

CITY OF SOUTHGATE PLANNING COMMISSION AGENDA

MONDAY, April 14th, 2025
6:30 pm – Regular Planning Commission Meeting

I. CALL TO ORDER

II. ROLL CALL

Anderson, Clark, Codrington, Godbout, Moul, Nemeth, Orman, Wilson, Yoos

III. MINUTES

1. Minutes of regular Planning Commission Meeting date March 10th, 2025

IV. ADMINISTRATIVE REPORTS

V. PUBLIC HEARINGS / NEW BUSINESS

1. Master Plan update, Corridors Chapter Discussion
2. Community Survey Discussion

VI. OLD BUSINESS

VII. ANNOUNCEMENTS

VIII. ADJOURNMENT

City of Southgate

Planning Commission Meeting

March 10, 2025

This meeting of the Planning Commission was held in the Municipal Caucus Room, 14400 Dix-Toledo Highway, Southgate, Michigan on Monday, February 10, 2025 and called to order by Chairman James Yoos, at 6:30 p.m.

PRESENT: James Yoos, Linda Clark, Leticia Wilson, Eric Codrington, Mark Nemeth,
Patricia Anderson

ABSENT: Jerry Orman, Chad Godbout, Andrew Moul (all excused)

ALSO PRESENT: City Planner Joe Pezzotti, Building Inspections Director Tim Leach, City Administrator Dan Marsh, City Attorney, Amelia Zelenak, Council Member Priscilla Ayres-Reiss

Minutes:

Moved by Clark, supported by Codrington, that the minutes of the Planning Commission Meeting dated February 10, 2025 be approved. MOTION APPROVED UNANIMOUSLY.

Administrative Reports:

Southgate Tower project is on track.

Have met with Elected Officials, State Representative Rylie Linting and State Senator Darin Camilleri to discuss funding needed for City projects.

New Business:

Master Plan Update-Development Strategies/Housing Chapters.

Discussion held. Received many ideas to add in these chapters. Will compile and discuss at the next Meeting.

Old Business:

Master Plan Update-Executive Summary/Community Profile Chapters.

Discussion held. Have made revisions.

Adjournment:

Moved by Clark, supported by Nemeth, that this meeting of the Planning Commission be adjourned at 7:45 p.m. MOTION APPROVED UNANIMOUSLY.

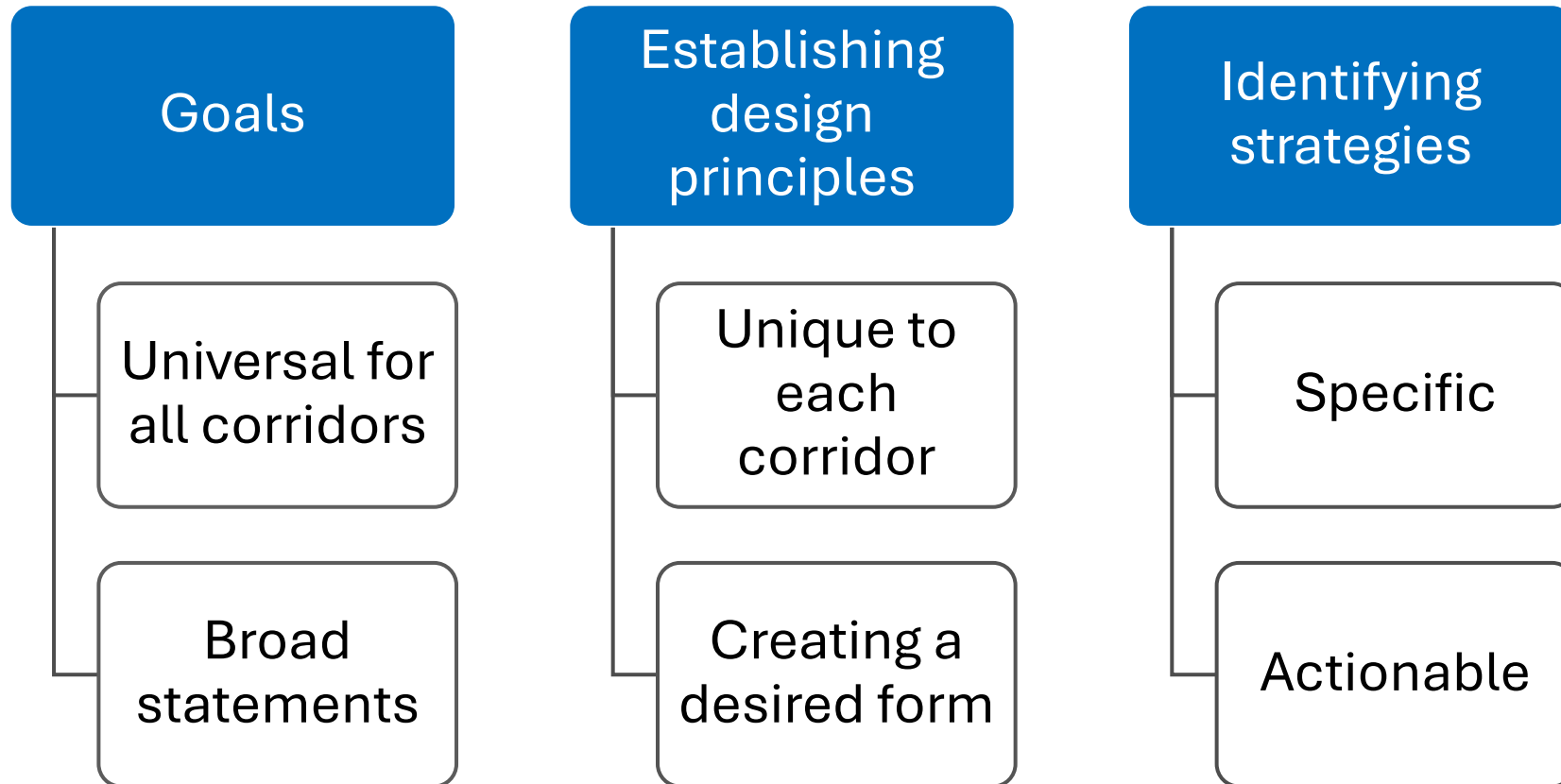
James Yoos
Chairman, Planning Commission
as

