

**CITY OF LIVONIA
PUBLIC HEARING**

Minutes of Meeting Held on Wednesday, July 14, 2021

A Public Hearing of the Council of the City of Livonia was held at the Livonia City Hall Auditorium on **Wednesday, July 14, 2021**.

MEMBERS PRESENT: Kathleen E. McIntyre, President
Scott Bahr, Vice President
Brandon McCullough
Jim Jolly
Laura M. Toy
Cathy K. White

MEMBERS ABSENT: Rob Donovic
Brandon McCullough

OTHERS PRESENT: Mark Taormina, Planning and Economic Dev. Director
Mike Fisher, Assistant City Attorney
Sara Kasprowicz, Recording Secretary

The Public Hearing was called to order at 7:03 p.m. with President Kathleen McIntyre presiding. This item is regarding **Petition 2020-12-06-03** submitted by the City of Livonia Planning Commission to consider the adoption of an updated and re-formatted LIVONIA VISION 21 Zoning Ordinance and LIVONIA VISION 21 Zoning Map. The proposed LIVONIA VISION 21 Zoning Ordinance provides new definitions, creates several new zoning districts and deletes several existing districts, updates the list of permitted and waiver land uses for each zoning district, provides new requirements and regulations for lot sizes, building setbacks, and lot coverages, off street parking, signs, alternative energy systems, and other regulations for structures and uses, including a new form-based development option for the City's commercial districts. This item will move to the Regular Meeting of **July 26, 2021**.

The Public Hearing is now open. There were 14 people in the audience.

McIntyre: Mr. Taormina would you like to start?

Taormina: Thank you Madam President. I would. Tonight's public hearing involves consideration of a brand-new zoning ordinance as well as a zoning map. The task of rewriting of the zoning ordinance, as you know, was authorized by Council in 2019 shortly after the official adoption of the Livonia Vision 21 (LV21) Master Plan.

Updating the zoning ordinance was identified as the #1 priority for implementing the LV21 Master Plan.

The master plan outlines several general changes, including consolidating and simplifying the City's many zoning districts; incorporating form-based regulations for the City's Special Planning Areas and Mixed Development Centers; and providing incentives and standards that will encourage sustainable land use, materials, energy, and resources.

The proposed new zoning ordinance and map are officially referred to as the Livonia Vision 21 Zoning Ordinance and the Livonia Vision 21 Zoning Map.

The LV21 Zoning Ordinance has been completely reformatted and recodified. The ordinance has been completely – excuse me. By consolidating the zoning districts and making other organizational changes, the number of Articles that make up the LV21 Zoning Ordinance has been reduced from 31 to 14. Additionally, hundreds of hyperlinked cross-references and dozens of tables and graphics have been incorporated to make the LV21 Zoning Ordinance much easier and efficient to navigate.

The 14 Articles that make up the new ordinance are as follows:

Article I will remain more-or-less as the preamble, and is devoted to the Title, Purpose and Scope of the Zoning Ordinance.

Article II provides Definitions for the various words and terms that are used throughout the Zoning Ordinance.

Article III establishes the Zoning Districts and Map. The big change here is that the total number of districts is being reduced from 26 down to 16, resulting in a much better alignment with the nine (9) land use classifications that are identified on the LV21 Future Land Use Map. In general, the changes include:

Consolidating the six (6) current single-family districts into three (3) new single-family districts: R-1 would become N1, which stands for Neighborhood 1, with minimum lot size of 50' x 120'. The R-2, R-3 and R-4 districts would become the N2 or Neighborhood 2 District, with a minimum lot size of 70' x 120,' and the RUF – oh, excuse me, the R-5 would become RUF, which remains, with minimum lot size of 15,000 square feet.

It also involves consolidating the six (6) multiple-family districts into three (3) new multiple family districts: The R-6, R-7 and R-C districts would become the NM1, which stands for Neighborhood Multi-Family 1; R-8 and R-8C would become NM2; and R-9 would become NM-3.

It involves consolidating the six (6) commercial districts into the four (4) existing districts: C-1, C-2, C-3, and C-4.

All OS-zoned properties would change to C-1.

All PO districts would become C-4.

Finally, the P-L (Public Land), ML (Manufacturing Limited), M-1 and M-2 (Industrial Districts), the P (Parking District), and the Nature Preserve Districts would all remain.

And the AG (Agricultural District) and R-E (Research Engineering Districts) would be eliminated.

Article III also includes Section 3.03, which is Permitted Uses by District. This is best described as a quick-reference table that provides a comprehensive list of land uses and how each is treated within each of the 16 zoning districts – either as permitted, not allowed, or as a waiver use.

Article IV is the Schedule of Regulations, which is another easy-to-use and navigate table that provides the height, the area, bulk, and placement standards for every zoning district.

Article V, Supplemental Zoning District Standards establishes and provides regulations with respect to four (4) unique elements of the Zoning Ordinance that are not specific to any single zoning district. These include, Section 5.01, which is the Special Area Development Control Standards; Section 5.02, the Special Waiver Use Standards for Planned Residential Developments and Planned General Developments; Section 5.03, Single Family Clustering; and Section 5.04, Form-Based Development Option in Commercial Districts.

This last one is probably the most significant. The Form-Based regulations are intended to encourage development consistent with the recommended design principles of the LV21 Master Plan. This section focuses mainly on the three (3) Special Planning Areas: City Center, Former Livonia Mall, and the East Plymouth Road; but it would also be available for any commercially zoned property. Section 5.04 establishes design objectives as well as standards for the location and spacing of buildings, as well as their height, area, bulk, and appearance. Mixed-use developments which include medium to high density housing is encouraged. Important to the success of the Form-Based option is the review procedure. The process would differ depending on the scale of the project and whether it conforms to the form-based development standards. If it does, then a typical site plan review procedure is followed, which is a much more streamlined and predictable process versus a project that does not conform to the standards, in which case the Special Waiver Use Standards of Section 5.02 would apply, requiring a public hearing and affording the Planning Commission as well as the City Council much greater discretion in the decision-making process.

Article VI, Standards Applicable to Specific Uses provides standards and regulations for over 60 different land uses, ranging from Adult-Entertainment to Wireless Communication Facilities. The special rules that apply to many of the uses listed in Section 3.03, are provided in section – or in Article VI and are cross-referenced and hyperlinked to assist the user. One of the great things about this Article is that it eliminates significant redundancy, since—in many instances—the same rules apply to the uses that are permitted in

multiple districts, and unlike the current Zoning Ordinance, are not repeated over and over.

Article VIII, Environmental Performance Standards places all regulations pertaining to environmentally related uses and issues under a single division, including waste and rubbish facilities, noise, odors, soil removal, and dumping. It also includes a section on the City's flood hazard areas.

