

MASTER PLAN

CITY OF SOUTHGATE
WAYNE COUNTY
JUNE 2011

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INTRODUCTION

The City of Southgate is located in the southeastern portion of Michigan's Lower Peninsula, Wayne County, approximately 14 miles south of the City of Detroit. The City's urban form is consistent with other area inner-ring communities. It is a place where people have chosen to live, work, and play and, therefore, is a place where certain services and facilities are required. Police, fire, parks, religious institutions, government centers, retail shops, meeting places, and a host of other facilities are woven together by physical infrastructure and communication routes. To organize and develop all of these essential services and facilities, the City has chosen to update their Master Plan.

The intent of this Master Plan is to serve as a guide for the future growth and development of the City of Southgate which will, in turn, promote the health, safety, welfare, and convenience of the people who live and work in the City. It is both a realistic assessment of current conditions, and an expression of the future goals and vision of the City, defining the form and character it seeks to achieve. The plan will provide guidance to both the public and the private sectors regarding a range of topics, including future land use, and economic and residential growth decisions. Finally, the plan will be responsive to the changes that occur within the City. The development of land can be dynamic and alter significantly over time. Therefore, the plan must be flexible to these changes while still advancing the goals and aspirations of the community.

AUTHORITY

The City of Southgate derives its authority to Master Plan from Public Act 265, which was recently adopted by the Michigan State Legislature to amend the 1931 Public Act 285, which provides municipalities with the ability to plan their community. Public Act 265 states:

"The Planning Commission shall make and approve a plan for the physical development of the municipality, including areas outside its boundaries which, in the Commission's judgment, bear relation to the planning of the municipality."

The master planning process is cooperative and public. Input from the public and various governmental entities are gathered throughout the planning process. Public Act 265 requires the Planning Commission to hold a public hearing before the final adoption of the Master Plan. Also, Public Act 265 requires review of the Master Plan after a five-year period but allows for change at any time. However, a public hearing is required if the Planning Commission wishes to alter or amend the Master Plan after its original adoption. This process offers the Planning Commission the opportunity to analyze and address any significant changes to the City that may result in needed modifications to the plan. It also provides the opportunity to ascertain progress in implementing the goals and objectives outlined in the plan.

PURPOSE

The planning process is designed to involve conscious selections of policies relating to growth and development in a community. The Master Plan serves to promote these policies through the following:

1. Provides a general statement of the City's goals and provides a comprehensive view of the communities preferred future.
2. Serves as the primary policy guide for local officials when considering zoning, land division, capital improvement projects, and any other matters related to land development. Thus, the master plan provides a stable and consistent basis for decision making.
3. Provides the statutory basis for the City's Zoning Ordinance, as required by the City and Village Zoning Act, Public Act 207 of 1921.
4. Helps to coordinate public improvements and private development activities to assure the judicious and efficient expenditure of public funds.

PUBLIC INVOLVEMENT

The process of developing a master plan which is both meaningful to the community, as well as feasible in its implementation must enjoy the participation of a larger stake-holder group. In order to garner this needed input, direct communication between the Master Plan Steering Committee, City residents, and the plan authors occurs. Knowledge regarding the concerns of the community is gained through multiple meetings and a public workshop and forum. This type of direct interaction with stakeholders allows for a more complete framework of the concerns and needs of Southgate community members.

PLAN ORGANIZATION

In order to communicate the most complete and accurate picture of the existing conditions within the City of Southgate, as well as its goals for the future, the Master Plan is divided into multiple sections. These sections detail the existing conditions of population characteristics, land use, transportation, natural features, market attributes, and public facilities. Additionally, the future character of the City will be articulated through description of its goals and objectives and future land use choices. To supplement textual descriptions, visual representations of data are included; these consist of photos, maps, and other graphics. These sections represent the history and future of development within Southgate and, therefore, provide a guide for its continuing growth and evolution in the coming years.

REGIONAL ANALYSIS

The City of Southgate has emerged as a regional center in the southern portion of Wayne County, Michigan. According to US Census 2000, Southgate is the fourth largest city among the 19 municipalities collectively known as the Downriver Region. As the region's name implies, Downriver communities are tied by geography and socioeconomic relationships to the dynamic urban industrial development along the Detroit River.

REGIONAL GROWTH

According to the Southeastern Michigan Council of Governments (SEMCOG), Southeastern Michigan's overall forecast is one of steady, moderate growth from 2000-2030. Population will grow 12 percent to 5.4 million by 2030. Households will increase almost twice as fast, 21 percent over the same 30-year time period. This increase is due to the decline in average number of persons per household and the increase in households without children. The aging baby boomer generation (which will be 75 or older in 2030), combined with the trend of longer life spans, equates to 37 percent of all households in 2030 having at least one person 65 or older. Job growth will not be as robust as was seen in the 1990s, but it is expected to increase by 16 percent between 2000-2030. However, future job growth will depend on an increased number of older people staying in the labor force, with many in part-time jobs.

At the community level, Southeast Michigan will grow most strongly at the edges of the urban area, where land is available and jobs are within commuting distance. Household growth will be strongest in western Wayne County, the Ann Arbor area, southeast Livingston County, western and northern Oakland County, and central Macomb County. Population growth will follow this same general pattern. Therefore, due to the decreasing number of persons per household, and the modest development of new housing construction, the mature suburbs of Detroit may experience a loss population while outlying areas continue to grow. However, the City of Detroit's historic rates of household and population loss have slowed considerably and with reinvestment opportunities within the City and inner-ring suburbs, this trend is expected to continue.

The pattern of job growth will be generally similar to households, although not as spread out to the west and north. Job growth will be concentrated in fewer suburban communities, reflecting the stronger role of transportation access and central location for jobs. Areas of the City of Detroit with job losses will be increasingly balanced by areas of job growth outside of the City, resulting in near stability for jobs within the metro region post-2020.¹

¹ 2030 Regional Development Forecast for Southeast Michigan: Population, Households, and Jobs, for Cities, Villages, and Townships 1990-2030. SEMCOG, October 2001.

REGIONAL TRANSPORTATION

Access Management

The Michigan Department of Transportation (MDOT) is making significant changes to the Interstate 94 (I-94), Telegraph Road (US-24) interchange. MDOT is beginning the realignment of I-94, and the construction of a Single Point Urban Interchange (SPUI) in place of the existing standard interchange at Telegraph Road. This new interchange would require less land area and provide better access to I-94 than the existing configuration. Other project benefits include:

- Reconstruction will provide a 20-year fix to I-94 pavement.
- Rehabilitation to bridges that carry eastbound and westbound I-94 over Pelham Road, US-24 (Telegraph Road), and Monroe Boulevard.
- Re-alignment of interchange will eliminate outdated left lane entrance and exit ramps at the I-94/US-24 interchange.
- Includes reconstruction of US-24 between Ecorse and Van Born Roads.

This two year project began in April 2004 and should be completed by November 2005. Once concluded, the realigned I-94 interstate corridor will provide more efficient access to the greater Southgate area.



Detroit Wayne County Metropolitan Airport

In the year 2000, Wayne County Detroit Metropolitan Airport was ranked as North America's 10th busiest airport in terms of passengers and 16th in the world. The Airport is still the 6th busiest in the world in terms of operations. During 2000, Detroit Metro Airport served 35 million passengers, an increase of four percent over 1999. More than 1,500 landings and takeoffs occur daily.

Currently, Metro Airport has three passenger terminals in use - an International Terminal and two domestic terminals. A multi-story parking deck, which can accommodate 6,700 vehicles, was opened in 1994. The deck, plus the surface lots, can accommodate almost 12,000 vehicles. Detroit Metro Airport serves as Northwest Airlines' major hub, which handles over 74 percent of the

passenger traffic at the airport. Detroit Metro is also the world aviation headquarters for Ford Motor Company and General Motors Corporation.

Detroit Metro continues to set records with outbound passenger traffic. The biggest growth has occurred in international passengers partially due to Northwest Airlines' increased frequencies to foreign destinations. Metro's airline carriers provide nonstop service to over 100 domestic destinations, many of them served repeatedly throughout the day.

Since 1987, Wayne County has spent or committed more than \$700 million on capital improvement projects at Detroit Metro. Major projects include a new crosswind runway, a runway extension to accommodate long-haul international flights, property acquisition for a fourth parallel runway, a new control tower, a noise demonstration house as part of the noise mitigation program, a new parking deck, and the south access road.²

With the construction of the new McNamara (midfield) Terminal, as part of a \$2 billion expansion program at Detroit Metro, 180 acres of new aprons and taxiways have been developed, 97 new jet gates, and 11,500 new parking spaces in a large parking structure. This new terminal was constructed to help deal with over 30 million passengers who pass yearly through the airport.

Eureka Corridor

The Ways of Life Program Pilot Studies: Eureka Corridor is a program initiated by Wayne County to improve the identity and image of the Eureka Corridor as it travels through the City of Southgate and the City of Taylor. It also hopes to strengthen the identity, image, appearance, and economic sustainability of this commercial link, through the repositioning of older retail areas, between Detroit Metropolitan Airport, the Downriver communities, and the Detroit River.

In order to accomplish these goals, the Ways of Life program looks at methods of making adjustments in brand identity, physical planning, and economic strategy. These adjustments are seen as a proactive approach to creating a sustainable environment for community success.

The entryways to the Eureka Corridor, at Telegraph Road and Fort Street, would be marked as gateway areas. The corridor would be divided into five sections. From west to east these sections are: a Regional Center, situated around the existing Southland Mall complex, an Interchange Commercial area, centered around the I-75 interchange, Neighborhood Commercial, Auto Dealerships area, at Dix/Toledo Road, and finally Community Commercial, at Trenton Road near the Southgate Mall. Additional information regarding the economic strategies and recommendations of the Eureka Road Pilot Study will be outlined in the Economic Development Chapter of the Master Plan.



² "Detroit Metro Airport: General Information." <http://www.metroairport.com>. 3 January, 2002.

REGIONAL COMMERCIAL AND INDUSTRIAL CENTERS

The Pinnacle: Aeropark of Wayne County

The Pinnacle will be an 1,800 acre destination for technology companies, logistic/transformation operations and other industries that place an importance on close

access to a major international airport. Located at the southern end of Metro Airport, The Pinnacle is placed at Detroit Metropolitan Airport's new front door, east of I-275 and south of Eureka Road. It will feature direct access to the new midfield terminal. County and State economic development officials have identified a need for a large economic opportunity area that provides enough land and infrastructure availability to service business demands. The Pinnacle Aeropark will fit the requirements of national and international companies the State and County have been recruiting to Michigan. Wayne County has been acquiring land in The Pinnacle project area as part of a FAA requirement to take noise-impacted residential property and redevelop it with land uses that are compatible to an airport. The



County will partner with State and Federal agencies and the communities of Huron Township and Romulus to facilitate the development.³

Southland Center

The Southland Center shopping mall, with its proximity to the City of Southgate, serves as a major regional retail draw. The mall sits on 61.46 acres, has a total leasable square area of 903,00 square feet, and can accommodate over 4,600 cars in its surrounding parking lots. Southland Center is anchored by three regional retailers: Mervyn's, Marshall Field's, and JC Penney.

The retail market served by the Southland Center shopping mall includes all of the Downriver area. This market area includes:
The location of Southland Mall on Eureka Road has contributed

City of Allen Park
Brownstown Township
City of Flat Rock
City of Gibraltar
Grosse Ile Township
Huron Township
City of Linclon Park
City of Melvindale
City of Wyandotte

City of Monroe
City of Riverview
City of Rockwood
City of Romulus
City of Southgate
City of Taylor
City of Trenton
City of Woodhaven

³ "The Pinnacle." Wayne County Economic Development. http://www.waynecounty.com/jed/location/pin_default.htm. 3 January, 2002.

to the area's overall development as a commercial corridor. This concentration of commercial and retail developments has continued all along the right-of-way of Eureka Road from the City of Taylor to its terminus in the City of Wyandotte. Those areas of Southgate directly adjacent to Eureka Road have benefited greatly from the corridors recognized stature as a regional commercial center.

REGIONAL RECREATION PROJECTS AND INITIATIVES

Southeast Michigan Greenways Plan

In 1998, the Rails-to-Trails Conservancy (RTC) developed a vision for Southeast Michigan Greenways. RTC's Michigan Field Office and the National Parks Service Rivers, Trails and Conservation Assistance Program, as well as many other local and national entities, both public and private, assisted in the development. The plan is a vision for an interconnected greenway system for the seven counties of southeastern Michigan, including Wayne, and is intended to give cities and counties guidance regarding the acquisition of land for public greenway use.

RTC's Michigan Field Office was established in 1989, and launched the Southeast Michigan Greenways Initiative in 1990 with the goal to connect the 4.5 million people of southeast Michigan to the proposed Discover Michigan Trail. Since then, the Initiative has brought together professionals, officials, and representatives from across the area to discuss some of the critical issues facing communities including:

- Promoting sustainable economic growth
- Preserving community character
- Providing close-to-home recreation while reducing rootlessness and crime
- Teaching young people about the natural world
- Accommodating wildlife in rapidly suburbanizing areas
- Protecting drinking water quality
- Reducing flooding
- Providing safe places to walk and bike to work, school, and local stores

After inviting members of the public to share their hopes, ideas, and concerns for developing a regional greenway system in southeast Michigan, project leaders carried out the follow-up work of assessing more than 2,300 miles of corridor and more than 200,000 acres of predominantly public land for suitable inclusion in a seven-county network that:

- Links communities to existing parks, trails and open space;
- Protects natural and cultural resources; and,
- Improves the quality of life throughout the region.

A “demonstration” project under the Southeast Michigan Greenways Plan is the Southwest Detroit Riverfront Greenway. The project area is a former industrial stretch of the Detroit River that is currently in transition. The goals of the project are to:

- *Establish greenways that will connect the community’s cultural and natural resources along the riverfront and adjacent neighborhoods providing increased access to and understanding of the Riverfront.*
- *Tie these greenways into a greater greenway network along the entire Detroit River and throughout the entire region.*
- *Make these greenways a place of community pride, a new “front porch” for the community.*

The focus is on achievable steps that can be accomplished in the next few years. It is also understood that some of the most significant improvements to the waterfront will come through private redevelopment of key parcels that will incorporate a public greenway. This project has already been instrumental in changing many people’s perceptions of the opportunities along the Detroit River for an urban waterfront greenway. Also, portions of the project have already received funds for construction.⁴

Downriver Linked Greenways Initiative

At the 1999 Downriver Summit Meeting, the major employers of the Downriver area raised a point regarding the needed ability for families and employees to remain connected through a system of linked walking and biking paths. In response to this need, Representative George Mans and Congressman John Dingell began the Downriver Linked Greenways Initiative meetings. These meetings were to gauge community interest and possible level of involvement. From these meetings, it was determined that interest in a regional connected, non-motorized trail system was high.



To orchestrate this regional effort, the Downriver Community Conference (DCC) was elected to serve as the oversight organization, due to its ability to coordinate the region’s various communities. From the effort of the DCC, its member communities, and private institution, a Master Plan for the greenway system was assembled.

The plan establishes and focuses on a three-tiered hierarchy of non-motorized trails that consists of regional, Downriver, and locally significant pathways. The Regional System is conceptually proposed to traverse the I-275 corridor, the Rouge River, and Jefferson Avenue (Detroit River).

From there, the DLGI acknowledged the need to identify a network of trails within the Downriver area that will serve as the primary connections to the various communities, as well as to the Regional System. The Downriver Primary system

⁴“The Greenway Collaborative, Inc.” <http://www.greenwaycollab.com/>. November 7, 2004.

has four major segments: a North/South connector which traverses through Flat Rock, Woodhaven, Brownstown, Taylor and Allen Park, an East/West connector which is proposed through Huron Township, Taylor, Southgate, Wyandotte and Lincoln Park, and an additional East/West connector which is proposed through Huron Township, Brownstown Township and Trenton, and finally a non-motorized connection from the Regional System along Jefferson in Trenton across to Grosse Isle Township.

A keystone project for the Downriver Linked Greenways, the Flat Rock/Rockwood/Brownstown East-West Connector, is currently under construction. This section of the overall linked greenways system has been championed by the Downriver Linked Greenways Initiative and the Greater Detroit American Heritage River (AHR) Initiative to help create a multi-community system of walking/bicycling trails. The connector is intended to link 20 miles of existing trails on the west (four Huron Clinton Metropolitan Authority parks and the I-275 bike path) and 2.5 miles of existing community trails and an additional seven miles of planned Huron Clinton Metropolitan Authority trails on the east. These 4.5 miles of trail will provide continuous greenway and recreational trails through six communities, connecting over 4,800 acres of parkland to 4,040 acres of federal and State land along the lower Detroit River.⁵

FUTURE PLANS OF ADJACENT COMMUNITIES

The future plans of those municipalities directly adjacent to the City of Southgate may have a direct impact on the City's own development goals. In order to gain a greater understanding of the future plans of the region, SEMCOG's Future Land Use Map for the area was utilized within a two-mile radius of City boundaries. This Future Land Use Map is a compilation of municipal land use plans and Zoning Ordinances as of the year 2001. Nine municipalities fall within the two mile radius of the City, but only six share a municipal border with Southgate. The following list detail the future land use plans of those areas directly bordering the City:

- Brownstown Township: Industrial and Institutional uses.
- City of Taylor: Light and some Medium Density Residential uses, some Industrial and Institutional uses adjacent to major transportation corridors.
- City of Allen Park: Medium and High Density Residential uses, and some Institutional uses, again along major transportation routes.
- City of Lincoln Park: High Density Residential uses with some commercial adjacent to primary roadway corridors.

⁵"Downriver Linked Greenways Keystone Project Under Construction." Further Linked Riverfront Greenways: Greater Detroit American Heritage River Initiative. <http://www.tellusnews.com/ahr/greenways.html>. November 7, 2004.

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- City of Wyandotte: High Density Residential uses with some Commercial and Transportation related uses along major thoroughfares, particularly Fort Street.
 - City of Riverview: Institutional uses, High and Medium Density Residential uses, as well as Planned Unit Development areas border Southgate City boundaries.

The Regional Future Land Use Map (Map 2) offers a graphic description of these various planned land uses and is especially relevant in that it provides information on where land use conflicts between neighboring communities may exist. This information will be important to the City of Southgate to help ensure compatibility with the surrounding communities when planning for its own future land uses.

NATURAL FEATURES

The natural environment is a significant factor when planning for future land development. For example, circumstances such as steep slopes may hinder the construction of a structure, while the presence of wetlands may affect the desired layout of a subdivision. Alternatively, the natural environment can be impacted by land development. An example would be the increased water runoff and erosion potential caused by clearing vegetation. Thus, when preparing the Master Plan, it is important to examine the natural environment in order to determine where development is best suited, and where it should be discouraged.

In any environmentally sensitive area within a community, development should be prevented. Environmentally sensitive areas are lands whose destruction or disturbance will affect the life of a community by either:

- Creating hazards such as flooding or slope erosion.
- Destroying important public resources such as groundwater supplies and surface water bodies.
- Wasting productive lands and nonrenewable resources.

Each of these effects is detrimental to the general welfare of a community, resulting in social and economic loss.

The purpose of this chapter is twofold. First, the goal is to identify areas in the City that are best suited for development. The focus is on areas that will minimize development costs and provide amenities without adversely impacting the existing natural systems. The second goal is to identify land that should be conserved in its natural state and is most suitable for conservation, open space or recreation purposes.

Climate, geology, woodlands, wetlands, topography, and soil associations are among the most important natural features impacting land use in the City of Southgate. Descriptions of these features follow.

CLIMATE

The climate of Wayne County is seasonal; the region experiences considerable changes in temperatures and precipitation throughout the year. The temperature range for Wayne County in January averages between 16 and 31 degrees Fahrenheit, in July it averages between 60 and 84 degrees Fahrenheit. The average number of days below zero degrees Fahrenheit is seven, while the average number of days above 90 degrees Fahrenheit is 15. The average growing season in Wayne County lasts 166 days. In terms of annual precipitation, Wayne County averages 32 inches of rainfall and 39 inches of snowfall per year.¹



¹Wayne County Profile. Michigan Economic Development Corporation, 1995 climate data. <http://medc.michigan.org/miinfo/places/WayneCounty/?section=all>.

GEOLOGY

Geology for the City of Southgate can be described in terms of Surface (Quaternary) Geology and Bedrock Geology.

Surface geology is the study of the features and sediments on the outermost layer of the Earth's surface. Michigan's surface features and sediments are largely the result of glacial action within the last 15,000 years. During this time, glaciers scoured out the Great Lakes and dumped piles of debris (moraines) along their edges leaving flat plains of clay-rich soils (glacial till) where the glaciers died and melted in place. Glacial melt waters formed vast rivers that built wide, sandy plains of outwash. Many of our inland lakes were created when blocks of ice fell off the glacier, became covered by debris and eventually left a hole (kettle) when the block melted. Ridges of sand and gravel called eskers show us places where rivers that started under the ice emerged from the front of the glacier. Drumlins, or egg-shaped hills, were carved by the bottom of the glacier after it had moved across older deposits. The advance and retreat of the glaciers also caused the Great Lakes to rise and fall by blocking and opening, respectively, various river outlets. The Great Lake levels we know today were established only in the last 2,300 years.

In Southgate, as well as the majority of Wayne County, the surface geology consists primarily of Lacustrine sediments, or those sediments left behind as the Great Lakes shoreline receded. These Lacustrine sediments include clay, silt, sand and gravel.

Bedrock Geology is the study of solid rock at or near the earth's surface. Bedrock is generally concealed by an unattached layer of loose fragmented rock. This loose material may have formed in place by decomposition of the underlying parent bedrock or it may be an accumulation of foreign rock fragments deposited by wind, water or ice (in the form of glaciers). Over most of the state, bedrock is buried beneath glacial deposits (drift). In a number of places, however, especially in the western Upper Peninsula and along the Great Lakes shores in the north, bedrock protrudes through the mantle of drift.

The entire Southern Peninsula of Michigan is underlain by rocks of the Paleozoic Era. This era is represented by a wide variety of strictly sedimentary rocks that were deposited during several periods. The majority of the bedrock formations in the Wayne County area were formed during the Devonian Period. Typical rocks in this period include: sandstone, shale, black shale, limestone, reef limestone, cherty limestone, dolomite, evaporates (rock salt, rock gypsum, rock anhydrite) and solution breccia.

The knowledge and understanding of geology is of fundamental importance to land management. This knowledge helps to make responsible land use decisions concerning such things as the availability and use of natural minerals and resources, soil fertility, erosion potential and drainage, suitability of land for agriculture or building construction, and protection of ground water resources.²

WOODLANDS AND WETLANDS

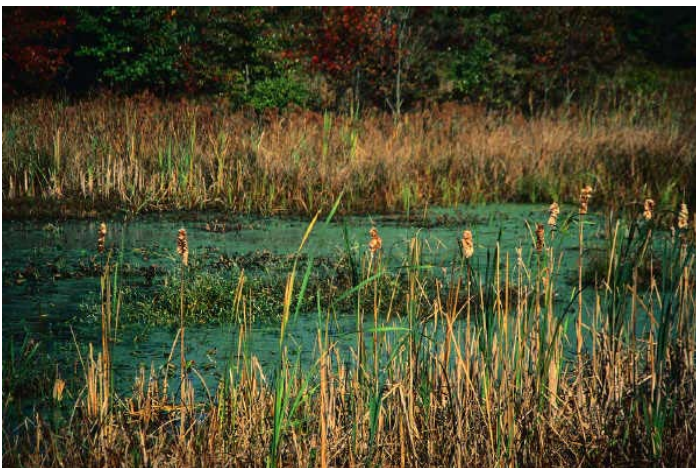
Woodland and wetland information for the City of Southgate is derived from the Wayne County 1995 Land Use Data provided by the Southeast Michigan Council of Governments (SEMCOG). The land use data is meant to show the major concentrations of these areas, and does not include smaller woodland/wetland concentrations or clusters of trees found in urban areas. The land use data separates woodlands and wetlands into several categories based on the wetland types or tree species. Currently, two categories of woodlands and wetlands are found in the City: Central Hardwood Woodlands, and Lowland Hardwood Wetlands.

The Central Hardwood category includes tree species such as red oak, white oak, black oak, and hickory trees. The Lowland Hardwood Wetlands category is defined as a wetland area, but also contains lowland hardwood tree species such as ash, elm, soft maple, cottonwood, aspen and white birch.



The locations of these environmental features are shown on the Environmental Resources Map. Currently, four clusters of Central Hardwoods are located in Southgate, all within the City's west side. In total, Central Hardwoods comprise approximately 59 acres. Several clusters of the Lowland Hardwood Wetlands are found in the City, also within the City's west side. In total, Lowland Hardwood

Wetlands comprise approximately 103 acres. When combined, these woodlands and wetlands comprise approximately 3.7 percent of the City. (Southgate's total area equals about 4,400 acres or 6.875 square miles.)



²Various Sources. *Geology in Michigan*, Michigan Department of Environmental Quality. September 2004. [Http://www.michigan.gov/deq/0,1607,7-135-3311_3582--,00.html](http://www.michigan.gov/deq/0,1607,7-135-3311_3582--,00.html).

Residents of Michigan are becoming more aware of the value of wetlands. Beyond their aesthetic value, wetlands improve water quality of lakes and streams by filtering polluting nutrients, organic chemicals and toxic heavy metals. Wetlands are closely related to high groundwater tables and serve to discharge or recharge aquifers. Additionally, wetlands support wildlife, and wetland vegetation protects shorelines from erosion.

Because of many benefits associated with wooded areas, woodlands should be seen as a real asset to the City. For human inhabitants, forested areas offer scenic contrasts within the landscape and provide recreational opportunities such as hiking and nature enjoyment. In general, woodlands improve the environmental quality of the whole community by reducing pollution through absorption, reducing the chances of flooding through greater rainwater infiltration, stabilizing and enriching soils, moderating the effects of wind and temperature, and providing habitats for wildlife.

FLOOD PRONE AREAS

The Federal Emergency Management Agency (FEMA) Mitigation Division manages the National Flood Insurance Program, which is intended to provide communities and citizens protection from flood hazards by flood insurance and other flood mitigation programs. The program also maintains Flood Insurance Rate Maps which define areas that may be at risk for flooding, categorized as Special Flood Hazard Areas (SFHA). These Special Flood Hazard Areas are defined as:

An area of land that would be inundated by a flood having a one percent chance of occurring in any given year (previously referred to as the base flood or 100-year flood).

The term 100-year flood is further defined as:

The flood elevation that has a one percent chance of being equaled or exceeded each year. Thus, the 100-year flood could occur more than once in a relatively short period of time... A structure located within a special flood hazard area shown on a National Flood Insurance map has a 26 percent chance of suffering flood damage during the term of a 30-year mortgage.³

Currently, there is one Special Flood Hazard Area within the City of Southgate. This hazard area, totaling a little more than 60 acres, is found in the southwestern corner of the City (See Environmental Resources Map).

³Flood Hazard Mapping. Federal Emergency Management Agency (FEMA). September 2004. http://www.fema.gov/fhm/tq_term.shtm#frequt5

TOPOGRAPHY

Topography, the configuration varying elevations to land, has very important planning implications. Land use and required maintenance depend, to a large degree, on slope, although today there are fewer restrictions on development in steep slope areas due to better construction and engineering techniques. Still, while steep slope can provide attractive views and recreational opportunities, building development can be adversely impacted.

Generally, the topography of the City of Southgate is flat. Within the City, only minor topographical features, such as hills and creek beds are found. The Environmental Resources Map gives a detailed picture of the topography of the City through the mapping of 5-foot contour lines, made available by the Michigan Department of Natural Resources DRG (Digital Raster Graphic) Topographic Map of Wayne County.

Using a small contour interval of five feet, a community with steep slopes and significant topographical features would be represented by a large number of tightly spaced contour lines. In Southgate, however, this is not the case. Within the majority of the City, the 5-foot contour lines are fairly spread out, meaning that the topography is quite flat. The only significant topographical features represented by tight contour spacing include: on either side of the raised I-75 freeway, a slightly hilly area along the south-central border of the City, and along a few of the City's creeks and drains. In terms of elevation, the highest contour line of 620 feet is found along I-75 at the Allen Road overpass. The lowest contour lines of 585 feet are found in the northeastern corner of the City, and along a creek bed in the southwestern corner of the City.

Aside from a few areas of small hills or creek/drain beds, the flat topography that characterizes the majority of the City poses few constraints to land development.

SOIL CONDITIONS

When planning for types and intensity of future land uses, the condition of soil is one important factor that determines the carrying capacity of land. Soils most suitable for development purposes are well drained and are not subject to a high water table. Adequate drainage is important to minimizing stormwater impacts and the efficient operation of septic drain fields. Adequate depth to the water table is necessary to prevent groundwater contamination from septic systems or other non-point source runoff. The construction of roads, buildings and septic systems on poor soils requires special design considerations. In addition, costs for developing these sensitive areas are greater than in less constrained parts of the landscape. If developed improperly, the impacts to natural resources can be far reaching.