Southgate Master Plan Update

Corridors Chapter Discussion

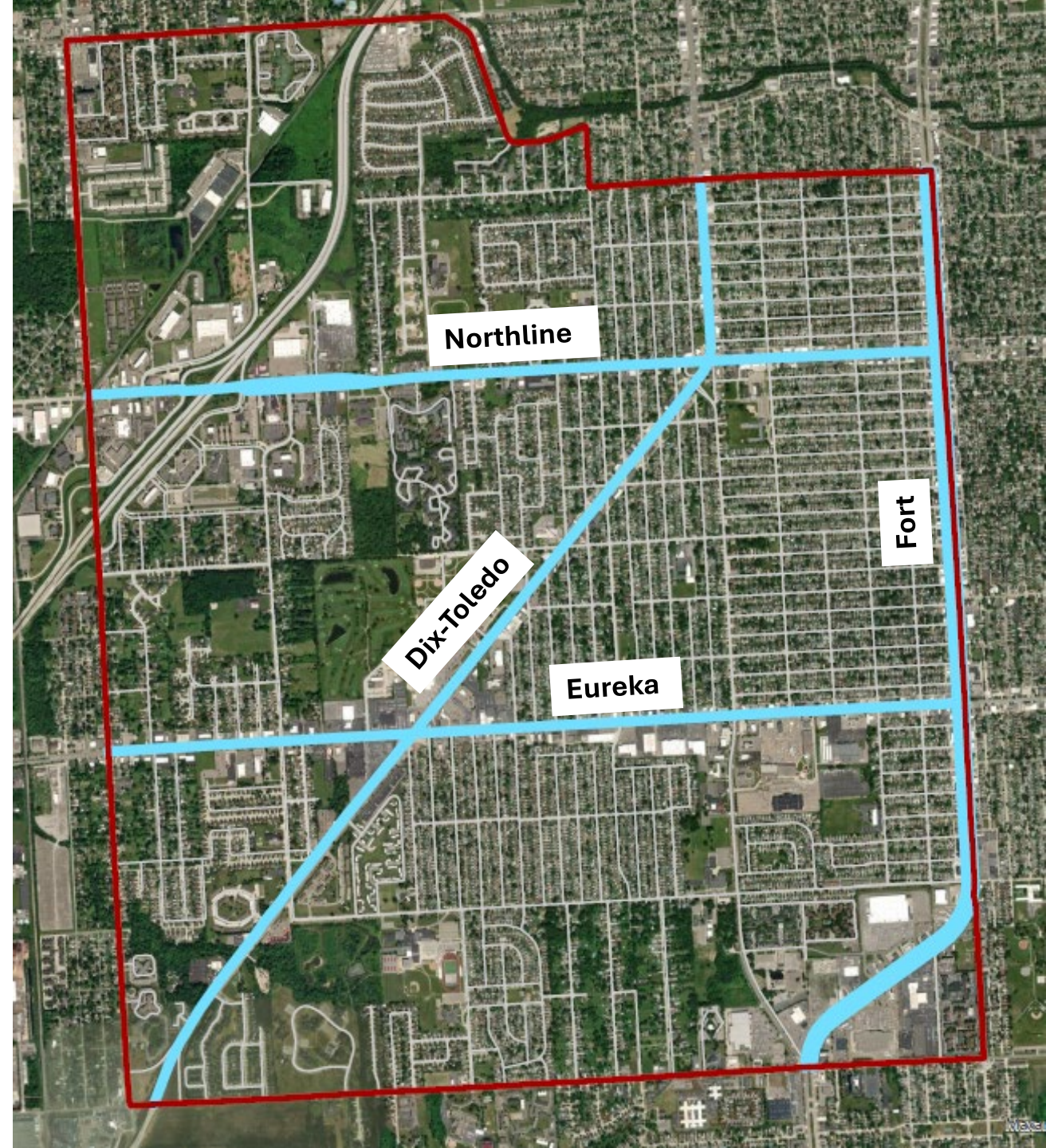


Composition of Chapter



Which “Corridors”?

