

CITY COUNCIL PACKET

MONDAY, JANUARY 5, 2026

Prepared By:
Kris Vogel, MMC/MiPMC, City Clerk

CITY COUNCIL
REGULAR MEETING
MONDAY, JANUARY 5, 2026, 6:30 PM
AGENDA

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL:
Council Members Cummings, Francis, Gregory, Holcomb, Wells Mayor Pro-tem Kincaid, and Mayor Burdett

IV. APPROVAL OF MINUTES
1. Regular Meeting Minutes - December 15, 2025
cc.min.12.15.25

V. CITIZEN COMMENTS - AGENDA ITEMS ONLY

VI. CITY MANAGER'S REPORT (INFORMATIONAL ONLY)
1. City Manager's Report
010526 City Manager's Report

VII. BUSINESS
1. Proclaim - Dr. Martin Luther King, Jr. Day – **(Proc. #01-26)**
CCPROC.01.26
2. Accept - Calhoun County Consolidated Dispatch Authority's 2024 Annual Report – **(Res. #01-26)**
CCCDA 2024 Annual Report Cover Letter
CCCDA 2024 Annual Report
CCRES.01.26
3. Adopt - City of Springfield Master Plan – **(Res. #02-26)**
Springfield Master Plan 093025
Planning Commission Recommendation of Master Plan
CCRES.02.26
4. Award - Bid for CHILL Grant Third Party Administrator (TPA) – **(Res. #03-26)**
Marilyn Smith TPA Proposal
Great Lakes Housing TPA Proposal
CCRES.03.26
5. Adopt - Change to Section 3.02 (Discrimination - Title VI Plan Policy), Subsection E

(Filing a Complaint), of Employee Handbook– **(Res. #04-26)**
Current Title VI Policy
Updated Title VI Policy
CCRES.04.26

6. Adopt - Change to Section 5.05 (Funeral Leave Policy) of Employee Handbook – **(Res. #05-26)**
Current Funeral Leave Policy (Section 5.05)
New Bereavement Leave Policy (Section 5.05)
CCRES.05.26
7. Approve - Bid for Retention Ponds Cleaning and Upgrade Project – **(Res. #06-26)**
Hunter-Prell Quote revised.doc
Hoffman Bros. PROPOSAL_Springfield Detention Pond Work.pdf
CCRES.06.26
8. Authorize - City Manager to Sign Easement Agreement with the Department of the Navy– **(Res. #07-26)**
Department of the Navy Easement Termination Letter
CCRES.07.26

VIII. COUNCIL COMMENTS

IX. CITIZEN COMMENTS

X. ADJOURNMENT

NEXT MEETING:	**Tuesday, January 20, 2026**
NEXT RESOLUTION:	**08-26**
NEXT PROCLAMATION:	**02-26**
NEXT ORDINANCE:	**01-26**
NEXT TRAFFIC CONTROL ORDER:	**2026-1**

MINUTES OF THE REGULAR MEETING OF THE COUNCIL OF THE CITY OF SPRINGFIELD DECEMBER 15, 2025

I. CALL TO ORDER
Mayor Burdett called the regular meeting of the Council of the City of Springfield to order at 6:30 p.m.

II. PLEDGE OF ALLEGIANCE
Mayor Burdett led the Pledge of Allegiance.

III. ROLL CALL
Present: Council Members Cummings, Francis, Gregory, Holcomb, Wells, Mayor Pro-tem Kincaid, and Mayor Burdett.

Also Present: Aaron Edlefson – City Manager, Kris Vogel – City Clerk, Chaz Wilkey – Department of Public Works Director, Tina Seaman – Code Enforcement/Building Official/Deputy Zoning Administrator, Curtis Smith – Lieutenant, CCSO, and Rachel of Representative Frisbie's office.

IV. APPROVAL OF MINUTES – December 1, 2025
It was moved by Kincaid, seconded by Francis and unanimous that the minutes of the December 1, 2025, regular meeting, be approved subject to any additions or corrections.

V. CITIZEN COMMENTS (Agenda Items Only)
Amy Evans, 51 Hickory Nut Lane, referenced the Third Party Administrator position she resigned from, stating that she received just 8% of the wages and did quite a work and there are plenty of administrative funds left to hire another Administrator. In addition, she would appreciate the Council reappointing her to the TACC Board.

VI. MONTHLY DEPARTMENTAL REPORTS
1. Law Enforcement Department – November (C. Childers, Office Manager and C. Smith, Lieutenant CCSO)

Mayor Burdett asked if there were any questions regarding the Law Enforcement Department reports presented by Cris Childers, Public Safety Office Manager and Curtis Smith, Lieutenant CCSO?

Being no questions, the reports will be filed as presented.

2. Fire Department – November (C. Childers, Office Manager)

Mayor Burdett asked if there were any questions regarding the Fire Department report presented by Cris Childers, Public Safety Office Manager?

Being no questions, the report will be filed as presented.

3. Public Works Department – November (C. Wilkey)

Mayor Burdett asked if there were any questions regarding the Public Works Department report presented by Chaz Wilkey, Public Works Department Director?

Being no questions, the report will be filed as presented.

4. City Manager – (A. Edlefson)

Aaron Edlefson, City Manager, included his report in the packet for the Council's review and went over the highlights of it.

VII. BUSINESS

1. Bills In Line

It was moved by Mayor Pro-tem Kincaid, seconded by Council Member Francis, and unanimously approved that the checks be drawn from the various accounts and the bills be paid.

2. Approve – Health Insurance 80/20 Annual Cost Share

Mayor Burdett stated this resolution would approve the 80/20 annual health insurance cost share.

It was moved by Council Member Holcomb seconded by Mayor Pro-tem Kincaid that the following resolution be adopted:

Resolution #81-25

WHEREAS, THE STATE OF MICHIGAN has adopted PA152 OF 2011; and

WHEREAS, Section 4 of PA 152 provides; "For medical benefit plan years beginning on or after January 1, 2012, a public employer shall pay not more than 80% of the total annual costs for the medical benefit plan offered to its' employees".

WHEREAS, the 80/20 percentage requirement option directs that by a majority vote of its governing body, a public employer, may elect to comply with this section.

THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SPRINGFIELD to authorize the City's compliance with PA 152 of 2011 requiring City personnel to pay 20% of their medical benefit plan costs for the coverage year beginning January 1, 2026.

All ayes. Resolution adopted.

3. Approve – One-Time Cost and Subscription for First Due and Four Truck-Based iPads

City Manager Edlefson stated this resolution would approve the one-time cost and subscription for First Due and four truck-based iPads for the Fire Department.

It was moved by Mayor Pro-tem Kincaid seconded by Council Member Cummings that the following resolution be adopted:

Resolution #82-25

RESOLVED BY THE COUNCIL OF THE CITY OF SPRINGFIELD to approve the one-time cost of $3,279.92 and annual subscription/cellular service for First Due and four truck-based iPads in an amount not to exceed $7,960.00 for the Fire Department.

All ayes. Resolution adopted.

4. Accept – Resignation of Springfield's CDBG Housing Improving Local Livability (CHILL) Program Third Party Administrator

City Manager Edlefson stated this resolution would accept the resignation of Springfield's CDBG Housing Improving Local Livability (CHILL) Program Third Party Administrator.

It was moved by Council Member Francis seconded by Mayor Pro-tem Kincaid that the following resolution be adopted:

Resolution #83-25
RESOLVED BY THE COUNCIL OF THE CITY OF SPRINGFIELD to accept the resignation of Amy Evans, City of Springfield's Third Party Administrator for CDBG Housing Improving Local Livability (CHILL) Program Grant effective November 30, 2025.

All ayes. Resolution adopted.

5. Reappoint – Ride Calhoun (Transportation Authority of Calhoun County) Board Member

City Manager Edlefson stated this resolution would reappoint a Ride Calhoun (Transportation Authority of Calhoun County) Board Member.

It was moved by Council Member Gregory seconded by Mayor Pro-tem Kincaid that the following resolution be adopted:

Resolution #84-25
RESOLVED BY THE COUNCIL OF THE CITY OF SPRINGFIELD to approve the reappointment of Amy Evans as the City of Springfield's representative to the Transportation Authority for Calhoun County.

All ayes. Resolution adopted.

6. Reappoint – EDC/TIFA/BRA Board Member

City Manager Edlefson stated this resolution would reappoint an EDC/TIFA/BRA Board Member.

It was moved by Council Member Wells seconded by Council Member Cummings that the following resolution be adopted:

Resolution #85-25
RESOLVED BY THE COUNCIL OF THE CITY OF SPRINGFIELD to confirm the Mayoral reappointment of Tom Crandell to the EDC/TIFA/BRA Board; said term to expire 7/31/31.

All ayes. Resolution adopted.

7. Reappoint – Planning Commission Member

City Manager Edlefson stated this resolution would reappoint a member to the Planning Commission.

It was moved by Council Member Cummings seconded by Council Member Gregory that the following resolution be adopted:

Resolution #86-25
RESOLVED BY THE COUNCIL OF THE CITY OF SPRINGFIELD to confirm the Mayoral reappointment of Ron Behrndt to the Planning Commission; said term to expire 5/1/28.

All ayes. Resolution adopted.

VIII. COUNCIL COMMENTS
Council Member Gregory thanked Amy Evans for her work as the Third Party Administrator for the CHILL grant and for her willingness to be reappointed to the TACC Board.

Council Member Francis offered his sympathies and solidarity to the community of Sydney. Mayor Pro-tem Kincaid added to Brown University as well.

Mayor Pro-tem Kincaid thanked Amy Evans for all the work she did on the CHILL grant as the Third Party Administrator and stated she pours her heart and soul into the community.

Mayor Burdett stated that his condolences go out to Brown University, the Jewish community, and Sydney.

IX. CITIZEN COMMENTS
City Manager Edlefson thanked the City Council and staff for all the work they do!

City Clerk Vogel wished everyone a happy holidays! City Hall will be closing at 3:00 p.m. on December 23, closed December 24 and 25, closing early on December 30, and closed December 31 and January 1.

Rachel, Representative Frisbie's office, provided an update from the State level.

X. ADJOURNMENT
The meeting was adjourned by Mayor Burdett at 6:46 p.m.

Kris Vogel, MMC/MiPMC	Harry Burdett
City Clerk	Mayor

CITY MANAGER

Kris Vogel, MMC/MiPMC
CITY CLERK

CITY COUNCIL
Harry Burdett, Mayor
Tracey Cummings
Brad Francis
Adam Gregory
Bruce Holcomb
Art Hollingsworth, Mayor Pro-tem
Christy Kincaid

City Council

Item Cover Page

Meeting Date: January 5, 2026

Agenda Item: City Manager's Report

Recommendation:

Budget Impact: N/A

Staff Contact: Aaron Edlefson, City Manager

Background:

Supporting Documents

010526 City Manager's Report

DATE: January 5, 2026
TO: The Honorable Mayor and City Council
FROM: Aaron D. Edlefson, City Manager
SUBJECT: City Manager's Report

Master Plan Update

On December 15th, the Planning Commission held a public hearing to receive comments on the Master Plan. No public comments were received by me or McKenna. There were also no public comments made during the public hearing. At the conclusion of the public hearing, the Planning Commission unanimously decided to recommend approval of the Master Plan to you. Tonight, you will be considering that recommendation. The recommended draft of the Master Plan and the Planning Commission's resolution recommending approval are including in the agenda packet.

CDBG Housing Improving Local Livability (CHILL) Grant Third Party Administrator (TPA)

Following the resignation of our CHILL Grant TPA, a request for proposal (RFP) was distributed on December 1, 2025. There were two responses to the RFP, one from Marilyn Smith and one from Great Lake Housing Services. Both proposals are included in the agenda packet. Given the lower cost of Ms. Smith's proposal, combined with her expertise and experience, I am recommending that we accept Ms. Smith's proposal.