Hydric Soils information is obtained through Wayne County 1995 Soils Data, provided by SEMCOG. Hydric soils are soils with poor potential for development. These soils have high water tables and are often located within the floodplains of creeks or rivers. Areas with high concentrations of hydric soils have a wide range of limiting conditions such as seasonably high water tables, fair to poor bearing capacities, and medium compressibility and shear strength.

The locations of hydric soils within Southgate are shown on the Environmental Resources Map (Map 3). Unfortunately, the soil data for Wayne County is incomplete where the land use is extremely urban. The incomplete data includes most of the City of Detroit and many adjoining cities including the eastern half of Southgate. Therefore, hydric soils information is only available for the western portion of the City. As shown on the map, within the western portion of the City, a large percentage of soils are hydric soils.

While soil constraints discussed in this section can be used as general guides for the planning process, it should not be used for development of specific sites. Detailed on-site investigations should be conducted prior to development.

WATERSHED MANAGEMENT

Watershed Management planning is currently underway for the two watersheds which traverse the City of Southgate, the Combined Downriver and Ecorse Creek Watersheds. Each Watershed Plan being prepared for submission to the Michigan Department of Environmental Quality. The plans are being developed by the Combined Downriver Inter-Municipality Committee (CDWIC), and the Ecorse Creek Inter-Municipality Committee (ECIC) to satisfy requirements of the State of Michigan Phase II Watershed Based Storm Water General Permit (MIG619000).

The Watershed Management Plans are being developed in order to further the mission to provide:

A watershed and riverine corridor system that is aesthetically pleasant, clean, healthy and safe so that watershed residents and visitors can enjoy an improved quality of life, with reduced risk of flooding and better coordination of storm water management throughout the region.

Combined Downriver Watershed

Within the Combined Downriver Watershed the Detroit River, the Frank and Poet Drain, and the Blakely Drain are the three primary water courses. The Watershed drains an area of approximately 85.9 square miles in a relatively urbanized region, including a portion of the Detroit Metropolitan Airport in the headwater region of the Frank and Poet Drain. Approximately 82 percent of Southgate's land area is located in the Combined Downriver Watershed, and accounts for 6.6 percent of the total Watershed.

Ecorse Creek Watershed

The North and South Branch of the Ecorse Creek drain into the Ecorse River and then directly to the Detroit River. The Watershed drains an area of approximately 43 square miles in a heavily urbanized region, including the Detroit Metropolitan Airport in the headwater region of the South Branch of the Ecorse Creek. Approximately eighteen percent of Southgate's land area is located in the Ecorse Creek Watershed, and accounts for 2.8 percent of the total Watershed.

EXISTING LAND USE

The focus of this chapter is an examination of current land use patterns, their distinguishing characteristics and their impact on future land development. One of the most important tasks of a Master Plan is to develop a firm understanding of the types of land use activities that are currently taking place within the community. A thorough knowledge of existing land use patterns and site conditions furnishes planners and community leaders with basic information by which future residential, commercial, industrial and public land use decisions can be made.

The Existing Land Use Map (Map 5) and acreage tabulation chart, provided in the following pages, will serve as key reference points for City officials to utilize in their consideration of land use and infrastructure improvements in the future.

METHODOLOGY

The initial existing land use information was derived from the Existing Land Use Map (survey conducted in October 1995) from the City's 1997 Comprehensive Development Plan. The first task was to update the City's base map to reflect any changes such as new roads and subdivisions. Then, the older land use map information was brought into compatible Geographic Information System (GIS) software.

Using the old land use information as the starting point, Wade-Trim then conducted a field survey of certain areas of Southgate in order to update the land use information. All of the major corridors in the City were surveyed including Allen Road, Goddard Road, Northline Road, Eureka Road, Dix-Toledo, and Fort Street. Wade-Trim also surveyed other areas of Southgate identified by the Master Plan Steering Committee as those having experienced new growth or land use changes since the 1995 map was prepared. Based on the new survey, the GIS land use information was then updated. The resulting Existing Land Use Map was prepared using ESRI ArcGIS software. Acreage tabulations for each broad land use category, as well as more specific categories are presented in the Table 1.

The entire City encompasses 4,440 acres, or about 6.9 square miles of land. However, existing land use percentage values were calculated against a total of 3,370.9 acres. This acreage value describes the total City land minus the acreage for existing road rights-of-way (1,069.1 acres).

Table 1: Land Use Statistics (10/2004)

| Group or Category | Acres | % of Total |
|---|-----------------|-------------|
| Residential | 1,865.70 | 55.3 |
| 1. Single-Family Detached | 1,592.20 | 47.2 |
| 2. Single-Family Attached | 42.9 | 1.3 |
| 3. Multiple Family | 226.6 | 6.7 |
| 4. Manufactured Home Park | 4 | 0.1 |
| Commercial | 532 | 15.8 |
| 5. Convenience Commercial | 14.4 | 0.4 |
| 6. General Commercial | 307.9 | 9.1 |
| 7. Automotive | 79.1 | 2.3 |
| 8. Office | 130.6 | 3.9 |
| Community Facilities | 434.3 | 12.9 |
| 9. Public | 35.3 | 1 |
| 10. Quasi Public | 71.7 | 2.1 |
| 11. Schools | 192.2 | 5.7 |
| 12. Parks | 135.1 | 4 |
| Industrial | 53 | 1.6 |
| 13. Light Industry | 51.6 | 1.5 |
| 14. General Industry | 1.4 | 0 |
| Other | 485.9 | 14.4 |
| 15. Vacant | 485.9 | 14.4 |
| Total Land Without Rights-of-Way | 3,370.90 | 100 |
| Rights-of-Way | 1,069.10 | -- |
| Total Land Including Rights-of-Way | 4,440.00 | -- |

Source: 1997 City of Southgate Comprehensive Development Plan, Existing Land Use Map, survey conducted October 1995. Map updated by Wade-Trim field survey of October 2004.

BROAD LAND USE DISTRIBUTION

A total of five broad land use categories and 15 more specific land use categories were used for the City of Southgate. The broad land use categories include Residential, Commercial, Community Facilities, Industrial, and Other.

By far, the largest general land use category is Residential, which comprises more than 55 percent of the total area of the City (not including rights-of-way). The majority of these residential lands are devoted to single-family homes with a few multiple-family developments. However, other residential alternatives to single-family homes like attached condominium products are becoming more prominent in the City.

Commercial uses comprise the second largest percentage of Southgate at nearly 16 percent. The commercial uses within the City are most commonly found in strip commercial settings along the major road corridors located throughout the City of Southgate.

Vacant lands comprise more than 14 percent of the City. Most of the vacant lands are found in the western half of Southgate, and in particular, in the City's northwest corner.

Community Facilities comprise nearly 13 percent of the City and are found scattered throughout all areas of Southgate.

Industrial lands comprise only a small percentage of the City at 1.6 percent. By far, the majority of these types of uses are of the light industrial character and are located in the northwest section of the City.

The Existing Land Use Map depicts the geographic distribution of the 15 specific land use classifications. Each land use classification is listed in Table 1 and are further described below:

1. Single-Family Detached

This category includes single-family detached structures used as a permanent dwelling and accessory structures, such as garages, that are related to these units. In total, developments of this type comprise the largest percentage of the City at 47.2 percent.

The vast majority of the City's detached single-family homes are found within residential subdivisions. Lot sizes within these subdivisions are typical for a standard subdivision within an inner-ring suburb community ranging from one tenth of an acre to two tenths of an acre in size. The oldest residential areas are found in the eastern half of the City, north of Eureka Road while newer subdivision developments are most common in the western half of the City.

2. Single-Family Attached

This category includes single-family attached structures used as a permanent dwelling and accessory structures, such as garages, that are related to these units. Typical attached dwelling units may include townhomes, attached condominiums, duplexes and other attached residences having the character of a single-family dwelling.

Even though only a few single-family attached developments are currently located in Southgate, this new housing type has been becoming increasingly popular throughout the country. In total, lands classified as single-family attached comprise 42.9 acres, or 1.3 percent, of the City.

3. Multiple-Family

This category includes those properties containing two or more units on the same site, typically in a stacked apartment-like configuration not resembling single-family units. They may be rental units, condominium units or cooperatives in complexes or in single structures. Acreages classified in this category also include related lawn areas, parking areas, and any small recreation facility associated with the development.

Such development occupies 226.6 acres, or 6.7 percent, of the total City land area. Most of the multiple-family housing in Southgate is in the form of apartment buildings or complexes. Such apartment complexes include:

- Fountain Park Apartments
- Fountain Park Apartments North
- La Colonnade Apartments
- Maple Village Apartments
- Meadow's of Southgate Senior Apartments
- Old Town Villa Apartments
- Overbrook Apartments
- Seaway Towers
- Southgate Cooperative Apartments
- Southgate Park Apartments
- St. George Senior Apartments
- Village Green Apartments
- Village on the Park Apartments

4. Manufactured Home Park

Areas containing groups of manufactured homes, and their related service and recreational areas are designated as manufactured home parks. Currently, only one manufactured home park is found in Southgate (Dix and Brest Roads) comprising a total of four acres, or 0.1 percent, of the City.

5. Convenience Commercial

Convenience Commercial uses include a retail establishment that caters to a person's convenience purchasing needs. In these establishments, the customer is more interested in acquiring the product with ease as opposed choosing based on the brand or price of the product. An example of a convenience commercial use is a "party store" where a quick purchase is more important than selective shopping.

Convenience commercial uses comprise only 14.4 acres, or 0.4 percent, of the entire land area of the City. All of these convenience commercial uses are found along the major roadways of the City. Typical convenience uses in Southgate include: party stores, food marts, dry cleaners, hair salons, barber shops, florists, and laundromats.

6. General Commercial

This land use category includes the land area occupied by uses providing retail and service facilities that accommodate general shopping needs, as opposed to day-to-day convenience needs. Also included in this category are multiple-tenant shopping centers and strip malls.

A significant amount of land in the City is occupied by general commercial uses, comprising 307.9 acres, or 9.1 percent, of the total land in Southgate. Most of these general commercial uses are found along the City's major road corridors. In particular, large areas of general commercial uses have developed along Eureka Road, Dix-Toledo Road, Northline Road, and Fort Street. Typical general commercial establishments in Southgate include grocery stores, restaurants, specialty stores in strip malls, and large big box retailers.

7. Automotive

This land use category includes establishments directly related to the sale and service of automobiles or automobile parts, in addition to their related accessory structures. Such uses include automobile dealerships, gasoline service stations, collision and repair facilities, auto parts suppliers, and automobile salvage yards.

Generally found amongst other commercial uses along major roads, automotive establishments comprise 79.1 acres, or 2.3 percent, of the City.

8. Office

Office uses include financial institutions, medical institutions and professional service establishments. Office uses constitute 130.6 acres, or 3.9 percent, of the City.

Generally, the office uses in Southgate are smaller establishments located along the primary commercial corridors. These uses commonly include banks and medical offices. Larger multi-level professional and medical office buildings are also found within the City. One significant concentration of office establishments is found along Heritage Boulevard near I-75.

9. Public

This land use category was established to embrace all developed lands owned by various governmental agencies for uses other than parks and schools.

Public uses in the City include the City of Southgate municipal complex area, as well as a U.S. Post Office located on Dix-Toledo, and a Wayne County Roads Garage on Goddard. These public uses comprise 35.3 acres, or 1.0 percent, of the City.

10. Quasi Public

This land use category includes lands developed for such uses as churches, fraternal organizations, and private utility providers, along with their related accessory buildings and facilities.

Quasi public land uses occupy 71.7 acres, or 2.1 percent, of the total land area of the City. In general, these uses are scattered throughout Southgate.

11. Schools

This land use includes all public and private school facilities, along with customarily incidental accessory structures such as parking lots and athletic fields.

Such school related uses comprise a total of 192.2 acres, or 5.7 percent, of the City. A more detailed description of the school facilities within Southgate is provided in the Community Facilities Chapter of this Master Plan.

12. Parks

This category includes all City, County, State, and other publicly owned park and recreation properties and facilities. Also included are privately owned recreation facilities.

In total, 135.1 acres, or 4.0 percent, of the lands in the City are categorized as parks. A more detailed description of the park facilities within Southgate is provided in the Community Facilities Chapter of this Master Plan.

13. Light Industrial

Light industrial land use areas are categorized by the existence of wholesale activities, warehouses, and industrial operations whose external physical effects are restricted to the site and do not have a detrimental effect on the surrounding areas.

Light Industrial land uses account for 51.6 acres, or 1.5 percent, of all land uses. The majority of the light industrial facilities are found in the northwestern corner of the City.

14. General Industrial

Manufacturing, assembling, and fabrication activity areas whose physical effects are felt to a considerable degree by the surrounding area define general industrial land use areas.

Currently, only one general industrial facility is found near the intersection of Northline and Allen Roads. This facility comprises only 1.4 acres.

15. Vacant

This land use category includes all lands which are presently unused, including undeveloped lots or lots with vacated buildings. Lands classified as vacant comprise a total of 485.9 acres, or 14.4 percent, of the City, making it the second largest land use category behind single-family detached.

The largest majority of vacant properties were classified as such because they have yet to be developed. For example, large acreages in the northwest section of the City, just east of Allen Road. However, there are a number of vacated buildings or properties in Southgate, many of which are vacated commercial uses found along the commercial corridors. One large facility which has been vacated is the State Medical Health Facility, which totals approximately 48 acres and is located on Pennsylvania Road.

LAND USE CHANGE SINCE 1995

As stated, the previous land use map for the City was prepared in October of 1995 and was used as the base for this existing land use update. A comparison of the changes between 1995 and 2004 is provided in Table 2. This data is helpful in that it presents a picture of the type and pace of development that has occurred in the last ten years, and thus provides an insight for future needs.

Table 2: Land Use Change 1995-2004

| Group or Category | 1995 Land Use Percentage* | 2004 Land Use Percentage* | Change |
|----------------------------------|---------------------------|---------------------------|--------|
| Developed Land | 78.7 | 85.6 | 6.9 |
| Residential | 49.4 | 55.3 | 5.9 |
| Commercial | 15.4 | 15.8 | 0.4 |
| Community Facilities | 12.4 | 12.9 | 0.5 |
| Industrial | 1.5 | 1.6 | 0.1 |
| Undeveloped Land (Vacant) | 21.3 | 14.4 | -6.9 |

*For these percentages, rights-of-way are not included in the total area of the City.

Source: 1997 City of Southgate Comprehensive Development Plan, Existing Land Use Map, survey conducted October 1995. Map updated by Wade-Trim field survey of October 2004.

As of the 1995 Existing Land Use Map, 78.7 percent of the land in the City of Southgate was considered developed. As of 2004, this percentage has increased to 85.6 percent. Most of the growth in developed land area can be attributed to new residential construction, which increased from

49.4 percent of City lands in 1995 to 55.3 percent in 2004. In particular, new residential growth (both single and multiple-family) has occurred along Goddard Road near I-75, and along Dix-Toledo Road near Leroy, Allen, and Pennsylvania roads. The other three broad categories (commercial, community facilities, and industrial land uses) have all seen slight increases in total developed land area since 1995.

New Developments - Recently Constructed, In Progress, or Planned

Even though Southgate is a well established and highly urbanized City, new development and/or redevelopment within the City is anticipated to continue in the near future. This forecast is supported by the large number of development projects that have been recently completed, are currently under construction, or have received approval for future construction.

Map 6 shows the location, type and current status of new development projects that have occurred or been approved in Southgate in the past 4 years (January 2001 through December 2004). Some of the finished projects shown on Map 6 are also reflected on the Existing Land Use Map. However, the projects that are either partially built, or are slated for future construction are not yet reflected on the Existing Land Use Map.

In total, 29 projects have been constructed, are currently under construction, or have been approved by the City in the past 4 years (January 2001 through December 2004). Of these projects, 16 are completed, 5 are under construction, and 8 have received site plan approval from the City, but have yet to begin construction. Statistics for these projects based on their status is provided below:

Completed

- 9 commercial developments totaling 82,946 sq. ft.
- 5 office developments totaling 34,952 sq. ft.
- 1 semi-public development totaling 56,000 sq. ft.
- 1 residential development totaling 144 apartment units

Under Construction

- 3 residential developments totaling 46 detached SF homes, and 144 attached SF homes
- 1 commercial development totaling 29,458 sq. ft.
- 1 office development totaling 4,324 sq. ft.

Approved

- 5 residential developments totaling 87 detached SF homes, 401 attached SF homes, 320 apartment units, and 64 live-work units
- 1 office development totaling 13,600 sq. ft.
- 2 commercial developments totaling 9,377 sq. ft.

COMMUNITY FACILITIES

The City of Southgate provides many facilities and services to its residents to ensure a continued high quality of life. These services and facilities have a range of functions including public safety, specialized social services, education, and parks and recreation. The location of the public, quasi-public, educational, and parks and recreation facilities are shown on the Community Facilities Map (Map 7) and detailed below:

GOVERNMENT FACILITIES

Most of the governmental facilities within Southgate are centrally located along Reaume Parkway, just west of Dix-Toledo Highway. Included among these government buildings are City Hall, Public Library, Civic and Senior Center, 28th District Courthouse, Fire Department, Police Department, and the Department of Public Services Building.

Other government facilities include a U.S. Post Office also located on Dix-Toledo Highway and the Wayne County Roads Yard located on Goddard Road.

Emergency Services

The Southgate Police Department provides a full range of police services to the community 24 hours a day, seven days a week. The Department plays an important role in the day-to-day protection of Southgate. Its duties range from patrolling City neighborhoods, responding to calls for police service, investigating crimes, arresting offenders, animal control and code enforcement.

The Southgate Police Department is headed by the Chief of Police and also includes the Deputy Chief and 40 sworn officers.¹ The police station is located off of Dix-Toledo Highway near the City Hall.

Under the direction of the Fire Chief, the Southgate Fire Department is responsible for organizing, directing and coordinating all fire and emergency medical service (EMS) resources to accomplish the mission of saving lives and property in the community.



¹"Police Department." City of Southgate Website. October 2004. [Http://www.southgate-mi.org/fire/index.htm](http://www.southgate-mi.org/fire/index.htm).

The Fire Department enforces the fire safety codes and ordinances of the City through routine inspections of businesses, industry and shopping centers for the purpose of reducing the chance of fires. They provide emergency medical services and fire protection to the community. They are trained in new EMS, fire suppression, hazardous materials, confined space and trench rescue techniques, as well as many other fire service-related areas. Southgate has one fire station, located off of Dix-Toledo Highway, which is professionally staffed 24 hours a day. On average, the department attends to 450 fire related calls and 2,200 emergency rescue calls annually.²

PUBLIC UTILITIES

Public water, sewer and storm water services are provided throughout the City of Southgate. These utilities services are managed by the Southgate Department of Public Services.

EDUCATIONAL FACILITIES

Public Schools

Residents of Southgate are part of the Southgate Community School District. The District operates a total of nine schools within Southgate educating students from Preschool through 12th Grade. According to the National Center for Education Statistics (NCES) for the 2002-2003 school year, the district has a total of 4,987 students and 285 classroom teachers. In total, nine public schools are located in Southgate including:

- Allen Elementary School (340 students)
- Chorman Elementary School (149 students)
- Fordline Elementary School (327 students)
- Grogan Elementary School (406 students)
- North Pointe Elementary School (381 students)
- Shelters Elementary School (366 students)
- Davidson Middle School (776 students)
- Gerisch Middle School (726 students)
- Southgate Anderson High School (1,045 students)

The Southgate Community Schools administration building is located next to Grogan Elementary School off of Trenton Road. In addition, the Asher Community Education Center, located on Leroy near Trenton, provides public adult education to Southgate residents.

²"Fire Department." City of Southgate Website. October 2004. [Http://www.southgate-mi.org/fire/index.htm](http://www.southgate-mi.org/fire/index.htm).

The Southgate School District has been ranked number one in the State public school system for both Adult/Community Education and Alternative Education programs.

Parochial Schools

Two parochial schools are found in Southgate. St. Pius School is located on Superior Street near Trenton Road and has a total enrollment of 373 students in grades Kindergarten through 8th grade. St. Pius School is affiliated with the Roman Catholic Church. Christ the King Lutheran School is located adjacent to Christ the King Lutheran Church on Trenton Road. This school has a total enrollment of 256 students in Preschool through 8th Grade.³

Higher Education Facilities

Currently, only one post-secondary educational facility is located within Southgate: the Dorsey Business School located on Northline Road. Although post-secondary educational opportunities within the City limits are limited, a wide variety of choices are found in the Detroit Metro Area. Major community and technical colleges in the region include Wayne County Community College with a campus in the Cities of Detroit and Taylor, and the Henry Ford Community College in Dearborn. Four year colleges and universities include Wayne State University in Detroit, University of Detroit Mercy in Detroit, Eastern Michigan University in Ypsilanti, and the University of Michigan in Ann Arbor. Numerous other public and private trade schools, colleges, and universities are located in the Detroit metro area.

RELIGIOUS INSTITUTIONS

The City of Southgate features a large number of churches and places of worship for many different denominations. These churches include:

- Apostolic Lighthouse Church
- Bethel Baptist Church
- Calvary Baptist Church
- Calvary Reformed Church
- Christ the King Lutheran Church
- Downriver Praise Center
- Free Will Baptist Church
- Gateway Church of Christ
- Grace Assembly
- Grace Bible Church
- Peace Lutheran Church
- St. George Greek Orthodox Church
- St. Hugh Catholic Church
- Trinity Wesleyan Church
- Unity Chapel
- Victory Temple
- St. Pius

³"Michigan Private School Info." www.PrivateBug.org. October 2004. www.privatebug.org/state-Michigan.html.

OTHER QUASI PUBLIC FACILITIES

As shown on the Community Facilities Map, a wide variety of other quasi public community facilities are located in Southgate. These facilities include:

- Veterans of Foreign Wars (VFW) Hall
- Polish Falcons Club
- Southgate Fraternal Order of Eagles (FOE) Club
- Union Hall
- Southgate Historical Museum
- Southgate Community Theatre
- Southgate Fun and Fitness Centre/
Downriver YMCA
- Several utility facilities

The Southgate Fun and Fitness Centre/ Downriver Family YMCA opened in 2003. The state-of-the-art facility has indoor and outdoor aquatics centers, a climbing wall, aerobics studio, gymnasium, wellness center, multipurpose room and an indoor track. A variety of programs for youths and adults are offered including day camp, vacation camp, active older adult fitness classes, family night activities and much more.⁴



PARK FACILITIES AND RECREATION PROGRAMS

The City of Southgate features a large number of park facilities and recreation programs available to all City residents. A description of these recreational opportunities is provided below.

The Community Facilities Map shows the locations of all the parkland in the City, which include:

- Nature Center (27 acres maintained by the Southgate Public School District)
- Homer Howard Park (19 acres)
- Kiwanis Park (8 acres)
- Lions Park (7 acres)
- Cobb Park (2 acres)
- Rotary Park (2 acres)
- Spruce Park (1.5 acres)

⁴"Downriver Family YMCA." YMCA of Metropolitan Detroit Website. October 2004. [Http://www.ymcametrodetroit.org/branches/downriver.asp](http://www.ymcametrodetroit.org/branches/downriver.asp)

⁵"Parks and Recreation Department." City of Southgate Website. October 2004. [Http://www.southgate-mi.org/rec/index.htm#MISC](http://www.southgate-mi.org/rec/index.htm#MISC).

- Auxiliary Police Park (1 acre)
- Waverly Park (1 acre)
- Kennebec Park (1 acre)
- Jaycee Park (.5 acre)
- McCann Park (.5 acre)
- 2 additional pocket parks (1.5 acres)

In addition to the actual park facilities, the City of Southgate offers a variety of recreation programs for children and adults. These include youth sports for baseball, softball, basketball, soccer, inline hockey, swim lessons, and competitive swimming. Adults sports are inline hockey and softball. Other recreation programs include dance, karate, tot activities, supervised summer playgrounds, and Safety Town. Special events held at certain times of the year include Heritage Days (Memorial Weekend), Great Lakes Live Steamers (free train rides every 3rd weekend May through November at Kiwanis Park), Concerts in the Park (summer months), and a Tree Lighting Ceremony (December).

The City's Parks and Recreation Department also maintains a Civic and Senior Center located in the Municipal Complex, just west of City Hall on Reaume Drive. In 2003, the City invested just under \$500,000 in renovations to the Center to provide its citizens a full service facility. The Civic Center boasts a banquet hall that seats up to 350 guests, a "Loft Room" which seats up to 50 guests, and two ice arenas.

The Senior Center provides a designated place for seniors to meet and interact in a comfortable setting. Activities like card playing, billiards, arts and crafts, and social gatherings are available on a daily basis. In addition, the Parks and Recreation Department provides a wide variety of services to the seniors living in Southgate, from the hot meals program, medical equipment, and bus transportation.

Finally, the Parks and Recreation Department manages the Southgate Golf Course which is open to the public. The course is also located within the Municipal Complex on Reaume Drive. A clubhouse is located on the grounds and is open to the public to schedule social activities. Golf leagues are available for both youths and adults and individual instruction is offered.⁵



⁵"Parks and Recreation Department." City of Southgate Website. October 2004. <http://www.southgate-mi.org/rec/index.htm#MISC>.

TRANSPORTATION ANALYSIS

One of the most critical components in the overall development and viability of a community is its transportation system. The quality of a transportation network and its ability to link people from home to work, shopping, school, and recreation is critical to a residents ability to enjoy and function within the community. It plays a significant role in the success of businesses and industries, allows for outside investment and attracts visitors to the community. Information gathered from this section will act as a key foundation for determining existing inadequacies in the transportation network, and will provide a basis for determining future land uses and transportation improvements.

TRANSPORTATION NETWORK

Road System

The current road network of the City of Southgate is shown on the Road Conditions Map (Map 8). One freeway, the Fisher Freeway (I-75), passes through the northwestern corner of the City. To the north, the Fisher Freeway connects to Downtown Detroit, while to the south, the freeway leads to the Cities of Monroe and Toledo. Fort Street (State Hwy M-85) is a divided boulevard that runs north-south along the eastern edge of the City. Other major streets within Southgate include Goddard Road, Northline Road, Eureka Road, Pennsylvania Road, Allen Road, Dix-Toledo Highway, and Trenton Avenue.

In the eastern half of the City, particularly east of Dix-Toledo Highway, the majority of the streets are arranged in a typical urban style grid network. The western half of the City is composed of a slightly less interconnected street network with more curvilinear subdivision streets and culs-de-sac roads.

Mass Transit

The City of Southgate is well served by the SMART (Suburban Mobility Authority for Regional Transportation) public transportation service. SMART currently serves communities within three counties of the Detroit Metro area: Oakland, Macomb, and Wayne. SMART offers a variety of public transportation services including fixed routes, curb-to-curb stops, and dial-a-ride requests. Within the service area, the SMART system includes a total of 54 bus routes, 7,000 bus stops and 200 bus shelters, with an average weekly ridership of 200,000 people.¹ Currently, however, there are no bus shelters along Southgate transit routes.

¹SMART Facts. Suburban Mobility Authority for Regional Transportation Website. October 18, 2004. [Http://www.smartbus.org/Smart/News+and+Info/SMART+Facts/](http://www.smartbus.org/Smart/News+and+Info/SMART+Facts/).

Southgate is currently served by four fixed bus routes as shown in the figure and listed below:

| <u>Route Number</u> | <u>Route Name</u> |
|---------------------|--------------------------|
| 125 | Fort Street |
| 160 | Downriver |
| 185 (Saturday only) | Westland-Dearborn-Ecorse |
| 830 | Downriver Park & Ride |

Connector service is also available to Southgate residents. With an advanced reservation, or on a subscription basis, residents may arrange a curb-to-curb ride through the SMART connector service. Additionally, SMART has formed a partnership with the Southgate Senior Center to provide limited transportation service to specific destinations for senior center residents.



Air Travel

The City of Southgate is well served by the Detroit Metropolitan Wayne County Airport, which is located just five miles west of the City. Northline and Eureka Roads serve as the primary routes connecting Southgate to the Airport. Detroit “Metro” Airport offers a large number of domestic and international flights from a wide variety of airlines. According to the airport’s website, Detroit Metro serviced 32.6 million passengers during the year 2003, 2.6 million of which were international passengers. This places Detroit Metro as the 10th largest airport in North America and 17th largest airport in the World.

Additionally, several other smaller airports are located in the Detroit metro area including: Willow Run Airport, Detroit City Airport, and the Oakland Troy Airport.

