



## MASTER PLAN



Adopted  
April 1, 2019



## Springfield 2019 Master Plan

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# INTRODUCTION

## Authority to Create the Plan

The City of Springfield Master Plan has been prepared by the City Planning Commission and adopted by the Springfield City Council under the provisions of the Michigan Planning Enabling Act, Public Act 33 of 2008, as amended. The Planning Act authorizes municipalities to prepare and adopt a plan for the following purposes:

- To promote the public health, safety, and general welfare;
- To encourage the use of resources in accordance with their character and adaptability;
- To avoid overcrowding of the land by buildings and people;
- To lessen congestion on public roads and streets;
- To facilitate a transportation system, sewage disposal, safe and adequate water supply, recreation and other public improvements; and,
- To consider the character and suitability of land for particular uses.

Although the Master Plan has no regulatory power, it states specific land development and preservation goals. These goals are intended to guide both the Planning Commission and the City Council in making both day-to-day and long-range land use decisions.

This Master Plan has been developed based upon several factors: the existing natural and cultural resources of the City; current land use trends; the need for different types of land use including commercial, industrial, institutional, and residential land uses; and the desired community character as expressed through work sessions with local officials, neighborhood workshops, a community-wide survey, and a community-wide open house.

The Michigan Planning Enabling Act requires that each community shall review its Master Plan every five years, and determine whether the plan should be amended or a new plan adopted. The City of Springfield has chosen to adopt a new Master Plan which addresses land use policy for at least the next five years, and at the end of that period the Plan should be reviewed to determine whether its' stated goals and policies need to be revised or re-affirmed.

## Use of the Plan

The Master Plan is designed to furnish public officials, residents, and the development community with a policy and decision-making guide that represents the views and desires of the citizens of the community. The Master Plan serves as a tool for decision making by providing information and rationale for land use decisions.

*The Master Plan  
does not dictate the  
timing of development.*

The Master Plan does not contain a specific time frame or timetable for the development of City lands as recommended on the Future Land Use Map. Development takes place as land owners seek rezoning

and as developers request approval of plans for residential, commercial, and industrial projects in response to market demands.

The Plan sets forth recommendations for types of land uses which may be established in the City, and recommends locations for where these land uses are best suited, based upon availability of roads, utilities, natural resources, recreation opportunities, and community services.

In particular, the Plan will assist local officials in the following:

- **Review of rezoning's and special use permits.** Applications for rezoning's and special use permits should be evaluated not only in terms of specific ordinance standards but also in terms of how well the proposed action will be consistent with the goals and objectives of the Master Plan.
- **Review of public improvement projects.** All future public improvement projects, including the construction of new facilities, utilities, or buildings must first be reviewed by the Planning Commission for consistency with the Master Plan, according to PA 33 of 2008. In particular, any public improvement project must be reviewed to see whether it is consistent with the planned future land use pattern in the City. Public improvement projects include roads, public safety facilities, parks and recreation facilities, utilities, and any other public space, building, or structure.
- **Review of plats and site condominiums.** Site condominium divisions and traditional land divisions have a profound impact upon the character of a community and future public service needs. The Master Plan provides policies to assist the Planning Commission with decisions as to location and design of subdivisions, and the adequacy of public services to meet the increase in demand placed upon the community by the land use intensity of site condominiums and platted subdivisions. Policies for subdivision of land apply not only to residential land use, but to commercial and industrial land use as well. The Planning Commission is required to hold a public hearing and make recommendations on a proposed plat at the tentative preliminary plat step, according to the Michigan Planning Enabling Act.
- **Maintaining community character while managing growth.** Each community has a vision for its future, and a sense for the desired character. The Master Plan, more than any other document, provides direction for City officials in managing growth while retaining the desired community character, and providing the best quality of life possible for current and future residents.
- **Providing a legal framework for zoning actions.** The Michigan Zoning Enabling Act requires that zoning regulations be "based upon a plan." (MCL 125.3203) A City's zoning actions and regulations are generally viewed favorably by the courts provided that such actions and regulations are not deemed to be "arbitrary and capricious." By providing adequate support for zoning decisions, the Master Plan therefore serves as the legal backbone of the zoning ordinances and helps to protect zoning decisions made by the Planning Commission, the City Council, and the Zoning Board of Appeals.
- **Providing consistency of process.** This Plan is a very strong and visible statement by City officials and residents regarding the intended future character of the community and strategies to assure that character. As a formal and tangible document this Plan instills a sense of stability and direction for City officials, applicants, and residents, and helps assure that each application for development is reviewed according to the same set of criteria.



## Preparation of the Master Plan

The preparation of the 2019 City of Springfield Master Plan included extensive citizen input gathered in a variety of ways. The Planning Commission utilized an analysis of the results to shape the Goals and Action Steps found in Chapter Three. Following is a summary of each of the types of input, numbers of participants, and general outcomes of each type of citizen input method.

The Planning Commission began the update process on November 27, 2017 with a kick-off meeting to discuss the Plan preparation process and schedule, the community survey, locations and dates for community workshops. Commissioners broke into groups of three to discuss and identify issues and opportunities to be addressed in the Plan update process. Each group created a “collage” of pictures and words that illustrated their ideas about the future character of Springfield.

These ideas were voted on by Commissioners resulting in a set of **Guiding Principles** which would serve as the foundation of the Master Plan. These Principles are set forth below:

Guiding Principles
<ol style="list-style-type: none"><li>1. Promote economic development.</li><li>2. Re-use of vacant industrial properties.</li><li>3. Gathering and recreational places for seniors and families.</li><li>4. Walkable community.</li><li>5. Unique neighborhood retail and service areas.</li><li>6. Safe and affordable housing.</li><li>7. Compatible and logical land use pattern.</li><li>8. Community image and identity.</li></ol>

### Community Remarks® Survey

In late January of 2018, following approval by the Planning Commission, the on-line interactive survey program Community Remarks was posted on the City web site and Facebook page. Just prior to this, the following postcard notice was mailed by the City to all property owners and addresses in the City of Springfield informing recipients of the Master Plan update, the community survey and workshops.

### You Are Invited to Help Prepare the City of Springfield Master Plan

The Springfield Planning Commission is seeking your comments and ideas to prepare a Master Plan to guide the future development of the City. The City does not currently have a Master Plan and one is vitally needed to ensure the type of community in which citizens desire to live.

The Plan will address such matters as: re-development options for the lands formerly occupied by the Clark and Eaton companies; the best use of the vacant land next to the City Fire Station; commercial development; non-motorized trails; recreation; neighborhood character; and traffic safety.

**Visit the City Website** and place your comments and ideas on an interactive map of the City and view and react to comments made by others. [www.springfieldmich.com](http://www.springfieldmich.com).

**Attend the Community Planning Workshops** to place your comments and ideas on maps of the City and discuss them with your friends and neighbors in an informal atmosphere.

**Workshop 1: Thursday, February 15<sup>th</sup> 6:30 -8:30 PM at Springfield Fire Station, 601 Avenue A**

**Workshop 2: Tuesday, February 27<sup>th</sup> 6:30 – 8:30 PM at the Burma Center, 765 Upton Avenue**

Contact: City Manager Nathan Henne at 269-441-9271; email- [nhenne@springfieldmich.com](mailto:nhenne@springfieldmich.com)

The Community Remarks® survey consisted of a map of the City and allowed respondents to place their comments at any location relating to the following specific topics:

- ◆ Parks, Environment & Recreation
- ◆ Development / Re-development Opportunity
- ◆ Pedestrian Opportunity / Non-motorized Trails
- ◆ Housing / Neighborhoods
- ◆ Public Transportation
- ◆ Traffic

Posted comments could be viewed by others for their reaction creating a dialogue among survey respondents. Results of the survey are in the Appendices.

The Draft Future Land Use Map was also posted on the City web site and Facebook page using Community Remarks® and this feedback was useful in preparing the final Master Plan.

### *Community Workshops*

The Master Plan preparation process included two community workshops: the first workshop was held on February 15, 2018 at the Springfield Fire Station while the second workshop was held February 27<sup>th</sup> at the Burma Center. Persons who attended the workshops posted their comments on large air photos of the City. These comments were used to assist in developing goals and actions for the Master Plan.

### *Economic Development Workshop*

In July of 2018, the consultant team met with the Economic Development Corporation/Brownfield Redevelopment Authority to identify issues of importance to this group. The results of this workshop were used to guide the creation of goals, actions and land use recommendations for the Master Plan.

### *Final Preparation & Adoption*

Planning Commissioners continued preparing the Plan at their regular meetings throughout 2018. A work session was held with the City Council on October 22, 2018 to present and discuss the Draft Plan. The Draft Plan was then sent to adjoining communities for their comments in accordance with the Michigan Planning Enabling Act.

A public hearing on the Draft Plan was held by the Planning Commission at City Hall on \_\_\_\_\_ 2019 to formally present the Draft Plan. The Plan was adopted by the Springfield City Council on \_\_\_\_\_.



## CHAPTER 1

# COMMUNITY DESCRIPTION

### Location and Access

The City of Springfield is located in south-central lower Michigan, in the northwest portion of Calhoun County. The City consists of 3.7 square miles and is bounded on the north by a portion of Bedford Township; the City of Battle Creek surrounds the remainder of the City. The City of Kalamazoo lies approximately 21 miles to the west; the City of Lansing lies approximately 58 miles to the northeast; and the City of Grand Rapids is a distance of approximately 63 miles to the northwest.

The City is accessed by State of Michigan Highway M-37 from the north and south, and State Route 96 from the west and south. State Route 96 runs concurrently with Interstate Business Loop I-94 at the intersection with M-37 near the southern boundary of the City. M-37 runs concurrently with State Route 96 to the south. Business Loop I-94 connects with I-94 southwest of the City, and additionally provides a connection with I-194 to the east within the City of Battle Creek.

The Canadian National Railway transects the City in a primarily east-west direction, while the Norfolk Southern transects the northeast portion of the City. Amtrak passenger rail service utilizes the Norfolk Southern tracks, with the Battle Creek Amtrak station located on McCamly Street to the east in the City of Battle Creek.

The Kalamazoo River flows through the northeastern corner of the City; bodies of water include West Lake, Lawrence Lake, and additional smaller bodies of water.

### Government and Services

The City of Springfield has a Council/Manager form of government. The City Council is composed of a Mayor and six Council members, all elected at-large. The Mayor and each Council member serve a term of four years; citizens elect three Council members at each regular City election every two years. The Mayor is elected in even-numbered years.

The City Manager is charged with the administration of the City business in accordance with City Council decisions. The Manager has the authority to appoint and supervise all employees and is responsible for the development of the annual City budget. The Manager also serves as the Planning and Zoning Administrator.

The City employs a full-time Clerk, whose responsibilities include maintaining the City's official records, maintaining the City's voter registration database, conducting elections, business licensing, maintaining Reese Cemetery records, and scheduling park pavilion reservations.

In addition to the City Manager and City Clerk, the City employs a staff of approximately 16 full-time employees, one part-time employee, and one seasonal employee. City Departments include Finance and Administration; Public Safety; and Public Services.

### Utilities

The Water Distribution System, and Sanitary Sewer system are shown on Maps 1 and 2 respectively.

Water and Sanitary Sewer are provided by the City of Battle Creek and are available to all parts of the City. The City of Springfield owns both the water and sewer lines, and maintains the water lines; the City of Battle Creek maintains the sanitary sewer lines. Billing for utilities is administered by the City of Springfield.

## Public Safety and Emergency Services

Springfield Department of Public Safety is composed of the Calhoun County Springfield Law Enforcement Team through the City's contract with the Calhoun County Sheriff's Office and the Springfield Fire Department.

Dispatching emergency and non-emergency calls are handled through the Calhoun County Consolidated Dispatch located in Marshall.

The Springfield Fire Department is staffed with paid-on-call firefighters. Each firefighter is certified as a State of Michigan Firefighter I and II, and many members are also certified as EMT and First Responders. The fire station contains bays for three fire suppression vehicles.

Services provided include fire suppression, emergency medical services, hazardous material response, fire inspection and fire prevention education. Mutual aid agreements exist with surrounding communities as well as the V.A. Fire Department.

The Calhoun County Sheriff's Office Springfield Law Enforcement Team provides policing services to the citizens of Springfield. The service includes:

- Answering calls for service (criminal and civil)
- Traffic enforcement
- Animal control
- Criminal investigations
- Crime prevention education

## Department of Public Services

Services provided by the Public Services Department include:

- Street Maintenance
- Equipment Maintenance
- Sanitation Service Contract Monitoring
- Water Distribution
- Park Maintenance
- Cemetery Maintenance
- City Infrastructure Maintenance

## Community Facilities

Community facilities of the City of Springfield are shown on Map 3; significant facilities are described as follows:

**City of Springfield Municipal Facilities.** Facilities include the city offices within the Municipal Building; the Police and Fire Station building; and public works storage buildings and equipment, located at 601 Avenue A.

The Battle Creek Area Transportation Study (BCATS) is also located within the Municipal Building. The goal of BCATS is to assist in the development and preservation of a safe, effective, well-maintained, efficient, and economical transportation system for the Battle Creek metropolitan area which minimizes negative impacts on the physical and social environments and related land use. The BCATS area includes the Cities of Battle Creek and Springfield, as well as the Charter Townships of Bedford, Pennfield and Emmett; and the Townships of Leroy and Newton. BCATS is the Metropolitan Planning Organization (MPO) for the Battle Creek area, enabling member communities to receive federal transportation funding.

**Schools.** Several school facilities are located within the City.

Springfield Middle School is located at 1023 Avenue A. Springfield Middle School is part of the Battle Creek public schools, and includes 6<sup>th</sup> grade through 8<sup>th</sup> grade.

Valley View Elementary School, located at 960 Avenue A, is also part of the Battle Creek public schools, and includes grades Kindergarten through 5<sup>th</sup> grade.

Endeavor Charter Academy is a charter public school located at 380 N. Helmer Road. The school includes grades Kindergarten through 8<sup>th</sup> grade.

Battle Creek Montessori Academy is a charter public school located at 399 North 20<sup>th</sup> Street. The school includes grades Pre-Kindergarten through 8<sup>th</sup> grade.

**Burma Center.** The Burma Center is located at 765 Upton Avenue, within a facility that was formerly Springfield High School. The Center was established in 2011, with a goal of assisting Burmese persons who are resettling in America, through advocacy, community engagement, and education. Several other organizations lease space within the building.

**Springbrook Golf Course.** This 9-hole golf course was established in 1972, and includes a restaurant, catering service, and clubhouse rental for weddings and special events and an 18 hole disc golf course. The facility consists of approximately 68 acres, and is located at 1600 Avenue A.

## Recreational Facilities

The City of Springfield owns and operates seven park facilities within its boundaries. The locations of the seven parks are shown on the Community Facilities Map. Complete descriptions of the parks and associated facilities may be found within the Springfield Five-Year 2014-2019 Recreation Plan. The parks include:

- Rothchild Park – 12 acres
- Upton Park – 6.2 acres
- Begg Park; includes the Sprout Grocery & Kitchen and Disc Golf Course – 20.7 acres
- Freedom Park – 1 acre
- B. Carol Hinton Park – 1 acre
- Linear Park Path – 2.5 miles
- West Lawn Park; easement across private property with City-owned access – 4.7 acres

## Transportation System

The City of Springfield street system is shown on Map 4. Streets are identified by name as well as the National Functional Classification, which is a method of classifying roads by the service they provide as



part of the overall street and highway system. The NFC system is utilized for the allocation of state and federal funding.

### **Local Roads and Streets**

The City contains primarily local roads which provide access to residential, commercial, and industrial parcels. Most of the local street network is laid out in a traditional grid pattern, with some exceptions in the northwest portion of the City, where streets follow a more curving, suburban pattern. A unique feature of the City is a street network that provided access to military uses that were established as part of the historic military presence in and around the City. Some of these military uses remain while others no longer exist; this area of the City is discussed further in the Existing Land Use section. The streets located in the southwest portion of the City are named for Naval and Army personnel as well as other military terms; while streets in the northwest portion are named Army Street and Navy Street.

### **Major Collectors**

Avenue A is a Major Collector within the City street system that provides access from east to west across the entire City. A portion of Evergreen Road that intersects with Avenue A on the west side of the City is also classified as a Major Collector. Avenue A terminates at Upton Avenue on the east, and at West Dickman Road on the west. Avenue A provides access to important community facilities such as Springfield Middle School, Valley View Elementary School, the City of Springfield municipal buildings, and Springbrook Golf Course; and provides access to a variety of residential, commercial, and industrial land uses along the corridor.

Lafayette Avenue is a Major Collector which provides access from M-37, which is Bedford Road at the City's northern boundary and is Helmer Road within the City, to Angell Street (also a Major Collector) within Battle Creek, just beyond the City's eastern boundary. Lafayette Avenue runs parallel to the Norfolk Southern Railway. The predominate uses along Lafayette Avenue are industrial uses, with some residential uses on the north side of the street, at the eastern side of the City.

Goguac Street, located at the southern boundary of the City, is a Major Collector that provides access between Helmer Road (M-96) and Riverside Drive in Battle Creek, which then provides access to East Dickman Road and the I-194 Interchange. Land uses along the corridor are primarily residential, with some commercial at the intersection with 20<sup>th</sup> Street, and light industrial west of 28<sup>th</sup> Street. The Western Michigan University College of Aviation lies just outside the City of Springfield boundary, at the western terminus of Goguac Street.

Harmonia Road, a portion of which is the municipal boundary between the City of Springfield and Bedford Township on the northwest side of the City, is a Major Collector, since it provides access between Evergreen Road and Bedford Road (M-37); and connects to Lafayette Avenue east of Bedford Road. Harmonia Road provides access primarily to residential land uses and fairly large, vacant parcels consisting of significant wetlands and woodland areas.

Local roads and Major Collectors within the City boundaries are maintained by the City of Springfield Department of Public Works.

### **Principal Arterials**

Principal Arterials within the City include:

*State of Michigan Highway M-37.* This roadway provides connections to the City of Hastings to the north, to State Route 96 (M-96) to the south, and also provides access to Highway M-96 and Business Loop I-94 at the intersection with M-37 near the southern boundary of the City. M-37 continues concurrently with Business Loop I-94 in a southwest direction out of the City to connect with I-94 to the

south. Within the City, M-37 is named Helmer Road and Dickman Road, and provides access primarily to commercial and industrial uses, along with some residential uses.

*State Route M-96.* This State of Michigan Highway provides connections to the Village of Augusta and the Kalamazoo metropolitan area to the west. Highway 96 runs concurrently with Business Loop I-94 near the intersection with M-37 near the southern boundary of the City, continues south as Helmer Road, then continues east to the City of Marshall as Columbia Avenue. M-96 is named Dickman Road and Helmer Road within the City boundaries. M-96 provides access to primarily industrial and commercial land uses in the City, as well as access to multi-family residential uses. The Air National Guard Base obtains access from M-96 immediately south of the City boundaries.

*Business Loop I-94.* This roadway is a business route that provides access through the Cities of Springfield and Battle Creek, providing connections to both I-194 and I-94 in the City of Battle Creek. Within the City of Springfield boundaries, this street is named Dickman Road. Business Loop I-94 provides access primarily to industrial and commercial uses in the City.

*State of Michigan Highway M-89.* This roadway traverses the far northeastern portion of the City. It is a continuation of M-89 which is a major access route to the Springfield area from just south of the Saugatuck Douglas area to the northwest at the Lake Michigan shoreline, terminating at Business Loop I-194 in Battle Creek. Within the City of Springfield, the street is named Michigan Avenue, and provides access to residential and commercial land uses.

### Minor Arterials

*Jackson Street.* This street traverses the far northeastern portion of the City, and runs along the northern side of the Kalamazoo River. It provides access to M-89 just outside the City boundaries; within the City, Jackson Street serves residential land uses.

*20<sup>th</sup> Street.* This street provides north to south access across the City of Springfield, providing access to M-89 outside the City's northern boundary, to Business Loop I-94 within the City boundaries, and to M-96 south of the City's boundaries within the City of Battle Creek. Land uses served by 20<sup>th</sup> Street include industrial uses north of Avenue C, and a mix of residential, commercial, and light industrial uses south of Avenue C.

### Street Projects

MDOT street improvement plans for the year 2021 include removal of the portion of roadway at the southeast corner of Dickman Road and 20<sup>th</sup> Street which currently permits left turns onto 20<sup>th</sup> Street from Dickman Road for west-bound traffic; and improvements to the intersection of Dickman Road and 20<sup>th</sup> Street to allow left turns from Dickman Road onto 20<sup>th</sup> Street for west-bound traffic.

## Traffic Counts

The following traffic counts are provided by Michigan Department of Transportation (MDOT) for 2016. All counts are expressed as the Annual Average Daily Traffic (AADT) volumes for two-way traffic.

Location	2016
1. Business Loop I-94 (W. Dickman Rd.) east of Helmer Rd.	16,760
2. Business Loop I-94 (W. Dickman Rd.) at eastern City boundary, west of Forest St.	16,083
3. N. Helmer Road (M-37) north of W. Dickman Rd.	11,841
4. N. Helmer Rd. (M-96) south of W. Dickman Rd.	17,178
5. Bedford Rd. (M-37) north of City boundary, south of Jackson St.	11,606
6. Michigan Ave. (M-89) east of 20 <sup>th</sup> St.	11,296
7. Michigan Ave. (M-89) east of Limit St.	5,653

## W.K. Kellogg Airport

W.K. Kellogg Airport is the base of operations for approximately 55 private individuals as well as Western Michigan University College of Aviation, the Battle Creek Air National Guard (federally designated the 110th Attack Wing), Duncan Aviation, WACO Classic Aircraft and Centennial Aircraft Services.

When combined with its sister facility in Lincoln, Nebraska, Duncan Aviation is the largest privately-owned aircraft re-manufacturing plant in North America. The WMU College of Aviation is the 3rd largest flight school in the United States. WACO Classic Aircraft is the only FAA certificated fixed-wing aircraft manufacturer in the State of Michigan.

W.K. Kellogg Airport is located within the City of Battle Creek, immediately south of the City of Springfield. The airport is situated on a 1,600-acre site, zoned for industrial use and is owned and operated by the City of Battle Creek.

For the 2015 calendar year, W.K. Kellogg Airport was the 4th busiest airport in Michigan. Additionally, on a national basis, in 2015 W.K. Kellogg Airport was ranked number 203 out of 517 towered airports. These rankings are conducted by the Federal Aviation Administration and are based on aircraft operations.

The airport has prepared an Airport Approach Plan and Airport Layout Plan which has been reviewed for consideration when planning for future land uses adjacent to and near the airport.



## Public and Private Transit

Battle Creek Transit is responsible for providing public transit services to Battle Creek area residents. Regular route bus service is provided throughout the City of Battle Creek, with limited stops in the City of Springfield, and the townships of Bedford, Emmett, and Pennfield on weekdays from 5:15 a.m. - 6:45 p.m. and on Saturdays from 9:15 a.m. - 5:15 p.m.

Streets within the City of Springfield included in transit routes are Jackson Street, Dickman Road, and a portion of Goguac Street. Battle Creek Transit has a Reduced Fare Program for eligible disabled (as defined in 49 Code of Federal Regulations (CFR), part 27) and elderly persons.

Battle Creek Transit provides public transportation services on fixed route buses, and door-to-door transportation services through the use of Tele-Transit for persons who are certified as being ADA paratransit eligible.

Calhoun County maintains a Coordinated Public Transit Human Service Agency Plan which contains a complete listing of all public, private, and non-profit transportation providers in the County. Many of these providers provide transit for the elderly and those with disabilities.

## Natural Resources and Sensitive Environments

The identification of sensitive and valuable natural areas is important when evaluating development proposals, and in determining preservation policies. Natural Features are shown on Map 5. The primary natural features in and near the City of Springfield are discussed as follows.

### Kalamazoo River and Tributaries

The Kalamazoo River flows through the far northeastern portion of the City, south of and parallel to W. Jackson Street. A significant tributary, Helmer Creek, runs from the western portion of the City near Tecumseh Road, through West Lake, crosses under Harmonia Road, and joins the Kalamazoo River north of River Road West.

Associated with the Kalamazoo River and its tributary is a 1% (100-year) Flood Hazard Area as identified by the Federal Emergency Management Association (FEMA). In addition, the Kalamazoo River includes a .2% Flood Hazard Area. The map illustrating these Flood Hazard areas is available through the Calhoun County Geographic Information Systems (GIS) Department. Any future development must take into account the locations of flood hazard areas. The City has adopted a Flood Damage Prevention Ordinance.

