM

McKENNA

John Jackson, AICP, President
Paul Lippens, AICP, Project Manager
Laura Haw, AICP, Project Planner
Deanna Dupuy, Assistant Project Planner
Jennifer Neal, Assistant Project Planner
Alex Novak, Assistant Project Planner
Carrie Leitner, Art Director / Graphic Designer

OHM Advisors

Aaron Domini, Assistant Project Manager
Heather Bowden, Project Planner
Forrest Gibson, Landscape Architect
Margherite Novak, Assistant Project Planner

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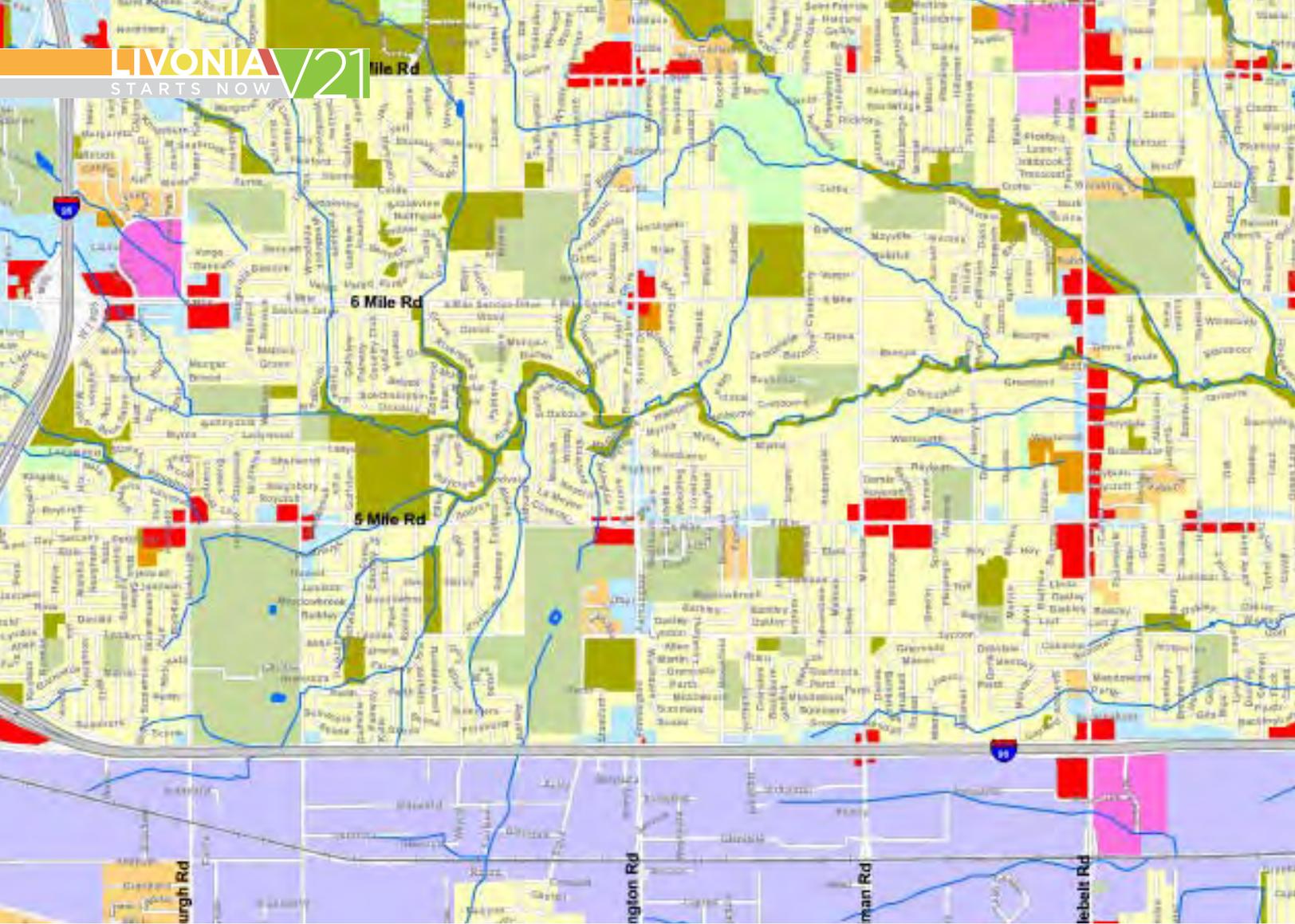
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Livonia Future Land Use Plan Excerpt, 2009

Introduction

The **Land Development Book** presents the path for the evolution of land in the City of Livonia. The established Goals and Objectives and the Future Land Use Plan are designed to encourage neighborhood investment and the expansion of services in mixed development centers and in City Center. Detailed plans are presented for special planning areas in City Center, the former Livonia Mall, and the East Plymouth Road Corridor. The book presents emerging themes and findings for placemaking and community character.



Goals and Objectives

The fundamental statement of community values, the personal values, the values relating to government, and the vision for the year 2100 provide the foundation upon which subsequent policy decisions in this Plan rests.

Goals, as related to community planning, are general statements of ideals which the City strives towards. They also express a consensus of community direction for public and private agencies, stakeholder groups and individuals, and are long-range considerations that guide development.

Objectives and actions are a means to achieve goals and identify the methods by which the goals of the Master Plan may be realized.

To guide the formulation of specific policy decisions, the Steering Committee established the following set of specific goals, which are derived from the statements of community values from eight concentrated themes:

1. Housing and Neighborhoods
2. Transportation
3. Sustainability and Resiliency
4. Healthy Communities
5. Economic Development
6. Parks, Trails and Open Space
7. Infrastructure
8. Urban Design



Housing and Neighborhoods

GOAL:

Maintain Livonia's place in southeast Michigan as a City that provides safe, attractive, and vibrant neighborhoods that can accommodate and welcome residents at all stages of life.

OBJECTIVES:

- 1.1 Support a system of organized land use to provide greater housing choices, where new and redevelopment areas respect existing neighborhoods.
- 1.2 Encourage residential developments which are needed by persons of all ages, incomes and household sizes.
- 1.3 Seamlessly incorporate multiple family housing within established neighborhoods through infill development and strong urban design.
- 1.4 Promote the development of multiple small-scale and walkable commercial and service districts that serve the immediately adjacent neighborhoods.
- 1.5 Support programs that assist with homeownership for first time buyers and incentivize rehabilitation of aging housing stock.
- 1.6 Establish individual neighborhood planning frameworks to assist in neighborhood placemaking, revitalization, and/or transitions.

TOP GOAL PRIORITIES,
PREVIOUS PLANS:

*Sustain
Livonia's place in
Metropolitan Detroit
as a city of great
neighborhoods.*

— Greenleaf: *Creating
Sustainable Livonia, 2013*

*Encourage and
make provisions for
appropriately sized
and well located
business centers
and service areas
which are attractive
and convenient, and
provide services
and jobs to area
residents.*

— *Land Use Plan Livonia*



Transportation

TOP GOAL PRIORITIES,
PREVIOUS PLANS:

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 people, and responds to advances in transportation technology.

OBJECTIVES:

- 2.1 Maintain the City's well-developed network of highways, roads, and streets to accommodate the safe and efficient movement of vehicles.
- 2.2 Promote the use of alternative modes of transportation such as ridesharing, bicycling, walking, and transit throughout the metropolitan area.
- 2.3 Improve the City's network of trails, bicycle amenities, and other connections.
- 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.
- 2.5 Prepare for the emergence of new transportation technologies by revisiting traditional uses of the transportation network and by investing in innovative mobility strategies and "smart" infrastructure.

Continue investment in City roads and sidewalks to ensure that the transportation network provides for both vehicular and non-vehicular mobility.

— Greenleaf: Creating Sustainable Livonia, 2013

Connect to destinations such as parks, schools, trails, neighborhoods, and shopping districts / corridors.

— Bike Walk Livonia, 2015



Sustainability and Resiliency

TOP GOAL PRIORITIES,
PREVIOUS PLANS:

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.

OBJECTIVES:

- 3.1 Promote land use patterns that increase sustainability, support broadband provision and green technology, and resiliency in buildings and transportation systems by making sustainability a critical element when developing new zoning regulations and modifying old regulations and the Future Land Use map.
- 3.2 Conserve and restore open spaces, waterways, tree canopies, and other natural resources to increase resiliency, adaptability, and biological integrity.
- 3.3 Commit to mitigating the City's climate impacts, including reducing energy, land, and water consumption and improving outdoor and indoor air quality.
- 3.4 Think beyond first costs and consider long-term, cumulative impacts when making infrastructure and policy decisions.
- 3.5 Prepare the public and city staff for emergencies by updating emergency plans and expanding emergency management initiatives.

Retrofit existing buildings and build future ones to maximize energy efficiency and provide a model to Livonia citizens and businesses of efficient energy management.

— Livonia 2000, 1986

Improve water management through water quality and water conservation education.

— Greenleaf: Creating Sustainable Livonia, 2013



Healthy Communities

TOP GOAL PRIORITIES,
PREVIOUS PLANS:

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.

OBJECTIVES:

- 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.
- 4.2 Partner with local medical providers to create innovative health and wellness initiatives that increase active living and citizen well-being.
- 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.).
- 4.4 Establish a marketing and branding campaign to increase awareness about Livonia’s strong quality of life.

Continue to provide effective, high quality leadership and municipal services and ensure that government is transparent, effective, innovative, proactive, and inclusive of all City residents.

— Livonia Tomorrow, 2015

Ensure that Livonia continues to offer a healthful, safe, and hazard free environment in which to live, work and enjoy recreation.

— Greenleaf: Creating Sustainable Livonia, 2013



Economic Development

TOP GOAL PRIORITIES,
PREVIOUS PLANS:

GOAL:

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.

Promote the City of Livonia as a destination for living, working, shopping, and recreation. Position the City as a model for other culturally diverse communities.

— Livonia Tomorrow, 2015

OBJECTIVES:

- 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.
- 5.2 Focus on retaining existing businesses and industry.
- 5.3 Target outreach to innovative companies (knowledge-based and high technology industrial) to ensure a diverse and resilient economic base.
- 5.4 Establish a framework to incentivize creative redevelopment of unoccupied “big-box retail.”

Retain Livonia’s existing industries with a targeted marketing strategy that identifies local industry needs, solves problems, and creates growth opportunities.

— Livonia Economic Development Partnership



Parks, Trails, and Open Space

GOAL:

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

OBJECTIVES:

- 6.1 Develop and maintain comprehensive park, trail, recreational, fitness, and sports facilities and programs.
- 6.2 Preserve and/or incorporate natural drainage and flood plains wherever possible into park and recreation sites.
- 6.3 Pursue funding sources and develop partnerships and advocates to manage park needs.
- 6.4 Develop, maintain, and preserve sufficient open space and recreation facilities to fully satisfy the wide variety of recreation needs of residents.

TOP GOAL PRIORITIES,
PREVIOUS PLANS:

Build on the success and opportunities within existing facilities to provide quality of life benefits for the City of Livonia residents.

— 2017-2022 Parks and Recreation Master Plan

Promote parks and recreation facilities as clean, fun, and active places for its community to play, gather, and relax and protect and enhance the City's natural beauty and environmental features.

— Livonia Tomorrow, 2015



Infrastructure

TOP GOAL PRIORITIES,
PREVIOUS PLANS:

GOAL:

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.

Invest in improving and maintaining City infrastructure to ensure that City services can be available to all current and future development.

— Livonia Tomorrow, 2015

OBJECTIVES:

- 7.1 Invest in and implement comprehensive and innovative urban water management, green infrastructure practices, and renewable energy systems.
- 7.2 Provide appropriate resources for staff to maintain and improve infrastructure systems.
- 7.3 Explore opportunities for infrastructure system improvements as new technology becomes available.
- 7.4 Increase the use of renewable resources to reduce dependence on fossil fuels.

Promote mandatory trash and recycling program for the entire Livonia Community.

— Greenleaf: Sustainable Livonia, 2013



Urban Design

TOP GOAL PRIORITIES,
PREVIOUS PLANS:

GOAL:

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.

To achieve a positive and lasting community image by encouraging good urban design practices in the development of all principal design elements of the City.

— Land Use Plan Livonia

OBJECTIVES:

- 8.1 Incorporate unique and functional community design components with all new developments, public spaces, and streetscapes.
- 8.2 Identify gateway locations to target urban design to announce arrival into Livonia.
- 8.3 Enhance landscaping and site design through redevelopment to enhance the sense of place along major strip corridors.
- 8.4 Reserve underdeveloped land for high quality development emphasizing the use of high quality materials and the establishment of a sense of place.

Future Land Use Plan

The Future Land Use Plan for the City of Livonia is intended to provide a guide to rezoning decisions and land use controls. Livonia’s Future Land Use Plan also serves as a policy statement to investors and developers as to how the City feels certain areas in the community should best be developed.

PURPOSE OF THE FUTURE LAND USE MAP

The Future Land Use Map sets forth recommendations for continued use, new development, and reuse of land in the City over the coming decades. The Future Land Use Map is a link between what exists and what City leaders and residents would like to have developed.

Together, LIVONIA VISION 21 Goals and Objectives and the Future Land Use Map provide a flexible guide to promote informed public and private decision-making for the betterment of the community. The land use designations on the map are generalized; they are not intended to be site specific or to follow specific property lines. The Future Land Use Map forms the basis for the Zoning Ordinance and other legal controls, the Plan and Map are intended to be policy documents and decision-making guides.

FUTURE LAND USE DESIGNATIONS

Upon full implementation of the Future Land Use Plan, approximately 57% of the land in the City will be used primarily for residential uses. Additional residential uses are allowed in commercial and mixed-use categories, including the Corridor Commercial, Mixed Development Center, and City Center. The Tech and Manufacturing land use category occupies 14.11%. The Parks and Community designation which includes parks, as well as civic and institutional uses, will occupy 18.05%. Commercial uses, including mixed use, office, and commercial land uses, occupies about approximately 12% of the total land area.

The Future Land Use Plan establishes the framework to support Livonia’s historical identity as a City of neighborhoods with a strong industrial base. The Plan recognizes that the desire to attract both the next generation of Livonia families and aging of the Baby-Boomer generation requires new flexibility to retain a competitive edge within the regional housing market. Equally as important to attracting future Livonia residents is the creation of active and attractive community gathering spaces, an overarching theme received during public outreach. The Future Land Use Plan creates two new land use categories to encourage walkable, vibrant development in the City: Mixed Development Center and City Center.

Table 2.1: Future Land Use Allocations

Future Land Use	Acres	Percent
Parks and Community	3,427.81	18.13%
Low Density Residential	9,835.15	52.03%
Medium Density Residential	833.75	4.41%
High Density Residential	47.49	0.25%
Corridor Commercial	891.94	4.72%
Regional Commercial	584.42	3.09%
Mixed Development Center	398.17	2.11%
City Center	215.52	1.14%
Tech and Manufacturing	2,667.62	14.11%
Total	18,901.88	100.00%

Source: McKenna, 2018

* Land coverage calculation excludes roadway / water bodies.

PARKS AND COMMUNITY

The parks and community areas encourage preservation of open spaces, public park facilities, civic institutions, and the programming that brings them to life. Intended for active and passive recreation, outdoor spaces and the connections between them continue to be a priority for the City. The designation includes both publicly or privately-owned facilities providing recreational, educational, governmental, and other services to the community.



Appropriate Land Uses include both publicly or privately-owned facilities that provide recreational, educational, governmental, and other services to the community.

**LOW DENSITY RESIDENTIAL:
1 TO 5 DWELLING UNITS PER ACRE**

Livonia’s neighborhoods are the strength of the community. Much of Livonia is planned for single family residential and complementary land uses. The City’s traditional neighborhoods and accessible parks establish it as a highly desirable place to call home. The City’s housing stock includes a variety of housing types. The majority of the neighborhoods have clearly defined edges and are well-connected to park and community resources.



Appropriate Land Uses include detached residential dwelling units, schools, parks, and other compatible municipal and civic uses.

Density. A maximum density of 5 dwelling units per acre is recommended in low density residential neighborhoods. The minimum lot size should be 7,200 sq. ft, with minimum lot widths of 60 ft.

Connectivity. City low density residential neighborhoods are planned in close proximity to parks and when adjacent to corridor commercial or mixed-use centers neighborhoods are intended to be walkable. Vehicular, bicycle, and pedestrian connections should be provided between adjacent neighborhoods such that it will be possible walk and bike to destinations.

Building Location. Buildings in low density neighborhoods should be located towards the middle of the lot with yards on all four sides of the building.

Building Design. Buildings should have a residential scale and character in low density residential neighborhoods. In order to create a pedestrian friendly streetscape, garages should be located in rear yards, or, at a minimum, garage doors should be located at least 10 feet behind the front door of the unit.

Parking. The uses that are appropriate in low density neighborhoods typically do not require large parking lots. When a use does require an off-street parking area, such as a school or municipal facility, the parking lot should be designed such that it is largely hidden from view from roadways.

Table 2.2:
Low Density Residential Guidelines

Lot Dimensions and Density		
minimum lot area		7,200 sq. ft.
minimum lot width		60 ft.
frontage in build-to area		n/a
maximum density		5 du/ac
maximum attached dwelling unit %		0%
Building Setbacks		
arterial street	min.	25 ft.
	max.	none
local street	min.	25 ft.
	max.	50 ft.
side (one)		5 ft.
side (total of both)		14 ft.
rear		30 ft.
from adjacent residential districts		n/a
Building Height		
minimum		1 story
maximum		2.5 stories

MEDIUM DENSITY RESIDENTIAL: 5 TO 14 DWELLING UNITS PER ACRE

The medium density residential category consists of areas with potential for infill into traditional single-family neighborhoods that are either in close proximity to planned mixed development centers or in need of investment and stabilization. Retrofit development in the area includes accessory dwelling units (ADUs) to accommodate seniors and adult children. Permitting ADUs ensures that residents of Livonia will have housing options through all life stages. Additionally, encouraging greater density around mixed development centers has an economic benefit to the market area.

To a limited extent, duplexes, and small-scale infill apartments could be considered if developed according to strict design guidelines and approval processes. New multi-family dwellings are appropriate if designed to match the context of adjacent neighborhoods or commercial areas. New single-family attached housing development could be appropriate when the architectural design, landscaping, and other development factors will be in harmony with and complement existing, nearby residences.



Table 2.3:
Medium Density Residential Guidelines

Lot Dimensions and Density		
minimum lot area	6,000 sq. ft.	
minimum lot width	55 ft.	
frontage in build-to area	70%	
maximum density	14 du/ac	
maximum attached dwelling unit %	35%	
Building Setbacks		
arterial street	min.	20 ft.
	max.	none
local street	min.	5 ft.
	max.	25 ft.
side (one)		5 ft.
side (total of both)		12 ft.
rear		35 ft.
from adjacent residential districts		n/a
Building Height		
minimum		1 story
maximum		3 stories

Appropriate Land Uses include detached and attached residential dwelling units, schools, parks, and other compatible municipal and civic uses. Attached dwelling units should not represent more than 35% of all dwelling units in order to ensure that these areas do not become multiple-family areas. Attached dwelling units must have frontage on a collector or arterial street.

Density. There is no maximum density recommendation for medium density residential neighborhoods. The design recommendations of this plan will limit densities to a reasonable number of units per acre simply by requiring good design. Lots for detached units should have a minimum area of 6,000 square feet and a minimum width of 55 feet. All buildings should have a building frontage in build-to area for at least 70% of the lot width.

Connectivity. Medium density residential areas are planned in close proximity to mixed use centers, City Center, and along arterial corridors. Developments are intended to be walkable. Vehicular, bicycle, and pedestrian connections should be provided between adjacent neighborhoods such that it will be possible walk and bike to destinations.

Building Location. Buildings in medium density residential areas should be located closer to interior streets.

Building Design. Buildings should have a residential scale and character in medium density residential neighborhoods. Garages should be located in rear yards, although garages may be located in a side yard provided that the garage door is located at least 10 feet behind the front door of the unit.

Parking. The uses that are appropriate in medium density residential neighborhoods typically do not require large parking lots. When a use does require an off-street parking area, such as a school or municipal facility, the parking lot should be designed such that it is largely hidden from view from roadways. It is anticipated that on-street parking spaces will accommodate most visitor parking in medium density residential areas, although some rear-yard visitor spaces may be necessary for attached units.

**HIGH DENSITY RESIDENTIAL:
14 TO 50 DWELLING UNITS PER ACRE**

The high density residential category provides housing options of varying intensity. These areas are also found in transition zones between high-intensity commercial uses and low-intensity single-family housing. The development intensities range between 14 to 50 dwelling units per acre.



Appropriate Land Uses include attached and apartment style dwelling units, and municipal and civic uses.

Density. A maximum density of 50 units per acre should be allowed in high-density residential areas. While there is no minimum lot area for development in multiple family areas, the minimum lot area for duplex units is 5,000 sq. ft.

Connectivity. The recommended maximum block perimeter and block length in high-density residential are intended to create smaller blocks and a walkable pedestrian environment. Vehicular, bicycle, and pedestrian connections should be provided between adjacent neighborhoods such that it will be possible walk and bike to destinations. These connections should be provided to adjacent parcels even if it means connecting a multiple-family development to a single-family neighborhood.

Building Location. Apartment buildings, townhomes and condominiums are encouraged to be located close to the street.

Building Design. Buildings should have a residential scale and character and should present a traditionally proportioned building façade to the street. Garages should not be located on front facades but should be located in side or rear yards. Each building or unit should have a prominent entrance on the front façade facing a street, and garage doors should be located behind this entrance or entrances.

Parking. On-street parking should be provided in multiple-family areas. Visitor spaces should be located in rear yards behind buildings but may be provided in any location so long as they are not overly large in scale and buffered from adjacent streets with landscaping.

**Table 2.4:
High Density Residential Guidelines**

Lot Dimensions and Density		
minimum lot area	n/a	
minimum lot width	n/a	
frontage in build-to area	n/a	
maximum density	50 du/ac	
maximum attached dwelling unit %	100%	
Building Setbacks		
arterial street	min.	20 ft.
	max.	none
local street	min.	10 ft.
	max.	none
side (one)		15 ft.
side (total of both)		30 ft.
rear		35 ft.
from adjacent residential districts		75 ft.
Building Height		
minimum		1 story
maximum		4 stories

CORRIDOR COMMERCIAL

Livonia’s corridor commercial areas have historically been planned for vehicle access and typically provide front-yard parking. Restaurants, grocers, pharmacies, gas stations, personal services, vehicle sales, and big-box retail are example uses.

New developments in this area should continue the pattern of commercial development with supporting residential, when appropriate. However, the focus of new development, redevelopment, and improvements to existing developments should focus on improving the aesthetics of the area with landscaping and timeless architectural design. Strict requirements for access management should also be required.



Table 2.5:
Corridor Commercial Guidelines

Lot Dimensions and Density		
minimum lot area	n/a	
minimum lot width	n/a	
frontage in build-to area	n/a	
maximum density	16 du/ac	
maximum attached dwelling unit %	100%	
Building Setbacks		
arterial street	min.	15 ft.
	max.	30 ft.
local street	min.	5 ft.
	max.	15 ft.
side (one)		none
side (total of both)		none
rear		25 ft.
from adjacent residential districts		25 ft.
Building Height		
minimum		1 story
maximum		4 stories

Appropriate Land Uses include office, general retail commercial, food service, townhomes, apartments, and attached and upper-story residential uses. Automotive oriented uses such as gas stations, auto repair, or drive-through facilities may be appropriate in certain instances.

Density. A maximum of 16 dwelling units per acre is appropriate in corridor commercial centers. In no instance should the total residential floor area exceed 40% of the overall floor area to ensure that these areas do not become dominated by residential land uses.

Connectivity. Some corridor commercial areas are large enough that they could be developed as a mixed-use development with an internal street system. Wherever this is the case, a block system should be developed with a maximum block perimeter of 2,200 feet and a maximum block face of 800 feet. Cross access is encouraged to reduce curb cuts and turning conflicts. Streets connections and/or pedestrian connections, as may be appropriate, should be provided between corridor commercial areas and adjacent neighborhoods.

Building Location. Buildings facing arterial streets should be located close to the street. Buildings facing interior streets also should be located close to the street to create a walkable, pedestrian friendly environment.

Building Design. Buildings should be attractively designed and should incorporate quality, timeless building materials.

Parking. Parking areas in corridor commercial areas should be located in side or rear yards for buildings facing an arterial street. Parking should also be located in side or rear yards for buildings facing an interior street. Interior streets should also feature on-street parking.

REGIONAL COMMERCIAL

The regional commercial areas cater to large, national retailers and restaurants mixed with regional draws and specialty stores at varying scales. Retail opportunities exist in stores requiring large lots and smaller strip malls. Service providers, professional offices, banks, and other regional office uses should be encouraged.

Larger community and regional commercial services and resources should be developed along I-275 and I-96 and with vehicular and pedestrian connections to the mixed-development centers.

These areas are centers of shopping and commercial activity, as well as larger office uses. There is a potential for continued expansion of regional employment opportunities with multi-story buildings.