Traffic Volumes

The Road Conditions Map displays 24 hour Average Daily Traffic (ADT) counts for selected road segments within the City of Southgate. These traffic counts were obtained from two sources. For I-75 and M-85, traffic counts were obtained from the MDOT 2003 State Traffic Volumes Map. The rest of the traffic count data was obtained from the Southeast Michigan Council of Governments (SEMCOG) Transportation Data Management mapping system. The traffic counts from SEMCOG were taken over various years, with the most recent counts calculated in 2002.

The map uses a graduated color scheme to depict traffic volumes in the City, with the highest traffic volumes (more than 35,000 ADT) represented by a dark purple

color. These highly traveled corridors within Southgate include I-75 (two counts of 82,900 and 89,700 ADT), Fort Street (two counts of 39,400 and 48,200 ADT), and Northline Road between Allen Road and I-75 (37,661 ADT).

Traffic volumes between 30,000 and 37,500 are present along several road segments within Southgate, including Allen Road north of I-75, Dix Avenue (north of Northline Road), and Eureka Road. Traffic volumes ranging between 22,500 and 30,000 are found along Allen Road south of I-75, Dix-Toledo Highway between Northline and Eureka, and Northline Road between Dix-Toledo and Fort Street. The rest of the recorded traffic volumes in Southgate fall below 22,500 ADT.

Future Congested Road Segments

The Southeast Michigan Council of Governments (SEMCOG) manages and maintains a wide variety of statistics and information pertaining to the transportation system of metropolitan Detroit. One area of the transportation network that SEMCOG focuses on is traffic congestion. Using a variety of sources, SEMCOG reports traffic congestion trends and projects future congested road segments in order to help develop policies for managing congestion and to plan projects that alleviate congestion. As part of their congestion program, SEMCOG has prepared a 2005 Congestion Map for Southeast Michigan which shows corridor segments and bottleneck areas that are anticipated to be congested in 2005.

Within Southgate, several corridors and two bottleneck areas are expected to be congested by 2005. The corridor segments include:

- Allen Road – entire length in City
- Eureka Road – entire length in City
- Pennsylvania Road – between Allen Road and Fort Street
- Trenton Avenue – between Fort Street and Leroy Street

The two bottleneck areas in Southgate are:

- Northline Road at Dix-Toledo Highway Intersection
- Northline Road at I-75 Interchange

The identification of these congested road segments and bottleneck areas will be helpful when developing transportation and land use goals and objectives later in the Master Planning process. In order to alleviate congestion, the City may choose to implement any number of strategies such as access management standards, streetscape improvements, sign regulations, and requiring traffic impact studies as part of new development proposals.

TRAFFIC SAFETY

Accident history of roadways can reveal important information regarding the capabilities of the transportation network. For example, the number of accidents occurring on a through street or intersection can reflect possible problems with roadway design. These problems could include such things as insufficient capacity

for existing traffic volumes, deficient signalization, deterioration of pavement conditions, or too many access points along the roadway.

SEMCOG catalogues a large number of traffic crash statistics. Included in this crash data is the identification of high crash intersections within each community in the Detroit metropolitan area. High crash intersections are determined by the total number of accidents occurring at the intersection between the years 1997 and 2002. The intersections within Southgate totaling more than 100 accidents over the six year period have been indicated on the Road Conditions Map and are further detailed in the table below.

The most dangerous intersection in Southgate in terms of total accidents between 1997 and 2002 was Allen Road at Northline Road, with 318 accidents. This intersection accommodates high volumes of traffic and is further complicated by

Table 3: High Crash Intersections - 1997-2002

| Intersection | Number of Crashes | | | | | | | Wayne County Rank |
|--------------------------------|-------------------|------|------|------|------|------|------|-------------------|
| | Total | 2002 | 2001 | 2000 | 1999 | 1998 | 1997 | |
| Allen Rd. at Northline Rd. | 318 | 39 | 47 | 52 | 52 | 62 | 66 | 8 |
| Allen Rd. at Eureka Rd. | 309 | 47 | 57 | 44 | 61 | 49 | 51 | 13 |
| Eureka Rd. at Trenton Rd. | 213 | 37 | 33 | 29 | 38 | 35 | 41 | 64 |
| Allen Rd. at Goddard Rd. | 145 | 24 | 23 | 29 | 26 | 24 | 19 | 189 |
| Dix Toledo Hwy. at Eureka Rd. | 143 | 22 | 18 | 20 | 25 | 26 | 32 | 198 |
| Allen Rd. at Pennsylvania Rd. | 115 | 23 | 27 | 25 | 8 | 12 | 20 | 305 |
| Dix Ave. at Northline Rd. | 110 | 18 | 11 | 13 | 17 | 24 | 27 | 321 |
| Northline Rd at Reeck Rd. | 107 | 24 | 24 | 16 | 13 | 15 | 15 | 339 |
| Ford Line Rd. at Northline Rd. | 104 | 15 | 22 | 21 | 17 | 14 | 15 | 353 |

Source: High Crash Intersections in Southgate, SEMCOG, 1997-2002.

a railroad crossing diagonally through the middle of the intersection. An encouraging note is that the intersection has actually seen a decline in total accidents since 1997.

Scheduled Road Improvements and Repair Priority

Currently, five road improvement projects are scheduled within Southgate. One road project for Fort Street (M-85) is going to be undertaken by the Michigan Department of Transportation. According to MDOT's Five Year Highway and Bridge Program, 2004-2008, for the Metro Region, Fort Street is scheduled for "road reconstruction" between Sibley Road (one mile south of Pennsylvania Road in the City of Riverview) and Goddard Road during the year 2006.

The Wayne County Road Commission is currently working on widening Pennsylvania Road between Allen Road and Fort Street. Scheduled for 2005, the Road Commission will begin road reconstruction of Eureka Road between Allen Road and Dix-Toledo.

Two road projects are scheduled to be undertaken by the City of Southgate during 2004 and 2005. Frontage Road between Northline Road and Allen Road will be resurfaced. Burns Street between Superior Street and Eureka Road is also scheduled to be resurfaced.

The City of Southgate recently completed an inventory of its road system in order to prioritize needed road improvements. As a part of this process, the City has determined road segments that are in need of repair and has prioritized each segment into five categories, priority one through priority five, with priority one referring to those roads segments that are in greatest need of repair. Generally, the Department of Public Services is notified of poor street conditions through citizen complaints. These road segments are automatically placed on the priority five listing and then are assessed by the Department. Based on this assessment, the road segment is given a higher priority as warranted. In the spring of each year, the Department of Public Services Director, Police Chief, and City Engineer review priority lists and determine which streets are in the most need of repair. These final priority one projects are then programmed for construction.

Although the priority one projects will not be determined until the spring of 2005, the priority five through priority two road segment lists have been determined and are shown on the Road Conditions Map. By far, the majority of the street segments classified in need of street repair are found in the older residential subdivisions in the eastern portion of the City.

NATIONAL FUNCTIONAL CLASSIFICATION (NFC)

The Road Hierarchy Map (Map 9) shows the National Functional Classification of Southgate's roads. The National Functional Classification (NFC) is a federal classification system for all public highways, roads, and streets. This classification system provides the basis for federal aid eligibility of roadways (United States Code, Title 23). In Michigan, MDOT has the primary role in cooperation with appropriate local agencies in updating and revising the NFC. Updates and revisions are subject to Federal Highway Administration approval.

Roads are first classified as either urban or rural. Urban roads are roads within the urban area boundaries as identified by State and local officials (includes Southgate). Rural roads are roads outside the urban area boundaries. The two primary considerations in classifying highway and street network functionally are: access to property; and travel mobility as defined by trip travel time or operating speed. For example, local roads provide access to property, but would be rated low in mobility.

Classified as an Urban Interstate, I-75 is the highest level roadway in Southgate. This high volume freeway connects Southgate with the rest of the metropolitan region and beyond.

Several roadways in Southgate are classified at the second highest level: Urban Other Principal Arterial. These roads focus on mobility by serving trips through urban areas and long distance trips between traffic generators within an urban area. Principal arterials in Southgate include Allen, Dix Toledo, Fort, Northline and Eureka roads.

Urban Minor Arterials focus on mobility but serve shorter trips between traffic generators within urban areas. Several road segments are classified as minor arterials including Pennsylvania, Trenton, Goddard, and Quarry roads.

Urban Collectors focus on mobility and land access by serving both intra-urban and local trips that take travelers to arterials. Currently, only one urban collector, Old Goddard Road, is located in Southgate.

Urban Local streets focus on land access rather than through trips and include all other public roads. The majority of the streets in Southgate are classified as Local.

At the lowest level in the hierarchy are Uncertified Roads. These roads are privately owned with the primary purpose of providing access within individual developments such as apartment complexes and shopping centers.

The Road Hierarchy Map also provides a distinction between Major, Minor and Private roads within Southgate. These classifications have been provided to correspond to references and citations in the City of Southgate Zoning Ordinance.

SOCIOECONOMY

The purpose of this analysis is to describe the social and economic characteristics of the City of Southgate, which are an essential element in determining the short- and long-term planning goals of the community. These characteristics include, but are not limited to, the size of the population, age, gender, race, ethnicity, income, and employment. Compiling and examining data on these elements will help guide City Officials in not only determining future land use needs but potential services and programs for City residents.

POPULATION PROFILE

Historical Population Growth

Population trends for the City of Southgate and its neighboring communities are presented in Table 4. The population of the City has decreased by 11.1 percent or 3,773 residents since 1970. However, as can be seen, this rate of decline is progressively slowing from a 5.5 percent loss in 1970 to a 2.1 percent loss in 2000. Four of the six neighboring communities displayed in the table also recorded a decrease in population during this same period, but at a significantly greater rate (an average of -22.5 percent). Only two communities, the City of Riverview and the Charter Township of Brownstown, showed an increase in population. It should be noted, however, that Brownstown Township is one of the fastest growing communities in all of southeastern Michigan.

Table 4: Population Trends: 1970-2000

| Place | 1970 | 1980 | % Change (70-80) | 1990 | % Change (80-90) | 2000 | % Change (90-00) | % Change (70-00) |
|---------------------|-----------|-----------|---------------------|-----------|---------------------|-----------|---------------------|---------------------|
| City of Southgate | 33,909 | 32,058 | -5.5% | 30,771 | -4.0% | 30,136 | -2.1% | -11.1% |
| Allen Park | 40,747 | 34,196 | -16.1% | 31,092 | -9.1% | 29,376 | -5.5% | -27.9% |
| Lincoln Park | 52,984 | 45,105 | -14.9% | 41,832 | -7.3% | 40,008 | -4.4% | -24.5% |
| Taylor | 70,020 | 77,568 | 10.8% | 70,811 | -8.7% | 65,868 | -7.0% | -5.9% |
| Wyandotte | 41,061 | 34,006 | -17.2% | 30,938 | -9.0% | 28,006 | -9.5% | -31.8% |
| Riverview | 11,342 | 14,569 | 28.5% | 13,894 | -4.6% | 13,272 | -4.5% | 17.0% |
| Brownstown Township | 7,088 | 18,302 | 158.2% | 18,811 | 2.8% | 22,989 | 22.2% | 224.3% |
| Wayne County | 2,670,368 | 2,337,843 | -12.5% | 2,111,687 | -9.7% | 2,061,162 | -2.4% | -22.8% |
| Michigan | 8,875,083 | 9,262,078 | 4.4% | 9,295,297 | 0.4% | 9,938,444 | 6.9% | 12.0% |

1970, 1980, 1990, 2000 US Census - SF1

Overall, Wayne County saw a significant decrease in population since 1970, (-22.8 percent). Much of this decrease may be attributed to the out-migration of population away from the traditional urban area to the less dense fringe areas of the Detroit suburban ring. However, as with the City of Southgate, the County has also experienced a slow down in the rate of population decline. This decreasing rate of loss may suggest a leveling off of out-migration and the possible potential for future growth. During this same time period, the State of Michigan saw population increases of 12 percent.

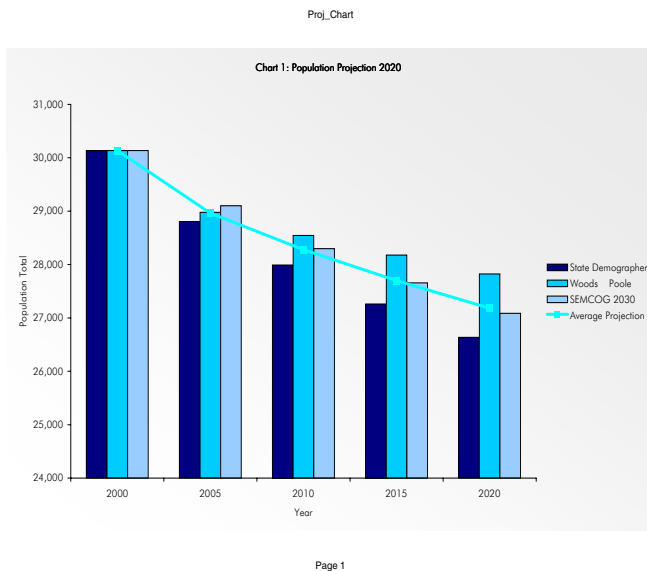
Table 5: Population Projections 2000-2020

| | 2000 | 2005 | 2010 | 2015 | 2020 |
|---|-----------|-----------|-----------|-----------|-----------|
| Woods & Poole Projects ^a | | | | | |
| Wayne County | 2,061,162 | 1,982,028 | 1,952,351 | 1,927,188 | 1,903,005 |
| City of Southgate | 30,136 | 28,979 | 28,545 | 28,177 | 27,824 |
| Office of the State Demographer ^b | | | | | |
| Wayne County | 2,061,162 | 1,970,300 | 1,914,500 | 1,864,500 | 1,821,800 |
| City of Southgate | 30,136 | 28,808 | 27,992 | 27,261 | 26,636 |
| SEMCOG 2030 Regional Development Forecast | | | | | |
| Wayne County | 2,061,162 | 2,047,417 | 2,032,765 | 2,024,274 | 3,013,215 |
| City of Southgate | 30,136 | 29,101 | 28,298 | 27,656 | 27,087 |

^{a,b} Projections assume City of Southgate will maintain a constant share of Wayne County's population.

Population Projections

Data in Table 5 provides the results of three approaches to projecting City of Southgate's population levels for the year 2020. Population projections may be calculated in numerous ways but all involve the extrapolation of past population growth trends into the future.



Three sources were utilized to calculate population projections for the City of Southgate. First, the population projections for Wayne County as a whole were determined. Then, the projections for Southgate were extrapolated as a constant percentage of County population. The Woods and Poole projection is based on a regional technique that links counties together to capture flows in population. This method considers the nation as a whole simultaneously, and develops projections based on observations of the overall flow and movement of population, economic activity, and historical data within the nation. In this manner, it is able to predict, for instance, how a population shift in Washington D.C. could have an impact on population in Maryland. The second projection was made by the Office of the State Demographer and is established on 1990 Census data. This projection is based primarily on historical data, birth and death rates, and immigration or emigration. The third source of population projection, as detailed by the Southeast

Michigan Council of Governments (SEMCOG), projects the population for both the County and the City of Southgate. Their projection method employs a systematic economic layered approach of cohort component techniques, comparing the City and County trends to larger economic models.

Based on these assumptions, the City of Southgate's population has been estimated to range between 26,636 to 27,824 persons by the year 2020, which is an average decrease of approximately -9 percent. As can be seen in the table, all three models consistently show a small decline in population beginning in

2005. It should be noted, that these population projections do not take into consideration specific economic development efforts employed by the City to attract new residents.

Racial Composition

As can be seen in Table 6, the total white, non-Hispanic population for Wayne County is 51.7 percent, while minorities comprise 48.3 percent per the 2000 Census. The City of Southgate's racial composition is not typical of County totals, with minority populations registering 6.3 percent. Over the past decade, the minority population of both the City and the County has increased. This increase however, must be understood within the terms of the new Census population designations (see note below Table 6).

Age Groups

The median age in 2000 for the City of Southgate was 38.5 years, making its population slightly older than the average of most surrounding communities, with only the City of Allen Park and the City of Riverview having a higher median age. Approximately 11,916 City residents (39.5 percent) were over 45 years of

Table 6: Racial Composition 1990-2000

| Race * | 1990 City of Southgate | | 1990 Wayne County | | 2000 City of Southgate | | 2000 Wayne County | |
|-----------------------------------|------------------------|-----------------------|-------------------|-----------------------|------------------------|-----------------------|-------------------|-----------------------|
| | Number | Percent of Population | Number | Percent of Population | Number | Percent of Population | Number | Percent of Population |
| White | 29,693 | 96.5% | 1,212,007 | 57.4% | 28,224 | 93.7% | 1,065,607 | 51.7% |
| Black or African American | 362 | 1.2% | 849,109 | 40.2% | 635 | 2.1% | 868,992 | 42.2% |
| American Indian and Alaska Native | 153 | 0.5% | 8,048 | 0.4% | 151 | 0.5% | 7,627 | 0.4% |
| Asian or Other Pacific Islander | 336 | 1.1% | 21,704 | 1.0% | 515 | 1.7% | 35,647 | 1.7% |
| Some other race | 227 | 0.7% | 20,819 | 1.0% | 611 | 2.0% | 83,289 | 4.0% |

*As race definitions were revised for the 2000 US Census, the racial categories in the table were agglomerated to compare population changes across time. Us Census 200 totals for Asian and Native Hawaiian and Other Pacifica Islander were combined. Additionally the Some Other Race and Two or More Races categories were combined to reflect the broader 1990 US Census definitions

1990, 2000 US Census - SF1

age. At the other extreme, 8,988 residents (29.8 percent) were under the age of 25.

City of Southgate school-age population (5 to 19 years) totaled 5,550, or 18.4 percent of the City's population. This percentage is lower, by an average of 4.4 percent, than the neighboring communities. Another notable feature of the City's age structure is the percentage of residents ages 65 and above (16.3 percent). The number of City of Southgate residents in this age group is about average with the same age bracket in adjacent communities, with the exception of Brownstown Township which only has 5 percent of its population 65 years and older.

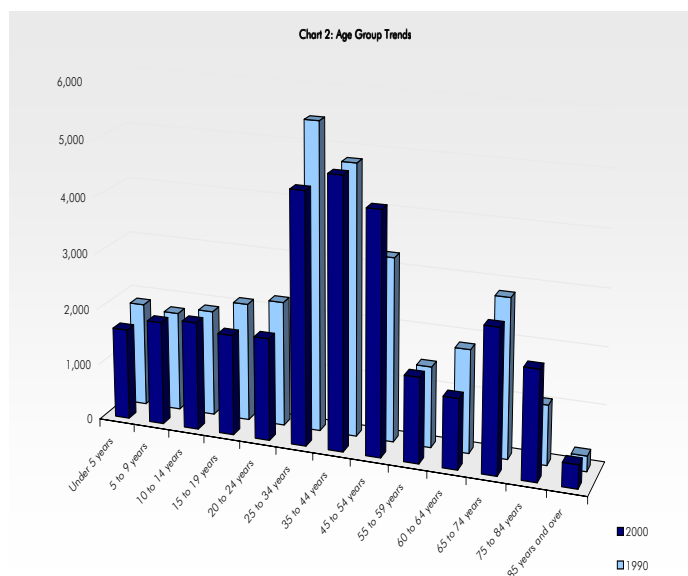


Table 7: Age Group Comparison: 2000

| Place | Under 5 years | 5 to 9 years | 10 to 14 years | 15 to 19 years | 20 to 24 years | 25 to 34 years | 35 to 44 years |
|---------------------|---------------|--------------|----------------|----------------|----------------|----------------|----------------|
| City of Southgate | 1,622 | 1,840 | 1,923 | 1,787 | 1,816 | 4,453 | 4,779 |
| Allen Park | 1,569 | 1,790 | 2,018 | 1,709 | 1,327 | 3,517 | 4,781 |
| Lincoln Park | 2,771 | 2,885 | 2,618 | 2,368 | 2,477 | 6,573 | 6,520 |
| Taylor | 4,925 | 5,401 | 4,921 | 4,309 | 4,482 | 10,054 | 10,364 |
| Wyandotte | 1,567 | 1,725 | 1,921 | 1,788 | 1,670 | 3,984 | 4,870 |
| Riverview | 707 | 801 | 809 | 836 | 766 | 1,514 | 1,898 |
| Brownstown Township | 1,849 | 1,926 | 1,769 | 1,684 | 1,533 | 3,542 | 3,977 |
| Wayne County | 152,600 | 175,610 | 162,482 | 138,992 | 128,115 | 304,310 | 319,850 |
| Michigan | 672,005 | 745,181 | 747,012 | 719,867 | 643,839 | 1,362,171 | 1,598,373 |

| Place | 45 to 54 years | 55 to 59 years | 60 to 64 years | 65 to 74 years | 75 to 84 years | 85 years and over | Median age (years) |
|---------------------|----------------|----------------|----------------|----------------|----------------|-------------------|--------------------|
| City of Southgate | 4,273 | 1,510 | 1,243 | 2,543 | 1,930 | 417 | 38.5 |
| Allen Park | 4,033 | 1,387 | 1,109 | 2,702 | 2,736 | 698 | 41.0 |
| Lincoln Park | 5,181 | 1,650 | 1,325 | 2,856 | 2,308 | 476 | 35.5 |
| Taylor | 8,320 | 3,230 | 2,625 | 4,439 | 2,191 | 607 | 33.5 |
| Wyandotte | 3,962 | 1,139 | 979 | 2,117 | 1,877 | 407 | 38.0 |
| Riverview | 1,938 | 771 | 613 | 1,239 | 956 | 424 | 41.0 |
| Brownstown Township | 3,669 | 1,052 | 655 | 786 | 443 | 104 | 32.8 |
| Wayne County | 269,333 | 90,785 | 70,103 | 130,038 | 91,726 | 27,218 | 34.0 |
| Michigan | 1,367,939 | 485,895 | 377,144 | 642,880 | 433,678 | 142,460 | 35.5 |

2000 US Census - SF1

Changes in Age Structure

The past decade, 1990-2000, shows significant changes in the age structure of Southgate residents. The number of persons under the age of 20 has decreased by almost 6 percent where the population of persons age 65 and older has increased by 18.1 percent. These changes in population for the City indicate an aging population that is unbalanced by a decreasing number of younger individuals. This notion is also reinforced by the median age, which has increased by 9.7 percent over

the past decade. Southgate is not alone in experiencing an aging population. These changes are typical of a national trend which is dealing with the aging baby-boomer population.

Household Size

Table 8: Age Group Trends: 1990-2000

| Age | 1990 | 2000 |
|--------------------|-------|-------|
| Under 5 years | 1,851 | 1,622 |
| 5 to 9 years | 1,774 | 1,840 |
| 10 to 14 years | 1,890 | 1,923 |
| 15 to 19 years | 2,108 | 1,787 |
| 20 to 24 years | 2,225 | 1,816 |
| 25 to 34 years | 5,464 | 4,453 |
| 35 to 44 years | 4,807 | 4,779 |
| 45 to 54 years | 3,252 | 4,273 |
| 55 to 59 years | 1,433 | 1,510 |
| 60 to 64 years | 1,828 | 1,243 |
| 65 to 74 years | 2,810 | 2,543 |
| 75 to 84 years | 1,055 | 1,930 |
| 85 years and over | 274 | 417 |
| Median age (years) | 35.1 | 38.5 |

1990, 2000 US Census - SF1

Household size, as measured by the average number of persons per household, has been decreasing on a national level since the 1970's. This is true for both Wayne County as a whole, and the City of Southgate. Table 9 provides the household size trends for Southgate, and surrounding areas for a 10-year period. The number of persons per household in the City of Southgate has decreased at a faster rate (-7.5 percent) than that of the average decline for the surrounding communities during the same 10-year period (-6.1 percent).

Declining numbers of persons per household is often accompanied by an increase in the total number of households and demand for new housing. This is often true even in circumstances of negative population growth. For example, a population of 1,000 with an average of four persons per household requires 250 dwelling units.

The same population (1,000) with an average household size of two persons requires 500 dwelling units. The City of Southgate's population is projected to decrease by an average of 9.8 percent by the year 2020, as noted in Table 5. Even with a continuing decline in household size, there is a projected need for additional housing units.

The average household size is projected to decline by an additional 13.3 percent by the year 2020. Even with the possibility of a declining population and the reduction in household size, the City will need approximately 620 new housing units (4.8 percent) by 2020.

Household Type

The Household Characteristics table (Table 10), outlines the total number of households in the City of Southgate, surrounding communities, Wayne County, and the State of Michigan, as well as a breakdown of family and non-family households.

When comparing the City of Southgate to its surrounding areas, we see some significant percentage differences among the household categories. Southgate has a lower concentration of family households than on average when compared to the surrounding communities. In addition, the number of female-headed households is significantly lower than shown for the County and the State. However, the percentage of non-family households and those where the householder is over 65 are significantly higher, on average, than the surrounding communities, Wayne County, and the State. The trends indicated by this data suggest the City may wish to explore alternative housing styles in the future that will address the needs of these household typologies.

Table 9: Household Size 1990-2000

| Place | 1990 | 2000 |
|---------------------|------|------|
| City of Southgate | 2.52 | 2.33 |
| Allen Park | 2.55 | 2.43 |
| Lincoln Park | 2.57 | 2.46 |
| Taylor | 2.82 | 2.63 |
| Wyandotte | 2.50 | 2.36 |
| Riverview | 2.63 | 2.38 |
| Brownstown Township | 2.93 | 2.76 |
| Wayne County | 2.67 | 2.64 |
| Michigan | 2.66 | 2.56 |

1990, 2000 US Census - SF1

Special Needs Population

Table 10: Household Characteristics: 2000

| Place | Total households | Family households (families) | Married-couple family | Female householder, no husband present | Nonfamily households | Householder living alone | Householder 65 years and over | Households with individuals under 18 years | Households with individuals 65 years and over | Average household size |
|---------------------|------------------|------------------------------|-----------------------|--|----------------------|--------------------------|-------------------------------|--|---|------------------------|
| City of Southgate | 12,836 | 8,043 | 6,317 | 1,242 | 4,793 | 4,148 | 1,810 | 3,736 | 3,692 | 2.33 |
| Allen Park | 11,974 | 8,202 | 6,591 | 2,700 | 3,772 | 3,371 | 1,781 | 3,567 | 4,245 | 2.43 |
| Lincoln Park | 16,204 | 10,575 | 7,495 | 2,156 | 1,031 | 4,742 | 1,828 | 5,432 | 4,253 | 2.46 |
| Taylor | 24,776 | 17,751 | 12,064 | 4,313 | 7,025 | 5,717 | 1,878 | 9,644 | 5,121 | 2.63 |
| Wyandotte | 11,816 | 7,422 | 5,470 | 1,410 | 4,394 | 3,769 | 1,574 | 3,625 | 3,352 | 2.36 |
| Riverview | 5,352 | 3,571 | 1,491 | 1,123 | 1,781 | 1,555 | 803 | 1,586 | 1,633 | 2.38 |
| Brownstown Township | 8,322 | 6,248 | 3,356 | 1,047 | 2,074 | 1,647 | 355 | 3,616 | 1,019 | 2.76 |
| Wayne County | 768,440 | 511,717 | 313,028 | 158,179 | 256,723 | 217,664 | 76,792 | 289,469 | 185,205 | 2.64 |
| Michigan | 3,785,661 | 2,575,699 | 1,947,710 | 473,802 | 1,209,962 | 993,607 | 355,414 | 1,347,469 | 862,730 | 2.56 |

2000 US Census - SF1

Special needs populations are not typically examined during the master planning process. However, understanding the statistics of this population group will help the City better assess and plan for their Community Development Block Grant (CDBG) programs. Each year the City is designated as a sub-recipient community of Wayne County and, therefore, receives Housing and Urban Development (HUD) funding. An objective of HUD and the CDBG program is to utilize these federal dollars in the support of programs that target populations in need. For example, the City consistently allocates grant monies for a Senior Coordinator to maintain senior related programs for Southgate residents.

The specific number of mentally ill or developmentally disabled persons living within the City of Southgate cannot be determined with precision as agencies serving these populations do not keep specific counts of those served.

As defined by the Michigan Mental Health code, a developmental disability is generally defined as a severe, chronic condition that is attributable to a mental or physical impairment or a combination of mental and physical impairments. Additionally, this disability is manifested before the individual is 22 years old,

and is likely to continue indefinitely. This impairment must also result in substantial function limitations in three or more of the following areas:

- Self-care
- Receptive and expressive language
- Learning
- Mobility
- Self-direction
- Capacity for independent living
- Economic self-sufficiency

While there is no one concrete definition of mental illness, the U.S. Surgeon General explains mental illness as a “term that refers collectively to all diagnosable mental disorders. Mental disorders are health conditions that are characterized by alterations in thinking, mood, or behavior (or some combination thereof) associated with distress and/or impaired functioning.”¹

As a means of determining the number of individuals with “special needs,” data regarding disability status was reviewed from the U.S. Census, and other State sources. Only the Mental Health Association in Michigan was able to provide estimates on the number of persons with mental illness within the City.

