



BOOK 2 of 4

LAND DEVELOPMENT

How do we grow?

SEPTEMBER 13, 2018

Acknowledgments

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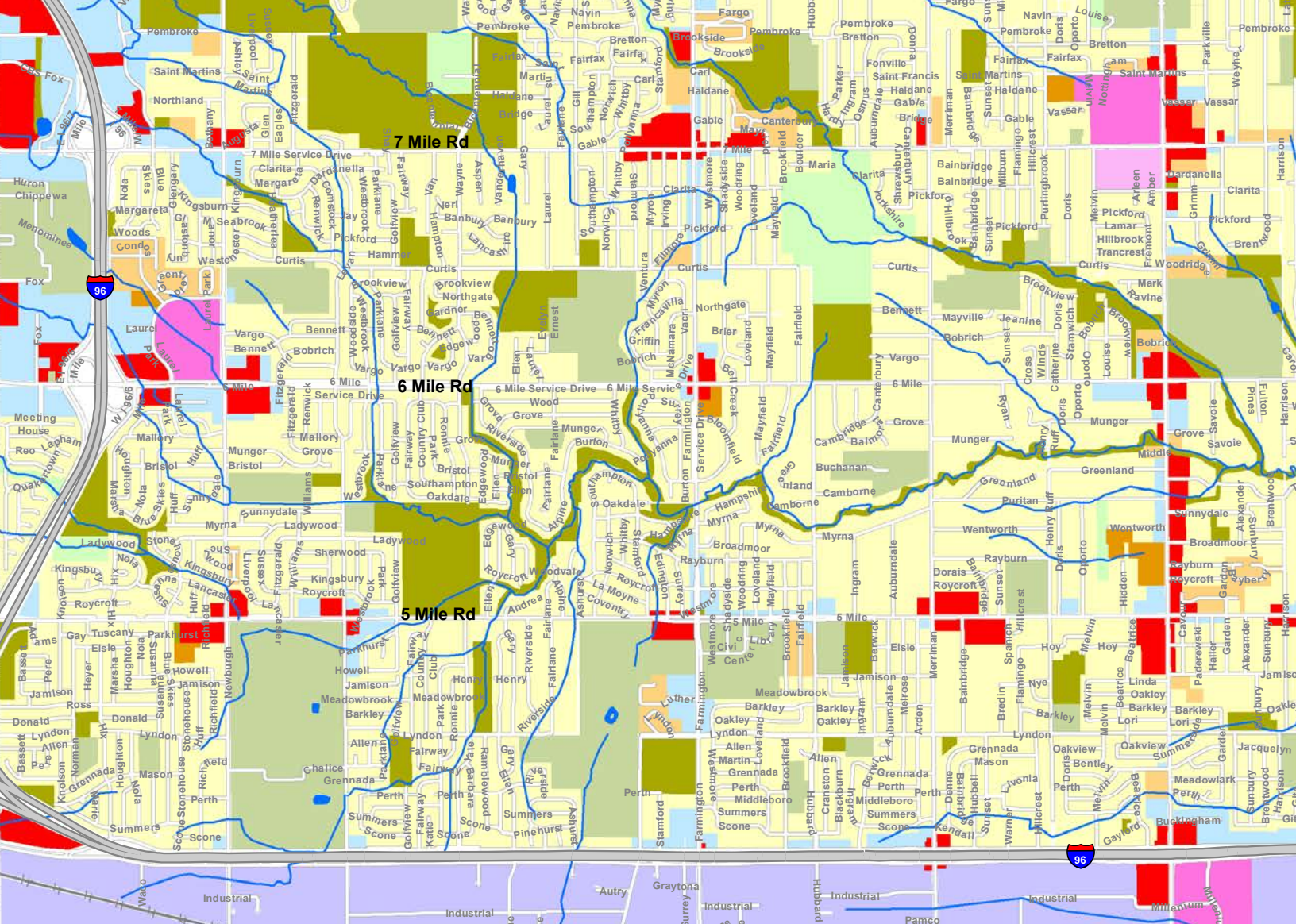
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Livonia Future Land Use Plan Excerpt, 2009

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

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.

TOP GOAL PRIORITIES,
PREVIOUS PLANS:

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 1.1: 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 1.2:
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 1.3:
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 1.4:
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 1.5:
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 1.6:
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 1.7:
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 1.8:
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 1.9:
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.