Policy Changes

There are two personnel policy changes on the agenda for your consideration at tonight's meeting. The first is a change to the way our Title VI complaints are handled. The current policy does not adhere to the regulations and practices required by the Michigan Department of Transportation. The second policy pertains to bereavement leave. Current policy allows for three days of leave following the death of an immediate family members as defined by the policy. The proposed policy creates a tiered approached that allows for more days. It also adds aunts, uncles, nieces, and nephews to the policy. Both current and proposed policies are including in the agenda packet.

Termination of Easement and Right-of-Way for Public Access

This agreement will terminate an easement was originally given to us by the United States Navy in May of 1978. It also terminates a right-of-way for public access that gave us the ability to "install, operate, maintain, repair, and replace high pressure sodium lights." The termination of the easement and right-of-way are required as part of a Real Property Exchange with the U.S. Navy. The termination agreement and the original documents are included in the agenda packet.

Respectfully,
Aaron D. Edlefson, MPA
City Manager

January 5, 2026 **PROCLAMATION** **No. 01-26**

WHEREAS, Dr. Martin Luther King Jr. was born on January 15, 1929, and became one of the most influential leaders of the American civil rights movement; and

WHEREAS, Dr. King dedicated his life to advancing equality, justice, and dignity for all people through nonviolent action, moral courage, and steadfast commitment to peace; and

WHEREAS, his leadership helped bring about historic progress, including the advancement of civil rights legislation and greater awareness of social and racial injustice in the United States; and

WHEREAS, Dr. King's legacy continues to inspire individuals and communities to stand against discrimination, to serve others, and to work toward a more just and inclusive society; and

WHEREAS, the observance of Martin Luther King Jr. Day provides an opportunity to reflect on his teachings, honor his contributions, and recommit ourselves to the principles of equality, service, and respect for all.

NOW THEREFORE, I, Harry Burdett, Mayor of the City of Springfield, hereby recognize and honor Dr. Martin Luther King, Jr. in Springfield and encourage all people to observe this day through acts of service, learning, and community engagement that uphold his enduring vision of justice and unity.

IN WITNESS WHEREOF, I have hereunto set my hand
and caused the Official Logo of the City of Springfield,
Michigan, to be affixed this 5th day of January, 2026.

_____

Harry Burdett, Mayor

CITY MANAGER

Kris Vogel, MMC/MiPMC
CITY CLERK

CITY COUNCIL
Harry Burdett, Mayor
Tracey Cummings
Brad Francis
Adam Gregory
Bruce Holcomb
Art Hollingsworth, Mayor Pro-tem
Christy Kincaid

City Council

Item Cover Page

Meeting Date: January 5, 2026

Agenda Item: Accept - Calhoun County Consolidated Dispatch Authority's 2024 Annual Report

Recommendation: Accept CCCDA's 2024 Annual Report as presented.

Budget Impact: N/A

Staff Contact: Aaron Edlefson, City Manager

Background:

Supporting Documents

CCCDA 2024 Annual Report Cover Letter
CCCDA 2024 Annual Report
CCRES.01.26

CALHOUN COUNTY 911
Consolidated Dispatch Authority

315 WEST GREEN ST
MARSHALL, MI 49068
NON-EMERGENCY PHONE: 269-781-0911

CALHOUNMI911.GOV
@CALHOUNCO911

December 16, 2025

Dear Local Elected and Appointed Officials,

On behalf of the Calhoun County Consolidated Dispatch Authority, I am pleased to share our 2024 Annual Report. This report provides an overview of how the 911 system served residents and visitors throughout the past year, while highlighting key projects, operational activity, and the continued investment of public resources.

In 2024, CCCDA made meaningful progress toward strengthening emergency communications countywide. Notable efforts included continued development of the countywide simulcast radio system, facility and technology upgrades within the dispatch center, and a strong focus on employee development and workplace culture. Together, these initiatives support reliable, coordinated emergency response for every city, village, township, and the county as a whole.

This report also reflects the scale and complexity of services provided on behalf of our local partners, including call volume by municipality, financial transparency, and outreach efforts. We remain committed to accountability, collaboration, and ensuring that the 911 system continues to meet the evolving needs of our communities.

Thank you for your continued partnership and support of Calhoun County's emergency communications system. We appreciate the opportunity to serve and look forward to continued collaboration in the year ahead.

Sincerely,

Michael Armitage, Executive Director
marmitage@calhouncountymi.gov
269-781-9709

ANNUAL REPORT 2024



CALHOUN COUNTY 911

Consolidated Dispatch Authority

Mission

To provide all residents and visitors with a timely and accurate communication link to emergency services. We are committed to answering all calls with professionalism, integrity, and compassion, while efficiently dispatching public safety agencies. With a commitment to continued education and excellence, we are determined to make a difference by helping to save lives and protect property at all times.

calhounmi911.gov

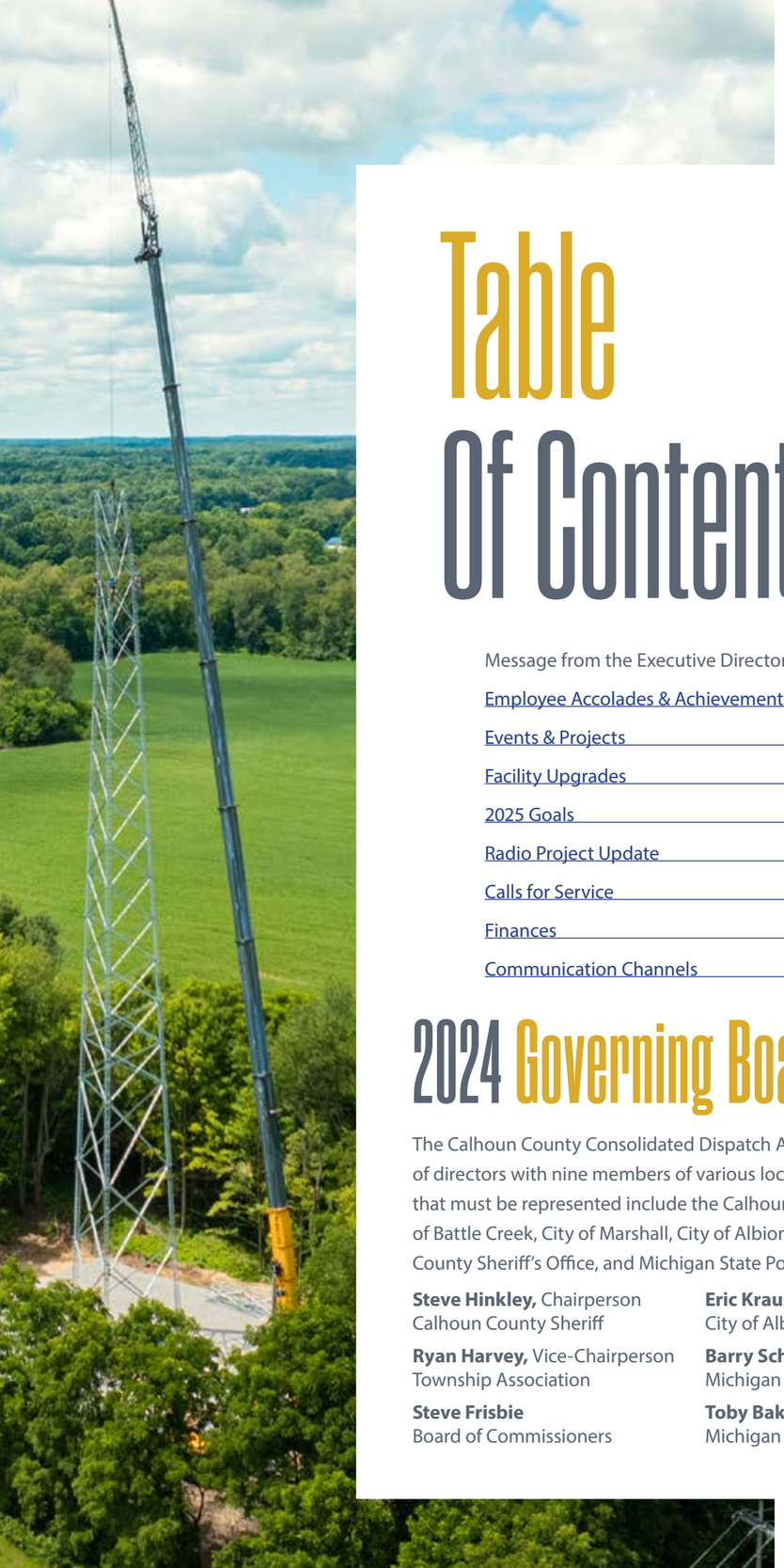


Table Of Contents

Message from the Executive Director	1
Employee Accolades & Achievements	2
Events & Projects	4
Facility Upgrades	5
2025 Goals	6
Radio Project Update	7
Calls for Service	8
Finances	10
Communication Channels	12

2024 Governing Board

The Calhoun County Consolidated Dispatch Authority (CCCDA) has a governing board of directors with nine members of various local governmental units. Organizations that must be represented include the Calhoun County Board of Commissioners, City of Battle Creek, City of Marshall, City of Albion, the Township Association, the Calhoun County Sheriff's Office, and Michigan State Police.

Steve Hinkley, Chairperson
Calhoun County Sheriff

Ryan Harvey, Vice-Chairperson
Township Association

Steve Frisbie
Board of Commissioners

Eric Krause
City of Albion

Barry Schrader
Michigan State Police

Toby Baker
Michigan State Police

Deb Belles
Emmett Township

Shannon Bagley
City of Battle Creek

Patrick O'Donnell
City of Battle Creek

Joe Caron
City of Marshall

Message
Executive Director
Michael Armitage, ENP

In 2024, Calhoun County 911 proudly recognized the **exceptional service and professionalism** of our telecommunicators, who remain the first, and often most critical, point of contact in emergencies. Their dedication, resilience, and skill ensured the safety and well-being of our community every day.

We also made meaningful strides toward improving our internal culture. By partnering with outside experts, we began a focused effort to foster a **healthier, more supportive workplace**—one that empowers our team and strengthens our collective mission.

A major milestone was the continued development of our **countywide simulcast public safety radio system**. Once completed, this system will significantly enhance communication, reliability, and coordination among all emergency response agencies in Calhoun County.

As we reflect on a year of progress and partnership, we remain committed to innovation, transparency, and providing the **highest level of service** to those who depend on us.

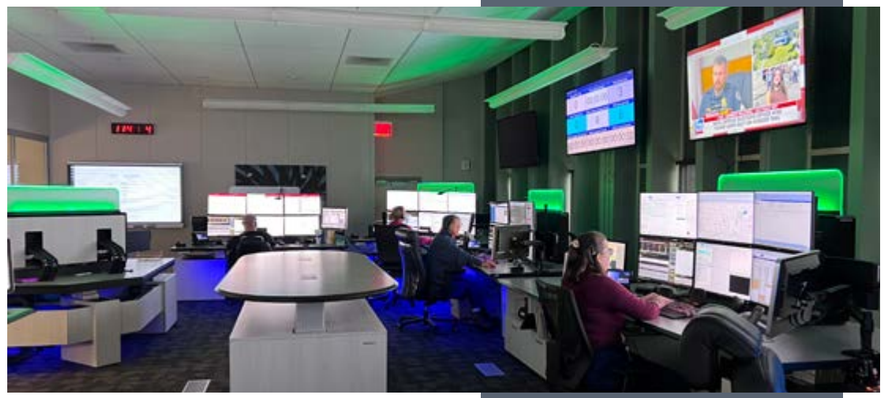
Yours truly,

Michael Armitage, ENP



Michael Armitage, ENP was named the executive director of Calhoun County Consolidated Dispatch Authority on Aug. 30, 2021. Prior to that, he served as director of Eaton County Central Dispatch, starting in October of 2016. Armitage previously worked for the Michigan State Police in the State 911 Office and has 12 years of telecommunicator experience, most recently at the University of Michigan, Ann Arbor. Armitage has an MPA from Northern Michigan University and a bachelor's in public safety administration from Eastern Michigan University. He also previous served as the mayor of Charlotte, Mich. (2021-2023) and Milan, Mich., (2014-2017).