### Wetlands

Wetlands as identified by the National Wetland Inventory occur primarily in the northwest and north-central portions of the City. These wetlands occur in conjunction with bodies of water and with woodlands. Wetlands also occur in conjunction with Lawrence Lake at the southwestern boundary of the City, and at a few other scattered areas as indicated on Map 5.

Wetlands are protected by the State of Michigan if they are contiguous to an inland lake, pond, river or stream; or are more than five acres in size. Wetlands meeting these descriptions are subject to the State of Michigan laws for permitting certain activities in the wetland.

### Woodlands

Significant areas of woodlands are located in the northwest and north-central portions of the City in association with the majority of wetlands. The woodlands in the northwest portion of the City are part of a greater system of woodlands and wetlands that extend into Bedford Township to the north.

Woodland stands are also located in the northeastern portion of the City, some adjacent to the Kalamazoo River. In the southeast portion of the City, long, narrow lots used for residential purposes have retained a significant area of mature trees resulting in one of the larger trees stands in the City.

Other areas of mature trees occur throughout the City. A goal of the City may be to preserve and expand the urban canopy, to enhance community appearance and provide desired cooling and shade for residents and visitors.

## Existing Land Use

Existing land use in the City of Springfield is shown on Map 6. Existing land use may or may not reflect the zoning which currently exists for a parcel. Following is a description of each land use category.

### Single Family Residential

The majority of the City is composed of single family detached dwellings on platted lots. This category also includes two-family attached dwellings. Single-family detached dwellings exist primarily in the central and southeastern portions of the City, on smaller lots in a traditional grid pattern, which is indicative of the older portions of any city. Residential uses also exist in the northwestern portion of the City, on streets with curvilinear patterns, indicative of more recent residential development. This land use category comprises 528 acres.

### Manufactured Housing Communities

The City of Springfield contains three manufactured housing communities in the following locations: Thunderbird Village Mobile Home Park located at 1145 Harmonia Road; Arcadian Oaks located at 1301 Avenue A; and Avenue a Mobile Home Estates located at 1267 Avenue A. A total of 56 acres comprises this land use category.

### Multiple Family Residential

Multiple family land uses exist primarily in the western half of the City. These attached units occur as either apartments or attached townhomes. The largest multi-family development is the Brookside Apartment complex, located on W. Dickman Road. Multiple Family Residential uses occupy 63 acres.

Attached units also occur in assisted or senior care facilities such as Evergreen Senior Care and Rehab Center located at 111 Evergreen Road, which includes short or long-term living accommodations; and Care Community located at 565 General Avenue, which is a licensed assisted living facility.

### Commercial Land Use

This land use category includes businesses which offer goods and services for sale as well as office uses including medical services. Commercial land use occurs in numerous areas throughout the City; a distinct downtown or city center does not exist. Commercial uses exist primarily along major corridors such as W. Dickman Road; Avenue A; N. Helmer Road; and 20<sup>th</sup> Street. Some areas of commercial land use also exist adjacent to W. Michigan Avenue; Lafayette Avenue; Upton Avenue; and W. Goguac Street. Commercial land uses comprise 162 acres in the City.

### Industrial Land Use

Industrial land use occurs in several areas throughout the City and comprises the second largest area of land use in the City following residential land use. Industrial land use comprises 450 acres. Industrial land uses include manufacturing, warehousing, transportation facilities, recycling, and vehicle repair facilities. These areas are primarily located along major corridors or railway lines, but in some cases are located along local roads.

The greatest concentration of industrial uses is located in the northeast portion of the City, both north and south of Lafayette Avenue and the Norfolk Southern Railway. Several large vacant parcels of land previously used for industrial purposes are located in this area. Demolition of structures, and remediation of contamination have occurred on these parcels, in particular the land formerly occupied by the Eaton Corporation.

The Springfield Metal Recyclers occupies the former Clark Equipment site consisting of 125 acres located southwest of the intersection of Lafayette Avenue and 24<sup>th</sup> Street.

The remaining industrial uses exist on both sides of the length of W. Dickman Road in various locations, and in the northwest portion of the City along Wayne Road and W. Dickman Road. Light industrial uses are located on several streets in an area just east of the W.K. Kellogg Airport, bounded by W. Dickman Road on the north; Goguac Street on the south; N. 28<sup>th</sup> Street on the east; and N. Helmer Road on the west. The City of Springfield owns and operates Helmer Farms Industrial Park on the west side of Helmer Road between Dickman road and the Canadian National Railway. The platted lots are available at a discounted rate to attract industrial related businesses to the City.

### **United States Government Military Land Use**

The surrounding area near and within the City of Springfield has a long history of military training and activity, particularly in conjunction with the US Army Camp Custer induction and training center, which is now the Fort Custer State Recreation Area. Currently operating is the Fort Custer Training Center of the Michigan National Guard, located to the west of the City of Springfield. The Michigan Air National Guard base is located at the W.K. Kellogg Airport adjacent to the City's southern and western boundaries at W. Dickman Road and N. Helmer Road. Other military land uses exist to the west of the City, such as the Battle Creek Veterans Administration, and Veterans Medical Center.

Within the City boundaries on the western side, several parcels are owned by the US Navy, US Marines, and the US Air Force. The land uses on these parcels include military vehicle maintenance and training facilities, comprising 38 acres. Several parcels in this general area previously used by the US military are now in private ownership and are used for industrial land uses. An assisted living facility is located in this area as well.

### **Public Facilities**

This category includes lands owned and occupied by the City of Springfield. The map illustrates the City offices located in the Municipal Building located at 601 Avenue A, the Police and Fire Station located just east of the Municipal Building, and public works storage buildings and equipment located just behind the Municipal Building. The City also owns a parcel located at 383 General Avenue, the Custer Chapel. This category comprises 93 acres. In addition to these parcels, the City owns several other parcels at various locations within the City.

### **Public and Private Educational Facilities**

This category includes the public and private schools in the City including Springfield Middle School, Valley View Elementary School, Endeavor Charter Academy, and Battle Creek Montessori Academy. These school uses occupy 93 acres.

### **Park/Outdoor Recreational Facilities**

All City parks are included in this category along with the Springbrook Golf Course for a total of 92 acres.

### **Cultural/Institutional**

The land in this classification includes places and buildings which are used for private recreation, religious institutions, clubs and lodges, museums and similar cultural uses. In Springfield, the Burma Center on Upton Avenue is the most prominent use in this category; several religious institutions are also illustrated on the map. A total of 29 acres is devoted to this land use.

### **Cemetery**

Reese Cemetery, comprised of eight acres, is located on the north side of W. Dickman Road at North Helmer Road.

### **Vacant**

A total of 416 acres of vacant land exists in the City. A large portion of this vacant land consists of wetlands along Harmonia Road, which cannot be developed.

## **Tax Increment Financing Authority**

In 1989, a Tax Increment Financing Authority was established, with four development areas (A, B, C, and D) that included all industrial and commercial land use in the City. While the 25-year time period of the TIFA has expired, the area of the TIFA now consists of two development areas (Area B and Area D). Area D continues to capture the full amount enabled by the Authority, while Area B only captures the amount needed to pay the interest and principal on an existing bond.

## **Business Improvement District**

In the year 2000, business owners along a 1.5-mile section of W. Dickman Road (an area known as the “Magnificent Motor Mile”) established a Business Improvement District in order to preserve and enhance the economic vitality of the area known for vehicle related businesses. The BID includes portions of both the City of Battle Creek and the City of Springfield.

The BID has been successful in increasing business success and attracting new businesses through collaborative marketing; physical improvements; improved landscaping, lighting and signage; and working with City officials to ensure the corridor is clean, safe, and accessible. The BID recently requested a new five-year assessment period when the current assessment period expires in June of 2019.

## **Existing Land Use in Adjacent Communities**

Existing land use, existing zoning, and plans for future land use along borders that the City of Springfield shares with neighboring communities may have an impact upon the future land use planned within the City. The following describes existing land use in the communities of Bedford Township and the City of Battle Creek where they are contiguous to the City of Springfield. Later sections of the Master Plan will analyze the existing zoning and future land use plans for these contiguous communities.

To the north of the City boundary at Harmonia Road within Bedford Township, a combination of vacant parcels, residential uses, a cultural/institutional use, and an industrial use exist. Within the City of Battle Creek, north of the remainder of the City’s northern boundary and west of 20<sup>th</sup> Street, are industrial land uses. East of 20<sup>th</sup> Street, uses include multi-family, single-family, and cultural/institutional. A large cultural/institutional use, the Leila Arboretum, is located in this area.

At the eastern boundary of the City, within the City of Battle Creek, single-family residential uses are the predominate land use north of Lafayette Street. South of Lafayette Street and north of W. Dickman

Road, uses are primarily industrial with some commercial and single-family residential uses. South of W. Dickman Road, uses are multi-family residential and single-family residential.

At the southern boundary of the City, uses within Battle Creek are predominantly single-family residential, with some commercial at the intersection of 20<sup>th</sup> Street.

At the western boundary with Battle Creek, the W.K. Kellogg Airport occupies most of the land use east of that area previously occupied by Skyline Drive. Adjacent to remaining land at the western boundary are primarily industrial uses within the Fort Custer Industrial Park, some multi-family uses, and lands used for training US military personnel as part of the Fort Custer Training Center for the Michigan National Guard.

#### **Battle Creek Tax Increment Finance Authority**

In 1972, the City of Battle Creek established the Fort Custer Industrial Park. That same year, Battle Creek Unlimited was organized to manage the conversion of the abandoned, former military property into a modern international industrial park. The BCTIFA was the first industrial TIFA in the State of Michigan. Currently, the BCTIFA development district includes the Fort Custer Industrial Park and the W.K. Kellogg Airport.



## CHAPTER 2

# SOCIAL AND ECONOMIC CHARACTERISTICS

### Population

According to The US Census Bureau 2012-2016 American Community 5-Year Survey Estimates, the population of the City of Springfield in 2016 was 5,218 persons. This represents a population loss since 2010 of 42 persons. However, the population of Springfield has not fluctuated widely between 2000 and 2016, with a net gain of 29 persons. While many Michigan communities lost population during the recession which occurred approximately during the years from 2006-2008, Springfield actually gained population.

Surrounding communities have shown a net loss in population from the year 2000 to 2016; the greatest loss on a percentage basis was the City of Battle Creek with a 3.0% loss. These communities, as well as the State of Michigan as a whole, lost population during the decade from 2000 to 2010, which included the recession years.

Table 1 illustrates the population of the City of Springfield compared to surrounding communities, Calhoun County, and the State of Michigan.

**Table 1: Population of City of Springfield, Calhoun County, State of Michigan, and surrounding Townships 1990-2016.**

Municipality	1990	2000	2010	2016	2000-2016 Change (Number)	2000-2016 Change (Percent)
City of Springfield	5,582	5,189	5,260	5,218	29	0.56%
City of Battle Creek	53,540	53,364	52,347	51,763	-1,601	-3.00%
Bedford Township	9,810	9,517	9,357	9,414	-103	-1.08%
Calhoun County	135,982	137,985	136,146	134,691	-3,294	-2.39%
State of Michigan	9,295,297	9,938,444	9,883,640	9,909,600	-28,844	-0.29%

Source: US Census Bureau, Census 2000 & 2010, Decennial Census; 2012-2016 American Community Survey 5-Year Estimates

Figure 1 illustrates the percentage of the population by age groups for the City of Springfield. The largest age group (39.8%) consists of those persons ages 20-44 years, which indicates a community with a significant number of persons who are typically young families of child-raising years, may be completing education beyond high school, and are typically at the start or mid-point in their careers.

The next largest age group (21.1%) are those persons 45-64 years of age; these persons typically have older children in school, and are persons who are still actively employed. In some cases, retired persons may be included in this age group.

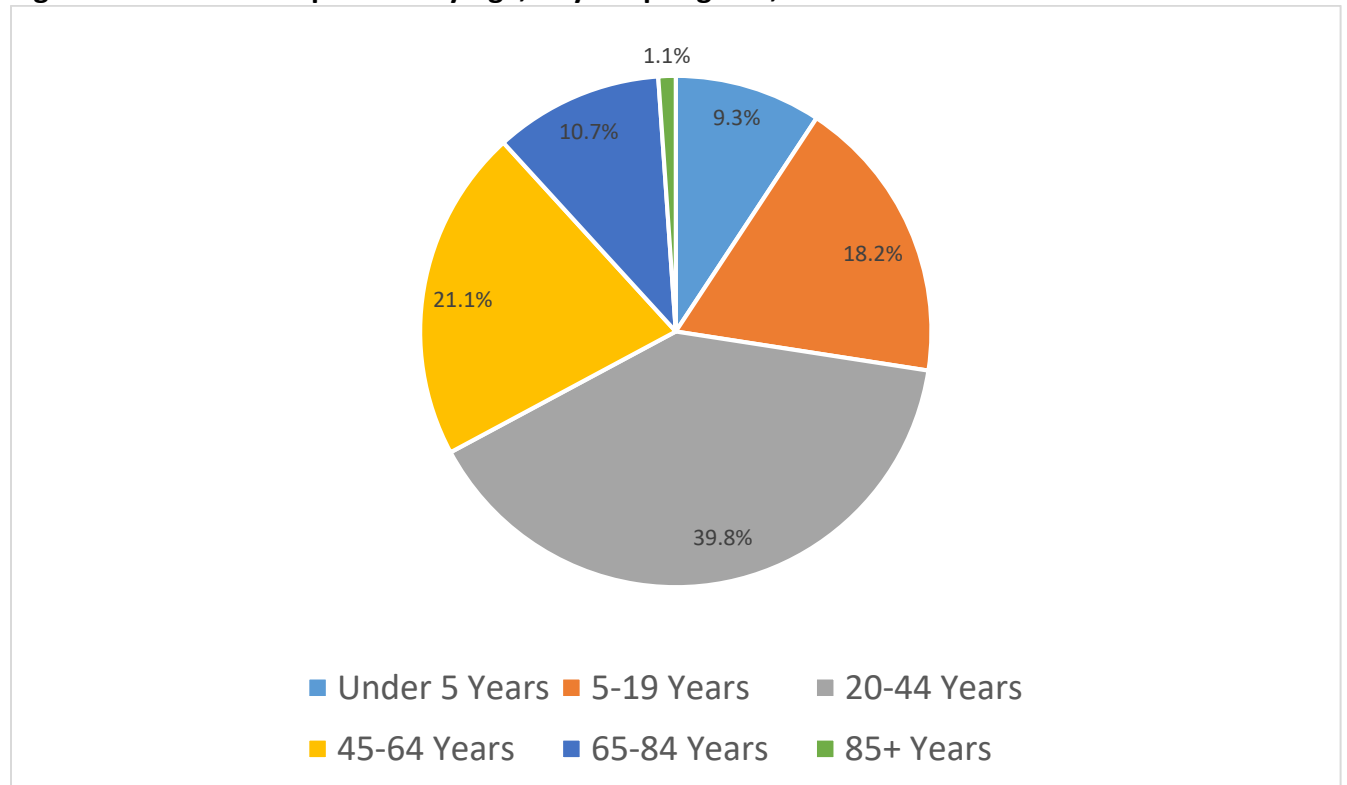
Persons in the next largest group (18.2%) are ages 5-19 years. This group is primarily school age children, but may also include those who have graduated from high school and are engaged in education beyond high school, or have finished school and are seeking employment.

The group of persons ages 65-84 years makes up 10.7% of the population. This group is typically composed of retired persons, but many persons continue to be employed beyond age 65. The number of persons in this age group is fairly typical of a city; current trends are such that this age group may be actively working, may include entrepreneurs embarking on second careers, and includes many who pursue active lifestyles.

The group under five years of age makes up 9.3% of the population, indicating a significant number of younger children who will likely enter school over the next five years. This age group indicates the presence of young families in the City.

The smallest age group in the City are those age 85 and over. While this age group is likely no longer employed, they may be active in the community, may live independently, or may require assisted living.

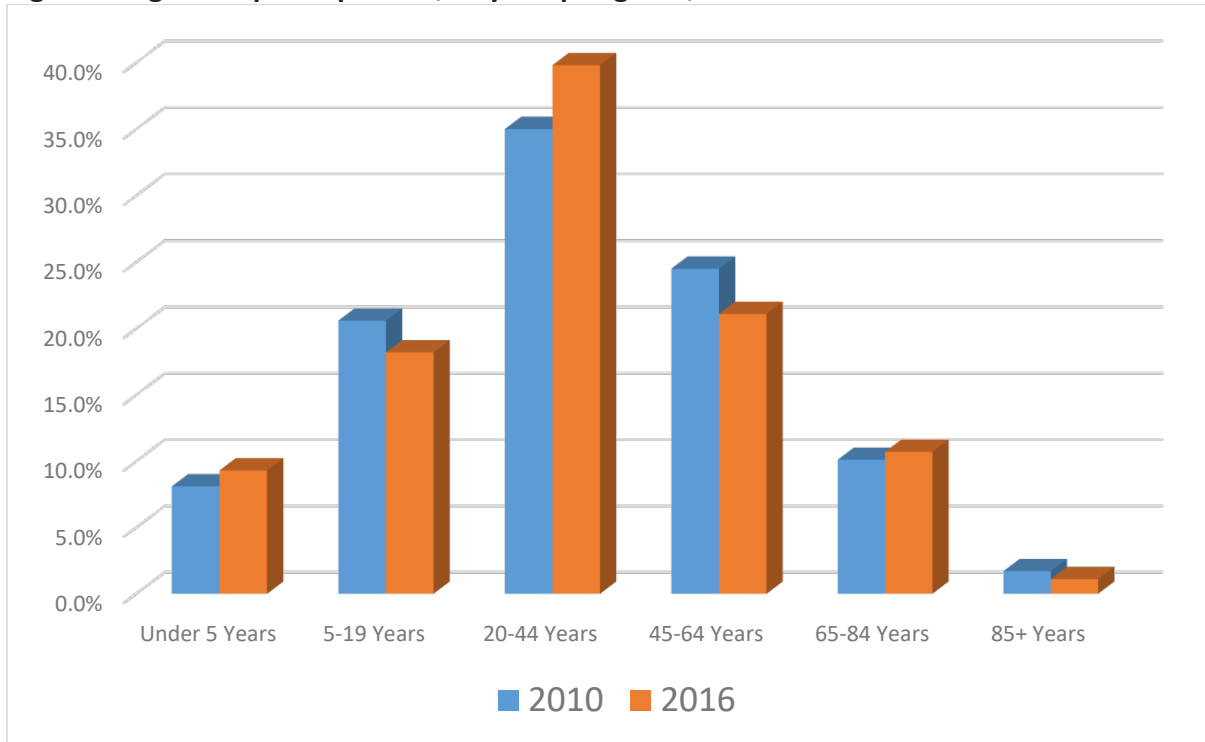
**Figure 1: Percent of Population by Age, City of Springfield, 2016**



Source: 2012-2016 American Community Survey 5-Year Estimates

Figure 2 shows age group comparisons of the City of Springfield in 2010 and 2016. Some age groups have somewhat increased, and some have somewhat decreased. While no extreme changes exist, the age group that has changed most is that composed of 20-44 years in age, which has increased by approximately five percent. Typically, an increase in this age group is an indication of a healthy, growing community. Further analysis may be needed to discover factors that have impacted this age group.

**Figure 2: Age Group Comparison, City of Springfield, 2010 and 2016**



Source: 2012-2016 American Community Survey 5-Year Estimates

Table 2 compares the median age of persons in the City of Springfield, City of Battle Creek, and Calhoun County from the year 1990 to 2016. Across Michigan, the current trend is that of an aging population, as fewer children are born than in preceding generations, such as the “Baby Boomers” generation. This aging of the population is evident for the City of Battle Creek and for Calhoun County as a whole. However, the City of Springfield shows a trend since the year 2000 of a younger population. This trend may be the result of high numbers of those who occupy rental dwelling units, and of the fairly high numbers of single-parent households. Also, those in the 20-44 years age group have increased fairly significantly since 2010.

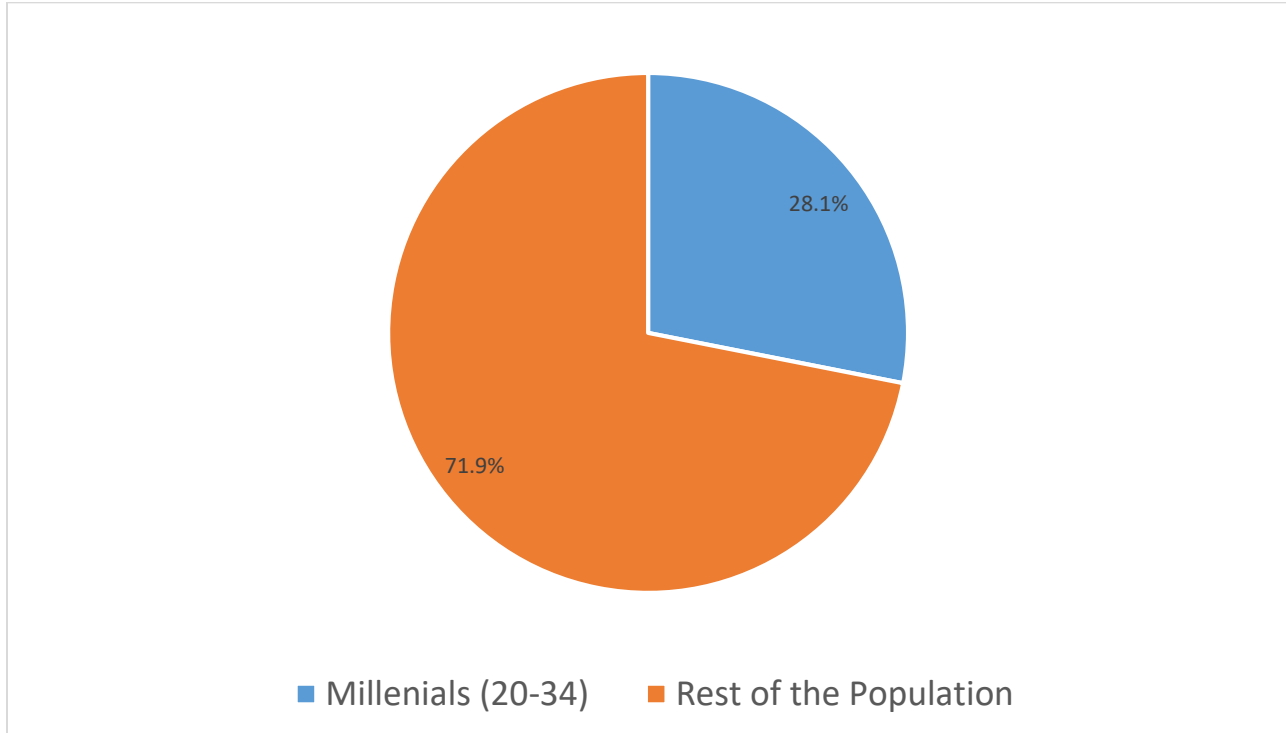
**Table 2: Median Age; City of Springfield, City of Battle Creek, Calhoun County; 1990-2016**

	1990	2000	2010	2016
<b>Springfield</b>	31.9	35.9	33.8	31.6
<b>Battle Creek</b>	33.0	34.7	36.3	36.4
<b>Calhoun County</b>	33.8	36.4	39.2	40.0

Source: 2012-2016 American Community Survey 5-Year Estimates; Census 1990, 2000, 2010 Data for the State of Michigan

Figure 3 shows the percentage (28.1%) of those in an age group typically referred to as “Millennials”. Persons in the Millennial age group are currently considered as desirable in a community as they represent a young, innovative work force that brings vitality and creativity. They may also be an indication that those who were raised in Springfield may have decided to either stay or return to Springfield. Additionally, the presence of two- and four-year universities within commuting distance of the City may be a factor in a decision by those in this age group to remain in Springfield during years of education or other training. The fairly high percentage of Millennials may require further analysis in determining factors which have impacted this age group.

**Figure 3: Percentage of Millennials (20-34), City of Springfield, 2016**



*Source: 2012-2016 American Community Survey 5-Year Estimates*

## Housing

Table 3 shows housing and households by type for the City of Springfield, for both 2010 and 2016. A household is defined as an occupied dwelling unit. The total number of dwelling units is 2,316, which has declined by 51 units since 2010; therefore, vacant housing units have increased from 8.8% to 12.4%. The predominant housing type is the 1-unit detached dwelling, or single-family house at 49.1% of all occupied dwelling units. Dwellings with two or more units in a structure comprise 43.1% of all occupied units, which is a fairly high percentage of all units. The percentage of units in structures with two or more units has increased by 8.3% between 2010 and 2016.