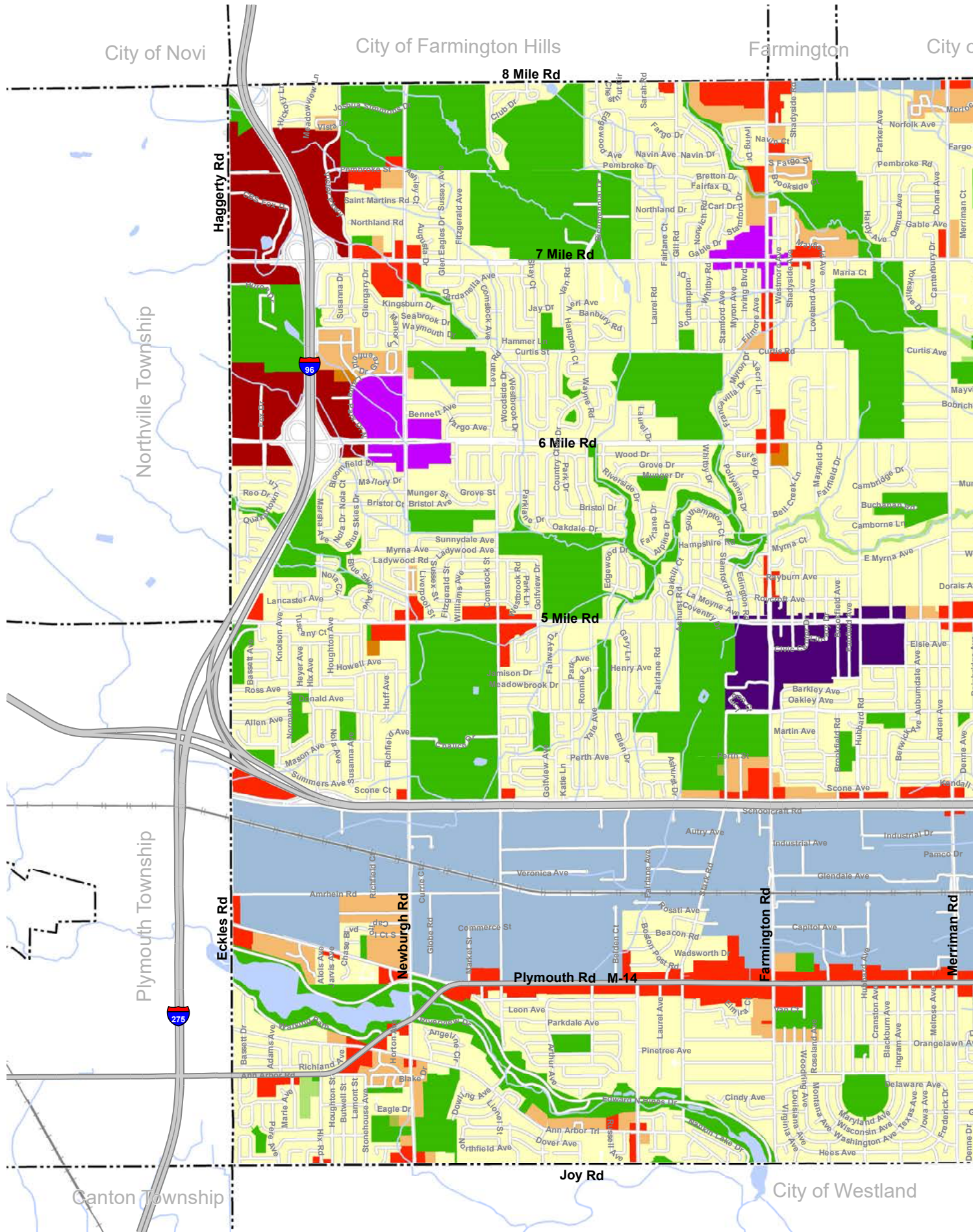
Density. There are no density standards for industrial areas.

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.