Article IX, which is Parking, Loading, and Access Management; Article X, Landscaping and Screening; and Article XI, Signs consolidates and puts all the City's rules for these items into separate, easy-to-find chapters, since—in one way or another—they affect nearly all development and redevelopment projects.

A few changes incorporated into the Parking regulations include new standards for shopping centers in an effort to reduce the amount of unused parking spaces, as well as a cap of 20% on the number of spaces in excess of the minimum number of required spaces – in other words, we don't want to overbuild these parking lots. It also includes standards for parking structures; as well as allowances for electric vehicle (EV) charging stations or ports. Changes were also made to the Sign regulations that focused mainly on making sure that they are content-neutral.

Article XII deals with Nonconformities. This was created as a separate category due mainly to the unique nature of the subject matter and the fact that several sections are needed to fully address all the complexities surrounding the issue.

Article XIII is Administrative Procedures, and Article XIV, Violations. These are provisions that are common to all zoning ordinances and typically reside as separate articles or divisions for ease of reference.

Also, under consideration this evening is the LV21 Zoning Map, which designates each and every property in the city into one (1) or more of the 16 zoning districts as established in the Zoning Ordinance. These include the six (6) residential classifications, the four (4) commercial classifications, three (3) industrial classifications, one (1) district for parking, one (1) for public lands, and one (1) for the City's nature preserves.

As mentioned earlier, several districts have been consolidated and renamed, which are reflected on the map. It is important to note that, in reference to the zoning classifications, all single-family residential districts have been retained as single-family; all multiple-family residential has been retained as multi-family residential; all commercial has been retained as commercial; industrial as industrial, and public land has been retained as public land, no changes.

I would like to note one change as it effects the Caregiver Grow Facilities. The draft before you adds a provision that will require a 1,000 ft. separation between facilities. The Planning Commission agrees with this amendment as

a way to curtail the rapidly growing number and concentration of these facilities in the industrial's corridor – I mean industrial corridor.

Should this item move forward, additional minor edits are in the process of being finalized and will be presented to Council for First Reading.

I'd like now to turn this over to Paul Lippens, who has been our consultant throughout this process, and was also instrumental in the development of the LV21 Master Plan. Thank you.

McIntyre: Thank you, Mr. Taormina. Go ahead Mr. Lippens.

Erle: Our televisions aren't turned on so we can't see what you guys are able to see.

McIntyre: Well, we have a technical difficulty this evening that I apologize for. I don't know if we have a work around for it.

Lippens: Would anybody like to move? If anyone in the audience would like to move to a place where you can see it easier, I think that would be a good solution. We apologize, but, at this time, we are not able to get those going for you.

Bahr: Madam President.

McIntyre: Please, Mr. Bahr.

Bahr: Just a quick comment. I do apologize. About two years ago, we specifically made a change so we would be able to see those public hearings, and I know Livonia TV has been doing that, I don't know how it slipped through the cracks tonight, so we'll definitely follow up on that for future public hearings and make sure they fix that, but I apologize for that.

Toy: Can you see it?

McIntyre: Mayor, do you know if we have folding chairs anywhere easily accessible in the building?

Brosnan: Hmm, let me see if we've got some down that side corridor where the Clerk's office is.

McIntyre: Alright.

Brosnan: We had some temporarily located there.

McIntyre: We have one of our outstanding Reserve Officers that could help, or we could help bring them in if needed. So, if you'll just give us a moment. I appreciate your patience, and again it was unanticipated that the monitors would not be working tonight as Mr. Bahr said and he was one of the people that urged this

change. We always like to have the monitors working and they just – you got it going Scott?

Miller: I've got them on, but I don't know if they're working.

Bahr: Oh, perfect.

McIntyre: Alright, thank you everyone for your patience in this delay, it was simply due to I was trying to make sure that everyone who took the time to be here tonight is able to see the TV.

Miller: It's only these two batteries that work.

Taormina: Well, if it had batteries, it would have worked.

Bahr: You just had to go get the chairs first, that's all.

Taormina: I just switched them back, I apologize.

McIntyre: No, no apology necessary. Alright, as soon as Mr. Lippens gets back and the Mayor gets back.

Lippens: Alright, well thanks to Scott for getting the TV's going. That's the solution we wanted for this problem, so and now everybody can see. Good evening Council, it is my pleasure to be here this evening. I think Mark covered the main points of the ordinance. He walked you through all the chapters. I'm going to cover just a little bit tonight about the processes and some of the high points. Michigan Zoning Enabling Act is the authorized Act that creates the opportunities to zone in the state. It is ruling to the Michigan Planning Enabling Act which also governs the rules by which City's plan. So, we have been working on this ordinance now for a little over two years. We were slightly delayed throughout the pandemic, but I think it allowed us to have a little more diligence. We've done a lot of review, had time to outreach with the Technical Committee, several working meetings with Planning Commission, a joint session recently with Council and all that leads up to the required adoption process, which is what we're currently working on now. So, the authority to develop and recommend Zoning Ordinances lies with Planning Commission. Your Planning Commission, in addition to serving as a working group and a body that helps this develop many of the recommendations in this ordinance, they are also required to hold a public hearing. That is required to have a 15-day notice. One of the key elements we want highlight for the Zoning Enabling Act, and this is really designed for when you make changes like adopting an entire zoning ordinance for an entire city. The City is not required to send a notice to every property owner about the process so the notice happens and a paper of record, of course it's been on the City website and advertised the way public meetings are advertised in the City, but since there are more than 11 properties effected, the City did not send out notices to every property effected, and that is in line with State of Michigan requirements for zoning and that's state wide. Planning Commission is charged with making a