Appropriate Land Uses include medium and large format retail uses, office, and service commercial uses. Automotive oriented uses may be appropriate, including drive through facilities. Drive through facilities that are accessory to a principal use may be appropriate in certain locations. Regional commercial uses that are located close to freeways may be developed at a higher intensity, including offices up to 20 stories.

Density. Residential uses are not appropriate in regional commercial areas, so there is no maximum density.

Connectivity. Regional commercial is required to provide pedestrian and bicycle infrastructure and connect to surrounding neighborhoods. Regional commercial areas should be designed with wide sidewalks in front of buildings, hardscape improvements such as landscape planters, benches, decorative lighting, etc., and dedicated pedestrian pathways through parking lots.

Building Location. Buildings may be set back large distances from streets to accommodate parking lots.

Building Design. Buildings should be attractively designed and should incorporate quality, timeless building materials.

Parking. Parking may be located in any yard.

Table 2.6:
Regional Commercial Guidelines

Lot Dimensions and Density		
minimum lot area		5 acres
minimum lot width		300 ft.
frontage in build-to area		n/a
maximum density		n/a
maximum attached dwelling unit %		n/a
Building Setbacks		
arterial street	min.	50 ft.
	max.	none
local street	min.	40 ft.
	max.	none
side (one)		40 ft.
side (total of both)		80 ft.
rear		45 ft.
from adjacent residential districts		100 ft.
Building Height		
minimum		1 story
maximum		20 stories

MIXED DEVELOPMENT CENTER

Mixed development centers should be redeveloped into higher-density mixed-use cores of activity, addressing residents' desire for walkable neighborhoods and to create gathering spaces. The mixed development centers should provide engaging streetscapes with varied storefronts and activities, residential options that include townhomes, upper-story lofts, and apartments, and easy access to public transit or transit network company services, with parking and other essential infrastructure hidden off of the street. Mixed Development Centers are envisioned in four primary locations: Plymouth/Middle Belt, Farmington/Seven Mile, Middle Belt/Seven Mile, and Six Mile/Newburgh.

The character envisioned is consistent with traditional Michigan architecture: first floor commercial development with higher intensity multi-family housing intermixed. Mixed-use buildings are encouraged particularly with upper-story residential uses. Existing residential uses are encouraged to develop first floor retail spaces or professional offices. All uses are to be designed to maximize pedestrian and bicycle connectivity and circulation. New development could be of a slightly higher development in scale and massing than the existing development.



Table 2.7:
Mixed Development Center Guidelines

Lot Dimensions and Density		
minimum lot area	n/a	
minimum lot width	n/a	
frontage in build-to area	n/a	
maximum density	20 du/ac	
maximum attached dwelling unit %	100%	
Building Setbacks		
arterial street	min.	10 ft.
	max.	30 ft
local street	min.	0 ft.
	max.	15 ft.
side (one)		none
side (total of both)		none
rear		25 ft.
from adjacent residential districts		25 ft.
Building Height		
minimum		1 story
maximum		5 stories

Appropriate Land Uses include office, general retail commercial, food service, and attached and upper-story residential uses. Automotive oriented uses such as gas stations, auto repair, or drive-through facilities are not appropriate in the mixed development areas.

Density. The maximum density recommendation for mixed development areas is 20 dwelling units per acre. All buildings should have a building frontage in build-to area for at least 80% of the lot width.

Connectivity. Mixed development areas are large enough that they will include sizeable internal street systems. The street system should create walkable blocks with a maximum perimeter of 2,000 feet and a maximum length of 650 feet. Mixed development areas are highly connected to surrounding neighborhood, and the street network in the mixed development areas area must continue into surrounding neighborhoods.

Building Location. Buildings in mixed development areas should be located close to the street to create a walkable, pedestrian friendly environment.

Building Design. Buildings should be constructed out of natural building materials or durable synthetic materials that approximate the appearance of a natural material. Garages, if provided, should be located in rear yards, preferably accessed from alleys.

Parking. Parking areas in mixed development areas must be located in rear yards. Interior streets will also feature on-street parking.

CITY CENTER

The Livonia City Center is envisioned to be redeveloped as a mixed-use and civic center for the community. City Center is envisioned to become the functional downtown for Livonia residents. The special area plan (see page 28) presents a detailed analysis and vision for the redevelopment of the area which includes building new facilities for the Library, City Hall, and public safety. The vision includes space for community gathering and events as well as 55,000 sq. ft. of retail / office space and more than 800 residential units.



Table 2.8:
City Center Guidelines

Lot Dimensions and Density		
minimum lot area	n/a	
minimum lot width	n/a	
frontage in build-to area	n/a	
maximum density	none	
maximum attached dwelling unit %	100%	
Building Setbacks		
arterial street	min.	10 ft.
	max.	30 ft.
local street	min.	0 ft
	max.	15 ft.
side (one)		none
side (total of both)		none
rear		25 ft.
from adjacent residential districts		25 ft.
Building Height		
minimum		1 story
maximum		10 stories

Appropriate Land Uses include civic uses, recreation, office, general retail commercial, food service, and attached and upper-story residential uses. Automotive oriented uses such as gas stations, auto repair, or drive-through facilities are not permitted in the City Center area.

Density. There is no maximum density recommendation for the City Center area. All buildings should have a building frontage in build-to area for at least 80% of the lot width.

Connectivity. The City Center area is large enough that they will include sizeable internal street systems. The street system should create walkable blocks with a maximum perimeter of 1,600 feet and a maximum length of 400 feet. The City Center area should be retrofitted for increased connectivity to the surrounding neighborhood. When the street network cannot feasibly be connected by creating new blocks or alleys, pedestrian and bicycle paths are required.

Building Location. Buildings in mixed development areas should be located close to the street to create a walkable, pedestrian friendly environment.

Building Design. Buildings should be constructed out of natural building materials or durable synthetic materials that approximate the appearance of a natural material. Garages, including structured parking, if provided, should be located in rear yards, preferably accessed from alleys.

Parking. Parking areas, including structured parking, in City Center area must be located behind buildings. Interior streets will also feature on-street parking.

TECH AND MANUFACTURING

This future land use category provides for employment centers in the City and for the region. These areas should serve the community’s need for research facilities, warehouse, manufacturing, and other light industrial opportunities, or corporate campuses.

Livonia’s traditional industrial base south of the I-96 corridor is planned for continued industrial uses. This well-established industrial area has the potential to nurture new manufacturing and technology-based enterprises, and the intent of this character area is to gradually improve the appearance of these areas while retaining them as cost-effective locations to support new and existing businesses in the City.



Table 2.9:
Tech and Manufacturing Guidelines

Lot Dimensions and Density		
minimum lot area	20,000 sq. ft.	
minimum lot width	100 ft.	
frontage in build-to area	n/a	
maximum density	n/a	
maximum attached dwelling unit %	n/a	
Building Setbacks		
arterial street	min.	50 ft.
	max.	none
local street	min.	50 ft.
	max.	none
side (one)		20 ft.
side (total of both)		40 ft.
rear		20 ft.
from adjacent residential districts		100 ft.
Building Height		
minimum		1 story
maximum		4 stories

Appropriate Land Uses include industrial, manufacturing, office, research, warehousing, and similar uses. Outdoor storage is may be appropriate in the Tech and Manufacturing area in certain limited instances where the outdoor component of the use will not generate any negative impacts on nearby residential neighborhoods or major streets.

Density. There are no density standards for industrial areas.

Connectivity. Bicycle and pedestrian connections within and through the Tech and Manufacturing area are encouraged.

Building Location. Buildings should be located towards the middle of the lot, with a landscaped front yard between the building and the street.

Building Design. Buildings may be industrial in nature but should include quality materials and detailing on the front façade.

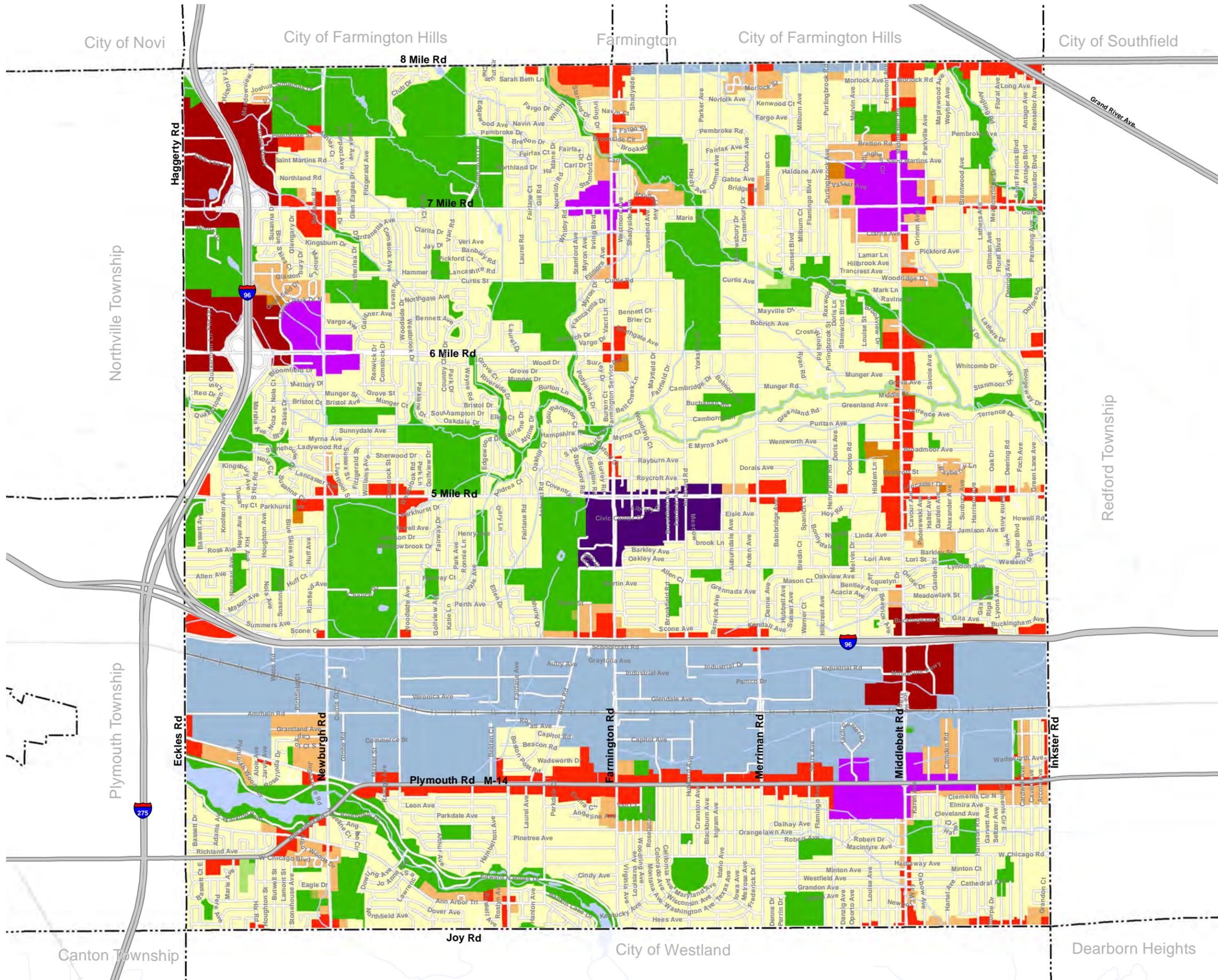
Parking and Loading. Parking and loading activities are encouraged to be located in side or rear yards.

Proposed Future Land Use

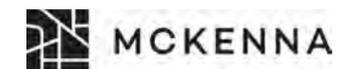
City of Livonia, Michigan

LEGEND

- Parks and Community
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Corridor Commercial
- Regional Commercial
- Mixed Development Center
- City Center
- Tech and Manufacturing
- Floodplain Area



Data Source: City of Livonia, 2015, Michigan Geographic Framework, Michigan Center for Geographic Information, McKenna, 2018



September 7, 2018
DRAFT

Missing Middle Housing

The Future Land Use Plan for Livonia places importance on neighborhood improvements and the creation of housing opportunities for the families of the future and downsizing options for residents of today. Much of the conversation surrounding the mismatch between current housing stock and demographic trends focuses on the need for “missing middle housing.” A response to limited appeal of traditional multi-family housing types developed in decades past, missing middle housing is those types between single-unit detached homes and mid-rise apartment buildings on the density and typology scale.

The Future Land Use Plan is intended to address the missing middle housing types and provide some flexibility for encouraging walkable infill housing development in Livonia by encouraging adaptive reuse in massing, density, and dimensional requirements in several districts.

Districts where missing-middle is encouraged:

- Medium Density Residential
- High Density Residential
- Corridor Commercial
- Mixed Development Centers
- City Center

Figure 2.1: Missing Middle Housing Types

POTENTIAL TYPES OF
MISSING MIDDLE HOUSING
FOR LIVONIA:



Duplex Adjacent



Duplex Stacked



Triplex



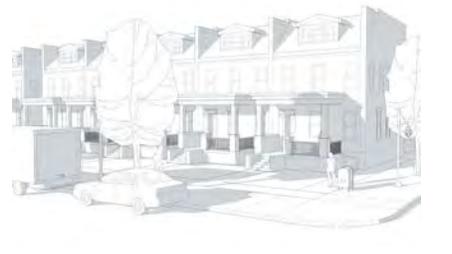
Fourplex



Small Apartment



Live Work



Rowhouses



Accessory Units

DEFINING CHARACTERISTICS OF MISSING MIDDLE HOUSING



According to the Smart Growth Network (SGN), in its *National Conversation on the Future of Our Communities*, these housing types “are classified as missing because very few have been built since the early 1940s due to regulatory constraints, the shift to auto-dependent patterns of development, and the incentivization of single-family home ownership.” The eight defining characteristics of missing middle housing – according to the Smart Growth Network - are as follows:

1. **Walkable communities** – according to SGN, the most important characteristic of missing middle housing is that it must be built in walkable urban areas close to services and amenities such as restaurants, markets, and work.
2. **Medium density but lower perceived densities** – SGN notes that perception and design is key when it comes to the perceived densities of missing middle housing. In short, those missing middle housing is typically medium density (16 dwelling units/acre to 35 dwelling units/acre), context-sensitive design and small building footprints help the densities feel more tenable to existing residents and neighbors.
3. **Small footprint and blended densities** – densities should be blended and small- to medium-sized building footprints maintained for ideal urban infill sites, “even in older neighborhoods that were originally developed for single-family homes but have been planned and often zoned to evolve with slightly higher densities”, according to SGN.
4. **Smaller, well-designed units** – many urban experts believe that a common mistake of architects and builders that has resulted in obsolete denser housing types is the impulse to force typically suburban unit and building types into the urban core. SGN advocates for smaller, better-designed units to help keep costs down and widen the affordability of housing in urban cores.
5. **Off-street parking does not drive the plan** – since missing middle housing is best built in walkable environments, there is often a need for less parking than even zoning standards call for. When large parking areas are built, “the buildings become inefficient from a development potential or yield standpoint and can shift neighborhoods below the 16-dwelling unit/acre density threshold”. The 16-dwelling unit/acre density threshold is the point at which a neighborhood generally can support public transit and streets where walkable services and retail become viable.
6. **Simple construction** – simple construction methods support two important pieces in the missing middle housing equation – profitability to the developer and affordability to the purchaser.
7. **Creating community** – with the common spaces typical of many of the forms of missing middle housing, such as courtyards and bungalow courts, there is the opportunity for neighbor interaction and community-building often greater than with traditional single-family and high-rise apartment development.
8. **Marketability** – the marketability of many of the missing middle housing types is key to their success in a competitive market; adding to the attractiveness of many of the forms is the ability to provide a scale and experience similar to single-family homes. For example, when occupants enter from a front porch with a dedicated entrance, rather than sharing interior common space entrances in typical apartment buildings.



Special Planning Areas

WHAT IS A SPECIAL PLANNING AREA?

Special planning areas are targeted locations within the City that can serve as a catalyst for change in the community. Each special planning area in this chapter includes a focus on how current conditions and future opportunities, a defined vision for redevelopment, and clearly illustrates the specific development principles that should be considered as future development takes shape. They serve as a powerful tool for both public and private entities to consider when evaluating future investment, ensuring the expectation and path to redevelopment is clear and coordinated.

Collectively, all of the special areas plans share a strong common element: they enhance the quality of life for Livonia residents through the creation of new vibrant places, and increase revenue to the City.

Redevelopment of these areas will not be realized overnight, but the Plan is a tool for the public and private sector to collaborate and execute this vision collectively over time.

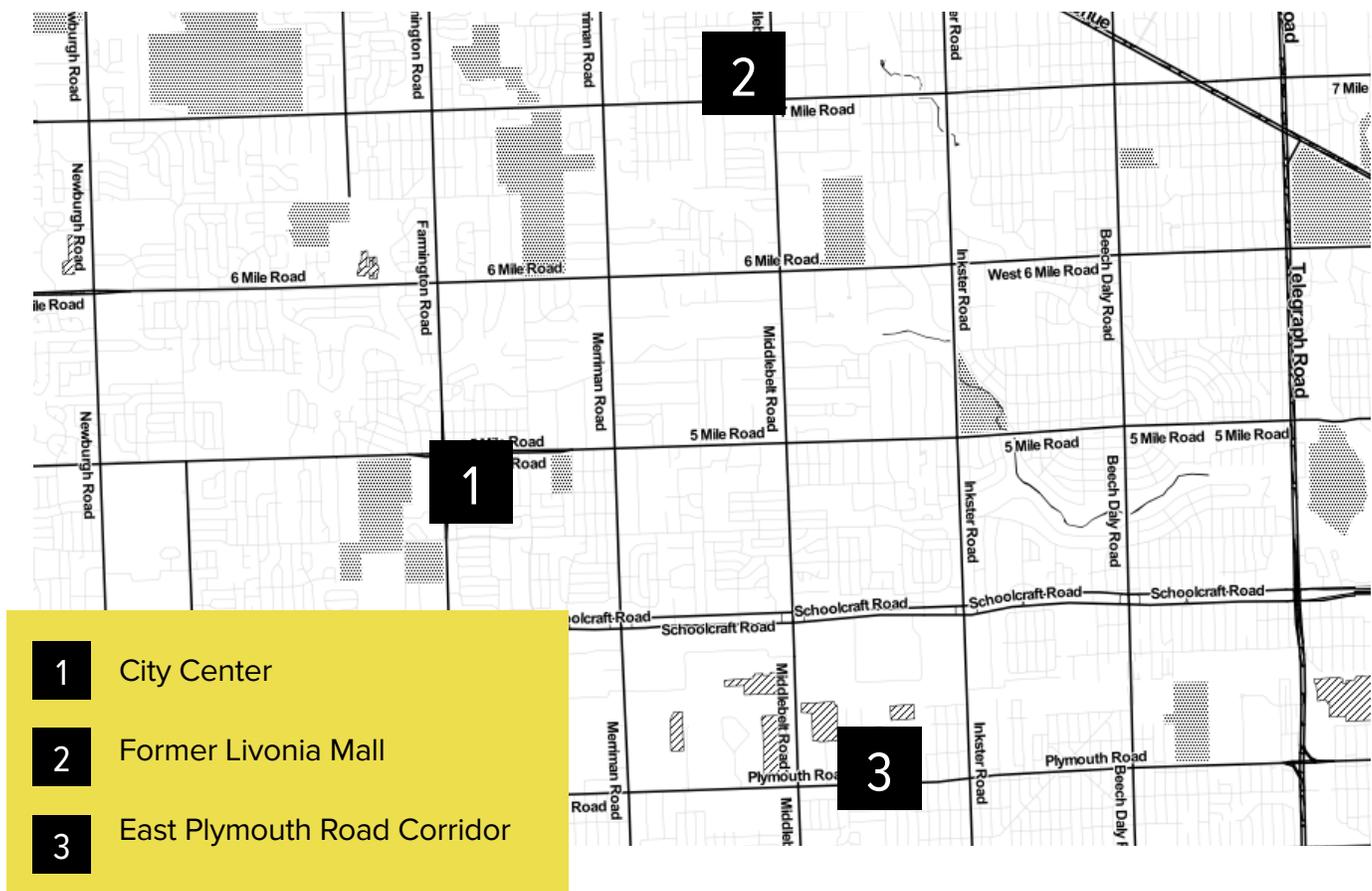
SPECIAL AREA SELECTION

The selection of the special planning areas was conducted by the Steering Committee with input and guidance from the consultant team. Early in this process the Steering Committee identified approximately two dozen areas throughout the City that are priorities for future public and private investment. From this list, the top three areas were selected for future study as part of this Master Plan update. These areas met the following criteria:

1. **Opportunities for Parcel Assembly** - Contains large parcels or a collection of parcels of land under single ownership or with few owners.
2. **Advances Community Goals** - Helps advance other municipal goals and policies if redeveloped
3. **Aligns with the Market** - Supports and grows market segments that align with market trends, best practices, or grow sectors identified from a detailed market assessment.
4. **Transitions Under Performing Areas** - Grows or re-imagines areas that no longer are competitive in the market.
5. **Reflects Community Aspirations** - Advances the aspirations and vision of the community.
6. **Enhances Image and Brand** - Will enhance the image of the place (city, district, corridor, etc.) once redeveloped.
7. **Serves as a Catalyst** - Creates energy in the market and community to re-envision and grow new opportunities

Based on this criteria the steering committee identified three special planning areas. This included 1) City Center/City Hall, 2) Livonia Mall, and 3) East Plymouth Road between Middle Belt and Inkster Road. These areas were explored at the Charrette which greatly influenced the final recommendations.

Figure 2.2: Special Planning Areas



HOW ARE SPECIAL PLANNING AREAS USED?

Private Sector

Developers, engineers, and others will play a critical role in the development of the project study area. This Plan and special planning areas assists the private sector in gaining an understanding of the development opportunity in each the area. The Plan specifically does this by:

- Providing an overview of the regional and neighborhood context that will support the development.
- Outlining clear principles to guide development, so that the private sector understands the public expectations.
- Identifying the natural and environmental constraints of each.
- Illustrates the vision and development potential/capacity of each area.

Public Sector

Often, municipalities face competition among each other to attract private development. A community with a vision is likely to attract high-quality private development. This Plan helps the City of Livonia reach these objectives by:

- Guiding future land use and zoning decisions to align with a targeted development strategy.
- Communicating the area’s opportunity to the private sector.
- Sharing the City’s and public vision for the form an character of the area.
- Gives direction for where to prioritize public improvements to align with and support private sector investment.

SPECIAL PLANNING AREA:

City Center

One of the definitive elements of many great communities is the existence of a recognizable downtown area. Research produced during the master planning process has indicated that Livonia does not have a discernible ‘center’ or downtown. This special planning area was identified as it represents an opportunity to evaluate and envision how future improvements to the existing city campus can evolve into a central gathering point for community and commerce in Livonia.

Figure 2.4: City Center – Existing Zoning



EXISTING CONDITIONS

The City Center and adjacent properties include several large aggregated spaces for both public and private investment. Most of the area is owned by the City and the site includes Livonia Public School bus depot. The site features two significant existing wooded/wetland areas as well as dedicated plaza spaces reflecting Livonia’s rich culture. The ground is relatively flat and gently slopes toward to the woods and neighborhood to the south.

Figure 2.3: City Center – Existing Land Use



Many of the existing buildings at the current government center are neither completely, nor efficiently, utilized, or are in need of significant upgrades. While the City has made investment in maintaining several of the buildings on this site, most of the structures have reached the end of their practical lifespan. This represents an opportunity to evaluate how the structures are enhanced or re-envisioned in the future.

Figure 2.6: City Center – Areas to Preserve



Figure 2.5: City Center – Existing Access



MARKET CONSIDERATIONS

A key element in creating a vision and redevelopment strategy for a special planning area is to understand market potential. To create a site development concept that capitalizes on geographic location, is grounded in market realities and incorporates environmental opportunities, the following considerations were given to the vision for the City Center:



Examine development opportunities on underutilized land assets on City owned property.

Examine surrounding non-motorized connections between City facilities.



Consider housing options that provide for a variety of new multi-generational lifestyles.



Review options to incorporate mixed-use structures that enhance daily activity.

THE VISION for the CITY CENTER

A dynamic mixed-use campus that is recognized as the Livonia entertainment, cultural and event destination.

Figure 2.7: Conceptual Master Plan of the proposed vision for City Center.



Table 2.10:
City Center – Site Development Data

A. Proposed Civic Campus
<ul style="list-style-type: none"> • City Hall/ Library • District Court • Public Safety (Police Dept., Fire Dept.) • Community Space/ Amphitheater
B. Recreation Campus
<ul style="list-style-type: none"> • City Recreation Center • Senior Center
C. Memorial Park
<ul style="list-style-type: none"> • +/- 5 acres
D. Mixed-Use Development
<ul style="list-style-type: none"> • +/-16 acres • 22,000-40,000 sq. ft. (retail/office) • 500 residential units • 3-4 stories
E. Attached Single-Family Residential
<ul style="list-style-type: none"> • +/-16 acres • 126 units
F. Commercial Mixed-Use Development
<ul style="list-style-type: none"> • +/-7 acres • 15,000 sq. ft. (retail) • 180 residential units • 3-4 stories



The vision / concept for the Civic Center was inspired by civic campus in Fishers, IN shown above.