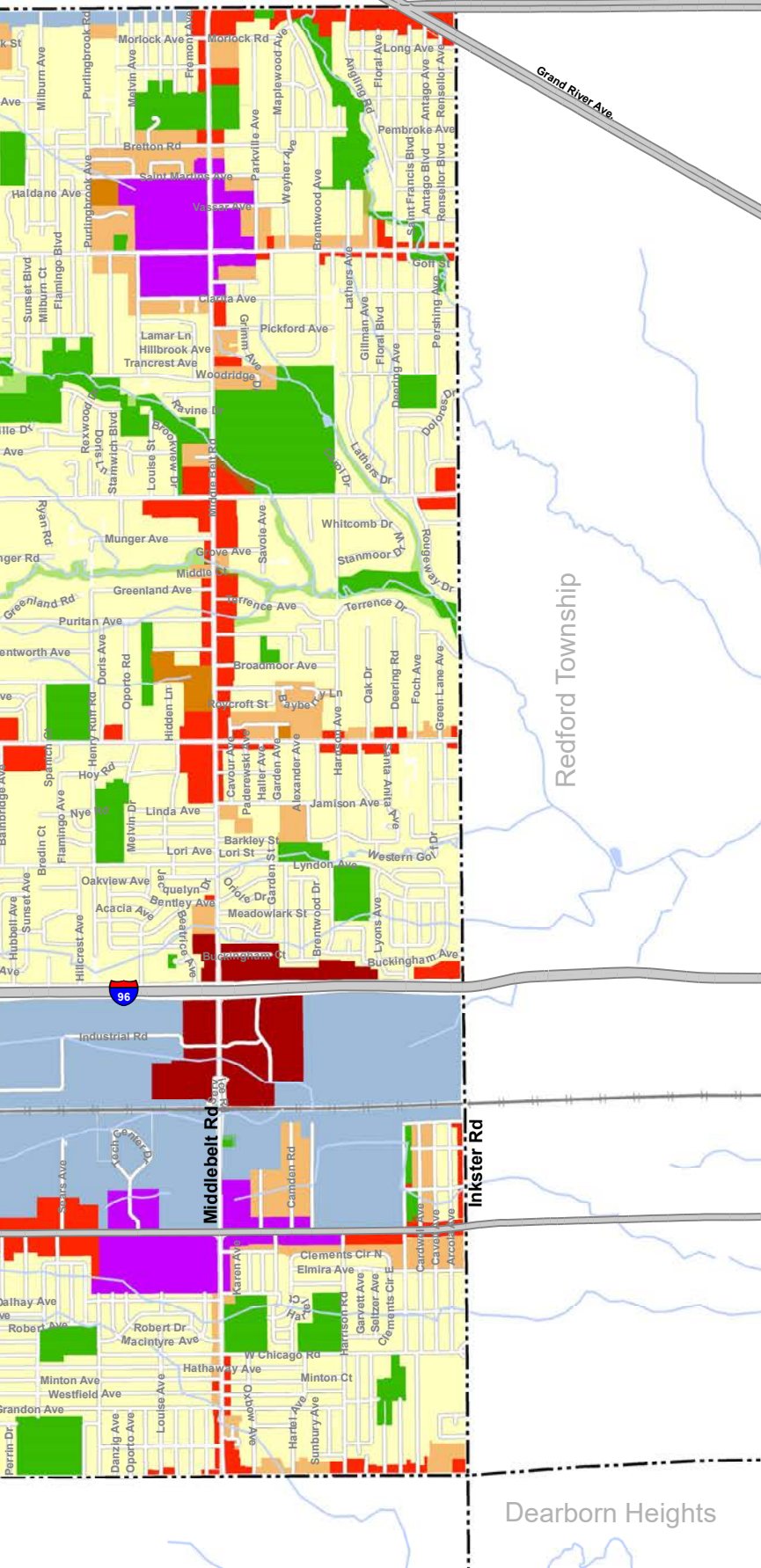
City of Farmington Hills

City of Southfield

Future Land Use

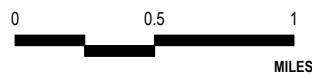
City of Livonia, Michigan

September 13, 2018



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

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 1.1: Missing Middle Housing Types

POTENTIAL TYPES OF MISSING MIDDLE HOUSING FOR LIVONIA:



Duplex Adjacent



Duplex Stacked



Triplex



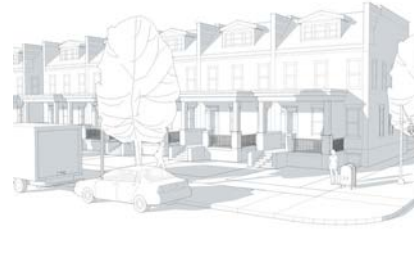
Fourplex



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.