FOLLOW US



Deputy Director
Robert R. Stahelin II



Deputy Director Robert R. Stahelin II started his public-safety career in 1990 as an EMT/ Firefighter after graduating from Lansing Community College Fire Science Technology and a Fire Academy Graduate. In 1994 Robert accepted an Emergency Telecommunicator position with Eaton County 911. Robert retired after a 26-year tenure with Eaton County 911, Robert held many different responsibilities including a Communications Training Officer, 911 Supervisor, and Systems Administrator.

With great pride, Robert joined our team as Deputy Director of Calhoun County Consolidated Dispatch Authority, August 2, 2022. He is responsible for the control and monitoring of the department's day to day operations. In addition, he assists the Executive Director with overseeing and directing daily administrative responsibilities. Robert brings with him extensive knowledge of technical systems as well as an invaluable skillset when it comes to personnel management and relationship building.



CUSTOMER SERVICE OF THE YEAR

Erica Nageldinger



DISTINGUISHED CHARACTOR

Amber Wheaton



ABOVE AND BEYOND PERFORMANCE

Helen Ure

Employee Accolades

28
Total Staff in 2024

Each year, during National Public Safety Telecommunicator Week, CCCDA employees are recognized for their achievements. The 2024 awards recognized peer-nominated accomplishments during from the previous year (2023).

Progress and growth for CCCDA is only possible because of the dedicated and competent staff, who perform these live-saving measures for the residents of Calhoun County. We're proud to congratulate staff for the ways they are going above and beyond their duties to provide exemplary service.

EMPLOYEE OF THE YEAR



Helen Ure

CITIZEN RECOGNITIONS



CITIZEN HOPE AND RESILIENCE AWARD

Emmalie Hirst

Emmalie Hirst, a 17-year-old car crash survivor received the Hope and Resilience Award. The dispatcher, Marshall Area Fire Fighters Ambulance Authority, and Fredonia Township Fire first responders who helped save her life reunited at the awards ceremony.

After her iPhone's Crash Detection feature automatically contacted 911, Emergency Telecommunicator **Samantha Troyer** answered the call—launching a rapid response that played a critical role in Emmalie's survival.

Watch video here.



CITIZEN HERO AWARD

Elaine Luca

Elaine Luca, a local hotel manager, received the Citizen Hero Award for her lifesaving instincts and moral courage in reporting suspicious activity that ultimately led to the rescue of two young women from a suspected human trafficking situation. Her swift call to CCCDA launched a coordinated, multi-agency response that ensured the victims' safety and resulted in the suspect's apprehension.

TEAM AWARD

Supervisor Abbey Kidder
Samantha Berry
Sarah Delish
Christy Kubasiak
Chris Robinson
Alyssa Stanford
Samantha Troyer
Amber Wheaton

EMPLOYEE MILESTONES

Tina Smith - 15 yrs
Kaitlynn Kistel - 5 yrs

PERFECT ATTENDANCE

Kelsey Gentry
Christy Kubasiak
Erica Nageldinger
Adam Vanderleun

PUBLIC, EDUCATION, & RELATIONS COMMITTEE

Erin Allwardt
Samantha Berry
Chelsea Benson
Samantha Campbell
Leah Edgell
Larissa Griffith
Abbey Kidder
Erica Nageldinger
Madisyn Rauschenberger
Alyssa Stanfield
Abbey Stimer
Helen Ure
Amber Wheaton
Sarah Zebolsky

COMMUNICATIONS TRAINING OFFICERS (CTO)

Samantha Berry
Chelsea Benson
Kaitlynn Beekel (formerly Kistel)
Samantha Campbell
Erica Nageldinger
Chris Robinson
Samantha Troyer

Events & Projects

Public, Education, & Relations Committee (PERC)

The Public Education Relations Committee went across the County to provide education regarding 911. In 2024, our public relations team (PERC) attended 30 community events and provided 911 education in three schools.







National Night Out

New Facility Upgrades

911 DISPATCH RECEIVES A NEW LOOK AND FUNCTION

In 2024, the Calhoun County Consolidated Dispatch Center completed a series of significant facility upgrades designed to improve both functionality and the overall working environment for staff. These renovations reflect our ongoing commitment to investing in the people, technology, and infrastructure that keep our community safe.

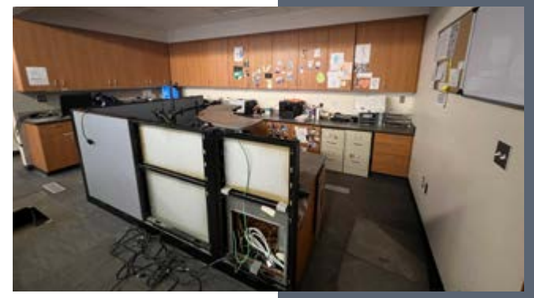
The dispatch center operates 24 hours a day, 7 days a week, serving as the vital link between residents and emergency responders. With that level of responsibility, it is essential to maintain a workspace that supports efficiency, focus, and reliability. The 2024 facility improvements were thoughtfully planned to create a modernized look and feel while incorporating features that enhance communication, comfort, and technological performance.

The centerpiece of the project was the complete refresh of the operations floor, where dispatchers manage calls and coordinate emergency responses. New workstations were installed, providing adjustable desks that allow staff to easily transition between sitting and standing positions. The upgraded consoles create a more organized and efficient workspace that supports quick decision-making.

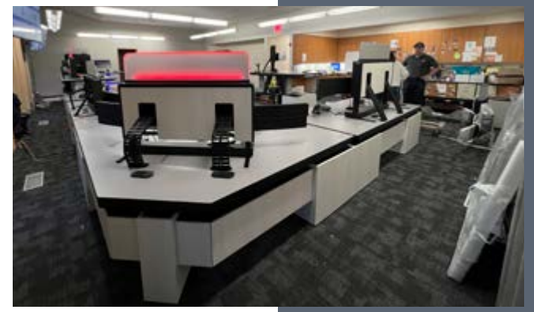
The center's visual transformation is immediately noticeable. Updated flooring, lighting, and paint have given the facility a fresh, modern appearance that reflects the professionalism of the team working within it. The use of neutral colors, soft lighting, and clean lines promotes a calm and focused atmosphere, an essential quality in a high-stress environment where every second counts. The modernized look and feel extend beyond aesthetics, contributing to an improved sense of pride and morale among team members.

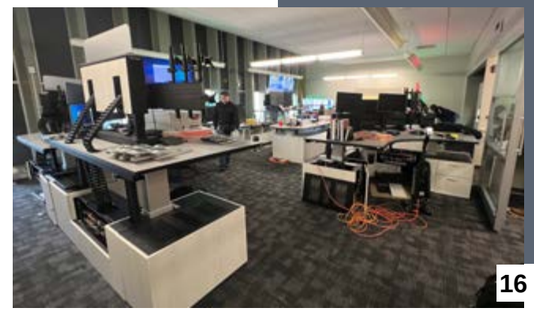
Technology upgrades were another major component of the renovation. The facility's infrastructure was enhanced to provide faster, more reliable connections for communication systems, mapping software, and computer-aided dispatch tools.













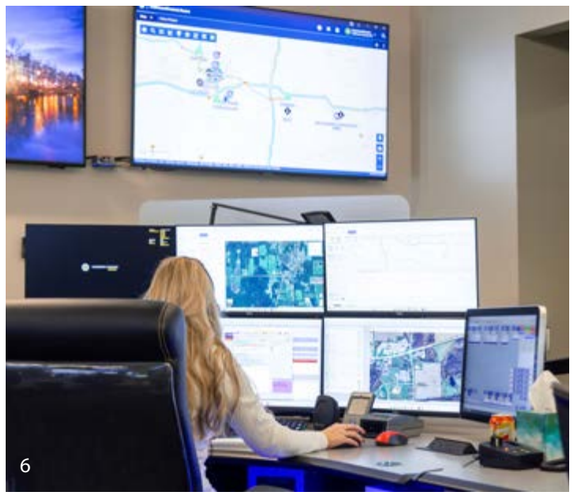
These improvements increase the speed, accuracy, and reliability of emergency coordination and ensure the center is equipped to handle future technological advances.

Beyond the operations floor, shared spaces, such as break rooms and meeting areas, were also updated. These improvements support collaboration, ongoing education, and team wellness. The refreshed break areas provide staff with a more comfortable space to decompress between calls, while the upgraded meeting spaces help prepare new hires and facilitate ongoing professional development.

Throughout the renovation process, careful planning ensured minimal disruption to daily operations. Work was completed in stages, allowing dispatchers to continue providing uninterrupted emergency services while improvements were made around them.

These upgrades mark a significant milestone for Calhoun County Consolidated Dispatch. The combination of enhanced functionality, modernized design, and cutting-edge technology strengthens the center's ability to meet the evolving demands of emergency communications. Most importantly, the refreshed environment reflects the professionalism, dedication, and excellence of the people who serve here every day.

With its renewed and modernized look and feel, the dispatch center now offers an environment that is as forward-thinking as the mission it supports, ensuring quick, effective, and coordinated emergency response for years to come.



2025 GOALS

- Continue focus on employee development
- Implement simulcast radio system
- Replace aging equipment, such as our back up power system
- Complete planning process for Outdoor Warning System communication upgrades
- Launch Tactical Dispatch Team



Radio Project

Calhoun County Consolidated Dispatch Authority (CCCDA) reached an important milestone in public safety communications with the start of construction on a new, countywide radio system. Funded through the 2022 voter-approved 911 millage, this multimillion-dollar investment will improve radio coverage, reliability, and interoperability for every law enforcement, fire, and EMS agency in Calhoun County.