- Definition – A linear area or strip of land, typically a roadway, with high traffic which consists of the road and surrounding land on either side
 - Eureka Road
 - Dix-Toledo Road
 - Northline Road
 - Fort Street



Goals

- Offer transportation choices
- Improve the pedestrian experience
- Create effective buffers
- Diversity of housing choices
- Promote a mix of uses
- Promote public gathering spaces
- Encourage public art



Design Principles

- “Identity” of each corridor
- Achieves a desired form
 - Building / parking orientation
 - Sidewalks
 - Lighting
 - Landscaping

ELEVEN MILE

Eleven Mile Road is a four-lane road along Berkley's southern border with Oak Park and Huntington Woods. The right-of-way is 66 feet with sidewalks and planting strips on both sides, varying in width from 6 to 12 feet. Due to the land uses and traffic patterns along Eleven Mile, the corridor is planned for three different character areas and corresponding future land use categories.

As redevelopment occurs on Eleven Mile, the City should implement unifying streetscape elements such as landscaping, seating, pedestrian lighting, and others as appropriate. Streetscapes should be coordinated with Oak Park and Huntington Woods, when possible

Eleven Mile Design Guidelines

The following design guidelines apply to the entire corridor:

- Sidewalks should meet accessibility standards and should be appropriately lighted for bicycle and pedestrian traffic.
- Pedestrian crosswalks must meet accessibility standards and should be well marked.
- Areas adjacent to the curb should be planted with lawn and canopy trees, as space allows.
- On-street parking on side streets should be well defined. On-street parking on Eleven Mile is not allowed.
- Sustainable streetscape features such as permeable pavements, rain gardens and LED lighting are encouraged.



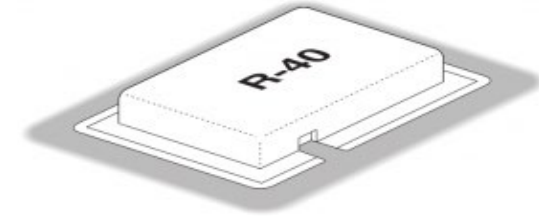
Eleven Mile
Source: CWA

Strategies – Form Based Code

- Creation of corridor overlay district
 - Regulating plan
 - Public standards
 - Building standards
 - Administration
 - Definitions
- Additional standards
 - Landscaping
 - Architectural standards
 - Signage requirements
 - **Parking**
 - Form-Based Codes Defined - Form-Based Codes
Institute at Smart Growth America : Form-Based Codes
Institute at Smart Growth America

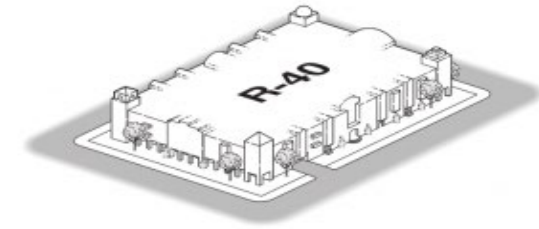
Conventional Zoning

Density use, FAR (floor area ratio), setbacks, parking requirements, maximum building heights specified



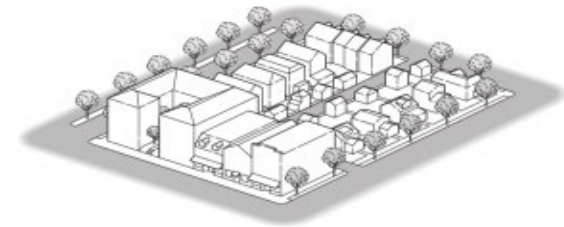
Zoning Design Guidelines

Conventional zoning requirements, plus frequency of openings and surface articulation specified



Form-Based Codes

Street and building types (or mix of types), build-to lines, number of floors, and percentage of built site frontage specified.



Strategies

- Streamlined application processes (to be expanded)
- Creation of grant programs similar to BIG (Business Improvement Grant) Program for facades, streetscape improvements
- Identifying corridor sites that may qualify for brownfield redevelopment grants

Commissioner Worksheet

- What types of uses, building form, strategies, etc. do you want to see in each corridor?

Eureka

Dix-Toledo

Northline

Fort

City of Southgate Master Plan Survey

Survey Results
April 2025

Survey Window: January 13 – February 28, 2025



Overview

The following report is a draft for the Planning Commission for the Master Plan Update. The statistics on the survey are:

- 648 survey respondents.
- Of the 648 responses, almost one hundred percent – or 643 respondents – identified as City residents. Of those respondents, 95 percent indicated they own their property, and 5 percent indicated they rent their property.
- 21 respondents, accounting for 3 percent of the surveys, identified as City of Southgate business owners.