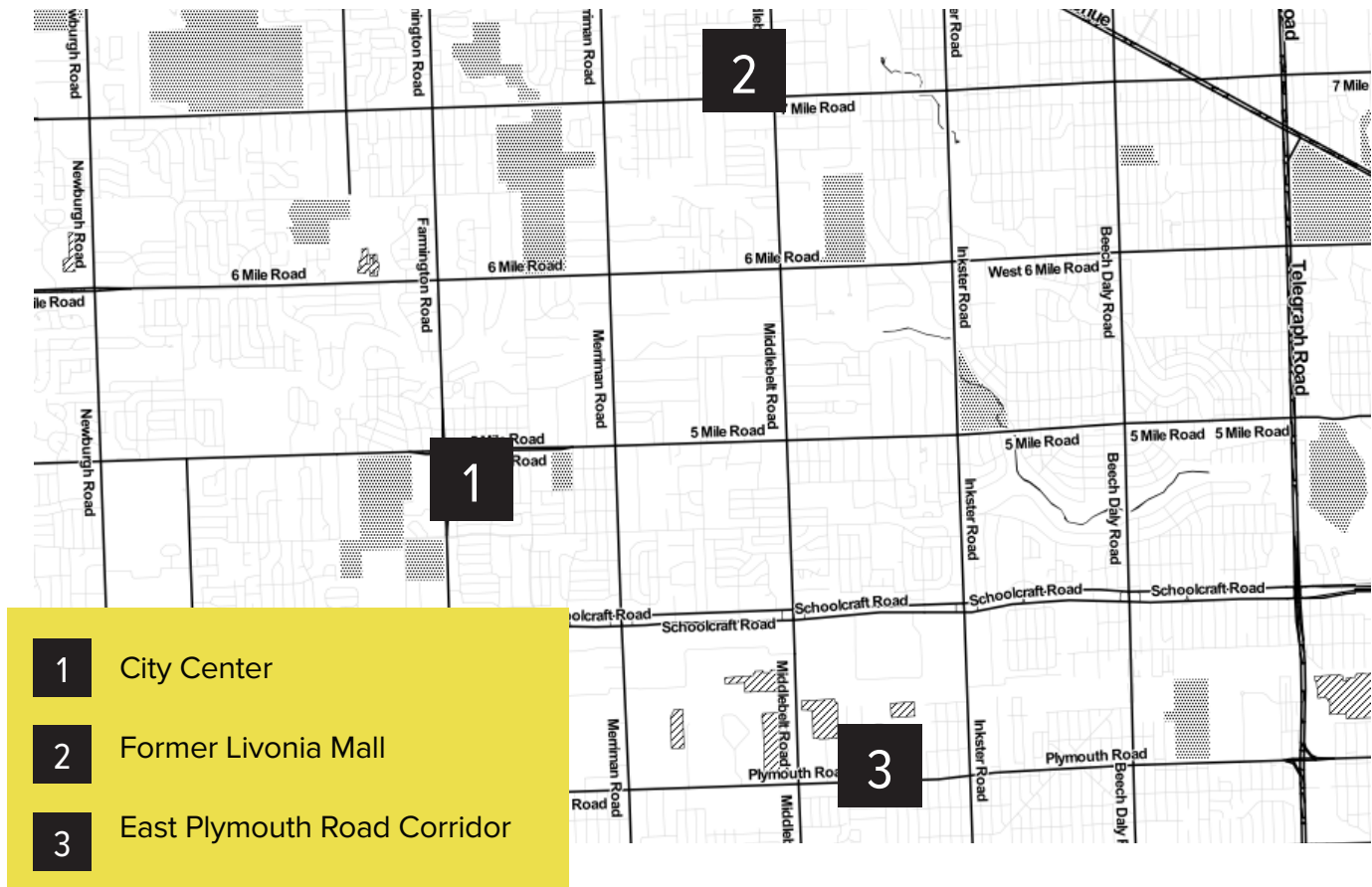
SPECIAL AREA SELECTION

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 1.2: 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:

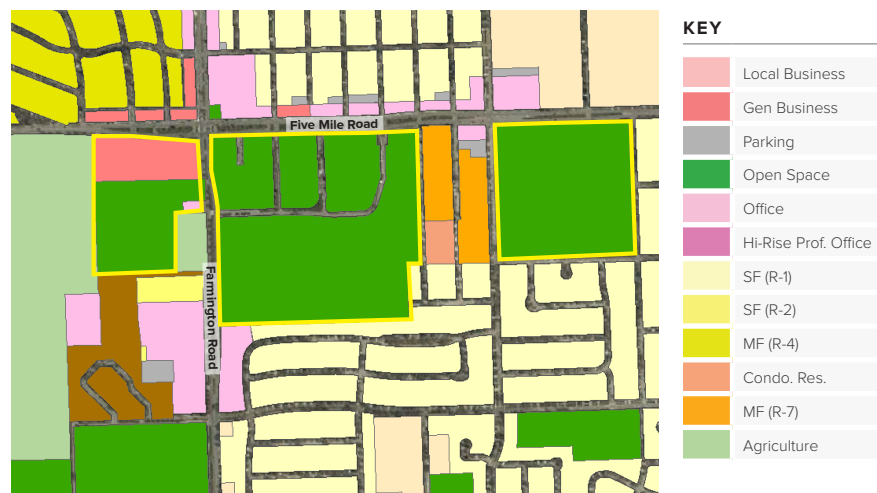
- Guiding future land use and zoning decisions to align with a targeted development strategy.
- Communicating the area's opportunity to the private sector.
- Sharing the City's and public vision for the form an character of the area.
- Gives direction for where to prioritize public improvements to align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

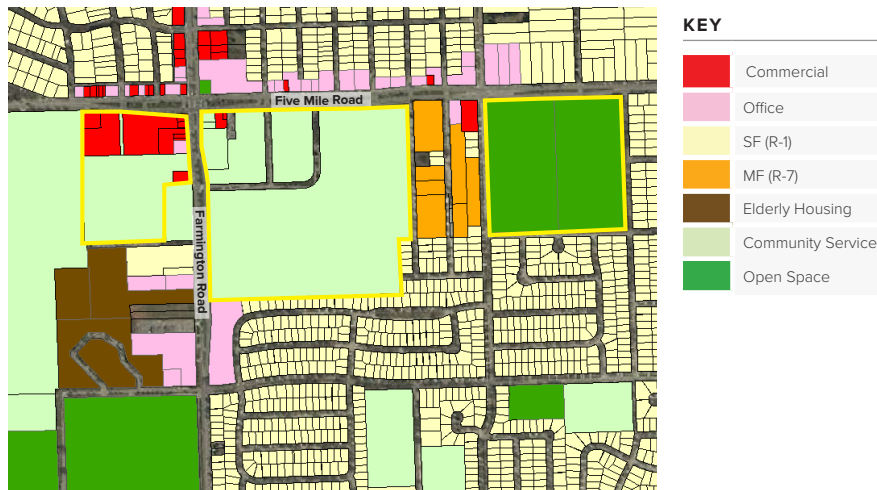
Figure 1.4: City Center – Existing Zoning