When comparing owner occupied housing units to renter occupied housing units, The City has 45.9% owner occupied dwelling units as compared to 54.1% renter occupied dwelling units. This is a high percentage of renter occupied dwelling units, which has increased by 10.4% since 2010. However, the

desired mix of owner occupied dwelling units and renter occupied dwellings units will be dependent upon community values, needs, and goals.

The number of dwelling units in attached structures is as follows:

Brookside Apartments:	409 units
Fairlane Apartments:	244 units
Barberry Townhomes:	40 units
Wyndtree Townhomes:	106 units
Duplexes:	<u>22 units</u>
Total:	821 units

An additional 120 homes are in manufactured housing communities, which is a significant decrease from 250 units in the year 2000.

The 821 attached units available in the City are 35.4% of all available dwelling units (2,316). The US Census Estimates for 2012-2016 show that 2,029 dwelling units are occupied (287 are vacant); and that 54.1% of those are renter occupied. This results in an estimated 1,097 renter occupied units in the City. When subtracting the 821 attached units from the 1,097 renter occupied units, the remaining 276 rental units are either single-family detached houses, or 1-unit attached dwellings such as apartments above accessory buildings or attached to commercial uses, or manufactured housing. Additionally, some units in the attached housing structures may also be vacant, resulting in more rentals that actually occur in single family detached, 1-unit attached housing, or manufactured housing.

Family households comprise the majority of households in the City (56.1%). Family households are defined as those with two or more persons residing together who are related by birth, marriage, or adoption. Of that number, married couple family households comprise 34.7%. Households with female heads with no spouse present make up a fairly high percentage (14.3%) of all family households. Households with male heads with no spouse present, make up another 7.1%. Taken together, single parent households comprise 21.4% of all households.

Non-family households, which are those consisting of individuals residing together, but not related by birth, marriage, or adoption, or of single persons living alone, constitute 43.9% of the total households. Of those, 35.8% are persons living alone. Non-family households comprise a fairly high percentage of all households, which likely is reflective of the high percentage of renter occupied dwelling units in the City.

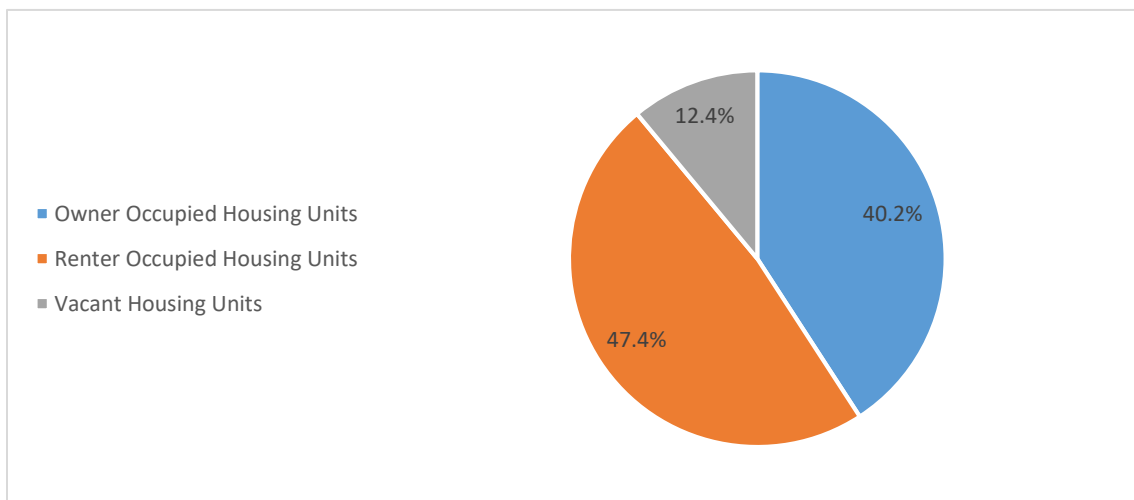
The average household size for both owner and renter occupied dwellings is less than three persons, which again is reflective of the high number of non-family households in the City, and the fairly high number of single parent households.

**Table 3: Housing and Household by Type, City of Springfield, 2010 & 2016.**

Housing/Household Type	2000	2016	Change (2010-2016)
<b>Total Housing Units (Occupied or Unoccupied)</b>	2,367	2,316	-51
<b>Vacant Housing Units</b>	8.7%	12.4%	3.7%
– Seasonal, recreational, occasional	1.9%	NA	NA
<b>Occupied Housing Units</b>	91.3%	87.6%	-3.7%
– 1-unit detached	50.5%	49.1%	-1.4%
– 1-unit attached	3.3%	2.0%	-1.3%
– 2 or more unit structures	34.8%	43.1%	8.3%
– Mobile Home	11.6%	5.9%	-5.7%
<b>Owner Occupied Housing Units</b>	56.3%	45.9%	-10.4%
<b>Renter Occupied Housing Units</b>	43.7%	54.1%	10.4%
<b>Family Households</b>	55.3%	56.1%	0.8%
<b>Married-couple Family Households</b>	35.4%	34.7%	-0.7%
– With own Children < 18	14.0%	NA	NA
<b>Male Heads w/no Spouse Present</b>	NA	7.1%	NA
– With own Children < 18	NA	NA	NA
<b>Female Heads w/no Spouse Present</b>	13.7%	14.3%	0.6%
– With own Children < 18	8.6%	NA	NA
<b>All Types with Children Under 18 Years</b>	30.3%	30.6%	0.3%
<b>Non-Family Households</b>	44.7%	43.9%	-0.8%
– One Person (Living Alone)	36.7%	35.8%	-0.9%
<b>Average Household Size (owner-occupied)</b>	2.42	2.69	0.27
<b>Average Household Size (renter-occupied)</b>	1.94	2.38	0.44

NA = Not Available

Source: 2012-2016 American Community Survey 5-Year Estimates; Census 2000 Data for the State of Michigan

**Figure 4: Distribution of Housing Units, City of Springfield, 2016**

Source: 2012-2016 American Community Survey 5-Year Estimates



Table 4 shows the value of owner-occupied dwelling units in the City. The number of units for which value was determined was 930 units, or 40% of all housing units in the City. Of the 930, 770 units had a value of \$99,999 or less. Clearly, based on this sample, many affordable homes exist in the City of Springfield.

**Table 4: Value of Owner-Occupied Housing Units\*, City of Springfield, 2016.**

Value	Number	Percent
Less than \$50,000	387	41.6%
\$50,000 - \$99,999	383	41.2%
\$100,000 - \$149,999	122	13.1%
\$150,000 - \$199,999	18	1.9%
\$200,000 - \$299,999	10	1.1%
\$300,000 - \$499,999	3	0.3%
\$500,000 or more	7	0.8%
Median Value of Housing Units (City of Springfield)	\$58,200	-
Median Value of Housing Units (Calhoun County)	\$99,400	-

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

\*Number of units for which value was determined: 930.

## Income and Employment

Table 5 shows employment figures for the City of Springfield as compared to Calhoun County as a whole. Of the total population age 16 years and over, 64.8% are in the labor force. Within that 64.8%, 57.1% are employed, while 7.6% are unemployed. This compares to a county-wide unemployment rate of 5.0%. As of December of 2017, the State of Michigan unemployment rate was 4.7%, while the national average was 4.1%. The City of Springfield unemployment rate is somewhat higher than Calhoun County as a whole, and significantly higher than the State of Michigan and the nation as a whole. The Master Plan will address economic development opportunities that may be created or enhanced through future land use planning and development policies.

Table 6 compares income in the City of Springfield compared with the City of Battle Creek and Calhoun County as a whole. Median and Mean household and family incomes are lower than both Battle Creek and Calhoun County. This is a reflection of the poverty levels for both families and people, which is higher than the City of Battle Creek, and significantly higher than the County as a whole. Table 7 shows the Federal Poverty Guidelines for 2018. As stated previously, planning for land use policies that enhance economic opportunity is addressed in the Master Plan.

**Table 5: Employment for the City of Springfield and Calhoun County, 2016.**

	City of Springfield	Percent	Calhoun County	Percent
Total Population 16 Years and Over	3,984	100%	107,152	100%
- In Labor Force	2,582	64.8%	63,460	59.2%
- Employed	2,274	57.1%	57,949	54.1%
- Unemployed	302	7.6%	5,353	5.0%

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

**Table 6: Income for the City of Springfield, City of Battle Creek, and Calhoun County, 2016**

	City of Springfield	City of Battle Creek	Calhoun County
<b>Median Household Income</b>	\$35,286.00	\$38,216.00	\$44,681.00
<b>Mean Household Income</b>	\$44,868.00	\$54,486.00	\$58,561.00
<b>Median Family Income</b>	\$44,590.00	\$49,167.00	\$55,113.00
<b>Mean Family Income</b>	\$50,365.00	\$64,775.00	\$68,356.00
<b>Families with Poverty Status</b>	27.4%	16.2%	12.8%
<b>People with Poverty Status</b>	28.9%	20.8%	17.0%

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

**Table 7: Federal Poverty Guidelines 2018**

<b>2018 POVERTY GUIDELINES FOR THE 48 CONTIGUOUS STATES AND THE DISTRICT OF COLUMBIA</b>	
<b>PERSONS IN FAMILY/HOUSEHOLD</b>	<b>POVERTY GUIDELINE ANNUAL INCOME</b>
<b>1</b>	\$12,140
<b>2</b>	\$16,460
<b>3</b>	\$20,780
<b>4</b>	\$25,100
<b>5</b>	\$29,420
<b>6</b>	\$33,740
<b>7</b>	\$38,060
<b>8</b>	\$42,380
Source: U.S. Department of Health & Human Services 2018. For families/households with more than 8 persons, add \$4,320 for each additional person.	

Table 8 shows occupational distribution of the labor force in the City of Springfield as well as distribution by class of worker. The largest number of persons are employed in the manufacturing sector. Following closely is the production, transportation, and material moving occupations. The three sectors that employ the next highest numbers of persons are service occupations; sales and office occupations; and management, business, science, and arts occupations. When viewed by class of worker, private wage and salary workers constitute 92.2% of all employment, as compared to much lesser percentages of government workers and those who are self-employed. An economic development strategy for the City

of Springfield may be to analyze the need for regulations that encourage home occupations and small start-ups within the City.

**Table 8: Occupations by Civilian Employed Population, 16 Years and Over, City of Springfield.**

Occupation	Number	Percent
Management, business, science, and arts occupations	367	16.1%
Service occupations	463	20.4%
Sales and office occupations	407	17.9%
Natural resources, construction, and maintenance occupations	189	8.3%
Production, transportation, and material moving occupations	848	37.3%
Industry	-	-
Agriculture, forestry, fishing and hunting, and mining	0	0.0%
Construction	71	3.1%
Manufacturing	921	40.5%
Wholesale trade	9	0.4%
Retail trade	294	12.9%
Transportation and warehousing, and utilities	88	3.9%
Information	4	0.2%
Finance and insurance, and real estate and rental and leasing	74	3.3%
Professional, scientific, and management, and administrative and waste management services	81	3.6%
Educational services, and health care and social assistance	284	12.5%
Arts, entertainment, recreation, accommodation and food services	241	10.6%
Other services, except public administration	155	6.8%
Public administration	52	2.3%
<b>Class of Worker</b>	-	-
Private wage and salary workers	2,096	92.2%
Government workers	129	5.7%
Self-employed in own not incorporated business workers	49	2.2%
Unpaid family workers	0	0.0%
<b>Total Civilian Employed Population 16 Years and Over</b>	<b>2,274</b>	<b>100.00%</b>

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

Table 9 lists the major employers in the vicinity of the City of Springfield as compiled by the Battle Creek Comprehensive Annual Financial Report of 2015. Major employers include Denso Manufacturing and Kellogg Company. Firekeepers Casino is a major employer as well. The list includes a diverse mix of manufacturing, entertainment, government, military, medical, and educational employers. Recent layoffs by the Kellogg Company may affect the accuracy of the numbers of employees for that company.

**Table 9: Major Employers Near the City of Springfield**

Employer	Employees
Denso Manufacturing Michigan	2,817
Kellogg Company	2,279
Firekeepers Casino	2,000
Hart-Dole-Inouye Federal Center	1,500
Michigan Air National Guard	1,488
Veterans Administration Med Center	1,400
Bronson Battle Creek	1,352
Battle Creek Public Schools	1,089
Kellogg Community College	820
II Stanley Company, Inc.	916

Source: Battle Creek Comprehensive Annual Financial Report, 2015; Battle Creek Master Plan 2018

## Educational Attainment

Table 10 shows the educational attainment of persons in the City of Springfield, the City of Battle Creek, and Calhoun County for both the year 2000 and for the 2012-2016 Five-Year Estimate. Educational attainment is an important consideration when planning for economic development, since training for a wide range of employment sectors is of high importance throughout the State of Michigan. In addition, when implementing a vision that includes a high quality of life, educational attainment affects incomes that in turn affect positive growth and development within communities.

Currently, for the population ages 18-24 years, the percentage of persons in Springfield with less than a high school education is lower than both Battle Creek and the County as a whole. In the year 2000, the City of Springfield percentage was slightly less than Battle Creek, and somewhat higher than the County. The percentage of persons with a high school education or equivalency is higher than Battle Creek and the County as a whole. In the year 2000, the percentage was nearly the same as Battle Creek, and higher than the County as a whole. For persons ages 25 years and older, the percentage of high school graduates or the equivalency is again higher than Battle Creek and the County; but the percentage of persons with no high school diploma is also somewhat higher. In the year 2000, the same conditions existed for this category.

Currently, persons in the City of Springfield ages 18-24 with some college or an associate's degree is lower than Battle Creek and the County; in the year 2000, the City of Springfield percentage was slightly higher than Battle Creek, and lower than the County as a whole. The percentage of persons with a Bachelor's degree or higher is higher than Battle Creek, and nearly equal to the percentage of those in the County as a whole. In the year 2000, the City of Springfield percentage was higher than both Battle Creek and the County.

Currently, for the population ages 25 years and over, a lower percentage of persons in the City of Springfield have attained some college or an associate's degree than in Battle Creek and the County; similarly, a lower percentage has attained a Bachelor's or Graduate degree. In the year 2000, these same conditions existed for this category.

A statistic of note is that in 2016, 4.8% of residents in the City of Springfield ages 25 years and over have not completed a 9<sup>th</sup> grade education; this figure is higher than the City of Battle Creek and Calhoun County. In the year 2000, 4.4% of residents had not completed a 9<sup>th</sup> grade education, and the percentage of persons who had not completed a 9<sup>th</sup> grade education in Battle Creek and the County was nearly identical to those in the City of Springfield who had not completed 9<sup>th</sup> grade.

The data shows that for the population 18-24 years, the percentage of persons with less than a high school education is now lower on a percentage basis than Battle Creek and the County, whereas the percentage was nearly the same in the year 2000. This is a favorable trend.

The percentage of persons ages 18-24 years with a high school education or equivalency has improved since 2000, both in absolute percentage and when compared to Battle Creek and the County as a whole. This is a favorable trend.

Regarding attainment of a high school education or equivalency for persons ages 25 years or older, the comparison of the City of Springfield to Battle Creek and Calhoun County remains similar to the comparison in the year 2000, with Springfield having a higher percentage of residents who have attained this goal. This is a favorable trend. However, the percentage of persons with no high school diploma remains higher in Springfield than in Battle Creek and the County, and this is unfavorable.

For those persons ages 18-24 years who have completed some college or an Associate's degree, the percentage in Springfield was slightly higher than Battle Creek and lower than the County in 2000; currently, the percentage in Springfield is lower than both Battle Creek and the County. This is a somewhat unfavorable trend. For the same age group, the percentage of persons obtaining a Bachelor's degree or higher has remained substantially the same as in the year 2000 when compared to Battle Creek and the County, which can be viewed as a positive trend.

For those ages 25 years and older, a lower percentage has obtained some college or an Associate's degree; or a Bachelor's or Graduate degree than residents of Battle Creek and the County as a whole, for both the year 2000 and currently. While this may be viewed as an unfavorable trend, the percentage of Bachelor's degrees increased somewhat, and the percentage of Graduate degrees increased slightly, for Springfield from 2000 to 2016.

The percentage of persons ages 25 years and over in the City of Springfield who have not completed a 9<sup>th</sup> grade education has increased from 4.4% in 2000 to 4.8% in 2016 which may be seen as an unfavorable trend. The percentage of persons who have not completed a 9<sup>th</sup> grade education in Battle Creek and the County as a whole has decreased somewhat.

Regarding educational attainment, several favorable trends are evident, especially regarding high school education, with the exception of those who have not completed a 9<sup>th</sup> grade education and those with no high school diploma. Some trends have remained constant, or are trending slightly negative, such as in the case of college education. In categories where little or no change is evident, this may be viewed as a negative, and where improvements in higher educational attainment are desired.

Table 10: Educational Attainment: City of Springfield, City of Battle Creek, and Calhoun County (2000, 2016).

Population 18-24 years	Number (Springfield)		Percent (Springfield)		Number (Battle Creek)		Percent (Battle Creek)		Number (Calhoun County)		Percent (Calhoun County)	
	2000	2016	2000	2016	2000	2016	2000	2016	2000	2016	2000	2016
Less than high school graduate	156	47	28.2%	8.1%	1,329	763	29.2%	16.0%	3,073	1,604	25.4%	13.1%
High school graduate (includes equivalency)	190	313	34.4%	54.2%	1,579	1,976	34.7%	41.6%	3,916	4,554	32.4%	37.1%
Some college or associate's degree	172	181	31.1%	31.3%	1,405	1,795	30.9%	37.8%	4,417	5,316	36.6%	43.3%
Bachelor's degree or higher	35	37	6.3%	6.4%	233	220	5.1%	4.6%	669	793	5.5%	6.5%
<b>Population 25 years and over</b>												
Less than 9th grade	151	157	4.4%	4.8%	1,395	1,027	4.1%	3.0%	3,935	2,641	4.4%	2.9%
9th-12th grade, no diploma	545	343	15.8%	10.5%	4,637	2,365	13.5%	7.0%	11,177	5,938	12.4%	6.5%
High school graduate (includes equivalency)	1,591	1,675	46.0%	51.1%	11,239	11,472	32.8%	33.9%	32,083	32,529	35.6%	35.7%
Some college, no degree	677	520	19.6%	15.9%	8,353	9,070	24.4%	26.8%	21,514	22,640	23.9%	24.9%
Associate's degree	194	214	5.6%	6.5%	2,751	2,758	8.0%	8.1%	6,989	8,364	7.8%	9.2%
Bachelor's degree	217	277	6.3%	8.4%	3,931	4,954	11.5%	14.6%	9,424	12,668	10.5%	13.9%
Graduate or professional degree	81	93	2.3%	2.8%	1,968	2,208	5.7%	6.5%	5,015	6,214	5.6%	6.8%

Source: US Census Bureau, American Community Survey 5-Year Estimates 2012-2016; US Census Bureau, Census 2000



## CHAPTER 3

# GOALS AND ACTIONS

The 2019 City of Springfield Master Plan proposes goals and actions based upon the input gathered from the following public engagement events. The Guiding Principles developed by the Planning Commission as set forth in the Introduction section were also used to develop the following goals and actions.

- The Community Remarks Survey
- Two Neighborhood Workshops
- Issues Identification with the Economic Development Corporation (EDC)

The Planning Commission reviewed the results of each public engagement activity, the Guiding Principles and recommended goals which best addressed the desires of the community.

The goals recommended by the Master Plan are intended to be realistic, and yet visionary in some cases. The Master Plan is intended to shape land use decisions and policies for the next five years, to coincide with the State of Michigan Planning Enabling Act requirement that each municipality review its Master Plan every five years. Goals, of course, may be long-term, and may include implementation actions that extend well beyond the five-year period.

Action steps follow each goal and are intended to provide specific implementation tools to accomplish goals. In some cases, Action steps are further described by additional sub-actions.

The Goals and Actions section of the Master Plan is organized by major land use and development categories. These include:

1. Natural Features and Environment
2. Residential Development / Missing Middle Housing / Neighborhood Character
3. Commercial Development
4. Business Loop I-94 / Dickman Road Corridor
5. Industrial Development / Re-development of Industrial Sites
6. Transportation and Pedestrian Circulation
7. Community Identity / Gateways / Gathering Places / Placemaking

## NATURAL FEATURES AND ENVIRONMENT

### Goal

**Ensure City of Springfield policies include development and maintenance procedures that consider the natural amenities both on and near the development site or maintenance location, and result in preservation and protection of natural resources and sensitive environments where possible.**

### Actions:

1. Amend the Site Plan Review chapter of the Zoning Ordinance to specifically require that both regulated and unregulated wetlands be shown on the site plan.
2. Amend the Site Plan Review chapter of the Zoning Ordinance to specifically allow the Planning Commission to require an environmental impact statement for new and expanding developments.
3. Revise landscaping requirements for development projects to provide language which will preserve existing trees and other natural vegetation.
4. Update off street parking requirements to stipulate a maximum amount of parking to limit the amount of impervious surface in order to reduce the amount of storm water run-off.
5. Provide regulations for Wind Energy Conversion Systems (wind turbines) and solar panels.
6. Establish a minimum building setback from wetlands and bodies of water.
7. Adopt a Low Impact Development ordinance that gives potential incentives for site design that incorporates green stormwater management.

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## RESIDENTIAL DEVELOPMENT / MISSING MIDDLE HOUSING / NEIGHBORHOOD CHARACTER

### Goal

**Improve neighborhoods where the desired character has diminished over time.**

### Actions:

1. Amend the Zoning Ordinance requirements of identified residential areas to permit certain non-residential uses such as offices in those neighborhoods where the desired character has diminished; amend the Zoning Ordinance to require certain architectural standards and conditions of use for conversion of houses to non-residential uses which provide compatibility with adjacent residential uses and preserve the original character of structures.
2. Identify neighborhoods where “Missing Middle” housing may be a compatible and desirable use as development and redevelopment. Missing Middle housing is characterized by low density attached

dwelling units such as duplexes, triplexes, bungalow courts, smaller multiplexes, and other forms of attached housing.

3. Review landscaping and screening requirements to insure buffering between residential and non-residential uses.
4. Review measures to reduce or eliminate the noise from train horns at railroad crossings while maintaining safety for vehicles using the crossings.
5. Improve housing quality which falls below minimum standards by adoption and enforcement of necessary codes and public investment in rehabilitation programs. Consider the adoption of a Rental Property Maintenance Ordinance.

### Goal

**Provide for a diversity of housing options to include a wide range of demographics; in particular, plan for areas of housing known as the “Missing Middle” which may attract a wide range of income earners such as those in the early stages of life and career, those in the highest years of income earning, and those in the latter stages of life and career such as “empty nesters” and retirees.**

### Actions:

1. Determine the land use characteristics of housing typologies known as the “Missing Middle”, which includes duplexes both side-by-side and stacked; triplexes, courtyard apartments, bungalow courts, carriage houses, townhouses, smaller multiplexes, and live/work units. Prepare amendments to the Zoning Ordinance to facilitate development of this housing type in residential zoning districts, as well as in the office and commercial zoning districts.
2. Determine if public/private partnerships are necessary for the development of “missing middle” housing; work with the EDC or other City officials to enhance the possibility of implementing this type of development; coordinate this effort with the Redevelopment Ready Communities program if pursued by the City.
3. Determine if a need exists for additional senior citizen housing, or assisted care facilities. Analyze remaining lands zoned for uses which will accommodate senior housing and assisted living; amend the Zoning Ordinance to allow such housing in office and commercial zones.
4. Allow for residential units on the upper floor of existing and new commercial and office uses.
5. Review current zoning regulations for barriers to creative or alternative housing concepts such as “tiny houses”; review and revise regulations to provide potential incentives for the re-development of all or a portion of the Springbrook Golf Course and other vacant land for residential use.

## COMMERCIAL DEVELOPMENT

### Goal

**Preserve and enhance the unique neighborhood retail and service areas in the City of Springfield.**

### Actions:

1. Identify commercial uses in non-commercial zoning districts (these are non-conforming uses), analyze their impact on nearby land uses and determine if measures should be taken to make such uses conforming in order to preserve their viability.