recommendation to City Council, City Council is the adopting body, so the charge of adopting this ordinance lies with the City Council and City Council may take action. The state does not require that City Council hold public hearings, so Livonia is going above and beyond in doing additional outreach at the Council level. State does not also require multiple readings. That's another Livonia practice that is making sure that residents and Council does adequate time and takes time to review this ordinance, which was something Council expressed to us when we met earlier this Spring. We wanted to take a process that allow Council to thoroughly review the document. When Council does decide to act on the document, if you choose to adopt the new zoning ordinance, the City is required to publish a notice of that adoption and that notice of adoption, the actual ordinance comes into effect seven (7) days after the notice of adoption. So, that outlines the State of Michigan's required process for zoning amendments and the adoption of new zoning ordinances. For anyone in the audience, if you've had a neighbor or a commercial property near your house, if you got a notice of a rezoning, those amendments also follow the same procedure, so anytime the City gets a petition for an individual to rezone their property this is the procedure that is also followed in those cases as well. So, Mark covered some of the main accomplishments of this plan, I'm going to re-hit on some of those. I think one of the really important things to highlight is that this zoning ordinance was the number one priority project outlined by the Livonia Vision 21 Master Plan. So, the City has been working very diligently during this time to achieve those, and within the master plan you will find some guidelines for what we, the City, intended to achieve with this process. We also did a comprehensive diagnostic review, so we worked with a Technical Committee that included City Board Members, Commission Members, ZBA Members as well as department heads to really dissect the ordinance and the idea was that we would preserve all of the regulations that were working well and understand what wasn't working well and fix it and that was our philosophy that we wanted. We knew that the City worked well, that we had well established development procedures that were effective, we wanted to highlight those procedures, make sure they continued to work, but also fix elements and remove a little bit of the fat, right? We wanted to make it a clear ordinance that was very usable. That was the primary objective. So, we did incorporate those Master Plan recommendations. We also did an evaluation of variances, so we looked at variances for the last five (5) years and looked at them to say are they appropriate variances? Is the ZBA functioning as ZBAs are intended to function or are there things the ZBA is regularly being asked to do that would be better achieved through a zoning amendment. So, we are not asking for the ZBA to grant a variance for something that really, we would want any City similar property in the City to be able to do and so some of the changes we made were to address those types of issues as well. So, some of the accomplishments, district consolidation, usability of tables, hyperlinks. What this means is we've taken some of the information that was hard to reach or understand in the ordinance, and we've put it all together in one place so it's much easier to understand the regulations that applied to districts and that's without changing the regulations. What we've done is we've figured out which regulations are really governing values for districts, and we've put them all in one place. We've reduced non-

conforming lots, created more opportunities for housing and specifically we've done this at in commercial districts of the edges of neighborhoods. This was something that during the master plan was discussed at length. The opportunity to create more housing types including town homes, smaller units, apartments that were not currently being offered by the different residential districts and multi family residential districts in the City and where would be the appropriate places to add these. What the Master Plan Committee, when we were working on the Master Plan decided, was a great way to introduce these types of housing types in the City was actually in commercial districts at the edges of districts. That way we could keep the character and patterns of the neighborhood residential districts intact while we worked to also achieve more housing types in the City. Mark also covered the Form-Based Development option. This is really the way that we've intended for some new residential type development is through Form-Based Development, so anytime in a commercial district, if someone wanted to pursue one of these residential uses, if you're not in an area planned for Form-Based Development you'd have to get a special land use. I'll show you a table, a flow chart that explains that process in a minute. Again, we utilize established City procedure and we preserve what worked well, and what didn't we looked to update.

McIntyre: Paul, excuse me?

Lippens: Yes.

McIntyre: Is there a short way or do you want to wait to address it. There's just, I know this is difficult to encapsulate. I'm sorry, the difference between Form-Based Development option and traditional zoning. Is there a good way to kind of encapsulate what that is?

Lippens: Sure, I would say, when you talk about Form-Based Development Standards, you focus more on the architectural character and design of a site, than you do about the uses of a site. Now, both conventional zoning regulations and Form-Based regulations do regulate use and they also both regulate design. One of the fundamental differences between Form-Based Design Code is the types of regulations are shown graphically, the types of uses can be, multiple uses can be permitted in one building on one site. Also, it's easier to vary the proximity of those uses within a district. So, this Form-Based development option was not something that was not permitted in the City before, but it would have been permitted only through a PUD option. What we've done is we've created a bi-right way for people to do more creative types of development. In that respect, we've maybe facilitated some new development procedures. Now, any place that is not designed, or not designated in the Master Plan for Form-Based Development would have to go through a special land-use procedure in order to use that tool and that would involve public hearings and Council approval.

McIntyre: So, let me see if I got it right and I'm just asking because this is something that, to me, with a background in Planning took a while to get my head around. So, it means that in designated areas where we have this PUD designation, it

gives more flexibility to things that can go in there, but that sort of flexibility is restricted only to the areas that are identified for Form-Based design, right?

Lippens: Correct.

McIntyre: Okay, so it doesn't mean if you've got a residential area, right, that now you can go in and do all these things in there that you couldn't do before. You can only do it where you have Form Based Development identified in specific places in the City.

Lippens: Correct.

McIntyre: Okay.

Lippens: At this time, it can be applied to commercial districts, but there's no neighborhood districts or neighborhood multi-use districts that have been identified for this particular tool.

McIntyre: Thank you.

Lippens: That was the preference of the Master Plan Committee, when we were working with them. So, we've implemented the recommendations that the Master Plan Committee made to Council at that time.

McIntyre: Thank you.

Lippens: Thank you, I appreciate it. Mark covered a little bit about this district consolidation. I think it's easier to see what this means on the map, I'm going to show you in a minute, but this is kind of a powerful stat. There are a lot of non-conforming lots, so one of the things you might think is that all of the residential lots in the City conform to the residential standards of those districts. That would make sense. In actual fact, that's not true. We did an analysis to prove that. So, what we've done is we've eliminated all of those non-conformities. So, if you live in a residential district now you might have a non-conforming lot. With this ordinance, we've made it so you probably will conform with those standards and be able to more easily upgrade, put an addition on your house, do things that you might have been limited to before because of non-conformance with required setbacks, etcetera. So, here's that map. Let me show you. The map on the left is the existing non-conforming lots to the residential requirements. You see all the red on this map are the lots that currently do not conform to the existing residential district that they are in. With the consolidation that we've done we have created the map on the right, which shows great improvement in the number of non-conforming lots. I would say what this really is, that there are regulations that probably were not practical or really utilizing the old code, so what we've done is we've tuned it. We've gone through and looked specifically at the actual lot dimensions; the sizes of the structures and we've created regulations that actually conform and support and protect the neighborhood structure that is there. Having non-

conformities is not really good for a district because it means that nothing can be protected because it's all non-conforming.

Toy: Paul, can you just kind of describe which street is north and south as you're looking at these maps.

Lippens: Well, this is Eight Mile at the top.

Toy: On the very top is Eight Mile, right, but what's down like in the center. Is that Five Mile and up?

Lippens: I'm going to hand it over to Mark. He's much more familiar.

Taormina: So, the City is bounded by Eight Mile Road along the north, which is here at the top part of the maps, both maps. These are identical obviously. On the east side is Inkster Road. On the south is Joy Road and on the west is divided between Haggerty Road and Eckles Road. I-96 Expressway runs generally here on the southern tier of sections in the community, Five Mile, Six Mile, Seven Mile again and Eight Mile. Middlebelt Road here just west of Inkster, a mile to the west of that is Merriman Road. Farmington Road runs through the center, then we have Newburgh Road, Wayne Road, Leven Road, other roads that run north/south through the community.

Toy: Thank you. It just makes it a little bit clearer. Thank you so much.