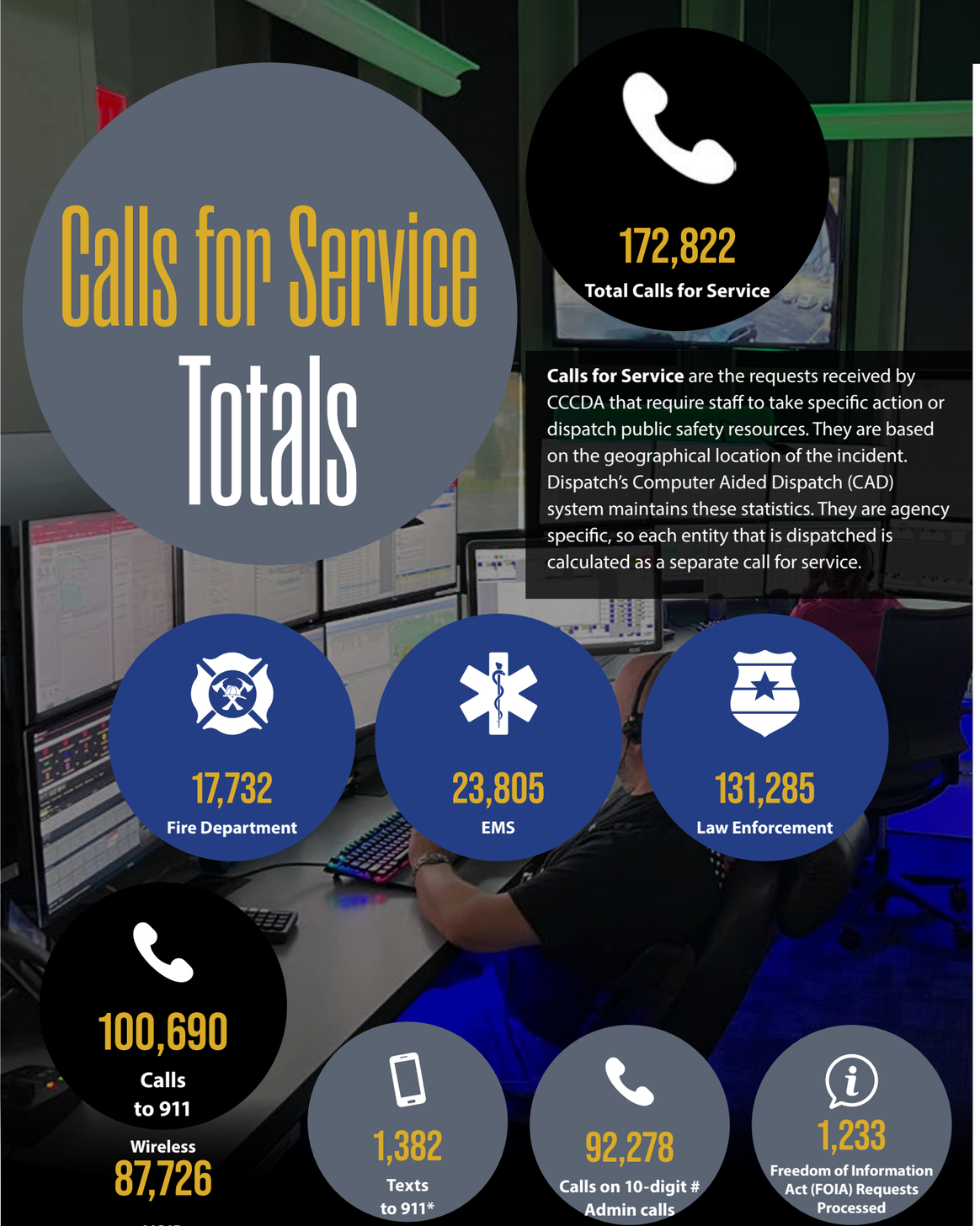
A groundbreaking ceremony was held in May at the future tower site in Homer to officially launch the project. CCCDA Executive Director Michael Armitage was joined by Calhoun County Sheriff Steve Hinkley, representatives from the Michigan Office of Public Safety Communications Systems, and Motorola Solutions to celebrate the start of construction. The project includes the construction of four new communication towers and the modernization of two existing ones, creating a six-site simulcast network that will connect all first responders through the Michigan Public Safety Communications System (MPSCS).

Groundwork and site preparation took place throughout 2024, with tower construction expected to continue into 2025. Once complete, the system will allow every emergency agency in the county to communicate seamlessly on the same network; something not possible under the current structure.

Currently, Calhoun County fire departments rely on an outdated analog system that cannot connect to many surrounding agencies. The upgrade will eliminate those limitations, improve signal strength in rural areas, and give Dispatch the ability to monitor fire operations in real time. It will also enhance responder safety by ensuring reliable communication even during foot pursuits or incidents outside vehicles.

The radio project represents the most significant technology upgrade in CCCDA's history. When fully implemented, it will create a stronger, safer, and more coordinated emergency response system for the entire county, setting the stage for the official launch of the new system in 2025.

Calls for Service Totals



172,822
Total Calls for Service

Calls for Service are the requests received by CCCDA that require staff to take specific action or dispatch public safety resources. They are based on the geographical location of the incident. Dispatch's Computer Aided Dispatch (CAD) system maintains these statistics. They are agency specific, so each entity that is dispatched is calculated as a separate call for service.

17,732
Fire Department

23,805
EMS

131,285
Law Enforcement

100,690
Calls to 911

Wireless **87,726**

VOIP **7,031**

Wireline **5,933**

1,382
Texts to 911*

92,278
Calls on 10-digit # Admin calls

1,233
Freedom of Information Act (FOIA) Requests Processed

On the table to the right, municipalities marked with an asterisk have contracts with the Calhoun County Sheriff's Office. These calls for service for law enforcement are answered by Sheriff's Office deputies, although the statistics are kept separate to reflect CCSO user fees in those communities.

	2022					2023					2024				
MUNICIPALITY	LAW	CCSO	FIRE	EMS	2022 TOTAL	LAW	CCSO	FIRE	EMS	2023 TOTAL	LAW	CCSO	FIRE	EMS	2024 TOTAL
ALBION CITY	8,259	278	121	1,384	9,764	7,823	342	136	1,366	9,325	7339	317	167	1,278	8,784
ALBION TWP	223	453	138	115	476	216	254	150	101	467	158	333	114	99	371
ATHENS TWP	282	322	152	159	593	218	338	114	128	460	256	251	121	130	507
ATHENS VILLAGE	344	33	60	68	472	405	49	81	109	595	349	38	87	100	536
BATTLE CREEK CITY	52,782	1452	9,021	12,299	74,102	59,443	1501	9,469	12,362	81,274	57,626	1,818	9,449	12,610	79,685
BEDFORD TWP	4,494	90	1,029	1,343	6,866	4,334	86	1,040	1,203	6,577	4,187	109	991	1,153	6331
BURLINGTON TWP	225	453	172	156	553	226	428	157	136	519	201	388	190	171	562
BURLINGTON VILLAGE	42	87	27	25	94	38	59	48	41	127	38	68	26	24	88
CALHOUN CO. SHERIFF	16,605				16,605	16,071				16,071	18,017				18,017
CLARENCE TWP	155	424	125	133	413	128	308	144	143	415	123	304	114	139	376
CONVIS TWP	212	1193	152	180	544	199	2513	198	186	583	187	2,226	160	154	501
CLARENDON TWP	217	399	103	87	407	188	381	134	116	438	172	448	136	133	441
ECKFORD TWP	116	364	138	151	405	138	316	109	93	340	125	305	84	106	315
EMMETT TWP	13,747	598	1,567	1,906	17,220	11,078	540	1,594	2,029	14,701	9,628	501	1,554	1,810	12,992
FREDONIA TWP	451	628	141	162	754	295	570	167	182	644	290	629	191	181	662
HOMER VILLAGE	317	1531	143	198	658	179	1079	176	200	555	169	1,294	173	215	557
HOMER TWP	117	312	64	81	262	112	262	63	59	234	83	256	71	86	240
LEE TWP	110	319	53	92	255	77	247	81	125	441	79	243	91	110	280
LEROY TWP	473	896	275	398	1,146	405	726	313	414	1,132	395	708	289	367	1,051
MARSHALL CITY	12,597	700	970	1,431	14,998	13,811	673	1,007	1,380	16,198	13,749	680	972	1,274	15,995
MARENGO TWP	1,217	1172	206	497	1,920	906	878	204	529	1,639	485	926	287	574	1,346
MARSHALL TWP	1,491	2276	330	437	2,258	1,200	2240	304	367	1,871	678	1,905	366	446	1,390
NEWTON TWP	205	496	201	225	631	211	481	199	221	631	225	429	180	202	607
N.H.B.P.	608		138	167	913	791		157	176	1,124	753		160	201	1,114
PENNFIELD TWP*	5,716		927	1,111	7,754	5,438		896	1,056	7,390	6,414		950	964	8,328
SPRINGFIELD CITY*	6,122		256	925	7,303	5,490		251	877	6,618	5,717		287	829	6,833
SHERIDAN TWP	1,197	1231	272	274	1,743	918	965	299	251	1,468	2,932	2,932	217	218	3,367
TEKONSHA VILLAGE	143	336	121	131	395	144	362	103	125	372	367	367	115	113	595
TEKONSHA TWP	537	562	127	145	809	367	473	117	90	574	543	543	190	118	851
TOTAL CALLS	129,004		17,029	24,280	170,313	130,849		17,711	24,065	172,625	131,285		17,732	23,805	172,822

Finances

Funding Sources

Full budgets and audits are available on the website calhounmi911.gov or scan the QR code.

Funding for Calhoun County's 911 services in 2024 is derived from multiple sources. Those include, a surcharge of 60 cents per line per month on post-paid phones within the county, user fees assessed on local units of government for utilizing 911 services (see table), and miscellaneous sources such as state 911 surcharge distributions, lease revenue, and service agreement revenues. Funds from the 2022 voter-approved property tax of 0.98 mills was levied in 2023 and have impacted CCCDA's operations in 2024.

2022 911 Millage

Thank you for your community support

The impacts of the voter-approved 911 millage became fully visible in 2024. Following the 2023 bond issuance, the Calhoun County Consolidated Dispatch Authority (CCCDA) made significant progress on projects that strengthen emergency communication across the county.

Throughout 2024, CCCDA advanced several major millage-funded initiatives, including the design and construction of additional radio towers to improve public safety coverage, integration with the Michigan Public Safety Communications System (MPSCS), and upgrades to the computer-aided dispatch platform. Work also continued on replacing radios for all police, fire, and EMS agencies countywide, building on the initial upgrades that began in 2023. Read more on the radio upgrades on Page 7 of this report.

Data reflected in the User Fees table on the opposite page reflect cost to municipalities in 2024.





User Fees LOCAL UNITS OF GOVERNMENT

SERVICE USER	2021	2022	2023	THREE YEAR AVG	% OF TOTAL AVG CFS	2023 QTRLY BILL
ALBION CITY	10,582	9,764	9,325	9,890	5.7542%	$10,337.12
ALBION TWP	422	476	467	455	0.2647%	$475.55
ATHENS TWP	578	593	595	589	0.3425%	$615.26
ATHENS VILLAGE	436	472	460	456	0.2653%	$476.60
BATTLE CREEK CITY	76,300	74,102	81,274	77,225	44.9294%	$80,713.96
BEDFORD TWP	6,850	6,866	6,577	6,764	3.9355%	$7,069.91
BURLINGTON TWP	674	553	519	582	0.3386%	$608.29
BURLINGTON VILLAGE	89	94	127	103	0.0601%	$108.00
CALHOUN CO SHERIFF	17,550	16,605	16,071	16,742	9.7404%	$17,498.31
CLARENCE TWP	489	413	415	439	0.2554%	$458.83
CLARENDON TWP	414	407	438	420	0.2442%	$438.62
CONVIS TWP	537	544	583	555	0.3227%	$579.72
ECKFORD TWP	333	405	340	359	0.2091%	$375.57
EMMETT TWP	16,886	17,220	14,701	16,269	9.4653%	$17,003.95
FREDONIA TWP	781	754	644	726	0.4226%	$759.15
HOMER TWP	244	262	234	247	0.1435%	$257.81
HOMER VILLAGE	558	658	555	590	0.3435%	$617.00
LEE TWP	242	255	441	313	0.1819%	$326.79
LEROY TWP	1,076	1,146	1,132	1,118	0.6504%	$1,168.51
MARENGO TWP	1,725	1,920	1,639	1,761	1.0247%	$1,840.90
MARSHALL CITY	13,260	14,998	16,198	14,819	8.6215%	$15,488.09
MARSHALL TWP	2,458	2,258	1,639	2,118	1.2324%	$2,214.03
NEWTON TWP	590	631	631	617	0.3592%	$645.22
N.H.B.P.	1,064	913	1,124	1,034	0.6014%	$1,080.36
PENNFIELD TWP	7,181	7,754	7,390	7,442	4.3295%	$7,777.84
SHERIDAN TWP	1,721	1,743	1,458	1,641	0.9545%	$1,714.78
SPRINGFIELD CITY	8,586	7,303	6,618	7,502	4.3648%	$7,841.25
TEKONSHA TWP	748	809	372	643	0.3741%	$672.05
TEKONSHA VILLAGE	416	395	574	462	0.2686%	$482.52
TOTAL FEES				171,881		$179,646.00

Communication Channels

296,095
Facebook Visits
Up 86.7% from 2023

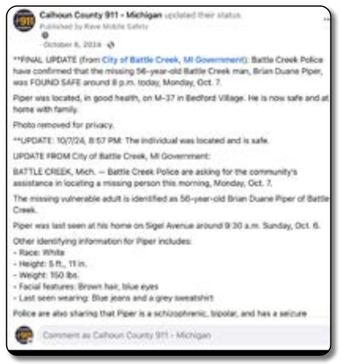
Social Media

Social media is a vital method for communicating with the public about what's going on in Calhoun County, especially related to emergency preparedness and response. Rave Alerts are automatically shared to the CalhounCo911 Facebook Page. CCCDA provides emergency messages in real time as well as awareness and outreach posts with the public, and individuals can easily share them with their networks so that critical information gets out quickly.