The data below is split into the following groups:

- Business owners and city residents (643)
- Those respondents who were not City residents (5)

The report includes a written analysis for each section of the survey with statistics from the multiple-choice questions and highlights from the open-ended questions. A verbatim report of the open-ended responses has been provided to City staff and is available upon request. Each section includes charts or tables with data from the multiple-choice questions.

Likes and Dislikes (Questions 7-10)

Respondents were asked what they like best and disliked about Southgate and which things they would like to see more of. Respondents were given the choice to choose at most three (3) of the options provided. The top “likes” from all respondents were:

- Proximity to shopping and restaurants (72%)
- Proximity to businesses and jobs (46%)
- The people (37%)
- Cost of living (35%)

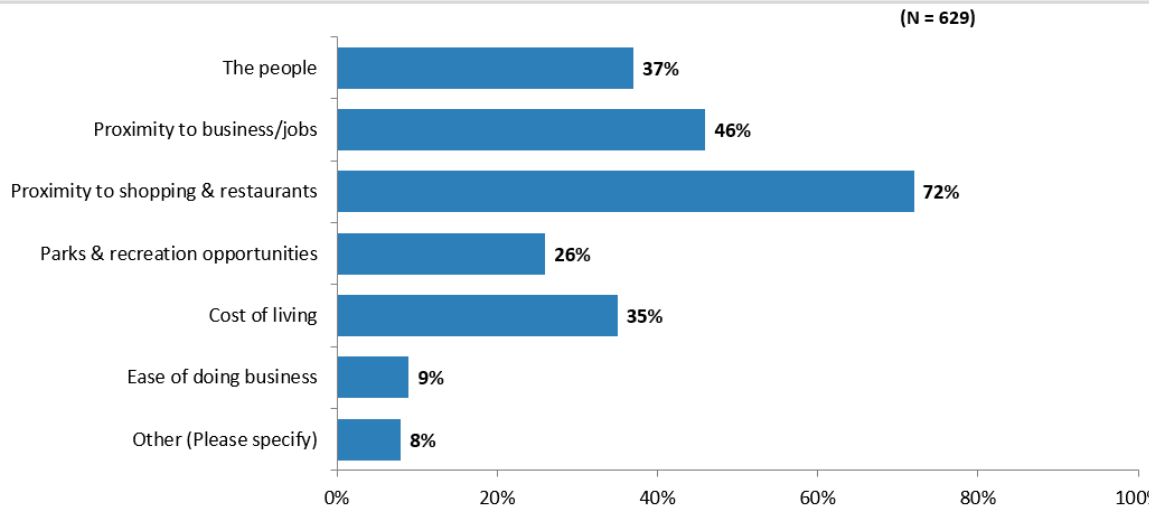
The chart on the next page shows the responses for all the options offered. In the “other” category, multiple respondents mentioned easy freeway access, proximity to commercial hubs, accessibility to medical related establishments, reliable emergency services, and overall community character.

The top “dislikes” by respondents included:

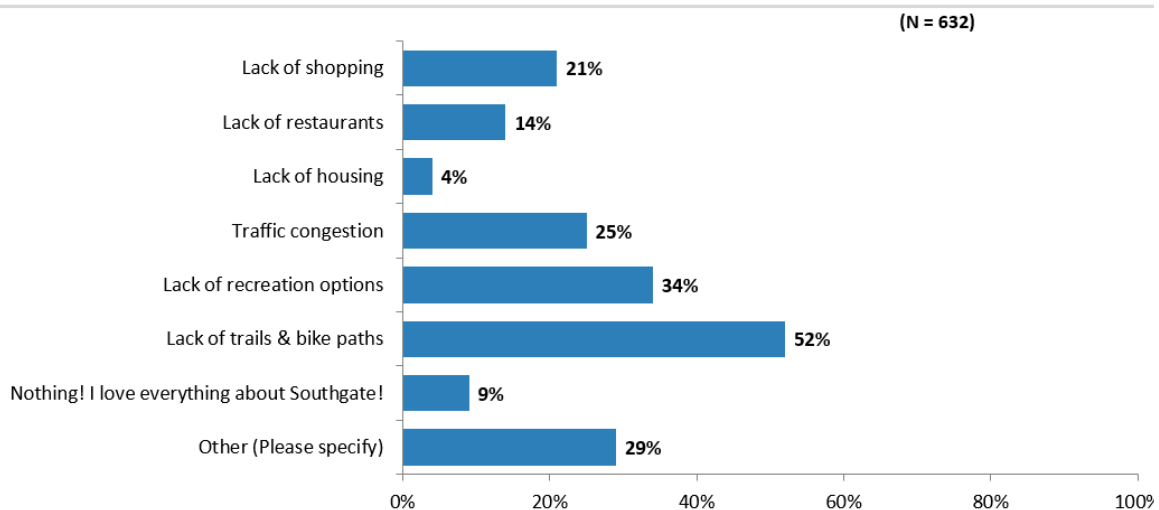
- Lack of trails and bike paths (52%)
- Lack of recreation options (34%)
- Traffic congestion (25%)
- Lack of shopping (21%)

The respondents who offered comments in the “other” option mentioned the following: better retail/business availability and variety, roads/intersection upkeep, combat blight, traffic/road/parking improvements, and lack of trails, bike paths, and recreational opportunities.