Lippens: So, I find this map to be really enlightening and we spent a lot of time on this analysis to make sure that we were effectively accomplishing the City's goals. And I, just to tell you, I talk about this with a lot of my clients now. This analysis is something I think is the best practice that should be done in all zoning ordinances. Certainly, it's a practice that I intend to keep doing. Mark mentioned the zoning map. This map also shows I think the consolidation of the land-use patterns of the City. I feel like this map reads. When I read this map and when I read the corresponding future land-use map I can tell that the way the City wants to develop is aligned with this policy. So, I also appreciate that the consolidation doesn't just disambiguate the code, it also disambiguates the vision and I think that's displayed very well on this map.

McIntyre: What's that word Mr. Lippens? I like that word.

Lippens: Disambiguate? That's a Planner's word.

McIntyre: Makes clear, right?

Lippens: Yes.

McIntyre: Yeah, more things that are clearly directed as opposed to open to interpretation?

Lippens: Absolutely.

McIntyre: That's a very good word though.

Lippens: Provides clarity.

McIntyre: Thank you.

Lippens: Provides clarity. So, the Form-Based development option. Mark also covered this a little bit too. So, one of the main things when we were looking at crafting these codes for Livonia is we wanted to create incentives for development. This is not a stick. I think that in five (5) years you might have some success with this option that you might make it requirements in more places, but for now what we've done is we've created the framework. We've put it in there where innovated developers can utilize it and I believe what they'll find if they chose to utilize it is that there's a lot of value in creating these building types and the market is demanding this type of development, so I think that creating this opportunity in Livonia. Again, you're getting this type of development, you're getting people thinking like this, but what we've done is we've made it easier in this zoning ordinance. So, I think the other thing that's important is conventional development in the C-District is still an option. We haven't made any of the types of developments that Livonia residents are interested in seeing and business owners are interested in the development. We haven't made anything that previously was an option in Livonia, not an option anymore. So, we've really focused on creating value. We mentioned that there are special area plans in the Master Plan, the City Center District is one of those special area plans I'm going to show you in a minute, but what this does is it shows consistency in getting that work done up front. So, if the City wants to work on more special area plans to implement, right now we did three (3) with the Master Plan. There are a few more districts on the Master Plan that are highlighted, but if that work's done up front, what it does is it means that any developer that wants to work with you on building that vision they can benefit from those special area plans being done up front and it takes a little bit of the question out of that process as well. We've also created guidelines for adapted re-use or renovation, so when people are renovating properties, we've shown ways to bring those more in line with the Form-Based Code District as well. In other words, most of those standards apply when you're building new, but if you're in the district we also want to provide some guidance on how to develop the buildings you have. So, we found, in the Form-Based Coded world, you talk about hybrid codes, which have elements of conventional zoning and elements of this Form-Based Coding. What we've created is an elegant approach to having both, and one of the main reasons we did this is because we did want to retain so much of the valuable regulation that the City of Livonia's development process is based on.

McIntyre: Mr. Bahr.

Bahr: Quick question Paul. So, it was just going through my mind here, and prior to this Form-Based, do we currently have any zoning districts that allow residential in commercial districts at all? I mean, I know it exists, but the ones

I'm thinking of are all really old, so I thought maybe they were just grandfathered, but -

Taormina: Yeah, Paul I think earlier referred to it as, or maybe the President did as Planned Unit Development. The Livonia Ordinance refers to it as Planned General Development and those regulations will remain and they are integrated into the Form-Based regulations, and what they do effectively is allow for a mix of uses within areas that are approved as Planned General Development. Now, a good example is the Haggerty Center where we have a combination of both retail and high density residential. It could also be done in strictly commercial developments such as Livonia Marketplace, so it's a very flexible tool and it's been, again, intertwined now with the Form-Based regulations to work together.

Bahr: Yes, I understand what it's doing now, I was just trying to figure out is this totally unique from what we've done in the past. So the Haggerty Square, is that what's it's called? I know it's not there now, we know what we're talking about, the apartments on Haggerty. We didn't rezone that to some form of residential?

Taormina: Nope, just strictly commercial.

Bahr: Okay. Alright.

McIntyre: Councilwoman Toy.

Toy: Now this is off the beaten path, but what about in our industrial areas? Has there been any thought in incorporation as we look at those? I know in Lansing they were doing some of that with some of those old factory buildings and things like that. Does any of this apply to possibly that in the future?

Lippens: It could and I'm certainly familiar with this idea. Essentially what we're talking about is retrofitting of commercial districts that were more limited in the types of uses that could be done by right in those districts.

Toy: Right, I heard you say that.

Lippens: Yeah, to create more development options, including housing.

Toy: Right.

Lippens: There are cities that are looking to do that also in industrial district. One of the one client's we're working with is the City of Holland which has a number of industrial districts, which they look to do this type of Form-Based retrofit as well. I would say that that is certainly an option in Livonia. It's not something that came up in our Master Plan process, so it wasn't on the forefront of us as we looked at districts to include. You'll see on the top of the flow chart here, and this is the flow chart for the Form-Based Development option procedure.

It describes that being applied to the C-1, C-2, C-3 and C-4 districts. So, those are your base districts that can be used to apply this loading zone.

Toy: I just wondered how far out we went. That's all.

Lippens: Well, I think it's a good point. I mean, I think if this becomes a tool that is utilized in the C-districts, I think it might be something you would consider down the I-districts. I know that the I-districts are highly functioning and also valuable, is that a good word? Not that the commercial districts aren't, but I would say when you look at areas in here, like these are working great, you don't necessarily look at changing them per se. I would say for the most part that's what we heard about the City's industrial corridor in the Master Plan was that these are highly functioning areas. We talked about the edges of them, to an extent, the Plymouth Road Corridor Plan, which was a commercial district. It does kind of border some of the City's industrial and connects to them.

Toy: Thank you, thank you Madam Chair.

McIntyre: Thank you.