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 1.3: City Center – Existing Land Use

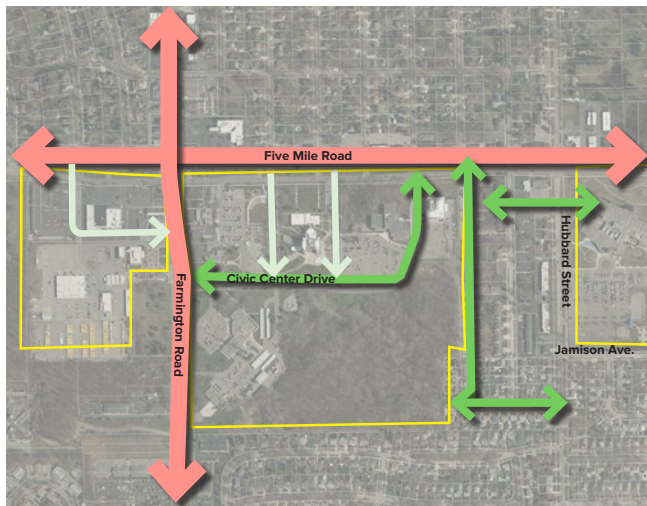


Many of the existing buildings at the current government center are neither completely, nor efficiently, utilized, or are in need of significant upgrades. While the City has made investment in maintaining several of the buildings on this site, most of the structures have reached the end of their practical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

Figure 1.6: City Center – Areas to Preserve



Figure 1.5: 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 1.7: Conceptual Master Plan of the proposed vision for City Center.



Table 1.10:
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 1.8: 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 1.10: Former Livonia Mall – Existing Zoning

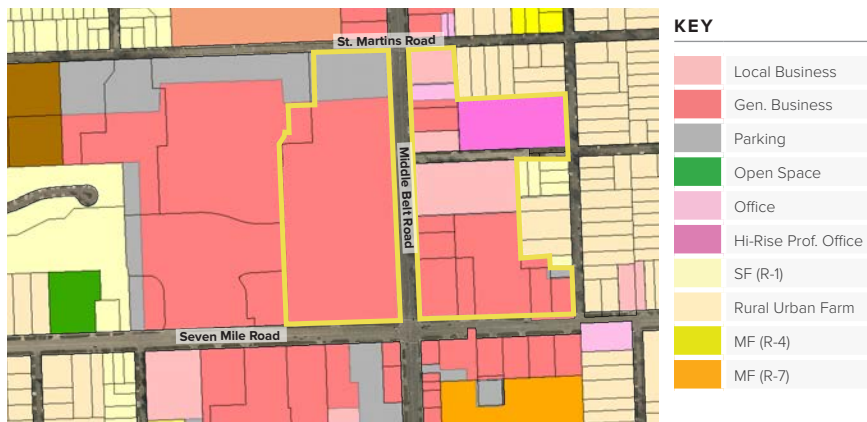
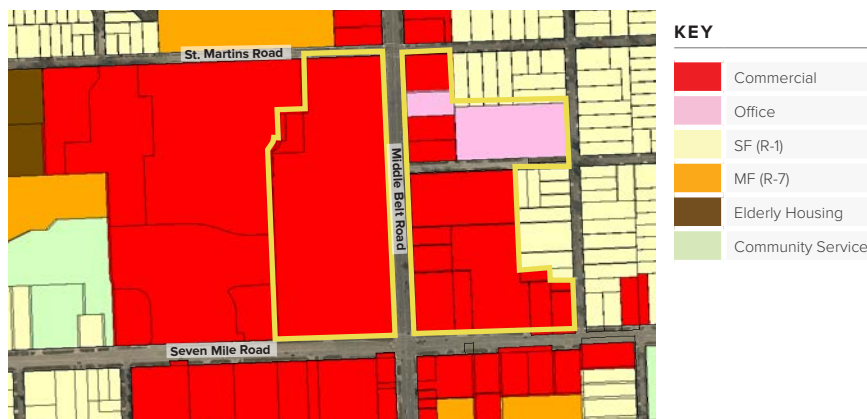


Figure 1.9: Former Livonia Mall – Existing Land Use



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 1.12: Former Livonia Mall – Vacant or Underutilized Areas