7. Overall, what do you like the most about the City of Southgate? Please choose up to three (3) items from the list below



8. Overall, what do you like the least about the City of Southgate? Please choose up to three (3) items from the list below



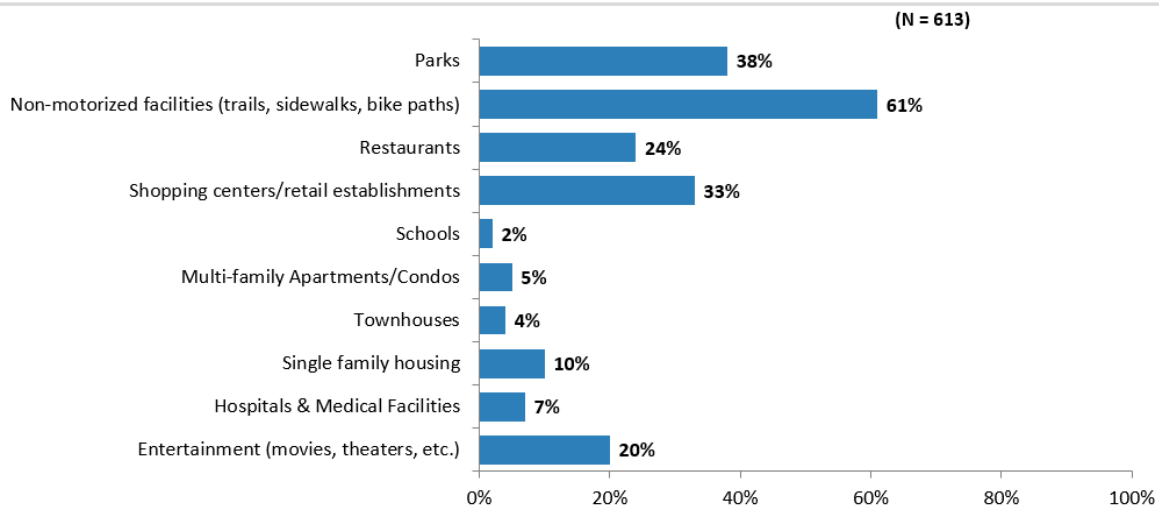
Multiple answers per participant are possible in both questions. Percentages added may exceed 100 since a participant may select more than one answer to this question.

The top choices for respondents when asked what they wanted to see more of within Southgate included the following:

- Non-motorized facilities (trails, sidewalks, bike paths) (61%)
- Parks (38%)
- Shopping centers / retail establishments (33%)
- Restaurants (24%)

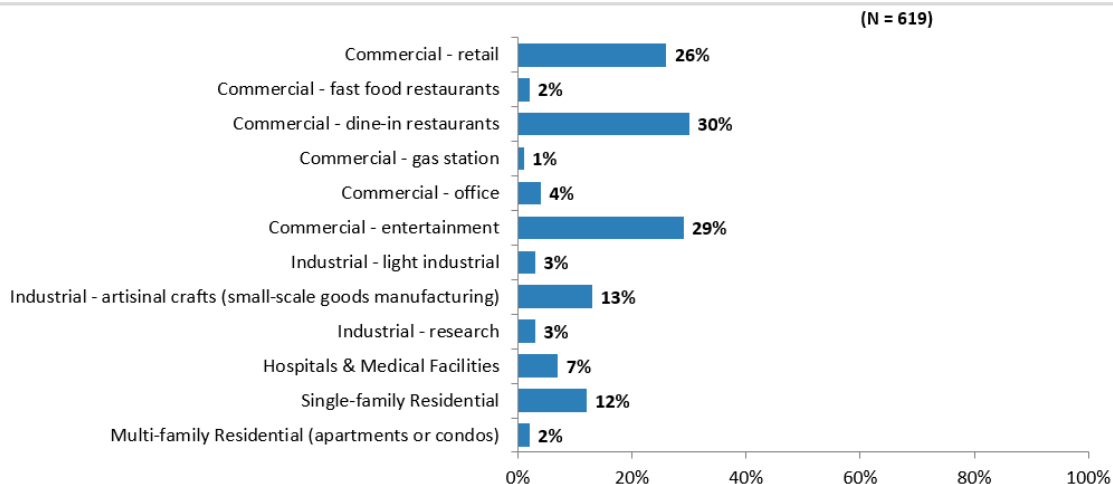
The respondents who offered comments in the “other” option mentioned the following: public art, parks and green space, community events, and emphasis on filling vacant buildings. Question 10 asked respondents about the type of development they wanted in Southgate

9. What do we need more of in the City of Southgate? Please rank your top three (3) choices



Respondents were then asked which type of development they wanted in Southgate, which is highlighted below:

10. What type of development do you want to see in the City of Southgate? Please choose up to three (3) items from the list below.