Per U.S. Census figures, approximately 35 percent of the City’s population is characterized by having some type of disability. The largest age-cohort for disabilities are those persons over the age of 65, with physical limitations as the greatest percentage of disability type. With regard to mental illness, estimates place approximately 21 percent of residents as having an active psychiatric disorder. However, only five to seven percent of adults would be classified as having a serious mental illness.

Estimates for the developmentally disabled may be gleaned from State-wide service totals.² Based upon a 14 percent state-wide total, approximately 4.25 percent of Southgate residents may be classified as developmentally disabled.

Table 11: Disability Status Non-institutionalized Population over 5 yrs. of age

| Disability by Age and Type | Southgate | % of Population |
|---|-----------|-----------------|
| Total disabilities tallied: | 10,494 | 34.8% |
| Total disabilities tallied for people 5 to 15 years: | 329 | 8.1% |
| Sensory disability | 24 | 0.6% |
| Physical disability | 34 | 0.8% |
| Mental disability | 235 | 5.8% |
| Self-care disability | 36 | 0.9% |
| Total disabilities tallied for people 16 to 64 years: | 5,825 | 29.9% |
| Sensory disability | 436 | 2.2% |
| Physical disability | 1,377 | 7.1% |
| Mental disability | 606 | 3.1% |
| Self-care disability | 431 | 2.2% |
| Go-outside-home disability | 1,032 | 5.3% |
| Employment disability | 1,943 | 10.0% |
| Total disabilities tallied for people 65 years and over: | 4,340 | 88.3% |
| Sensory disability | 789 | 16.0% |
| Physical disability | 1,565 | 31.8% |
| Mental disability | 579 | 11.8% |
| Self-care disability | 421 | 8.6% |
| Go-outside-home disability | 986 | 20.1% |

2000 US Census - SF3

¹“Mental Health and Mental Illness: Points on a Continuum.” *Mental Health: A Report of the Surgeon General*. US Public Health Service. Department of Health and Human Services. <http://www.surgeongeneral.gov/library/mentalhealth/home.html#forward>. 29 September, 2003.

Table 12: Active Psychiatric Disorder

| Estimation Source | Number | Percent of Population |
|--|-------------|-----------------------|
| U.S. Surgeon General | 6,329 | 21% |
| Adults with Serious Mental Illness | | |
| Estimation Source | Number | Percent of Population |
| President G. W. Bush's Freedom Commission on Mental Health | 1,148-1,607 | 5%-7% |
| Minors with Serious Emotional Disturbance | | |
| Estimation Source | Number | Percent of Population |
| President G. W. Bush's Freedom Commission on Mental Health | 359-645 | 5%-9% |
| Mich. Dept. of Community Health Block Grant | 789 | 11% |

Source: Mental Health Association in Michigan, September 2003

ECONOMIC PROFILE

The economic strength of the City of Southgate is related to the number and type of employment opportunities in the labor market area, as well as the level of educational attainment by its residents. Within a labor market area some communities function as major employment centers while others serve primarily as residential communities. According to the U.S. Census, 14,588 City of Southgate residents 16 years of age and older were employed in 2000. The following text identifies educational attainment levels, which industries employ City of Southgate residents, what positions are held, and the wages earned.

Educational Attainment

Data in the Table 13 shows the educational attainment of the residents of the City Southgate, adjacent communities, Wayne County, and the State of Michigan. As can be seen, Southgate has, on average, a higher percentage value for high school graduation levels when compared

Table 13: Educational Attainment: 2000

| Place | Population 25 Years and Over | High School Graduate (includes equivalency) | % of Population 25 Years and Over | Bachelor's Degree | % of Population 25 Years and Over |
|----------------------------|------------------------------|---|-----------------------------------|-------------------|-----------------------------------|
| City of Southgate | 21,122 | 8,225 | 38.9% | 1,918 | 9.1% |
| Allen Park | 20,994 | 7,314 | 34.8% | 2,923 | 13.9% |
| Lincoln Park | 26,982 | 10,995 | 40.7% | 1,354 | 5.0% |
| Taylor | 41,876 | 16,924 | 40.4% | 2,029 | 4.8% |
| Wyandotte | 19,278 | 7,059 | 36.6% | 1,703 | 8.8% |
| Riverview | 9,259 | 3,048 | 32.9% | 1,026 | 11.1% |
| Brownstown Township | 14,272 | 4,958 | 34.7% | 1,110 | 7.8% |
| Wayne County | 1,305,288 | 399,885 | 30.6% | 141,866 | 35.5% |
| Michigan | 6,415,941 | 2,010,861 | 31.3% | 878,680 | 13.7% |

2000 US Census - SF3

to the other communities. The City also has a higher percentage, on average, of persons with a Bachelor's degree at 9.1 percent to most surrounding communities.

²"Michigan Mental Health Statistics." Mental Health Association in Michigan. <http://www.mha-mi.org/backgrd.html>. 26 October 2004.

Only the Cities of Allen Park and Riverview have a higher level of educational attainment. Both the County, and State, however, have a significantly higher percentage of Bachelor's Degree attainment than the communities profiled.

Employment by Occupation and Industry

Employment by Occupation and Employment by Industry are two related, yet individually significant indicators of community welfare. Employment by Occupation describes the trades and professions in which City residents are employed, such as a manager or salesperson. Employment by Industry quantifies in what field that manager or sales person may be employed. For instance, two sales persons may be present in the "Sales and Office Occupations" category of the Employment by Occupation table, but may be employed in two different fields. That is, a sales person in the manufacturing industry and a sales person in the real estate trade would be categorized within those different classifications in the Employment by Industry table.

Employment by occupation for the City of Southgate, and surrounding areas is detailed in Table 14. The City is extremely similar in the occupation of its residents to those of surrounding communities. The Census indicates three occupation classifications as being the most common for both the City of Southgate and surrounding area residents. These three occupation classifications include: service

Table 14: Employment by Occupation: 2000

| Place | Employed civilian population 16 years and over | Management, professional, and related occupations | Service occupations | Sales and office occupations | Farming, fishing, and forestry occupations | Construction, extraction, and maintenance occupations | Production, transportation, and material moving occupations |
|---------------------|--|---|---------------------|------------------------------|--|---|---|
| City of Southgate | 14,588 | 3,976 | 2,047 | 4,118 | 7 | 1,731 | 2,709 |
| Allen Park | 13,510 | 4,539 | 1,666 | 3,836 | 0 | 1,303 | 2,166 |
| Lincoln Park | 18,565 | 3,246 | 2,888 | 5,358 | 13 | 2,425 | 4,635 |
| Taylor | 29,509 | 5,171 | 4,907 | 7,895 | 43 | 3,921 | 7,572 |
| Wyandotte | 13,701 | 3,135 | 2,147 | 3,912 | 14 | 1,737 | 2,756 |
| Riverview | 5,896 | 1,717 | 903 | 1,628 | 0 | 632 | 1,016 |
| Brownstown Township | 11,768 | 3,126 | 1,644 | 3,189 | 6 | 1,391 | 2,412 |
| Wayne County | 851,110 | 239,562 | 141,856 | 228,130 | 936 | 74,116 | 166,510 |
| Michigan | 4,637,461 | 1,459,767 | 687,336 | 1,187,015 | 21,120 | 425,291 | 856,932 |

2000 US Census - SF3

occupations; construction, extraction and maintenance occupations; and, farming, fishing, and forestry occupations. The fewest number of people in all areas were employed in farming, forestry, and fishing occupations. This matches a nationally occurring trend in this employment classification.

Employment by industry for the City of Southgate and surrounding areas is detailed in Table 15. In most cases, the City parallels the industry of employment of its residents to that of surrounding communities. The most significant difference in the occupation pattern occurs where City industry totals for transportation, warehousing, and utilities were higher than State or County totals, and in educational, health and social services where totals were lower.

Table 15: Employment by Industry: 2000

| Industry | City of Southgate | Wayne County | | | | | | Wayne County | Michigan |
|---|-------------------|--------------|--------------|--------|-----------|-----------|---------------------|--------------|-----------|
| | | Allen Park | Lincoln Park | Taylor | Wyandotte | Riverview | Brownstown Township | | |
| Agriculture, forestry, fishing and hunting, and mining | 30 | 0 | 6 | 15 | 29 | 0 | 17 | 1,044 | 49,496 |
| Construction | 725 | 690 | 1,162 | 1,836 | 969 | 276 | 617 | 39,296 | 278,079 |
| Manufacturing | 3,288 | 3,183 | 4,336 | 7,303 | 3,103 | 1,273 | 2,963 | 185,856 | 1,045,651 |
| Wholesale trade | 528 | 425 | 714 | 1,145 | 451 | 233 | 490 | 26,904 | 151,656 |
| Retail trade | 1,747 | 1,422 | 2,528 | 3,354 | 1,401 | 667 | 1,370 | 90,905 | 550,918 |
| Transportation and warehousing, and utilities | 1,293 | 878 | 1,691 | 2,357 | 912 | 400 | 999 | 54,387 | 191,799 |
| Information | 308 | 253 | 322 | 533 | 307 | 104 | 118 | 21,231 | 98,887 |
| Finance, insurance, real estate, and rental and leasing | 766 | 944 | 981 | 1,543 | 772 | 394 | 749 | 50,591 | 246,633 |
| Professional, scientific, management, administrative, and waste management services | 1,150 | 1,134 | 1,452 | 2,521 | 995 | 458 | 954 | 77,890 | 371,119 |
| Educational, health and social services | 2,378 | 2,535 | 2,447 | 3,859 | 2,415 | 1,163 | 1,844 | 158,342 | 921,395 |
| Arts, entertainment, recreation, accommodation and food services | 1,286 | 929 | 1,532 | 2,835 | 1,247 | 463 | 938 | 68,026 | 351,229 |
| Other services (except public administration) | 738 | 642 | 907 | 1,563 | 761 | 257 | 500 | 42,366 | 212,868 |
| Public administration | 351 | 475 | 487 | 645 | 339 | 208 | 209 | 34,272 | 167,731 |

2000 US Census - SF3

Income Characteristics

The data presented in Table 16 describes the income characteristics for the residents of the City of Southgate. Data for surrounding areas, Wayne County and the State of Michigan are also provided for comparison purposes.

This table describes the median household, median family, and per capita incomes, as well as the percent of persons below the poverty line. A household is defined as all the persons who occupy a dwelling unit. Thus, a household may be one person living alone, two roommates, or a married couple with children. A family is defined, as might be expected, as a householder and one or more other persons living in the same dwelling unit who are related by blood, marriage or adoption. The income values are shown in 1999 constant dollars based on the *Statistical Abstracts of the United States* for Consumer Price Index (CPI) values. The CPI is a measure of the average change over time in the prices paid by consumers for a market share of consumer goods and services. This index helps to measure inflation experienced by consumers in their day-to-day living expenses by calculating the cost of market goods based on today's prices.

The City of Southgate reported median household and median family incomes in the 2000 Census which were higher (on average) in 1989 than those of most surrounding communities. By 1999, these income values declined and were lower than the values of the comparison communities. However, Southgate's median family and median household incomes were both higher than those for

Table 16: Income and Poverty: 1989*-1999 (*adjusted for inflation to 1999 dollars)

| Place | Median Household Income | | Median Family Income | | Per Capita Income | | % Below Poverty Level** | |
|---------------------|-------------------------|-----------|----------------------|-----------|-------------------|-----------|-------------------------|-------|
| | 1989 | 1999 | 1989 | 1999 | 1989 | 1999 | 1989 | 1999 |
| City of Southgate | \$ 49,918 | \$ 46,927 | \$ 57,934 | \$ 56,710 | \$ 21,163 | \$23,219 | 4.6% | 4.6% |
| Allen Park | \$ 54,565 | \$ 51,992 | \$ 62,036 | 63,350 | \$ 23,251 | 24,980 | 3.3% | 3.2% |
| Lincoln Park | \$ 41,872 | \$ 42,515 | \$ 49,222 | 49,747 | \$ 18,229 | 20,140 | 8.5% | 7.7% |
| Taylor | \$ 44,634 | \$ 42,944 | \$ 49,534 | 48,304 | \$ 17,705 | 19,638 | 11.9% | 10.8% |
| Wyandotte | \$ 38,693 | \$ 43,740 | \$ 46,382 | 54,106 | \$ 18,027 | 22,185 | 9.7% | 6.2% |
| Riverview | \$ 54,305 | \$ 47,623 | \$ 68,475 | 61,007 | \$ 24,409 | 25,460 | 6.7% | 4.7% |
| Brownstown Township | \$ 52,188 | \$ 55,239 | \$ 58,022 | 65,544 | \$ 19,250 | 22,523 | 10.9% | 6.9% |
| Wayne County | \$ 38,263 | \$ 40,776 | \$ 46,602 | \$ 48,805 | \$ 17,789 | \$20,058 | 20.1% | 16.4% |
| Michigan | \$ 42,395 | \$ 44,667 | \$ 50,092 | \$ 53,457 | \$ 19,344 | \$ 22,168 | 13.1% | 10.5% |

**All individuals for whom poverty status is determined/percent below poverty level

1990, 2000 US Census - SF3

Wayne County and the State as a whole. Per capita income for Southgate was, in contrast, higher than all surrounding communities, the County, and State. Per capita income is defined by the Census as the average obtained by dividing the aggregate income by the total population. The per capita income for Southgate indicates that when examining the City as a whole income levels are higher than surrounding communities.

Table 16 details the percentage of persons below the poverty level (for all individuals for whom poverty status was determined) for the City of Southgate, surrounding communities, Wayne County, and the State of Michigan. In general, the data indicates that the City has a lower concentration, on average, of persons living in poverty when compared to all but one neighboring community, the City of Allen Park. Southgate also had lower poverty levels than the County and State of Michigan. Fortunately, however, the percentage of persons below the poverty level has either remained relatively constant or has decreased during the last decade for all communities.

State Equalized Value

One indicator of the economic strength of a community is the State Equalized Value (SEV). According to Michigan law, the SEV is equal to approximately one-half of the true market value of real property and certain taxable personal property. The taxable value is used for computation of the tax basis for a community.

Table 17: State Equalized Value (SEV) - Real Property 2000-2004

| Year | Place | Agriculture | | Commercial | | Industrial | | Residential | | Developmental | | Total Real SEV |
|------|-------------------|-------------|------------|---------------|------------|---------------|------------|----------------|------------|---------------|------------|----------------|
| | | SEV | % of Total | SEV | % of Total | SEV | % of Total | SEV | % of Total | SEV | % of Total | |
| 2000 | City of Southgate | 0 | 0.0% | 182,120,400 | 25.5% | 15,122,600 | 2.1% | 515,957,500 | 72.3% | 0 | 0.0% | 713,200,500 |
| | Wayne County | 43,879,239 | 0.1% | 5,843,849,496 | 15.3% | 3,261,221,210 | 8.5% | 29,059,902,919 | 76.0% | 30,069,700 | 0.1% | 38,238,922,564 |
| 2001 | City of Southgate | 0 | 0.0% | 214,370,700 | 26.8% | 16,436,600 | 2.1% | 568,218,000 | 71.1% | 0 | 0.0% | 799,025,300 |
| | Wayne County | 43,167,895 | 0.1% | 6,527,226,359 | 15.3% | 3,502,953,740 | 8.2% | 32,694,458,400 | 76.4% | 29,601,700 | 0.1% | 42,797,408,094 |
| 2002 | City of Southgate | 0 | 0.0% | 226,162,700 | 26.2% | 19,199,400 | 2.2% | 619,165,069 | 71.6% | 0 | 0.0% | 864,527,169 |
| | Wayne County | 49,973,500 | 0.1% | 7,232,273,553 | 15.2% | 3,819,361,230 | 8.0% | 36,431,001,341 | 76.6% | 35,616,600 | 0.1% | 47,568,226,224 |
| 2003 | City of Southgate | 0 | 0.0% | 250,741,000 | 26.9% | 21,629,000 | 2.3% | 659,236,891 | 70.8% | 0 | 0.0% | 931,606,891 |
| | Wayne County | 51,303,100 | 0.1% | 8,027,544,374 | 15.7% | 4,278,783,042 | 8.4% | 38,807,933,307 | 75.8% | 29,947,200 | 0.1% | 51,195,511,023 |
| 2004 | City of Southgate | 0 | 0.0% | 257,032,500 | 26.3% | 21,634,700 | 2.2% | 697,738,984 | 71.5% | 0 | 0.0% | 976,406,184 |
| | Wayne County | 55,642,700 | 0.1% | 8,526,920,398 | 15.7% | 4,535,321,508 | 8.4% | 41,033,249,019 | 75.7% | 53,183,300 | 0.1% | 54,204,316,925 |

Wayne County, July 2004

Historical Data

The 2004 equalized value of real property in the City of Southgate was \$976,406,184. Relative values have increased, in most categories, over the past five years. However, the percentage value of the total real property for each category has fluctuated, at times significantly, during this period. For example, industrial land percent change valuations have gone from a -2.99 percent loss between 2000 to 2001, to a rebounded 7.96 percent gain between 2001 and 2002. This type of fluctuating trend continues across SEV categories, and may, therefore be indicative of potential instability in the tax and revenue base for the City. These fluctuating trends, however, do generally mirror those of Wayne County. On average, the one real property type exhibiting sustained growth, despite percentage value fluctuations, from 2000 to 2004 was the industrial sector. However, this increase totals just 1.24 percent for the time period.

In 2004, residential real property constituted 71.5 percent of the real property tax base, followed by commercial property at 26.3 percent. Residential land use appears to be the major component of tax base for the City, and will probably remain as such into the future.

SEV Comparison

According to recent State Equalized Valuation assessments, the past five years have been a period of total value growth for both the City of Southgate and Wayne County. This growth, however, is at a declining rate. The year with the largest increase for both the City (12.0 percent), and the County (11.9 percent) was in 2001. In terms of property value percentage changes, the City, on average, has generally outpaced the County in all common SEV categories. For example, City industrial values, on average, have grown at a much faster rate (1.24 percent

HOUSING ASSESSMENT

The Housing Assessment section of the Master Plan describes the housing stock by age, type, value and tenure for the City of Southgate. This analysis will assist the City in determining its future housing needs based on the characteristics of existing structures.

TYPE OF STRUCTURE

Data in the following table details the residential structure types found in the City of Southgate and surrounding areas. The housing stock is composed mostly of single-family detached dwelling units. According to the 2000 U.S. Census, 72 percent of the housing stock in Southgate was categorized as one-unit structures. The next largest category is structures that contain 20 or more units, which makes up 11.6 percent of the total housing stock. This distribution of structural types is generally inconsistent with that of the surrounding area. The City of Southgate, on average, has a higher percentage of multi-family structures than that of neighboring communities, the County or the State. The City does, however, have a significantly lower percentage of mobile home units.

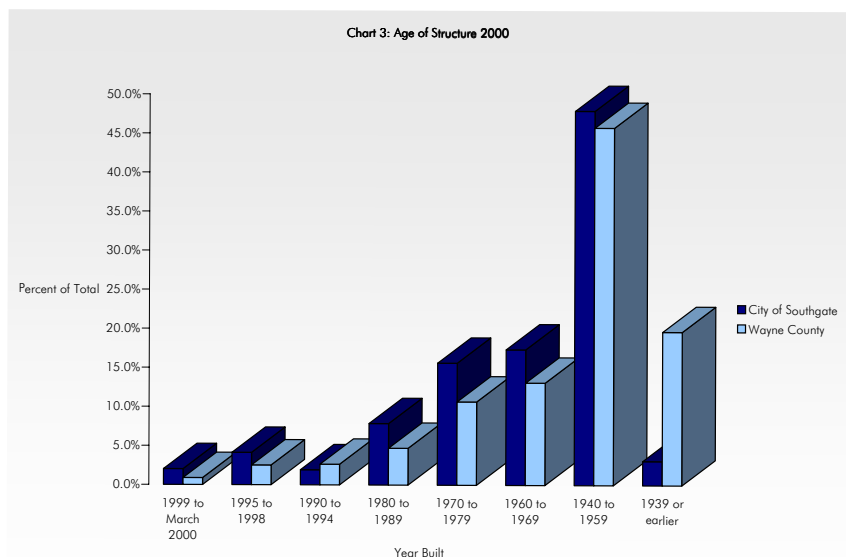
Table 18: Type of Housing Units: 2000

| Place | Total housing units | 1-unit, detached | 1-unit, attached | 2 units | 3 or 4 units | 5 to 9 units | 10 to 19 units | 20 or more units | Mobile home | Boat, RV, van, etc. |
|---------------------|---------------------|------------------|------------------|---------|--------------|--------------|----------------|------------------|-------------|---------------------|
| City of Southgate | 13,361 | 9,234 | 384 | 34 | 522 | 667 | 871 | 1,552 | 94 | 3 |
| Allen Park | 12,254 | 11,015 | 93 | 52 | 104 | 456 | 190 | 317 | 19 | 8 |
| Lincoln Park | 16,821 | 13,735 | 193 | 627 | 468 | 874 | 164 | 563 | 183 | 14 |
| Taylor | 25,905 | 18,510 | 1,404 | 210 | 653 | 1,665 | 1,226 | 1,338 | 895 | 4 |
| Wyandotte | 12,303 | 9,226 | 251 | 1,007 | 489 | 344 | 280 | 671 | 30 | 5 |
| Riverview | 5,532 | 3,355 | 375 | 9 | 106 | 665 | 216 | 806 | 0 | 0 |
| Brownstown Township | 9,008 | 5,926 | 737 | 98 | 365 | 742 | 241 | 196 | 663 | 40 |
| Wayne County | 826,145 | 560,279 | 45,717 | 55,507 | 23,972 | 31,595 | 25,654 | 66,819 | 16,294 | 308 |
| Michigan | 4,234,279 | 2,988,818 | 164,910 | 146,414 | 118,067 | 169,946 | 144,848 | 216,573 | 277,158 | 7,545 |

2000 US Census - SF3

AGE OF STRUCTURE

The age of a dwelling unit is a factor often used to evaluate the structural quality of the building. The average industry standard for the life span of a single-family dwelling is generally 50 years. However, this typical life span often depends on the quality of the original construction and continued maintenance of the building. Using this standard, some homes within the City constructed prior to 1950 may be approaching the end of their utility if continued maintenance hasn't occurred.



Data in Table 19 identifies the age of year-round residential structures for the City of Southgate and Wayne County. As can be seen, the vast majority of the units (88.2 percent) in the City were built in the decades prior to 1980. Of those homes, approximately 70 percent were built prior to 1970. When taking into consideration the average life span of a dwelling unit, about 68 percent of the single-family homes in Southgate may see decreased utility by the end of the decade in 2010. These homes will require regular maintenance and care to remain structurally sound.

Table 19: Age of Structure: 2000

| Year Structure Built | City of Southgate | | Wayne County | |
|-------------------------|-------------------|------------------|----------------|------------------|
| | Number | Percent of Total | Number | Percent of Total |
| 1999 to March 2000 | 271 | 2.0% | 7,329 | 0.9% |
| 1995 to 1998 | 553 | 4.1% | 20,922 | 2.5% |
| 1990 to 1994 | 258 | 1.9% | 21,876 | 2.6% |
| 1980 to 1989 | 1,052 | 7.9% | 38,957 | 4.7% |
| 1970 to 1979 | 2,088 | 15.6% | 88,190 | 10.7% |
| 1960 to 1969 | 2,320 | 17.4% | 108,316 | 13.1% |
| 1940 to 1959 | 6,404 | 47.9% | 378,131 | 45.8% |
| 1939 or earlier | 415 | 3.1% | 162,424 | 19.7% |
| Total Structures | 13,361 | 100.0% | 826,145 | 100.0% |

2000 US Census - SF3

The City of Southgate is somewhat dissimilar in the age of its structures as compared to Wayne County. The homes in Southgate are slightly newer. Wayne County has 65.4 percent of its structures built before 1960, while the City of Southgate has 51.0 percent.

Construction Trends

While Census housing figures provide a good approximation of the age and quality of existing housing stock, especially when compared to County-wide figures, the City's new building and demolition permits allow for a greater understanding of when recent residential growth has occurred.

The late 1990's showed the largest net total gains for residential units in Southgate. These gains may be attributed to the economic vitality during this time period that was felt by the entire nation. This led to lower mortgage rates, the development of alternative mortgage types, and other financial incentives for new home construction.

HOUSING TENURE

Housing occupancy characteristics are presented in the following tables. According to the 2000 Census, 12,836 housing units were occupied. Of those homes, housing tenure was split between owner occupied at 70.6 percent and

renter occupied at 29.4 percent. These percentages mark a rise in both tenure categories. However, owner occupied housing increased by 6.4 percent while renter only increased by 4.5 percent from the 1990 figures.

A small portion of the housing stock (525 units) in the City was vacant at the time of the 2000 Census. Housing vacancy rates are indicative of local housing

Table 20: Building Permit Activity 1980-2003

| YEAR | Single Units | All Multi-Units | Single Demolition | All Multi-Demolition | Total New Units | Total Demolished Units | Net Total |
|------|--------------|-----------------|-------------------|----------------------|-----------------|------------------------|-----------|
| 2003 | 36 | 72 | 2 | 0 | 108 | 2 | 106 |
| 2002 | 50 | 0 | 4 | 0 | 50 | 4 | 46 |
| 2001 | 55 | 0 | 3 | 0 | 55 | 3 | 52 |
| 2000 | 82 | 0 | 2 | 0 | 82 | 2 | 80 |
| 1999 | 97 | 220 | 0 | 0 | 317 | 0 | 317 |
| 1998 | 127 | 32 | 0 | 0 | 159 | 0 | 159 |
| 1997 | 96 | 169 | 1 | 0 | 265 | 1 | 264 |
| 1997 | 18 | 199 | 4 | 0 | 217 | 4 | 213 |
| 1996 | 23 | 18 | 2 | 0 | 41 | 2 | 39 |
| 1995 | 26 | 27 | 2 | 0 | 53 | 2 | 51 |
| 1994 | 10 | 16 | 1 | 0 | 26 | 1 | 25 |
| 1993 | 16 | 92 | 3 | 0 | 108 | 3 | 105 |
| 1992 | 12 | 0 | 1 | 0 | 12 | 1 | 11 |
| 1991 | 16 | 12 | 1 | 0 | 28 | 1 | 27 |
| 1990 | 18 | 12 | 2 | 0 | 30 | 2 | 28 |
| 1989 | 11 | 12 | 0 | 0 | 23 | 0 | 23 |
| 1988 | 6 | 0 | 1 | 0 | 6 | 1 | 5 |
| 1986 | 12 | 148 | 3 | 0 | 160 | 3 | 157 |
| 1985 | 36 | 0 | 4 | 0 | 36 | 4 | 32 |
| 1984 | 18 | 0 | 5 | 0 | 18 | 5 | 13 |
| 1983 | 8 | 227 | 1 | 0 | 235 | 1 | 234 |
| 1982 | 0 | 150 | 1 | 0 | 150 | 1 | 149 |
| 1981 | 4 | 0 | 3 | 0 | 4 | 3 | 1 |
| 1980 | 7 | 0 | 1 | 0 | 7 | 1 | 6 |

SEMOG: October 2004

market conditions. Generally, a five- percent vacancy rate is considered necessary to provide an adequate housing selection and to keep home prices from rising faster than inflation. Vacancy rates below five percent are indicative of a restricted housing market. Based on the 3.9 percent vacancy rate in the City of Southgate, the supply of housing currently appears to be insufficient to meet the sale or rental needs of the local population.

When examining City-wide vacancy rates between owner and renter occupied units, an interesting picture begins to emerge. Rental vacancies average 4.8 percent and are considered more in-line with what is necessary to provide a sufficient rental market. The need for additional renter occupied housing is, therefore, not in high demand. The homeowner vacancy rate, however, is only 1.2 percent, thus demonstrating a tight residential market, and the need for greater numbers of single-family residential developments. The population projection for the City of Southgate indicates that an additional 525 units will be

Table 21: Housing Occupancy: 1990-2000

| | 1990 | 2000 |
|-------------------------------|--------|--------|
| Occupied Housing Units | 12,128 | 12,836 |
| Owner-Occupied Housing Units | 8,519 | 9,063 |
| Renter-Occupied Housing Units | 3,609 | 3,773 |

1990, 2000 US Census - SF1

required to meet future housing needs. It becomes clear that with the extremely low vacancy rate of 1.2 percent, there is a greater need for additional single family, owner-occupied units.

HOUSING VALUES

Concurrent with the boom in residential housing construction beginning in the 1950's, the dream of home ownership began to be realized by many households. As illustrated in Table 23, the bulk of owner-occupied home values ranged between \$50,000 and \$150,000 (84.3 percent). Just 14.0 percent of owner-occupied homes in the City were identified with a value greater than \$150,000. The distribution of dwelling units by value found in the City of Southgate is dissimilar to those of its neighbors and the larger region. In general, the housing values for Southgate are lower than those in the surrounding communities. Only two communities (the Cities of Lincoln Park and Taylor) had lower median home values. It will be important for Southgate to consider a wide variety of housing designs when reviewing new residential developments. A broad range of residential styles, settings and prices will help Southgate attract and maintain residents.