Lippens: For sure. The other thing I wanted to point out on this flow chart here is the right side of this flow chart describes other, right? And the other process essentially what I would say is now, the PUD process for doing these types of developments follows the other project line of this, so you can do them, but there's no specific design standards that would apply to those projects and essentially, you're working with the developer to custom design any site, based on what the needs are through the PUD process. Now what we have is we have these Form-Based Development options with building design standards so we can actually help guide that PUD process towards a design that has been endorsed through the City's Master Plan process. Then you'll see on the left side of this chart, there are mixed-development centers, where there are five (5) of them on the future land-use map, and the City center, which is the area we are in now. In those areas, the idea is, if there is an adopted Special Area Plan, which there are three (3) of in the Livonia Vision 21 Master Plan, those would be eligible to go through a site plan process which City staff determines that the plan being submitted is conforming to the adopted land-use plan in the City's Master Plan. I'll show you one of those right now. This is the adopted Special Area Plan for City center. If you were to get a developer to submit a proposal for any site or one of the City-owned site, even a part of a City-owned site within this district, Planning Commission would be able to consider that proposal, make a determination if it really conforms with the adopted vision of the City center. If it does, consider that development plan through the site plan procedure, as opposed to a special waiver-use procedure. That's what we mean by a carrot not a stick. It's an incentive to follow this plan. I would say, if someone doesn't want to follow the adopted plan, they still have the option to go through a special waiver procedure. That's an important distinction too. People are not forced to conform to these plans, but if they do, they will have a stream-lined process. Here's some photos, or pictures, illustrations of the types of building types that are

included or design-standards that are included in the Form-Based Development option. Row houses, mixed-use apartments, basically, it's traditional urbanism. The idea is to achieve some more walkable places, to encourage commercial development, create new employment opportunities, and to diversify the City's housing opportunities, to accentuate the neighborhoods, which really were the focus of the Master Plan, building on the City's strong neighborhood and park system, employment centers, really building on what works. I have some notes here on some of the revisions that we've made since the first draft was considered at our working session. We have been working on signs to removed content-based regulations. This was a Supreme Court decision, so some of the subsequent changes to the sign section are designed to make sure that the overall time, place and manor, intent of the zoning ordinance is preserved, but that the content-based regulations are removed to align with US Supreme Court decisions. I don't know if I should go through each one of these? We made some more revisions to ordinances since our working session to align both with some of the feedback we got from Planning Commission as well, during this time, Scott has been conduction due-diligence review. If I would not be surprised, a year from now, if you had a handful, six or ten amendments that we didn't discover, but the intent of this review was to make sure we got as many of them as possible. Mark already mentioned that we've added a buffer from care-giver facilities, which aligns with the more recent State Court decision that clarifies the City's ability to regulate these uses. We've added some EV charging stations, these are all good things. I have this next step slide, we are actually on number three here. Planning Commission has made the recommendation to Council to adopt the zoning ordinance. This is the actual scheduled Council meeting to hear it. I believe following this, Council will have the opportunity to schedule two readings prior to making the decision, or do they make the decision at the second reading? So, you can make the decision at the second reading. The ordinance would become effective seven (7) days after that. We are here for questions and thank you very much for the opportunity to present some of these ideas. I think this is really an exciting ordinance and we're exited and thankful to have worked with the City to bring it to this point.

McIntyre: Thank you. Does Council have any questions before I go to those in the audience?

Toy: Yes, thank you, if I may. A couple of things come to mind. When you are talking about now and in the future, obviously, and the world has changed since we began this process, let's face it. Amazon was getting more into people's lives, probably even more so now than ever with people being locked in. Subsequently, I guess my thought is, were we basing a lot of those townhouses with retail underneath them or there's a lot of options there, we looked at that. I remember being over at the library, great response of people coming in, giving us feedback and things like that, but we took a lot of that into consideration, I know you did as you went through it and your committee went through it. Then also battery cars that seem to be coming even stronger as time goes on with the new Administration federally, are really promoting that, environmentally, etcetera. As we adapt into this, that we can be ahead of the

curve as much as possible so that we can allow those kinds of things to happen to keep our community viable, I know Maureen will do that, don't get me wrong, but you know what I'm trying to say to you, so if we can keep ahead of that curve. It's a hard one to judge at times, but I applaud you for a lot of this, it really turned out nice.

Taormina: If I could point out, just as an example, today, Scott Miller, one of our staff members and Stephanie, received calls today for EV charging stations on commercial property. While we don't currently have regulation for that type of use, this ordinance, in fact, will treat it as a permitted use, it provides some easy-to-understand standards, will not hamper in the ability of commercial properties to include those. So, that's a good example of trying to keep current.

Toy: Thank you so much.

McIntyre: Anyone else? All right. Are there members of the public that would like to communicate with us?

Brosnan: Madam Chair?

McIntyre: Oh, please, Mayor.

Brosnan: Just to wrap up the Administration side of this presentation this evening. As I did in the previous meeting, where you met with the Planning Commission. I really want to applaud the work that you've all done in getting us to this point. This is a long-range visioning process that began three (3) years ago. Council President McIntyre and myself, had the good fortune of serving on the Livonia Vision 21 Committee that helped to get us to this point where we actually decided that the number one priority for our community was to advance and change our zoning ordinance. We understood, sitting on that committee that this was going to be a huge, very brave, very bold lift for our community, but it's one that Livonia, being the city of foresight, undertook. When we did it, it was called Livonia Vision 21, very specifically, because it was designed to get to exactly this point in the year 2021. So, despite a pandemic, we managed to get here. As Paul points out, some of the precious time we garnered during the pandemic helped us put some of the finishing touches on the ordinances being presented to the community tonight. I really wanted to take just a moment to step back and look at this from the 5000-foot level, in terms of what a zoning ordinance change like this means for a city like Livonia. There's already a great deal of buzz throughout the County, throughout the State, neighboring communities are looking to us for guidance, we're already setting the standard a lot higher for folks. Our ability to turn around and say to people, 'we know where our city is headed, not just tomorrow, not just three years from now.' This plan looked at what is the city going to look like for my children, who I want to come back to this city, for my grandchildren that I'm hoping continue to live in this city. To Councilmember Toy's point, it not only looks at electric vehicles and charging stations, it looks at how does transit exist, future development of a community. Is there enough flexibility in the way we have zoned our community to allow for the changes that are going to drive our

economy, that are going to drive sustainability, that are going to drive the desire for people to want to come here? We believe strongly that the plan that's before the community tonight, because this in fact, their public hearing, the plan that we have before the community tonight does all of that and so much more. So, I did want to take a moment to step back to thank all of you for your commitment to the process, for your dedication to pushing this timeline through, to Mark Taormina and his team, these folks are genius. When they talk about working with other department heads and working with other commissions and board members, there were a lot of people involved in putting this together. Most importantly, this process began with the people in our community, we didn't just dream this up, as people who sit here regularly on a Wednesday night. This is a plan that came to us from hundreds and thousands of communications with people in our community over a course of close to two years and we got them together face-to-face, we got them together online, we got them together through surveys and all sorts of methodologies so that we have a lot of opinions weighing in on this, so the confidence I have in the zoning ordinance changes that are being brought to you tonight is significant. Driven not only by residents but businesses in our community. Many of you may recall that about a year and a half ago, we had a chance to conceptually introduce this to members of our business community in a bus tour that we did. We rode throughout the city showing the businesses what the changes in our zoning ordinances were going to mean to the future of our city. Trying, early on, to get buy-in, so that people were beginning to get energized around this concept. They were beginning to get excited about it. The call that Mark mentioned today is just one of just many that we get on a very regular basis, from people wanting to know, where is it that we're going to be using this new type of development in our city. They want to know, what are our plans? What are we looking at, what are our visions for this Civic Center campus area? What is it that we envision happening over at the Livonia mall area? What are we, as a city, what do our residents want to see happen on the Eastern side of the Plymouth Road corridor? If we can tell them what that is, if we can articulate what that means for the growth and expansion and development of our community, they will build it here. They will come, it truly is if you build it, they will come. First, we tell people what we would like to build, that's unique. There aren't a lot of communities that are out there right now that are capable of articulating that kind of vision. With your help tonight, with the residents input this evening, I am certain that we are going to be light years ahead of all the competing communities in being able to tell people what we want to see happen in our community, to solidify the future for our children. So, thank you very much for your time tonight.