2. Determine measures to improve the commercial viability and community wide attractiveness of the Springfield Market District; identify zoning barriers which may hinder expansion of current operations; prepare a sub-area plan to better physically integrate Begg Park and adjoining land uses south of Military Drive with the Sprout Grocery & Kitchen; identify and allow through zoning a mix of compatible and supporting land uses; provide amenities to serve the senior population of Springfield.

### Goal

**Review the regulations, permitted uses, and special land uses allowed in all business districts, in order to increase vitality and expand options for business owners and customers.**

### Actions:

1. Review regulations for the, B-1, Local Business, B-2, Community Business, and B-3, General Business Zoning Districts to determine if additional uses may be permitted in order to expand the types of uses that reflect current trends in land use and design.
2. Consider permitting by right several of those uses currently allowed only by Special Use Permit in all business districts.
3. Review zoning regulations and locations of the B-1, Local Business District and the B-2, Community Business District, to determine if district regulations and districts could be combined resulting in fewer business zoning districts.

## BUSINESS LOOP I-94 / DICKMAN ROAD CORRIDOR

### Goal

**Improve the general appearance of this corridor so it is more unified and welcoming.**

### Actions:

1. Establish a Corridor Improvement District along Dickman Road from Airway Auto to the west City limits per Public Act 280 of 2005, in order to generate funds for physical improvements designed to beautify the corridor such as landscaping, lighting, street furniture, sidewalks, and grants for parking lot and façade improvements for existing businesses.
2. Review site plan review standards to ensure regulations regarding enclosure of dumpsters, outdoor storage, signs, and other elements considered during site plan review are adequate for ensuring a positive image of the corridor.
3. Determine measures to enhance the landscaping along the corridor, particularly in the median.

**Goal**

**Improve the safety of pedestrians and drivers crossing and traveling along the corridor.**

**Actions:**

1. Identify locations for pedestrian crosswalks along the corridor, including pedestrian refuge islands in the medians, and seek the cooperation of the Michigan Department of Transportation to construct them.
2. Determine the feasibility of providing sidewalks along the corridor.
3. Develop access management standards as part of the Zoning Ordinance site plan review procedures to regulate and require safe driveway spacing, parking lot connections, front service roads and the closures of unsafe driveways.

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## **INDUSTRIAL DEVELOPMENT / RE-DEVELOPMENT OF INDUSTRIAL SITES**

**Goal**

**Promote economic development and employment opportunities through the re-use of underutilized industrial zoned properties and allow for a range of opportunities within lands zoned for industrial land use; provide flexibility that responds to market trends while maintaining quality of appearance and performance within industrially zoned areas.**

**Actions:**

1. Review permitted uses, uses allowed by right and special land uses in the I-1, Light Industrial District, and I-2, General Industrial District to determine if additional uses and mixes of uses may be proposed as amendments to the Zoning Ordinance. Consider non-conventional uses of industrial space such as breweries with sale and service of products and food items; exercise facilities; day care; and other uses as may be identified.
2. Identify vacant industrial zoned land, analyze parcel size, adjacent land uses and location to determine if such lands are appropriate for long term industrial use.
3. Review existing land uses within Industrial Zoning Districts to identify uses which are not permitted (non-conforming uses) and determine if these parcels should be rezoned from Industrial to the zoning district which permits the existing use.
4. Maintain communication with the owners of the former Eaton property on North 20<sup>th</sup> Street to encourage the eventual re-development of this vacant property.
5. Review site design requirements for industrial land uses to ensure adequate landscaping, façade appearance, screening of outdoor storage, and other design components that will promote further industrial investment in the City.

6. Continue to market the Helmer Farms Business Park through the use of existing economic incentives and the creation of new incentives.

7. Re-establish the Economic Development Corporation once the current debt is retired from projects which were part of the 1986 TIFA Plan; create a new TIFA Plan to establish new priorities for industrial development.

8. Develop a set of handouts which outline the procedures for review of an industrial development project in the City of Springfield as a method to promote a business-friendly atmosphere and guide potential developers and investors to more easily navigate the City approval process. These handouts include procedures for site plan review, rezoning and special land use requests, variances and building permitting procedures as well as providing information on City economic development incentives.

9. Analyze the development review procedures in order to reduce the time to obtain a construction permit. Ideas to consider include: remove redundant and outdated steps; allow administrative approvals where appropriate, reduce the number of paper copies required and allow certain uses by right instead of by special land use permit.

10. Adopt Best Practices of “Redevelopment Ready Communities®” and take necessary steps to become certified under this State of Michigan program. Certification provides assistance to local communities through grants and other assistance from the State. The contents of a community’s Master Plan are important when seeking to become certified by the State of Michigan as a Redevelopment Ready Community.

## Goal

**Identify buildings or parcels which could provide incubator space for technology-based or other manufacturing and development industries, particularly start-up industries, suitable for sites outside industrial parks.**

### Actions:

1. Inventory vacant or available parcels and structures, particularly historic structures, and parcels or buildings; pursue financing to lease, purchase, or rehabilitate sites that are particularly attractive to start-up businesses; amend the I-1 and I-2 Zoning District chapters to permit uses for technology-based and other manufacturing and development industries as well as incubator type uses.
2. Analyze housing availability for an expanded work force within an identified income range such as young or senior workers; coordinate residential land use planning with projected work force housing needs.

## TRANSPORTATION AND PEDESTRIAN CIRCULATION

### Goal

**Provide for the safe and efficient movement of vehicles, pedestrians, bicyclists, and other users of the streets, sidewalks, and trails in the City of Springfield.**



**Actions:**

1. Collaborate with the Michigan Department of Transportation to construct sidewalks or a non-motorized pathway along Business Loop I-94 / Dickman Road Corridor.
  2. Analyze the intersection of Avenue A and Military Road with West Dickman Road to improve safety for pedestrian crossing and vehicle turning movements.
  3. Continue to monitor traffic safety issues pertaining to neighborhood schools.
  4. Identify unsafe street crossing locations and develop a strategy to improve their safety.
  5. Determine the need for a sidewalk improvement plan to construct new sidewalks and fill gaps in the existing sidewalk system.
  6. Create more connections to the Linear Park.
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**COMMUNITY IDENTITY / GATEWAYS / GATHERING PLACES / PLACEMAKING****Goal**

**Create a sense of identity and place through management of land use along borders, enhancement of major street corridors and providing locations for social interaction.**

**Actions:**

1. Analyze the need to provide more visible and attractive signs or landmarks at major City entry points which highlight the City logo; place smaller signs at secondary entry locations.
2. Create a sub-area plan for the Business Loop I-94 / Dickman Road Corridor to focus on enhancing the visible appeal and function of the corridor as an asset to community identity.
3. Identify a location for the establishment of a dog park.
4. Support the activities of the Burma Center as a venue for community events and activities.
5. Utilize the principles of placemaking for future land use where appropriate: walkability, mix of uses, sidewalk amenities, safe, comfortable, and accessible green spaces, choices in recreation, transportation, housing and entertainment.

## CHAPTER 4

# FUTURE LAND USE & ZONING PLAN

The 2019 City of Springfield Master Plan will guide the growth and redevelopment in the City for the next five years, at which time the Plan will be reviewed and evaluated for possible major or minor amendments.

The Plan is significantly based upon the Goals and Actions as described in Chapter 3 and the Guiding Principles listed in the Introduction. The Plan is additionally based upon generally accepted land use planning practices and principles, which take in to account existing land use and transportation systems, utilities, presence of natural features, and availability of suitable parcels.

Achieving a balance among the range of interests in the City of Springfield will result in a Future Land Use Plan that provides economic opportunity, preservation of neighborhoods, and a sustainable quality of life.

### Future Land Use Categories

The Future Land Use Plan and accompanying Future Land Use map recommends a number of future land use categories. The categories may or may not correspond to zoning districts which currently exist within the City as regulated by the City of Springfield Zoning Ordinance. In some cases, a new zoning district may be recommended to implement the future land use recommendation for an area.

The Future Land Use Plan and map do not change the underlying existing zoning in an area. Recommended future land use in an area which is not permitted by the existing zoning in an area can only be implemented through a rezoning or other change such as amending an existing zoning district to permit uses and development regulations that are not currently permitted within that district. Recommendations for amendments to the Zoning Ordinance, or other regulatory and policy changes, are discussed in the Zoning Plan sections of this chapter, and in the Implementation Chapter (Chapter 5).

In some cases, more than one future land use is recommended for an area; in that case, rationale for each land use will be included in the text.

The following Future Land Use categories are recommended for the City of Springfield:

LDR = Low Density Residential

MOD = Moderate Density Residential

MED = Medium Density Residential

HDR = High Density Residential

MHC = Manufactured Housing Community

AUH = Attached Urban Housing

MU = Mixed Use

O = Office

LC = Local Commercial

GC = General Commercial

CR = Commercial Residential

I = Industrial, Research & Technology

P = Public Uses

C/I = Cultural/Institutional

## **LDR / Low Density Residential**

This category comprises the second largest residential land use category in the City. The predominant use is single family detached dwelling units with a minimum lot size of 10,000 sq. ft. This area includes the existing Westlake Woods Plat located north of Avenue A on the east side of Springbrook Golf Course and the Valley View Plat north and west of Avenue A and Helmer Road.

Low Density Residential development is recommended for the Springbrook Golf Course and for the land to the west of the golf course abutting Evergreen Road. This land is attractive for single family housing as it is served by public water and sanitary sewer, is relatively flat to allow for easy development along the west side and the wooded area along the east side will provide desirable lots for new housing. The proposed LDR land use would be adjacent to the existing Evergreen Manor assisted living facility which is compatible with single family housing. This land is currently zoned R-1.

The LDR recommendation provides for additional single-family housing opportunities in an area which is easily accessible from Dickman Road and compatible with existing and planned land uses. Certain portions however may be appropriate for attached urban housing if designed and located to be compatible with nearby single family lots.

### ***Zoning Plan for Low Density Residential Land Use***

Low Density Residential land use is the equivalent of the R-1, One Family Residential zoning district. The R-1 requirements call for a minimum lot size of 10,000 sq. ft. with 80 feet of lot width. Single family dwellings are allowed as a principal permitted use.

Other uses permitted in this zoning district include a range of public facilities such as libraries, parks, and cemeteries (public facilities constructed by the City of Springfield are not technically subject to local zoning per Michigan case law but are subject to Planning Commission review); churches, private and public schools (public schools are not subject to local zoning); family day care homes, hospitals, golf courses, and home occupations are permitted subject to a conditional use permit which requires approval by the Planning Commission. Consideration should be given to allow state licensed senior care facilities such as Evergreen Manor in the R-1 Zone by special use permit.

Planned Unit Developments which allow flexibility in the design of single family developments at the same density would be permitted in areas planned for LDR. PUD's however constitute a separate zoning district.

While current zoning regulations allow farming, the Plan recommends that this land use be deleted from the current list of permitted uses as such activities are not appropriate for a city such as Springfield.

## **MOD / Moderate Density Residential**

This category comprises the largest residential land use category in the City. The predominant use is single family detached dwelling units with a minimum lot size of 7,500 sq. ft. This area is located in the southeast quadrant of the City and includes the many existing neighborhoods south of Dickman Road east of 28<sup>th</sup> Street and the area north of the commercial uses along Dickman Road east of Helmer Road and along Avenue A east and west of 24<sup>th</sup> Street. These areas are currently zoned R-2, One Family Residential. An additional MOD area is recommended along the east side of Evergreen Road north of the Evergreen care facility in order to provide a variety of lot sizes in this area of the City.

A Moderate Density Residential area is also recommended to the west of Evergreen Road at the end of Harmonia Road as this future land use category would provide a development opportunity for smaller lot sizes and perhaps more affordable lots for detached single family dwellings while supporting one of the Plan goals to provide a range of housing opportunities in the City. The wooded nature of this area will provide a buffer from the HDR areas to the south and west.

### ***Zoning Plan for Moderate Density Residential Land Use***

Moderate Density Residential land use is the equivalent of the R-2, One Family Residential zoning district. The R-2 requirements call for a minimum lot size of 7,500 sq. ft. with 60 feet of lot width. Single family dwellings are allowed as a principal permitted use. Two family dwellings would be allowed by special use permit on larger lots provided the location was compatible with existing and planned land uses. Other uses permitted in the R-2 Zone are the same as the R-1 Zone.

## **MED / Medium Density Residential**

This category recognizes the older residential areas of the City in the northeast quadrant adjacent to active and former industrial uses. The predominant use is single family detached dwelling units with a minimum lot size of 5,000 sq. ft. These areas are currently zoned R-3, One Family Residential.

### ***Zoning Plan for Medium Density Residential Land Use***

Medium Density Residential land use is the equivalent of the R-3, One Family Residential zoning district. The R-3 requirements call for a minimum lot size of 5,000 sq. ft. with 50 feet of lot width. Single family dwellings are allowed as a principal permitted use. Other uses permitted in the R-3 Zone are the same as the R-1 Zone.

## **HDR / High Density Residential**

Multi-family dwelling units are the predominant land use in this category. Existing apartment developments are recognized on the Future land Use Map on Dickman Road and Avenue A. Vacant properties fronting on Dickman Road south of Barberry Drive and north of Tony Tiger Trail are recommended for HDR use based on the adjacent multi-family or two-family land use and the existing RM-1 zoning.

### ***Zoning Plan for High Density Residential Land Use***

High Density Residential land use is the equivalent of the RM-1, Multiple Family Residential zoning district. Multi-family dwelling units would be allowed as a principal permitted use as would two, three and four family dwelling units. State licensed senior care facilities would be permitted as a special land use along with public uses such as municipal buildings and parks. Churches and hospitals would be allowed as special land uses. HDR uses must be served by public utilities.

The permitted density would be 20 units per acre which is 2,178 sq. ft. per unit. Multi-family developments may be required to provide some form of on-site recreation for residents such as walking trails, swimming pool, community building, basketball court or similar facilities.

### **MHC / Manufactured Housing Community**

This future land use category recognizes the three existing manufactured housing communities (mobile home parks) in the City of Springfield. The Plan provides for the expansion of the Thunderbird Village MHC on vacant land to the south of the current developed portion of the mobile home park.

### ***Zoning Plan for MHC Land Use***

The Plan recommends that a separate zoning district be put into place for this land use to replace the current rule which allows this use in the RM-1 and Industrial Zone by approval of a special condition permit. The proposed language will require that this use comply with the requirements of the Mobile Home Commission Act, being Act 96 of 1987, as amended, and the Michigan Administrative Code.

### **AUH / Attached Urban Housing**

Attached Urban Housing land use is a new idea introduced in the Master Plan. The Plan's recommendations for this type of housing and the proposed locations stem from several Goals and Action statements in Chapter 3 and one of the Guiding Principles promoting safe and affordable housing in the City of Springfield.

The term "Missing Middle" is used to describe this housing style, because it represents the middle portion of a land use typology known as the Transect. The Missing Middle diagram shown below includes the full range of housing types in communities, from rural single family detached homes to high density apartments.



Missing Middle housing types are intended to be compatible with single family neighborhoods, and can provide opportunities for infill development that is otherwise not suitable for high density apartments, and also may not be attractive for new single family detached dwellings.

Missing Middle housing may also provide a transition from a single-family neighborhood to a commercial corridor. The intent is that Missing Middle housing can be developed in small areas consisting of just a few lots, and that these types of dwellings do not add significant density to a neighborhood.

A key element of Missing Middle housing is that it provides or complements walkability, and is best located near services and amenities that are available in a traditional City such as Springfield. Another key element is that parking needs are not more than one space per unit since on-street parking is typically available. In addition, the design of Missing Middle type units is required to blend with existing architecture in single family neighborhoods.

Areas on the Future Land Use Map have been identified as suitable for Attached Urban Housing that would specifically be developed as the Missing Middle housing typology. Specific areas identified are on the edges of single family neighborhoods where vacant or underutilized parcels may exist such as the vacant area south of the Burma Center building and east of the building across 24<sup>th</sup> Street. The density or the number of units allowed for these smaller AUH areas can be determined by the specifics of the site and the standards of development required to achieve compatibility with surrounding land uses.

The area west of Evergreen Road and north and south of Harmonia Road extended is recommended for Attached Urban Housing due to the adjacent land uses, availability of public utilities and the wooded nature of the site which can be preserved through the clustering of attached units.

### ***Zoning Plan for Attached Urban Housing Land Use***

Implementation of the Attached Urban Housing land use category will require the drafting of regulations for a new zoning district which would be a Planned Unit Development or PUD. Any developments proposed will require an application for a rezoning. The reasons for recommending approval of this type of land use as a PUD rezoning are as follows:

- The AUH-PUD will contain standards regarding architecture and compatibility with surrounding land use. However, since Attached Urban Housing is recommended for a number of locations, flexibility is desirable when determining number of units, setbacks, parking, lighting, pedestrian access, and other site design attributes to ensure the development fits in to the existing or desired neighborhood fabric. PUDs permit a Planning Commission to apply flexibility when reviewing and recommending regulations that will apply to a proposed development.
- A rezoning to AUH-PUD requires that the applicant submit a PUD site plan with the application for a rezoning. This will help assure neighbors and citizens that the approval of the rezoning includes an approved site plan, which will establish the number of units allowed on the site, as well as the site attributes such as architecture, setbacks, landscaping, lighting, parking, pedestrian access, signs, and other features which will impact neighborhood character.



## MU / Mixed-Use

The Mixed-Use category is also new to the Springfield Master Plan and is supported by a number of Goals and Action statements in Chapter 3 as well as promoting several Guiding Principles such as Promoting Economic Development, Gathering and Recreational Places for Seniors and Families and Walkable Communities.

The southern portion of the Springbrook Golf Course is recommended for Mixed Use to provide a development opportunity for additional commercial uses to complement the existing restaurant on the site. The flexible regulations of the MU district will also allow for attached or detached housing to be built nearby on the challenging wooded topography while fronting on the golf course itself.

Principal uses include attached single family, detached and attached dwellings such as townhouses, small multi-family buildings, apartments above commercial uses, commercial, office and service uses and recreation all within a planned, unified development project.

The intent of the MU District is to create by design, a blend of structures and uses which are compatible in both form and function, thus allowing residential and more intense uses to coexist in the same area.

The elements of a Mixed-Use district include:

- Strong architectural design standards;
- A sense of place and community;
- Multi-story buildings with shared uses, such as residential and office or commercial in one building;
- Wide sidewalks;
- Pedestrian scale street lighting;
- Accessibility to existing parks or new plazas and gathering places;
- Limited front yard parking with a majority of parking in the rear or side yard;
- Varying setback requirements dependent upon the building type, height, and location;
- Restaurants with outdoor dining areas.

Mixed-use buildings should typically be designed and constructed with more than one use in a form or building. If a single use is present, the design of the building should easily permit re-purposing into a multi-use structure. Regardless, a completely residential use may be appropriate in some instances. Compatibility between uses provides a variety of services in one location and makes walking desirable between uses.

Green space should be interspersed throughout and the buildings should be located and designed to create a sense of place. Stand-alone commercial strip malls designed for drive-thru business and to attract drive-by traffic do not align with the above description for a Mixed-Use development.

### ***Zoning Plan for Mixed-Use Developments***

The Mixed-Use District would be a new zoning district with flexible regulatory tools to guide the design and composition of future uses. The regulations would be worded to achieve the elements of a Mixed-Use project listed in the preceding section.

New regulations should include standards establishing a minimum land area needed to develop a Mixed-Use project. Regulations should highlight both wanted and unwanted land uses and put in place standards to ensure that any phase of a project would include more than one type of land use.

Residential density within the Mixed-Use District should be higher than in the MED areas. This will promote compact development, and allow for on-site residents to support neighboring non-residential uses, and for the non-residential uses to provide employment opportunities for the adjacent residents. A density of 8-10 units per acre should be considered, but may not always be appropriate.

Regulatory tools could include form-based codes or a hybrid code to achieve this goal. A form-based Code (FBC) is a means of land regulation which places an emphasis on building and street design. A hybrid code would incorporate some of the current zoning requirements with elements of a form-based code to require architectural guidelines, building placement, and land use standards. The end result is an environment which is more aesthetically unified and more closely meets the goals established within the Master Plan.

## **O / Office**

This future land use category would include office and service uses including medical, health care and financial. This land use is intended to serve as a transition zoning district between more intensive commercial areas and high traffic roadways and residential neighborhoods. The Future Land Use map does not propose any Office areas but this category is a useful tool to have for zoning purposes and is therefore included in the Plan.

### ***Zoning Plan for Office Use***

The Office future land use category is the equivalent of the current Office Service Zoning District. A wide variety of office uses would be permitted along with medical, dental and other health care uses. Personal service establishments which perform services on the premises, financial businesses, state licensed care facilities, and government facilities would also be uses appropriate for this category. Requirements for landscape buffering would be included for Office areas abutting residential uses.

## **LC / Local Commercial**

This future land use category recognizes those parcels in the City which currently provide retail and services uses of a commercial nature. The LC category is intended for uses which can provide the day to day convenience shopping needs of neighborhood residents. The uses will generally be less intense and more compatible with residential uses than those found in the other Commercial District.

Local Commercial uses are recommended along Helmer Road between Avenue A and Dickman Road, along 20<sup>th</sup> Street north of Goguac Street and at Dickman Road. Smaller LC areas are located around the City and contain commercial uses which have served the surrounding area for many years.

### ***Zoning Plan for Local Commercial Use***

The Local Commercial category is the equivalent of the current B-1, Local Business Zoning District. However, the Plan recommends that the B-1 and the B-2, Community Business Districts be combined. There are no B-2 zoned parcels in the City so the combination would be text only with many B-2 uses being allowed in the Local Commercial zone.

Generally recognized retail and service uses along with office and financial businesses will be the predominant land uses permitted. Restaurants which offer outdoor dining, health and fitness establishments, child care centers as well as places of worship will now be allowed to provide expanded uses to serve neighborhood shopping needs. Dwellings located above a non-residential permitted use will also be allowed whether as a permitted or special land use.

Zoning regulations may limit the amount of parking in the front yard and possibly limit the allowable front setback so buildings are closer to the street to create a more pedestrian friendly environment. New regulations will include architectural design and building material standards for building facades, landscaping requirements, and reduced lighting levels.

## **GC / General Commercial**

The GC area is proposed along both sides of the City portion of Dickman Road for much of this roadway. The portion of Dickman Road east of North 34<sup>th</sup> Street contains the “Magnificent Motor Mile” consisting of many new vehicle dealerships which is an identifying landmark for the City. The Plan recommends additional General Commercial use for the large land area on the north side of Dickman Road south of the Canadian National Railroad. This property is zoned Industrial but is more appropriate for commercial uses given the amount of traffic on Dickman Road and the visibility it affords for commercial businesses. The active railway along the north side of the site coupled with traffic volumes on Dickman Road make residential land uses undesirable at this location.

The Plan also recommends that the land fronting on the north side of Dickman Road between Wyndtree Drive and Barberry Drive be used for General Commercial purposes. This designation would extend to a depth of about one lot from Dickman Road except for the larger parcel between Tony Tiger Trail and Barberry Drive all of which is recommended for General Commercial uses. General Commercial use would be suitable for this property due to the commercial nature of Dickman Road.

Chapter 3 contains several recommendations to improve traffic and pedestrian safety along this corridor.

### ***Zoning Plan for General Commercial Use***

The GC category is equivalent to the B-3, General Business District. Permitted uses would be those allowed by the Local Commercial zone and others allowed by the current B-3 Zone. The Plan recommends a review of land uses permitted by right and by special land use, to determine if the range of uses meets current commercial trends. For example, breweries, distilleries, and wineries with food service may be permitted in the B-3 in addition to distribution and sales. Some uses allowed only by special use permit may be allowed by right to encourage business development.

Site plan review standards should be reviewed to ensure that regulations regarding enclosure of dumpsters, outdoor storage, signs, and other elements considered during site plan review are adequate for ensuring a positive image of the corridor. Measures to enhance the landscaping along the corridor particularly in the median should be put into place.

## **CR / Commercial Residential**

The Commercial Residential Zone is a new category designed to serve as a transition between commercial and residential land uses by allowing both types of land use subject to certain criteria.

This new district is proposed to be applied to properties fronting on 20<sup>th</sup> Street south of Richfield Avenue to Kirkwood Avenue. This northern portion is zoned B-1 with the south portion zoned B-3. However, there are a number of well-maintained single-family dwellings within these commercial zoning districts.

As legal non-conforming uses and structures these buildings have limited expansion possibilities and financing can be difficult to obtain due to the zoning replacement rules for structures damaged beyond 60 percent of their replacement value. Within this area a number of dwellings have been converted to commercial uses which makes it difficult for those residents who live next to such conversions to remain living in their houses.