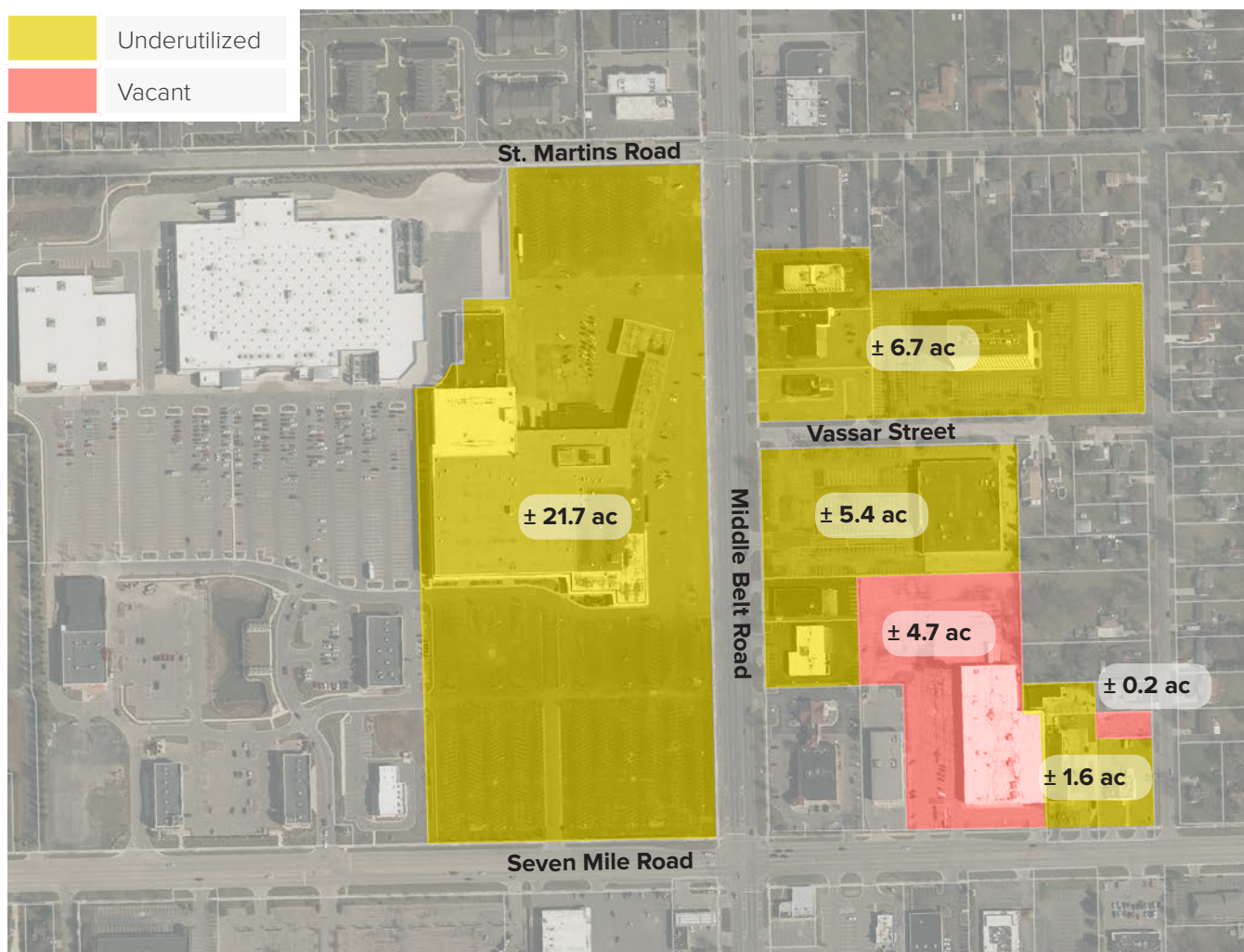
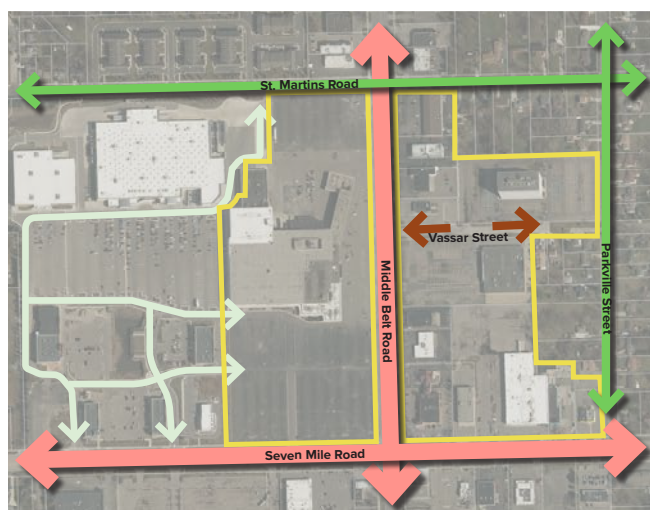


Figure 1.11: Former Livonia Mall – Existing Access



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 1.11:
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 1.13: 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 1.15: 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.