CITY CENTER DEVELOPMENT PRINCIPLES



1

Provide a mix of civic, residential and commercial uses with activity on the site throughout the day.



2

Establish an identifiable and defined City Center for the residents of the City of Livonia.



3

Include a critical mass of full-time residents on the property to enhance safety and civic activity.



4

Promote the re-development of adjacent properties with uses that are synergistic with the new city center development.



5

Create outdoor space for community activities including, festivities, galas, entertainment and a variety of other city gatherings. Entertainment and a variety of other City gatherings. Community activities including; concerts, festivities, galas, entertainment and a variety of other City gatherings.



6

Establish opportunities for private investment on the campus site and surrounding properties.

These principles should inform how the form and character of future development may occur within the special planning area, or for any zoning code updates that are made. They are intended to be a guide and general in nature.



Conceptual rendering of the proposed vision for Civic Center. This view is looking west across Farmington Road into the proposed residential neighborhood.

CONCEPTUAL PHASING PLAN *for the CITY CENTER*

The investments from Phase I, as city-controlled properties, will be the ideal first step in the development of the City Center.

The successes of Phase I can then aid in financing the later phases of this project.



Figure 2.8: City Center Conceptual Phasing Plan. *The specific development timing will be determined during future planning efforts.*

There are multiple advantages of phasing a development like the Livonia City Center. One primary motive for development phasing is to control and minimize disruption of current operations. To maintain City operations it will be necessary to build a new facility for essential services to move into before demolishing an old facility. Operations can continue while a contractor's physical work is underway in another area, minimizing disruption of services during service relocations. Since the Civic Campus is relatively compact, services can be shuffled as new facilities are built and old facilities are demolished.

Conceptually, the investments in Phase I, will move the Senior Center and City Hall into new facilities possibly with the Library and/or Livonia Public Schools. This will be an ideal first step in the development of City Center because it will clear the way for private development on the northeast corner of the site in Phase 2, which will help activate the new City green and gathering space.

Phases with revenue generating uses can be used to offset costs for future phasing. Precise operational and square footage programming needs should be determined through a feasibility planning process for City Center. Proper phasing of City owned facilities will also need to be reexamined after a facilities assessment is conducted and/or when a potential developer expresses interest in the site.

SPECIAL PLANNING AREA:

Former Livonia Mall

As the commercial market continues to change, many retail and shopping oriented properties have struggled to maintain occupancy. The site of the former Livonia Mall is a classic example of the changes in shopping trends away from large format and big box retail. It is also indicative of many commercial areas being ‘over retailed,’ creating an over supply in the market. Also significant is the opportunity to enhance the historic Clarenceville connection—one of Livonia’s founding areas. This site was in part identified as a special planning area for these reasons and because of the opportunity to redevelop a site with a large single user containing a significant amount of surface parking. In addition, concepts for this area are intended to complement and build off of the recent investment on the southern portion of the special planning area along Seven Mile. In order to increase activity and viability of retail space, there is a growing movement to infuse these properties with new activities and full-time residents which will diversify the market and increase day and night time activity in the area. The site also represents an opportunity to increase missing middle housing options in the City.

Figure 2.10: Former Livonia Mall – Existing Zoning

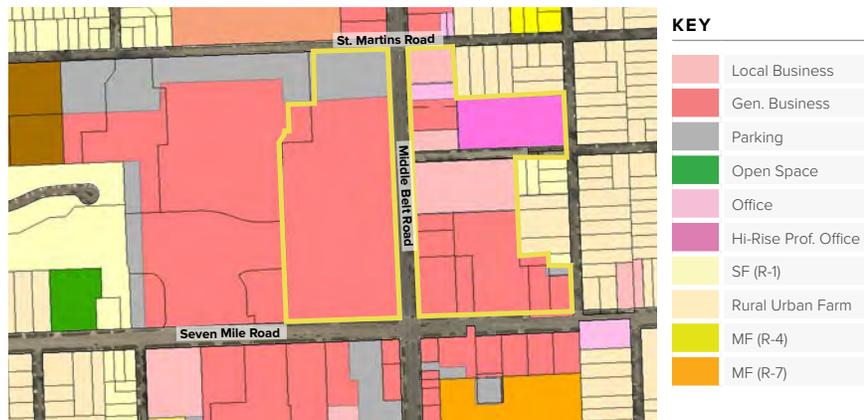
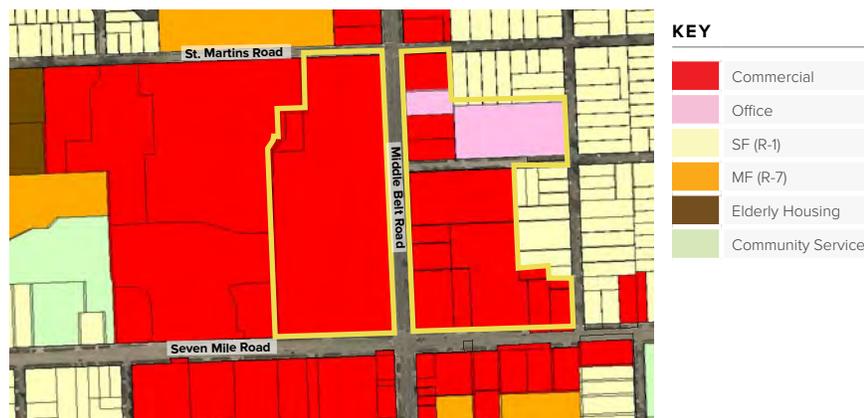


Figure 2.9: Former Livonia Mall – Existing Land Use



EXISTING CONDITIONS

This area encompasses the northwest and northeast corner of the intersection of Middle Belt and Seven Mile Road.

The area is largely zoned for business uses, and the existing land use is exclusively commercial.

Most of the area represents existing buildings and parcels that are underutilized and contain a significant amount of vacancy. While not labeled on the map as vacant, many structures have become functionally obsolete due to lack of demand, dated building layout, and limited opportunity to integrate them into a mixed use setting.

The site has good access which makes it desirable for future development for a variety of uses. The lack of pedestrian amenities and comfort should be considered and enhanced in the future.

Figure 2.12: Former Livonia Mall – Vacant or Underutilized Areas

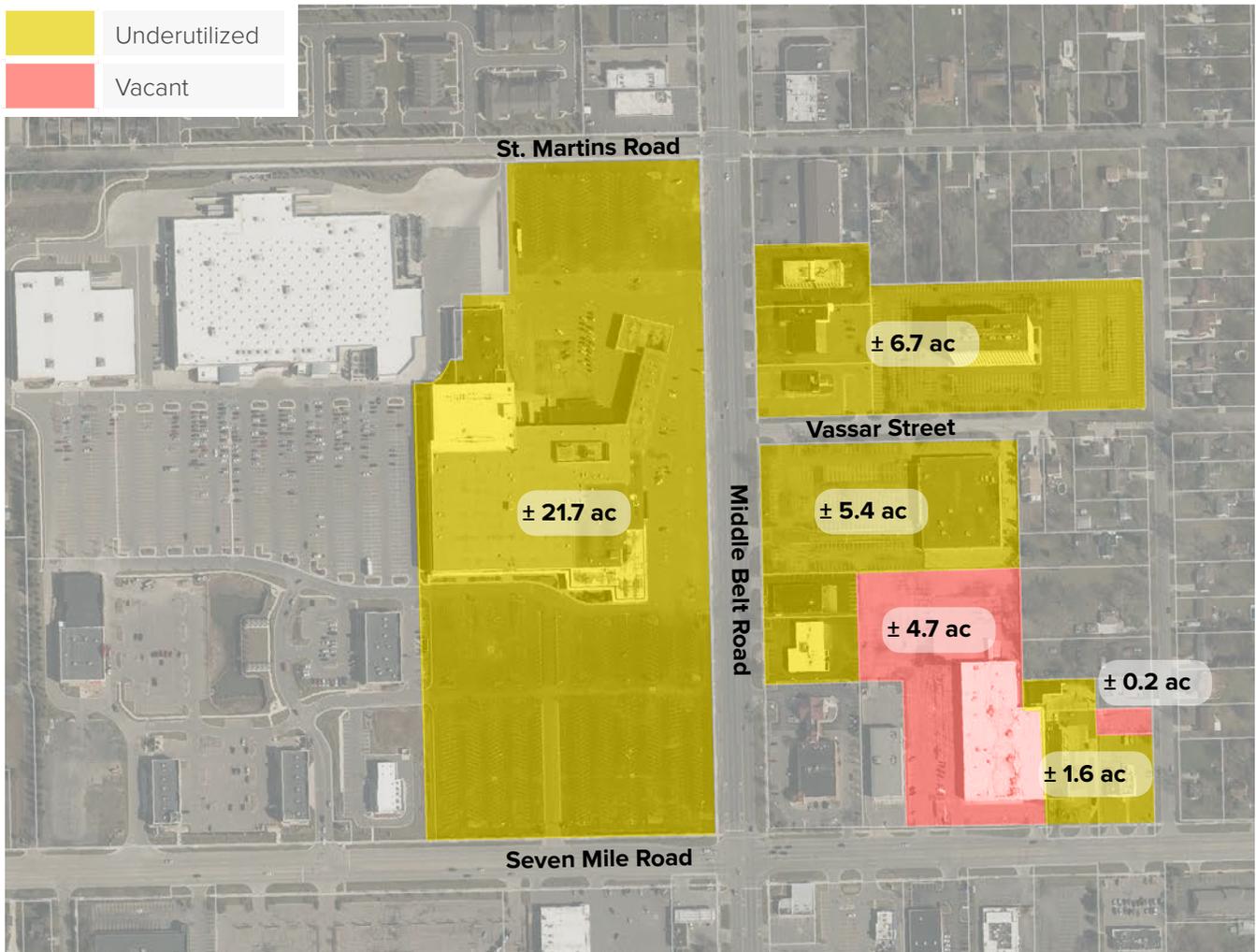


Figure 2.11: Former Livonia Mall – Existing Access



MARKET CONSIDERATIONS

To create a site concept that is rooted in market conditions and trends, the following considerations were given to the future development of the former Livonia Mall area:



Consider the replacement of under-performing commercial structures with neighborhood-scale uses with pedestrian connections to the adjacent neighborhoods.



Review the opportunity to incorporate a variety of housing options to increase density.



Examine commercial/retail opportunities that are attractive to the proximate residents and area workers.

THE VISION for the FORMER LIVONIA MALL

A lively, mixed-use development that builds on and complements the surrounding neighborhood, supports the economic viability of the area, and enhances the quality and character of Seven Mile and Middle Belt corridors.

Table 2.11:
Former Livonia Mall
– Site Development Data

A. Commercial Commons
<ul style="list-style-type: none"> • +/- 9 acres • Hotel/ Suites (120 keys) • Functional Public Green • 33,000 sq. ft. (In-line Retail)
B. Multi-Family “Flats” Residential
<ul style="list-style-type: none"> • +/- 13 acres • 330 Flats
C. Commercial Out-lots
<ul style="list-style-type: none"> • +/- 3 acres • 10,000 sq. ft.
D. Commercial Office
<ul style="list-style-type: none"> • +/- 4 acres • 20,000 sq. ft.
E. Attached Single-Family Residential
<ul style="list-style-type: none"> • +/- 14 acres • 142 Townhomes / 84 Flats
F. Commercial Office
<ul style="list-style-type: none"> • +/- 10 acres • 10,000 sq. ft.

Figure 2.13: Former Livonia Mall – Concept Plan



Grandview Yard (Columbus, OH) is an example of a infill mixed-use project that strengthened the character and economic condition of an aging corridor.

FORMER LIVONIA MALL DEVELOPMENT PRINCIPLES



1

Provide a mix of residential and commercial uses that promotes safety, activity and vitality within Livonia.



2

Incorporate appropriately sized green spaces for use by the residents and visitors of the new development.



3

Promote walkability and connectivity within the development and the adjacent neighborhoods.



4

Enhance the diversity of residential housing stock available within the City of Livonia.



5

Provide flexible residential opportunities and densities that can align with the market demand.



6

Encourage the re-development of adjacent properties with uses that are compatible with the new development on this site.

These principles should inform how the form and character of future development may occur within the special planning area, or for any zoning code updates that are made. They are intended to be a guide and general in nature.

SPECIAL PLANNING AREA:

East Plymouth Road Corridor

The East Plymouth Road Corridor has been one of the main commercial centers of Livonia for nearly a century. Today, the corridor has a variety of small to medium sized commercial uses, and in some areas moderate vacancy and aging building stock. Plymouth road as a whole was identified as an area that needs consideration how it will develop in the future. Specifically, the eastern segment of the corridor between Middle Belt and Inkster was selected as an area that would benefit from being studied as a special planning area. It is important to note that while this area was identified as a priority, it represents many of the same opportunities and challenges present throughout the larger corridor, and thus should be considered as a template or model for how future growth and development may occur throughout the corridor.

Figure 2.15: East Plymouth Road Corridor – Existing Zoning



EXISTING CONDITIONS

The corridor is currently made up of a variety of zoning types and land uses. The result is an uncoordinated look and feel, with uses ranging from industrial, commercial, and residential. In some instance, this mix can be desirable for the form and site orientation that is inconsistent between the uses, and results in a patchwork throughout the corridor.

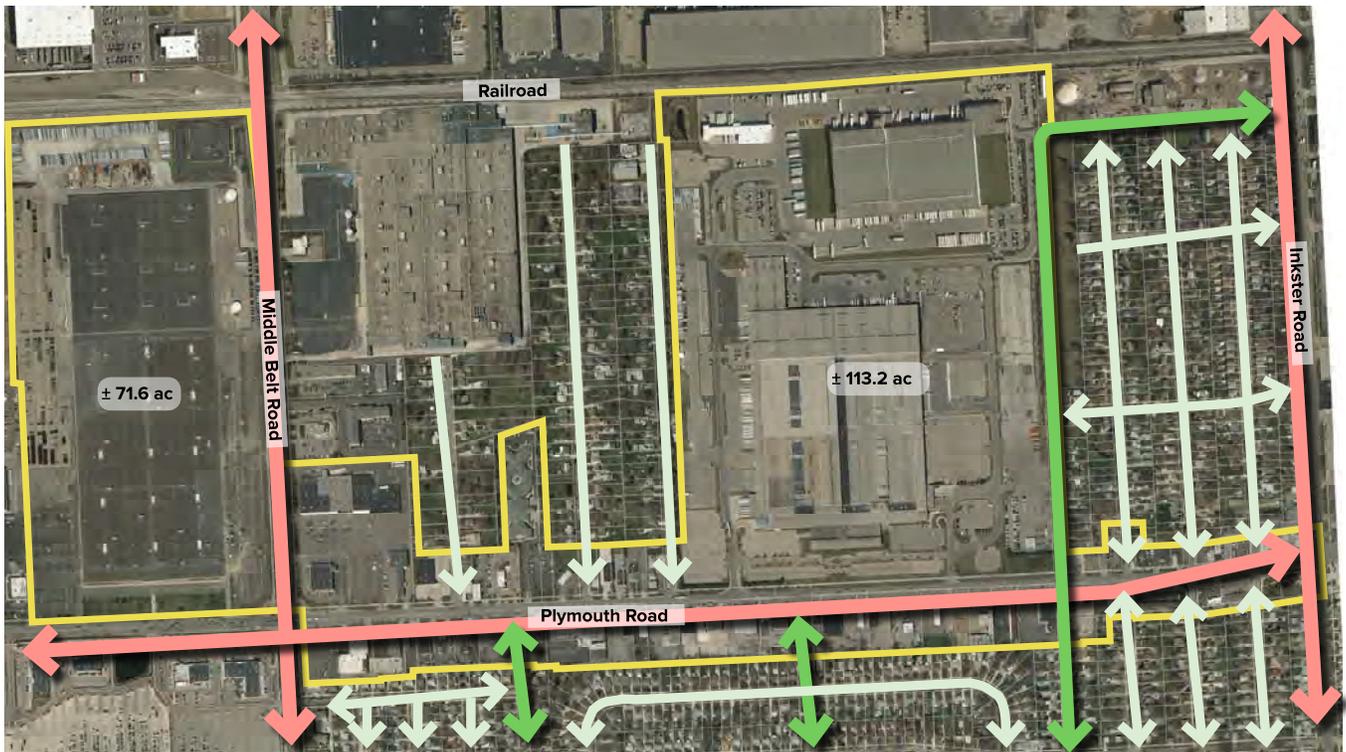
The corridor also is auto-oriented, with few areas that are truly pedestrian-oriented. This is largely due to frequent vehicle access and curb cuts that create a significant amount of conflicts for the pedestrian and bicyclist on the corridor.

Figure 2.14: East Plymouth Road Corridor – Existing Land Use



Another key element of the existing conditions in the corridor is the significant amount of surface parking and lack of identifiable and purposeful greenspace. This creates an environment that lacks comfort and accentuates the auto orientated nature of the existing development pattern.

Figure 2.16: East Plymouth Road Corridor – Existing Access



MARKET CONSIDERATIONS

To create a site concept that is rooted in market conditions and trends, the following considerations were given to future development of Plymouth Road. These considerations were both the reflections of the market as well as best practices in planning and urban design. One of the key considerations with this special planning area was the need to better create a sense of place, and ‘human oriented’ development pattern that would attract a mix of uses in a distinct and walkable pattern. This shift in the design and planning of the corridor aligns the vision with market demand for vibrant places with a mix of uses.



Consider solutions to better integrate the larger industrial uses.



Explore ways to collectively grow nodes by combining small and shallow parcels to create larger development sites that can accommodate a variety of use in a walkable and mixed-use setting.



Examine the aggregation of uses to establish key development sites.



Embrace the street / streetscape by moving buildings closer the street and creating outdoor spaces for work, play, and entertainment.



Break down the corridor into specific nodes to concentrate development with a focus on entertainment uses, creating clusters of activity.

THE VISION for the EAST PLYMOUTH ROAD CORRIDOR

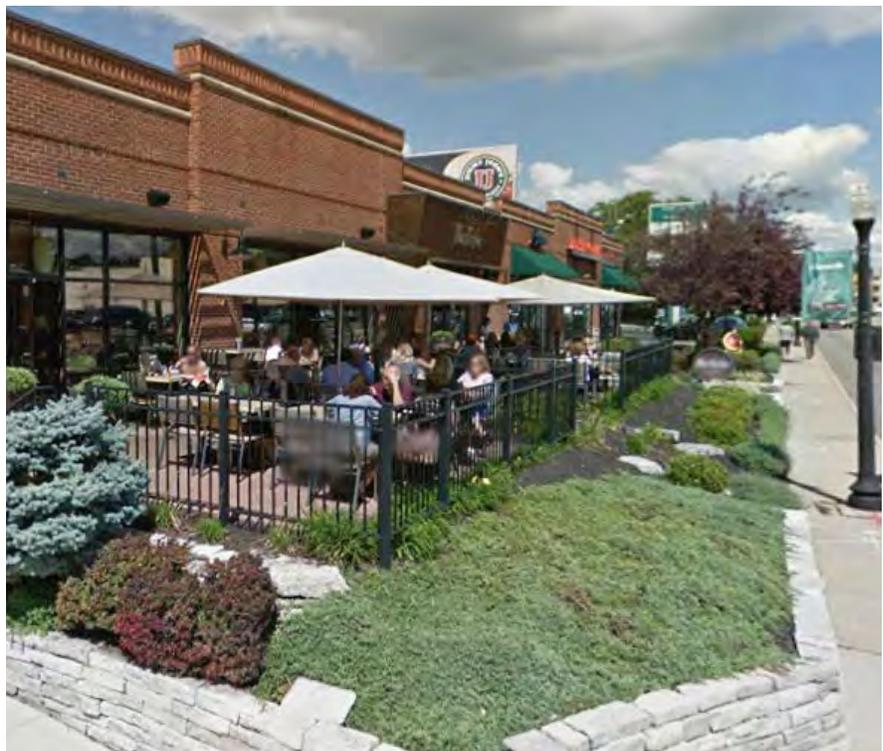
A vibrant and viable corridor that embodies the spirit and resiliency of Livonia and supports multimodal transportation.

Figure 2.17: East Plymouth Road Corridor – Concept Plan



Table 2.12:
East Plymouth Road Corridor
– Site Development Data

A. Commercial Out-lots
<ul style="list-style-type: none"> • 6 Possible Sites • +/- 9 acres • 20,000 sq. ft.
B. In-line Retail / Office
<ul style="list-style-type: none"> • +/- 10 acres • 72,000 sq. ft. (mixed commercial)



This development illustrates the intended development pattern for the future of the corridor

EAST PLYMOUTH ROAD CORRIDOR DEVELOPMENT PRINCIPLES



1

Provides an attractive and cohesive mix of residential and commercial uses.



2

Establishes identifiable “nodes” at key intersections to facilitate orderly redevelopment and creates a “sense of place”.



3

Organizes the structures to enhance the visual character of the corridor and minimize the visual impact of parking areas.



4

Encourages the use of shared access points to enhance safety and reduce the effect of numerous connections to the busy roadway.



5

Provides pedestrian connections to the adjacent neighborhoods and connectivity for nearby residents.



6

Creates opportunities to for private investment on the sites and surrounding properties.

These principles should inform how the form and character of future development may occur within the special planning area, or for any zoning code updates that are made. They are intended to be a guide and general in nature.

A Model for the Future of Plymouth Road

CREATING A FRAMEWORK

The special planning area recommendations contained in this section were designed to be a large transformative vision for the east section of the corridor. While this section of Plymouth Road is important, it is also important that the corridor as a whole is healthy. The vision and principles outlined here should therefore be applied to other areas of the corridor. The corridor would also benefit from a more comprehensive corridor plan that examines, outlines, and aligns a collective strategy. It will be extremely important for the City to consider planning for the corridor as a whole as a next step. Lasting success will be a result of how the individual segments/districts along the corridor are developed over time.

To plan for the corridor comprehensively, a framework that includes seven specific elements was created. These elements represent key development considerations that should be applied throughout the corridor. When collectively addressed, the overall vision for the special planning area will grow throughout the corridor, resulting in a more comprehensive revitalization of Plymouth Road.

IMPLEMENTING THE FRAMEWORK

The next step to plan for the corridor is to begin the hard work and start the journey through individual 'steps.' This will take both public and private support/involvement. The City must start the process by setting the tone and expectations for the private sector. The private sector must consider and apply the vision and hold other neighbors accountable for following the same vision and level of quality in their development efforts. The community must hold both the City and private sector accountable.

Figure 2.18: Plymouth Road – Framework Areas



RECOMMENDATIONS

Create New Outlots

The space between Plymouth Road and the existing Roush property should be re-apportioned to include commercial out-lots with buildings organized in a similar pattern to the new development on the south side of Plymouth Road. These new sites and businesses would have limited access from Plymouth Road. The existing ingress/egress locations from Deering Road and just to the West of Harrison Road can provide connectivity and circulation to both the out-lot businesses and the existing parking for the main Roush facilities.

Aggregate the Development

Through public and private collaboration, properties should be acquired to facilitate the development of new structures and parking facilities. The combined redevelopment of properties can provide the benefit of consistent architectural details and cohesive appearance. Assembling small parcels will also create more attractive development opportunities to accommodate larger scale infill projects.

Reduce Visual Impact of Parking Areas

New Buildings shall be oriented and organized on the sites to create a defined visual corridor along the street. Landscape and buffer treatments should be utilized where there are gaps in the buildings. Common access agreements amongst all property owners/ developers should be established in areas between intersecting public streets.

Improve Access Management

Parking should be provided at the rear of the properties with limited access points to Plymouth Road. As properties are acquired and developed, each block should be studied to determine a few (2-3) most effective points to access the parking areas behind the buildings. This can reduce the opportunity for vehicular crossings and accidents.

Define Pedestrian Connections and Crossings

A few, select, crossing points should be added between existing street intersections to establish specific locations for pedestrian activity. These areas should be consistently spaced and augmented with landscape and hardscape treatments to accentuate the importance of these spaces. Through the use of elements on the ground plane and along the street, drivers will identify these areas as locations for pedestrian activity.

Cohesive Streetscape Character

A diverse yet cohesive landscape and amenities palette should be created for Plymouth Road. Benches, fences, railings, landscape and lighting should be consistent through the corridor to unify the corridor.

Create New Zoning Standards That Apply to the Whole Corridor

New zoning regulations should be developed to unify the form, character, style, and mix of uses in the corridor. Generally the form and character should be aligned, and a variety of uses should be considered as allowable uses throughout the corridor.



Placemaking and Community Character

Placemaking is a multi-faceted approach which “capitalizes on a local community’s assets, inspirations and potential, ultimately creating [great] public spaces that promote people’s health, happiness and well being”.