AWARENESS

Missing 56-year-old Battle Creek Man

Rave Alerts for Calhoun County are posted to the Dispatch Facebook Page. This ensures even folks who aren't signed up for text updates can see these important notices. This one received the most engagement.



Reach: 26,055
Interactions: 582

EMERGENCY

Winter Storm Warning

Awareness is a priority for CCCDA. Dispatch Facebook page alerts residents of severe weather events. This post was viewed 44,206 times.



Reach: 19,943
Interactions 379

OUTREACH

Calhoun County 911 Monitoring Santa's Journey

CCCDA hopes to build relationships with the community by including posts on Facebook that are positive and engaging. This post had 43,503 views.



Reach: 19,466
Interactions: 133

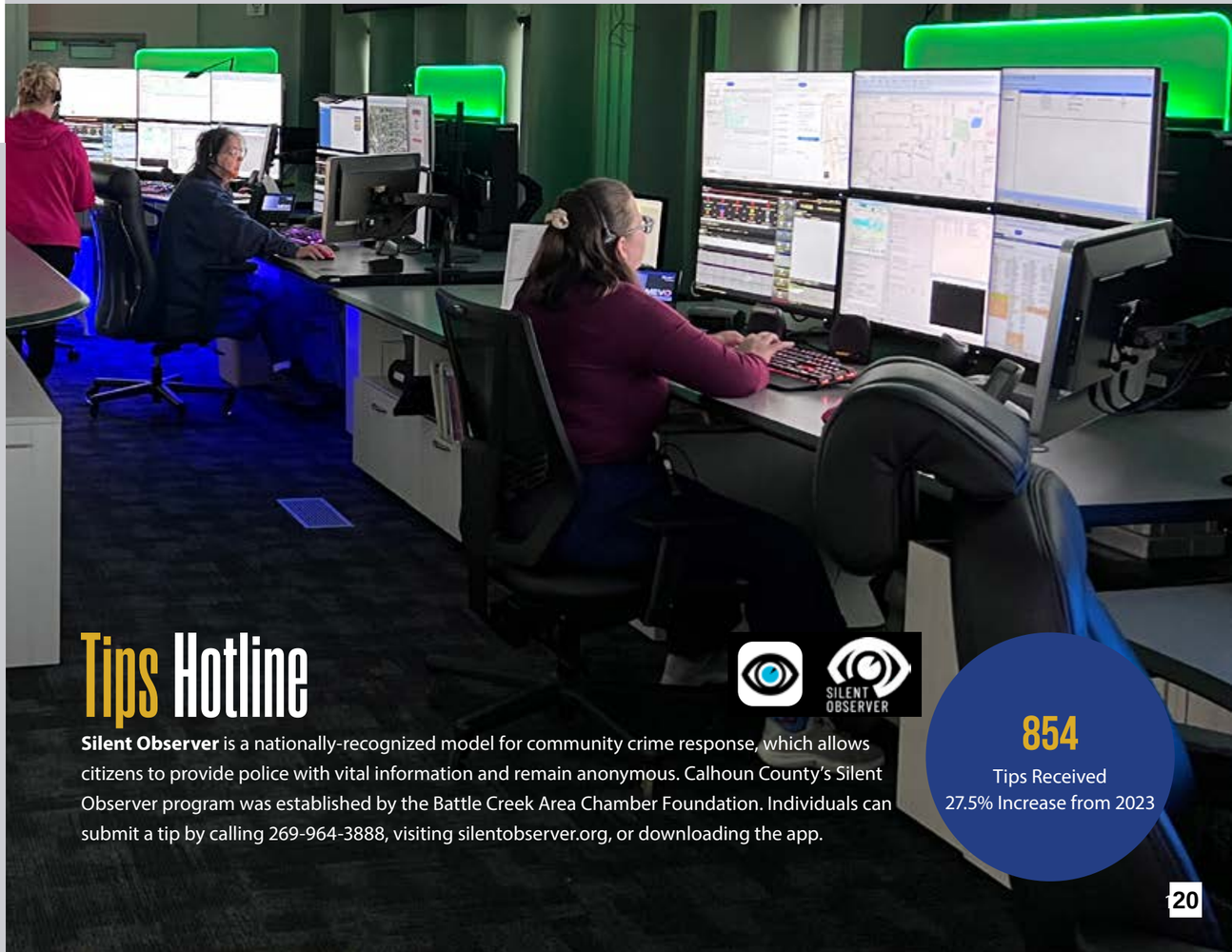
Emergency Alerts & Safety Profiles

CCCDA and Calhoun County's Emergency Management use **Rave Alerts** for countywide emergency notifications. Rave is also used for traffic updates, County Road Department alerts, weather event awareness, and more. Residents can set up Smart 911 Safety Profiles that are also connected to the Rave Alerts software, which allows individuals to share information with Dispatch and first responders about their household in case of emergency.

1,429
2024 New RAVE Opt-ins
26.6% Increase from 2023

4,837
Safety Profiles Created
20% increase from 2023

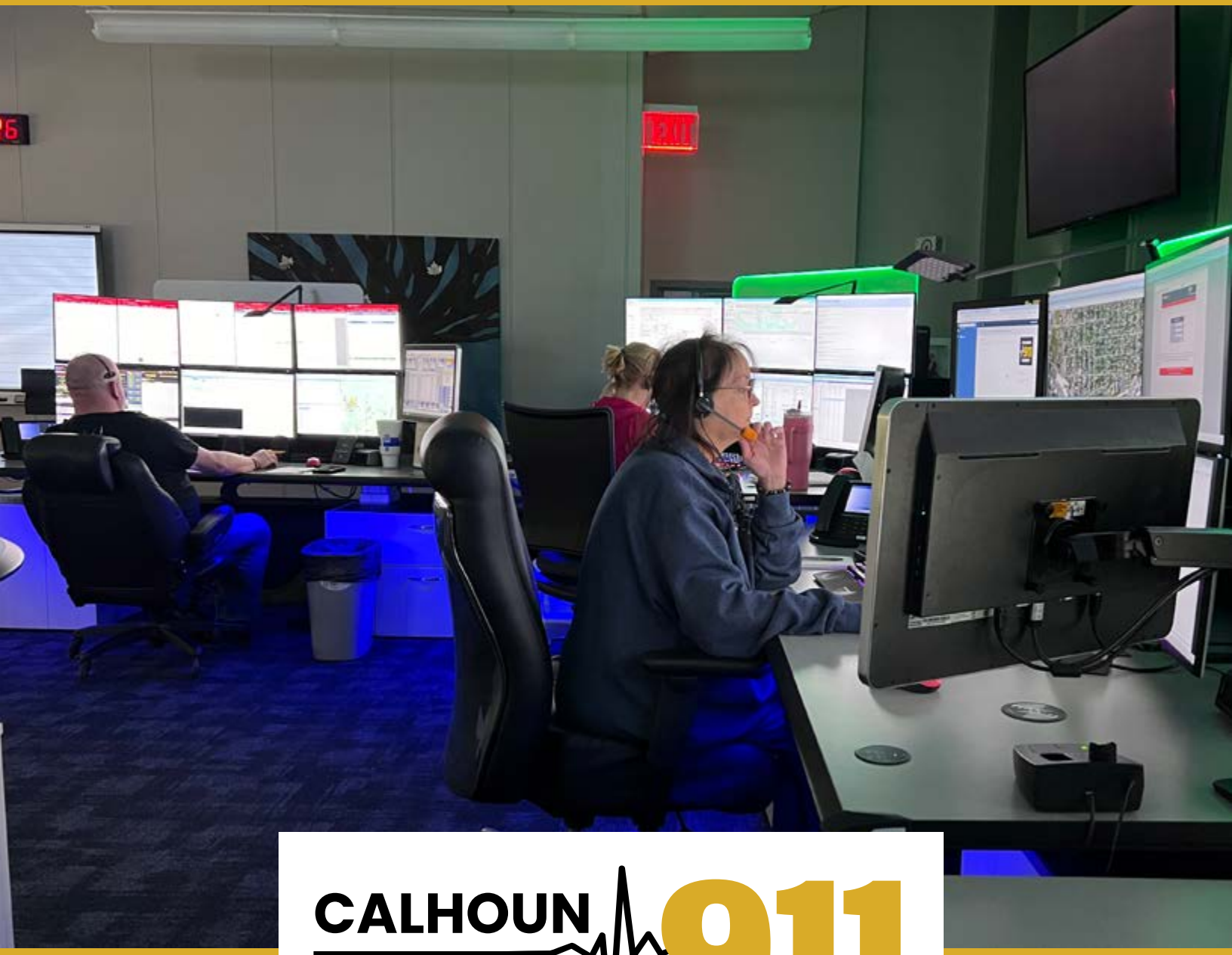
6,789
Total opt-ins by
December 31, 2024



Tips Hotline

Silent Observer is a nationally-recognized model for community crime response, which allows citizens to provide police with vital information and remain anonymous. Calhoun County's Silent Observer program was established by the Battle Creek Area Chamber Foundation. Individuals can submit a tip by calling 269-964-3888, visiting silentobserver.org, or downloading the app.

854
Tips Received
27.5% Increase from 2023



CALHOUN COUNTY 911

Consolidated Dispatch Authority

calhounmi911.gov

January 5, 2026 **R E S O L U T I O N** **No. 01-26**

RESOLVED BY THE COUNCIL OF THE CITY OF SPRINGFIELD to accept the Calhoun County Consolidated Dispatch Authority's 2024 Annual Report as presented.

MOVED: _____

SECONDED: _____

CITY MANAGER

Kris Vogel, MMC/MiPMC
CITY CLERK

CITY COUNCIL
Harry Burdett, Mayor
Tracey Cummings
Brad Francis
Adam Gregory
Bruce Holcomb
Art Hollingsworth, Mayor Pro-tem
Christy Kincaid

City Council

Item Cover Page

Meeting Date: January 5, 2026

Agenda Item: Adopt - City of Springfield Master Plan

Recommendation:

Budget Impact: N/A

Staff Contact: Aaron Edlefson, City Manager

Background:

Supporting Documents

Springfield Master Plan 093025
Planning Commission Recommendation of Master Plan
CCRES.02.26

Springfield Master Plan

CITY OF SPRINGFIELD, MICHIGAN

Draft September 30, 2025

Acknowledgments

Springfield City Council

Harry Burdett, Mayor
Art Hollingsworth, Mayor Pro-Tem
Tracey Cummings
Adam Gregory
Bruce Holcomb
Brad Francis
Christy Kincaid

City Administration

Aaron Edlefson, City Manager
Vester Davis Jr., Former City Manager
Ethan Moody, Interim City Manager, Finance Director and Treasurer
Tina Seaman, Building Administrator and Code Enforcement
Chaz Wilkey, Director, Department of Public Works

Springfield Planning Commission

Brent Folkema, Chair
Harry Burdett, Mayor
Ron Wells
Christy Kincaid
Amy Evans
Ron Behrndt

Prepared with the Assistance of:

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Table of Contents

Chapter 1: Community Description 1

Regional Location and Access 2
Government and Services 4
Community Facilities 6
Recreational Facilities 8
Transportation 11
Natural Environment 17
Existing Land Use 20

Chapter 2: Social and Economic Characteristics 25

Chapter 3: Goals and Objectives 39

Introduction 40
Goal 1: Natural Features and Environment 41
Goal 2: Residential Development, Missing Middle Housing, & Neighborhood Character 41
Goal 3: Commercial Development 42
Goal 4: Industrial Development/Redevelopment 42
Goal 5: Transportation and Pedestrian Circulation 43
Goal 6: Community Identity, Gateways, Gathering Places, & Placemaking 43