The CR category would allow both commercial and residential uses to be permitted uses while establishing standards for dwellings converted to commercial uses to have minimal impact on residential uses which remain residential. These standards would be designed to improve the aesthetics along the 20<sup>th</sup> Street corridor through building design criteria, landscaping, parking and lighting.

The Plan recommends an additional CR area on 20<sup>th</sup> Street at Avenue E and for certain parcels on West Goguac Street east of North Helmer Road. These parcels contain single family houses in areas which are adjacent to active industrial and commercial uses which makes them less attractive for long term residential use.

### ***Zoning Plan for Commercial Residential Use***

The CR Zoning District would be a new district. Permitted uses would include those permitted in the updated B-1, Local Commercial district, single family and two-family dwellings as well as the conversion of single family dwellings to commercial, office and two-family dwellings.

Conversion of an existing single-family dwelling to an office or other permitted non-residential use would be subject to review by the Planning Commission in accordance with standards regulating the repair of exterior defects in the building and property, sidewalk and driveway repair and parking location and number. Landscaping would also be required within the front yard and along those side yards abutting residential uses. Compliance with the City Building Code would also be required. To

ensure this recommendation is implemented as proposed the areas recommended for CR use should be rezoned by the City to the CR zoning district once the zoning regulations are prepared and adopted by the City Council.

## **I / Industrial, Research & Technology**

This category recognizes the existing industrial uses and industrial zoned land in the City of Springfield. Additional industrial land is not proposed due to the significant acreage utilized and underutilized for industrial uses. Uses would include the traditional industrial / manufacturing uses currently allowed but expand the uses to include technology based contemporary uses such as research, product design, and experimental product development.

Chapter 3 contains a number of Goals and Actions which address the use and re-use of industrial lands.

### ***Zoning Plan for Industrial Use***

A significant Plan recommendation is to combine the I-1, Light Industrial District and the I-2, General Industrial District into a single Industrial District. The main difference between the two zones is that very intensive industrial uses such as junk yards, power generating plants, vehicle impound yards, blast furnaces, and petroleum refining are permitted uses in the I-2 Zone. A combined Industrial District would allow these and other intensive uses only by Special Use.

Incubator uses would also be allowed to encourage startup businesses primarily within older vacant industrial buildings. Limited retail uses which would be well-suited as startup businesses in an incubator setting and certain retail or service uses which are currently allowed in the I-1 and I-2 zones and which would be compatible with intensive industrial uses would be permitted in this revised zoning district. Contemporary uses which are now allowed in industrial areas include commercial fuel depots, indoor recreation establishments and breweries. Other similar uses will be added to create an industrial zone which is attractive to a variety of users.

Current site design requirements for industrial land uses will be reviewed and revised to ensure adequate landscaping, façade appearance, screening of outdoor storage, and other design components that will promote further industrial investment in the City.

The site of the former Eaton manufacturing facility is recommended for either Industrial use or Mixed-Use. This vacant property has been cleared for development by State of Michigan agencies and is attractive for other than industrial uses due to its frontage on well-traveled 20th Street, level topography, and the availability of public utilities.

## **P / Public**

This category includes all City operated facilities such as City offices, the Police and Fire Station, Reese Cemetery, and all City parks. Public and private schools are also included in this category as are the lands owned by the U.S. government west of Evergreen Road and south of Military Avenue.

## **C / I Cultural/Institutional**

The land in this classification includes places and buildings which are used for private recreation, religious institutions, clubs and lodges, museums and similar cultural uses. In Springfield, the Burma

Center on Upton Avenue is the most prominent use in this category; several religious institutions are also illustrated on the map.

### W.K. Kellogg Airport

The Michigan Zoning Enabling Act, PA 110 of 2006 as amended, contains regulations regarding the incorporation of an airport layout plan or airport approach plan in the Master Plan. This plan is contained in the Appendix.

The Act states:

*“If a local unit of government adopts or revises a plan required under subsection (1) after an airport layout plan or airport approach plan has been filed with the local unit of government, the local unit of government shall incorporate the airport layout plan or airport approach plan into the plan adopted under subsection (1).”*

Therefore, the W.K. Kellogg Airport Layout Plan and Airport Approach Plan revised June 2016 is incorporated by reference into the City of Springfield Master Plan.

In addition, the Act requires:

*If a Zoning Ordinance was adopted before March 28, 2001, the Zoning Ordinance is not required to be consistent with any airport zoning regulations, airport layout plan, or airport approach plan. A Zoning Ordinance amendment adopted or variance granted after March 28, 2001 **shall not increase any inconsistency** that may exist between the Zoning Ordinance or structures or uses and any airport zoning regulations, airport layout plan, or airport approach plan.”*

While the Act does not require that a municipality adopt zoning regulations for the environs surrounding an airport, many municipalities have taken the pro-active approach of crafting zoning regulations which assure that development will be compatible with airport functions. These regulations may be in the form of an overlay zone, or regulations found in zoning districts that may surround an airport.

The Airport Zoning Act, Act 23 of 1950 as amended, empowers local municipalities to adopt zoning regulations limiting the height of structures and objects of natural growth (such as trees) and other land use activities in the vicinity of publicly owned airports.

A recommendation of this Master Plan is that the Planning Commission consider the preparation of amendments to the Zoning Ordinance to protect the areas within a specific identified distance of the airport property boundaries within the path of airport approaches utilizing the W.K. Kellogg Airport Approach Plan and Airport Layout Plan.

### Complete Streets Analysis

In August of 2010, PA 33 of 2008 (the Michigan Planning Enabling Act) was amended to require that local master plans include consideration of additional elements related to transportation. These elements include safe and efficient movement of people and goods by not only motor vehicles but also by bicycles, pedestrians, and other legal users including persons with disabilities. Additionally, the amended Act defines street as “a street, avenue, boulevard, highway, road, lane, alley, viaduct, or other public way intended for use by motor vehicles, bicycles, pedestrians, and other legal users.”

In December of 2010, PA 33 was further amended to require that local master plans also take into consideration the location, character, and extent of public transit routes and public transportation facilities in the preparation of the master plan, and to coordinate with public transportation agencies in the planning process.

In the City of Springfield, the following analysis was done of existing transportation facilities, and recommendations were developed to ensure adequate transportation for all users.

## Existing Conditions

Major streets which are served by sidewalks at least on one side include Avenue A, Helmer Road, Upton Avenue and Dickman Road between Avenue A and Wyndtree Drive. Other major streets such as 20<sup>th</sup> Street, Avenue C and Dickman Road to the south and east of the intersection of Avenue A with Dickman Road do not have sidewalks which creates unsafe conditions for walkers and those on bicycles.

Within most City neighborhoods local streets are not served with sidewalks. The residential area on the north side of Avenue A between 25<sup>th</sup> Street and 20<sup>th</sup> Street has sidewalks.

Lafayette Avenue which is a two-lane roadway which traverses the north edge of the City is the only street with a striped bike lane on both sides.

The community survey highlighted several unsafe crossings in particular the intersection of Avenue A and Military Road with West Dickman Road.

## Public Transportation

Battle Creek Transit provides public transportation services on fixed route buses, and door-to-door transportation services through the use of Tele-Transit for persons who are certified as being ADA paratransit eligible.

Calhoun County maintains a Coordinated Public Transit Human Service Agency Plan which contains a complete listing of all public, private, and non-profit transportation providers in the County. Many of these providers provide transit for the elderly and those with disabilities.

## Transportation and Complete Streets Recommendations

Chapter 3, Goals and Actions, contains a number of recommendations to address the issues identified in the analysis. These include collaborating with the Michigan Department of Transportation to construct sidewalks or a non-motorized pathway along Business Loop I-94 / Dickman Road Corridor, monitoring traffic safety issues pertaining to neighborhood schools, identifying unsafe street crossing locations and developing a strategy to improve safety and determining the need for a sidewalk improvement plan to construct new sidewalks and fill gaps in the existing sidewalk system.



## CHAPTER 5

# Implementation

In order for the Master Plan to serve as an effective guide for the continued development of the City of Springfield, the Plan must be implemented. The Michigan Planning Enabling Act, PA 33 of 2008 as amended, requires that recommendations for implementing any of the Master Plan's proposals be included in the Master Plan. Primary responsibility for implementing the Plan rests with the City Council, the Planning Commission and the City staff. This is done through a number of methods such as ordinances, programs, and administrative procedures.

The Master Plan itself has no legal authority to regulate development in order to implement the recommendations of the Plan. However, the Plan provides strong support and rationale for land use decisions in the case of a legal challenge.

The private sector, which includes individual land owners as well as developers, is involved in fulfilling the recommendations of the Master Plan by the actual physical development of land and through the rezoning of land. The authority for this, however, comes from the City. Cooperation and coordination among individuals, private developers, and public agencies is, therefore, important in successful implementation of the Master Plan.

## ZONING

Zoning is the predominant legal means for the City to regulate private property to achieve orderly land use relationships. It is the process most commonly used to implement community Master Plans. The Zoning Ordinance consists of an official Zoning Map and Zoning Ordinance text.

The authority to regulate land use through zoning is established by the Michigan Zoning Enabling Act, PA 110 of 2006, which requires that zoning be based on a plan. A Master Plan provides the basis for the rationale, character, and spatial location of zone districts. The Zoning Ordinance, in turn, is the primary Master Plan implementation tool.

The official Zoning Map divides the community into different zones or districts within which certain uses are permitted and others are not. The Zoning Ordinance text notes the uses which are permitted and establishes regulations to control density, height, lot coverage, setbacks, lot sizes, accessory uses, and other elements.

The Zoning Ordinance also sets forth procedures for site plan review, special land uses, Planned Unit Developments (PUDs), signs, landscaping, lighting, parking, stormwater, and other elements of development. These measures permit the City to control the quality as well as the type of development.

Local control of land use, as provided for by zoning, is an accepted legal practice. The principles on which zoning is based include the need to:

- Balance the interests of all landowners and residents with the rights of individual landowners;
- Help implement a long-term vision for the community;

- Protect the environment;
- Ensure development is adequately served by roads and utilities;
- Achieve the quality of life desired by residents;
- Provide fair and consistent review of development applications; and,
- Protect the public health, safety and welfare.

## REZONING

Rezoning may be requested by individual property owners, developers, or by the City of Springfield itself. Rezoning may be required in order to implement the goals and actions steps of the Master Plan. In considering a request to rezone property the Planning Commission and City Council should evaluate the request according to the following factors:

- Does the proposed new zoning classification meet the recommendations in the appropriate portion of the Future Land Use chapter?
- Are the full range of uses allowed in the requested district appropriate for the proposed location or can the uses be designed to fit the proposed location without a negative impact on the nearby land uses?
- Have any conditions changed in the area since the Master Plan was adopted which might justify a rezoning not supported by the Master Plan?
- Will there be any community impacts which should be considered, such as increased traffic, need for water and sewer, public safety needs, or other needs which might create a need for services or improvements which are not available to the area?
- Are there any potential environmental considerations which will be contrary to the intent of the existing or proposed classification of land use? Can natural features be preserved through adequate stormwater management?
- Will there be any adverse effects on adjacent properties as a result of the proposed land use change?
- Will granting the rezoning request likely lead to a need to recommend amending the Master Plan for the area where the rezoning is requested?
- Could this use be accommodated in some other location or in the proposed location by some other zoning measure such as a special land use or a Planned Unit Development?

## ZONING PLAN

The Michigan Planning Enabling Act, PA 33 of 2008 as amended, requires that a Master Plan contain a zoning plan which outlines the development requirements for the various zoning districts and an explanation of how the future land use categories relate to the districts on the Zoning Map and in the Zoning Ordinance text. The requirements of the Future Land Use Categories in Chapter 4 describe how each of these categories relates to the existing zoning districts in the City, as well as to proposed zoning

districts. The development requirements for each zone are set forth in the City of Springfield Zoning Ordinance.

Chapter 4 of the Master Plan includes a Zoning Plan following each Future Land Use Category; the Zoning Plan establishes the process for accomplishing the recommendations of each Future Land Use Category. In some cases, the existing zoning regulations are sufficient for carrying out the recommendations of the Plan; in other cases, new zoning districts are recommended. The Zoning Plan is the primary means of implementing the City of Springfield Master Plan.

## ADDITIONAL RECOMMENDATIONS

### 1. *Update and re-format the Zoning Ordinance.*

In addition to the Zoning Ordinance amendments recommended by the Zoning Plan the entire Zoning Ordinance must be updated. The current Ordinance was put into place in 1978 under the City and Village Zoning Act, being PA 207 Of 1921. This Act was replaced by the State of Michigan Zoning Enabling Act, PA 110 of 2006 but the City Zoning Ordinance was never re-adopted under the 2006 statute.

This task is necessary in order to bring the Ordinance into compliance with the relevant Michigan statutes and court cases affecting Michigan zoning law and to implement the many recommendations of this Master Plan.

As part of the Zoning Ordinance update, consideration should be given to the current land use trend to allow smaller houses also called “tiny houses” as a viable alternative for home ownership in the City of Springfield.

### 2. *Update the Zoning Map.*

The Zoning Map must be revised to illustrate current property lines and the new zoning districts recommended by the Zoning Plan. As part of the map update, the zoning districts must be carefully located to match the existing land use of a parcel in order to avoid non-conforming situations.

### 3. *Prioritize and Implement the Action Steps.*

Chapter 3 of the Master Plan contains goals and specific action steps to accomplish the goal. The Planning Commission, at its first meeting of the year, should review these goals and actions and decide which of these are to be accomplished in the coming year.

4. Re-authorize the Planning Commission under the Planning Enabling Act, PA 33 of 2008 and prepare new Planning Commission By-laws in accordance with this Act and the Zoning Enabling Act.

### 5. *Planning Commission Work Program*

The Plan recommends the Planning Commission prepare an annual work program in the beginning of each year. This work program would set forth the tasks of goals which the Planning Commission determines to accomplish for the upcoming year. This will allow the Commission to stay focused on important tasks, in order to develop and implement goals and strategies identified within this Plan.







### 6. *Planning Education*

The Planning Commissioners should be kept informed of planning seminars to learn how to better carry out their duties and responsibilities as Planning Commissioners. These seminars are regularly sponsored

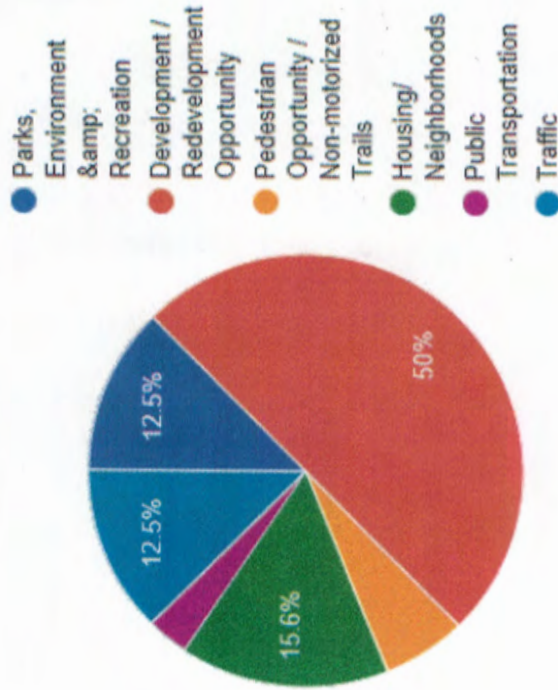
by the Michigan Association of Planning (MAP) and the Michigan Municipal League (MML) and are a valuable resource for Planning Commissions. There are also several planning publications which are useful information.

## APPENDICES

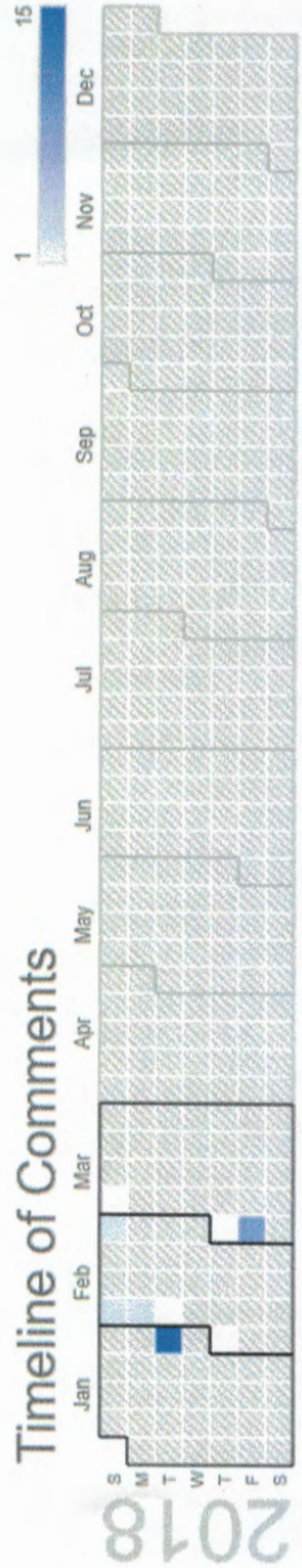
## 6 Map Comment Topics

-  Parks, Environment & Recreation (4 Comments)
-  Development / Redevelopment Opportunity (16 Comments)
-  Pedestrian Opportunity / Non-motorized Trails (2 Comments)
-  Housing/ Neighborhoods (5 Comments)
-  Public Transportation (1 Comments)
-  Traffic (4 Comments)

How Many Comments By Topic



Timeline of Comments





3/19/2018

Springfield Master Plan



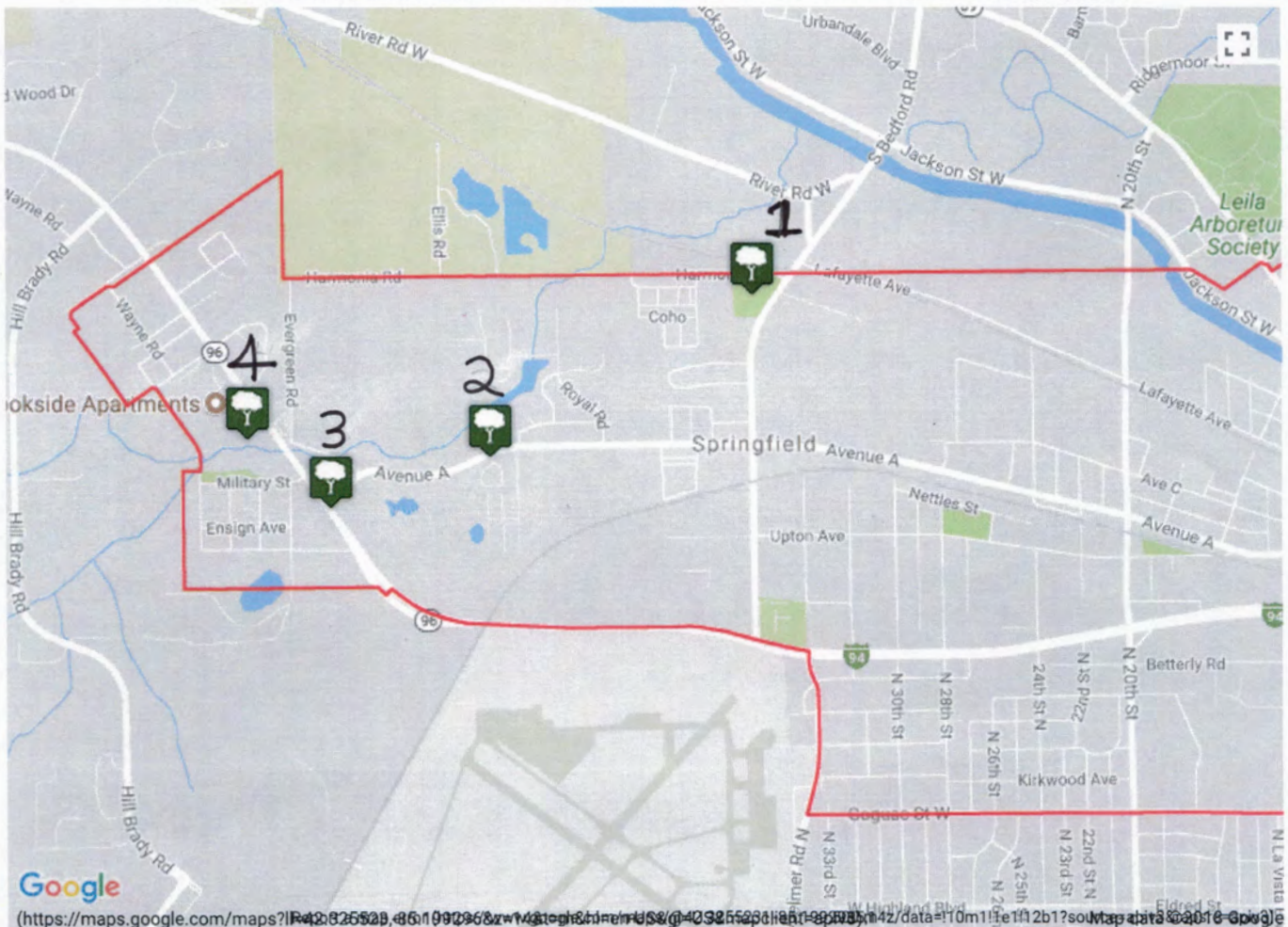
(<http://communityremarks.com/springfield>)



Parks, Environment & Recreation

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Add a comment by clicking on the location for your comment, then click the dropped pin



4 Comment(s)

Click on person's name below to see comment on map



3/19/2018

Springfield Master Plan



1



What's the point of this park? No one uses it and all it has is a pavilion. I'm not saying we should do it here but what about a dog park somewhere in the city??

[Respond](#)**Anonymous**

1 month 2 weeks ago



4



Add a dog park to Begg Park! We love Sprout's new place but it would be great to have a dog park here.

**Response from Anonymous**

I think it's unfortunate that the City doesn't operate the farmers market and special events any longer; the City doesn't have a downtown or a gathering place for the community.

[Respond](#)**Anonymous**

1 month 2 weeks ago

2

3



Crosswalk with light to cross Dickman Rd.

[Respond](#)**Emily Davidoff**

3 weeks, 1 day ago



2



The City of Springfield should consider putting in a community pool. Keep it simple though. A couple of diving boards in the deep end, an area that goes from about 4 ft deep to 6 feet deep and a 8-12 feet deep area for the diving boards. And of course a kiddie wading pool for the little ones. It might bring more families into the community during the summer time instead of them going into Battle Creek and going to Full Blast which is almost always crowded. And it will create jobs for the teens in our community.

[Respond](#)[Respond via Facebook](#)

3/19/2018

Springfield Master Plan

<http://communityremarks.com/springfield>

Development / Redevelopment Opportunity

[Full Screen \(https://www.communityremarks.com/springfield/cat\\_map\\_view.php?c=1&type=cat&fullscreen=yes\)](https://www.communityremarks.com/springfield/cat_map_view.php?c=1&type=cat&fullscreen=yes)

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16 Comment(s)

Click on person's name below to see comment on map



3/22/2018

Springfield Master Plan



(<http://communityremarks.com/springfield>)



Development / Redevelopment Opportunity

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16 Comment(s)

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3/22/2018

Springfield Master Plan



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Development / Redevelopment Opportunity

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16 Comment(s)

Click on person's name below to see comment on map

3/19/2018

Springfield Master Plan



(<https://www.communityremarks.com/springfield/image.php?>

3

myimage=[https://www.communityremarks.com/springfield/uploads/images/142\\_BurmaCenterFriendraiser.jpg](https://www.communityremarks.com/springfield/uploads/images/142_BurmaCenterFriendraiser.jpg))

Need to address zoning issues at Burma Center. So much potential in that space for more activities! This organization has proven that they are fantastic stewards of the community. Let's give the Burma Center the tools to expand their potential!

<https://burmacenterusa.org/> (<https://burmacenterusa.org/>)

Respond

Anonymous

1 month 2 weeks ago



7



WE LOVE SPROUT!!!!

Respond

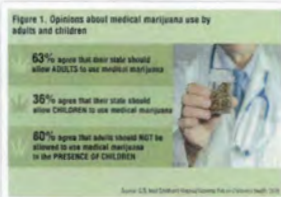
Anonymous

1 month 2 weeks ago

3



16



(<https://www.communityremarks.com/springfield/image.php?>

myimage=[https://www.communityremarks.com/springfield/uploads/images/144\\_medicalmarijuana\\_1000.png](https://www.communityremarks.com/springfield/uploads/images/144_medicalmarijuana_1000.png))

You want to fill vacant industrial properties? Three words: Allow. Medical. Marihuana. Let's move Springfield forward.