— Project for Public Spaces

PLANNING FOR A SENSE OF PLACE

Placemaking is the process by which we collectively design and manage elements of the public realm (markets, waterfronts, plazas, streets, parks, neighborhoods, downtowns, etc.) to create places that are appealing, accessible, sociable, comfortable, and support activity. Placemaking helps to define the pattern and use of the built environment and how well people are able to access, connect, and move around in it. Placemaking can also help build and enhance sense-of-place by supporting social interaction around common interests.

Placemaking is not a new concept. In the 1960’s, urban activists like Jane Jacobs talked about the need to create lively neighborhoods and inviting public spaces. Many placemaking concepts are rooted in the principles of Smart Growth and the New Urbanism movement of the 1990’s.

The most prominent state-wide effort to encourage and support placemaking in Michigan is the Mlplace Initiative. Mlplace is a statewide initiative whose purpose is to research and develop innovative placemaking tools, educate community leaders on the value and importance of placemaking and provide assistance to communities looking to implement placemaking tools. Through these efforts, the Initiative hopes to create communities that are better able to attract and retain the knowledge workers and entrepreneurs that are able to compete in the global economy. The Initiative is supported by a coalition of 14 state agencies and government advocacy organizations, including the Michigan State Housing and Development Association, the Michigan Municipal League and Michigan State University’s Land Policy Institute.

Because placemaking is such an important part of planning and economic development, especially for a historic community like Livonia placemaking recommendations will be inserted throughout this document to complement the overall vision.

ECONOMIC BENEFIT

Also important is the potential for economic returns that are made possible with placemaking. Great spaces, even if not inherently economically producing, can trigger an economic impact in surrounding areas. A local example of this dynamic at work is Campus Martius in downtown Detroit.

The redevelopment of this small space had a large impact on the economic vitality of downtown Detroit. It is estimated that Campus Martius attracts nearly two million visitors a year and stimulates almost one billion dollars of investments and nearby redevelopment. Not only is Campus Martius a generator for economic activity but it is also an active and vibrant public space.

What makes a space GREAT?

GUIDING DESIGN PRINCIPLES OF EVERY PLACEMAKING EFFORT

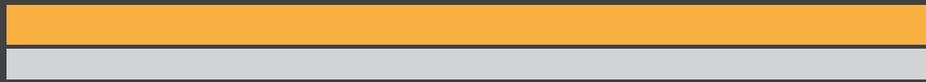
The following 12 key elements are critical design principles to consider in to any placemaking effort. In Livonia, there are a wealth of opportunities for these elements to be customized into the City's neighborhoods, mixed use districts and gathering spaces. The City can also formalize best practices for placemaking in future zoning updates.



- 01 location**
 - + Easily accessible
 - + Attract a variety of users: e.g. workers, seniors, kids, etc.
- 03 size**
 - + Human scale
 - + Maintain appropriate sight lines, i.e. facial expressions of others
- 05 visual complexity**
 - + Variety of forms, colors, and textures
 - + Range of elements: i.e. places to sit, vegetation, public art, etc.
- 07 uses and activities**
 - + Programming to accommodate both lingerers and passers-through
 - + Incorporate preferences of both men and women
- 09 micro climate**
 - + Maximize year-round use
 - + Impact of light, wind patterns, and inclusion of sunny and shady areas
- 11 boundaries**
 - + Visual and functional transitions between the plaza and adjacent buildings
 - + Design edges with nooks and corners that extend into the plaza

- circulation**
 - + Safe pedestrian pathways to encourage walking
 - + Accommodate needs for the disabled, elderly, strollers, vendors, etc.
- seating**
 - + The most important element in encouraging plaza use
 - + Varying types of seating: primary (permanent and movable) and secondary
- vegetation / plantings**
 - + Variety of vegetation to achieve desired views, shade, and color
 - + Develop a maintenance plan
- art**
 - + Art should promote interaction and communication
 - + Inclusion of water elements such as fountains and reflecting pools
- food / beverages**
 - + Food / beverage services available in and next to the plaza (vendors, kiosk, cafes, etc.)
 - + Amenities to augment eating facilities: rest rooms, trash containers, and seating
 - + Zero waste signs and recycling resources
- programs**
 - + Ability to hold special events, temporary exhibits, concerts, etc.
 - + Functional stage area that can be used for other activities

LIVONIA VISION 21
CITY OF LIVONIA, MI



LIVONIA
STARTS NOW V21

BOOK 3 of 4

SYSTEMS DEVELOPMENT

How do we get there?

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.

In particular, we acknowledge the efforts of:

LIVONIA DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT

Mark Taormina, AICP, PCP, Director
Scott Miller, Planner IV
Barb Gamber, Economic Development Coordinator
Marge Watson, Program Supervisor
Debra Walter, Clerk

LIVONIA VISION 21 STEERING COMMITTEE

Kevin Aoun
James Baringhaus
Maureen Miller Brosnan
Ruth Ann Brown
Edward Davis
Sharon Dolmetsch
Heather Douglas
Frank Grisa
Jim Inglis
Stacy Jenkins
Kathleen McIntyre
Kevin Priddy
Paul Shepich
Jeff Shingler
Peter Ventura, Chair
Dan West

CITY LEADERSHIP

Dennis K. Wright, Mayor
Susan M. Nash, Clerk
Lynda L. Scheel, Treasurer

CITY COUNCIL

Scott Bahr
Jim Jolly
Brandon M. Kritzman
Kathleen McIntyre
Brian Meakin
Laura Toy
Cathy K. White

PLANNING COMMISSION

Sam Caramagno
Glen Long, Jr.
Elizabeth McCue
Kevin Pridd
Carol Smiley
Peter Ventura
Ian Wilshaw

CONSULTANT TEAM

McKENNA

John Jackson, AICP, President
Paul Lippens, AICP, Project Manager
Laura Haw, AICP, Project Planner
Deanna Dupuy, Assistant Project Planner
Jennifer Neal, Assistant Project Planner
Alex Novak, Assistant Project Planner
Carrie Leitner, Art Director / Graphic Designer

OHM Advisors

Aaron Domini, Assistant Project Manager
Heather Bowden, Project Planner
Forrest Gibson, Landscape Architect
Margherite Novak, Assistant Project Planner

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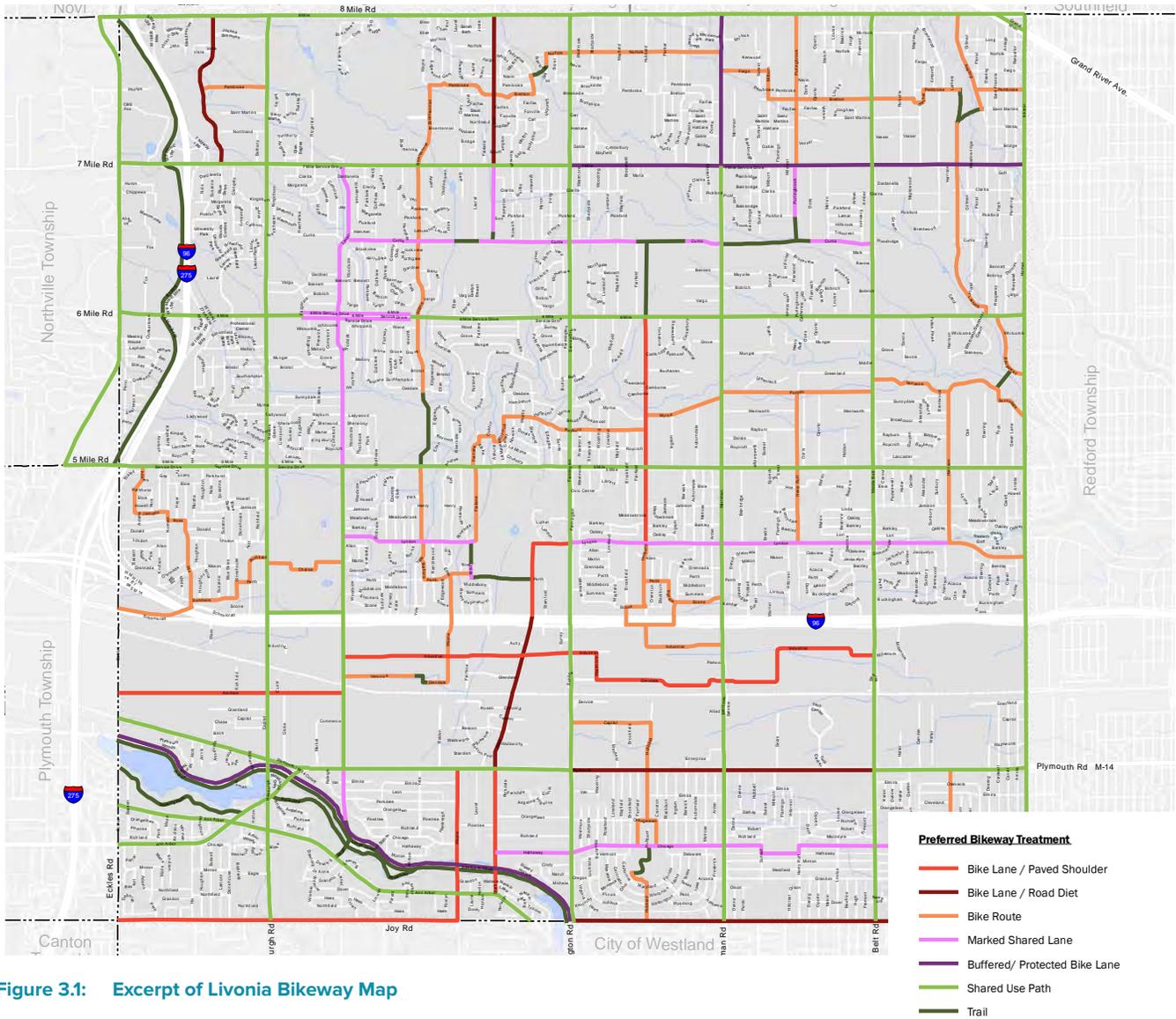


Figure 3.1: Excerpt of Livonia Bikeway Map

Introduction

The **Systems Development Book** presents conditions and strategies for growing and maintaining the City’s key infrastructure systems. The Future Transportation plan evaluates vehicular movement, nonmotorized connectivity, transit connections, and innovative mobility strategies. The book presents emerging themes and findings for sustainability, water and sewer, neighborhoods, healthy communities, and parks.

Sustainability and Resiliency

A sustainable and resilient community possesses a healthy environment, strong economy, and prioritizes the well-being of its residents. While maintaining this natural, social, and economical balance, these concepts work to solve current local issues and look forward to the future through a lens of innovation and progress. This section covers the physical landscape and public programs in Livonia as it relates to sustainability and resiliency.

LAND COVER

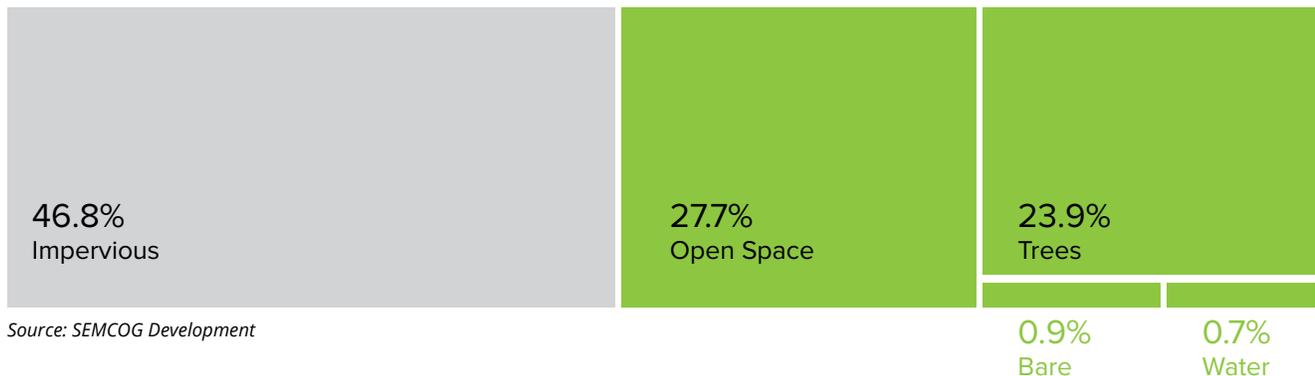
It is important to look at land cover when talking about sustainability because of its affects on climate stabilization, stormwater management, and water quality. In comparison to Westland, Livonia has a slightly higher impervious surface ratio. Trends in reducing pervious surface starts with setting standards or guidelines for future development. Popular practices for stormwater management include green roofs, bioretention (rain gardens), land permeable paving and pavers.

According to the Southeast Michigan Council of Governments (SEMCOG), approximately 10,730.9 acres of land (46.8%) in Livonia are considered to be impervious. This includes buildings, roads, driveways, and parking lots. In terms of pervious acreage, 23.9% of the City consists of trees and 0.9% is bare. Bare land includes soils, aggregate piles, and unplanted fields. Approximately 0.7% of the City is water, which includes all rivers, lakes, drains, and ponds. The map on the following page and graphic below show proportions of land cover in Livonia.



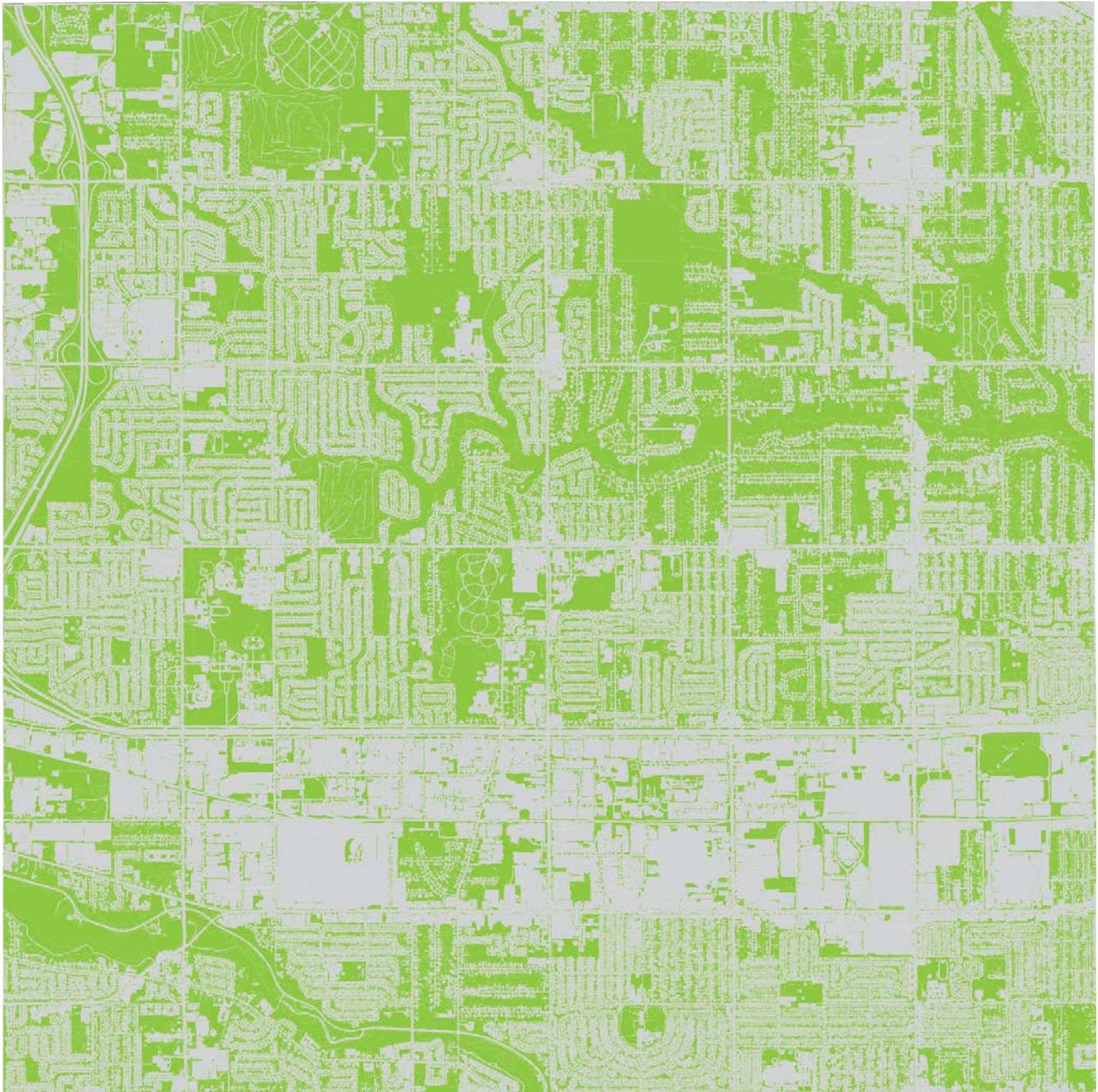
Earth Day 2017, Livonia MI

Figure 3.2: Livonia Land Cover (2010)



Source: SEMCOG Development

Map 3.1: Pervious vs. Impervious Land Cover



- Pervious Land Cover
- Impervious Land Cover



Pervious vs. Impervious Land Cover
Livonia, MI



Special Event, Take Pride in Livonia Day

SUSTAINABILITY INITIATIVES AND PROGRAMS IN LIVONIA

Beyond efficient use of the land, policies supporting sustainability are important to promote and enforce resilient practices. As a member of Michigan Green Communities, the City of Livonia is dedicated to conserving energy and natural resources, while reducing pollution. The City's efforts have been recognized with awards from SEMCOG and the Michigan Municipal League. The following programs and initiatives were put in place to work towards their sustainability goals.

Recycling

The City of Livonia offers residents two options for recycling through the Curbside Recycling Program and the drop-off Recycle Center.

Greenleaf Commission on Sustainability

The mission of the commission is to encourage energy efficiency, conservation, and environmentally friendly practices. It promotes sustainable living and encourages the Livonia community to incorporate environmentally friendly practices into their daily lives. The Greenleaf Commission provides information and resources to help residents accomplish this.

Emergency Response Plans

The Livonia Community Emergency Response Team (CERT) program educates citizens about disaster preparedness for hazards that could impact our area, and trains them in basic disaster response skills.

Regional Ride Share Program

The Southeast Michigan Commuter Connect is a trip planning service that helps connect commuters to transportation options. The program intends to reduce Michigan's carbon footprint by promoting smart and eco-efficient transportation practices.

Nextdoor

The City of Livonia has partnered with Nextdoor to share important updates and information requests via the Nextdoor network. There are over 78 neighborhoods in Livonia that are active with Nextdoor neighborhood websites.

EFFICIENT NEIGHBORHOOD DESIGN

*Parks, open space,
and natural areas
are important to the
long-term vitality of
neighborhoods.*

*Successful
integration of the
built environment
and public open
space ensure a high
quality of life for
residents.*



Sustainable Placemaking Example, Rochester, NY

IMPORTANCE OF EFFICIENT AND SUSTAINABLE DEVELOPMENT

Monitoring and evaluating the efficiency of a city's programs and policies is extremely important in order to successfully plan for strengthened adaptability and productivity of a city. This responsibility falls under the reliance of municipalities, as the prosperity of the built environment, climate and energy, economy, community culture, equity, safety, natural systems, and innovation of its community depend on sustainability. Municipalities can increase their sustainability by incorporating green initiatives as well as supporting the long term financial health of its businesses and increasing residential density.

Brownfield Redevelopment Authority

The first initiative is the Brownfield Redevelopment Authority. Under the U.S. Environmental Protection Agency, a brownfield, the expansion, redevelopment, or reuse of a property which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.

Asset Management Program

The second initiative is an asset management program that examines the conditions of the City's water infrastructure. This is a critical move in light of the environmental and health issues that aged water infrastructure can cause when they are either insufficient to handle the higher levels of storm water being experienced today and or contain contaminants that impact the quality of drinking water.

With the previously mentioned policies and programs put in place by the City of Livonia, and efficient use of the land, great strides have been made towards sustainability.

KEY FINDINGS

Through the analysis and consideration of the sustainability topics discussed above, the following list presents the section's key findings:

- With open space scattered throughout the City, it is important to preserve and protect Livonia's pockets of natural land.
- While the City directs initiatives that support a sustainable community, programs dedicated entirely to sustainability are low in number. Programs should be modernized and reflect today's needs and advancements.

Water and Sewer

With today’s development demands and recommendations set forth in this plan, the City’s aging water and sewer infrastructure needs to be addressed. Major concerns with the urbanization of communities include flood control, stormwater detention, and protecting drinking water. The following sections provide background on Livonia’s water and sewer systems.

WATER MAIN

The water distribution system service area covers 36 square miles, outlined in Map 3.2, and obtains its supply through the Great Lakes Water Authority. There are approximately 466 miles of transmission and local distribution mains, varying in size from 6 to 36 inches in diameter. The slight majority of the City’s water system was constructed between 1950 and 1970. Completed in 2010, the Livonia Water System Master Plan evaluates the adequacy of the water supply, provides an infrastructure assessment, and recommends improvements. Findings from the plan concluded the water system generally provides adequate service with recommendations for water main replacement/rehabilitation for several focus areas.

STORM

Located in the Rouge River Watershed, the City of Livonia has in place an existing Stormwater Management Program, as well as stormwater design standards and ordinances. The last Stormwater Management Plan was completed in 2002. This document reviews the City’s existing stormwater system and management practices and sets recommendations relating to physical improvements, policy amendments, and funding options. Since its adoption, several grants have been awarded for projects called out in the plan.

SANITARY

The last Asset Management Plan for wastewater was completed in 2016. The goal of the Sanitary Asset Management Program is to provide and maintain high quality sanitary sewer collection services to existing and future customers in a cost effective manner while protecting human health and the environment. With 450 miles of sanitary sewer pipe and a 10,000 structure manhole network, the system was found to be aging and in need of routine inspection and associated rehabilitation activities. According to the plan, the sanitary sewer system is considered to be in good to fair condition.



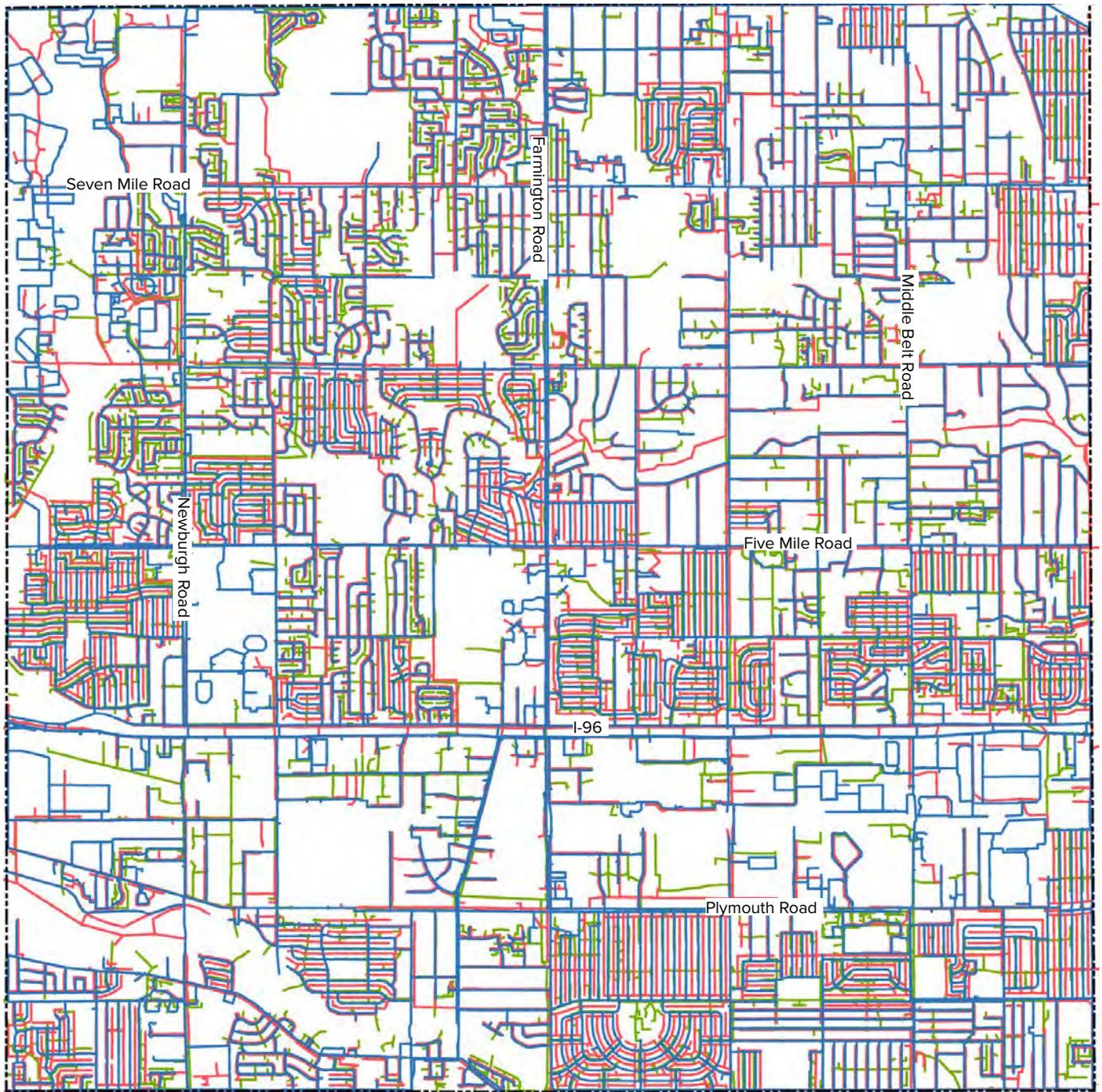
Manhole cover in Livonia, MI

KEY FINDINGS

Through the analysis and consideration of the infrastructure topics discussed above, the following list presents the section’s key findings:

- While the majority of plans addressing water and sewer are up to date, the Stormwater Management Plan should be updated to reflect current needs.
- Capacity needs are currently being met, but additional water storage may be necessary.
- Aging infrastructure in subdivisions requires replacement and rehabilitation.