Chapter 4: Future Land Use Plan 45

Introduction 46
Zoning Plan 53
Future Transportation Plan 56

Chapter 5: Action Plan 59

Goal 1: Natural Features and Environment 60
Goal 2: Residential Development, Missing Middle Housing, & Neighborhood Character 61
Goals 3 and 4: Commercial Development, Industrial Development/Redevelopment 63
Goal 5: Transportation and Pedestrian Circulation 64
Goal 6: Community Identity, Gateways, Gathering Places, & Placemaking 65
City of Springfield Potential Funding Opportunities 66

Chapter 6: Appendix 70

List of Tables

Table 1. City of Springfield Corridor Traffic Analysis 16
Table 2. Population of City of Springfield, Calhoun County, State of Michigan, and Surrounding Communities, 2000 – 2022 26
Table 3. Median Age – City of Springfield and Surrounding Communities, 2000 – 2022 29
Table 4. Rental Stock 30
Table 5. Housing and Household by Type – City of Springfield, 2010 & 2022 31
Table 6. Housing Age – City of Springfield, 2022 31
Table 7. Value of Owner-Occupied Housing Units* – City of Springfield, 2010 & 2022 32
Table 8. Employment – City of Springfield and Calhoun County, 2022 33
Table 9. Income – City of Springfield, City of Battle Creek, and Calhoun County, 2022 33
Table 10. Federal Poverty Guidelines 2024 – 48 Contiguous States and the District of Columbia 33
Table 11. Occupations by Civilian Employed Population, 16 Years and Over – City of Springfield 34
Table 12. Major Employers Near the City of Springfield, 2023 35
Table 13. Travel Time to Work 35
Table 14. Educational Attainment – City of Springfield, City of Battle Creek, and Calhoun County (2010 and 2022) 37
Table 15. Land Use Categories and Zoning Districts 53

List of Figures

Figure 1. Percent of Population by Age 27
Figure 2. Age Group Comparison 28
Figure 3. Percentage of Millennials (Ages 20-34) 29
Figure 4. Distribution of Housing Units 32
Figure 5. Jobs by Distance/Direction 35
Figure 6. Jobs Per Square Mile 35

List of Maps

Map 1. Regional Location 3
Map 2. Transportation Network 15
Map 3. Wetlands & Floodplains 19
Map 4. Existing Land Use 23
Map 5. Future Land Use 52

Chapter 1:
Community Description

Regional Location and Access

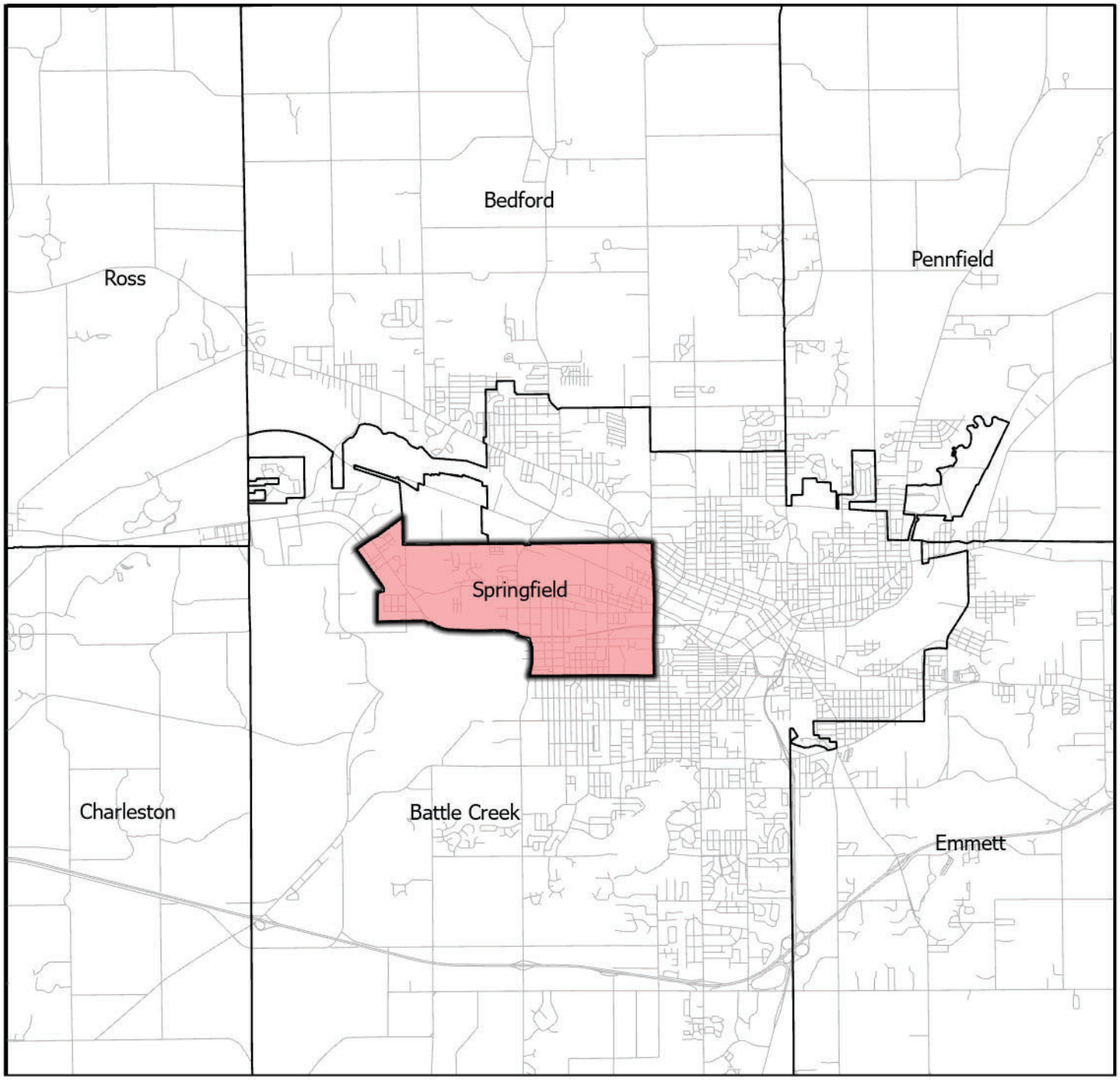


The City of Springfield is located in south-central lower Michigan, in the northwest portion of Calhoun County. The city consists of 3.7 square miles and is bounded on the north by a portion of Bedford Township. The City of Battle Creek surrounds the remainder of the city. Springfield is part of the Kalamazoo-Battle Creek Metropolitan Area. The City of Kalamazoo is approximately 21 miles to the west, the City of Lansing lies approximately 58 miles to the northeast, the City of Grand Rapids is approximately 63 miles to the northwest, the City of Detroit is approximately 124 miles to the east and the City of Chicago is approximately 165 miles to the southwest, which is notable because of access to I-94, a frequently traveled highway route between Detroit and Chicago.

The City of Springfield 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 north branch of 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, which are located in the western portion of the city.



Map 1

Regional Location

City of Springfield, Michigan

September 22, 2025

LEGEND

- Surrounding Municipalities
- City of Springfield

0 5,000 10,000
Feet

Basemap Source: Michigan Center for Geographic Information, v. 17a.
Data Source: State of Michigan 2024. McKenna 2020.

MCKENNA

Government and Services

The City of Springfield has a council/manager form of government. The Springfield City Council is composed of a Mayor and six Council members, all elected at-large, meaning the members serve the entire city rather than a particular district. 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 city business in accordance with City Council decisions. The City Manager is appointed by the City Council. The City Manager has the authority to appoint and supervise all employees and is responsible for the development of the annual city budget. The City 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 cemetery records, and scheduling park pavilion reservations.

In addition to the City Manager and City Clerk, the city employs a staff of approximately sixteen full-time employees, sixteen on-call employees, one part-time employee, and two seasonal employees. City departments include Finance and Administration, Public Safety, and the Department of Public Works.

Planning Commission

The Planning Commission is one of several boards and commissions the City of Springfield has to serve the community. The responsibilities of the Planning Commission include:

- Review and decision-making for site plans
- Review zoning compliance requests
- Review, approval, and implementation of the Springfield Master Plan
- Review and decision-making for rezoning requests
- Review and decision-making for zoning ordinance text amendments
- Other matters as they relate to planning, zoning, and development

The City Council appoints the seven members of the Planning Commission and meets monthly. The Planning Commission works closely with the city's Zoning Administrator, who takes the lead on various zoning inquiries and requests, as well as intake for various development review applications.

Utilities

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 sanitary sewer lines. Billing for utilities is administered by the City of Springfield through the Utility Billing Clerk. According to the city, residential utility billing customers are billed for services bi-monthly and commercial utility billing customers are billed monthly. These services also include garbage and recycling services.

The City of Battle Creek published a Water Quality Report in 2024. The report notes the City of Battle Creek, which is the municipal system the City of Springfield is connected to, extracts groundwater from the Marshall Sandstone Aquifer, drawn down from the Verona Well Field. This is the sole source of the area's drinking water. Further, the Verona Pumping Station is located on Brigden Road (northeast side of the city), where the groundwater is pumped from the aquifer. The water is then treated in that location and distributed to users through a series of underground pipes.

Public Safety Services

Springfield Department of Public Safety is composed of the Calhoun County Sheriff's Office Springfield Law Enforcement Team and Springfield Fire Department. Dispatching emergency and non-emergency calls are handled through the Calhoun County Consolidated Dispatch Authority 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. 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 Veterans Affairs Fire Department.

Through a contract with the City of Springfield, the Calhoun County's Sheriff's Office provides the following policing services:

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

Office of the City Manager

The Building Administrator issues permits and conducts building, electrical, plumbing and mechanical inspections to ensure state codes are upheld and minimum building requirements for life, health and public welfare are being met.

The Code Enforcement Officer conducts routine inspections of each property to ensure the visual appearance and quality of life for each neighborhood is maintained according to the code of ordinances.

The Planning and Zoning Administrator is responsible for enforcing potential zoning issues and determining the necessary correction requirements according to the zoning ordinances.

The Special Events Coordinator is tasked with offering community events such as the annual Home Improvement Project, Car Show, Easter Egg Hunt, and the Trunk or Treat.

Department of Public Works

The Department of Public Works maintains the city's streets, water distribution, cemetery, equipment and other public infrastructures. It also maintains the quality of parks in the city and monitors the sanitation service contract.



Community Facilities

The City of Springfield municipal facilities include the city offices within the Susan L. Anderson Municipal Building, the Department of Public Safety building, and Department of Public Works buildings, located on the south side of Avenue A, just west of Helmer Road. The city building is located centrally within the city limits.



Schools

Springfield residents benefit from access to a wide range of educational institutions, both within the city and in nearby Battle Creek. These include schools operated by Battle Creek Public Schools and several public charter schools, offering diverse learning environments and specialized programs. The following is a list of key educational facilities available to the community:

Battle Creek Public Schools

- Ann J. Kellogg Elementary School
- Battle Creek Area Mathematics and Science Center
- Battle Creek Central High School
- BC STEM Innovation Center
- Dudley Early Learning Center
- Fremont International Academy
- LaMora Park Elementary School
- Northwestern Academy of Visual and Performing Arts
- Post-Franklin Elementary School
- Springfield Middle School
- Valley View Elementary School
- Verona Elementary School
- W.K. Kellogg Preparatory High School

Public Charter Schools

- Battle Creek Montessori Academy
- Calhoun Community High School
- Endeavor Charter Academy

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.

Programs and events they offer are related to health and wellness, family empowerment, education and career services. Several other organizations lease space within the building. Further, the center has several community facilities, such as several spaces with varying capacity available for rental as well as a soccer field.