McIntyre: Thank you, Mayor, very much. Mr. Bahr, go ahead.

Bahr: Thank you, Mayor, you voiced one thing, I'll ask Mark unless the Mayor wants to answer this, but you talked about preparing us for future transit. I don't know if you want to elaborate that, or if Mark, you wanted to? Are you talking about electric charging stations or are you talking about something else, I don't remember that topic coming up in our previous discussions on this? What are we doing drastically different, as far as future transportation in the city?

Lippens: In terms of the plan, the Special Planning Areas, including City center, are designed to create nodes of activity. Certainly, walkability is connected to the creation of transit routes and the transit system. I'd probably link that back to the Future Transportation Plan, which is a part of the Livonia 21 Master Plan, which outlines a number of potential connections to regional transit system and even the local circulator systems have a potential to upgrade those to service more city residents. It also talks about the connection to connect in automated vehicles, which is a part of our transportation services, its really a form of paratransit. In looking at the future land development, the development of land systems, transportation systems are entwined, we know that the decisions we make about transportation and the decisions we make about land-use are linked and connected to one another. That's really what the Future Transportation Plan and the Future Land-Use Plan in the Master Plan look to do, is align the way we look at our transportation systems with the way we look at our land systems. The one piece of that I did mention too, was the Livonia Bike Walk Plan, which was kind of the first plan that looked at mobility systems to enhance the City's mobility network. The Bike Walk Plan also looked at the integration of land-use systems with the destination analysis that was done and even seeing the Bike Walk Plan, how the links between, the fact destination analysis that was done for the City's biking and walking system, was then linked into the land-use plan and carried through in the future land-use plan. I think that when I earlier made the comment that you can tell now how those plans relate to the zoning map, I think that's the link, really that the Mayor was referring to and now updating our land-use regulations to match our land-use vision.

McIntyre: Before, if anyone from the audience would like to speak, I would like to reference some new data that I thought would be most appropriate to read this now. This is a letter from a resident, Mr. Thomas Erle. He expressed that he didn't feel a need for creating a City center at Farmington Road. We would have to dislocate many of the businesses. He said that Bates has been a landmark for decades. What was very interesting when I read that, if we recall the conversations that we had around City center, there was, people not being funny, that is an iconic part of Livonia. I'll have to let him know that he can rest easily knowing that everyone on the committee virtually felt that was not something that you would fool around with. He talked about the Sears building site as a great area for mixed-use and then he talks about what we talked about, missing our middle housing. He talks about it being helpful in building new homes in the space like Sears, where you could buffer between middle market, multi-family housing and residential. The need for senior housing and expressed the general doubt about the benefits of higher density living. I wanted to mention that since he couldn't be here this evening. Is there anyone else that is here this evening that would like to comment. That is what a public hearing is for, its an opportunity for any citizen to communicate with the Council and everyone else that is here tonight.

Campbell: Since no one else is standing, I guess I will.

McIntyre: As every public meeting, we ask that you give your name and address or if people don't want to give their full address, their street and city.

RESIDNET: I put my name up there, do I need to put it here too?

McIntyre: Yes, please. Gale, I'm sorry, if you could just state your name.

Campbell: Ok, Gale Campbell. 14368 Ramblewood Street, Livonia. I guess I wasn't aware of this wonderful Vision 21 Plan, I didn't see any of the ads, I didn't see it in the paper, I didn't know until I saw it on the calendar, I didn't see it anywhere, so, I didn't know until today, for the zoning ordinances. First off, I would like to thank the City Council for holding this public hearing on the new Livonia Vision 21 zoning ordinance and the zoning map. While reviewing the zoning ordinance, it is well laid out and relatively easy to use, though while doing a simple search for residential fence requirements, the document referred me back to check Article 44 of Title 15 of the Livonia Code of Ordinances, as amended. Is this new zoning ordinance meant to replace the older zoning ordinance or to be used as a supplement to it? By not having all of the zoning ordinances in one place, makes it more difficult to find what you are looking for. If this new zoning ordinance completely replaces the old, it was exceedingly difficult to compare the new zoning ordinance to the existing zoning ordinance. The new ordinance is 216 pages. When permanent changes are made to the zoning ordinance, would it be possible to have a list of changes published for residents to review? It would take an enormous amount of time for an individual to compare the two ordinances. Another concern is the potential changes to zoning ordinances within the budget reconciliation infrastructure package that have been proposed by the new HUD Secretary Fudge. According to the provision in the infrastructure package, if a local government does not comply with federal zoning guidelines, including ordinances that ban apartment buildings from certain residential areas, or set a minimum lot size for a single-family home, HUD will cease funding to that city. If this passes Congress, will Livonia be forced to comply and make additional changes to the zoning ordinances? If so, will Livonia citizens be informed of the changes? Being as I wasn't aware of the whole Vision 21 passing two (2) years ago, my only concerns with the actual Master Plan is the statement in the neighborhood section, where it says, to seamlessly incorporate multiple-family housing within established neighborhoods through in-fill development and strong urban design. This type of development is happening in nearby cities and is garnering a strong negative reaction from the residents. I would like to know if any of our existing neighborhoods are currently being targeted for this in-fill development? My other concern is the transportation portion. It states, prepare for the emergence of new transportation technologies by revisioning traditional uses of the transportation network and by investing in innovative mobility strategies and smart infrastructure. It makes an assumption that Livonia residents agree that the one-mode transportation days in the past, ride sharing, walking and riding a bike all sound great, though in the middle of January, how many residents will be out walking to the store or riding their bike? Thank you for the opportunity to speak.