Respond

Anonymous

1 month 2 weeks ago

4



5



Dickman road near avenue a needs a fast food option. One of those taco Bell/KFC hybrid resteraunts would be perfect



3/19/2018

Springfield Master Plan

**Response from Joshua Miller**

I agree 100% there aren't any fast food options west of Helmer Rd. Dickman and Ave A or along that section would be the perfect spot for a major fast food corporation

[Respond](#)**Anonymous**


1 month 2 weeks ago

 15

Sell city lot to large food chain.

[Respond](#)**Anonymous**

1 month, 1 week ago

 4

Endeavor School should be moved to street across for better flow and the old left as a park or after school activity center its just too much for being right there at the tracks and turning onto the small road of upton where as if this was located at the end now knowing these issues this could all be resolved

[Respond](#)**cheryl steller**


1 month, 1 week ago

 1

I'm not sure if this space has any plans but I feel this space would be better suited for Endeavor School I live off upton and although I have no children in this school the traffic is crazy right here with blockage This empty space is better suited for the traffic flow this school has less residential on lafayette and not so busy of area right off the tracks.

[Respond](#)**Anonymous**

2 weeks 3 days ago

 12

([https://www.communityremarks.com/springfield/image.php?](https://www.communityremarks.com/springfield/image.php?myimage=https://www.communityremarks.com/springfield/uploads/images/146_IMG_1832.jpg)

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3/19/2018

Springfield Master Plan

This site is Commercial residential/senior housing (a licensed Home for the Aged) for up to 150 residents. It is a prime opportunity to expand the mission of serving Senior residents as the senior population explodes over the next decade. There is surrounding land that can be developed for independent living with supportive services.

carecommunitybc.com (carecommunitybc.com)

[Respond](#)**Anonymous**

14

2 weeks 3 days ago



Develop 2.5 acres for senior housing, multi family housing

[Respond](#)**Anonymous**

11

2 weeks 3 days ago



Expand Care Community senior housing

[Respond](#)**Anonymous**

9

2 weeks 3 days ago



Independent senior housing/Brown stones with supportive services

[Respond](#)**Anonymous**

10

2 weeks 3 days ago



Develop more Senior friendly business's to support and multi family housing developments such as doctors, restaurants, coffee shops, convenience stores, more park areas

[Respond](#)**Anonymous**

13

2 weeks 3 days ago



Historic Custer Chapel to support growing community of seniors and multi family.

[Respond](#)



3/19/2018

Springfield Master Plan

Anonymous

2 weeks 3 days ago



8



one of the best developments in Springfield. Expand on it!

[Respond](#)

Anonymous

2 weeks 3 days ago



6



Develop more commercial, shopping and restaurants to support the growing residential area across (south) Dickman Rd. Must manage traffic coming from west, factories.

[Respond](#)

Anonymous

2 weeks 2 days ago



2



Is the land of the former Clark factory polluted? There is a lot potential here. I wonder why the city of Springfield does not have a post office or a library. The city could find investors and turn this open lot into a downtown area.

[Respond](#)

3/19/2018

Springfield Master Plan



(<http://communityremarks.com/springfield>)



Pedestrian Opportunity / Non-motorized Trails

[Full Screen](https://www.communityremarks.com/springfield/cat_map_view.php?c=4&type=cat&fullscreen=yes) ([https://www.communityremarks.com/springfield/cat\\_map\\_view.php?c=4&type=cat&fullscreen=yes](https://www.communityremarks.com/springfield/cat_map_view.php?c=4&type=cat&fullscreen=yes))

Add a comment by clicking on the location for your comment, then click the dropped pin



3/19/2018

Springfield Master Plan

2



2



Keep sidewalks clear of snow for the kids!

[Respond](#)

Anonymous

1

2 weeks ago



Use the City owned land to professionally build Mountain biking trails or a bike park!! The sport is enjoyed by all ages and is growing extremely fast!!

[Respond](#)

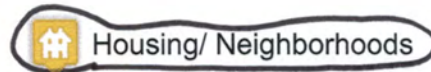


3/22/2018

Springfield Master Plan

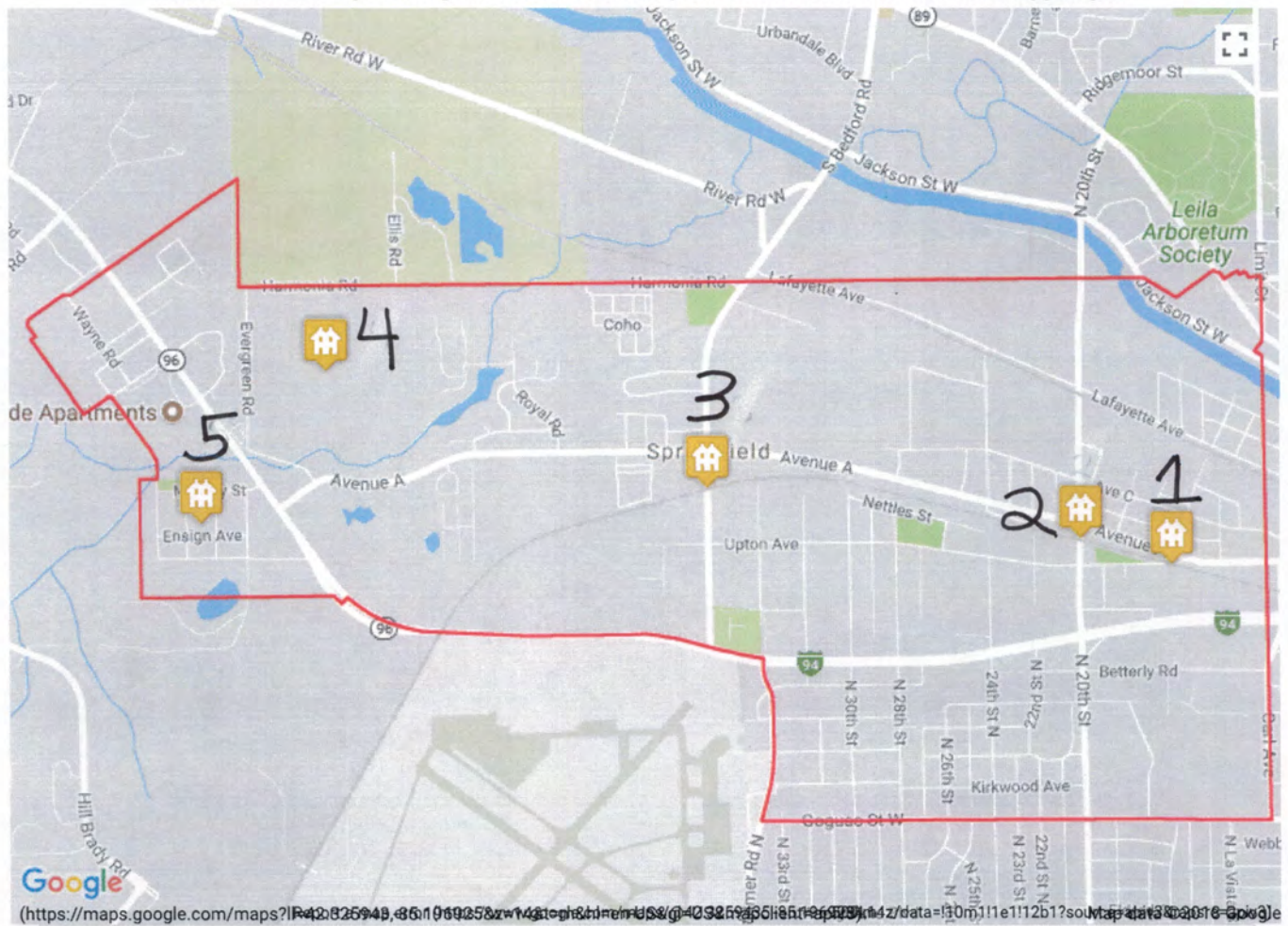


(<http://communityremarks.com/springfield>)



[Full Screen \(https://www.communityremarks.com/springfield/cat\\_map\\_view.php?c=3&type=cat&fullscreen=yes\)](https://www.communityremarks.com/springfield/cat_map_view.php?c=3&type=cat&fullscreen=yes)

Add a comment by clicking on the location for your comment, then click the dropped pin



3/22/2018

Springfield Master Plan



(https://www.communityremarks.com/springfield/image.php?

3

myimage=https://www.communityremarks.com/springfield/uploads/images/143\_tooloud.jpg)

TRAIN HORNS ARE TOO LOUD! Why can't we tell them to stop blowing their horns??

Respond

Anonymous

2

1 month 2 weeks ago



TRAIN HORNS ARE TOO LOUD! Tell them to stop using their horns at this crossing.

Respond

Anonymous

1

1 month 2 weeks ago



This train crossing is in the middle of a residential area. Why can't they stop blowing their horns and waking me up at night? Can anything be done??

Respond

Anonymous

5

1 month 2 weeks ago



Allow mixed use for commercial areas. Some of these old buildings could be made into housing! It would be nice to have more housing around Begg Park what with Sprout being so successful at the market!

Respond

Anonymous

4

1 month 2 weeks ago

1

I've always thought this area would be great for housing. I don't know how the golf course is doing financially but with the Legion Villa gone now there is a lot of room for some nice affordable houses.

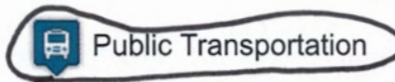
Response from Anonymous

Maybe work with Allen Edwin on this.

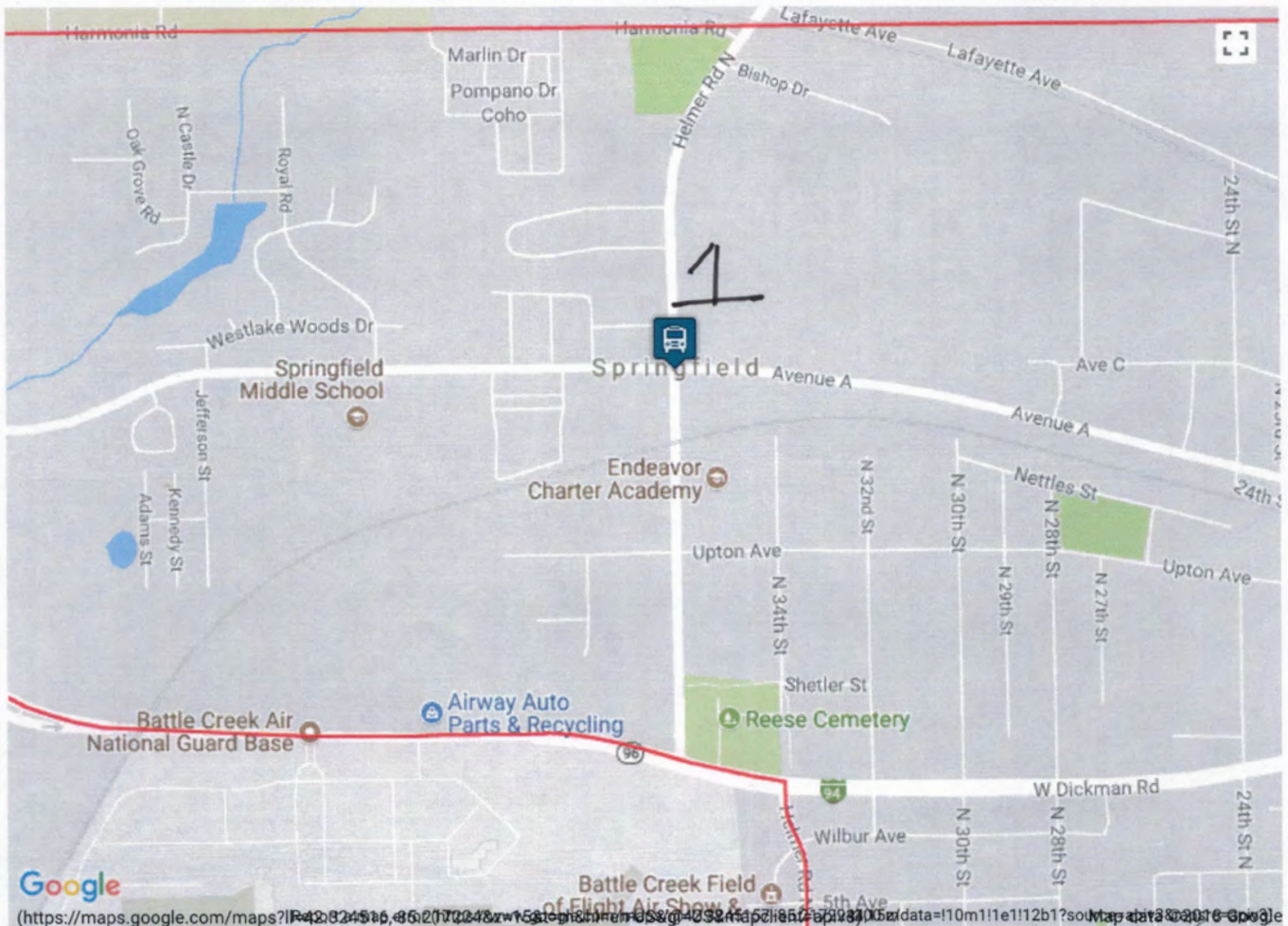


3/19/2018

Springfield Master Plan

<http://communityremarks.com/springfield>[Full Screen \(https://www.communityremarks.com/springfield/cat\\_map\\_view.php?c=6&type=cat&fullscreen=yes\)](https://www.communityremarks.com/springfield/cat_map_view.php?c=6&type=cat&fullscreen=yes)

Add a comment by clicking on the location for your comment, then click the dropped pin



1 Comment(s)

Click on person's name below to see comment on map

3/19/2018

Springfield Master Plan



1



Work with Battle Creek to expand public bus service to Springfield along Avenue A.

Respond

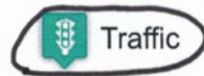


3/22/2018

Springfield Master Plan

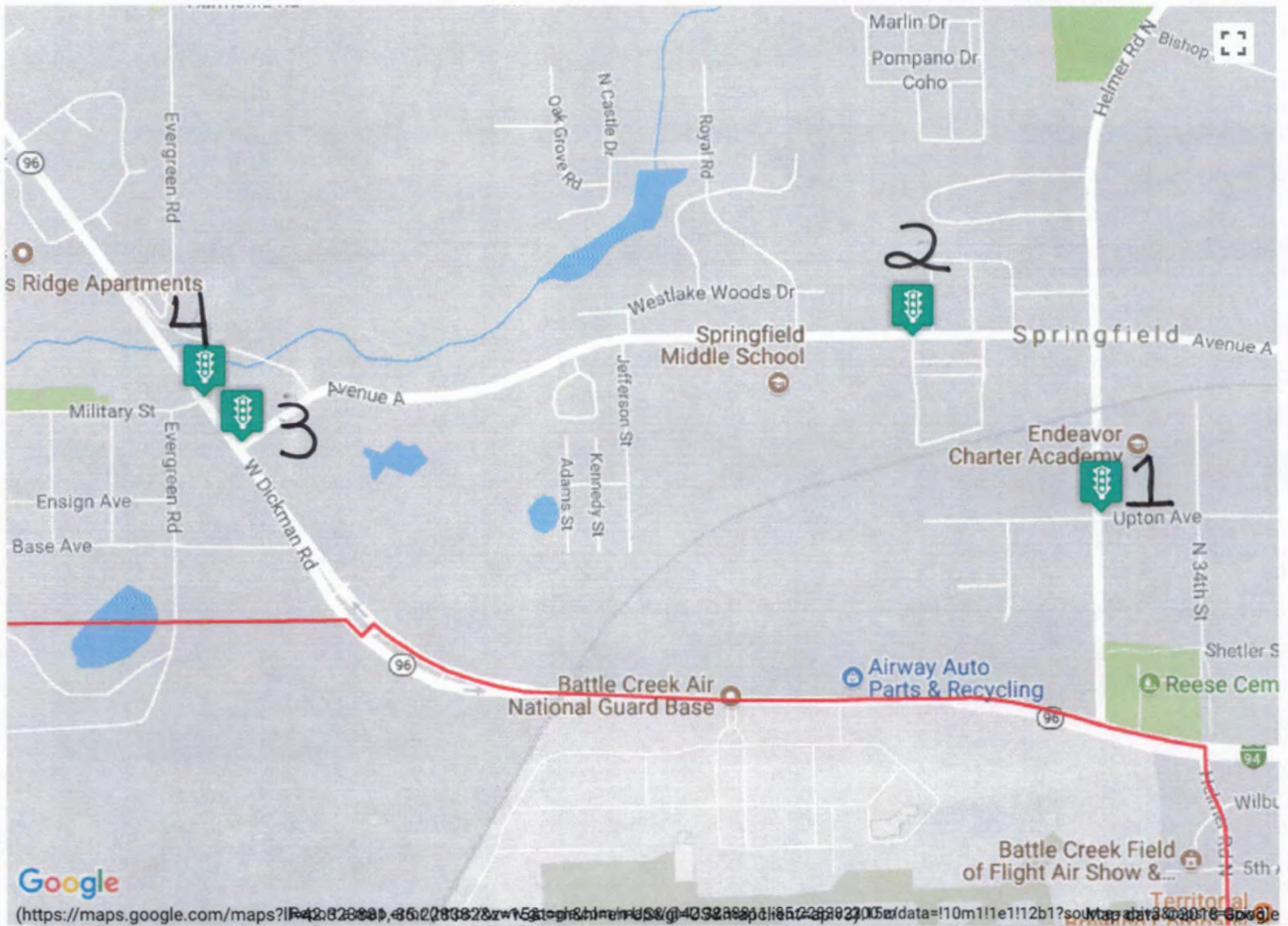


(<http://communityremarks.com/springfield>)



[Full Screen \(https://www.communityremarks.com/springfield/cat\\_map\\_view.php?c=7&type=cat&fullscreen=yes\)](https://www.communityremarks.com/springfield/cat_map_view.php?c=7&type=cat&fullscreen=yes)

Add a comment by clicking on the location for your comment, then click the dropped pin



3/22/2018

Springfield Master Plan

4



3



Put a stop light in!!! Or at least a shoulder turn lane on Dickman.

[Respond](#)

Anonymous

1

1 month 2 weeks ago

1



The traffic is awful by Endeavor. Too many cars parking or just stopping in the middle of Upton to drop off or pick up kids. The road is too narrow for this behavior.

[Respond](#)

Anonymous

4

1 month, 1 week ago

1



Something safer than the turn lane meant for Ave A. It works great for Ave A, but not safe for people turning on to Military St. I have personally almost gotten into several head on accidents from people not paying attention or getting in the turn lane too soon.

[Respond](#)

Anonymous

2

3 weeks 3 days ago



The traffic back up at Valley View Elementary is pretty bad. Drivers from Endeavor Academy are forced to drive in the center lane to avoid the back up on A Avenue. This is not safe considering there is a cross walk and we do deal with some opposing school traffic trying to turn in at Valley View. The after school routine is just a hot mess!

[Respond](#)

**CITY OF SPRINGFIELD  
COMMENTS FROM MASTER PLAN COMMUNITY WORKSHOPS  
HELD ON FEBRUARY 15 AND 27, 2018**



1. Identify mixed use zoning in suitable locations.
2. Utilize the principles of Placemaking for future land use where appropriate.
3. Provide a small sports complex for youth on the open area behind the City Fire Station.
4. Utilize vacant industrial buildings north of Army Street and south of Military Avenue for medical marijuana facilities.
5. Manufacturing industry somewhere in Springfield.

**Results of Springfield Economic Development Committee  
Meeting on Master Plan Update**

*July 25, 2018*



**Project / Goal Priority List**

1. Establish a Corridor Improvement District (CID) on Dickman Road between Airway Auto and the west City limits. (5 votes)
2. Make Springfield an attractive place in order to attract other uses. (4 votes)
3. Re-development of Springbrook Golf Course. (4 votes)
4. Aesthetic and re-development improvements to 20<sup>th</sup> Street from Lafayette Street north to the river. (2 votes)



RICK SNYDER  
GOVERNOR

STATE OF MICHIGAN  
**DEPARTMENT OF TRANSPORTATION**  
LANSING

KIRK T. STEUDLE  
DIRECTOR

March 26, 2018

W. K. Kellogg Airport  
Lawrence Bowron, Airport Manager  
15551 S. Airport Road  
Battle Creek, MI 49015

Dear Mr. Bowron:

Subject: Airport Approach Plan - Revised  
W. K. Kellogg Airport

At its July 17, 2002, meeting, the Michigan Aeronautics Commission (MAC) officially approved an Airport Approach Plan for your airport. An amendment to zone 3 of the Land Use Guidelines portion of the plan was also approved by the MAC at its November 15, 2006 meeting. To continually promote the compatible land use zone surrounding public use airports, we are once again providing you with the most current copy of your airport approach plan.

The Airport Approach Plan consists of height protection for the FAA Part 77 surfaces surrounding the airport and land use protection using standards adopted by the MAC. The Aeronautic Code of the State of Michigan requires these plans, as well as a copy of your Airport Layout Plan (ALP), be filed with the local planning agencies and/or political subdivisions underlying the areas depicted on the plans. Once filed with the local planning agency, section 125.3203 of the Zoning Enabling Act, Act 110 of 2006 requires these plans be included in the community's Master Plan which should provide an additional level of protection for the airport.

Enclosed is a copy of the most current land use zoning guidelines and FAA Part 77 height protections approved by the MAC to be included as part of the W.K. Kellogg Airport Approach Plan. Please file a copy of this document with the appropriate agencies and/or municipalities.

Please notify our office with the enclosed form once you have filed your Airport Approach Plan with the appropriate agencies and/or municipalities. You may also send it to me electronically to the email address listed below.

If you have and questions regarding this matter, please contact me at telephone number 517-335-9282 or by email at [badrak@michigan.gov](mailto:badrak@michigan.gov).

Sincerely,

Kelly Badra  
Office of Aeronautics, Project Support Unit

CC:

Enclosures

## **Notice of Airport Approach Plan Filing**

The following agencies/municipalities were provided a copy of the Airport Approach Plan for the W.K. Kellogg Airport.