Map 3.2: Water and Sewer Infrastructure¹



- Water Main
- Storm Pipe
- Sanitary Pipe



Water and Sewer Infrastructure
Livonia, MI

Future Transportation Plan

The Future Transportation Plan sets forth recommendations for the development of public right-of-way in a manner consistent with and supportive of recommendations for Future Land Use. The Future Transportation Map maintains the existing thoroughfare plan designation and adds a design typology designation. The map also displays the current Livonia Community Transit system and the planned Livonia Bike Loop.

LIVONIA VISION 21 officially adopts Bike Walk Livonia as the plan for nonmotorized transportation in the City. The network is designed to link Livonia's most prominent parks, commercial districts, and employers, and establishes easy to navigate connections for people to drive, walk, bike and ride in their neighborhoods and around the City.

PRIORITY PROJECTS

The Future Transportation Plan outlines justification for the LIVONIA VISION 21 three-year priority project list, with emphasis on the following three transportation projects:

- East Plymouth Road Corridor Plan
- Livonia Bike Loop
- Transit and Innovative Mobility Study

THOROUGHFARE PLAN

The City of Livonia developed during an era that focused on accommodating automobiles. Livonia's neighborhoods, shopping centers, schools, offices, and churches are connected through a vast road system and typically provide ample parking facilities. Initially, safe and strong non-motorized travel amenities were not prioritized in design, leaving many arterial corridors without sidewalks and bicycle facilities. The Bike Walk Livonia Plan outlines principles and priorities for retrofitting the transportation system to provide connectivity by all modes. A strength of Livonia's roadway network is that it is primarily a grid pattern, which allows for easier navigation and connectivity by all travelers.



Table 3.1: Future Transportation Plan Elements

Thoroughfare Plan Designations	Description	Miles	R.O.W. Width in Feet	Design Typology Designation
Freeway	Connects communities and services major activity centers.	9.41	n/a	n/a
Arterial Highway	Connects communities and services major activity centers.	6.61	100-120	Boulevard
Arterial Street	Manages heavy volumes of traffic to other areas of the City .	58.84	100-120	Boulevard
Special Arterial	A broad avenue that services adjacent land use.	n/a	180	Boulevard
City Major Road	Manages heavy volumes of traffic to other areas of the City and/or communities.	23.61	n/a	Boulevard
Industrial/Commercial	Funnels or directs traffic primarily for a commercial and/or industrial purpose.	15.79	n/a	Avenue
Collector I	Junction between local streets and major road with high rate of traffic (from major road to major road).	3.12	86	Avenue
Collector II	Junction between local streets and major road.	28.5	70 -100	Avenue
Parkway	Course through a park or landscaped development.	4.39	n/a	Boulevard
Local Street	Provides access into neighborhoods and adjacent properties.	331.91	60	Street
Reserved R.O.W.	Land designated for future highways and streets.	0.51	86	Avenue
Sidewalk	A paved walk for pedestrians within the R.O.W.	n/a	4-10	n/a
Livonia Bike Loop	The Livonia Bike Loop is the phase 1 bike system recommendation from Bike Walk Livonia.	31.73	5-9	n/a
Transit	Livonia Community Transit links to DDOT Bus Route 38 on Plymouth Road and SMART on Grand River. Two fixed routes service peak hour commutes with 18 stops.	n/a	n/a	n/a
Street Discontinuity	Due to environmental constraints or if heavy traffic is not desired.	n/a	n/a	n/a
Railroad Grade Separation	A passage provided at a railroad crossing (overpass/underpass).	n/a	n/a	n/a

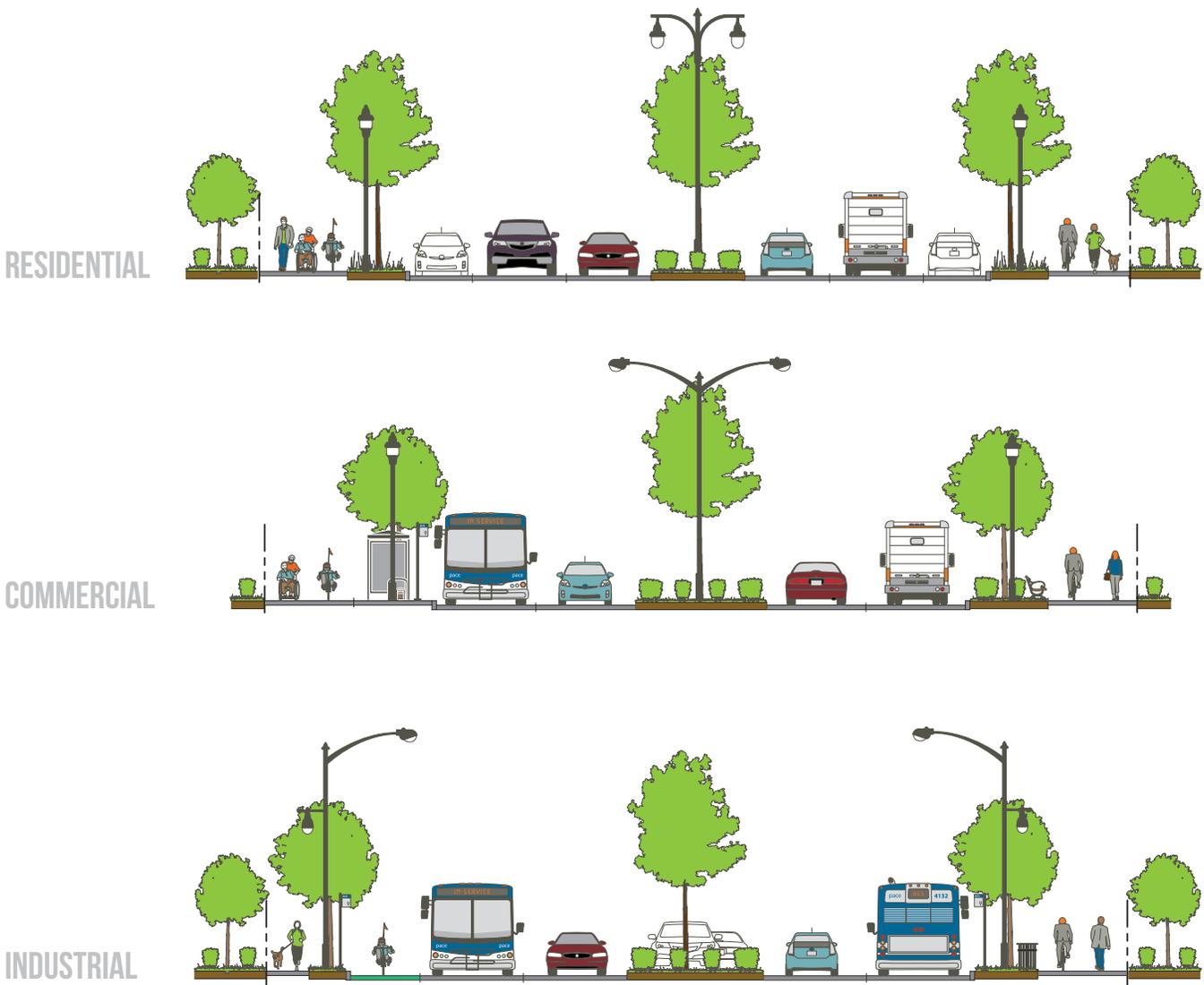
DESIGN TYPOLOGIES

The Future Land Use Plan establishes three design typologies for retrofitting roadway improvements: Boulevards, Avenues, and Streets. The following sections provide a description and examples of each typology.

Boulevards

A boulevard is a street designed for higher vehicle capacity and moderate speed, traversing an urbanized area. High vehicle capacity makes boulevards good choices for use as primary transit routes. Boulevards commonly are designed with landscaped medians, making them suitable for green infrastructure treatments. The presence of landscaping, as well as ample separation from vehicle ways, make boulevards desirable pedestrian corridors. Boulevards should include bikeways and are good candidates for bike lanes and shared-use paths, depending on context and the number of driveways and intersections. Boulevards may be equipped with bus lanes or side-access lanes to buffer sidewalks and buildings. Side-access lanes are good candidates for shared lane markings.

Figure 3.3: Example Configurations for Boulevards



Avenues

An avenue is a street of moderate to high vehicular capacity and low to moderate speed, acting as a connector between urban centers. Avenues often are commercial corridors with wide pedestrian facilities and on-street parking. Avenues may be equipped with landscaped medians and should include bike lanes or marked shared lanes, especially if they are planned links in a bikeway network. Avenues frequently serve as links to a multitude of transit systems.

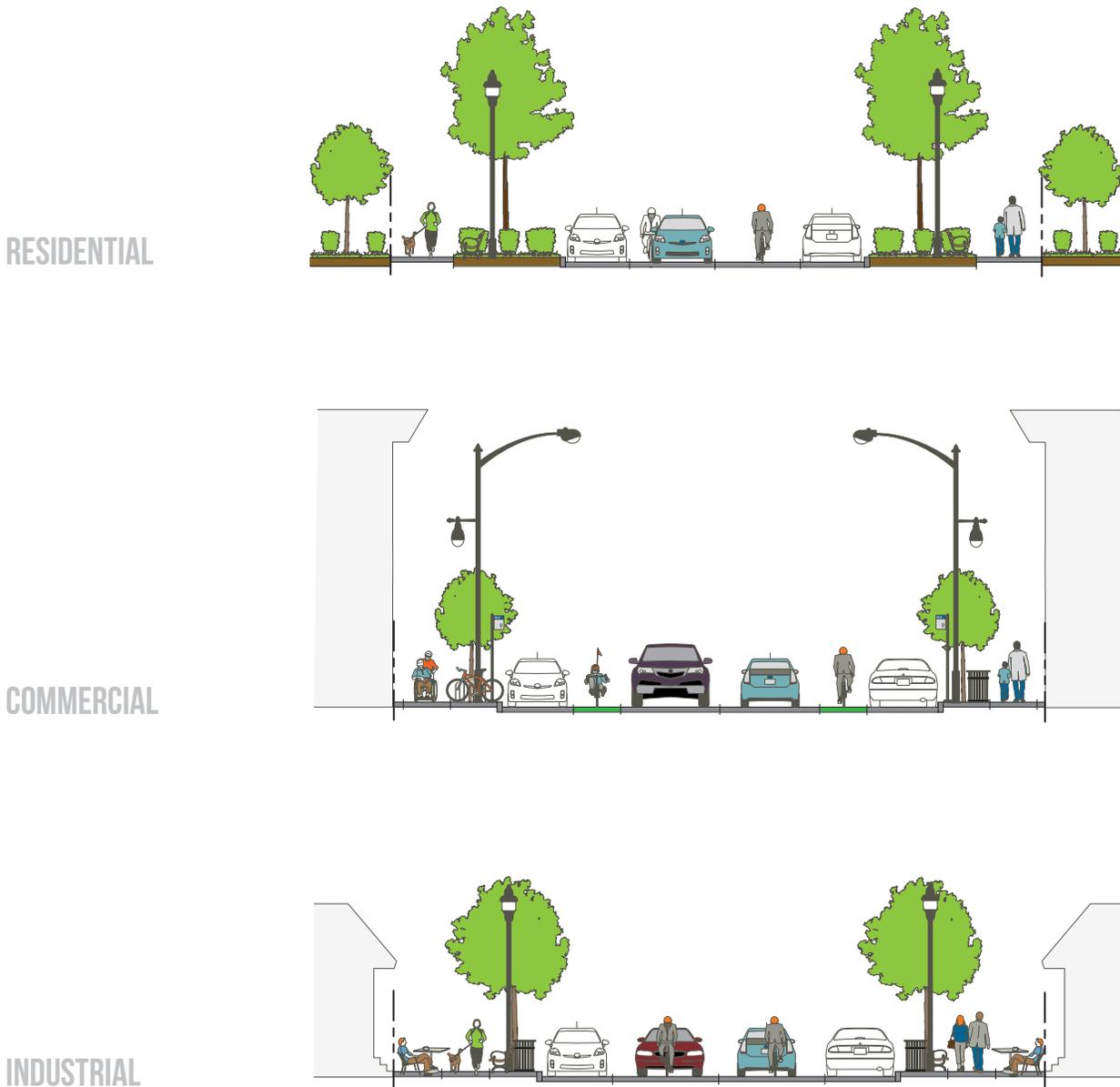
Figure 3.4: Example Configurations for Avenues

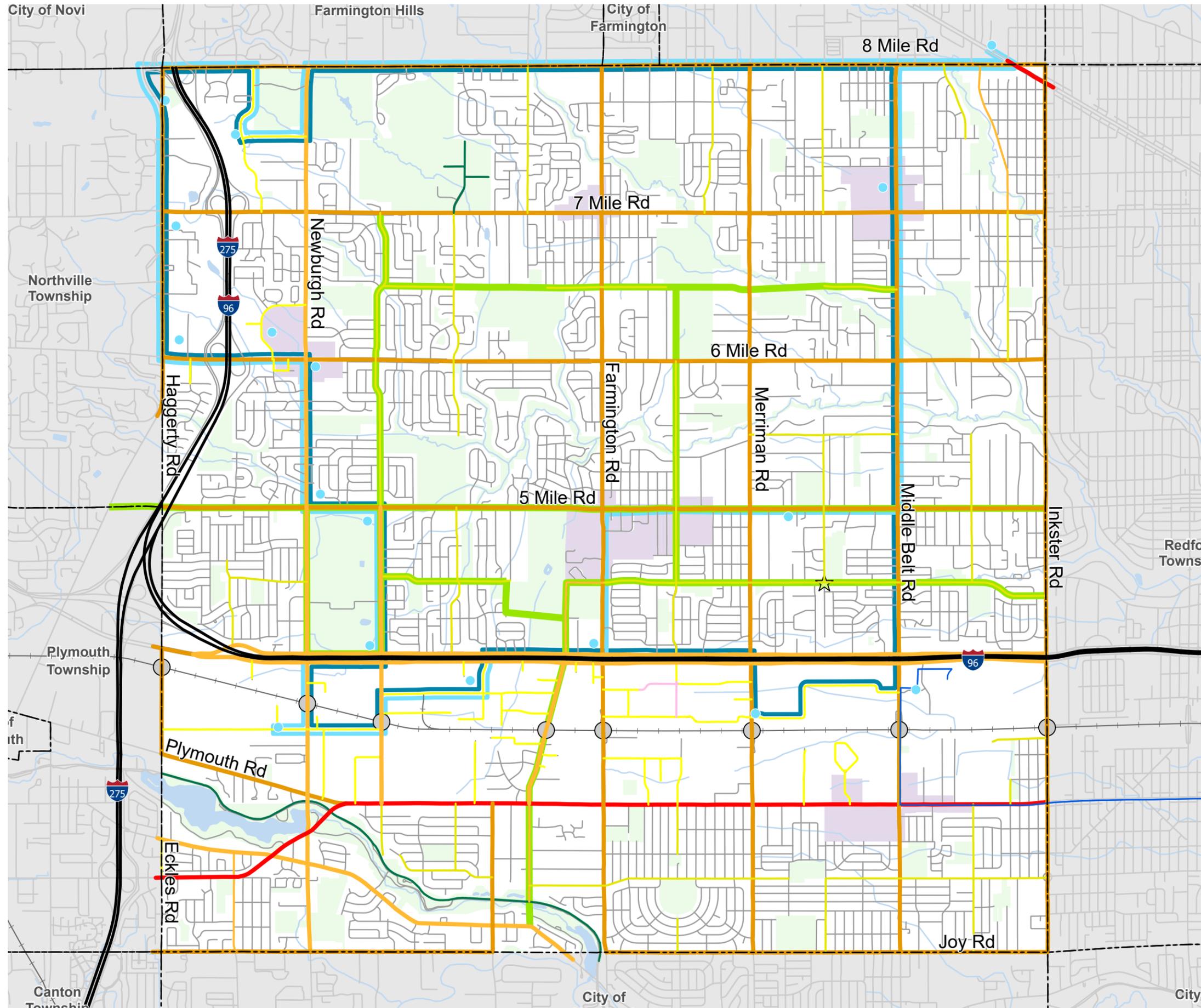


Streets

A street is a local connection facility. Streets can make connections along commercial corridors but often serve residential areas. Street character may vary in response to the adjacent commercial or residential area. Streets usually have raised curbs, drainage inlets, wide sidewalks, space for parallel parking, and trees in individual or continuous planters. Residential streets with open drainage and no sidewalks are common and appropriate some settings. Signed bike routes using shared lanes and bike boulevards are often appropriate treatments for streets; bike lanes and shared lane markings should be considered on streets with heavier traffic. Transit routes are less common on streets; however, connection to transit via bicycle and pedestrian modes is necessary

Figure 3.5: Example Configurations for Streets





Future Transportation Map

City of Livonia, Michigan

THOROUGHFARES

- Boulevards / Arterials (100-120 ft)
- Arterial Highway
- Arterial Street
- City Major Road
- Avenues / Collectors (70-100 ft)
- Collector 1
- Collector 2
- Industrial/Commercial
- Reserved R.O.W.
- Parkway
- Streets / Locals (60 ft)
- Local Street
- Street Discontinuity
- Railroad Grade Separation

Livonia Bike Loop

LIVONIA COMMUNITY TRANSIT

- Botsford Run
- Millennium Park Run
- Bus Stop
- DDOT Route 38

LAND USE

- City Center / Mixed Development Center
- Parks and Community



Innovative Mobility Strategies

LIVONIA VISION 21 advances Livonia’s transportation network with innovative mobility strategies for connecting residents locally and regionally. The single occupant vehicle travel pattern characterized by door-to-door private vehicle trips can be supplemented by mixed-mode behaviors. Whether its sharing a ride to a meeting with a colleague, walking to lunch, or riding your bike to the trail, the one mode transportation day is in the past. The Plan adopts the following Innovative Mobility Connectivity Framework to guide future transportation policy in the City.

INNOVATIVE MOBILITY CONNECTIVITY FRAMEWORK

Multimodal Land Use Strategy:

Encourage place-based system design that increases travel choices linking to multimodal transit hubs.

Walkable and Ridable Densities:

Encourage walkable and ridable housing infill and adaptive reuse within mixed development centers around multimodal transit hubs. A housing density of 16 dwelling units per acre is considered to be transit supportive. Pedestrian priority should be given within mixed development centers minimally ½ mile from multimodal transit hubs.

Safe and Convenient Bike

Accommodations: Bikeways and bike sharing systems should continue to be a priority for system implementation as guided by Bike Walk Livonia. Facilities within 2 to 4 miles of the hubs should be prioritized with a high priority given to intersection treatments that connect neighborhoods. The Livonia Bike Loop includes near term connections to neighborhoods and destinations as well as priority crossing retrofits where appropriate.

Transportation Network

Companies: Encourage ride hailing services provided by transportation network companies, like Uber and Lyft, to operate in the City. Facilitate service by creating priority curbside drop-off locations and designated places to wait for fares.

Connected and Automated Vehicles (CAV):

Become an early adopter of connected and automated vehicle technology through policy and leading by example with fleet management and facility design. Review and update zoning and engineering standards accordingly.

- CAV land form impact areas:
 - » Access management
 - » Building disposition
 - » Auto-oriented land uses
 - » Parking requirements
 - » Building massing
- CAV roadway function impact areas
 - » Turning radii
 - » Target speed
 - » Lane width
 - » Clearance
 - » Engineering judgment

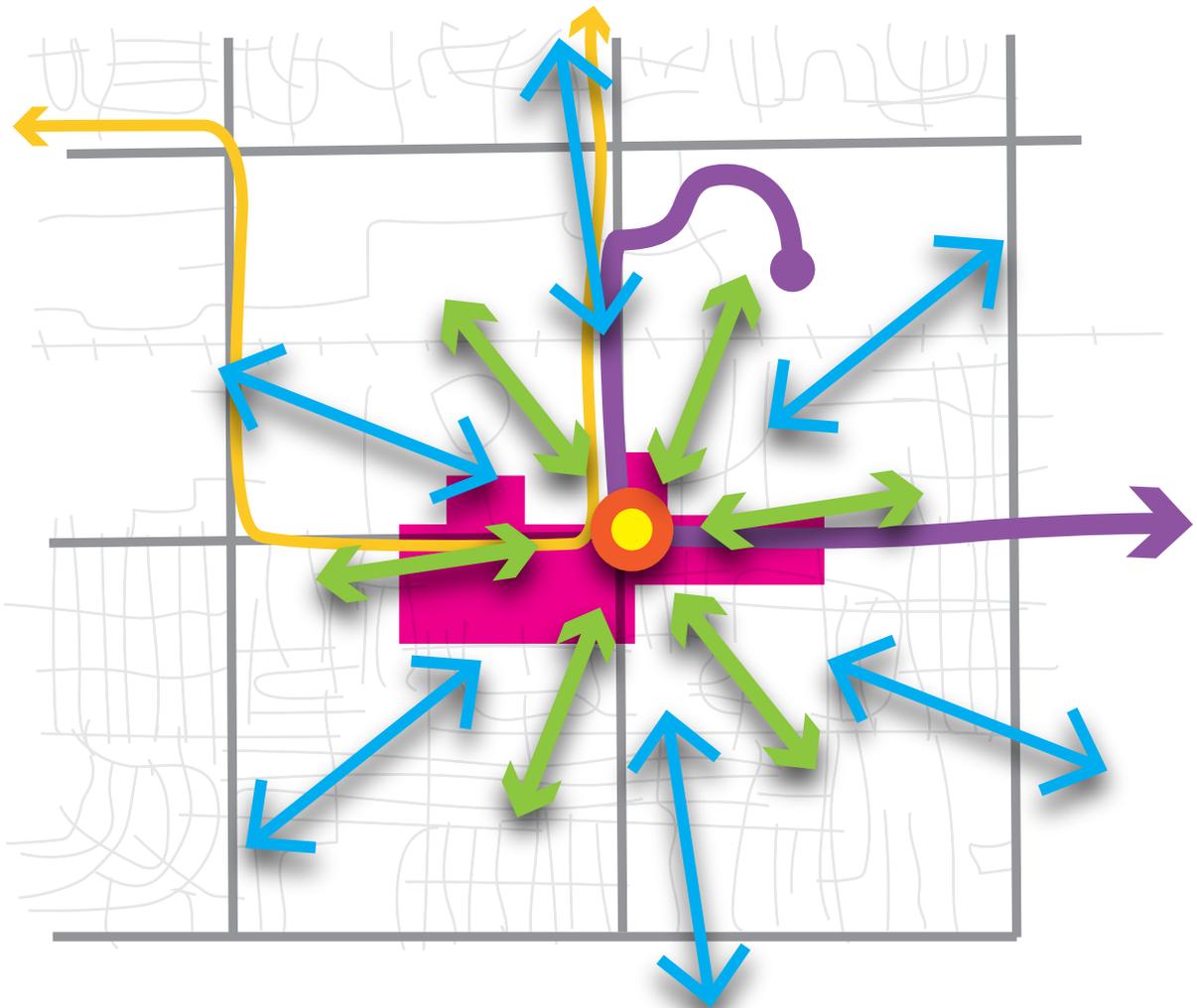
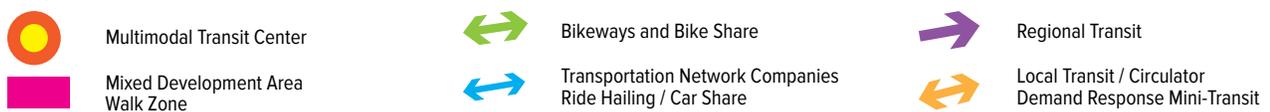


Figure 3.6: Innovative Mobility Connectivity Framework



Local Transit: Support and encourage the expansion of Livonia Community Transit which currently operates two-peak hour local circulator routes to connect to DDOT and SMART routes as well as an on-demand resident ride paratransit program. In the future, demand response mini-transit, including driverless shuttles, could be utilized to connect to multimodal transit hubs during peak hours and circulator service could be expanded.

Regional Transit: Consider supporting connectivity to regional transit service. The current Connecting Southeast Michigan Plan developed by the Regional Transit Authority (RTA) will improve Livonia's connectivity to the region with 15-minute service recommended on Grand River corridor and a Commuter Express Route along the Plymouth Corridor. Livonia is also located in the Core Area Flexible Mobility designation, which is earmarked for transit investment at \$20 Million per year.