McIntyre: Thank you very much, Ms. Campbell. I've made notes, as I'm sure we all have of the questions you asked. Most of them, I don't think we can give you a specific answer on tonight, but I did want to address just a few things. The question about provisions on the infrastructure bill that is currently being proposed by the President. We asked our Director of Governmental Affairs, LaShawn Thomas, who is here this evening, if she would get in touch with Haley Stevens' office, that we might have a representative her tonight to hear what we're doing, because so many elements of this run against the things, two provisions I know of specifically in the infrastructure. One is, communities and the inability to receive CDBG funds if you're not compliant, but there's one at the State level, that would deny a State's transportation funds if State's don't prohibit in every municipality, the State would say, there's no single-family residential zoning allowed. We were denied a representative here tonight, but we've made Representative Stevens office very much aware of our concerns and LaShawn is going to stay very engaged on behalf of everyone in the city on this issue and represent our position on this. The other thing that I wanted to address was the transportation question you raised, which Scott raised, and if I could paraphrase, Mark, Paul, please tell me if I'm wrong. We don't have anything in this plan that says, we do have a robust Bike Walk Plan and we do keep enhancing that. It is predicated, it is driven by data, where we know people want to ride their bicycles and a strategy that we've laid out on that plan, that's very clear about interconnecting certain things; parks to other parks and some of our residential areas to parks. To Paul's point, and again, I'm never good at paraphrasing Paul, because he knows this a lot more than I do, but in looking at the transportation piece, just to understand that things may be evolved in a way that we can't comprehend right now. To just recognize that as a factor, as we move forward in this. Not anything specific other than a bike walk.

Campbell: That was my concern, that the recommendations might lie with putting high-rise apartment buildings in neighborhoods. All those people, I mean, are we not going to have busses running through? That's the thing, I mean, you put something like that in a neighborhood –

McIntyre: Nothing in the Master Plan says that. Nothing you're hearing tonight comprehends or reflects that.

Toy: If I may hone-in on that just briefly. The way I was thinking of it, is that, let's say, I had a situation in my home where my father and my mother were very ill and I was able to add on something without going through a ton of hoops with the city. I was able to either lift my roof up to accommodate that kind of situation for other family members in that home, and/or to add on to their home, so that they can stay in their home. That's the kind of thing that I think we are talking about. As Paul mentioned, the edges, I think, is where it becomes more apparent. If you remember the way, and I don't mean to compare us, it's not a bad thing, but Detroit. People would walk to the corner store and it became more walkable in those areas. I think we're trying to open up the city so that we can take a look at some of those other types of possibilities as the environment changes, as the climate changes. All those kinds of things we

have to consider as we move forward as a major city in metropolitan Detroit. I don't know if that helps you, nothing is written in stone quite yet.

Campbell: Just so you know, there are no stores within walking distance of my home, so I would need a vehicle. I am not riding my bike to a store.

Toy: Depending on where you live in Livonia, I can walk to the store from my house, but I live in the center part of town, but I hear what you are saying. I'm just saying, there are those kinds of venues. Plymouth Road has a lot of little stores open at one point. I don't know if we're going back to that or if the market is demanding that, or if the entrepreneurs coming in will ask for that.

Campbell: Last year a lot of stores were forced to close, so there are less stores.

Toy: Thank you Madam President.

McIntyre: Vice President Bahr.

Bahr: President McIntyre did a nice job answering a lot of your questions, I think. There was one that I want to address and offer clarification. Your questions if this adds to or replaces the existing ordinance, this is a whole replacement of our current zoning ordinance. I, actually from a resident's perspective, this document is so much cleaner to read, so much easier to find things, so as someone that was on Planning Commission for four (4) years before being on Council and I've spent a lot of time looking at the zoning ordinances, this is such a welcome change. I think in the future, you're going to find it easier to find things.

Campbell: When I was on Zoning Board of Appeals, we changed fence ordinances. So, I just randomly looked up fences and it told me to go to Chapter 44 of Title 15 of the Livonia Code of Ordinances, as amended, it's in this new document. So, that's why I'm like, how many are we going to have?

Bahr: Just from a form perspective, I see this as huge improvement. The one clarification that I think it's the last question, is, while there are some consolidations of the districts here, residential is still residential, commercial is still commercial. The only place where we are talking about some of this mix is in those three districts, City center, East Plymouth Road and the old Livonia Mall area that are identified in Vision 21. Anything beyond that, as they said, would have an approval process and come through Council. You're not going to suddenly see the nature of these neighborhoods changing.

McIntyre: Thank you. Please, you may use either podium.

Erle: My name is Margaret Erle, the letter was from my husband.

McIntyre: I think I captured his points; I hope I did.

Erle: I live at 31545 Pembroke Street. I live in the Spring Lakes Subdivision. I'd like to thank you all, I know you have done a lot of hard work and I know that what you've done is very similar to what many other cities and municipalities are doing. We have a cottage on the west side of the state in South Haven. Some of the things that you alluded to with Holland, is kind of unique. Holland has a process that they developed years ago to keep the sidewalks snow-free, I don't know if you knew that. They never have to shovel the sidewalk in the walking area because they have the mechanics underneath. I also wanted to point out, and I'm so glad I was able to be here because there was a lot of clarification for me. I can only talk from my own personal experience and again, I'm going to go over to the west side of the state, where we have a nice community called St. Joe, it's a very trendy little spot. They closed off their streets, as did Holland for a while, to all motor vehicles, and made it just be a walking area. Now, Holland has a pretty established shopping area and St. Joe also, although theirs is more summer-resort style shops. Both of them, since then, have taken the barriers off and do allow vehicle traffic, because they found that it was more desirable by a lot of the people. They also incorporated parking right on the streets, so that you could park and do your shopping and get back in. So those were a couple of things. When you talk about looking into the future, I want to take you back to how many elementary schools and middle schools Livonia has closed and taken down. At one time, when we looked into the future, we overbuilt bigtime. That is providing a lot of the land that's within communities, neighborhoods that are already established. When it comes to walking to the store, I'm going to tell you a story about my daughter who, after she graduated from Central, went to Virginia in the Hampton area and taught. She was like a block and half from a grocery store. So, one evening, she walked to the grocery store to pick up a few things and she called me and said, "Mom, I got to the check out counter with a case of water and I realized that I had walked here and there was no way I would get that water back home." So, she had to pay for everything, walk back home, get her car, go back to the store and retrieve her water. When you come to the battery charging, I think that a lot of business would find it very appealing to have that capability. I would like the City of Livonia not to be responsible for putting those charging stations up or paying for the electricity that is used. We have a friend that has a cottage behind us, who purchased a resort area, and he has a Tesla, so he was able to contact the company and they were willing to put in a machine there for him and take care of all the powering, because his customers come from Chicago and Indiana, so they need to be able to charge their cars. The last thing I'm going to talk about is the parking. I don't know if you guys have gone to a store like Kroger where you have several handicapped spots. When you go into the store, there are several handicapped spots in the parking area, but there are also a large number of spots that are being used for the employees of the store to run groceries out to put in the cars of people who have shopped online. I think that we will never need the amount of parking that we see by the Sears at Livonia Mall, even at Twelve Oaks. When Twelve Oaks first opened, the employees at Christmas time had to be transported into the store because there were no spots. The expressway was lined up with cars waiting to find a spot. I don't think that after the pandemic, we're ever going to see that again. I think not only are the young

millennials shopping online, a lot of us older people are too, for convenience-sake. Again, I would like to thank you for your hard work. I hope that you will know that we love Livonia, and that we love the motto 'families first.' Thank you.