Table 22: Housing Occupancy and Tenure: 2000

| Place | Total Housing Units | Owner-Occupied Housing Units | Renter-Occupied Housing Units | Vacant Housing Units |
|---------------------|---------------------|------------------------------|-------------------------------|----------------------|
| City of Southgate | 13,361 | 9,063 | 3,773 | 525 |
| Allen Park | 12,254 | 10,526 | 1,448 | 280 |
| Lincoln Park | 16,821 | 12,816 | 3,388 | 617 |
| Taylor | 25,905 | 17,538 | 7,238 | 1,129 |
| Wyandotte | 12,303 | 8,631 | 3,185 | 487 |
| Riverview | 5,532 | 3,450 | 1,902 | 180 |
| Brownstown Township | 9,008 | 6,298 | 2,024 | 686 |
| Wayne County | 826,145 | 511,837 | 256,603 | 57,705 |
| Michigan | 4,234,279 | 2,793,124 | 992,537 | 448,618 |

2000 US Census - SF1

The median contract rent for the City is \$604 which is higher than that of the surrounding communities and Wayne County as a whole. A total of 72.7 percent of the renter occupied units in the City have a contract rent between \$500 and \$1,000. Surrounding communities average 57.5 percent, 49.3 percent in Wayne County, and 50.8 percent for the State of Michigan. It appears that even though Southgate has a larger percentage of renter-occupied units than the adjacent communities, these apartments appear to be more desirable which is evidenced by the higher contract rents.

Table 23: Housing Values: 2000
Owner-Occupied

| Place | Specified Units | Less than \$50,000 | \$50,000 to \$99,999 | \$100,000 to \$149,999 | \$150,000 to \$199,999 | \$200,000 to \$299,999 | \$300,000 to \$499,999 | \$500,000 to \$999,999 | \$1,000,000 or more | Median (dollars) |
|------------------------|-----------------|--------------------|----------------------|------------------------|------------------------|------------------------|------------------------|------------------------|---------------------|------------------|
| City of Southgate | 8,755 | 144 | 3,368 | 4,013 | 784 | 434 | 7 | 0 | 5 | 109,200 |
| Allen Park | 10,263 | 219 | 2,551 | 5,573 | 1,541 | 318 | 48 | 0 | 13 | 118,700 |
| Lincoln Park | 12,309 | 748 | 9,021 | 2,300 | 173 | 48 | 9 | 10 | 0 | 84,100 |
| Taylor | 16,205 | 979 | 8,556 | 5,294 | 1,084 | 230 | 23 | 16 | 23 | 93,000 |
| Wyandotte | 8,089 | 284 | 3,626 | 3,105 | 773 | 233 | 62 | 0 | 6 | 101,700 |
| Riverview | 3,342 | 79 | 754 | 909 | 911 | 603 | 60 | 26 | 0 | 144,300 |
| Brownstown Township | 5,526 | 63 | 863 | 1,977 | 1,715 | 803 | 98 | 7 | 0 | 147,200 |
| Wayne County | 461,949 | 70,067 | 162,991 | 114,947 | 54,945 | 37,830 | 15,898 | 4,298 | 976 | 99,400 |
| Michigan | 2,269,175 | 224,603 | 711,648 | 603,454 | 339,716 | 252,044 | 104,079 | 27,642 | 5,989 | 115,600 |
| Renter-Occupied | | | | | | | | | | |
| Place | Specified Units | Less than \$200 | \$200 to \$299 | \$300 to \$499 | \$500 to \$749 | \$750 to \$999 | \$1,000 to \$1,499 | \$1,500 or more | No cash rent | Median (dollars) |
| City of Southgate | 3,743 | 213 | 122 | 497 | 2,201 | 520 | 114 | 0 | 76 | 604 |
| Allen Park | 1,445 | 45 | 15 | 241 | 767 | 191 | 82 | 18 | 86 | 595 |
| Lincoln Park | 3,379 | 201 | 129 | 1,069 | 1,471 | 311 | 59 | 0 | 139 | 522 |
| Taylor | 7,174 | 494 | 300 | 1,484 | 3,559 | 989 | 145 | 0 | 203 | 578 |
| Wyandotte | 3,183 | 61 | 352 | 913 | 1,316 | 343 | 26 | 0 | 172 | 524 |
| Riverview | 1,898 | 85 | 39 | 533 | 888 | 171 | 56 | 90 | 36 | 584 |
| Brownstown Township | 2,018 | 153 | 57 | 566 | 992 | 115 | 60 | 10 | 65 | 535 |
| Wayne County | 255,193 | 14,911 | 15,741 | 77,533 | 96,964 | 28,725 | 9,044 | 2,090 | 10,185 | 530 |
| Michigan | 976,313 | 53,844 | 52,030 | 275,832 | 373,820 | 122,289 | 42,865 | 12,867 | 42,766 | 546 |

2000 US Census - SF3

MARKET ASSESSMENT

Future land use decisions within the City of Southgate should be couched with a sound understanding of potential markets within the community. An examination of these existing and potential markets for residential, commercial and industrial land uses will assist in forecasting possible demand. The City can then respond accordingly in the development of the Future Land Use Map. The analysis will be based upon data collected in our 2004 land use survey and figures provided by the Urban Land Institute that offer recommendations towards a sustainable land use mix.

RESIDENTIAL NEEDS

Residential land uses, including single-family and multiple-family units, comprise 55.3 percent of the total acreage in the City of Southgate.

A variety of factors weigh in on current housing trends. Typically in American communities, households are getting smaller. Today's families are not having as many children and the senior population is rising as the baby boomer generation is approaching retirement age. The combination of these factors will impact the demand for housing throughout society, and the City of Southgate is no exception. The goal of the future land use plan, with respect to housing, is to promote a diversity of lot sizes, housing types and housing prices. This will ensure that current and prospective residents have home choices within the City favorable to their changing economic status and situation.

Data in the following table summarize the projected changes to population, persons per household and housing stock through 2020. The Population Profile of the City of Southgate predicts that the City's 2020 population will be 27,182 people. Based on this analysis, it is anticipated that an additional 620 dwelling units will need to be constructed by 2020 in order to house the projected population. As is the case in many other communities, the need for new housing can be predominately attributed to the continual decline in household size.

Table 24: Housing Projections

| Category | 2000 | 2020 | % Change |
|------------------------------|--------|---------------------|----------|
| Total Population | 30,136 | 27,182 | -9.8% |
| Persons Per Household | 2.33 | 2.02 | -13.3% |
| Total Occupied Housing Units | 12,836 | 13,456 ^a | 4.8% |

^a Based on total population and persons per household.

2000 US Census - SF1

SEMOG 2030 Regional Development Forecast Community Detail Report (May 2002)

In addition to estimating the changes in population and household size, it is crucial to calculate how much of the total housing stock in the plan year will be vacant, for sale, or rent. According to the Urban Land Institute (ULI), generally five percent of a community's habitable housing stock should remain vacant to provide diversity in housing selection, permit housing rehabilitation, or replacement activities. Vacancy rates at or near the recommended five percent ensure that asking prices for housing are indicative of actual market conditions, while protecting private investment. Vacancy rates below five percent demonstrate a restricted housing environment, affording little opportunity for potential households to be absorbed by available units. The vacancy rate for the City of Southgate in the 2000 Census was 3.9 percent. Vacancy rate estimates, as determined by SEMCOG, for December 2004 give a value of 5.7 percent.

However, when we examine city-wide vacancy rates by owner or renter occupied units (as defined by the 2000 US Census, 2004 estimates are unavailable), an interesting picture emerges. Rental vacancies average 4.8 percent and are thus considered to demonstrate a near typical availability for rental properties. Therefore, the need for additional renter occupied housing is slight. The homeowner vacancy rate however, is only 1.2 percent, thus demonstrating a tight residential market, and the need for greater numbers of single-family residential developments. While the projection for additional housing units based on population states a need for only 620 additional units (for both renter and owner-occupied typologies), it becomes clear that with a 1.2 percent vacancy rate there is a greater need for additional single family, owner-occupied units.

Existing residential land use comprises 1,865.7 acres of the City, or 55.3 percent of the total land area. Of the total of 485.9 acres of vacant land, 207.1 acres are zoned for residential uses. (These acreages are inclusive of traditional and mobile home residential types). From our review of vacancy rates and projected new units for the City, the availability of these vacant acres for residential development should begin to meet the potential future residential housing need, while also providing a balance of owner-occupied and rental housing options to the residents of Southgate.

COMMERCIAL NEEDS

Commercial uses dictate or significantly impact transportation patterns, residential development patterns, employment levels and tax base. Commercial development is also an essential element of a city's economic base. Commercial establishments provide goods and services to consumers, promote economic stability, and generally enhance the quality of life for area residents. However, if commercial districts are not suitably located, and carefully planned, they can become a disruptive element that ultimately detracts from the larger community. The following analysis details the existing commercial base found in the City of Southgate, and discusses the likely amount of commercial land that will be consumed by the end of the planning period according to commercial land use standards.

Commercial Land Use Standards

There are many factors that dictate selection of sites for commercial development. In many cases, they respond to pre-existing conditions, such as the location of a large university, industrial or residential development or near primary transportation corridors. Communities, however, have an important opportunity through the planning process to direct commercial development and concentrate it in those areas most suited for new development or redevelopment. The following criteria are some of the primary methods by which commercial developers select sites:

Site Selection Criteria¹

- Access (left turns into and out of the site, proximity to traffic lights and/or stop signs)
- Visibility (storefront and store signage from main access route)
- Traffic volume and traffic character (local versus through traffic)
- Street network characteristics
- Proximity to demand generators (a demand generator is something that provides a motivation or reason for potential shoppers to be in a particular location)
- Population/household characteristics
- Economic characteristics
- Lifestyle trends and purchasing preferences and habits
- Availability and cost of existing space
- Availability and character of appropriately zoned land
- Availability/capacity of infrastructure
- Local business climate
- Competitive environment (store type, location, quality and pricing of merchandise, sales volume)

¹Derived from Real Estate Development Research, LLC. 2002

There are three primary types of shopping environments: the neighborhood center, community center and regional center. The standards associated with each center are presented in the table on the following page.

The City of Southgate, based upon current and projected populations and geographic size, can support approximately one to nine neighborhood centers. Southland Center, while located in the City of Taylor, represents the primary regional shopping center serving the existing and future consumers of the Southgate market area. Large-scale commercial development in this general area, such as Meijer and Target, also contribute to the satisfaction of demand for regional commercial uses.

| Typical Shopping Center Standards | | | | |
|--|----------------|---|---|---|
| Center Type | Site Size | Composition | Population Base | Service Area |
| Neighborhood Center | 3-15 acres | Supermarket as the principal tenant with other stores providing convenience goods or personal services. Typically GLA of 30,000 to 150,000 square feet. | Trade area population of 3,000 to 40,000 people | Neighborhood, 5-10 minute drive time, 1.5 mile radius |
| Community Center | 10-40 acres | Junior department store or variety store as the major tenant, in addition to the supermarket and several merchandise stores. Typically GLA of 100,000 to 450,000 square feet. | Trade area population of 40,000 to 150,000 people | 10-20 minute drive time, 3-5 mile radius |
| Regional Center | 30 - 100 acres | Built around a full-line department store with minimum GLA of 100,000 square feet. Typically GLA of 300,000 to 900,000 square feet. | 150,000 or more people | 20 minute drive time, 8 mile radius |
| <small>Note: GLA represents Gross Leasable Area Source: Urban Land Institute, Shopping Center Development Handbocck, (Washington D.C.) 1999.</small> | | | | |

Future demand for additional regional and community commercial uses can be adequately met by future development in and around the Eureka Road Corridor. Wayne County recently conducted a study of this corridor as it proceeds east from the City of Taylor, through Southgate, towards the City of Wyandotte, and recognized the fact that the Southland Center Area is a major regional commercial hub. The study is part of a larger initiative from Wayne County called "Ways of Life." This greater program is designed to lend planning effort and economic redevelopment opportunities to Downriver communities by focusing efforts on the areas corridors and extensive surface transportation network.

The Eureka Road Study seeks to encourage development and redevelopment of the Corridor to expand its capabilities and value to the community by introducing a series of concepts, including "branding." Branding is the creation and encouragement of a theme, identity or reputation for a place or thing. The report refers to the slogans and advertising campaigns for retail products that create an identity for a company or product, its brand. The concept is that through coordinated design and development standards, coupled with advertising, marketing techniques and theme signage and products, a corridor like Eureka Road can be connected with a specific brand.

The hope is that with some physical improvements and the encouragement of the existing businesses, branding will foster a sense of community and establish the corridor as a destination point for commercial endeavors. Branding will recruit new visitors and spenders who will ultimately become repeat customers and potential residents if the quality of development meets their expectations.

Not all commercial uses, however, are sited within regional shopping centers or along primary corridors like Eureka and Telegraph Roads. Special attention must also be given to uses that are freestanding, independent structures, or which are part of "strip centers." Most of these uses are considered highway-oriented businesses, since much of their trade results from exposure and accessibility to passing motorists.

Existing Commercial Base

Currently, 322.3 acres, or 9.6 percent of the total land area of the City of Southgate is used for commercial development. These uses are concentrated along the main regional corridors of the City, where they are best suited to service the local and regional communities. Of all the land zoned commercial with in the City, approximately 66.1 acres are currently vacant.

Table 25: Representative Commercial Uses Enterprized by Type

| Business Category | Needed Population Base | Total Number of Possible Establishments | Current Number of City Establishments | Deficiency |
|---|------------------------|---|---------------------------------------|------------|
| Food Stores | 4,000 | 7 | 3 | 4 |
| Drug Stores | 9,000 | 3 | 4 | -1 |
| Liquor Stores | 3,100 | 9 | 10 | -1 |
| Restaurants & Taverns | varies | - | 52 | - |
| Laundries (coin-operated) | 12,400 ^a | 2 | 2 | 0 |
| Dry Cleaners | 3,000 | 10 | 6 | 4 |
| Beauty shops | 2,100 | 14 | 20 | -6 |
| Barber Shops | 3,300 | 9 | 5 | 4 |
| Television Repair | 5,300 | 5 | 0 | 5 |
| Branch Banks | 4,500 | 6 | 9 | -3 |
| Nurseries | 16,200 | 1 | 1 | 0 |
| Travel Agencies | varies | | 1 | -1 |
| Women's Apparel Stores | 6,000 | 5 | 6 | -1 |
| Sporting-Goods Stores | 18,000 | 1 | 2 | -1 |
| Books & Stationary | 6,500 | 4 | 4 | 0 |
| Furniture & Home Furnishings | 6,200 | 4 | 4 | 0 |
| Camera Stores | 55,100 | 0 | 0 | 0 |
| Automotive Service Stations | 2,800 | 10 | 34 | -24 |
| Hardware, Paint & Building Supply | 8,700 | 3 | 7 | -4 |
| Convention Hotels | b | - | 0 | - |
| Bowling Alleys & Billiard Parlors | c | - | 2 | - |
| City of Southgate Population: 30,136 | | | | |

^a Figure is approximate, depending on whether residents have their own machines

^b Not applicable; does not depend on residential population

^c Current figures not available. Popularity is declining.

(adapted from Darley Gobar Associates)

The City of Southgate currently does not have a centrally located, traditional business district, commonly referred to as a Central Business District (CBD). However, efforts are underway to bolster pedestrian-oriented, mixed use commercial, office and residential development along the Eureka Corridor.

Table 25 analyses the presence of only small scale local commercial businesses in Southgate. This list is not reflective of more large scale opportunities reflected by existing "big-box" retailers such as WalMart or Meijers which tend to have a more regional draw. This table therefore indicates that most representative local commercial categories either meet or exceed the number of establishments needed for the population base. However, many of these establishment types serve a market area greater than that of the City of Southgate, and thus are required in greater numbers. With a population of 30,136 people, Southgate could support

additional commercial activities in the following deficient areas: food stores and dry cleaners. While barber shops and television repair commercial types also demonstrate a deficiency, more specialized businesses are present throughout the City in similar categories that meet this commercial need. These uses include combination salons, specialized electronics and telecommunication repair facilities.

OFFICE NEEDS

Office Location Factors¹

- Easy access to customers or clients
- Cost and availability of appropriately experience/trained labor in the area
- Cost, functionality, and expandability of available office space (or land suitable for office development)
- State and local business climate
- Quality of life for employees
- Access to higher education
- State and local income and property tax costs, and proximity to cultural and entertainment facilities and shopping (for employees)

¹Lousi Harris & Associates, Business American Real Estate Monitor, Cushman & Wakefield, Inc. 1988.

The pattern of office development in metropolitan areas has changed dramatically in the last 20 years. It has shifted away from a focus on downtown areas to a regional “multiple-nuclei” structure of competing centers. Today, for example, Auburn Hills and Troy represent the prestige locations that are capturing new office development.

The reasons for this transformation vary. To a certain extent, it has followed the out-migration of population away from the large city centers. Developers also sought less expensive building sites, which offered regional accessibility and on-site parking convenience for tenants. It also is a reflection of meeting unmet demand, as our local economy continues to change from a manufacturing-base economy to a service oriented economy. Due to the changing face of development, the City of Southgate is well suited to continue to encourage office development, especially in light of its already demonstrated market draw potential.

Not unlike commercial development, there is a set of very specific standards that make sites of various sizes and locations desirable to potential office development. The chart to the left illustrates some of these criteria.

Table 26: Representative Office Uses Enterprized by Type

| Business Category | Needed Population Base | Total Number of Possible Establishments | Current Number of City Establishments | Deficiency |
|--------------------------------------|------------------------|---|---------------------------------------|------------|
| Real-Estate Offices | n/a | - | 11 | - |
| Accounting Offices | n/a | - | 8 | - |
| Doctors Offices | 1,000 | 30 | 20 | 10 |
| Legal Offices | 6,000 | 5 | 12 | -7 |
| City of Southgate Population: 30,136 | | | | |

(adapted from Darley Gobar Associates)

Data in the following table also documents the population base necessary to support different types of office development (doctors, real estate, accounting, legal offices, etc.).

As with traditional commercial development, some office development needs have maximized their possible capacity, while others are slightly deficient, in terms of its existing population base. However, it is important to review office development on a more regional basis. As shown in the previous table, there are more legal offices in Southgate than the population would appear to support. In addition to traditional physicians offices, the City also has large number of home health care businesses, chiropractors, dentists, and other medical service facilities. The largess of some types of office development proves that more than just the City’s own population base supports City businesses.

INDUSTRIAL NEEDS

There are 53.0 acres, or 1.6 percent, of the City currently in use for industrial purposes.

The quantity of developed industrial land a community will need in the future is dependent upon its current employment base, infrastructure capacity, local political philosophy, as well as a myriad of other factors industries consider when choosing a location for a new facility.

Industrial Location Factors¹

- Easy access to domestic markets as well as suppliers
- Availability of sites with existing electricity, water, sewage and roads suitable for year-round truck traffic
- Cost, availability, and skills of labor in the area, and the extent of labor/management problems for unionized labor force
- Easy access to raw materials
- State and local business climate
- Utility costs and capacities
- Access to higher education
- State and local income and property tax costs, and proximity to cultural and entertainment facilities and shopping (for employees)

¹Lousi Harris & Associates, Business American Real Estate Monitor, Cushman & Wakefield, Inc. 1988.

The following information will summarize three methodologies commonly used in estimating future industrial land area needs. They are population, land use, and employment density ratios.

The first method, population ratios, represents acreage requirements as a proportion of the total population. Data in the table above indicates that a total of 12 acres of industrial land are required for every 1,000 people. The City’s population in the year 2020 of 27,182 persons would therefore, require 326.2 acres of industrial land. The standard then continues to break down this

Table 27: Population Ratios for Estimating Industrial Land Use

| Category | Ratio |
|----------------------------------|---------------------------|
| Total gross land requirement | 12 acres/1,000 population |
| requirements for light industry: | 2 acres/1,000 population |
| requirements for heavy industry: | 10 acres/1,000 population |

Joseph DeChiara and Lee Kopplemand, *Planning Design Criteria*.

Table 28: Community Size for Estimating Industrial Land Use

| Community Size | Percent Industrial Land Coverage |
|---|----------------------------------|
| Small Cities and Towns (under 100,000 people) | 8% |
| Large Cities (over 200,000 people) | 12% |

American Planning Association, PAS Memo: Land Use Ratios, May 1983.

requirement by light and heavy industry. The majority of the industrial development in Southgate is in the light industrial category, at a current total of 51.6 acres.

The population ratio method determines that the continuance of this industrial type would require two acres per 1,000 population or a total 54.4 acres, thereby yielding a need of 2.8 acres. However, according to this methodology, 271.8 acres of heavy industry would be needed by 2020, constituting an additional 270.4 acres to what is presently in use (1.4 acres).

Estimating needed acreages of industrial land use can also be accomplished by employing land use ratios. By surveying the amount of land devoted to industrial uses in other communities, an average can be calculated and used as a standard for planning purposes. Using this standard, as seen in Table 28, eight percent of the City's land area should be utilized for industrial development. This equates to approximately 269.7 acres. This eight percent value is valid up to a city population of 42,000 people. By this methodology, the City of Southgate could feasibly develop an additional 216.7 acres of industrial land. The City currently has 149.5 acres of vacant industrially zoned land which could accommodate the greater industrial projections.

The most accurate means of determining future aggregate industrial land use need is achieved through the application of employment/density ratios. This methodology requires extensive, business specific, employment data records, as well as total employment data over time. The ratios of employees per acre per industry site are calculated, and then all ratios of each industry type are averaged. The value produced is the average number of employees per net site acre. This procedure is repeated over time (usually in ten year increments). The increase in employment over a specified time period, divided by the density equivalent for the industry group, equals the amount of land that is required to meet the new (industrial) employment needs.¹ In simpler terms, this ratio compares employment density trends overtime in order to project future needs. Due to the extensive

Table 29: Employment/Density Ratios for Estimating Land Use

| 2000 Existing Industrial Acreage | Industrial Employment 2000 | Employment Density Employee/Acre | 2020 Employment | Estimated Additional Acreage |
|----------------------------------|----------------------------|----------------------------------|-----------------|------------------------------|
| 53.00 | 797.00 | 15.04 | 1,076.00 | 18.54 |

^aAnalysis by Wade-Trim. SEMCOG 2030 Regional Development Forecast (RDF) community detail report. May 2002

Urban Land Institute, Industrial Development Handbook

scope of this estimation procedure, the aggregate employment by industry values were derived from the Southeastern Michigan Council of Governments (SEMCOG) 2030 Regional Development Forecast values and applied to the above procedure. By this process, the City of Southgate would approximately need an additional, 18.54 acres of industrial development by the year 2020. This aggregate value however does not delineate between light and heavy industrial use types.

¹Urban Land Institute. *Industrial Development Handbook*.

Presently, only 53.0 acres of City property are utilized for industrial purposes. There are however, 149.5 acres of vacant land currently zoned for industrial uses. Depending upon which industrial land use methodology chosen, most seem to demonstrate a need for industrial growth.

However, the history of industrial developed land within the City of Southgate does not demonstrate a willingness by the industrial community to locate in this area. Large tracts of land that were planned and zoned for research and light industrial purposes were redesignated to other land uses under the 1997 Master Plan. Since that time, additional properties identified as light industrial have been rezoned to other commercial and residential uses. In addition, large industrial areas have been established in municipalities in close proximity to Southgate, including the City of Taylor, and Brownstown Township, which act the regional industrial draw. From this perspective, it would appear that the third methodology which estimates the lowest number of needed industrial development would be more applicable to the industrial trends in the City of Southgate.

PROPERTY TAX BASE AND FUTURE DEVELOPMENT²

Property taxes, which are imposed on the value of homes and businesses, are the revenue that pays for local government and the service government provides. Benefits like police and fire protection, roads and sidewalks, water and sewer lines to name just a few. However, communities often struggle with the ability to provide these services without the continued increase of property taxes. This can be especially true for financially struggling inner-ring cities and those bedroom communities that experience only residential development.

From the year 2001 to 2003 the City of Southgate experienced growth in its commercial, industrial and residential tax base. Average growth, for this time period, equated to 4.7 percent, 11.5 percent, and 5.4 percent respectively. These rates, however, are derived from the fiscal performances of only a few years, and therefore may not be typical of the City's long-term revenue behavior for each sector.

While there is no ideal mix between residential and business development, the taxes generated from commercial and industrial properties often comprise as much as half of the cost to provide services to a community. An on-going 20-year study referenced by the American Planning Association (APA) conducted by the American Farmland Trust details the importance of Cost of Community Services (COCS) studies when analyzing land use choices.³

COCS studies are a case study approach used to determine the fiscal contribution of existing local land uses. A subset of the much larger field of fiscal analysis, COCS studies have emerged as an inexpensive and reliable tool to measure

² Information presented does not take into consideration DDA/TIF revenue funding mechanisms

³ American Farmland Information Center. Fact Sheet: Costs of Community Services Studies. American Farmland Trust. August 2004.

⁴ *ibid*

direct fiscal relationships. COCS studies are a snapshot in time of costs versus revenues for each type of land use. They do provide a baseline of current information to help local officials and citizens make informed land use and policy decisions.⁴

During this 20-year period, 102 communities in 22 states have been assessed using the COCS methodology. From this statistical population median COCS results have been determined. The cost of providing services to commercial and industrial developments yields \$0.28 for every dollar of revenue (taxes) raised. However, residential development required \$1.15 for that same dollar raised in revenue.⁵ In many Michigan communities, residential development can cost up to \$1.50 for every dollar in provided services.⁶

Businesses also pay taxes on personal property, as well as real property. Taxes are assessed on equipment needed to run the business, which increases the overall tax base of the community. Without the development of offices, retail stores, industrial plants, etc., communities that want to add or improve services are often forced to raise taxes, which can hinge on voter approval.

Table 30: Cost to Provide Services 2003

| | Tax Revenue | Cost to Provide Services | Total 2003 Cost | Difference |
|--------------|------------------|--------------------------|------------------|-------------------|
| Industrial | \$ 1,236,506.88 | \$ 0.28 | \$ 346,221.93 | \$ 890,284.95 |
| Commercial | \$ 13,542,910.16 | \$ 0.28 | \$ 3,792,014.84 | \$ 9,750,895.32 |
| Total | \$ 14,779,417.04 | \$ 0.28 | \$ 4,138,236.77 | \$ 10,641,180.27 |
| Residential | \$ 22,267,403.83 | \$ 1.15 | \$ 25,607,514.40 | \$ (3,340,110.57) |
| Total | \$ 37,046,820.87 | | \$ 29,745,751.18 | \$ 7,301,069.69 |

City of Southgate Treasurers Office
Analysis By Wade-Trim

According to the existing land use survey conducted in the summer of 2004, the City of Southgate had 375.3 acres of developed industrial/commercial property and 1,865.7 acres of developed residential property. The 2003 tax rolls supplied by the City indicate

approximately \$14.8 million in real property taxes collected for improved commercial/industrial properties and \$22.3 million for residential. The table below outlines the cost to provide services to these properties per the median COCS methodology:

Table 31: Projected Build Out Revenue

| | Total 2003 Revenue | Developed Acreage | Revenue per Acre | Vacant Acreage | Total Revenue at Built Out |
|--------------|--------------------|-------------------|------------------|----------------|----------------------------|
| Industrial | \$ 1,236,506.88 | 53.00 | \$ 23,330.32 | 58.00 | \$ 2,589,665.35 |
| Commercial | \$ 13,542,910.16 | 322.30 | \$ 42,019.58 | 149.52 | \$ 19,825,635.52 |
| Total | \$ 14,779,417.04 | 375.30 | \$ 65,349.90 | 207.52 | \$ 22,415,300.87 |
| Residential | \$ 22,267,403.83 | 1,865.70 | \$ 11,935.15 | 207.14 | \$ 24,739,674.06 |
| Total | \$ 37,046,820.87 | | | | \$ 47,154,974.93 |

City of Southgate Treasurers Office
Analysis By Wade-Trim

In 2003, it cost the City approximately \$3.3 million dollars more to provide services to the residential taxpayer than was received in revenue. However, this was recouped by the property tax gained from the commercial/industrial taxpayer.

⁵ American Farmland Information Center. Fact Sheet: Costs of Community Services Studies. American Farmland Trust. August 2004.

⁶Tony Manolatos, "Suburbs Struggle to Spread Tax Burden." The Detroit News, August 13, 2002.