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 1.14: East Plymouth Road Corridor – Existing Land Use

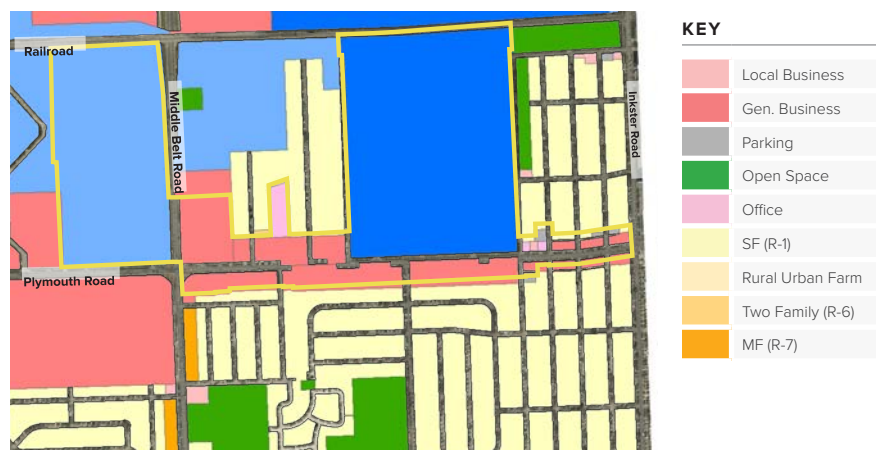
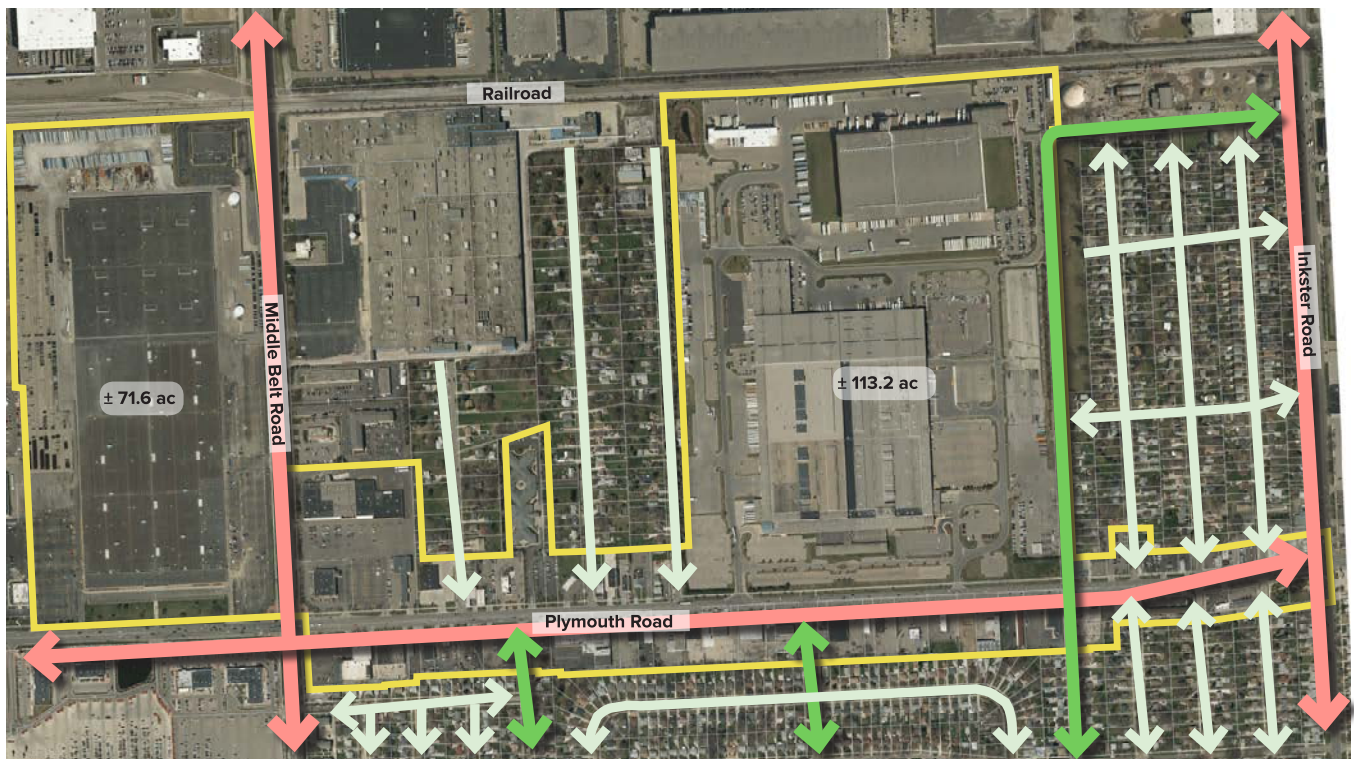


Figure 1.16: East Plymouth Road Corridor – Existing Access



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 1.17: East Plymouth Road Corridor – Concept Plan