Recreational Facilities

The City of Springfield owns and operates five park facilities within its boundaries. The parks include:

Rothchild Park/ Springfield Dog Park

(12 acres)

Located on the northwest border of the city, Rothchild Park is a large open park with a pavilion and picnic tables. The large green space is ideal for sports activities. It also includes a fenced in area for dogs to interact and play.



Springfield Schools Memorial Park

(6.2 acres)

Springfield Schools Memorial Park offers multiple opportunities for both passive and active recreation, including a 1-acre pond, picnic pavilion, a playground, a basketball court, and a walking trail.



Begg Park

(20.7 acres)

Begg Park includes paved walking trails, a playground, a covered picnic pavilion, and shaded tree areas. It also includes the Sprout Grocery & Kitchen and an 18-hole disc golf course.



Freedom Park

(1 acre)

Freedom Park is a small green space located between the Canadian National Railway and Upton Avenue in the eastern portion of the city.



B. Carol Hinton Park

(1 acre)

Created to add park space to the southwestern portion of the city, B. Carol Hinton Park is a prime example of a neighborhood pocket park, and includes a playground and a basketball court.





Non-Motorized Transportation

A walkable network provides many benefits to the city's environmental health as well as the social, physical, and mental well-being of its residents. The descriptions of the trails and parkways below are highlights of the natural assets in the county.

Walking and biking trails are important for quality of life in a community like the City of Springfield. They allow residents to explore the natural beauty of the city and its surrounding areas as well as provide recreational amenities that do not compromise its character. The city is in a prime position for a premiere non-motorized transportation system. In general, the city's non-motorized transportation system includes the following types of infrastructure:

- **Separated pathways or trails:** Typically 8 feet or wider and intended for leisure biking and walking or jogging
- **Paved Shoulders:** Typically 4 feet or wider and intended for rural roads and more serious cyclists that travel at faster speeds
- **Sidewalks:** Typically 4 feet or wider and intended for walking along downtown or neighborhood streets

Battle Creek Linear Park has over 26 miles of paved pathway, including along the east side of Helmer Road through the City of Springfield. This segment of the trail provides access to the north and south sides of the Kalamazoo River. The north side travels east crossing 20th Street, providing access to Leila Arboretum, downtown Battle Creek, Kellogg Community College, Bailey Park and Calhoun County Trail. This 5.3-mile trail connects through three of the county's four parks. The Linear Park Trail on the south side of the Kalamazoo River travels west through Bedford Township to Fort Custer, along the north side of West Dickman Road to Fort Custer Recreation Area and the North Country Trail. The North Country Trail is 4,800 miles throughout eight states, with the longest section (1,180 miles) located in Michigan, crossing in both peninsulas and the Mackinac Bridge.

Transportation

Public and Private Transportation

Battle Creek Transit is responsible for providing public transit services to Battle Creek area residents. Fixed 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.

Streets within the City of Springfield included in transit routes are Upton Avenue, 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, part 27) and elderly persons. Battle Creek Transit provides public transportation services on fixed route buses, and door-to-door transportation services through BCGO and Tele-Transit for persons who are certified as being ADA paratransit eligible.

BCGO is an on-demand transportation service currently provided by Battle Creek Transit. It is offered all throughout Calhoun County and can be booked by using the BCGO App.

The Transportation Authority of Calhoun County (TACC) will provide public transportation throughout and between the cities of Springfield, Battle Creek, Marshall, and Albion with a combination of fixed route, on-demand and paratransit services. The goal of TACC is to develop county wide public transportation and transit services that are available and accessible to all communities and individuals in Calhoun County.

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 offer transit for the elderly and people with disabilities.

The Battle Creek Area Transportation Study (BCATS) is located within Springfield's 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.

BCATS is the Metropolitan Planning Organization for the Battle Creek area, enabling member communities to receive federal transportation funding. In 2022, the BCATS Policy Committee approved the 2045 Metropolitan Transportation Plan, which provides a vision for BCATS transportation system through 2045. In this plan, BCATS considers how it can better connect to pedestrian and non-motorized transportation.

Battle Creek Executive Airport

Battle Creek Executive Airport at Kellogg Field, formerly the W.K. Kellogg Airport, is the base of operations for approximately 55 private individuals. The airport also includes operations for the Western Michigan University (WMU) College of Aviation, the Battle Creek Air National Guard (federally designated the 110th Wing), Duncan Aviation, WACO Classic Aircraft and Centennial Aircraft Services.

Battle Creek Executive Airport represents a large employment and educational resource for the city. According to the airport website, "*when combined with its sister facility in Lincoln, Nebraska, Duncan Aviation is the largest privately-owned aircraft re-manufacturing plant in North America. Additionally, 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.*" The airport is also the site for popular community events, such as the Battle Creek Field of Flight Air Show and Balloon Festival.

Battle Creek Executive Airport is located within the City of Battle Creek, immediately south of the City of Springfield. The airport is situated on a 1,260-acre site, zoned for industrial use, and is owned and operated by the City of Battle Creek.

Road Classifications

Streets are identified by name as well as the National Functional Classification (NFC), 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. The State of Michigan also classifies city streets through Public Act 51, which determines how transportation funding through the Michigan Transportation Fund is distributed.

Most of the city's street network is constructed in a traditional grid pattern, with some exceptions in the northwest portion of the city, where streets follow a more curving, suburban pattern. Interestingly, the city's street network once 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. The streets located in the southwest portion of the city are named for military ranks, while streets in the northwest portion are named Army Street and Navy Street.

Local Roads and Streets

Many of the city's streets are classified as local roads or streets. In general, local streets provide access to individual homes, neighborhoods, and businesses. Speed limits are likely lower, to accommodate neighborhood residential traffic, and overall traffic counts are lower because these roads are not intended to be thoroughfares. Some examples of local streets in Springfield include Betterly Road, 30th Street, Kirkwood Avenue, and Carl Avenue.

Minor Collectors

The City of Springfield has one minor collector road within its street network. In general, minor collector roads are used to connect neighborhoods and major collectors or arterials. These roads are typically less traveled with lower speed limits. The only minor collector road is:

Harmonia Road

Serving as part of the municipal boundary between the City of Springfield and Bedford Township on the city's northwest side, Harmonia Road functions as a minor collector. It provides a connection between Evergreen Road and Helmer Road (M-37), and links to Lafayette Avenue east of Helmer Road. The corridor primarily serves residential neighborhoods while also providing access to several large vacant parcels that contain extensive wetlands and woodlands.

Major Collectors

According to the NFC, a major collector road is one that collects traffic from local roads and directs it to arterial roads. These roads offer connections with adjacent residential streets and neighborhoods to major corridors. In Springfield, roads classified as major collectors include the following corridors:

Avenue A

Avenue A is a major collector within the city street system that provides access from east to west across the entire city. 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, and the City of Springfield municipal buildings. Avenue A also provides access to a variety of residential, commercial, and industrial land uses along the corridor.



Avenue A

Lafayette Avenue

Lafayette Avenue is a major collector which provides access from M-37, which is Helmer Road within the city (and is Bedford Road at the city's northern boundary), 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

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 residential use at the intersection with 20th Street, commercial use south of 7th Avenue, and light industrial west of 28th Street. The Western Michigan University College of Aviation lies just outside the City of Springfield boundary, at the western terminus of Goguac Street.

Local roads and major collectors within the city boundaries are maintained by the City of Springfield Department of Public Works.



Goguac Street

Minor Arterials

Minor arterial roads are intended to connect cities to one another within the region. In general, minor arterial roads are used to access one destination to another within the same community. These roads are important for the internal network but have less of a statewide importance. The following road is classified as a minor arterial road in the city:

20th Street

20th Street provides north to south access across the city, 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 20th Street include industrial uses north of Avenue C, and a mix of residential, commercial, and light industrial uses south of Avenue C.



Business Loop I-94

Principal Arterials

Principal arterial roads are typically major highway routes that connect urbanized areas to one another. Principal arterials are generally of statewide importance and have limited access. Principal arterial roads are intended to service longer trips at higher speeds. Principal arterials within the city include the following major corridors:

State of Michigan Highway M-37

The State of Michigan Highway M-37 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 provides access primarily to commercial and industrial uses, along with some residential uses.

State Route M-96

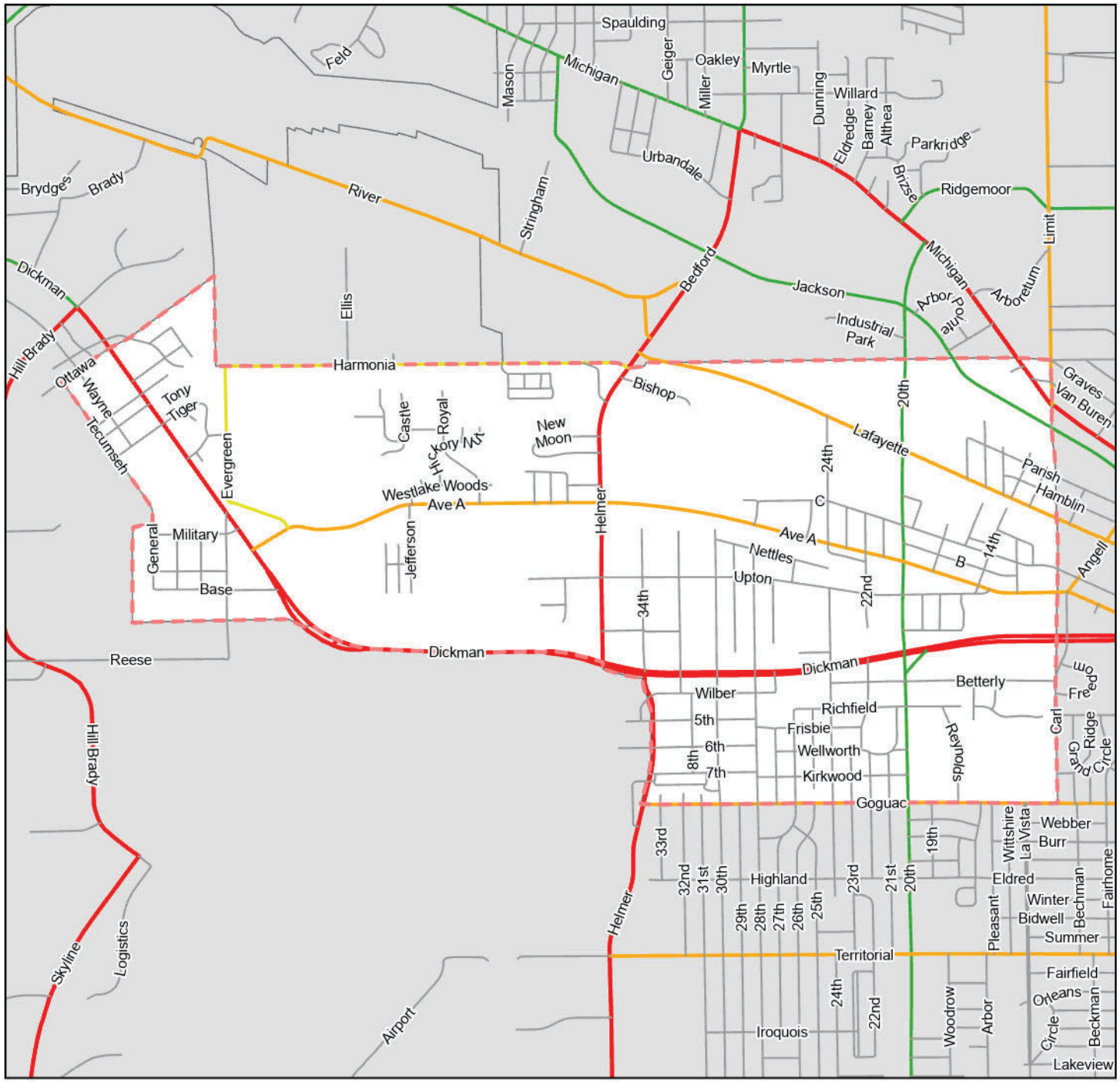
The State Route M-96 provides connections to the Village of Augusta and the Kalamazoo metropolitan area to the west. Highway 96 runs concurrently with Business Loop I-94 near the intersection with M-37 near the southern boundary of the city, continues south as Helmer Road, then continues east to the 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.