Table 32: Projected Cost to Provide Service (Build Out)

| | Total Build Out Revenue | Cost to Provide Services | Total Build Out Cost | Difference |
|--------------------|-------------------------|--------------------------|----------------------|-------------------|
| Industrial | \$ 2,589,665.35 | \$ 0.28 | \$ 725,106.30 | \$ 1,864,559.05 |
| Commercial | \$ 19,825,635.52 | \$ 0.28 | \$ 5,551,177.95 | \$ 14,274,457.58 |
| Total | \$ 22,415,300.87 | | \$ 6,276,284.24 | \$ 16,139,016.63 |
| Residential | \$ 24,739,674.06 | \$ 1.15 | \$ 28,450,625.17 | \$ (3,710,951.11) |
| Total | \$ 47,154,974.93 | | \$ 34,726,909.41 | \$ 12,428,065.52 |

City of Southgate Treasurers Office

Analysis By Wade-Trim

Based on the sum of tax dollars paid and the amount of vacant land still available in the City, we can extrapolate the cost to serve this land if it was developed under the current City of Southgate Zoning Map. Tables 31 and 32 outline approximately how much real property tax could be collected and the cost to provide needed services:

From the review of this information, we can see that the current zoning of the City continues to provide a surplus in property tax revenue. Based on the median COCS values to provide services, the City retained about 19.7 percent of the tax revenue generated, which has allowed them to improve some existing services and create new programs for City residents. The built-out scenario, however, projects over 26.4 percent in excess revenue.

The key is for the City of Southgate to find the development balance that will support the services needed for continued residential growth without overburdening the revenue generated. Communities pay a high price for unplanned growth. Scattered development frequently causes traffic congestion, air and water pollution, loss of open space and increased demand for costly public services. This is why it is important for citizens and local leaders to understand the relationships between residential and commercial growth, agricultural land use, conservation, etc., and their community's bottom line. One type of land use is not intrinsically better than another, and COCS studies are not meant to judge the overall public good or long-term merits of any land use or taxing structure. It is up to communities to balance goals such as maintaining affordable housing, creating jobs and conserving land. With good planning, these goals can complement rather than compete with each other. COCS studies give communities another tool to make decisions about their futures.⁷

ECONOMIC DEVELOPMENT TOOLS

In order to more fully develop the City's economic potential, the following economic development tools have been put in place.

⁷ American Farmland Information Center. Fact Sheet: Costs of Community Services Studies. American Farmland Trust. August 2004.

City of Southgate Downtown Development Authority

The City of Southgate Downtown Development Authority, or DDA, was established to promote economic development within the City. The DDA has been empowered to utilize tax increment financing to generate financial resources to invest in municipal projects and public/private partnerships that will facilitate development within its corridor business district.

The DDA, as created under State enabling legislation, includes a Development Plan and a Tax Increment Financing Plan. The Development Plan incorporates physical improvements, potentially including, but not limited to, building enhancement, signage, access management, utility improvements and other infrastructure programs, as well as operational improvements such as business development assistance. It was the DDA that commissioned the Retail Market Analysis: Eureka Road Southgate Business District document, intended to guide for future Southgate development initiatives.

The Tax Increment Financing Plan for the DDA is a strategy for funding and implementing the improvements set forth in the Development Plan. The Tax Increment Financing Plan established procedures for the capture and expenditure of funds for DDA projects and estimates the projected value of captured taxable dollars available to the DDA for the purposes of planning and long range development.

Retail Market Analysis: Eureka Road Southgate Business District⁸

The Downtown Development Authority commissioned this market analysis in January of 2004 to help determine the potential need for retail and commercial uses in the City. The analysis investigated DDA demographics, business mix, and trade area. In addition, the City hosted a community vision session for business owners, community members, and City officials where participants identified opportunities and issues concerning the DDA commercial district. A strategy, centered on four objectives, was then developed to strengthen and improve the Eureka Road Southgate Business District. These objectives are:

- Create an identity for the Eureka Road Business District.
- Complement strong existing anchor retailers.
- Reduce vacancies.
- Differentiate the Eureka Road Southgate Business District from the adjacent Eureka Road corridor by Southland Mall.

The study also identified some possible commercial tenant prospects. These prospects were identified based on the operators strength, sister store locations, and the synergy with other uses in the District. The final commercial uses were identified as:

⁸The Strategic Edge: Real Estate, Retail, and Planning Consultants. *Retail Market Analysis: Eureka Road Southgate Business District*. January 2004.

- General Merchandise - Wal-Mart and/or a warehouse club.
- Clothing - Marshalls.
- Furniture and Home Furnishings - Specialty home furnishing stores for a niche market.
- Electronics and Appliances - CompUSA.
- Sporting Goods, Hobby, Book and Music - Hobby Lobby, MC Sports, and a Christian bookstore (it should be noted that since the release of this study, Dunham's Sporting Goods has located on Eureka).
- Foods and Liquor - Specialized food store serving a niche market.

As noted in the previous assessment of the potential commercial and office needs for the City, this marketing study also identifies Southgate as part of a regional market place that is supported by a population base much larger than the 30,136 residents living in the City.

Residential Market Study⁹

In conjunction with City efforts, the Downtown Development Authority commissioned a market analysis to assess the feasibility of developing additional residential units within the DDA, as described in the "Ways of Life-Eureka Corridor" study. The Residential Market Study, prepared by Anderson Economic Group, was completed in September of 2003. This study focused on the demand for single and multi-family structures (of various types), as well as appropriate rental rates and home values. Scrutiny focused on housing price gap analysis, market overview, and opportunities by housing type.

This study's findings included the following recommendations:

- Revitalization of existing small, 1950's-era homes in the north-eastern portion of the DDA neighborhood.
- In-fill development of modern single-family, custom-built homes throughout the entire DDA area. New home construction should be limited to no more than 330 rental units and 1,300 owner-occupied homes.
- Construction of a "New Urbanist" 275-unit luxury, rental, and condominium complex.
- Revitalization of the Southgate Park Apartment Complex should be considered.

It should be noted that a Planned Development, which includes condominiums, live-work units, and a commercial component, was recently approved by the City of Southgate along Allen Road. This development will help fill the need for a "New Urbanist" style project. However, as the study outlines, this type of high density development should continue to be encouraged within the DDA District, and specifically along Eureka Road.

⁹Anderson Economic Group. *Residential Market Study*. September 26, 2003.

In addition to the recommendations, the following planning goals and initiatives were encouraged:

- Work with qualified residential developers and builders to create a quality project with appropriate amenity packages.
- Collaborate with qualified developers, planners, architects, and engineers to develop a planned mixed-use project along Eureka Road with a New Urbanism design element. Uses should include residential, commercial, office, civic space, green space and/or town squares.
- A multi-phased development approach should be pursued, which incorporates residential and commercial uses.
- Improve access to the Eureka Road corridor and connectivity between adjacent neighborhoods.

GOALS AND OBJECTIVES

Before a community can actively plan for its future growth and development, it must first set certain goals and objectives that define the boundaries of its needs and aspirations. These goals and objectives must reflect the type of community desired and the kind of lifestyle its citizens wish to follow, given realistic economic and social constraints.

In order to appropriately administer goals and objectives, it is important to understand the roles of each and their relationship to one another. To this end, the following definitions shall apply:

Goals:

A basic statement that sets a critical path, provides direction, and describes to the organization how the desired outcome should look. Goals are a critical part of the planning process in that they are flexible, defining for the organization, and timeless. Goals stay with the organization until they are achieved. Goals are ambitious and general. They address issues and specific needs or problems, but they are grand in scope and speak to fundamental change and directly serve the mission of the organization.

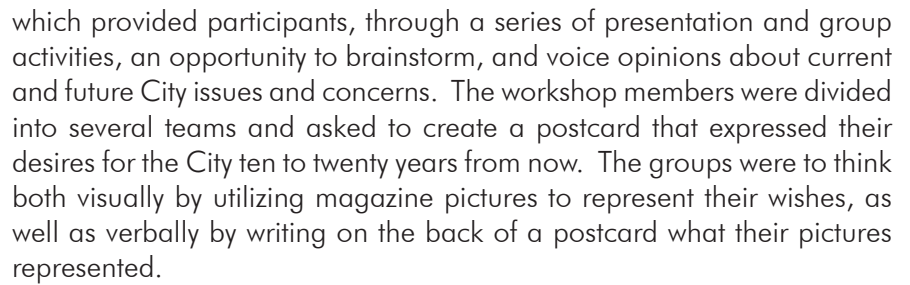
Objectives:

These are the means to achieve a goal. An objective is a plan of action that sets a more specific task within a goal and helps gauge success. Objectives should often meet the following criteria:

- An objective must be specific.
- An objective must be measurable, that is, there must be no question that the objective was begun, carried out, and completed and that a tangible result can be produced.
- An objective must be able to be assigned to a responsible party. There must be a party made to be in charge of each objective to ensure that it will be carried out and that there is no confusion as to who should answer for the results of the objective.
- An objective must be trackable, or easy to follow. Each objective must be carefully monitored and its status must be known at all times. It is essential that the objective be set to a specific schedule and “landmarks” within it be set to convey its ongoing progress to residents and businesses alike.

Public Participation

The process of developing goals and objectives for the City of Southgate Master Plan involved multiple steps. On April 14, 2005 a community forum was held



Front Photograph:

Wish you were here:

Welcome to our city.

We are sure you will enjoy
the following aspects of life in
Southgate:

great western
restaurants

green space
(also walking strips)

Wonderful
Restaurants

upbeat
infrastructure

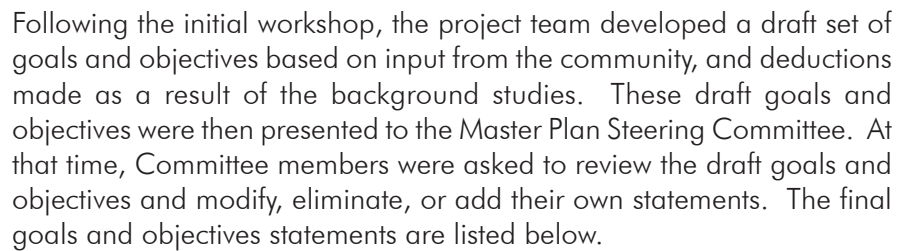
Swain's Shoppers

increase
growth
from retail

Well known
landmark

Steady
Growth

NEW HOMEOWNER
123 PARADISE AVENUE
SOUTHGATE, MI 48192



The following text represents the set of goals (the ultimate purposes or intent of the plan) and objectives (means of attaining community goals). The community process outlined above offered planning decision makers and the public an opportunity to intellectualize attitudes and values about community development and, at the same time, establish the parameters around which the Future Land Use Plan will be designed. The goals and objectives are as follows:

Objectives -

- 73

- Further the continued development of recreational facilities which provide community residents with a variety of physical activities.
- Maintain current local and neighborhood parks and investigate the need for new facilities in undersupplied areas.
- Encourage the provision of new parks and retention of open spaces during new development or redevelopment projects.

Goal 2 – Promote and encourage city-wide connectivity through non-motorized transportation alternatives.

Objectives -

- Enhance existing, and development of new, non-motorized trails, such as bike and pedestrian paths, throughout the City.
- Maintain continuous sidewalks linking community facilities (both public and private), to residential and commercial areas.
- Promote sound access management principles for major roadways, including limitations to multiple curb cuts and drive-through traffic, thereby stabilizing the pedestrian realm.
- Support the goals and objectives of the Downriver Linked Greenways Initiative as established by the Downriver Community Conference.



Goal 3 – Promote Southgate as a community for life-long living.

Objectives -

- Promote the development and/or redevelopment of single-family residential areas offering a myriad of living locales, environments, and options including, but not limited to, attached condominiums, stacked ranches, townhomes, and traditional single-family detached structures.
- Encourage development of a diverse new housing stock appropriate for a range of ages (individuals, young and growing families, empty-nesters), and income levels.
- Encourage development of residential types which provide services and amenities for an aging or disabled population including independent, assisted, and convalescent living options.
- Allow for controlled and planned growth through continued enforcement of existing zoning and review procedures.
- Encourage creative design and development planning which will produce visual harmony, without monotony, and reflect the City's preferred aesthetic.

Smart Growth Principles:

Strengthen and direct development towards existing communities;

Create a range of housing opportunities and choices;

Create walkable neighborhoods;

Foster distinctive, attractive communities with a strong sense of place;

Mix land uses;

Preserve natural beauty and critical environmental areas;

Provide a variety of transportation choices;

Encourage community and stakeholder collaboration; and,

Make development decisions predictable, fair and cost effective.

- Facilitate community improvement policies including, but not limited to, preservation of existing tree stock, street tree plantings, community gardens, and sidewalk improvements.
- Provide for areas of transition or buffering between residential and nonresidential developments.
- Discourage the encroachment of nonresidential uses into established residential neighborhoods.
- Utilize “Smart Growth” principals on a site-by-site basis to ensure livability and sustainability of residential development within the City.

Goal 4 - Maintain the existing commercial base and encourage commercial development that satisfies local market needs and provides a positive contribution to the local tax base.

Objectives -

- Provide reasonable opportunities for the establishment of commercial uses that meet the demonstrated market needs of City residents.
- Improve the overall aesthetic character, and encourage the maintenance of structures within Downtown Development Authority (DDA) and commercial areas City-wide.
- Continue to improve and maintain relationships between business owners and City government, while fostering a sense of partnership.
- Encourage the improvements of paving, lighting, and marking of existing parking areas within the City’s traditional commercial areas, and assess the need to provide supplemental parking strategies.
- Promote the image of Southgate’s commercial areas as an attractive business location through a series of strategically placed enhancements including streetscapes and other infrastructure improvements, landscaping and superior signage.
- Utilize “Smart Growth” principals on a site-by-site basis to ensure livability and sustainability of commercial development within the City.
- Consider employment of a “Smart” Scorecard developed by the Congress for New Urbanism to help communities make better project-level decisions that help to achieve Smart Growth objectives on an individual basis.

Goal 5 – Maintain a healthy and progressive commercial mix that allows the Eureka corridor to be a sought after business destination.

Objectives -

- Promote and preserve those existing business uses that maintain or increase the City's commercial tax base.
- Identify underutilized sites or structures along the Eureka corridor, and work with City staff and the development community to propose inventive redevelopment concepts.
- Facilitate strict code enforcement of all corridor properties to ensure public health, safety, and welfare, as well as the aesthetics of the corridor.
- Endorse and encourage the use of the Eureka Corridor Design Guidelines established by the Downtown Development Authority during site plan approval.
- Support the efforts of the Downtown Development Authority in their pursuit of not only quality businesses but in superior site design.
- Create, promote and distribute a new graphic identity and place name for the DDA area/Eureka corridor, include this graphic identity and name on City signage, banners, future facilities, marketing materials, etc.

Goal 6 - Provide for the efficient and logical maintenance of existing, or extension of new, public services and facilities.

Objectives -

- Facilitate development and coordination of access oriented transportation plans for both motorized and non-motorized transportation amenities.
- Promote ongoing, harmonious relationships with the Michigan Department of Transportation, the Wayne County Road Commission, and other agencies which maintain the transportation linkages within the City.
- Harmonize the relationships between motorized and non-motorized modes of transportation within the City through public educational forums and pamphlets, improved signage, and driver awareness programs.
- Encourage the use of traffic studies when reviewing new developments within the City.
- Preserve existing City facilities and services which include neighborhood parks, the Civic Center, Senior Center, Golf Course, the Nature Center and other recreational amenities. Encourage the development of new

services or the expansion of existing services or facilities where available and appropriate.

- Continue coordination of recreational amenities with outside sources such as the City of Southgate Public School System.
- Plan for the continued maintenance of the City's infrastructure systems through capital improvement programming.

Goal 7 – Organize parking in commercial areas to increase efficiency and improve appearance.

Objectives -

- Investigate opportunities for commercial properties with restricted lot sizes to utilize on-street parking where available and appropriate.
- Consider the development of smaller parking space sizes for commercial lots of restricted size.
- Investigate the potential opportunities presented by alternative parking strategies, including shared parking and alternative parking schedules for different commercial business types (i.e., a bank and a dinner only restaurant).
- Evaluate the required parking standards within the City Zoning Ordinance.
- Investigate opportunities for several businesses to specifically plan for one parking area that is owned and maintained by any business owners included in the parking agreement.

Goal 8 - Facilitate revitalization efforts to position Southgate as a local and regional hub for culture and entertainment.

Objectives -

- Facilitate the development of new community facilities aimed to engage pre-existing talent, as well as draw from the larger creative class.
- Incorporate a regional marketing strategy detailing the assets of Southgate as a destination community.
- Encourage the business community within Southgate to work proactively with City Administration to promote their services or sponsor community-wide events.
- Consider "branding" for the City that can be utilized in all Southgate promotional materials.

Goal 9 - Encourage and facilitate traditional and nontraditional economic development initiatives.

Objectives –

- Create and maintain a marketing strategy for attracting potential developers and to provide a vehicle for positive self-promotion for the City. The objective could be coordinated with Goal 7 regarding promotion of Southgate as a destination community.
- Develop incentive programs and assistance methods to help foster existing local businesses. These programs may include assistance from the Downtown Development Authority or in-kind services from City Departments.
- Facilitate public/private partnerships between the City and developers to spearhead new development and redevelopment projects.

Goal 10 - Protect water and environmental resources.

Objectives –

- Support the goals of the Ecorse Creek and Downriver Watershed Management Plans.
- Consider the installation and maintenance of riparian buffers along the open water courses of the Grams and Frank and Poet Drains.
- Determine feasibility of including the Frank and Poet Drain into the existing City of Southgate Nature Center.
- Utilize native plant materials whenever possible in new development and redevelopment.
- Consider adopting new ordinances focused on the protection of natural features, wetlands, native plant materials, open space preservation and natural buffers.

Goals of the Ecorse Creek and Combined Downriver Watershed Management Plans -

Reduce flooding;
Reduce stream flow variability;
Watershed management sustainability;
Improve water quality;
Protect, enhance, and restore riparian and in-stream habitat;
Preserve, increase, and enhance recreational opportunities;
Protect public health;
Protect groundwater;
Preserve and protect agricultural lands;
and,
Increase public education, understanding, and participation regarding watershed issues.

FUTURE LAND USE PLAN

Future Land Use Development Process

The Future Land Use Map is the physical result of the Master Plan development process. It is designed to serve as a guide for the future development of the City. The preceding chapters of this Master Plan provide the background or basis on which the Future Land Use Plan is developed. In particular, the Future Land Use Map is based on upon:

- A review and analysis of existing land use conditions;
- Infrastructure capabilities;
- Analysis of demographic data;
- The goals and objectives developed for the Master Plan; and,
- Public participation.

In a workshop on September 29, 2005, City of Southgate residents worked with Planning Commissioners, City Council members, and other community stakeholders to develop the Future Land Use Map. This was accomplished through an interactive planning process where three small groups were formed and asked to literally “draft” a Future Land Use Map for the City. The results from each group were then presented to the workshop participants as a whole where each recommendation was evaluated.

During the group presentation segment, certain themes or ideas often recurred. These included:

The priority nature of the continued development and redevelopment options for the Eureka Road corridor;

- An acceptance of blended or “mixed-use” development types;
- Forward thinking ideas about the incorporation of new land use types not currently present in the City, like a technology-research park; and,
- A mix and placement of land uses to encourage and retain a multitude of lifestyle options.

The individual group presentations revealed a general consensus regarding the optimal future land uses for much of the City. However, each group presented varied future land use proposals for the northwestern portion of the City. Because of this, it was determined that each of the groups proposals would be used as an alternative plan for the northwestern portion of the City. These alternatives would need to be further reviewed at subsequent meetings to gain consensus.

At a joint Master Plan Steering Committee, Planning Commission, City Council, and Downtown Development Authority meeting on February 16, 2006, the three

City of Southgate Master Plan

Public Workshop Future Land Use Planning

Southgate Civic Center: Banquet Hall
14700 Reaume Parkway
Thursday, September 29, 2005

7:00 PM

(lasting approximately 90 minutes)

During this meeting, a summary of the goals and objectives drafted from the last community workshop will be presented. In addition, an interactive planning segment featuring development of the desired future land use plan for the City will occur. The input from this forum will be utilized to create the final chapters of the City's Master Plan.



For additional information, please contact:
Julie Johnston at Wade Trim - (734) 947-9700

Alternative Plans for the northwestern portion of the City were evaluated. Ultimately, the preferred Future Land Use Plan for the northwestern portion of the City, as well as the City as a whole was selected.

Throughout the Future Land Use development process, emphasis was placed on creating a Future Land Use Map that achieved the following objectives:

- Centers of desirable growth (development and redevelopment) are identified.
- Strikes the proper balance between land use classifications to promote balanced growth while still preserving existing City character.
- Ensures a mix of residential housing types that are pedestrian-friendly and help to define neighborhoods.
- Offers appropriate locations and ample opportunities for office, commercial and industrial growth to further the economic vitality of the City.
- Allows for the possibility of mix-use developments (concentrations of civic, institutional, commercial and residential activities).
- Provides a pedestrian connection between neighborhoods and public services like schools and parks, as well as commercial areas.
- Conveys the desired future growth pattern of the City.

Map 10, Future Land Use, presented in this Chapter is the result of this process. The Future Land Use acreage distribution is summarized in Table 33.

Table 33: Future Land Use Statistics

| Category | Approx. Acres | % of Total |
|---|-----------------|-------------|
| 1. Single-Family Detached | 1,745 | 52% |
| 2. Single-Family Attached | 55 | 2% |
| 3. Multiple Family | 230 | 7% |
| 4. Manufactured Home Park | 5 | 0% |
| 5. Local Commercial | 35 | 1% |
| 6. General Commercial | 255 | 8% |
| 7. Office | 25 | 1% |
| 8. Mixed Use | 270 | 8% |
| 9. Mixed Office and Commercial | 160 | 5% |
| 10. Technology and Research Park | 155 | 5% |
| 11. Public and Semi-Public | 435 | 13% |
| Total Land Without Rights-of-Way | 3,370.00 | 100% |
| Rights-of-Way | 1,070.00 | -- |
| Total Land Including Rights-of-Way | 4,440.00 | -- |

The Future Land Use Map equips City of Southgate Planning Commissioners, and elected officials, with a literal depiction of the desired land uses throughout the community. The Future Land Use Map derived from the Goals and Objectives and created through public comment, represents the vision the City of Southgate has established for itself for the next ten to 20 years. The Map will be a useful tool on which to base zoning and capital improvement decisions, and will allow for consistent and sound planning in the community. The following text describes the categories found on the Future Land Use Map.

Future Land Use Categories

Single-Family Detached

This category includes single-family detached structures used as a permanent dwelling, and accessory structures, such as garages, that are related to these units. Lot sizes generally total less than 10,000 square feet and are characterized by a more traditional urban neighborhood density.

Single-Family Detached land uses comprise the vast majority of residential types planned within the City at approximately 1,745 acres or 52 percent. Continuation of this land use typology is consistent with and helps to reinforce the historical development trends found in the City of Southgate. Thus, the planned areas for single-family detached development reinforce the traditional neighborhoods and community culture found in the City.

Single-Family Attached

Traditional attached single-family development types including townhouses, condominiums and duplexes characterize this land use category.

Historically, the most predominant type of residential development within Southgate occurred in the form of single-family detached homes. Although these detached homes still comprise the largest percentage of residential living units, alternative residential typologies are becoming more common within the City. Single-family attached townhomes and condominiums, for example, have recently been developed in several sections of Southgate. To incorporate single-family attached developments, the Future Land Use Plan has designated approximately 55 acres or two percent of the City in this category. Additionally, in lands designated as Mixed Use, these types of residential units may be appropriate as part of larger mixed use developments.

Multiple-Family

This land use category is most commonly defined by the existence of multi-family apartment structures, but may also include group living quarters such as independent and assisted living, and convalescent care facilities.

Lands designated as Multiple-Family residential encompass approximately 230 acres or seven percent of the City. Most of these lands encompass existing multi-family apartment complexes. Offering affordable housing options to area residents, these multiple-family developments provide an important alternative to traditional single-family detached homes.

Manufactured Home Park

This category is intended to comprise a group of manufactured or mobile homes located on the same property in a park setting. Uses incidental to the manufactured home park such as a sales office and recreational facilities may also be present.

One existing manufactured home park is located within the City of Southgate, and is the specific land area designated in this Future Land Use category.

Local Commercial

This land use includes those areas of the City occupied by retail and service facilities that accommodate day-to-day convenience shopping needs. This commercial type includes, but is not limited to: banks, florists, convenience stores, and personal service establishments.

Lands designated as Local Commercial comprise approximately 35 acres or about one percent of the City. These properties are found along Goddard Road, Dix Toledo Avenue, and Pennsylvania Avenue. It is important to note that local commercial uses may also be appropriate within areas designated as Mixed Use or Mixed Office and Commercial on the Future Land Use Map.

General Commercial

This land use category includes the land area occupied by retail users offering commodities which are normally purchased at infrequent intervals, and for which the consumer may “shop around.” General Commercial land uses include but are not limited to: gas stations, large single-use retailers, restaurants, and larger retail strip developments that contain two or more retail/commercial anchors including department stores and large-scale supermarkets.

Some of the City’s largest commercial shopping centers have been designated in this category, which comprises approximately 255 acres or eight percent of the City. The largest concentration of lands designated General Commercial is found along Fort Street in the southeastern corner of the City, and Northline and Allen Roads in the northwestern portion of Southgate. General commercial uses may also be appropriate within areas designated as Mixed Use on the Future Land Use Map.

Office

Office uses include financial institutions, medical and professional service establishments. This category may include buildings occupied by single professional business or a larger multi-tenant office building.

Lands designated as Office comprise approximately 25 acres and are scattered throughout the City. Similar to the local and general commercial uses, office uses may also be appropriate within areas designated as Mixed Use or Mixed Office and Commercial on the Future Land Use Map.

Mixed Use

This land use category is characterized by a combination of land use types that compliment each other within a specific area. This category may include a single development that features a mix of uses on the same property, or may also characterize an area of separately owned properties featuring a mix of land uses.

The entire length of the Eureka Road corridor has been designated as Mixed Use. At present, this corridor features a wide variety of land uses including single-family homes, offices, local and general commercial businesses, regional shopping centers, and semi-public uses. Generally, the land uses within the corridor

compliment each other, and therefore, the Future Land Use Plan envisions that the corridor maintain its mix of land uses. However, steps must be taken to create a unique identity and foster cohesiveness within the Eureka Road corridor in order to strengthen its position within the region. Developing a unique theme for the corridor, implementing streetscape improvements, and requiring adherence to uniform design guidelines are specific recommendations that can help achieve this goal.

Another area designated as Mixed Use is found in the northwestern portion of the City, east of Allen Road. Currently vacant, this area is envisioned to become a planned mixed use development, possibly featuring residential, business, and recreational uses.

In total, the Mixed Use category comprises approximately 270 acres or eight percent of the City.

Mixed Office and Commercial

Similar to the Mixed Use category, this land use category is characterized by a combination of land use types that compliment each other within a specific area. However, it is intended that the Mixed Office and Commercial category be occupied predominantly by office and commercial establishments.

Properties having frontage on several of Southgate's primary transportation routes have been designated as Mixed Office and Commercial. These transportation routes include Northline Road, Dix Toledo Avenue, and Fort Street. Additionally, a large area near the Northline Road and I-75 interchange has been designated Mixed Office and Commercial. In total, this category comprises approximately 160 acres or five percent of the City.

Technology and Research Park

This use type is characterized by a campus-style environment that enables the development of properties with high tech uses and functions, including light-manufacturing, telecommunications, medical diagnostic and treatment facilities, and office roles. Often uses developed within a Technology Research Park have related operations, which enhances collaboration between uses and strengthens the overall venture.

The main elements of sound campus site design include: controlled and convenient access; service areas located at the sides and rear of buildings; visitor parking and on-site circulation; screening of outdoor storage, work areas, and equipment; and emphasis on the main building entry and landscaping. A variety of building and parking setbacks should be provided in order to avoid long monotonous building facades and to create diversity. Structures should be located on "turf islands", where the office portion of the building does not directly abut paved parking areas. A minimum five to seven foot landscape strip should be provided between parking areas and the office portion of a structure. Building setbacks within this land use category should be proportional to the scale of the structure and in consideration of existing adjacent development.

Lands designated in this category are found in the northwestern portion of the City along Reeck Road and near I-75. The Technology and Research Park area

will benefit from its high visibility from I-75, location near the Northline Road/I-75 interchange, and the presence of a railway. In total, lands designated as Technology and Research Park occupies approximately 155 acres or 5 percent of the City.

Public and Semi-Public

This category was established to embrace all developed or undeveloped lands owned by various governmental, public, and semi-public agencies and institutions including schools, municipal services, religious uses, and park and recreation properties.

Public and Semi-Public uses are dispersed throughout the City of Southgate and account for approximately 435 acres or 13 percent of future City development.