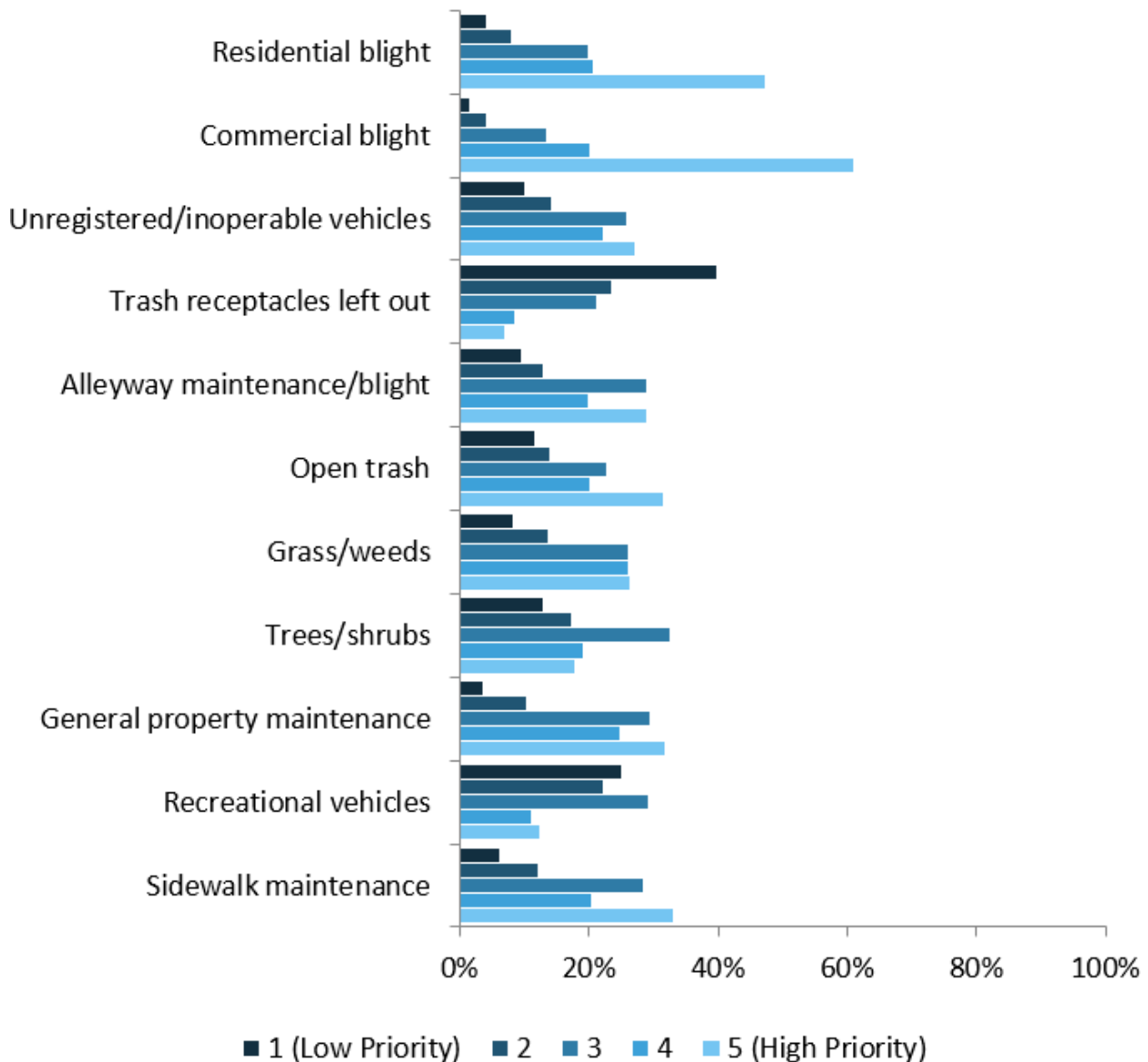
Other development types that were called out included parks and open space (52%) and non-motorized facilities (49%).

Code Enforcement (Questions 11-13)

Respondents were asked how they view code enforcement throughout the city, and whether there should be more, less, or somewhere in the middle than the current enforcement activities today.

Most respondents (58%) felt that code enforcement should be somewhere in the middle, with the highest priorities being attention to commercial (61%) and residential blight (47%). Enforcement items that were labeled to be the lowest priority included trash receptacles left out (40%) and the storage of recreational vehicles (25%).

12. Please rank what you feel should be the highest and lowest priorities for Code Enforcement, with a 1 being at the bottom (least important) and a 5 at the top (most important).