Corridor Planning: Implement system improvements through strategic corridor planning and segment improvements. Near-term corridors for study include:

- Plymouth Road
- 5 Mile Road
- 7 Mile Road
- Middle Belt Road



Planning for Connected and Autonomous Vehicles (CAV) requires the balancing of transportation objectives and safety with all modes.



CONNECTED AND AUTONOMOUS VEHICLES

LIVONIA VISION 21 supports advancing the City’s transportation network with a robust and sustainable vision for future development. The vision realizes the full potential of CAV’s and Transportation Network Companies (TNC’s) and changing mobility preferences and employment patterns. This technology offers the potential for shorter travel distances, slower traffic speeds, and more transportation options, and pick-up and drop-off zones.

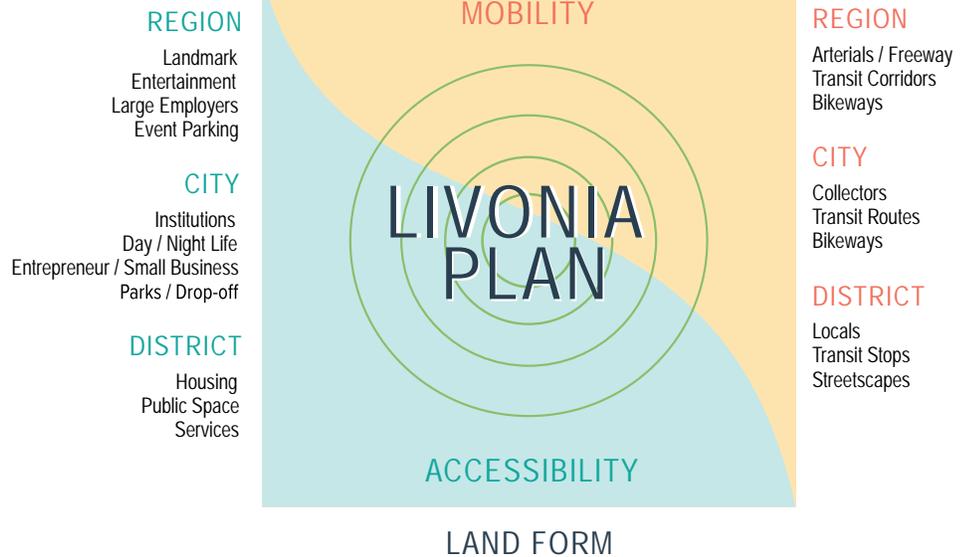
The early adoption of CAV’s and TNC’s technology offers Livonia many benefits, including potential reductions in parking requirements, the re-purposing of excess parking lots, shared/flexible vehicle lane usage, the inclusion of other modes on the street, reduction of vehicle lane dimensions, the setting of safe target speeds, the design of safe intersections and crosswalks, and pedestrian-priority streets. Excess right-of-way capacity resulting from CAV capacity improvements should be given to bicycles and transit.

LIVONIA VISION 21 recognizes that to realize the benefits of CAV and TNC technologies, strategies must be deployed in conjunction with transit and nonmotorized systems, particularly to service the first and last miles transit trips or integrated into a leg of a nonmotorized travel day.

Livonia’s Future Transportation Plan promotes land use policy that encourages population density and bicycle facilities near mixed development centers, allowing individuals the opportunity to walk or bike to destinations rather than rely upon CAV’s and TNC’s for short trips.



NETWORK FUNCTION



BIKE WALK LIVONIA AND THE LIVONIA BIKE LOOP

As mentioned prior, the Bike Walk Livonia Plan includes expansive recommendations for the development of the nonmotorized network in the City and is adopted as part of LIVONIA VISION 21. The proposed Livonia Bike Loop is the defining feature of the bikeway network. The loop will connect to 80% of Bike Walk Livonia’s established priority destinations and 55% of the secondary destinations. In total, the Livonia Bike Loop will connect 13 parks community facilities, 11 schools, and 7 commercial districts. The Loop can be subdivided into six distinct projects:

- **Project 1:**
Hubbard, between Lyndon and Rotary Park - underway
- **Project 2:**
Lyndon, between Levan and Inkster - underway
- **Project 3:**
Stark, between Hines Park and Lyndon
- **Project 4:**
Levan, between 5 Mile and 7 Mile
- **Project 5:**
Curtis, Between Levan and 7 Mile / Middle Belt
- **Project 6:**
5 Mile, between Haggarty and Inkster and the St. Mary’s Loop

ACCESS MANAGEMENT

Access management strategies can improve pedestrian and vehicle circulation and safety. Access management reduces the number of points of access to the street from adjacent properties. This benefits pedestrians by reducing the number of points along a sidewalk where they may encounter a vehicle, and it benefits traffic by reducing the number of points for other vehicles to enter the street. Cross access and rear alleys between developments helps to limit total number of driveways as sites are redeveloped.

Healthy Communities

Healthy communities are measured through the standard quality of life that is driven by the municipal services available to residents. Strong municipal leadership that prioritizes citizen involvement helps to provide a basis for transparent, equitable access to quality spaces and programs that enrich the lives of all community members. Livonia residents benefit from proximity to local health care providers including St. Mary’s Mercy Hospital. The following section outlines current programs and policies that the City of Livonia provides to support its healthy community.



Fire Station Open House, Livonia MI

Public Safety Services are essential to strong, healthy communities. The culture of safety and health is supported through public education and engagement opportunities, such as the Livonia Fire Station Open House.

COMMUNITY WELLNESS INITIATIVES AND PROGRAMS IN LIVONIA

The following sections outline key municipal services put in place by the City of Livonia that promote well-being for all residents.

Resources for Seniors

Livonia’s Commission on Aging was established to provide citizen output on programs and services that are beneficial and promote the enrichment of the lives of the senior population.

The Civic Park Senior Center offers various activities and resources available to Livonia seniors. Livonia provides information on nutrition programs through Wayne County and local resources. Transit options for seniors offered through the Senior Center Bus Service, which provides rides within the City limits on a donation basis.

Food Programs

In the summer months, access to fresh, local produce is available through the Wilson Barn Farmer’s Market. The barn also hosts various other community events and previously served as a functioning dairy farm. Another option for fresh produce are the Community Gardens located at Greenmead Historical Park, where residents can rent garden plots. Focus: HOPE Food Distribution and Commodity Foods Distribution programs also help serve qualified residents to distribute food.

Youth Assistance Program

Livonia’s youth assistance program offers the following components through the Youth Employment Resource Center:

- Trained Volunteer Mentors
- Wayne County Jail/Milan Federal Prison Tours
- Outdoor Adventure Challenge
- Community Work-service
- Project Impact Group
- Alternative Parenting Skills
- Youth Employment

Youth Activities and Sports Programs

It was reported in the Mayor's 2014 State of the City address that 16,000 Livonia youth residents participated in team sports. Coordinating organizations include:

- Livonia Junior Athletic League
- Livonia Hockey Association
- Livonia Hawks and Wolves Soccer Clubs,
- Livonia Parks and Recreation,
- Livonia Family YMCA
- Livonia Gymnastics Academy
- Livonia Community Swim Club
- Fairway Farms Swim Club
- Newburgh Swim Club
- Bulldog Aquatic Club
- Livonia and Clarenceville School District Teams
- Catholic Youth Organization at St. Michael and St. Edith Schools
- Business Bowling and Dance Groups
- Neighborhood Association Activities
- TJW Junior Golf Program

Southeast Michigan VA Medical Facilities

Livonia promotes and provides information regarding the following medical facilities for veterans in Southeast Michigan:

- John D. Dingell VA Medical Center
- VA Pontiac Outpatient Clinic
- VA Ann Arbor Healthcare System
- VA Ann Arbor Shuttle Service
- Westland Area Shuttle

City of Livonia Services Dedicated Towards Community Wellness

The City offers Mental Health Counseling to Livonia residents and provides financial assistance to income eligible individuals to obtain professional mental health counseling services.

The Medical Equipment Loan Closet is located at the Civic Park Senior Center and offers wheelchairs, transfer/bath benches, canes, walkers, portable commodes and other durable medical aids to Livonia residents to loan.

The Livonia Emergency Assistance Program is provided by the Housing Commission to provide eligible low/moderate income residents with utility shut-off assistance.

Clubs and Organizations

To support a strong and connected community, the City's Parks and Recreation Department co-sponsors a large number of club and athletic groups. The clubs include organization for those interested in the arts, culture, athletics, and a task force dedicated to education and empowerment for Livonia's youth.

TRENDS IN HEALTH AND WELLNESS

Healthy and sustainable initiatives can enhance the overall quality of life in a community, attract talented individuals, and encourage high-quality development. Investments in park space, trails, and other community amenities promote a healthy lifestyle for residents and help to draw regional visitors.

Municipalities that embrace diversity, value resident ownership and participation, and build on community assets are most successful in achieving a healthy community.

KEY FINDINGS

Through the analysis and consideration of the healthy community topics discussed above, the following list presents the section's key findings:

- The City of Livonia has a strong network of programs and policies that support a healthy community. It is important that residents are aware of all resources available to them.

Parks

From neighborhood parks to open green spaces, the wide-ranging benefits of parks reach economic development, community health, and sustainability and resiliency. This section provides a review on Livonia’s parks, recreational facilities, and natural space.



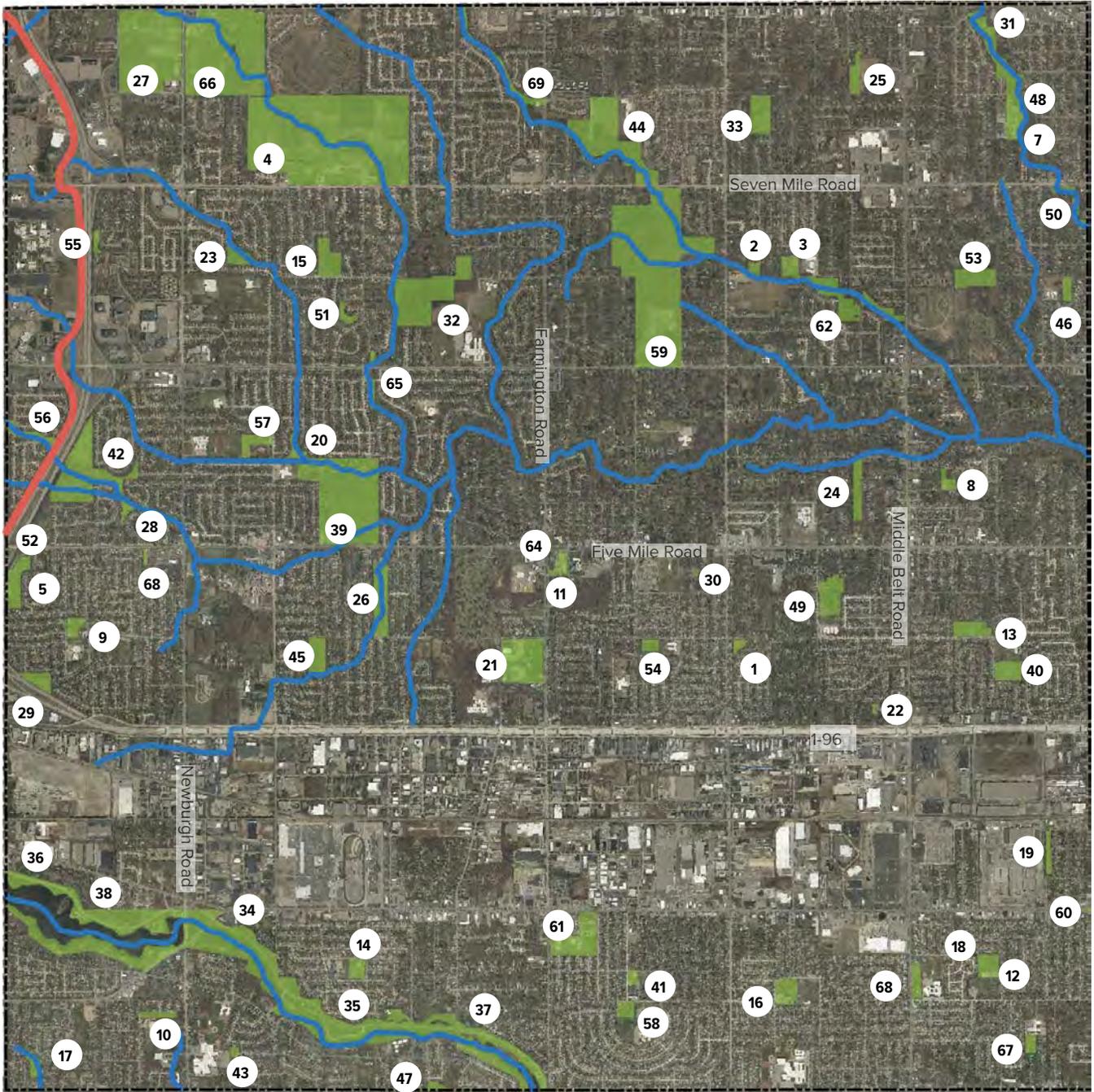
Mies Park, Livonia MI

LIVONIA PARKS

The City of Livonia owns over 1,389 acres of park and recreational land with 60 parks and a community recreation center. A great importance is placed on pride of public and recreational spaces through Adopt or Sponsor a Park Programs and Take pride in Livonia Day. Nature preserve sites include Grandview park, Windridge Park, Bicentennial Park, Rotary Park, Blue Grass Park. With various nature trails throughout the City, paths dedicated to walking are available at Bicentennial Park, Clements Circle, Mies Park, Jack E. Kirksey Recreation Center, Rotary Park, and Bien Park. Map 3.3 shows all parks located in the City of Livonia.

1. Bai-Lynn Playfield
2. Bainbridge Park
3. Beverly Park
4. Bicentennial Park & Nature Preserve
5. Bien Park
6. Bluegrass Park & Nature Preserve
7. Botsford Pool
8. Broadmoor Park
9. Castle Gardens Park
10. City Park
11. Civic Center Park
12. Clements Circle Park and Pool
13. Compton Park
14. Country Homes Park
15. Denmar Nature Preserve
16. Devon-Aire Woods Park
17. Dover Nature Preserve
18. Elliot Tot Lot
19. Elm Park
20. Fairway Park
21. Ford Field and Eddie Edgar Ice Arena
22. Gaylord Tot Lot
23. Gold Manor Park
24. Golfview Nature Preserve
25. Grandview Nature Preserve
26. Greenbriar Nature Preserve
27. Greenmead Historical Park
28. Greenwood Park
29. Grennada Nature Preserve
30. Harry Wolf Tot Lot
31. Hearthstone Park
32. Helman Nature Preserve
33. Hillcrest Park
34. Hines County Park
35. Hines Park - Levan Knoll
36. Hines Park - Newburgh Pointe
37. Hines Park - Oak Grove
38. Hines Park - Sumac Pointe
39. Idyl Wyld Golf Course
40. John F. Dooley Park
41. Kleinert Play Field
42. Laurel South Park
43. Linden Wood Park
44. Livonia Jaycee Park
45. Madonna Nature Preserve
46. Meadows Park
47. Middle Rouge Parkway
48. Moelke Park
49. Nash Park
50. Nature Preserve
51. Nottingham West Park
52. Oasis Golf Center
53. Parkview Park
54. Pastor Park
55. Prides Court Park
56. Quakertown Park
57. Robert C. McCann Park
58. Rosedale Park
59. Rotary Park & Nature Preserve
60. Sesquicentennial Park
61. Sheldon Park & Pool
62. Sunset Park
63. Tennis Courts
64. Veteran’s Memorial Plaza
65. Wayne-Six Park
66. Whispering Willows Golf Course
67. Wilson Acres Park
68. Wilson Barn
69. Winridge Nature Preserve

Map 3.3: Parks



-  City of Livonia and Wayne County Parks
-  Rivers
-  Trails



Parks
Livonia, MI

TRENDS IN PARKS AND OPEN SPACE

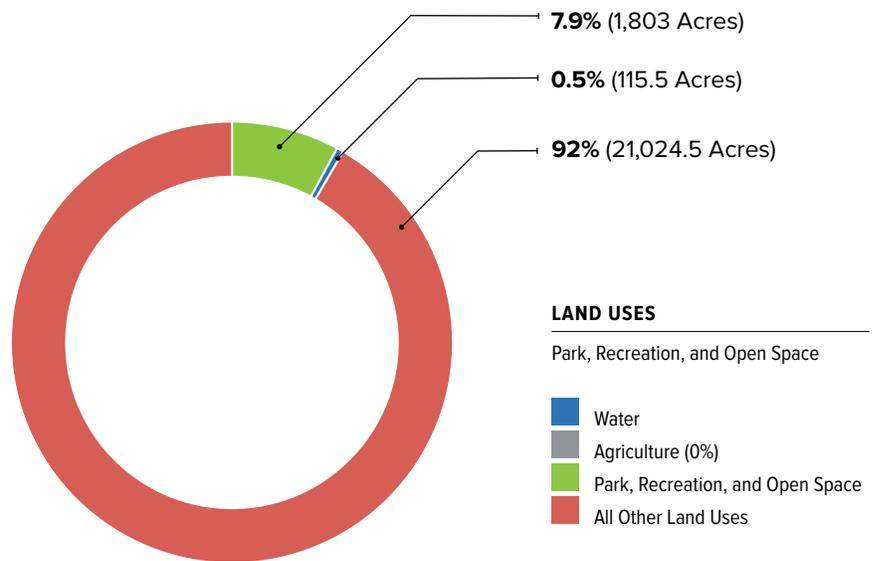
With trends in people-oriented design, park space is extremely important to create public space that brings all residents and visitors together and to increase the area’s quality of life. One way municipalities are increasing their percentage of park space is to re-purpose under-utilized sites and properties as park, green, or open space. As the need for green space grows, the goal for many is create these public spaces whenever and wherever possible. While the addition of park space is growing in demand, there is an equal demand for conservation of existing open space and green space

Roughly 18% of the City consists of parkland and open space. Approximately 1,919 acres of the City is utilized as parkland and open space. This includes agricultural uses, park land, recreation, open space, and water. Land uses that are not considered for natural space include residential, commercial, industrial, institutional, transportation, and utility. The graphic below shows the distribution of the natural land use.

The National Recreation and Park Association (NRPA) states that the typical ratio of 10.1 acres of parkland per 1,000 residents is offered through municipality. Cities that have populations from 50,000 to 99,999, on average, have a ratio of 9.4 acres of parkland to 1,000 residents. Livonia, with a population within that range, has nearly double the acreage of parkland, open space, and green space per 1,000 residents. With significant parkland, it is important for Livonia to preserve and promote these spaces, and maintain quality parks.



Figure 3.7: Natural Land Uses – Livonia, 2008



Source: SEMCOG Development

KEY FINDINGS

Through the analysis and consideration of the topics discussed above, the following list presents the section’s key findings:

- With an abundant and wide-spread network of parks, it is important to protect and preserve current open space.
- Adequate funding and management is important as the current network ages and new development increases.

Housing and Neighborhoods

As the City's backbone, Livonia's neighborhoods provide a close-knit, small-town sense of community, and family-oriented atmosphere. The following sections discuss the City's residential areas and the housing stock that fill its neighborhoods.

RESIDENTIAL CHARACTER

The majority of Livonia's neighborhoods are laid out in both a traditional grid pattern and curvilinear pattern with cul-de-sacs, and consist of primarily low-density, single family dwellings. The housing stock reflects mid-to-late 20th Century development patterns of Metropolitan Detroit subdivisions, with 70% of the housing stock built between 1950 and 1980, the newer development concentrated towards the northwest corner of the city.

The overall character boasts a family-friendly atmosphere and accessible cost of living, central location, and strong municipal services and amenities. There are currently 14 neighborhoods designated, with one historic district, Old Rosedale Gardens. The framework of the mile grid serves as the arterial roadways, routing traffic, north, south, east, and west. Interstate 96 allows for east-west access, while Interstate 275 allows for north-south access in and out of Livonia.

RESIDENTIAL LAND USE AND ZONING

The following list outlines all residential zoning districts within Livonia, established in the current Zoning Ordinance:

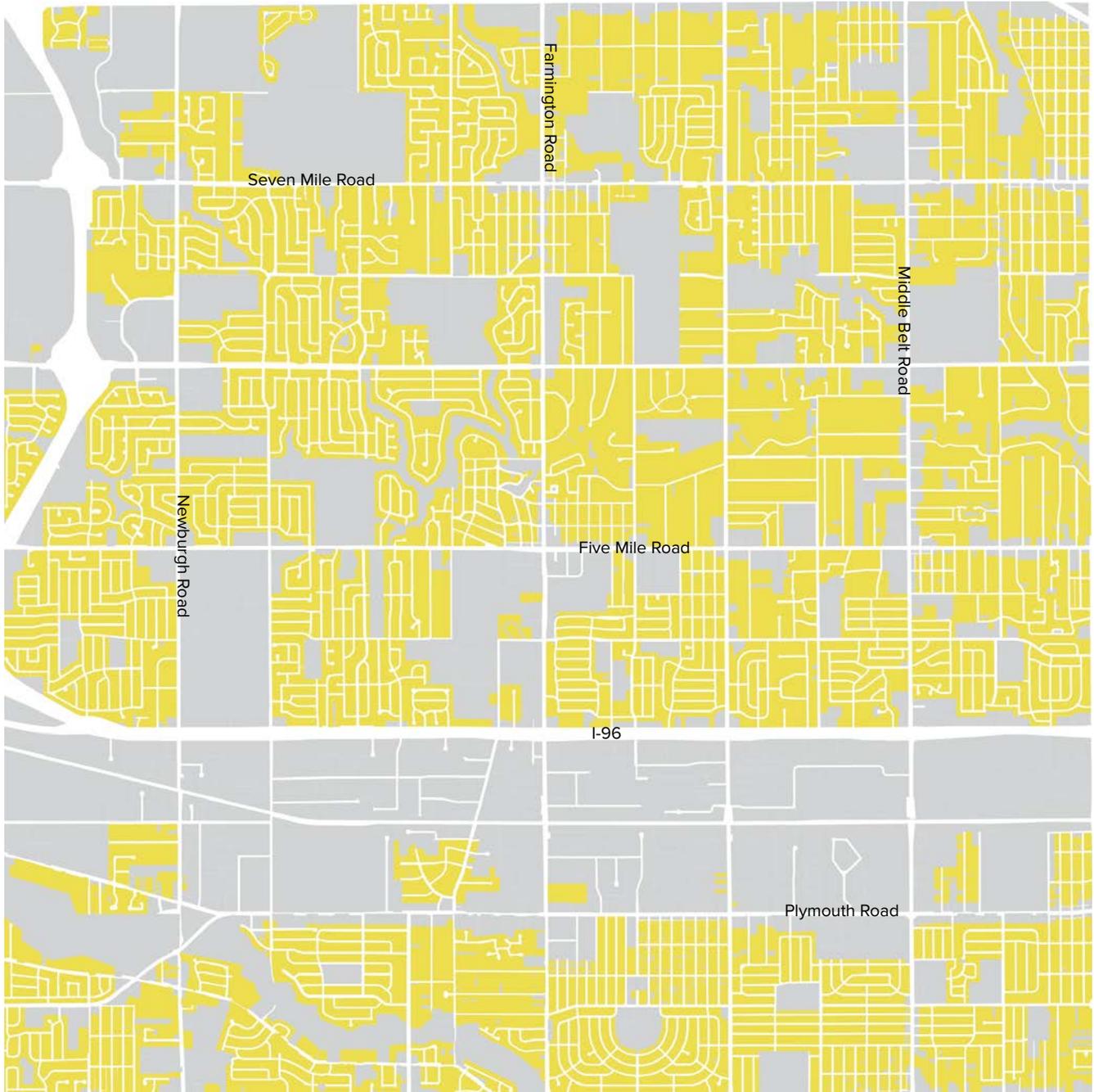
- One Family Residential District
- Rural Urban Farm District
- Two Family Residential District
- Condominium Residential District
- Multiple Family Residential District
- High Rise Multiple Family Residential District
- Condominium High Rise Multiple Family Residential District
- Housing for the Elderly District

The Single-Family Residential District is the largest area zoned for residential uses. Map 3.4 displays current land use zoning districts throughout the City of Livonia that are strictly residential in comparison to all other land uses. Overall, about 45% and 10,335.80 acres of the City is zoned for residential development. Within it's residential development, the City's housing stock is 84% owner-occupied and 16% renter-occupied.