IMPLEMENTATION

This Master Plan, for the City of Southgate, contains many land use recommendations that function as benchmarks and provide basic guidelines for making development decisions. The completion of this Master Plan is but one part of the community planning process. Realization or implementation of the recommendations of the Plan can only be achieved over an extended period of time and only through the cooperative efforts of both the public, private and nonprofit sectors. Implementation of the Plan may be realized by actively pursuing a myriad of topics. These include, but are not limited to, the following action items:

1. Continuing public involvement processes;
2. Auditing, analysis, revisions, and adoption of existing or new City ordinances or regulations pertaining to continued development and redevelopment within the City;
3. Supporting and ensuring enforcement and consistent administration of in-place policies, ordinances and regulations;
4. Providing a program of capital improvements and adequate, economical public services to encourage continued community growth; and,
5. Developing and then prioritizing municipal programs and joint public/private partnerships.

Public Processes

Citizen participation and understanding of the general planning process and policies of the Plan are critical to the success of the City's planning program. Southgate developed this Master Plan through a process of continual public interaction ranging from regular Steering Committee meetings, to public forums, to Planning Commission meetings. This methodology has been successful in developing a Plan which represents the desires of City residents and their vision for the future.

In order to provide for this type of continued support, Southgate should develop a methodology that will continue to make its citizens aware of the planning process, and the day-to-day decision making which affects implementation of this Master Plan. Lack of citizen understanding and support could have serious implications for the eventual implementation of planning proposals.

Towards that end, Southgate must again emphasize the necessity of, and reasons for instituting a planning program. Accordingly, the City Planning Act (Act 168 of 1959 as amended) under Section 10 states that the City Planning Commission *"shall promote public understanding of an interest in the plan and shall publish and distribute copies of the plan and of any report, and may employ such other means of publicity and education as it determines necessary."* Due to the changes in community development programs brought on by increasingly tight municipal

budgets, shifting developer attitudes, and improved citizen awareness, the City may wish to institute a plan of action to accomplish this task. Typical actions may include:

- The preparation of a Master Plan summary brochure for public distribution upon its adoption;
- Educational questions and answer forums specifically relating to development issues;
- Frequent and consistent meetings with neighborhood and business organizations, private sector interest (including developers, real estate professionals, and financial lenders), nonprofit organizations, etc; and,
- Coordination with regional authorities for local input.

Open, coherent, and cohesive public processes allows for stakeholder input and thus those actions, plans, ordinance, etc., which result from inclusion in this process are generally more accepted. Failure of the public to back such things as needed bond issues and continuing dissatisfaction concerning taxation, special assessments, zoning decisions, and development proposals are some of the results of public misunderstanding and rejection due to non-inclusion. On-going programs of discussion, education and participation will, therefore, facilitate the City's efforts with regard to Plan implementation.

Zoning Ordinances

Zoning regulations are adopted under the local police power granted by the State for the purpose of promoting community health, safety, and general welfare. Such regulations have been strongly supported by the Michigan courts, as well as by the U.S. Supreme Court. Zoning consists of dividing the community into districts, for the purpose of establishing density of population and regulating the use of land and buildings, their height and bulk, and the proportion of a lot that may be occupied by them. Regulations among different land use districts may be diverse. However, regulations within the same district must be consistent throughout the community.

The intent of zoning is to assure the orderly development of a community. Zoning is also employed as a means of protecting property values and other public and private investments. Because of the impact which zoning can have on the use of land and related services, it should be based on the community's master plan.

A stable, knowledgeable Planning Commission is critical to the success of the zoning process. The Commission's responsibilities include long-range plan formulation and the drafting of appropriate, reasonable zoning ordinance regulations designed to implement Plan goals and objectives.

Review of Existing Zoning Code

The City of Southgate Zoning Code has had numerous amendments over the last three decades. This is a positive statement regarding the leadership at the City of Southgate in that they understand that zoning ordinances are not static documents. They must be strategically amended over time to reflect changes in community needs, conditions and/or City policy.

Due to the variety of changes to the Southgate Zoning Code, it becomes important to ensure overall cohesiveness of the regulations. As one Chapter or Section of the Code is changed, it is very important to understand how that Chapter or Section affects other regulations within the document. The City of Southgate may wish to consider conducting an Audit to the Zoning Code to review for inconsistencies in the regulations. In addition, an Audit can provide insight into new regulations the City might wish to consider, as well as help the Planning Commission prioritize issues of concern.

Typically, at the end of a master planning process, amendments to zoning text are often required to support the newly developed long-range plan. The City may wish to consider the following specific concerns:

- Review of existing residential zoning classifications, in particular those relating to alternative development types such as the Planned Development and Cluster Housing ordinances to evaluate whether they are meeting the City's current needs. One of the Master Plan's Goals and Objectives is to provide for life-long living within the City. In addition, subdivision regulations may need review to address the development of infill housing and their impacts on existing neighborhoods.
- Give consideration to the addition of new districts and to the possible refinement of other existing zoning categories for the inclusion of more flexible mixed-use regulations. For instance, the City's Zoning Ordinance only provides for mixed residential and commercial under the Planned Development District. However, the Future Land Use Map provides for mixed uses along the Eureka Road Corridor which is supported by the Downtown Development Authority. Some inclusion of limited residential types as a use subject to special conditions could be considered under the C-1, Community Business District. Or, perhaps an Overlay District along the Eureka Corridor to allow for a more mixed-use typology.
- Attention should also be paid to the City's industrial district classification for inclusion of regulations pertaining to the newly defined Technology and Research Park category of the Future Land Use Plan.
- As the City of Southgate is predominately built, compatibility of land uses becomes increasingly important. Throughout the Goals and Objectives Chapter of the Master Plan there are references to transitioning and buffering of uses. The Planning Commission should consider amending the Landscape Section of the Zoning Code to provide for these needed transition or buffer zones. For example, a larger landscape buffer should be considered between residential and industrial land uses. In addition,

an update to the Landscape Ordinance would allow the City to address an additional Objective of the Master Plan which is to facilitate community improvement policies and the overall aesthetic of the City.

Other Zoning Techniques

There are a variety of zoning approaches and techniques which may be employed to help assure that Southgate remains an attractive community in which to live, work, and play. These techniques acknowledge the critical role of both City officials and staff in enforcing the provisions of the local zoning ordinance. Three key tools available to City officials seeking to assure quality development are special approval use procedures, overlay zoning districts, and zoning agreements (commonly referred to as conditional zoning) as established by PA 579 of 2004.

Special Approval Uses

Some land uses are of such a nature that permission to locate them in a given district should not be granted outright but should only be approved after assurances that the use will meet certain specified conditions. These types of land uses are called special approval, conditional approval, and/or special exception uses. The City currently uses this flexible zoning process to permit uses of land by following special procedures, including a public hearing and site plan review, to ensure the compatibility of the use within the vicinity in which it is to be located. This technique is based upon discretionary review and approval of special land uses. The site development requirements and standards upon which these decisions are made are specified in the ordinance as required by State law. However, the City may wish to consider a review of these conditions to ensure that they are meeting the needs of the community. Additional reasonable conditions may be attached, including provisions that would promote the use of land in an environmentally, socially, and economically desirable manner.

Overlay Zoning

Overlay zoning is generally used when there is special public interest that often does not coincide with traditional zoning. The intent is to map an area of the City that will either provide more or less restrictions than those found in the underlying zoning district. Rather than attempt to create a new zoning category, an overlay zone is superimposed over the traditional area. While the underlying zone or zones identify permitted land uses, the overlay zone might provide design restrictions, additional setbacks, or other exceptions to the base district regulations.

There are a number of reasons why a community would consider an overlay zone. Overlay districts are used to achieve various planning objectives, such as preservation of unique characteristics or physical amenities, or management of health and safety issues. Examples of overlay zoning districts are as follows:

- Natural Resources – conservation of view corridors, recreation corridors, wildlife corridors, hillside preservation, extractive resources area regulations, and watershed protection guidelines.
- Open Space Preservation – allowing the use of cluster units to minimize natural areas. Recreation linkages can also be addressed.

- Historic Preservation – architectural criteria are developed to address design, materials, and special uses to enhance or protect historic districts or culturally significant areas. In addition, special control of signage is usually addressed.
- Economic Development – protect, enhance, or develop a business or downtown district.

Overlay zones typically provide an extra layer of regulation. However, overlay zones can also be used to provide exceptions to the conventional zoning district. For example, an overlay district along a commercial corridor may allow for additional floor area ratios, parking waivers, and additional uses not otherwise allowed.

For the City of Southgate, the Planning Commission may wish to consider areas like Fort Street or Dix-Toledo Road north of Northline Road as possible economic development overlay zoning districts. The ordinances for these districts could be designed to help business establishments manage the land development constraints found along these corridors.

Conditional Zoning

As a second means of affecting the development process, the City of Southgate should investigate and consider the addition and potential use of zoning agreements as specified in PA 579 of 2004. This Act provides for additional processes within the rezoning process, specifically:

- (1) *An owner of land may voluntarily offer in writing, and the city or village may approve, certain use and development of the land as a condition to a rezoning of the land or an amendment to a zoning map.*
- (2) *In approving the conditions under subsection (1), the city or village may establish a time period during which the conditions apply to the land. Except for an extension under subsection (4), if the conditions are not satisfied within the time specified under this subsection, the land shall revert to its former zoning classification.*
- (3) *The city or village shall not add to or alter the conditions approved under subsection (1) during the time period specified under subsection (2).*
- (4) *The time period specified under subsection (2) may be extended upon the application of the landowner and approval of the city or village.*
- (5) *A city or village shall not require a landowner to offer conditions as a requirement for rezoning. The lack of an offer under subsection (1) shall not otherwise affect a landowner's rights under this act, the ordinances of the city or village, or any other laws of this state.*

Due to the recent nature of this Act, no case law exists to understand how the courts will react to this type of development. While traditional zoning has been strongly supported by the Michigan courts, as well as by the U.S. Supreme Court, conditional zoning is too new. Still, this is a land development tool available to

the City and its use should be considered when presented by a land owner. However, great care should be taken to ensure the contract meets the needs of the City of Southgate and that it can be supported by the Master Plan and local ordinances.

Subdivision Regulations

When a developer proposes to subdivide land, he or she is, in effect, planning a portion of the City. To assure that such a development is in harmony with Plan objectives, the subdivision or re-subdivision of residential or nonresidential land must be guided by the City in accordance with the Land Division Act (formerly the Michigan Subdivision Control Act, Act 288, P.A. 1967, as amended).

Several direct benefits accrue from the regulation of subdivisions by a local unit of government. By requiring the subdivider to install adequate utilities and improved streets, purchasers of the lots are not later burdened with unexpected added expenses. A subdivision without adequate physical improvements is detrimental not only to itself, but it also reduces the opportunity for reasonable development of adjacent parcels. In addition, long-range economy in government can be realized only when adequate improvements are provided by the subdivider.

While the City of Southgate is predominately built-out, there are still opportunities for subdivision development and redevelopment. As a part of its review of proposed subdivisions, the Planning Commission will need to focus on such features as the arrangement and width of streets, the grading and surfacing of streets; the width and depth of lots; the adequate provision of open space; and the location of easements for utility installations. The Planning Commission's role within the subdivision review process is to ensure the protection and implementation of the goals and policies outlined in the Master Plan.

In addition, a Goal of the Master Plan is to promote connectivity throughout the City. Including this requirement as part of the Subdivision Design Guidelines would provide opportunities for the City to include trailway features in new developments. As part of the review process, discussion about how to connect the development into a broader City-wide system could occur.

Enforcement

The ultimate success of a community's zoning ordinance, subdivision regulations, or other regulations depends on effective administration and enforcement. If administrative procedures are lax, or if enforcement of regulations is handled in an inconsistent sporadic manner, the result will be unsatisfactory at best. The City of Southgate Zoning Code states that enforcement shall be the responsibility of the Director of Inspections or his designee. The Director is, therefore, responsible for carrying out zoning/development related functions, including building inspections, ordinance administration, and community/developer interactions. Each of these functions requires a substantial investment of time. If sufficient time is not made available to carry out these critical functions, they may only be accomplished in a cursory manner. Therefore, the City should continue to assertively support its in-place review and administration procedures while actively reviewing opportunities for new procedures or support functions to ensure enforcement is consistently applied.

Capital Improvements Program

The term “capital improvements” is generally intended to embrace large-scale projects of a fixed nature, the implementation of which results in new or expanded public facilities and services. Such items as public building construction, park development, sewer installation, waterworks improvements, street construction, land acquisition, and the acquisition of certain large-scale pieces of equipment (graders, sweepers, trucks, etc.) are included in the Capital Improvements Budget.

Few communities are fortunate enough to have available at any given time sufficient revenues to satisfy all demands for new or improved public facilities and services. Consequently, most are faced with the necessity of determining the relative priority of specific projects and establishing a program schedule for their initiation and completion. The orderly programming of public improvements is to be accomplished in conjunction with long-range planning.

In essence, the Capital Improvements Program is simply a schedule for implementing public capital improvements, which acknowledges current and anticipated demands and which recognizes present and potential financial resources available to the community. The Capital Improvements Program is a major planning tool for assuring that these projects proceed to completion in an efficient manner. The Capital Improvements Program is not intended to encourage the spending of additional public monies but is simply a means by which an impartial evaluation of needs may be made. The program is a schedule established to expedite the implementation of authorized or contemplated projects.

Long-range programming of public improvements is based upon three fundamental considerations:

1. The proposed projects must be selected on the basis of community need;
2. The program must be developed within the community’s financial constraints and must be based upon a sound financial plan; and,
3. Program flexibility must be maintained through the annual review and approval of the capital budget.

The strict observance of these conditions requires periodic analysis of various community development factors, as well as a thorough and continuing evaluation of all proposed improvements and related expenditures. It is essential that, in the process of preparing and developing the program, the Planning Commission be assigned a role in reviewing project proposals to assure conformity with the City of Southgate Master Plan and to make recommendations regarding priority projects and appropriate methods of financing.

City Programs and Partnerships

Southgate’s Master Plan has focused on providing an overall recommended pattern for future land uses in the City. At the same time, however, it also has identified a number of programs and services that will be important for the successful implementation of the Plan’s goals. These programs and services

include, but are not limited to: access management techniques, smart-growth principals and employment of a “smartcard,” graphic identity and place name for the Eureka Corridor, non-motorized trailways, coordination of recreational opportunities with City of Southgate Public Schools, alternative parking strategies for older commercial corridors, “branding” for the City to be utilized in promotional materials, and develop incentive programs and assistance methods to help foster business.

To accomplish these goals, City leaders, in conjunction with City staff, should begin to develop criteria and priorities for such efforts including the provision of technical assistance and coordination of project funding. However, in this time of diminished revenue from local, state, and federal sources, communities such as Southgate can no longer rely solely on these traditional funding sources. Therefore, more regional funding options and public/private partnerships should be pursued. Potential partners may include the Michigan Economic Development Corporation (MEDC), Michigan State Housing Development Authority (MSHDA), Southgate Area Schools, Downriver Business Professionals, Downriver Community Conference, and other charitable foundations, business associations, regional redevelopment authorities, and public investors.

Planning Education

Planning Commissioners should be encourage to attend planning and zoning seminars to keep themselves informed of current planning issues and learn how to better carry out their duties and responsibilities as a Planning Commissioner. These seminars are regularly sponsored by the Michigan Association of Planners (formerly the Michigan Society of Planning), Michigan Downtown Association, and the Michigan State University Extension Service and are valuable resources to the Southgate Planning Commission.

Revisions to the Plan

The plan should be updated periodically. Any extension, addition, revision, or other amendment to a basic plan shall be adopted under the same procedure as a plan or a successive part of a plan under the procedures stated in Michigan Public Act 285 (1931, as amended). However, for an amendment other than a revision of the plan, both of the following apply:

1. The 65-day comment period otherwise provided for a planning commission, regional, planning commission, or public utility shall be 40 days.
2. The 75- to 95-day period otherwise provided for county planning commission or a county board of commissioners shall be 55 to 75 days.

At least every five years after adoption of the plan, the Planning Commission shall review the plan and determine whether to commence the procedure to amend the plan or adopt a new plan. These reviews are necessary in order to be responsive to changes in growth trends and current community attitudes on growth and development within the City.

APPENDIX

Map 1, Geographic Location

Map 2, Regional Future Land Uses

Map 3, Environmental Resources

Map 4, Floodplains and Drainage

Map 5, Existing Land Use

Map 6, New Developments

Map 7, Community Facilities

Map 8, Road Conditions

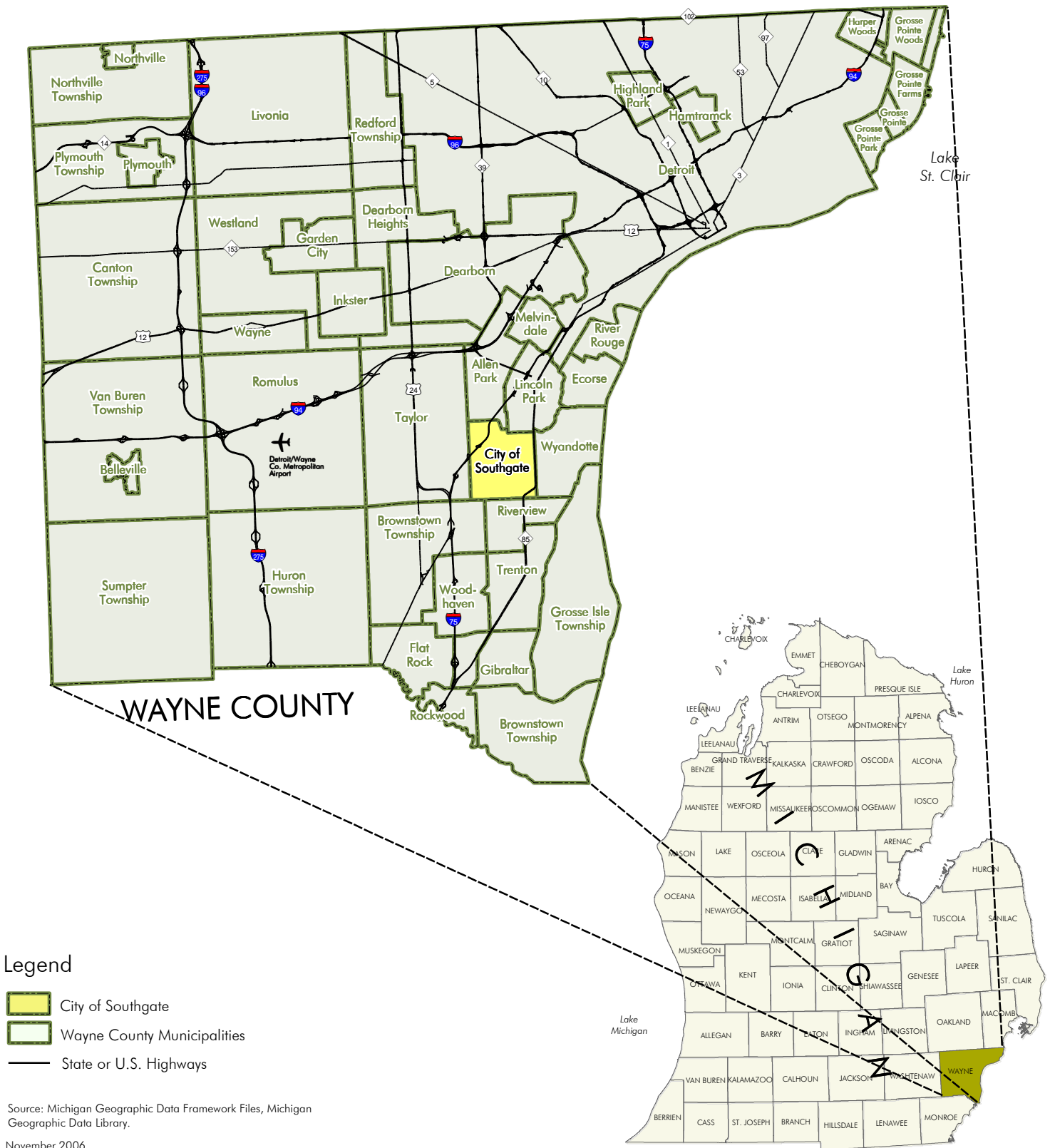
Map 9, Road Hierarchy

Map 10, Future Land Use

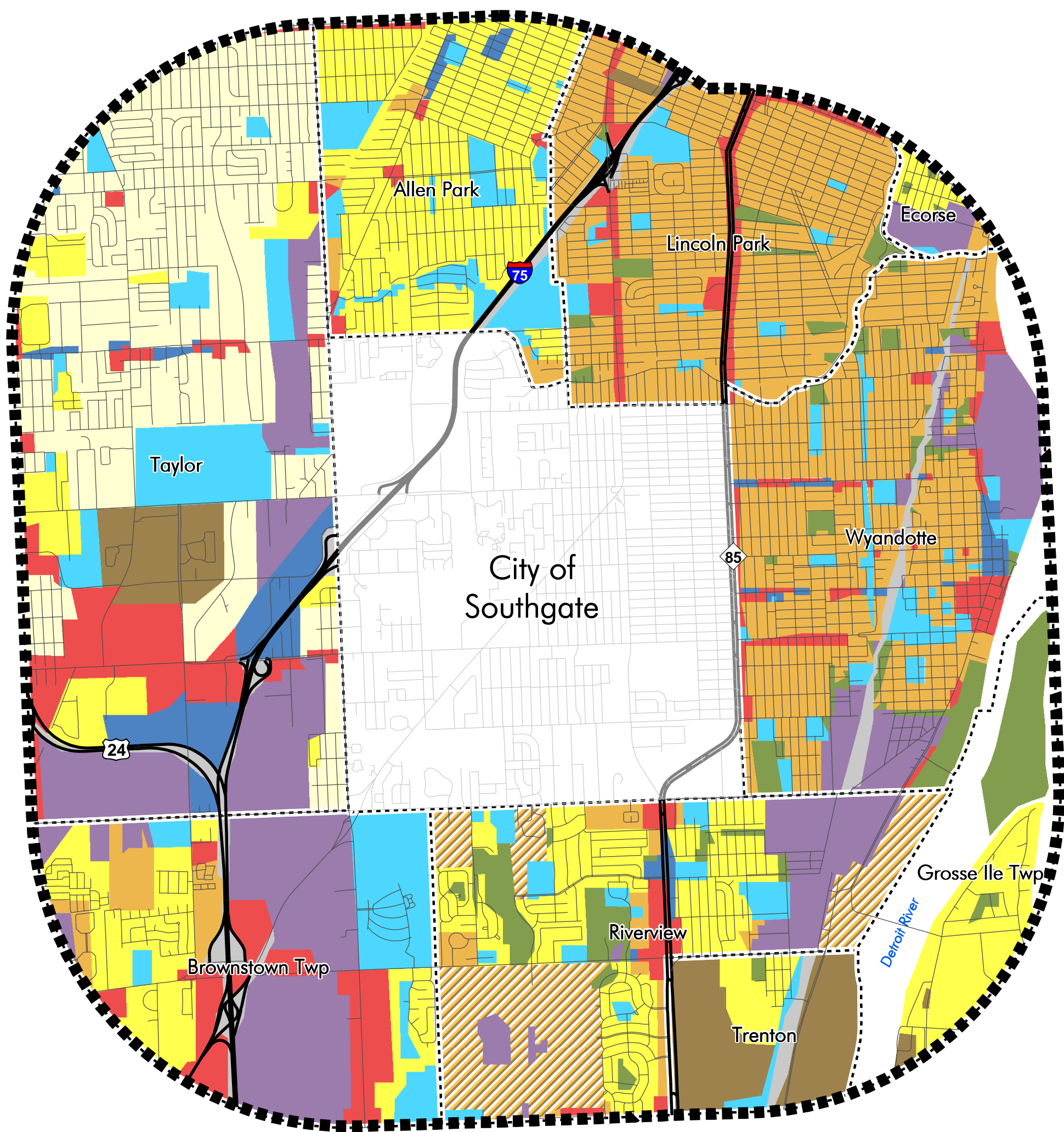
Special Thanks to Public Workshop Participants



MAP 1 GEOGRAPHIC LOCATION



MAP 2 REGIONAL FUTURE LAND USES



Legend

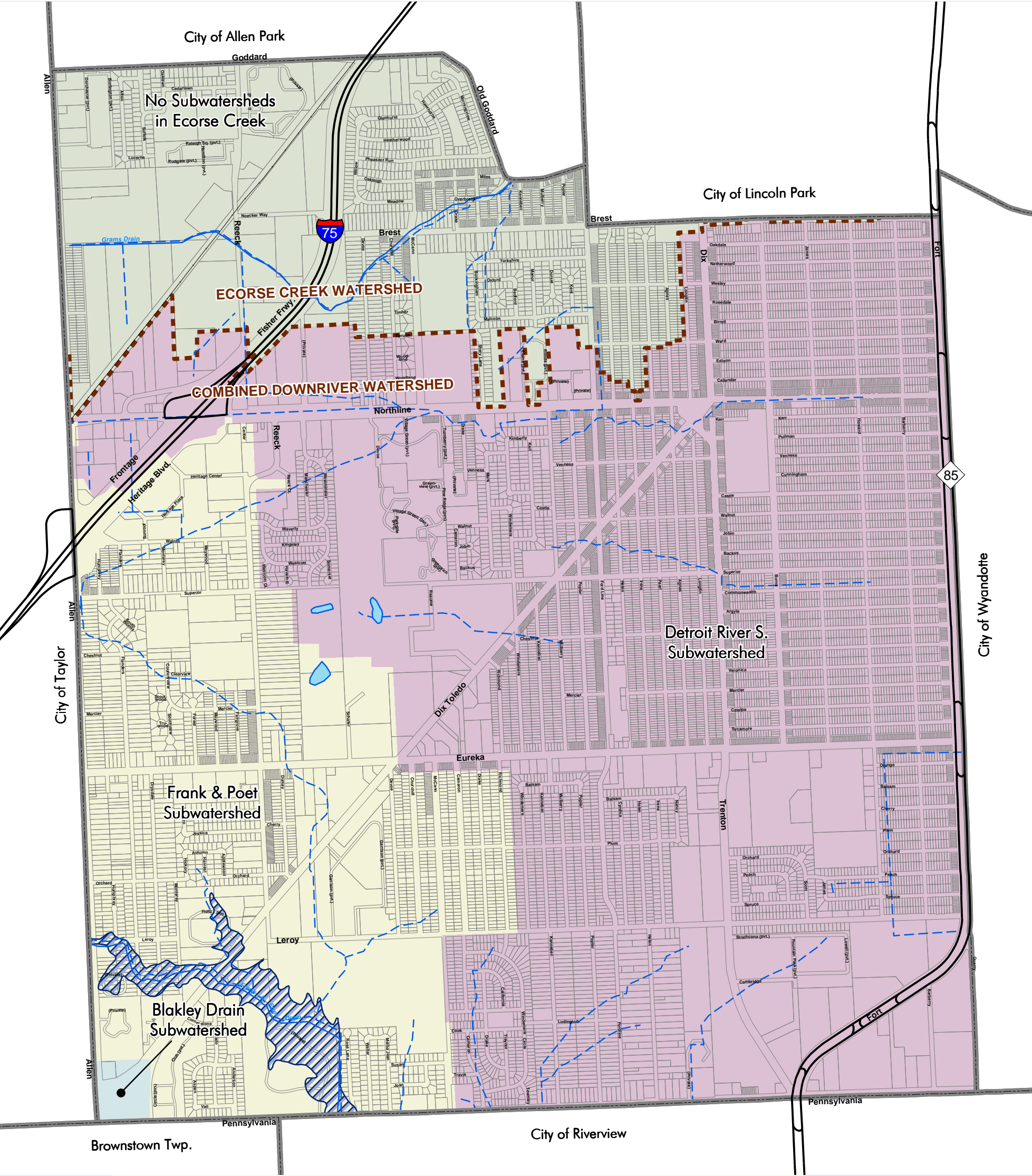
- | | | |
|----------------------------|--------------------------------------|--------------------------------|
| Low Density Residential | Institutional | State or U.S. Highways |
| Medium Density Residential | Industrial | Roads |
| High Density Residential | Planned Unit Development/Other Use | Two Mile Buffer from Southgate |
| Commercial | Transportation/Communication/Utility | Municipal Boundaries |
| Commercial/Mixed Use | Open Space/Conservation | |
| Office | | |

Source: 2001 Generalized Local Plans Map, Southeast Michigan Council of Governments (SEMCOG).