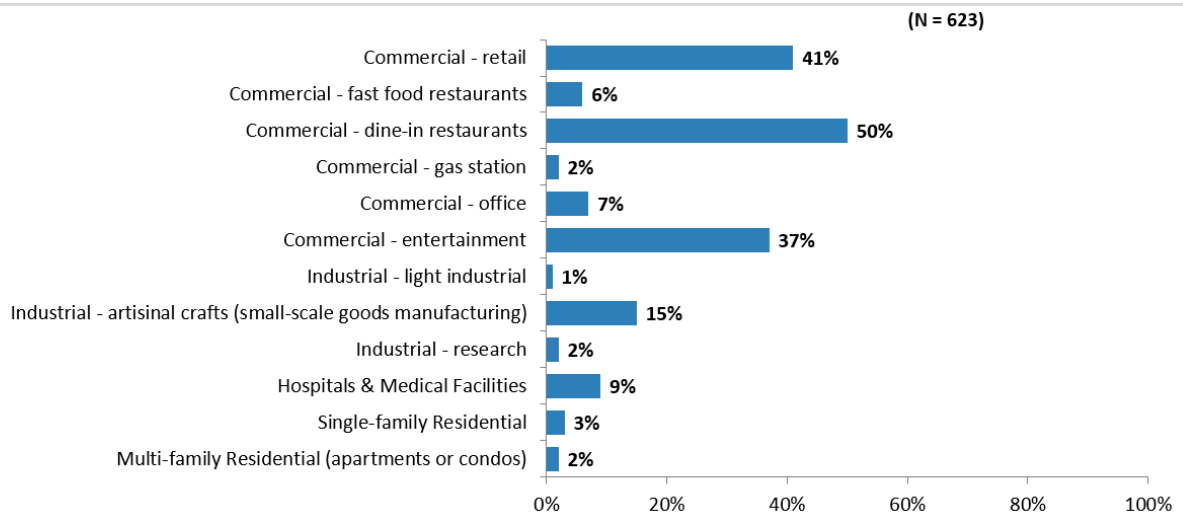
Eureka Corridor (Questions 14-16)

Eureka Road is one of the major corridors within Southgate and contains many commercial and retail businesses which are frequented by City residents and visitors every day. Respondents were asked what types of development they wanted to see brought to Eureka, and what types of urban form would be appropriate for the corridor.

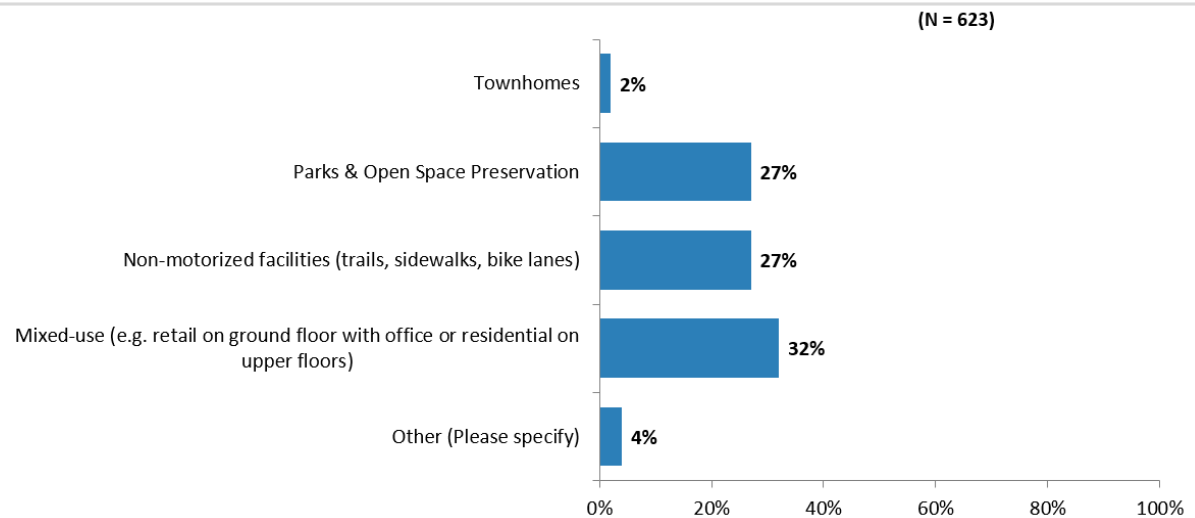
A majority of respondents were in favor of more commercial uses being added to Eureka, including retail (41%), dine-in restaurants (50%), and entertainment (37%) options. Twenty-seven percent (27%) of respondents also indicated they would be in favor of parks and open spaces and non-motorized paths (sidewalks, trails, and bike lanes).

Seventy-seven percent (77%) of respondents were in favor of Eureka to consist of concentrated business hubs, coupled with nearby residential opportunities (within 1 mile), which coincides with respondents' interest in mixed use opportunities (commercial/retail on the first floor, residential on upper floors).

14. What type of development do you want to see along the Eureka Road Corridor? Please choose up to three (3) options from the list below.