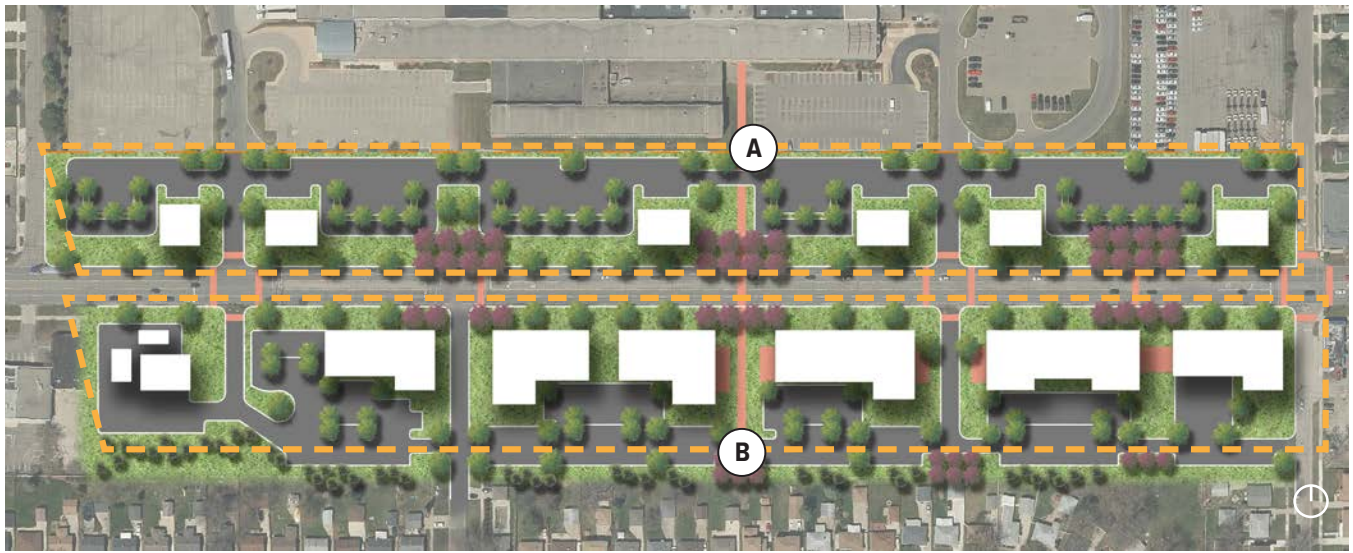


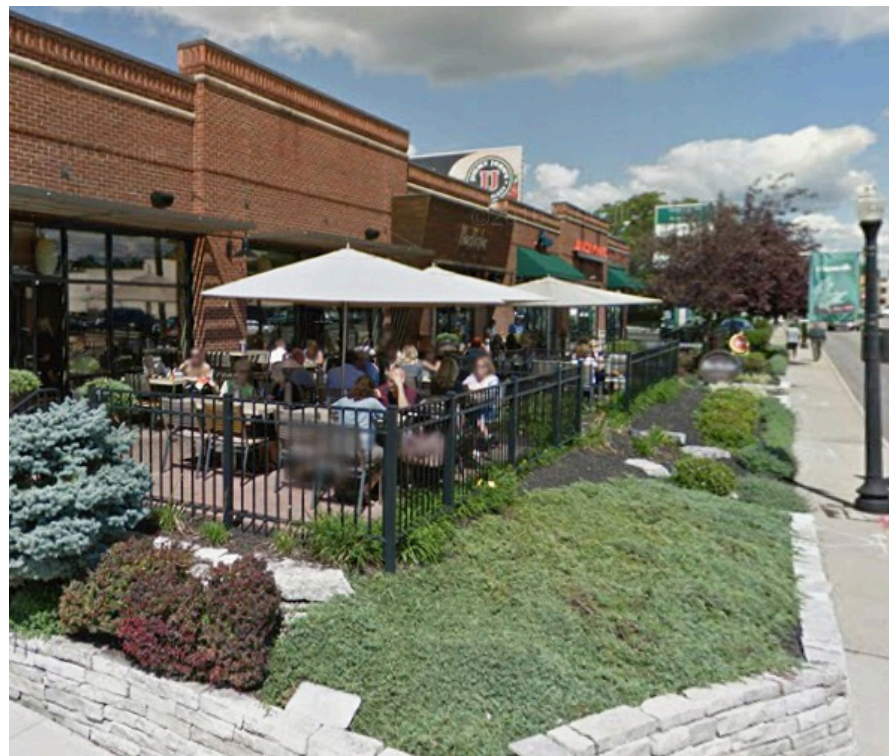
Table 1.12:
East Plymouth Road Corridor
– Site Development Data

A. Commercial Out-lots

- 6 Possible Sites
- +/- 9 acres
- 20,000 sq. ft.

B. In-line Retail / Office

- +/- 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 1.18: 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

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