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MAP 4 FLOODPLAINS AND DRAINAGE



Legend

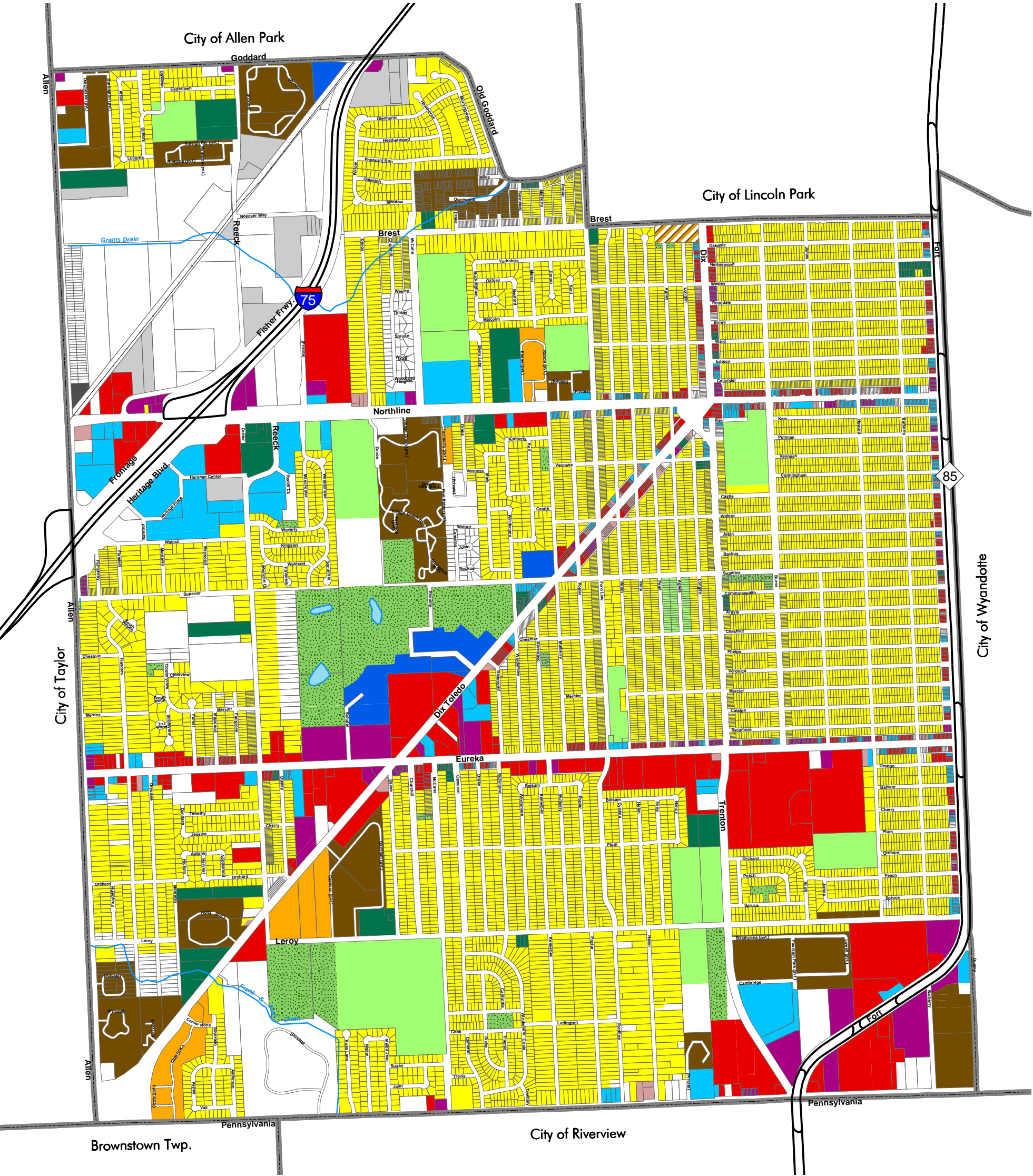
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|--|--------------------|------------------------|
| Special Flood Hazard Area/ 100-Year Floodplain | Watershed Boundary | State or U.S. Highways |
| Blakley Drain Subwatershed | Rivers and Streams | Railroads |
| Detroit River S. Subwatershed | Other Drains | Parcel Lines |
| Frank & Poet Subwatershed | Water Bodies | Municipal Boundaries |
| Ecorse Creek Watershed | | |

Flood Hazard Source: Wayne County Flood Insurance Rate Maps, 2004, Federal Emergency Management Agency (FEMA).
Watersheds and Drains Source: Wayne County Watershed Division.

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MAP 5 EXISTING LAND USE



Legend

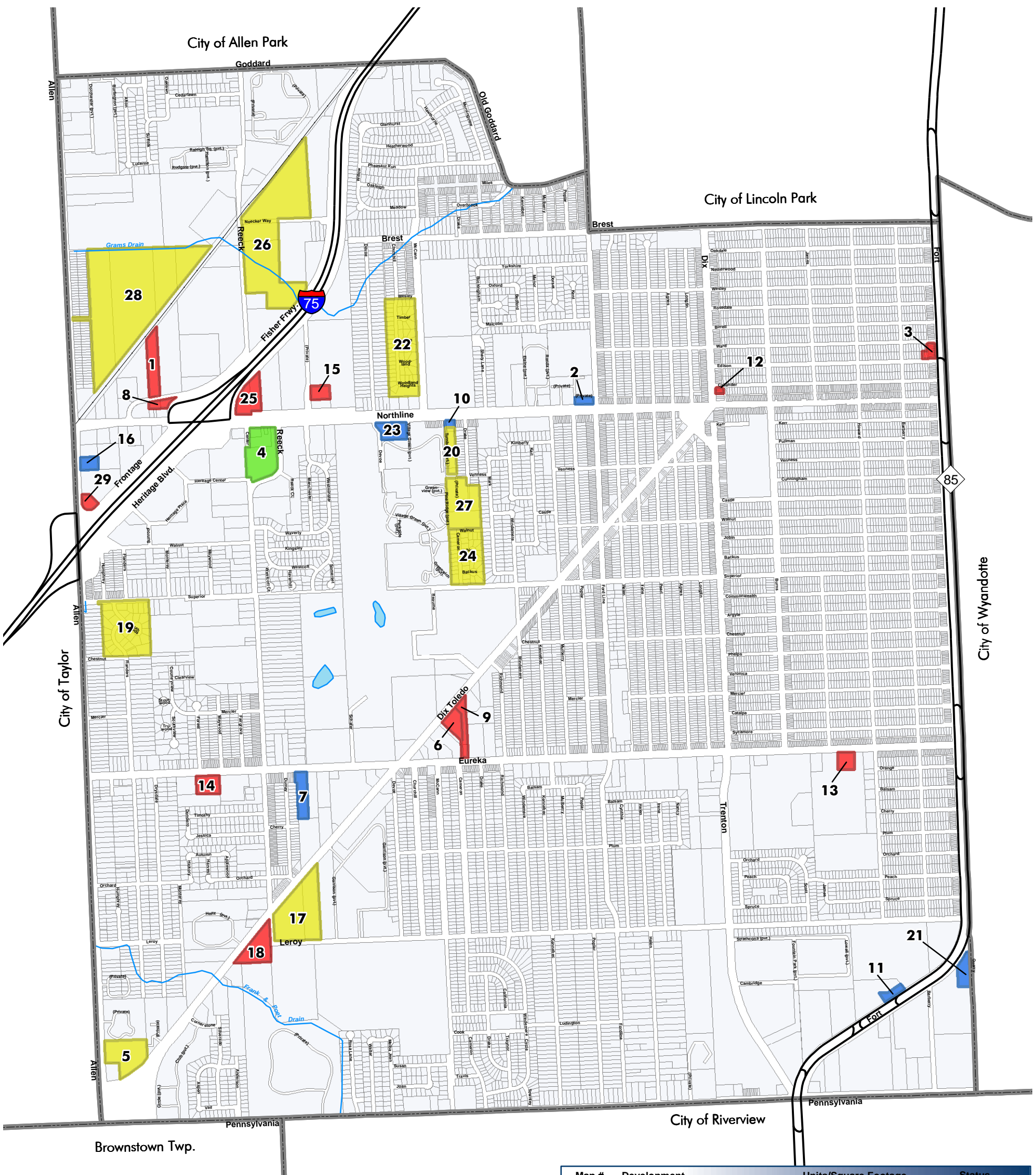
- | | | | |
|------------------------|--------------------|------------------|------------------------|
| Single Family Detached | General Commercial | Schools | Water Bodies |
| Single-Family Attached | Automotive | Parks | State or U.S. Highways |
| Multiple Family | Office | Light Industry | Rivers and Streams |
| Manufactured Home Park | Public | General Industry | Railroads |
| Convenience Commercial | Quasi Public | Vacant | Parcel Lines |

Source: 1997 City of Southgate Comprehensive Development Plan, Existing Land Use Map, Survey Conducted October 1995. Map Updated by Wade-Trim field survey of October 2004.

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MAP 6 NEW DEVELOPMENTS



New Development Projects:
Jan. 2001 through Dec. 2004

- Commercial
 - Office
 - Semi-Public
 - Residential

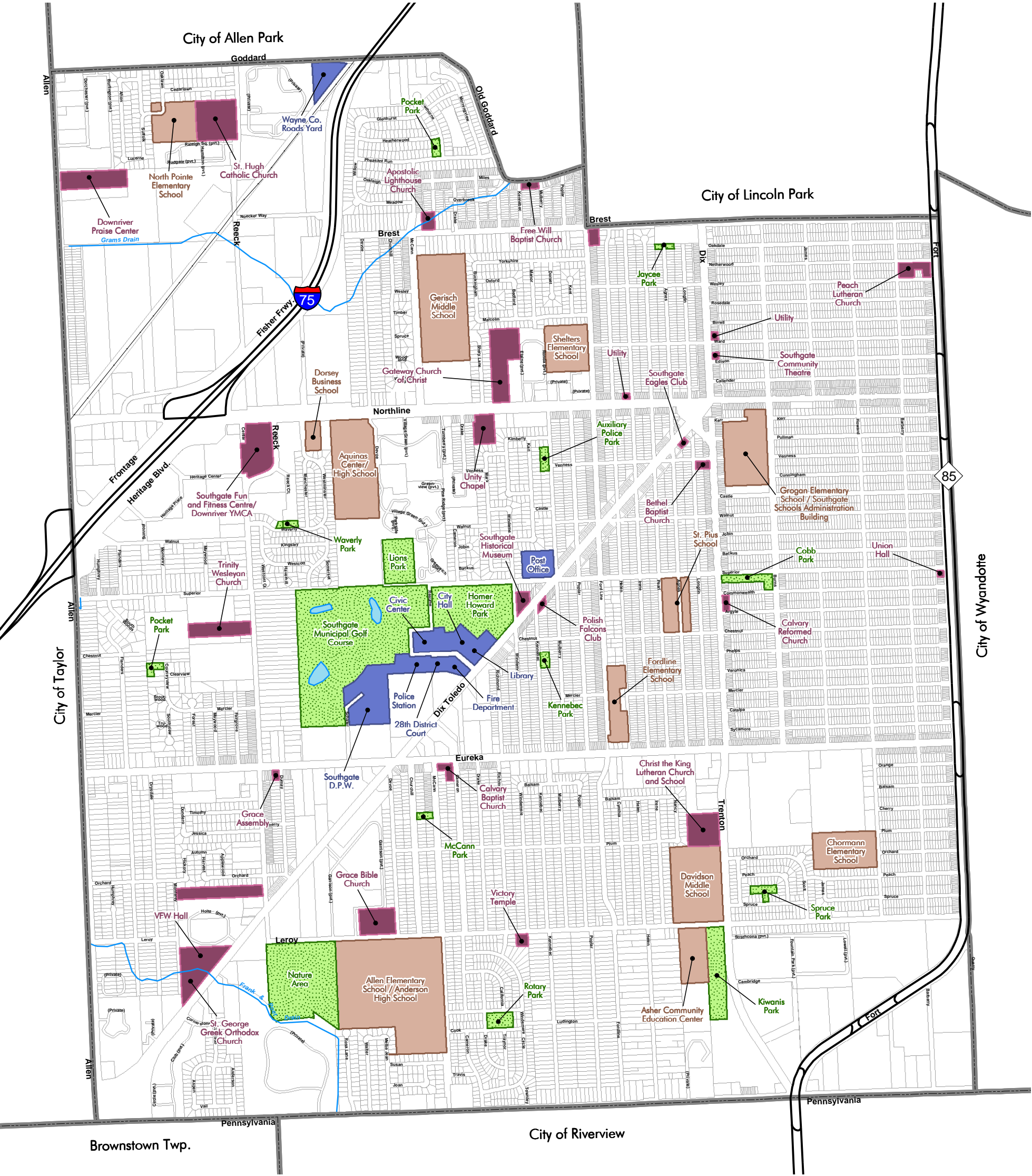
-  Water Bodies
 State or U.S. Highways
 Rivers and Streams
 Railroads
 Parcels

Source: City of Southgate

| Map # | Development | Units/Square Footage | Status |
|-------|-------------------------------------|---|--------------------|
| 1. | Frito Lay Warehouse..... | 40,450 | Completed |
| 2. | 2 new Office Buildings..... | 10,000 | Completed |
| 3. | Taco Bell..... | 3,050 | Completed |
| 4. | Sportsplex..... | 56,000 | Completed |
| 5. | South Pointe Apartments..... | 144 units | Completed |
| 6. | Carrabas Restaurant..... | 5,542 | Completed |
| 7. | Flagstar Bank..... | 3,500 | Completed |
| 8. | Car Wash..... | 3,600 | Completed |
| 9. | Melton Motors..... | 3,260 | Completed |
| 10. | Turnberry Office Building..... | 5,872 | Completed |
| 11. | TCF Bank..... | 6,000 | Completed |
| 12. | Motor City Auto Care..... | 2,100 | Completed |
| 13. | Kroger Gas Station..... | 160 | Completed |
| 14. | ABC Warehouse..... | 24,560 | Completed |
| 15. | Sam's Club Gas Station..... | 224 | Completed |
| 16. | Center of Excellence..... | 9,580 | Completed |
| 17. | Parkway Meadows Condos..... | 144 attached units | Under Construction |
| 18. | Retail and Restaurant..... | 23,134 retail / 6,324 restaurant | Under Construction |
| 19. | Pizzo Estates..... | 25 single-family units | Under Construction |
| 20. | Turnberry Condos..... | 21 single-family units | Under Construction |
| 21. | Co-Op Services Credit Union..... | 4,324 | Under Construction |
| 22. | Woodland Ridge Subdivision..... | 50 single-family units | Approved |
| 23. | Office Building..... | 13,600 | Approved |
| 24. | Echo Park..... | 37 single-family units | Approved |
| 25. | Auto Plaza..... | 4,320 | Approved |
| 26. | Gateway Apartments..... | 320 units | Approved |
| 27. | Drakeshire Condos..... | 32 attached units | Approved |
| 28. | South Town Village..... | 369 attached single-family units / 64 live-work units | Approved |
| 29. | Allen Road Auto Service Center..... | 5,057 | Approved |



Map 7 COMMUNITY FACILITIES



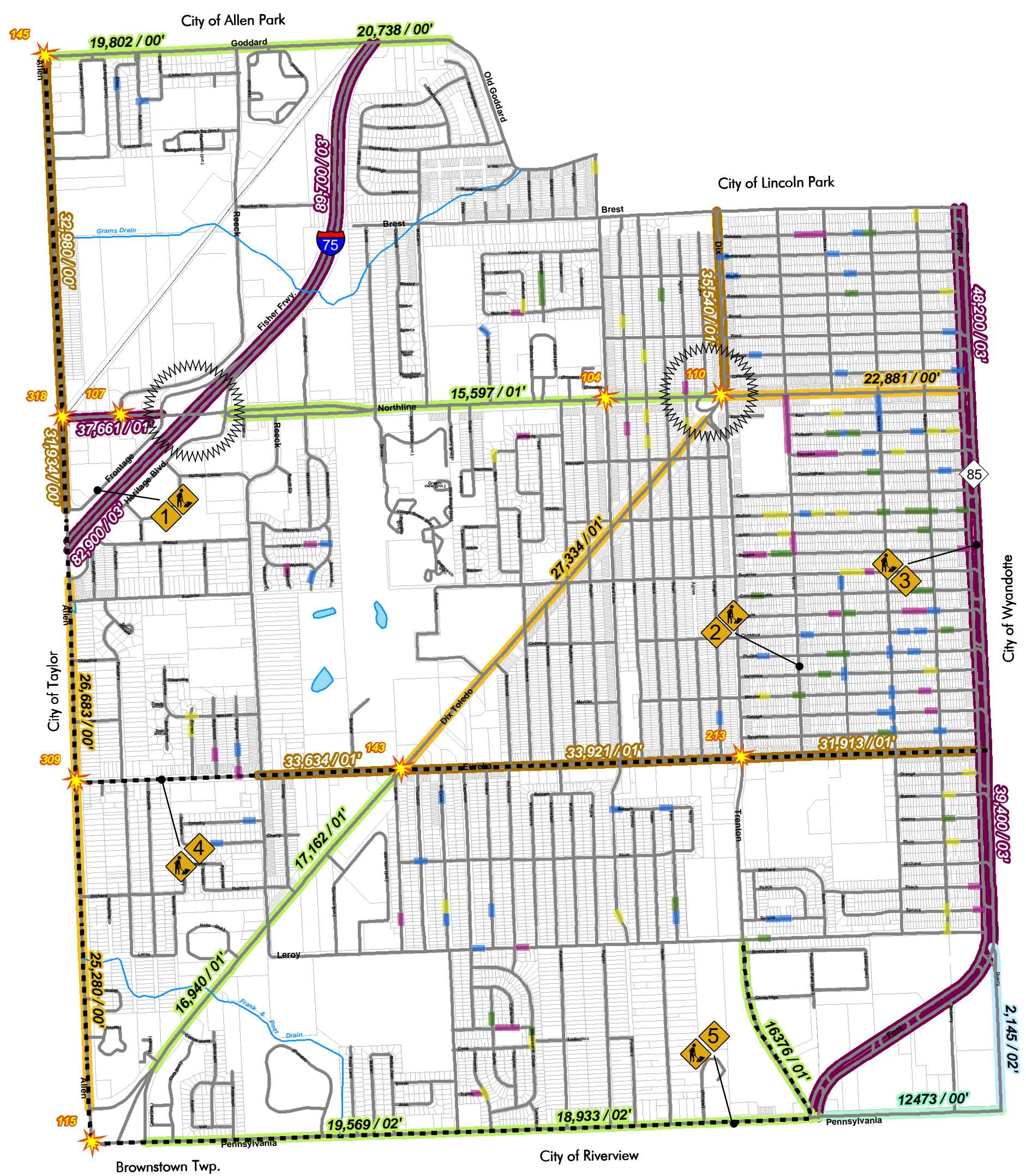
Legend

- Public Facilities
- Quasi Public Facilities
- Schools
- Parks
- Rivers and Streams
- Railroads
- Parcel Lines
- Water Bodies
- State or U.S. Highways
- Municipal Boundaries

Source: 1997 City of Southgate Comprehensive Development Plan, Existing Land Use Map, Survey Conducted October 1995, updated by Wade-Trim field survey of October 2004.

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MAP 8 ROAD CONDITIONS



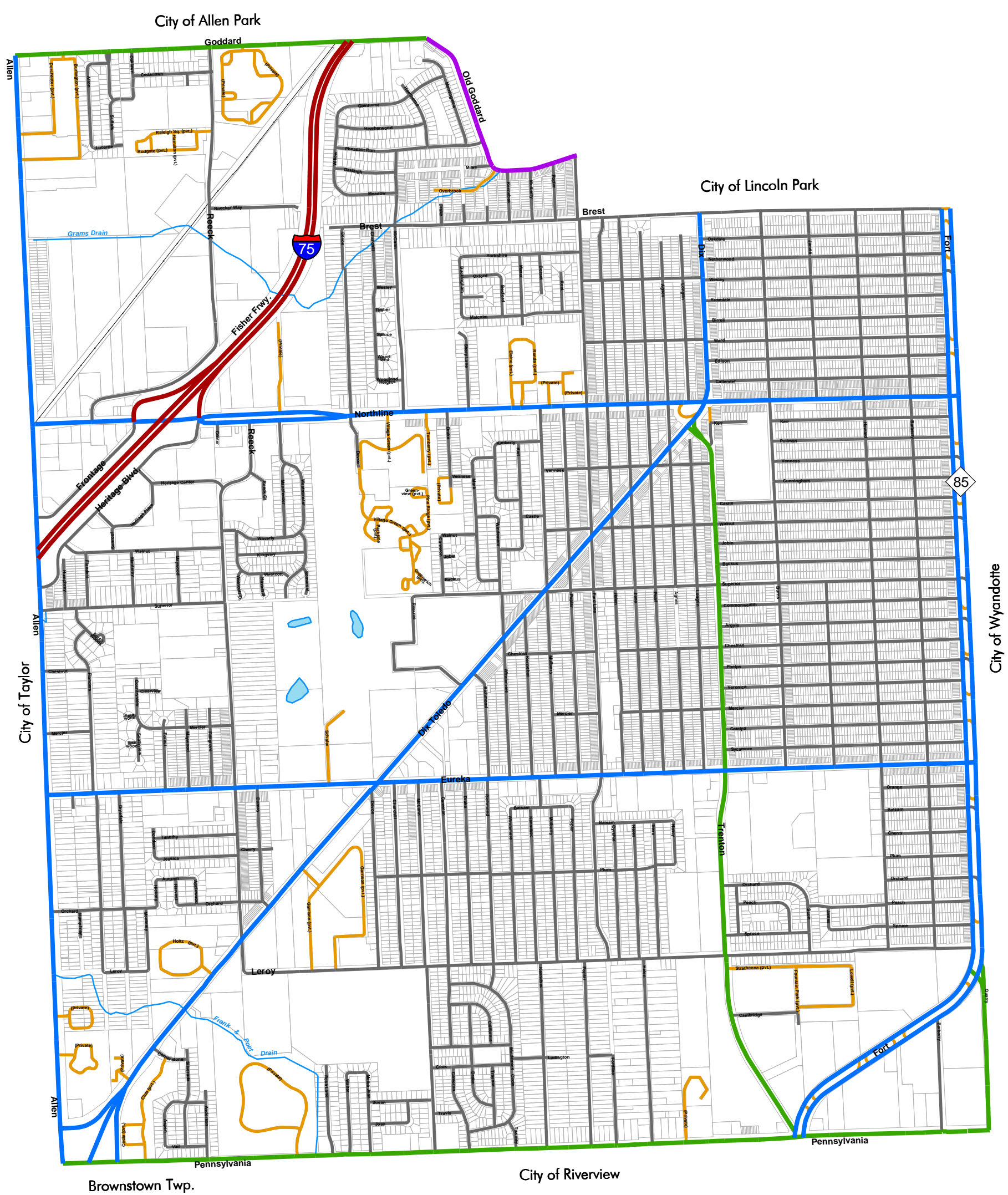
| | | | |
|---|--|---|---|
| <p>★ High Crash Intersections*</p> <p>264 Total Accidents 1997-2002</p> <p>☆ 2005 Bottleneck</p> <p>--- 2005 Congested Corridor</p> | <p><u>Traffic Counts (ADT)</u></p> <p>Less than 7,500</p> <p>7,500 - 14,999</p> <p>15,000 - 22,499</p> <p>22,500 - 29,999</p> <p>30,000 - 37,499</p> <p>More than 35,000</p> | <p><u>City Street Repair Priority</u></p> <p>Priority Two</p> <p>Priority Three</p> <p>Priority Four</p> <p>Priority Five</p> | <p>◆ <u>Road Construction Projects '04-'06</u></p> <p>1 Frontage Rd. (Allen to Northline)</p> <p>2 Burns St. (Superior to Eureka)</p> <p>3 Fort St. (Entire Length)</p> <p>4 Eureka Rd. (Allen to Dix-Toledo)</p> <p>5 Pennsylvania Rd. (Allen to Fort)</p> |
|---|--|---|---|

*Intersection with more than 100 accidents between 1997 and 2002.

Street Repair Priorities: City of Southgate, 2004. Congestion and Bottlenecks: 2005 Regional Congestion Map, Southeast Michigan Council of Governments (SEMCOG) Congestion Management System. Scheduled Construction: City of Southgate, Wayne County Road Commission, and Michigan Department of Transportation (MDOT) 5 Year Highway and Bridge Program, 2004-2008. Traffic Counts: SEMCOG Transportation Data Management System, and MDOT 2003 Average Daily Traffic Map. High Crash Intersections: SEMCOG High Crash Intersections report for City of Southgate, 1997-2002.

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MAP 9 ROAD HIERARCHY



MDOT National Functional Classification (NFC) Code:

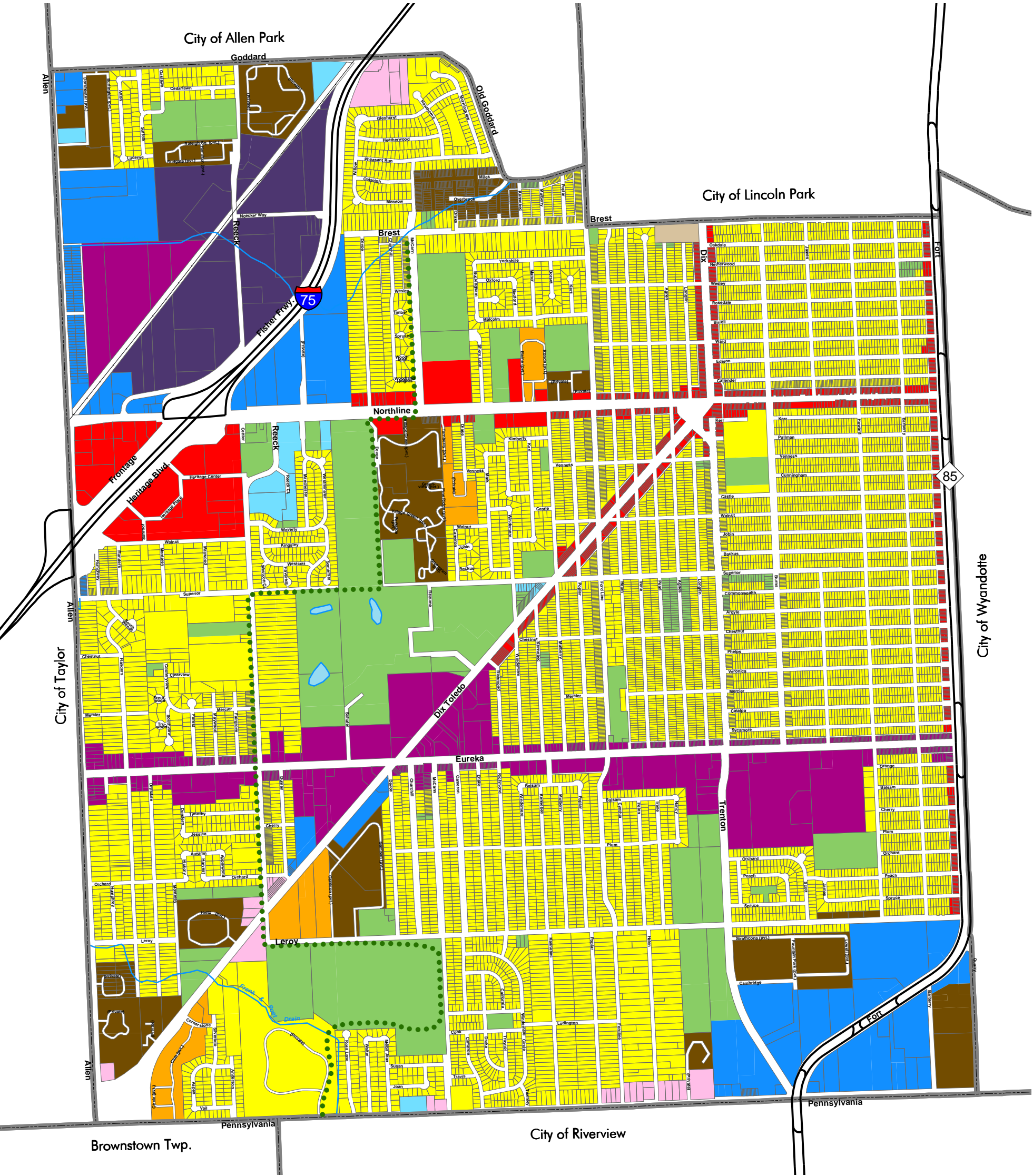
- Urban Interstate
- Urban Other Principal Arterial (Major)
- Urban Minor Arterial (Major)
- Urban Collector (Minor)
- Urban Local (Minor)
- Uncertified Road (Private)

- Water Bodies
- Rivers and Streams
- Railroads
- Parcel Lines

Source: Michigan Geographic Roads Framework 2004, Michigan Geographic Data Library.

November 2006

MAP 10 FUTURE LAND USE



Adopted November 14, 2006

Special Thanks to Public Workshop Participants

The City of Southgate would like to give special thanks to those who attended the public workshops for the preparation of the Master Plan. They are as follows:

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Anna Renaud
Linda Santarossa
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