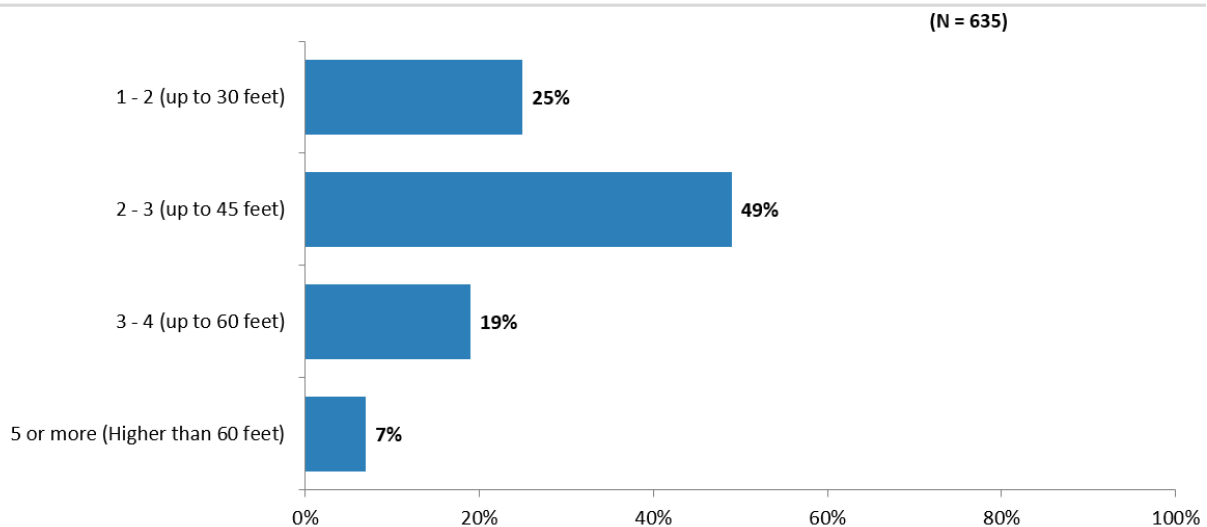


What type of development do you want to see along the Eureka Road Corridor? Please choose up to three (3) options from the list below. (Continued)



Mixed-uses provide a great combination of commercial and residential uses but usually require at least three (3) stories to make projects of this type feasible for developers. Seventy-five (75%) of respondents indicated that buildings along Eureka should range from 2 to 5 floors.

16. How many stories should buildings have along the Eureka Road Corridor?



Accessibility & Transportation (Question 17-23)

Respondents were asked about the general state of transportation throughout Southgate. A majority of respondents (77%) were satisfied with the current state of public transportation in the City, with about a 50-50 split when asked if traffic congestion and traffic safety was a problem in Southgate. The most problematic intersections included Eureka and Dix-Toledo, Eureka and Fort, and Northline and Dix-Toledo.

Almost all respondents (93%) use the sidewalks throughout the City. There was an overwhelming amount of support (93%) for a city-wide network of trails and connections to local business, parks, schools, and recreation facilities.

Parks and Recreation (Questions 25-29)

A majority of respondents (74%) use parks and recreation facilities throughout the city. The most frequented facilities include:

- Kiwanis Train Park (46%)
- Market Center Park (41%)
- Southgate Nature Center (40%)
- Ice arena / civic center (29%)

When asked what activities the respondents for their families regularly participate in, the respondents chose the following activities:

- | | |
|------------------------------|---------------------------|
| • Walking areas (64%) | • Sports fields (20%) |
| • Playground equipment (52%) | • Ice skating (19%) |
| • Splash pad (22%) | • Basketball courts (14%) |

Major Themes

Looking across the survey data, we noticed the following themes that would be pertinent to the Master Plan:

Housing

Twenty percent (20%) of respondents felt there should be more housing options in the City. With most of Southgate's residential areas having been built, there should be an emphasis on updating and maintaining the existing housing stock. With a strong interest in mixed-use development along Eureka, there is opportunity for the City to look into planning and zoning strategies to make vacant properties more appealing for this type of development.

Redevelopment

There is demand for pursuing redevelopment of vacant and/or blighted buildings, as well as developing on previously undeveloped land or open space. The land use policies in the Master Plan will encourage redevelopment and when applicable, development on vacant land.

Character

No respondent expressly stated the preference to change Southgate's historical character. Many respondents did express their desire for more public art opportunities such as murals, as well as more public gathering space. Multiple open-ended responses mentioned spaces such as a community garden and additional parks/park maintenance should be a priority.

Non-Motorized Transportation

The survey data suggests Southgate residents strongly desire more trails, sidewalks, and pathways or non-motorized transportation opportunities throughout the City. The majority of respondents feel improving walkability was important. As stated previously, almost all respondents (93%) use the sidewalks throughout the City. There is also an overwhelming amount of support (93%) for a city-wide network of trails and connections to local business, parks, schools, and recreation facilities.