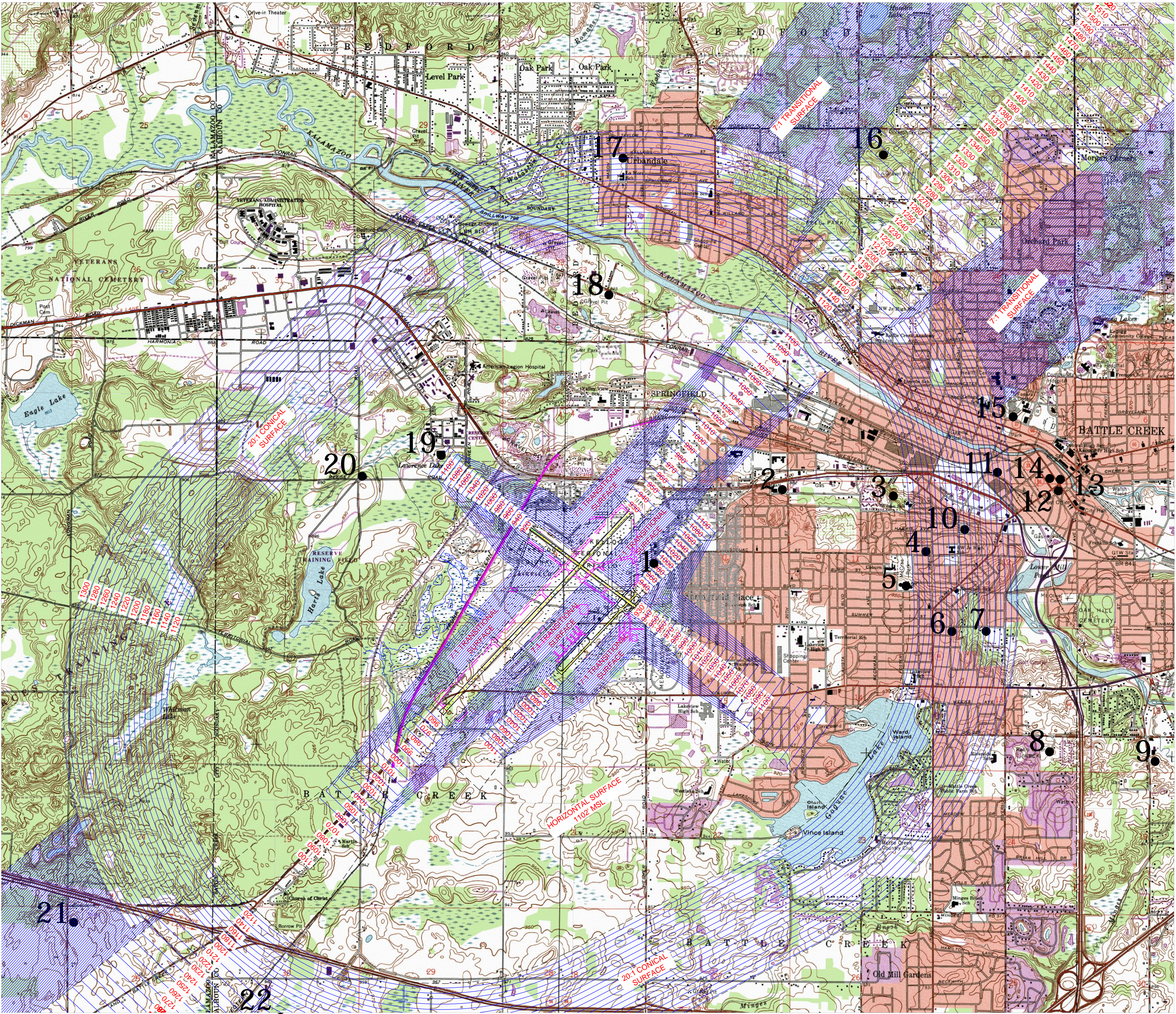
<b><u>Agency/Municipality</u></b>	<b><u>Date of Filing</u></b>	<b><u>Signature of Receiving Municipality Representative</u></b>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Signed,

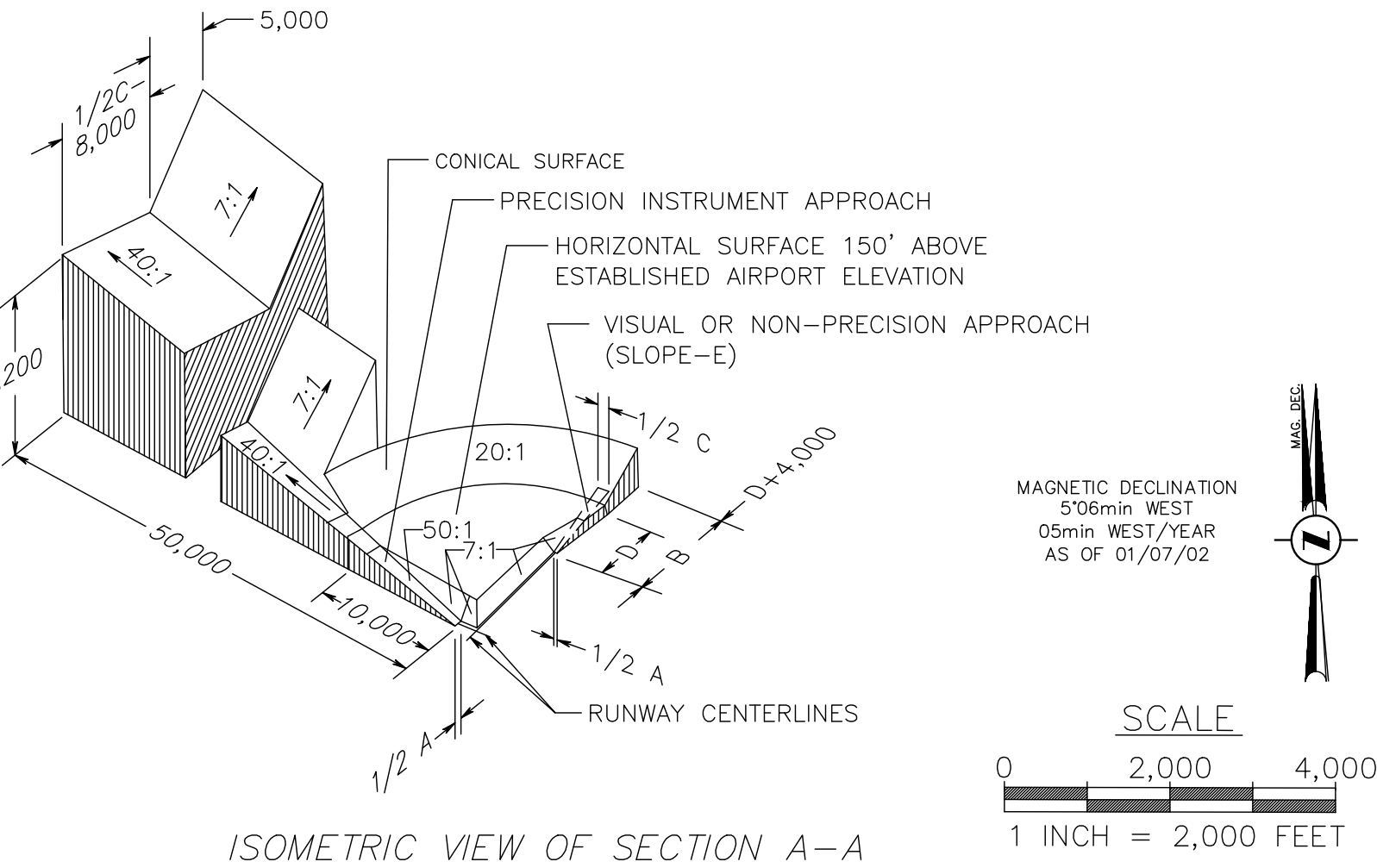
\_\_\_\_\_ ,

\_\_\_\_\_  
Title of Airport Representative





RUNWAY END COORDINATES						
	5L	23R	13	31	5R	23L
LATITUDE	N 42-17-44.63	N 42-18-57.37	N 42-18-51.00	N 42-18-22.85	N 42-17-57.93	N 42-18-27.74
LONGITUDE	W 85-15-57.52	W 85-14-27.40	W 85-15-16.53	W 85-14-24.51	W 85-15-00.70	W 85-14-23.77



ISOMETRIC VIEW OF SECTION A-A

FAR PART 77 SURFACE DIMENSIONS							
DIM	ITEM	5L	23R	13	31	5R	23L
A	WIDTH OF PRIMARY SURFACE	1000	1000	500	500	500	500
B	RADIUS OF HORIZONTAL SURFACE	10000	10000	5000	10000	5000	5000
C	APPROACH SURFACE END WIDTH	16000	16000	1500	3500	1500	1500
D	APPROACH SURFACE LENGTH	50000	50000	5000	10000	5000	5000
E	APPROACH SLOPE	*	*	20:1	34:1	20:1	20:1

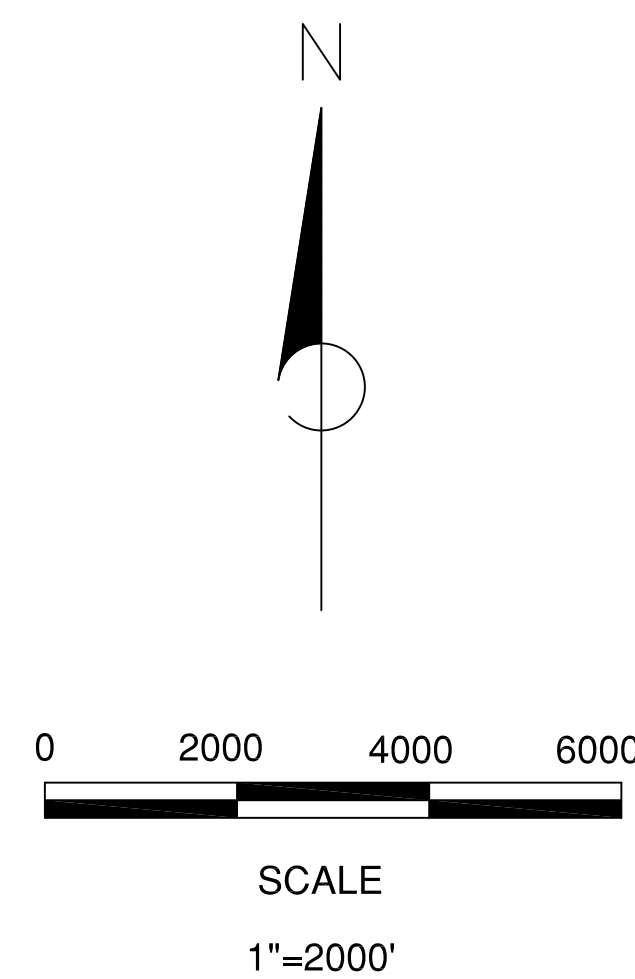
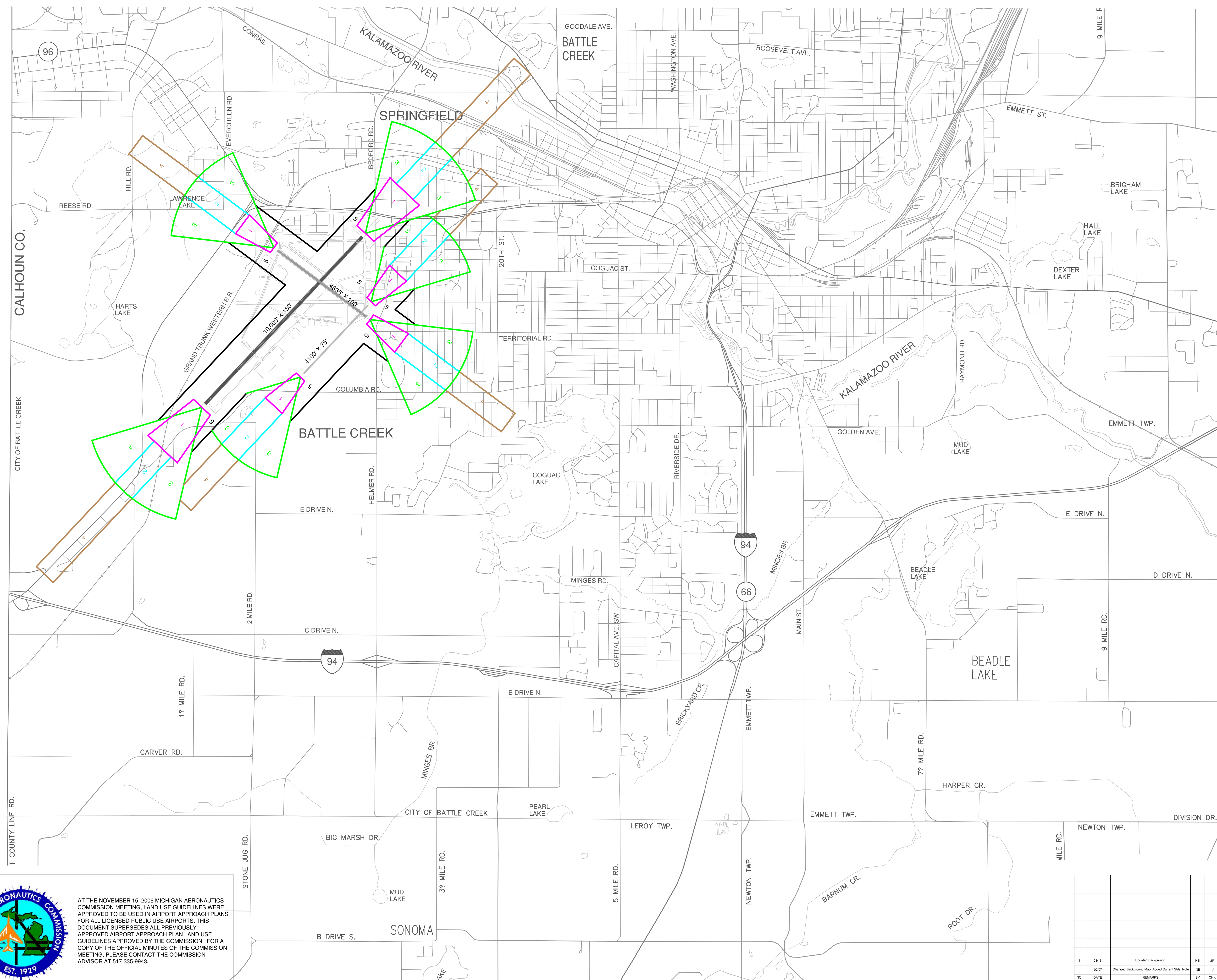
\*50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET  
\*\*SEE ABOVE SECTION VIEW FOR SAMPLE SURFACE STRUCTURE

OBJECTS ON PART-77				
OBJECT	LATITUDE	LONGITUDE	STRUCTURE HEIGHT	TOP ELEVATION
1 - B747 TAIL	42° 18' 39"	85° 14' 16"	63' AGL	993' MSL
2 - TOWER	42° 19' 6"	85° 13' 13"	209' AGL	1098' MSL
3 - TOWER	42° 19' 4"	85° 12' 18"	126' AGL	1051' MSL
4 - TOWER	42° 18' 44"	85° 12' 2"	170' AGL	1080' MSL
5 - TOWER	42° 18' 32"	85° 12' 10"	167' AGL	1116' MSL
6 - TOWER	42° 18' 15"	85° 11' 49"	145' AGL	1075' MSL
7 - TOWER	42° 18' 15"	85° 11' 32"	208' AGL	1058' MSL
8 - TOWER	42° 17' 31"	85° 10' 59"	258' AGL	1203' MSL
9 - TOWER	42° 17' 28"	85° 10' 8"	246' AGL	1116' MSL
10 - TOWER	42° 18' 52"	85° 11' 43"	180' AGL	1080' MSL
11 - TOWER	42° 19' 13"	85° 11' 27"	190' AGL	1017' MSL
12 - TOWER	42° 19' 7"	85° 10' 57"	310' AGL	1146' MSL
13 - TOWER	42° 19' 11"	85° 10' 57"	310' AGL	1130' MSL
14 - TOWER	42° 19' 11"	85° 11' 1"	272' AGL	1100' MSL
15 - BUILDING	42° 19' 34"	85° 11' 20"	265' AGL	1125' MSL
16 - TOWER	42° 21' 9"	85° 12' 28"	180' AGL	1090' MSL
17 - TANK	42° 21' 7"	85° 14' 33"	229' AGL	1045' MSL
18 - TOWER	42° 20' 17"	85° 14' 39"	258' AGL	1088' MSL
19 - TOWER	42° 19' 17"	85° 16' 1"	150' AGL	1040' MSL
20 - TANK	42° 19' 9"	85° 16' 39"	207' AGL	1099' MSL
21 - TOWER	42° 16' 24"	85° 18' 58"	240' AGL	1490' MSL
22 - BUILDING	42° 15' 50"	85° 17' 20"	200' AGL	1123' MSL
23 - TOWER	42° 21' 20"	85° 20' 28"	511' AGL	1441' MSL

SOURCE: OBJECT 1 - ALP BASEMAP (DIGITIZED TOPOGRAPHIC INFORMATION FROM WOOLPERT, DESIGN, LLP)  
OBJECTS 2-23 - MDOT TALL STRUCTURE PERMIT DATABASE


W.K. KELLOGG AIRPORT BATTLE CREEK, MI			
ULTIMATE FAR PART 77 SURFACES			
MEAD HUNT			
DESIGNED: MDB MAY 2003			
DRAWN: MDB MAY 2003			
CHECKED: SADW MAY 2003			
APPROVED: STEPHANIE A.D. WARD, ACP			
DATE: SHEET 17 OF 19			





AT THE NOVEMBER 15, 2006 MICHIGAN AERONAUTICS COMMISSION MEETING, LAND USE GUIDELINES WERE APPROVED TO BE USED IN AIRPORT APPROACH PLANS FOR ALL LICENSED PUBLIC USE AIRPORTS. THIS DOCUMENT SUPERSEDES ALL PREVIOUSLY APPROVED AIRPORT APPROACH PLAN LAND USE GUIDELINES APPROVED BY THE COMMISSION. FOR A COPY OF THE OFFICIAL MINUTES OF THE COMMISSION MEETING, PLEASE CONTACT THE COMMISSION ADVISOR AT 517-335-9943.

1	0318	Updated Background						NB	J.
1	0207	Changed Background Map, Added Current Stds Note						NB	L
NO.	DATE	REMARKS						BY	CH
<b>REVISIONS</b>									

<p>LAND USE ZONING</p> <p>FOR</p> <p><b>Battle Creek, W.K. Kellogg</b></p>			
<p>PREPARED BY THE</p> <p>MICHIGAN DEPARTMENT OF TRANSPORTATION AIRPORTS DIVISION LANSING, MICHIGAN</p>			
		<p>DRAWN: <b>NAB</b></p>	<p>06/02</p>
<p><b>MDOT</b></p>		<p>APPROVAL APPROVAL PLAN ORIGINALLY APPROVED BY THE MICIGAN DEPARTMENT OF TRANSPORTATION ON DATE: <b>07/17/02</b></p>	
<p><b>ZONING</b></p>			



ACCIDENT SAFETY ZONES, LAND USE GUIDELINES AND PLANNING STRATEGIES FOR NEW DEVELOPMENT

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable
Zone 1 (See Special Note)	Population Density	Avoid land uses which concentrate people indoors or outdoors.	1. 0-5 people/acre. 2. Airport sponsor should purchase property if possible. 3. Zone land uses, which by their nature, will be relatively unoccupied by people (i.e. mini-storage, small parking lots).
	Residential vs. Non-Residential Land Use	Prohibit all residential land uses. All non-residential land uses permitted outright subject to the Population Density and Special Function Land Use guidelines.	1. Create a height hazard overlay ordinance around the airport. 2. Airport sponsor should purchase property if possible. 3. Airport sponsor should obtain aviation and obstruction easements. 4. During the site development process, shift all structures away from the runway centerlines if possible. 5. Landscaping requirements shall establish only low growing vegetation. 6. Prohibit high overhead outdoor lighting. 7. Require downward shading of lighting to reduce glare. 8. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	1. Prohibit overhead utilities and all noise sensitive land uses. 2. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 3. Limit storage of large quantities of hazardous or flammable material. 4. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

Special Note: Since the dimensions of Zone 1 are similar to the dimensions of the Runway Protection Zone (RPZ), those airports receiving federal grant dollars from the FAA's Airport Improvement Program, should strongly consider purchasing the RPZ, or otherwise acquire rights to the property for the RPZ.

COMPATIBLE LAND USE MATRIX

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable
Zone 2	Population Density	Avoid land uses which concentrate people indoors or outdoors.	1. 0-5 people/acre. 2. Zone land uses, which by their nature, will be relatively unoccupied by people (i.e. mini-storage, small parking lots).
	Residential vs. Non-Residential Land Use	Prohibit all residential land uses. All non-residential land uses permitted outright subject to the Population Density and Special Function Land Use guidelines.	1. Create a height hazard overlay ordinance around the airport. 2. Obtain aviation and obstruction easements. 3. During site development process, shift all structures away from the runway centerlines if possible. 4. Prohibit mobile home parks. 5. Landscaping requirements shall establish only low growing vegetation. 6. Prohibit high overhead outdoor lighting. 7. Require downward shading of lighting to reduce glare. 8. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	1. Prohibit overhead utilities and all noise sensitive land uses. 2. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 3. Limit storage of large quantities of hazardous or flammable material. 4. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

COMPATIBLE LAND USE MATRIX

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable
Zone 3	Population Density	Avoid land uses which concentrate people indoors or outdoors.	1. < 25 people/acre. 2. Zone land uses, which by their nature, will be relatively unoccupied by people (i.e. mini-storage, small parking lots).
	Residential vs. Non-Residential Land Use	Limit residential development to Low Density housing standards. All non-residential land uses permitted outright subject to the Special Function Land Use guidelines.	1. Create a height hazard overlay ordinance around the airport. 2. Obtain aviation and obstruction easements. 3. During site development process, shift all structures away from the runway centerlines if possible. 4. Prohibit mobile home parks. 5. Landscaping requirements shall establish only low growing vegetation. 6. Prohibit high overhead outdoor lighting. 7. Require downward shading of lighting to reduce glare. 8. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	1. Prohibit overhead utilities and all noise sensitive land uses. 2. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 3. Limit storage of large quantities of hazardous or flammable material. 4. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

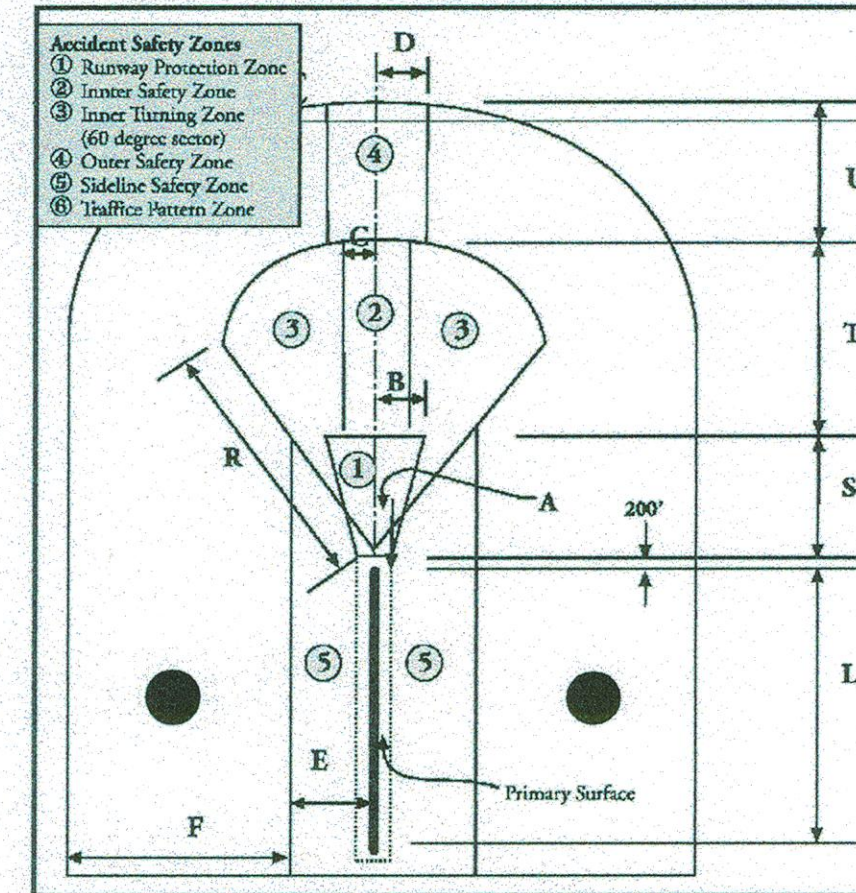
COMPATIBLE LAND USE MATRIX

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable
Zone 4	Population Density	Limit population concentrations.	1. < 40 people/acre in buildings, < 75 persons/acre outside buildings.
	Residential vs. Non-Residential Land Use	Limit residential development to Low Density housing standards. All non-residential land uses permitted outright subject to the Special Function Land Use guidelines.	1. Create a height hazard overlay ordinance around the airport. 2. Obtain aviation easements. 3. Clustered development to maintain density as long as open space remains unbuilt. Place clustered development away from extended runway centerline. 4. Prohibit mobile home parks. 5. Require downward shading of lighting to reduce glare. 6. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	1. Evaluate noise sensitive land uses in light of aircraft noise contour lines (if available) when establishing new zoning. 2. Prohibit high overhead utilities and all noise sensitive land uses. 3. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 4. Limit storage of large quantities of hazardous or flammable material. 5. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

COMPATIBLE LAND USE MATRIX

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable
Zone 5	Population Density	Avoid land uses which concentrate people indoors or outdoors.	1. 0-5 people/acre. 2. Zone land uses, which by their nature, will be relatively unoccupied by people (i.e. mini-storage, small parking lots).
	Residential vs. Non-Residential Land Use	Prohibit all residential land uses. All non-residential land uses permitted outright subject to the Population Density and Special Function Land Use guidelines.	1. Airport sponsor should purchase property if possible. 2. Create a height hazard overlay ordinance around the airport. 3. Obtain aviation and obstruction easements. 4. During site development process, shift all structures away from the runway centerlines if possible. 5. Landscaping requirements shall establish only low growing vegetation. 6. Prohibit high overhead outdoor lighting. 7. Require downward shading of lighting to reduce glare. 8. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	1. Prohibit overhead utilities and all noise sensitive land uses. 2. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 3. Limit storage of large quantities of hazardous or flammable material. 4. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

APPENDIX A  
AIRCRAFT ACCIDENT SAFETY ZONE DIAGRAM



Note:  
Data Source: NTSB  
Accident investigations  
1984-1991. Illustration  
Source: Hedges and  
Shatt, Institute of  
Transportation Studies,  
University of California,  
Berkeley, 1993.