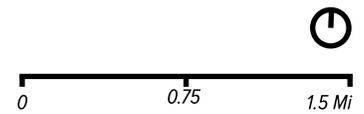


Old Rosedale Garden, Livonia MI

Map 3.4: Residential Land Use



- Residential
- All Other Land Uses



Residential Land Use
Livonia, MI

NEIGHBORHOODS ASSOCIATIONS:

Neighborhood associations reinforce community pride and ownership, create effective methods for addressing resident needs, and serve as a collective voice in partnership with city government. Livonia houses the following organized neighborhoods and associations:

- Brookside of Livonia
- Burton Hollow Swim Club
- Clements Circle Civic Association
- Coventry Gardens
- Devon-Air Civic Association
- Fairway Farms Swim and Tennis Club
- Newburgh Swim Club
- Nottingham West Civic Association
- Old Rosedale Gardens Home Owners Association
- On the Pond Condominiums
- SMB Estates Civic Association
- Stoneleigh Village
- Woodbrooke Homeowners Association
- Livonia Neighbors and Friends
- Woodbury Park



Newburgh Park, Livonia

HOUSING TRENDS

From diverse housing options to quality public space, there are a number of variables that go into developing and maintaining quality neighborhoods. Providing a range of housing options in safe and comfortable neighborhoods is critical to the overall success of the community, from a workforce and economic development perspective, to socialization and community pride. In simple terms, neighborhoods are the back bone of a community and foundation for how a city operates now and for generations to come.

Current national trends show that the majority of individuals choose where to live based on location first, and then resolve the logistics of finding employment and housing. This results in increased competition for jobs and housing in popular urban areas that offer the desired amenities. Because of this, a declining number are choosing to live in outlying suburbs, small towns, and rural areas as these locations lack the sought-after amenities and have less opportunities for employment.

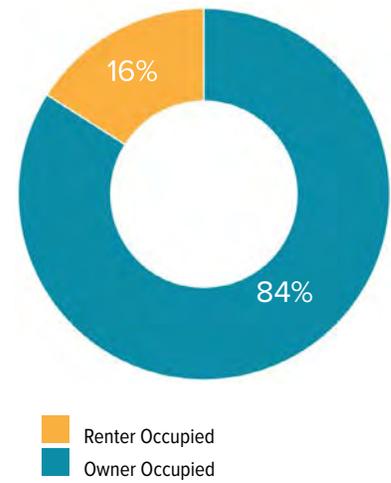
As housing needs and wants change with the shifting demographics, gaps in affordability and availability also become apparent. Average-income earning individuals and families are struggling to find suitable, affordable housing. An increasingly popular solution described in Book 2 is “Missing Middle Housing.” “Missing Middle Housing” is a term referring to a range of multi-unit or clustered housing types with a range in affordability, compatible in scale with single family homes that help meet the growing demand for walkable urban living. It addresses the desires of both millennials and baby boomers while considering the available housing stock. As the emphasis on walkability and the diversifying of lifestyles, households and incomes increase, it is extremely important to address the location and type of housing in the community.

Outlined in the table below, between 2010 and 2018, the vast majority of building permits issued have been for single family housing, with only 60 in 2010 for multi-unit apartment. Compared to similar communities (Canton Township, Plymouth Township, and Lyon Township), Livonia has had fewer flexible living units permitted from 2015-2018.

Prior to 2015, the greatest growth was in Single Family Detached dwellings, alongside a significant decrease in Multi-Unit Apartments. The table displays these changes from 2000 - 2010, as this shows greater fluctuations in housing type that 2015-2018 and to emphasize long term changes in housing development. The graphic to the right outlines occupancy rates in Livonia, showing the majority of households being owner occupied.

With a declining number of flexible living options being introduced in Livonia, it is important for the City to focus on development that varies in size, affordability, and density from the existing housing. Further recommendations in this plan support the needs of future generations, based on lifestyle trends and the existing conditions of Livonia’s housing stock and neighborhoods.

Figure 3.8: Housing Occupancy



37,164 Total Housing Units

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

Table 3.1: Livonia Housing Type

Housing Type	2010		2015		Change 2010-2015	New Units Permitted 2015 - 2018
	Number	Percent	Number	Percent		
Single Family Detached	33,645	86.63%	34,055	86.77%	410	169
Duplex	86	0.22%	89	0.23%	3	0
Townhouse / Attached Condo	1,162	2.99%	1,155	2.94%	-7	0
Multi-Unit Apartment	3,863	9.95%	3,843	9.79%	-20	12
Mobile Home / Manufactured Housing	83	0.21%	104	0.26%	21	0
Other	0	0.00%	0	0.00%	0	
Total	38,839		39,246		407	181
Units Demolished						-25
Net ¹						156

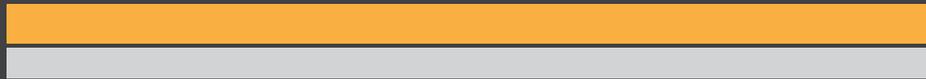
Source: U.S. Census Bureau, Census 2010, and 2015 American Community Survey 5-Year Estimates, SEMCOG Development
¹Net = Total Permitted Units - Units Demolished

KEY FINDINGS

Through the analysis and consideration of the housing and neighborhood topics discussed above, the following list presents the section’s key findings:

- The current neighborhood character supports a wide range of residents, but is primarily geared towards families and older generations.
- Zoning is spatially segregated. This drives the need for connectivity to support walkability and easy access to neighborhood amenities.
- Within the past eight years, the primary type of housing permitted has been Single-Family Detached. Similarly, the vast majority of today’s housing stock consists of owner occupied dwellings. This calls for the need to diversify housing options in terms of size and functionality.

LIVONIA VISION 21
CITY OF LIVONIA, MI



LIVONIA
STARTS NOW V21

BOOK 4 of 4

STRATEGIC DEVELOPMENT

How do we secure Livonia's future?

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.

In particular, we acknowledge the efforts of:

LIVONIA DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT

Mark Taormina, AICP, PCP, Director
Scott Miller, Planner IV
Barb Gamber, Economic Development Coordinator
Marge Watson, Program Supervisor
Debra Walter, Clerk

LIVONIA VISION 21 STEERING COMMITTEE

Kevin Aoun
James Baringhaus
Maureen Miller Brosnan
Ruth Ann Brown
Edward Davis
Sharon Dolmetsch
Heather Douglas
Frank Grisa
Jim Inglis
Stacy Jenkins
Kathleen McIntyre
Kevin Priddy
Paul Shepich
Jeff Shingler
Peter Ventura, Chair
Dan West

CITY LEADERSHIP

Dennis K. Wright, Mayor
Susan M. Nash, Clerk
Lynda L. Scheel, Treasurer

CITY COUNCIL

Scott Bahr
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Laura Toy
Cathy K. White

PLANNING COMMISSION

Sam Caramagno
Glen Long, Jr.
Elizabeth McCue
Kevin Pridd
Carol Smiley
Peter Ventura
Ian Wilshaw

CONSULTANT TEAM

McKENNA

John Jackson, AICP, President
Paul Lippens, AICP, Project Manager
Laura Haw, AICP, Project Planner
Deanna Dupuy, Assistant Project Planner
Jennifer Neal, Assistant Project Planner
Alex Novak, Assistant Project Planner
Carrie Leitner, Art Director / Graphic Designer

OHM Advisors

Aaron Domini, Assistant Project Manager
Heather Bowden, Project Planner
Forrest Gibson, Landscape Architect
Margherite Novak, Assistant Project Planner

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LIVONIA VISION 21 Public Open House

Introduction

The **Strategic Development Book** presents tools and techniques that residents, community leaders, and City staff can use to implement the land use plan. Plan implementation depends on local support from those in the community with the vision and tenacity who are willing to invest time and effort realizing LIVONIA VISION 21. Community improvement requires a compelling vision, persistence, flexibility to respond to changing needs, awareness of opportunities, and an ability to achieve consensus.

Continuous Outreach

LIVONIA VISION 21's success depends to a great extent on efforts to inform and educate residents and Livonia stakeholders about the Plan and the need for regulatory measures to implement it. Successful implementation requires the support and active participation of residents, property owners, and business owners. Once adopted, continued public promotion and marketing activities about the Plan's implementation will create a sense of ownership by City residents. Initial public outreach should be focused on implementation, not revising the content.

ENGAGING LIVONIA

Citizens, business groups, and public agencies must all be involved in the implementation of LIVONIA VISION 21 to make it successful. Examples of activities include:

- Joint workshops with the City Council and Planning Commission to discuss the implementation of this plan
- Creating a Social Media page for LIVONIA VISION 21 to update with project accomplishments
- “Tabling” at community events
- Annual or biannual Master Plan working sessions at the Planning Commission and City Council
- Creating a condensed brochure version of the Master Plan to distribute widely to community members

CONDENSED BROCHURE

The City can produce a more reader-friendly form of the Plan. Most individuals will not take the time to read a long planning document. However, a small brochure with reduced versions of the Future Land Use Map combined with condensed versions of the goals, objectives and implementation plan sections would make an attractive alternative. These brochures could be distributed to individuals at City Hall, on the website, or even mailed to residents and businesses in Livonia.

MAINTAINING THE PLAN

Another way for the general public to stay informed about the Master Plan is to keep the Planning Commission and City Council actively involved in maintaining it. LIVONIA VISION 21 is intended to be a living document and continually reviewed and updated. An annual joint meeting between the Planning Commission and City Council should be held to review the Plan and any amendments. This will help ensure that the Plan is not forgotten, and that its strategies and recommendations are implemented. Then, every five years, or earlier, if the Planning Commission feels appropriate, another full-scale Master Planning effort should be undertaken. These steps help keep the public involved and ensure that policy makers continue to reference strategies in current decisions and project evaluations.



LIVONIA VISION 21 Public Open House

Three-Year Priority Project List

LIVONIA VISION 21 is an action-oriented plan. Through the Charrette process and input from the Vision 21 Steering Committee seven priority projects were identified for immediate implementation. These projects are high-impact catalyzing activities that will move forward LIVONIA VISION 21 at a rapid pace.

“I envision our city having an art center to provide space for all the various groups that bring culture, art, music, dance, theatre, etc. to our residents. It is long overdue. An amphitheater behind City Hall would bring more summer enjoyment. We need more than sports to attract young families. We should bring back neighborhood schools too.”

– Livonia Public Engagement Participant

PRIORITY PROJECTS:

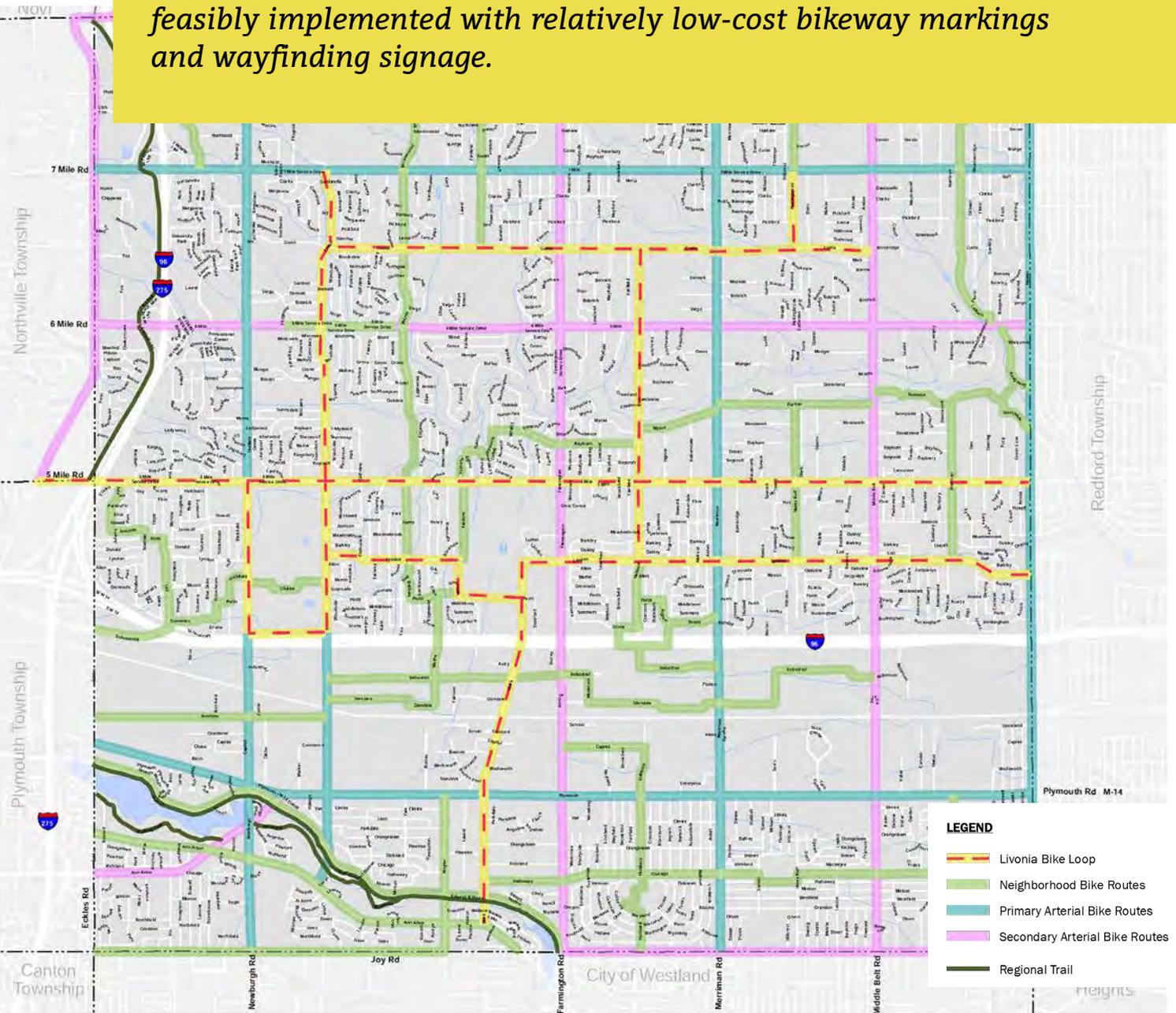
1. **Zoning Ordinance Update:** Update the Zoning Ordinance to jump start LIVONIA VISION 21 implementation.
2. **City Center Development Plan:** Develop a detailed development and feasibility study for City Center. Include City, institutional and school operational needs, development triggers, and phasing.
3. **Plymouth Road Corridor Plan:** Create an urban design framework for Plymouth Road that both unifies and respects the many character shifts from east to west.
4. **Livonia Bike Loop:** Continue efforts to construct the Livonia Bike Loop recommended in the 2015 Bike Walk Livonia Plan.
5. **Transit and Innovative Mobility Study:** Enhance the City’s transportation vision by exploring a new vision for transit and shared mobility in Livonia.
6. **Update Capital Improvement Plan (CIP):** Continue the City’s efforts to fund priority projects by maintaining its Capital Improvement Plan.
7. **Update Infrastructure Plan:** Update the City’s infrastructure plan to stay current with the future development vision for Livonia.

Figure 4.1: Excerpt of Livonia Bike Loop Map

LIVONIA BIKE LOOP, 2015

Realization of this priority project will connect 13 parks, 11 schools and 7 commercial districts across the City.

Planned entirely on locally controlled roads, the Bike Loop is a feasibly implemented with relatively low-cost bikeway markings and wayfinding signage.



Action Plan

This section presents tools and techniques that residents, community leaders, and City administration can use to implement this LIVONIA VISION 21 Plan. The tools and techniques identified herein are available for use by Michigan communities under current enabling legislation. Specific recommendations for implementing certain goals and objectives established by residents during the public engagement efforts are also provided.



Providing for a Healthy Variety of Housing Options, Livonia, MI

LIVONIA VISION 21 recommends a future vision for the community. This Plan builds upon Livonia’s existing assets and opportunities to attract new development and new residents. Moving forward, Livonia will continue to be economically, socially, and environmentally sustainable; a community where people want to live, work, visit and play.

The goals and objectives of LIVONIA VISION 21 should be reviewed often and be considered in decision making by the City. Successful implementation of this plan will be the result of actions taken by City Council, City Administration, the Plymouth Road Development Authority, the Livonia Economic Development Corporation, the Livonia Brownfield Authority, the Planning Commission, public agencies, private residents and organizations, and other elected and appointed officials.

This section identifies and describes actions and tools available to implement the vision created in this Plan. Broadly stated, LIVONIA VISION 21 will be implemented incrementally by working on the goals identified for the planning themes.

LIVONIA VISION 21 PLANNING THEMES:

1. Housing and Neighborhoods
2. Transportation
3. Sustainability and Resiliency
4. Healthy Communities
5. Economic Development
6. Parks, Trails and Open Space
7. Infrastructure
8. Urban Design

The tables on the following pages present a detailed summary of all of the recommended implementation activities, including partners for completing the activity, and available funding resources for each activity.



Action Plan Key

PRIORITY

A	Most Important
B	Very Important
C	Important

TIMEFRAME

1	1-3 years
2	3-5 years
3	5+ years

RESPONSIBILITY (COLOR)

	Project Lead
	Key Participant
	Contributor

ENTITY ABBREVIATIONS

BO	Business Owners
CM	Community Members
CS	City Staff
GC	Greenleaf Commission
HO	Home Owners
MDOT	Michigan Department of Transportation
PC	Planning Commission & City Council
PRDA	Plymouth Road Development Authority
SG	Southeast Michigan Council of Government
SM	State of Michigan
WC	Wayne County / Regional Transportation Authority (RTA)

FUNDING

PUBLIC

Includes public funds from the City operating budget, County, and State funding. May also include local government bonds and grants.

PRIVATE

Includes funds from private sources such as grant monies, corporate funding, or property owners.

PRDA/TIF

Tax increment financing provided by an authorized body.

Housing and Neighborhoods



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

Table 4.1: Housing and Neighborhoods Actions

OBJECTIVES	PRIORITY	TIMEFRAME	PARTNERSHIP			FUNDING		
			CITY	OTHER GOVERNMENT	PRIVATE	PUBLIC	PRIVATE	TIF / PRDA
1.1 Support a system of organized land use to provide greater housing choices, where new and redevelopment areas respect existing neighborhoods.	A	1	CS PC	WC	CM BO	•		
1.2 Encourage residential developments which are needed by persons of all ages, incomes and household sizes.	A	1	CS PC		CM BO	•		•
1.3 Seamlessly incorporate multiple family “missing middle” housing within established neighborhoods through infill development and strong urban design.	A	2	CS	WC SM	CM HO	•	•	
1.4 Promote the development of multiple small-scale and walkable commercial and service districts that serve the immediately adjacent neighborhoods.	A	2	CS PC	MDOT	CM	•		
1.5 Support programs that assist with homeownership for first time buyers and incentivize rehabilitation of aging housing stock.	A	2	CS PRDA PC	WC	BO	•	•	•
1.6 Establish individual neighborhood planning frameworks to assist in neighborhood placemaking, revitalization, and/or transitions	A	1	CS PRDA		CM HO	•		•

Transportation

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



Table 4.2: Transportations Actions

OBJECTIVES	PRIORITY	TIMEFRAME	PARTNERSHIP			FUNDING		
			CITY	OTHER GOVERNMENT	PRIVATE	PUBLIC	PRIVATE	TIF / PRDA
2.1 Maintain the City’s well-developed network of highways, roads, and streets to accommodate the safe and efficient movement of vehicles.	B	1	CS PC	MDOT	CM BO	●		
2.2 Promote the use of alternative modes of transportation such as ridesharing, bicycling, walking, and transit throughout the metropolitan area.	B	1	CS PRDA	MDOT SG GC	CM	●		●
2.3 Improve the City’s network of trails, bicycle amenities, and other connections.	A	2	CS	WC SM SG	CM HO	●	●	
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.	A	2	CS	MDOT	CM	●	●	
2.5 Prepare for the emergence of innovative transportation technologies by revisiting traditional uses of the transportation network and by investing in new mobility strategies and “smart” infrastructure.	A	3	CS PRDA PC	SG	BO	●	●	●

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.

Table 4.3: Sustainability and Resiliency Actions

OBJECTIVES	PRIORITY	TIMEFRAME	PARTNERSHIP			FUNDING		
			CITY	OTHER GOVERNMENT	PRIVATE	PUBLIC	PRIVATE	TIF / PRDA
3.1 Promote land use patterns that increase sustainability, support broadband provision and green technology, and resiliency in buildings and transportation systems by making sustainability a critical element when developing new zoning regulations and modifying old regulations and the Future Land Use map.	B	1	CS PC	SG GC	CM BO	•	•	
3.2 Conserve and restore open spaces, waterways, tree canopies, and other natural resources to increase resiliency, adaptability, and biological integrity.	B	2	CS	SG	CM	•	•	•
3.3 Commit to mitigating the City’s climate impacts, including reducing energy, land, and water consumption and improving outdoor and indoor air quality.	A	2	CS	WC SM	CM HO	•	•	
3.4 Think beyond first costs and consider long-term, cumulative impacts when making infrastructure and policy decisions.	A	1	CS PC	WC	CM	•		
3.5 Prepare the public and city staff for emergencies by updating emergency plans and expanding emergency management initiatives.	C	3	CS PC		BO CM	•	•	•

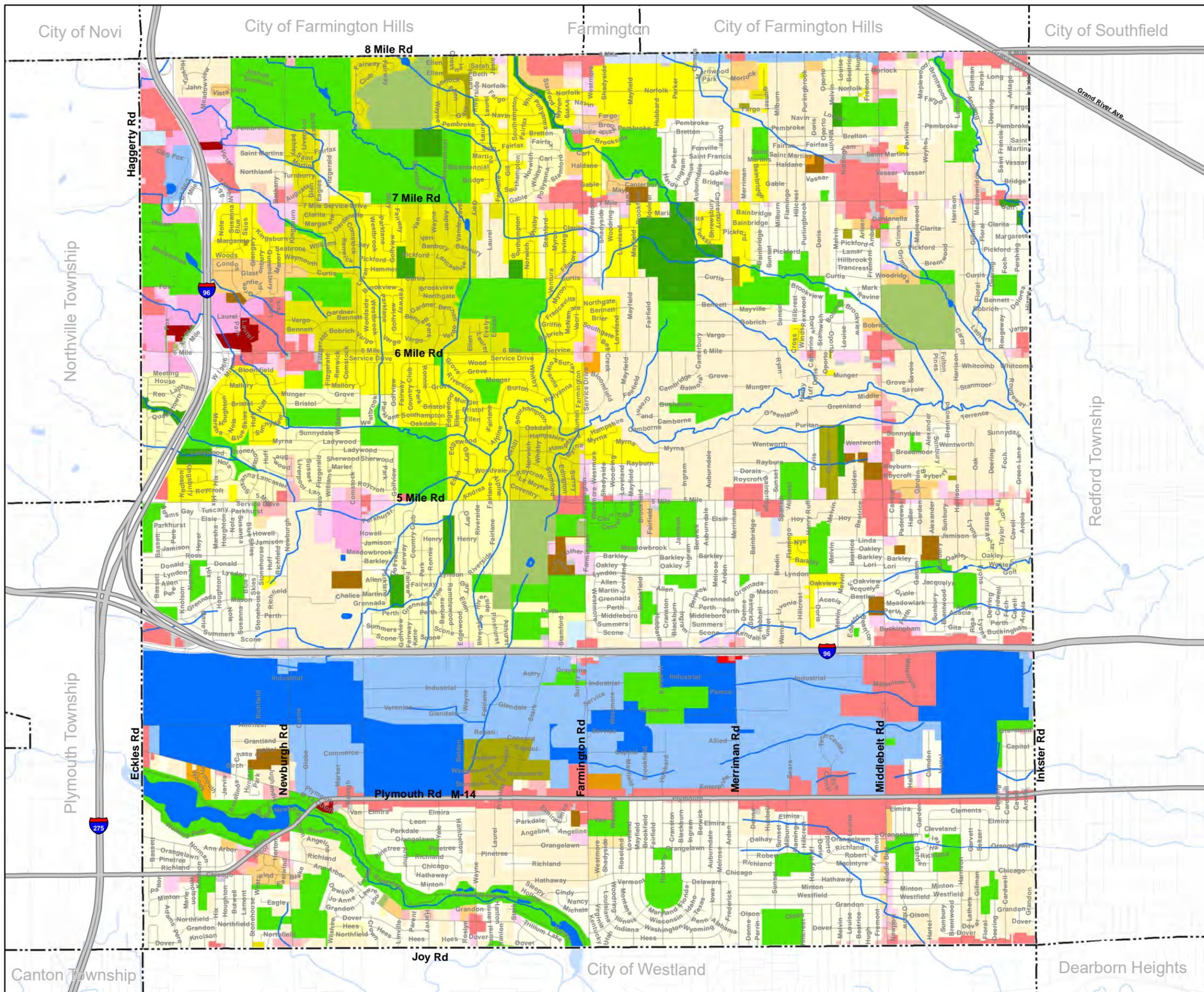
Healthy Communities



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.