McIntyre: Thank you, Mrs. Erle, I really appreciate you being here and making sure that your husband knows that his voice was heard. It's nice that you were able to make it. I just want to address a few of the points that you made, thank you for your very thoughtful and relevant comments. Regarding cities that have closed off their commercial districts to vehicles and have gone back. We've seen that, we don't have a commercial district in that nature, so right now, even with our Master Plan, there is no area on this that you would consider cutting off vehicles from. You need vehicles to access most of these places, so I don't think there is anything in our plan that comprehends right now doing that, that's not what this plan is about. I understand your concerns, you point of how it seems like a good idea and then it doesn't turn out to be very viable. Regarding the electric charging stations, you mentioned that a friend of yours has a business and he put them in to accommodate his customers. In Livonia, we'd do the same thing. If a business chooses to put them in, the business pays for that cost and the business pays for their electricity, just like they pay for their electricity for everything else they use. Regarding charging stations in public places, I know that there are different models, and I don't know if we've determined what model we would use. There are some municipalities, I believe, that provide twenty (20) minutes of charging and then it's a fee-basis. Mark and Paul, you are better versed to answer this than I am. I don't know that we have gotten to that level of granular detail. Livonia has a good history of looking at best practices and so it certainly wouldn't be our plan to super subsidize, if you will, people that drove electric vehicles, in other words, rewarding those people and giving them free fuel. There are different models. You made all of your points very well and as someone who moved to Chicago after college, I found myself in that same situation of walking to the Jewell grocery store and then realizing that whatever I had, I had to carry home. A few times I had to call for help, so thank you very much. Your comments are very much appreciated, as are the comments of everyone who has been here this evening. Was there anyone else who would like to speak at this public hearing? Mayor, Paul, Mark, Administration? Anybody have any final thoughts they'd like to offer?

Cleaver: Hi, I am Mary Ann Cleaver. I'm at 15552 Alpine, Coventry West Subdivision. It's more of a comment than a question. I just saw on Facebook tonight about this meeting and I'm probably on Facebook every other day or so, and this is the first time I saw this advertised. I've seen dogs missing and several other things on this site, but if you could give a little more notice. I called a couple of my neighbors to see if they could run down here, because I came home from work and they are busy, but if you could notify the public a little bit more about this.

McIntyre: We do notify the public of all public hearings. You can subscribe to emails from the City that will notify you of meetings. Public hearings, information is always

posted, its in the Observer. Unfortunately, that's the legal vehicle that we use to notify people. I think what you are talking about is Livonia Community page and often times these meetings are publicized on there, but you can subscribe to the City emails and be notified of the meetings, the public hearings. I believe the ability to subscribe to public hearing notices are like with Council meetings, where you can be advised of the meetings. It is a challenge to make people aware, but you can check the City website, which I would say is the best source of information. Your point was well- made, that on the City's Facebook page, that we mention upcoming public hearings.

Cleaver: I mean, six (6) hours before?

McIntyre: It was published.

Cleaver: I understand that it was published somewhere else, but I'm just saying for people, I don't have the Observer and I understand there are other, but if you're going to, it would just be nice a week before maybe. I understand it's different in other areas, but I just didn't know about it and then I thought about the survey from this committee and that it was in all of the publications that would come to the house, so maybe something in our tax bills that come to our address that is residential friendly.

McIntyre: I appreciate your comments, but our tax bills are produced in a way that it would add considerable costs to start putting inserts in. The City website is an outstanding source of information. That said, I do appreciate your comments and we will endeavor to make sure when there are public hearings that we make extra effort to put that information on Livonia Community Facebook, but the meetings are communicated and I'm sorry that you found out about it today. Thank you very much, thank you for coming out tonight and thank you for your comments. Anyone else?

Toy: Madam Chair, just you know, not to beat up the comment, but I'm glad you were able to appear to this, but we also have started this process back in 2018. There have been tons of public input on this. In all sincerity, that's how we got to where we are tonight, with so many of those comments and insight. Our department heads and residents that came out, it was unreal, it was a community effort. It truly was and I'm sorry if you couldn't be part of that, certainly if you have any comments, get ahold of our Council office, any of us are all ears. They Mayor's office is that way as well. Please, you know, don't feel slighted in any way because this is no big secret. We've been at this for a long time and we're just trying to keep this city very viable, and I commend all those that have done that, including all of us. Please, we need your input. If I may, if its appropriate to move this, I would like to give this an approving resolution.

McIntyre: Thank you. All right, anything else? All right, before we close, I would like to note that the Mayor did a nice job summarizing all of the multi-faceted ways we went about this, in collecting information and calling upon every talent and resource we have. I think that a tremendous thank you. It is impossible, really,

to express enough gratitude to our Director of Planning and Economic Development, Mark Taormina. I told him today, and Mark is, and I don't want to embarrass you, but Mark is one of the most humble people you will ever meet. He is an absolute, rock star is an overused statement, but most cities would give their eye teeth to have Mark's knowledge, with Mark's experience, with Mark's work ethic and he knows the city inside and out as he does. We've had a lot of people behind this and working on it and we certainly did, we hired McKenna, our consulting firm, our community development firm, just like every other contract the city has, we go through a very rigorous project of bids and sealed bids and making sure they meet qualifications, and we were very careful and deliberate in how we ended up with McKenna. They have been a tremendous partner to us, but none of this would have happened without a tremendous amount of work above and beyond and Mark driving it. Thank you very much, we all owe you a debt in gratitude.

Taormina: I just want to say thank you for that and also express to the residents to anyone interested. If they have any questions regarding the ordinance, please reach out to the Planning Department directly, we will respond to them and get them the information or answer they are looking for regarding the ordinance. The answer is that they are looking forward to reading the ordinance, so please do not hesitate to reach out.

McIntyre: Thank you to everybody that took the time to come tonight. Again, we are sorry if you haven't found it easy to find information about these meetings, but there is nothing more important than engaged citizens and whether you wanted to say something tonight or whether you are just here to listen and learn, we very much appreciate you being here. We know your time is valuable too, but your presence here means a lot to us and reflects a lot of great things about our city. So, thank you.

Taormina: Just one last thing, that is, the ordinance is available on the website, so they can download a copy of it or view it directly over the internet. That's it.

McIntyre: All right, with that, thank you everyone, the public hearing is closed.

As there were no further questions or comments, the Public Hearing was declared closed at 8:25 p.m.