SAFETY ZONE DIMENSION (IN FEET)

Dimension	Runway Length Category (L)		
	Runway less than 4,000	Runway 4,000 to 5,999	Runway 6,000 or more
A	125	250	500
B	225	505	875
C	225	500	500
D	225	500	500
E	500	1,000	1,000
F	4,000	5,000	5,000
R (60°Sector)	2,500	4,500	5,000
S	1,000	1,700	2,500
T	1,500	2,800	2,500
U	2,500	3,000	5,000



AT THE SEPTEMBER 16, 2009 MICHIGAN AERONAUTICS COMMISSION MEETING, THESE LAND USE GUIDELINES WERE AMENDED AND APPROVED TO BE USED IN AIRPORT APPROACH PLANS FOR ALL LICENSED PUBLIC USE AIRPORTS. THIS DOCUMENT AMENDS ALL PREVIOUSLY APPROVED AIRPORT APPROACH PLAN LAND USE GUIDELINES APPROVED BY THE COMMISSION. FOR A COPY OF THE OFFICIAL MINUTES OF THE COMMISSION MEETING, PLEASE CONTACT THE COMMISSION ADVISOR AT 517-335-9568.

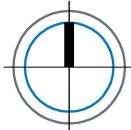
ANY AIRPORT SPONSOR OR DULY AUTHORIZED REPRESENTATIVE OF A ZONED LOCAL GOVERNMENTAL UNIT MAY REQUEST THAT THE MICHIGAN AERONAUTICS COMMISSION AMEND AN AIRPORT APPROACH PLAN. ALL SUCH REQUESTS MUST CLEARLY STATE THE CHANGE FROM THE CURRENT PLAN, THE REASON FOR THE REQUESTED CHANGE AND ANY STANDARDS USED TO JUSTIFY THE MODIFICATION. PLEASE CONTACT THE AIRPORT'S DIVISION ZONING SPECIALIST TO REQUEST ANY SUCH AMENDMENTS.



LAND USE GUIDELINES FOR STATE OF MICHIGAN AIRPORT APPROACH PLANS			
MICHIGAN DEPARTMENT OF TRANSPORTATION AIRPORTS DIVISION LANSING, MICHIGAN			
APPROVED		DRAWN NAB B03	
CHECKED		PLOTTED	
DATE 11/23/09		DATE	
REVISIONS			
E	11/23/09	CHANGED SPECIAL NOTE	LPS RH
D	10/30/06	ZONE 3 MODIFICATION, TITLE CHANGE	LPS RH
C	8/25/03	SAFETY ZONE DIAGRAM	NAB
B	4/16/02	Delete Zone 6	NAB
A	3/01/02	New guidelines / strategies	NAB
NO.	DATE	REMARKS	BY CHK

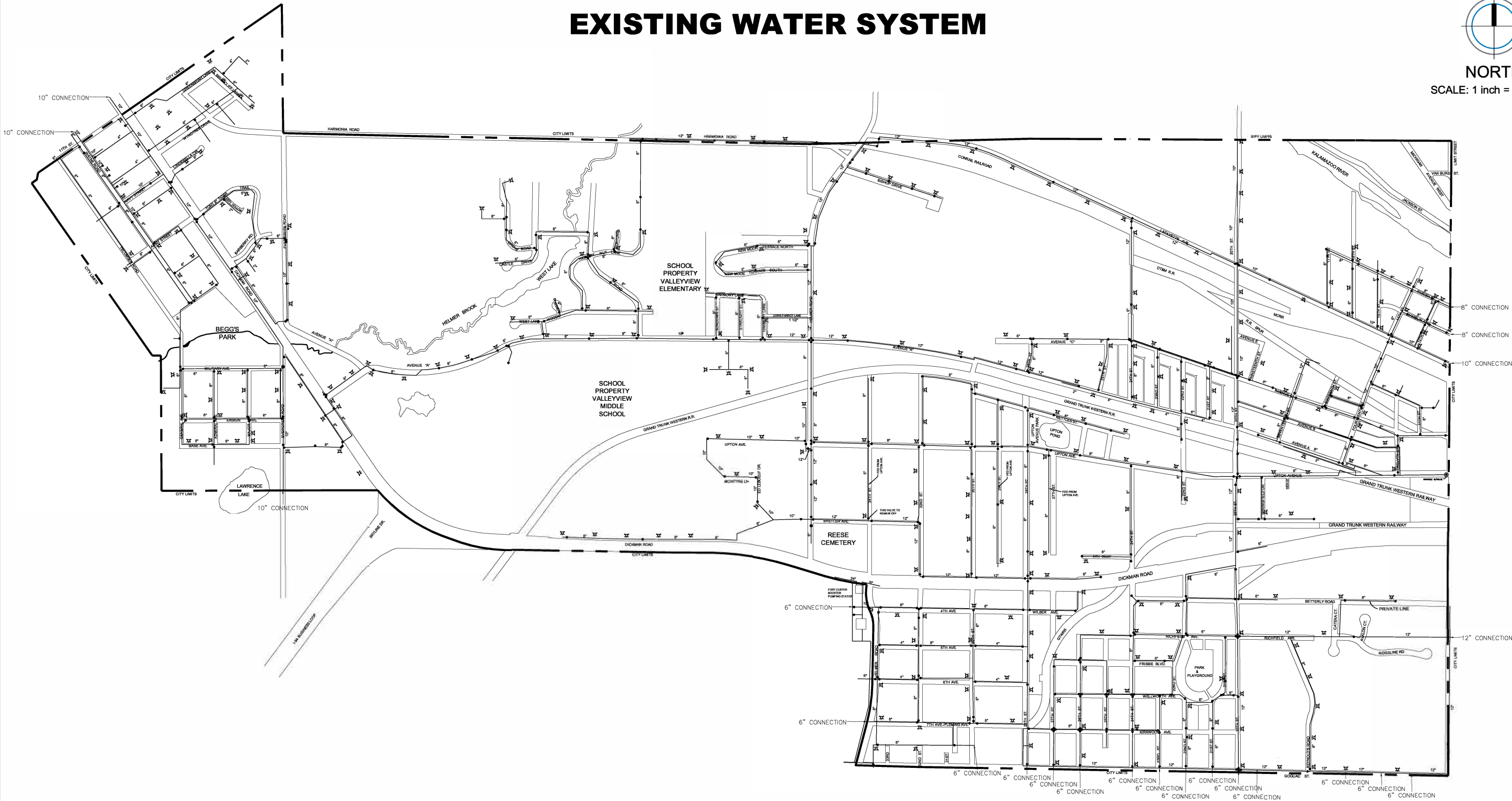


# EXISTING WATER SYSTEM



NORTH

SCALE: 1 inch = 1200 feet



## LEGEND

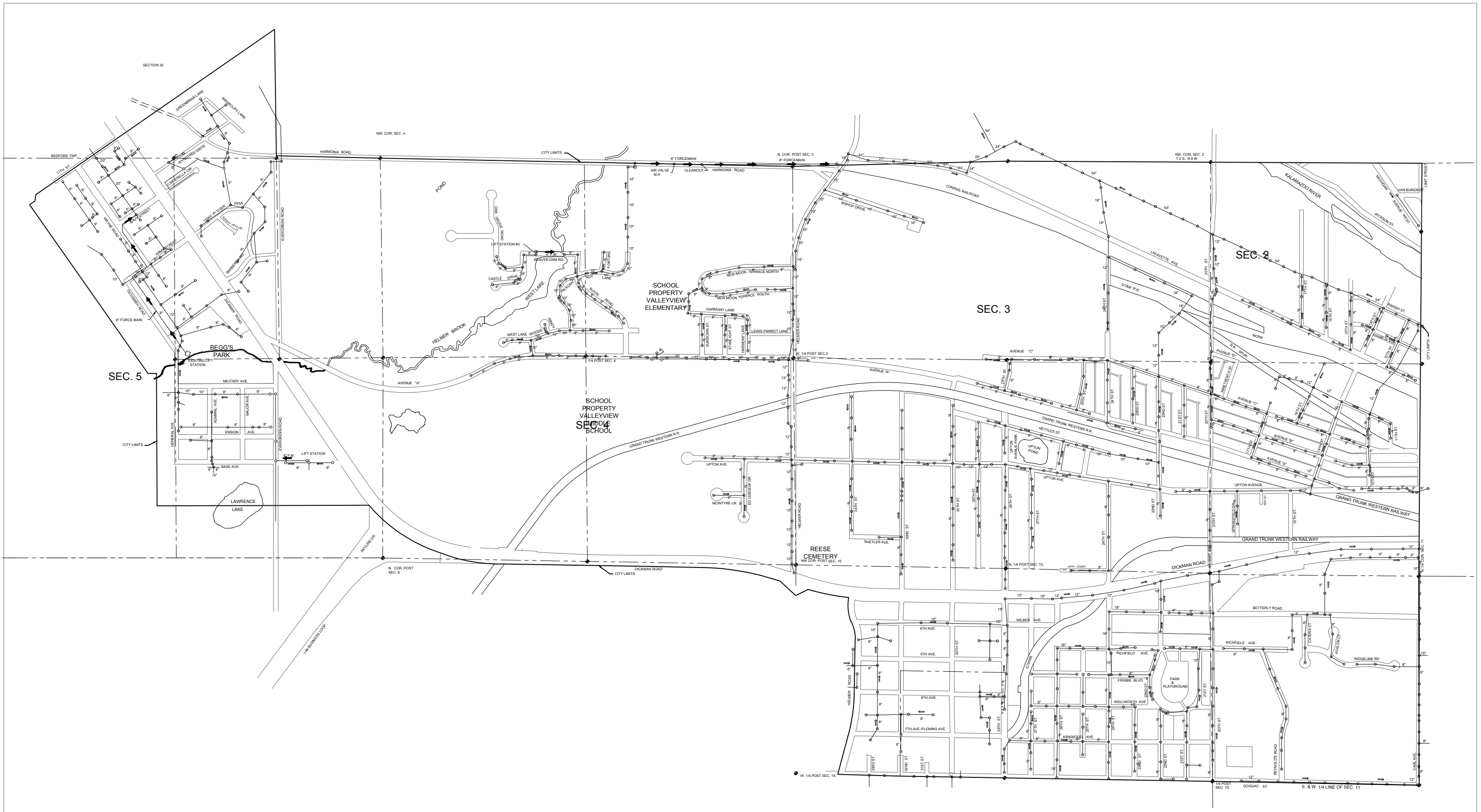
- X— WATERMAIN WITH SIZE
- X— FIRE HYDRANT
- VALVES

**CITY OF SPRINGFIELD**  
**CALHOUN COUNTY, MICHIGAN**  
**Water Asset Management Plan**  
**Water Distribution System**

Revised: 12/22/2017

833420  
F&V PROJECT NO.





**CITY OF SPRINGFIELD**  
**CALHOUN COUNTY, MICHIGAN**  
**SANITARY SYSTEM**

000400

F&V PROJECT NO.





Document Path: U:\GIESR\MAINSTREET\Springfield Master Plan\Springfield\_Township\_Community\_Facilities\_Map.mxd



progressive|ae

1811 4 Mile Rd NE  
Grand Rapids, MI 49525  
616.361.2664 OFFICE  
616.361.1499 FAX  
www.progressiveae.com



APPROVED


14.66 -- MILES OF MAJOR STREET

21.85 -- MILES OF LOCAL STREET

FOR THE PERIOD

JULY 1, 2017 to JUNE 30, 2018

BY



ACT 51 ADMINISTRATOR

ON

July 1, 2017

DATE OF APPROVAL

Revision Date: August 31, 2017

CITY of SPRINGFIELD  
CALHOUN COUNTY

T 1S, 2S - R 8W  
POP. 5,260 - 2010 CENSUS

STREET SYSTEM  
THE MICHIGAN HIGHWAY LAW,  
PUBLIC ACT 51 OF 1951, AS AMENDED.  
MICHIGAN DEPARTMENT OF TRANSPORTATION  
1 inch equals 800 feet Map size 18X24



ROAD SYSTEM

STATE TRUNKLINE

COUNTY PRIMARY

COUNTY LOCAL

CITY MAJOR

CITY LOCAL

ADJACENT JURISDICTION ROAD

UNIVERSITY ROAD

STATE PARK ROAD

RAILS TO TRAILS

LEGEND

GEOGRAPHY

425 ZONES

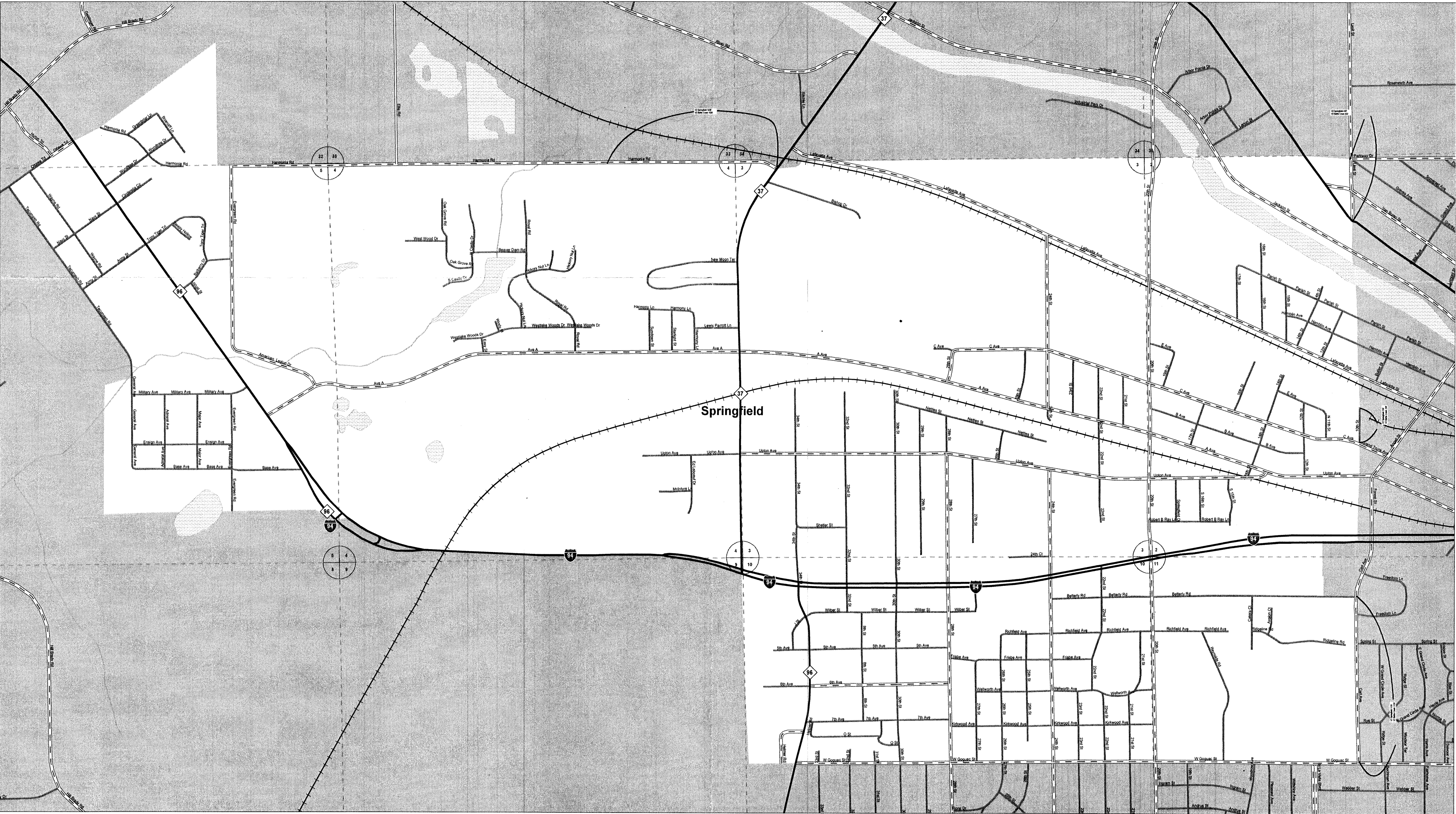
SECTIONS

NON-FOCUS AREAS

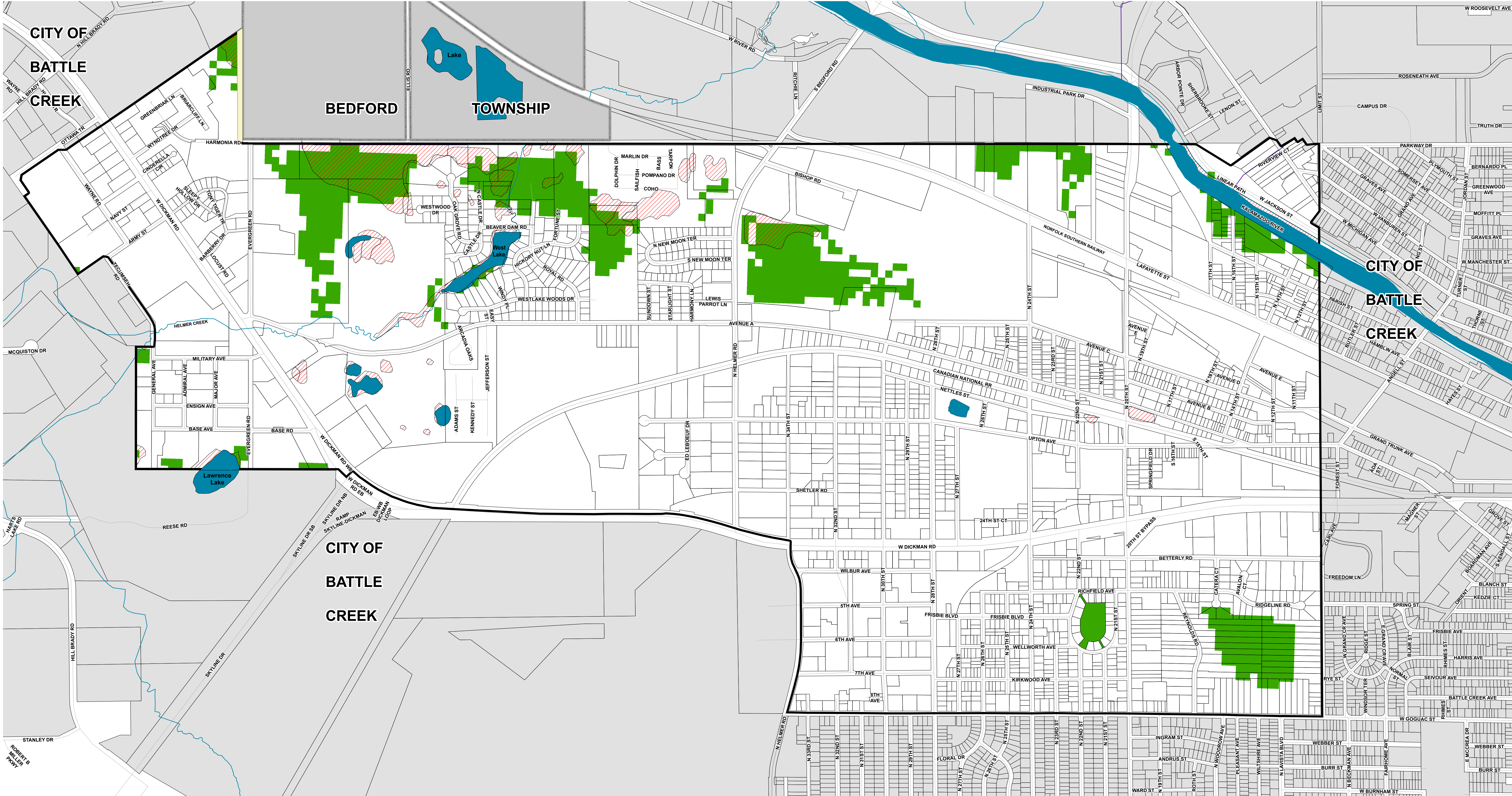
LAKE / RIVER

HYDROGRAPHY

RAILROAD







Source: NWI wetland data provided by the U.S. Fish and Wildlife Service  
Woodland/Wetland data provided by United States Department of Agriculture - Natural Resources  
Conservation Service, 2011 National Land Cover Data Set (NLCD)

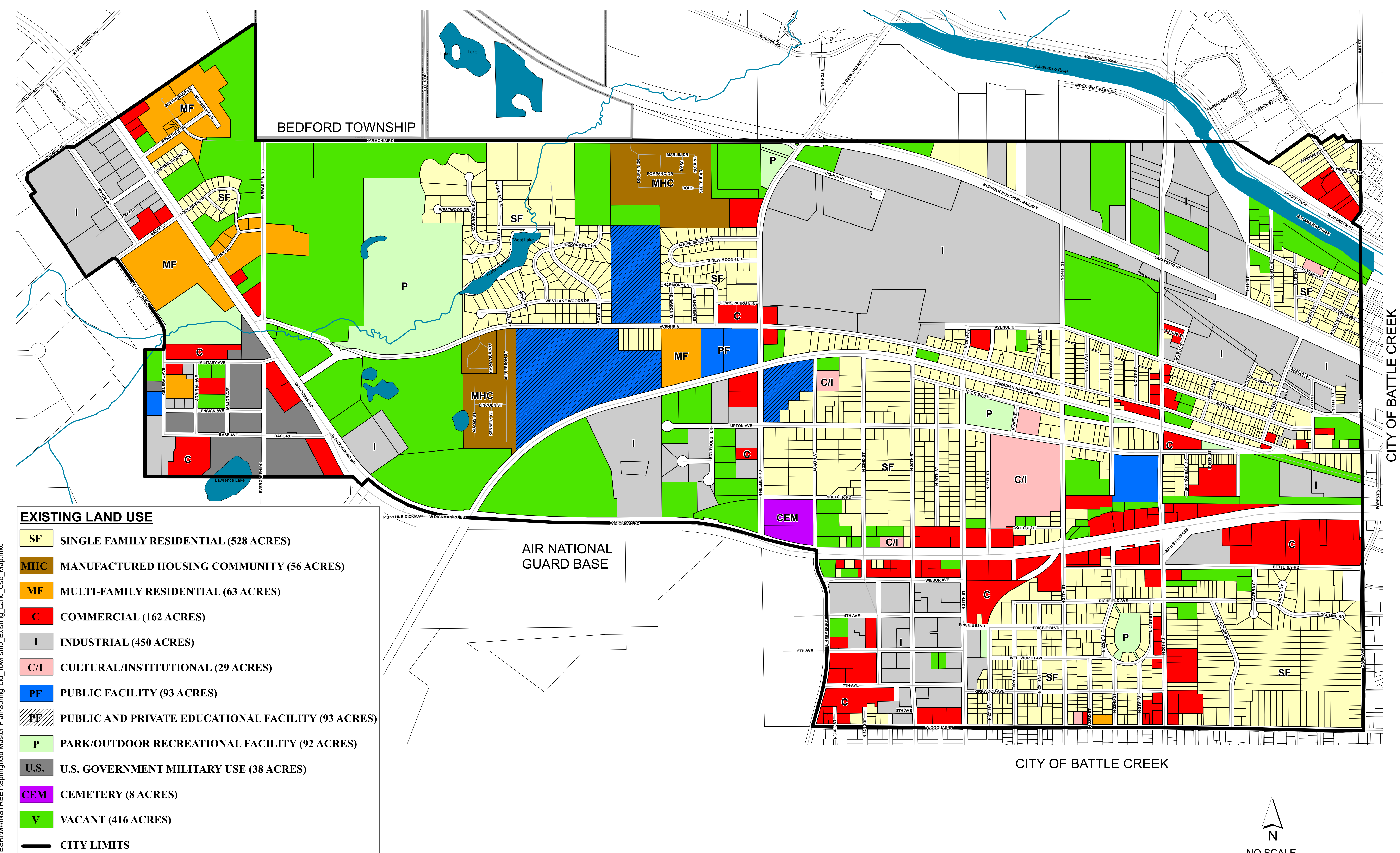
- LEGEND**
- NWI WETLANDS
  - WOODLANDS

**MAP 5 - CITY OF SPRINGFIELD  
NATURAL FEATURES MAP**

1 inch = 600 feet



Document Path: U:\GIS\SPRINGFIELD\Springfield Master Plan\Springfield\_Existing\_Land\_Use\_Map.mxd



MAP 6 - CITY OF SPRINGFIELD  
2018 EXISTING LAND USE MAP