Table 4.4: Healthy Communities

OBJECTIVES	PRIORITY	TIMEFRAME	PARTNERSHIP			FUNDING		
			CITY	OTHER GOVERNMENT	PRIVATE	PUBLIC	PRIVATE	TIF / PRDA
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.	A	1	CS PC		CM BO	•		
4.2 Partner with local medical providers to create innovative health and wellness initiatives that increase active living and citizen well-being.	A	1	CS PRDA	MDOT	CM BO	•		•
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.).	A	1	CS	WC SM	CM HO	•	•	
4.4 Establish a marketing and branding campaign to increase awareness about Livonia’s strong quality of life.	A	1	CS		CM BO	•		



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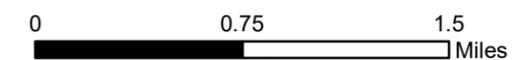
Zoning Map

City of Livonia, Michigan

December 2017

LEGEND

- AG General Agriculture
- C-1 Local Business
- C-2 General Business
- C-3 Highway services
- C-4 High-Rise Commercial
- M-1 Light Manufacturing
- M-2 General Manufacturing
- ML Manufacturing Limited
- NP Nature Preserve
- OS Office Services
- P Parking
- PL Public Lands
- PO High-Rise Professional Office
- R-1 One Family Residential (60' x 120' Lots)
- R-2 One Family Residential (70' x 120' Lots)
- R-3 One Family Residential (80' x 120' Lots)
- R-4 One Family Residential (90' x 130' Lots)
- R-5 One Family Residential (100' x 150' Lots)
- R-6 Two Family Residential
- R-7 Multiple Family Residential
- R-8 High Rise Multiple Family Residential
- R-8C Condominium High Rise Multiple Family Residential
- R-9 Housing for the Elderly
- R-C Condominium Residential
- RE Research, Engineering
- RUF Rural Urban Farm



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

Economic Development



GOAL: 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.

Table 4.5: Economic Development Actions

OBJECTIVES	PRIORITY	TIMEFRAME	PARTNERSHIP			FUNDING		
			CITY	OTHER GOVERNMENT	PRIVATE	PUBLIC	PRIVATE	TIF / PRDA
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.	A	2	CS PC	WC MDOT	CMBO	●		
5.2 Focus on retaining existing businesses and industry.	A	1	CS PRDA		CM BO	●		●
5.3 Target outreach to innovative companies (knowledge-based and high technology industrial) to ensure a diverse and resilient economic base.	A	1	CS	WC SM	CM HO	●	●	
5.4 Establish a framework to incentivize creative redevelopment of unoccupied “big-box retail.”	A	1	CS PC		CM	●		

Parks, Trails, and Open Space



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

Table 4.6: Parks, Trails, and Open Space Actions

OBJECTIVES	PRIORITY	TIMEFRAME	PARTNERSHIP			FUNDING		
			CITY	OTHER GOVERNMENT	PRIVATE	PUBLIC	PRIVATE	TIF / PRDA
6.1 Continue to develop and maintain comprehensive park, trail, recreational, fitness, and sports facilities and programs.	A	1	CS PC	SG	CMBO	●		
6.2 Preserve and/or incorporate natural drainage and flood plains wherever possible into park and recreation sites.	A	2	CS PRDA	SG	CM	●		●
6.3 Pursue funding sources and develop partnerships and advocates to manage park needs.	A	1	CS	WC SM SG	CM HO	●	●	
6.4 Develop, maintain, and preserve sufficient open space and recreation facilities to fully satisfy the wide variety of recreation needs of residents.	A	2	CS	WC SG	CM	●		

Infrastructure



GOAL: 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.

Table 4.7: Infrastructure Actions

OBJECTIVES	PRIORITY	TIMEFRAME	PARTNERSHIP			FUNDING		
			CITY	OTHER GOVERNMENT	PRIVATE	PUBLIC	PRIVATE	TIF / PRDA
7.1 Invest in and implement comprehensive and innovative urban water management, green infrastructure practices, and renewable energy systems.	B	2	CS PC	WC SG	CM BO	•	•	
7.2 Provide appropriate resources for staff to maintain and improve infrastructure systems.	A	1	CS PRDA	SG WC	CM	•		•
7.3 Explore opportunities for infrastructure system improvements as new technology becomes available.	A	2	CS	WC SM SG	CM HO	•	•	
7.4 Increase the use of renewable resources to reduce dependence on fossil fuels.	A	1	CS		CM	•		

Urban Design



GOAL: 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.

Table 4.8: Urban Design Actions

OBJECTIVES	PRIORITY	TIMEFRAME	PARTNERSHIP			FUNDING		
			CITY	OTHER GOVERNMENT	PRIVATE	PUBLIC	PRIVATE	TIF / PRDA
8.1 Incorporate unique and functional community design components with all new developments, public spaces, and streetscapes.	A	2	CS PC	WC SM MDOT	CM BO	●		
8.2 Identify gateway locations to target urban design to announce arrival into Livonia.	A	1	CS PRDA	WC SM MDOT	CM BO	●		●
8.3 Enhance landscaping and site design through redevelopment to enhance the sense of place along major strip corridors.	A	2	CS	WC SM MDOT	CM HO	●	●	
8.4 Reserve underdeveloped land for high quality development emphasizing the use of high quality materials and the establishment of a sense of place.	A	1	CS		CM	●		

Zoning Plan

The Zoning Ordinance is the primary regulatory tool for the City to implement the land use mapping element of the LIVONIA VISION 21 Plan. The City of Livonia Future Land Use Map indicates residential growth areas of different densities and provides locations for mixed use, parks and community uses, commercial and industrial uses.

The land use classifications on the Future Land Use Map and the corresponding descriptions set land use policy to guide future development in the City. The Future Land Use Plan provides general land use development principals that are consistent with the City’s goals and objectives for growth. The Zoning Map has precise boundaries, standards and permitted uses that are adopted as law.

A Zoning Plan is required by the Michigan Planning and Zoning Enabling Acts. Section 33(d) of the Michigan Planning Enabling Act, PA 33 of 2008, as amended, requires that the Master Plan shall serve as the basis for the community’s Zoning Plan. Additionally, the Michigan Zoning Enabling Act, PA 110 of 2006, as amended, requires a zoning plan to be prepared as the basis for the zoning ordinance. The Zoning Plan must be based on an inventory of conditions pertinent to zoning in the municipality and the purposes for which zoning may be adopted (as described in Section 201 of the Michigan Zoning Enabling Act).

The following table presents the City of Livonia Zoning Districts that apply to each of this Plan’s Future Land Use designations. Where new regulations are recommended to implement the LIVONIA VISION 21 Plan, the “*new district*” or “*district revisions*” descriptions is included along with the applicable zoning districts.

The LIVONIA VISION 21 Future Land Use Plan sets a new vision for the City by creating opportunities for infill housing, neighborhood investment, mixed use centers and a vibrant City Center development around the Civic Center Campus. As a result of this new direction, not all of the LIVONIA VISION 21 future land use categories will match up with the current location or regulations of the Zoning District to which they most closely correspond. Zoning Ordinance text amendments, map amendments or new Zoning Districts will be necessary to implement the Future Land Use Plan. The key recommended revisions the Zoning Ordinance are discussed in the next section and Table 4.1 details the Zoning Plan.

Table 4.9: Table 4.1: Future Land Use and Zoning Map Correlation

Future Land Use Designation	Zoning Districts
Low Density Residential	R-1, R-2, R-3, R-4, R-5, RUF, P, AG
Medium Density Residential	R-1, R-2, R-6, R-7, <i>District Revisions</i>
High Density Residential	R-7, R-8, R-8c, R-9, R-C, <i>District Revisions</i>
Corridor Commercial	C-1, C-2, C-3, OS, <i>District Revisions</i>
Regional Commercial	C-4, OS, PO, RE, <i>District Revisions</i>
City Center	Residential Districts, <i>New District</i>
Mixed Development Center	Residential Districts, <i>New District</i>
Tech and Manufacturing	RE, M-1, M-2, ML
Parks and Community	NP, PL, AG, NP

Source: McKenna, 2018

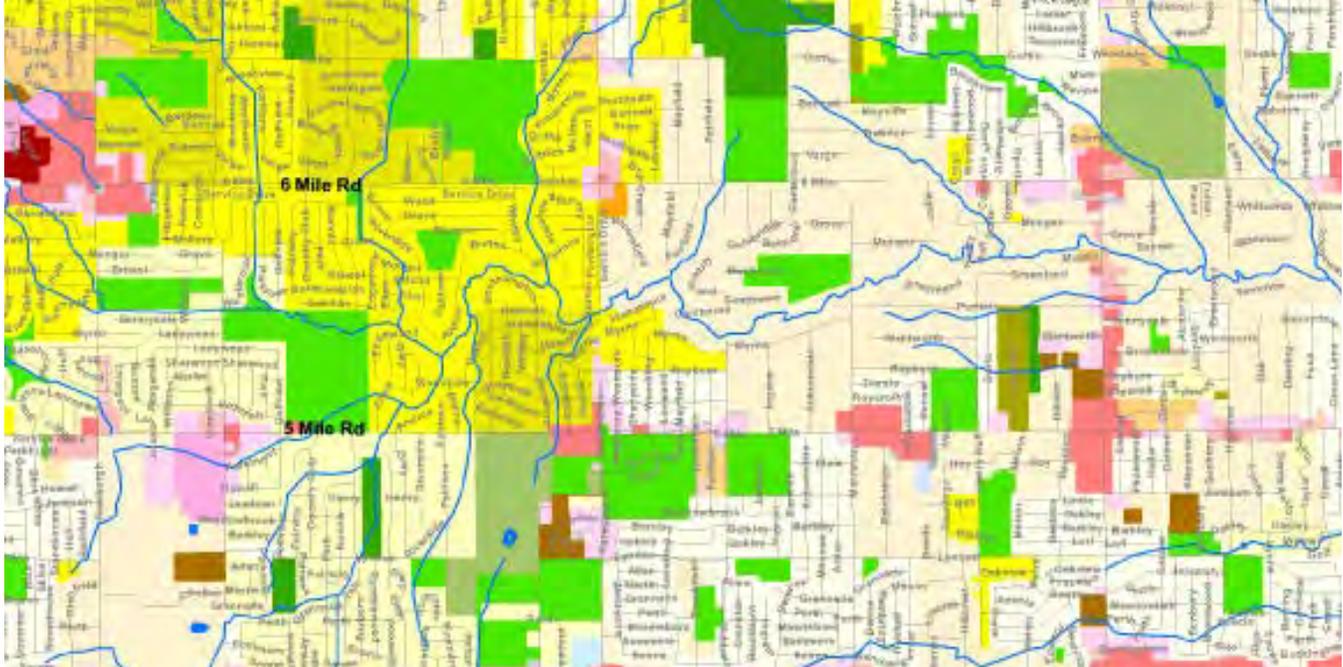


Figure 4.2: Excerpt of Livonia Zoning Map

RECOMMENDED REVISIONS TO THE ZONING ORDINANCE AND ZONING MAP

In order to meet the goals of this Master Plan, the following revisions to the Zoning Ordinance and Map are recommended:

- New Zoning Districts that incorporate form-based regulations should be created for the Mixed Development Center and City Center designations.
- The Commercial Districts, C-1, C-2, and C-3, should be simplified and consolidated into a new district corresponding to the development intensity of the corridor commercial designation.
- The Commercial District C-4 should be modified to reflect a regional commercial designation with higher intensity development and traffic that results from its proximity to I-96 and I-275.
- The Office Districts should be eliminated - the eligible uses and standards of OS should be incorporated into a corresponding corridor district and the eligible uses and standards of PO into a regional commercial district.
- The five One-Family Residential Districts should be simplified and consolidated.
- The six Multiple-Family Residential Districts should be simplified and consolidated.
- New incentives and standards for infill housing and neighborhood investment should be developed for districts corresponding to the medium density residential designation. Strategies for affordable housing, accessory dwelling units, and adaptive reuse should be considered.
- The three Planned Unit Development (PUD) Districts should be simplified and consolidated.
- The Zoning Ordinance should be reviewed and edited according to lean-zoning principals. Regulations that do not contribute to the implementation of the Future Land Use Plan should be eliminated or reduced in scope.
- Additional incentives to encourage sustainable use of land, materials, energy, and resources should be developed for all districts.
- The City should consider initiating rezonings of the Mixed Development Centers and the City Center areas.

Conventional Zoning Procedures

REZONING TO IMPLEMENT THE MASTER PLAN

The land use classifications on the Future Land Use Map provide the basis for evaluating future rezoning requests. Zoning actions that are consistent with the Future Land Use Map usually receive deferential and favorable judicial review if challenged. The Master Plan should be the principal source of information in the investigation of all rezoning requests. The City may initiate rezoning necessary to place land in conformance with the Future Land Use Map, or they may wait for property owners to come forward.

PLANNED DEVELOPMENT

Planned development involves the use of special zoning requirements and review procedures that provide design and regulatory flexibility, so as to encourage innovation in land use planning and design. Planned developments should achieve a higher quality of development than might otherwise be possible. Continued use of planned development is recommended to achieve development in accordance with the goals and objectives of this Plan.

Planned development can be used as the regulatory tool to permit open space zoning or cluster development and to facilitate mixed use redevelopment in the Mixed-Use Centers or City Center.

PERFORMANCE STANDARDS

Rather than simply regulate development on the basis of dimensional standards, many communities are establishing performance standards to regulate development based on the permissible effects or impacts of a proposed use. Performance standards should be used to supplement conventional zoning standards. Performance standards can be developed to regulate noise, dust, vibration, odor, glare and heat, safety hazards, and environmental impacts such as air and water pollution. The complexity of the performance standards should be based in part on the capacity of City staff to administer the standards.

Performance standards can be particularly useful in achieving environmental and resource protection goals. If based on a strong body of research, standards can be developed that relate to critical environmental areas (such as floodplains, wetlands, lakes, woodlands, groundwater recharge areas, and unique wildlife habitats), and natural resource areas.

INCENTIVE ZONING

Incentive zoning allows a developer to exceed the dimensional limitations in the Zoning Ordinance if the developer agrees to fulfill conditions specified in the Ordinance. Incentive zoning should be considered to promote innovative land planning techniques identified in the Plan. For example, a possible increase in density can be used as an incentive for developments that implement open space zoning standards.

SETBACKS AND OTHER STANDARDS

It is important to review the required setbacks and other dimensional standards to be certain that they promote the desired type of development and respect historical setbacks and architectural scale. For example, if side or rear parking is preferred, then it may be necessary to mandate a build-to line that is close to the front lot line.

Innovative Zoning Techniques

OVERLAY ZONING

Overlay zoning allows the City to impose a new set of regulations on a special area within an existing zoning district. In an area where an overlay zone is established, the property is placed simultaneously in the two zones, and the property may be developed only under the applicable conditions and requirements of both zones. Thus, the overlay district regulations supplement the regulations of the underlying zoning district. Overlay zoning has been used in other communities to address special conditions and features, such as historic areas, wetlands, and other environmentally sensitive areas, without disrupting the underlying zoning plan.

DEVELOPMENT AGREEMENT

Although there is no explicit legislative authority for such agreements, many Michigan communities have used development agreements to achieve a mutual understanding between the developer and City concerning the conditions under which development can occur. Development agreements are often negotiated as part of a planned development approval, allowing the community and developer to address complex issues that cannot be adequately addressed on a typical site plan. Development agreements might prove useful to achieve desired developments, especially if or when a mixed-use development is proposed.

INCLUSIONARY ZONING

Inclusionary zoning is the practice of providing a percentage of affordable housing to be included during the development of new residential projects. Developments that propose a certain percentage of affordable housing are typically allowed incentives such as higher density or reduction of dimensional requirements. Inclusionary zoning programs can help transition residents from living in rental units to homeownership.

FORM-BASED CODE

Form based code is regulation that focuses first physical design and form of the buildings and public spaces. Form based codes yield predictable development processes and clearly show community expectations. A form-based code would be based off of the community's vision for development densities and material standards. A form-based code would be minimally ideal for the City's mixed development centers and city center, where the relationship between buildings, public spaces and streets will be key to creating the desired sense of place.

LEAN ZONING

The City could benefit from applying lean zoning principles to a Zoning Ordinance update. Lean zoning is the simplification of zoning codes and the removal of redundant text. Typically, lean zoning revisions are made through a series of small incremental changes to zoning ordinances but can be incorporated into comprehensive revisions.

Capital Improvements Plan

A Capital Improvements Plan (CIP) can serve as a tool for public relations, helping to inform the public on the municipality’s investment plan on infrastructure. This section reviews the City’s past plan and outlines the most efficient process for creating a future plan.

BACKGROUND

A CIP is a tool to identify and prioritize the long-term capital project requirements of a local unit of government. The CIP is a schedule of proposed improvements to a community’s public facilities that includes a prioritization of projects over a 6 year period. The first year of the CIP is the capital budget and the CIP is annually updated.

The CIP’s relationship to the master plan, as stated in the Michigan Planning Enabling Act (Act 33 of 2008), is “to further the desirable future development of the local unit of government under the master plan.” To accomplish this, the planning commission, legislative body, or chief administrative official (depending on language in the charter), shall annually prepare the CIP to assist the planning commission and board or council in reviewing and approving public infrastructure projects, such as streets, parks, and utility infrastructure.

Livonia completed a CIP in 2016, covering years 2016–2021. Projects that the plan covered, include the following: Paving Infrastructure, Water and Sewer Infrastructure, Buildings, Technology, Vehicles, Equipment, and Land Purchase or Improvement.

Major highlights of the 2016–2021 Program include:

2016

- Proposed General Fund Expenditures, \$6,115,989

2016–2021

- Proposed Total Expenditures, \$172,712,090
- Proposed City Share of Total Expenditures, \$156,837,090



Livonia Civic Center Library, Livonia MI

Quality public facilities, are essential in securing a high quality of life for residents of Livonia. Careful, prioritized planning to fund and maintain these facilities is important in ensuring a successful future.

CIP PROCESS

A process known to be successful in creating CIPs is as follows:

1. Define CIP Process and Roles

- Mayor communicates the mission and vision of the CIP process to City Staff
- Appoint a CIP coordinator to lead the project
- Identify participants and roles for CIP preparation
- Establish a CIP review team
- Review and update capital improvement policies
- Collect data to assist with review, including budget projections, master plan amendments, policy changes and new regulations
- Define cost threshold, lifespan and types of projects to qualify for CIP
- Establish agreement on priority system to evaluate projects. Key considerations should include:
 - » Is the project supported by the Master Plan or other plans?
 - » Is it legally required?
 - » Is it fiscally responsible?
 - » Is it a high priority for the community?
- Other considerations include:
 - » Relationship to or coordination with other projects
 - » Estimate of annual income from projects
 - » Estimate of annual operating expenses
 - » Duration of project
 - » Sequencing Project mandated by the state and/or federal law
 - » Projects essential to public health or safety
 - » Projects that save in operating costs

2. Hold Launch Meeting

- The CIP Review Team hosts launch meeting to explain purpose of CIP and roles in the process
- Members of the public are encouraged to share information about infrastructure needs and priorities
- Project lead summarized feedback from the public and provides to staff for consideration in identifying project

3. Identify Projects

- Complete asset inventory of existing capital investments, which includes
 - » Age, condition and replacement dates
 - » Status of projects currently underway
- Develop a schedule for replacement and improvement needs based on asset inventory
- Complete project application forms of projects to be considered for CIP

4. Evaluate and Score Projects

- The CIP Review Team uses criteria established in Step 1 to evaluate and score project requests (scoring can be done individually or as a team)

5. Rank Projects and Draft the CIP

- The CIP Review Team ranks projects based on:
 - » Criteria established in Step 1
 - » Available funding
 - » Capacity to complete projects
- The project lead organized the projects into a table, with funding shown over 6 years (unfunded projects should also be included and scheduled for later years or compiled in a separate section)

6. Review and Approve the CIP

- The CIP Review Team provides draft to the Planning Commission
- Planning Commission reviews and conducts public hearing
- Planning Commission adopts the CIP and forwards to Council or Board
- Council or Board adopts CIP and uses for annual budget
- For communities with two year budgets, the second year is a simple update
- Update costs, funding sources, and timing for a six-year system

KEY FINDINGS

Considering the life span of the last Capital Improvements Plan, it is important for the City to update the plan with new community goals in mind.

Economic Development Tools

Successful implementation of the LIVONIA VISION 21 Plan will depend on the ability of the City to secure necessary financing. Besides the general fund, the following sources of revenue are available to the City:

DEDICATED MILLAGE

Special millages can be used to generate revenues for a specific purpose. For example, one Michigan community has a special land acquisition fund that is supported by a one-quarter mill property tax. A land acquisition fund would be a useful tool to promote open space preservation in the City or assemble property for redevelopment. Millages can also be used to generate funds for capital improvements. Finally, a sidewalk millage could be used to address sidewalks gaps and streetscape improvements within the City.

SPECIAL ASSESSMENTS

Special assessments are compulsory contributions collected from the owners of property benefited by specific public improvements (paving, drainage improvements, etc.) to defray the costs of such improvements. Special assessments are apportioned according to the assumed benefits to the property affected. Special assessment funding might prove useful to implement some of the recommendations for the City Center, Mixed Development Centers, or commercial corridors. Special assessments are also useful in upgrading street lighting in residential areas, and street trees and streetscaping in highly visible areas. The most important point regarding special assessments to keep in mind is that they must be supported by those in the area of the assessment, or they are doomed to failure. Therefore, before a special assessment is presented to the public, it must be well thought out, and the benefits versus costs well demonstrated.

BOND PROGRAMS

Bonds are one of the principal sources of financing used by communities to pay for capital improvements. General obligation bonds are issued for specific community project and are paid off by the general public through property tax revenues. Revenue bonds are issued for construction of projects that generate revenues. The bonds are then retired using income generated by the project (for example, water and sewer service charges). While bonding is a very common method of funding projects, it is important to remember that this is long-term debt, and that it is dependent on the growth in the tax base. Therefore, it is essential that property values are protected, and that the reputation of the community is well maintained to keep its bonds an attractive investment. It is also important to know how much debt a community can realistically afford. If a community is too heavily committed to paying off debt, its credit rating can be damaged. Bonds are useful; however, their use should be balanced with the other methods of funding available to a community.

TAX INCREMENT FINANCING

Tax increment financing is authorized by the Downtown Development Authority Act, Neighborhood Authority Act, Corridor Improvement Act, and the Local Development Finance Authority Act. When a tax increment finance district is established, the state equalized value of all properties in the district is recorded. Every year thereafter, the property tax revenue generated by any increase in the total state equalized value is "captured" by the authority to finance the improvements set forth in a development plan. Often, revenue bonds are issued to finance the improvements, and the tax increment revenues are used to repay the bonds.

MDNR RECREATION GRANT PROGRAMS

Michigan Natural Resources Trust Fund (MNRTF) grants are available for park development and land acquisition.

The City can use this program to finance park land acquisition and development. In the future, the City may wish to seek MNRTF funding for acquisition of land principally for open space and natural resource preservation purposes, and to implement its identified projects in the 5 Year Parks and Recreation Master Plan.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

The Transportation Alternatives Program (TAP) provides for a variety of alternative transportation. The TAP replaces the funding from previous programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source. The Transportation Alternatives Program (TAP) offers funding opportunities to help expand transportation choices and enhance the transportation experience through implementing a number of transportation improvements, including pedestrian and bicycle infrastructure and safety programs, historic preservation and rehabilitation of transportation facilities, environmental mitigation activities, and safe routes to school programs.

SEMCOG awarded over \$9.2 million in TAP funding in fiscal year 2018. Funds can be used for a wide variety of projects, including non-motorized improvements, green infrastructure, and projects encouraging students in grades K through 8 to walk or bike to school. Eligible applicants include incorporated cities and villages, county road commissions, and public transit agencies. Other organizations can apply, but they must be sponsored by one of the eligible applicants just described. A signed agreement between the sponsored and sponsoring agencies must be completed for the application to be considered. A call for TAP project applications is made annually in late January or early February. Applications are generally due late April, with award notices issued in July.

COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)

CDBG's can be used for numerous community improvement projects in addition to housing rehabilitation. Criteria, however, require that they be used primarily to improve housing opportunities, and recreational and social opportunities for distressed portions of the community. CDBG funds can also be used for community economic development. Therefore, those areas of Livonia where the lower income households live should be identified and targeted for projects needed to improve conditions in those areas. Small area neighborhood plans would aid in identifying what types of projects would benefit areas in decline to stabilize those areas and permit them to reverse the conditions which are negatively impacting them. By using CDBG funds in distressed portions of the community, funds that would have been spent in completing those improvements are freed up to be used elsewhere. Therefore, while the residents of a distressed portion of the community benefit directly from the CDBG program, the City in general benefits by having funds that would have been spent available for other improvements. CDBG include Downtown Infrastructure Grants, Downtown Façade Grants, and Blight Elimination Grants.

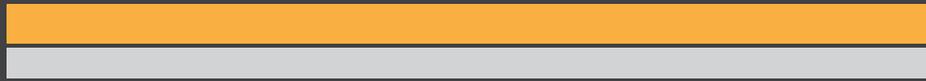
REDEVELOPMENT READY COMMUNITIES PROGRAM

According to the Michigan Economic Development Corporation, the Redevelopment Ready Communities (RRC) program measures and certifies communities that integrate transparency, predictability and efficiency into their development practices with the goal of realizing a community-supported redevelopment vision that is inviting to investors. The RRC has developed a set of Best Practices for communities to follow to build a clear and transparent development process. The six RRC Best Practices include:

- Community Plans and Public Outreach
- Zoning Regulations
- Development Review Process
- Recruitment and Education
- Redevelopment Ready Sites
- Community Prosperity

The RRC program will make the City more attractive for investors and help stimulate development.

LIVONIA VISION 21
CITY OF LIVONIA, MI



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