Business Loop I-94

The Business Loop I-94 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 West Dickman Road. Business Loop I-94 provides access primarily to industrial and commercial uses in the city.

State of Michigan Highway M-89

The State of Michigan Highway M-89 traverses the far northeastern corner 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.



Map 2

Transportation Network

City of Springfield, Michigan

September 22, 2025

LEGEND

- Interstate
- Freeway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Non-Certified or Local Roads
- Surrounding Municipalities
- City of Springfield Boundary

0 1,500 3,000 Feet

Basemap Source: Michigan Center for Geographic Information, v. 17a.
Data Source: NWI 2024. McKenna 2020.

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Traffic Counts

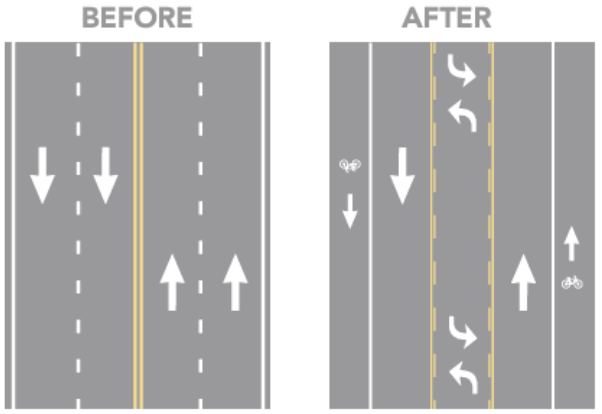
Table 1 includes the 2022 Average Annual Daily Traffic (AADT) counts for major corridors in the city, according to the Michigan Department of Transportation (MDOT). The AADT is calculated by using the total volume of vehicle traffic on a road for a single year, divided by 365 days per year. In general, the AADT is used for long-term planning efforts because it is a more accurate model to predict traffic movement and trends over a longer period of time.

Further, according to the Federal Highway Administration (FHWA), traffic counts and data, including AADT, are used for assessments of transportation facilities. This, in turn, facilitates decision-making and establishing priorities for improvement projects, investment opportunities, planning, and policy making. Corridors that are classified as "high volume" traffic corridors are roads that carry an excess of 50,000 AADT. When comparing the city's major corridors with AADT classifications as determined by the FHWA, it can be deduced that the city does not have a traditional "high volume" traffic corridor.

The FHWA has also developed guidelines for selecting corridors that may be candidates for a "road diet" (narrowing and/or restructuring lane widths). According to the FHWA, roads between 10,000-15,000 AADT are good candidates for a road diet in many instances. Roads with 15,000-20,000 AADT may be a candidate for a road diet, depending on the specific instance, as capacity may be affected. As such, it can be deduced that many of the major road corridors in the city are built for high traffic volumes and capacity than what the corridors actually experience.

Table 1. City of Springfield Corridor Traffic Analysis

Corridor Segment	2022 AADT
Business Loop I-94 (West Dickman Road) east of Helmer Road	13,545
Business Loop I-94 (West Dickman Road) at eastern city boundary, west of Forest Street	14,128
North Helmer Road (M-37) north of West Dickman Road	8,273
North Helmer Road (M-96) south of West Dickman Road	16,755
Bedford Road (M-37) north of city boundary, south of Jackson Street	11,606
Michigan Avenue (M-89) east of 20th Street	12,329
Michigan Avenue (M-89) east of Limit Street	5,747
20th Street south of Lafayette Avenue	10,663
20th Street north of Lafayette Avenue	4,601
20th Street south of Goguac (south of city boundary)	9,162
Avenue A	2,684
Lafayette Avenue	1,018
Harmonia Road	789



Classic Road Diet Conversion.

Natural Environment

The identification of sensitive and valuable natural areas is important when evaluating development proposals, and in determining preservation policies. Understanding the location(s) of existing natural features can help shape the future land use fabric of a community, by means of potential opportunities for residential development, dedicating future public space, or new uses to energize commercial activity. The primary natural features in and near the City of Springfield are discussed as follows.



Kalamazoo River

Rivers and Streams

The City of Springfield has several significant natural features within city limits. Additionally, Map 3 shows the location of important bodies of water, wetlands, and floodplain located in the city.

Kalamazoo River and Tributaries

The North Branch Kalamazoo River flows through the far northeastern portion of the city. 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. The Battle Creek Linear Park is located along the Kalamazoo River. A portion of the Linear Park is located within the City of Springfield.

Floodplain

Associated with the Kalamazoo River and its tributary is a 1% (100-year) Special Flood Hazard Area as identified by the Federal Emergency Management Association (FEMA). In addition, the Kalamazoo River includes a .2% Special 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.



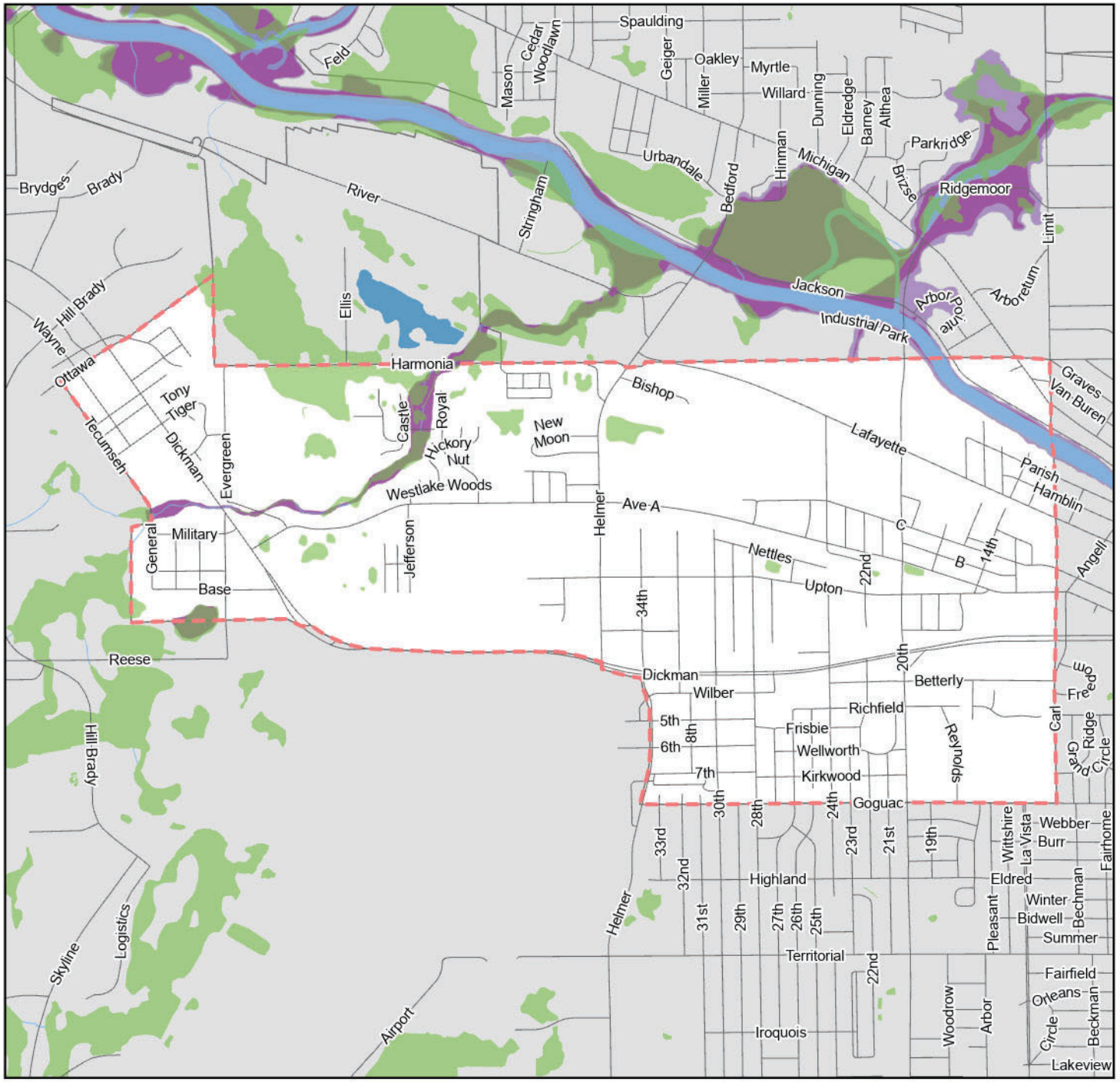
Wetlands

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 the following map.

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. Woodlands 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.



Map 3

Wetlands & Floodplains

City of Springfield, Michigan

September 22, 2025

LEGEND

- Marsh, Swamp, Bog, Prairie
- River
- Lake, Reservoir
- 0.2% Annual Chance Flood Hazard
- 1% Annual Chance Flood Hazard
- Regulatory Floodway
- Special Floodway
- Surrounding Municipalities
- City of Springfield Boundary

0 1,500 3,000 Feet

Basemap Source: Michigan Center for Geographic Information, v. 17a.
Data Source: NWI 2024. McKenna 2020.

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Existing Land Use

Existing land use in the City of Springfield is shown on the Existing Land Use Map located in this section. In addition to analyzing the existing conditions of the city, such as natural features, transportation, and community facilities, it is also imperative to review and understand existing land uses and the current built environment. Identifying existing residential neighborhoods, legacy homes, commercial or mixed use nodes, and other important community land use features is significant to the subsequent Future Land Use Plan. The following is a description of each existing land use category.

Existing Land Use Classifications

Single-Family Residential

The majority of land in the city is dedicated to single-family detached dwellings on platted lots. Single-family detached dwellings exist primarily in the central and southeastern portions of the city. These are smaller lots arranged 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.

Manufactured Housing Communities

The City of Springfield contains three manufactured housing communities in the following locations: Thunderbird Village Manufactured Home Community located at 1145 Harmonia Road; Arcadian Estates located at 1301 Avenue A; and Avenue A Estates located at 1267 Avenue A. Currently, manufactured housing communities are only allowed as a special land use in the RM-1 Multiple-Family Residential district.





Multiple-Family Residential

Multiple-family land uses exist primarily in the western half of the city, with additional multi-family uses south of Avenue A, West of Helmer Road North. These attached units occur as either apartments or attached townhomes. The largest multi-family development is the Brookside Apartment complex, located on West 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 True Care Living 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 West Dickman Road, Avenue A, Helmer Road, and 20th Street. Some areas of commercial land use also exist adjacent to West Michigan Avenue, Upton Avenue, and West Goguac Street. Commercial areas of the city are primarily auto-oriented.



Industrial Land Use

Industrial land use occurs in several areas throughout the city and comprises the second largest area following residential land use. 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. While these sites have been identified for potential redevelopment, demolition of structures and remediation of contamination have not yet occurred completely, including on the land formerly occupied by the Eaton Corporation. Springfield Metal Recyclers occupies the former Clark Equipment site consisting of 125 acres located southwest of the intersection of Lafayette Avenue and 24th Street.

The remaining industrial uses exist on both sides of the length of West Dickman Road in various locations, and in the northwest portion of the city along West Dickman Road. Light industrial uses are located on several streets in an area just east of the Battle Creek Executive Airport, bounded by West Dickman Road on the north; Goguac Street on the south; North 28th Street on the east; and North Helmer Road on the west.





Recreation Area

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 Battle Creek Executive Airport adjacent to the city's southern and western boundaries at West Dickman Road and North Helmer Road. Other federal land uses exist to the west of the city, such as the Battle Creek Veterans Affairs Medical Center.

Within the city boundaries on the western side, several parcels are owned by the US Navy, and operated by the US Marines. 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.

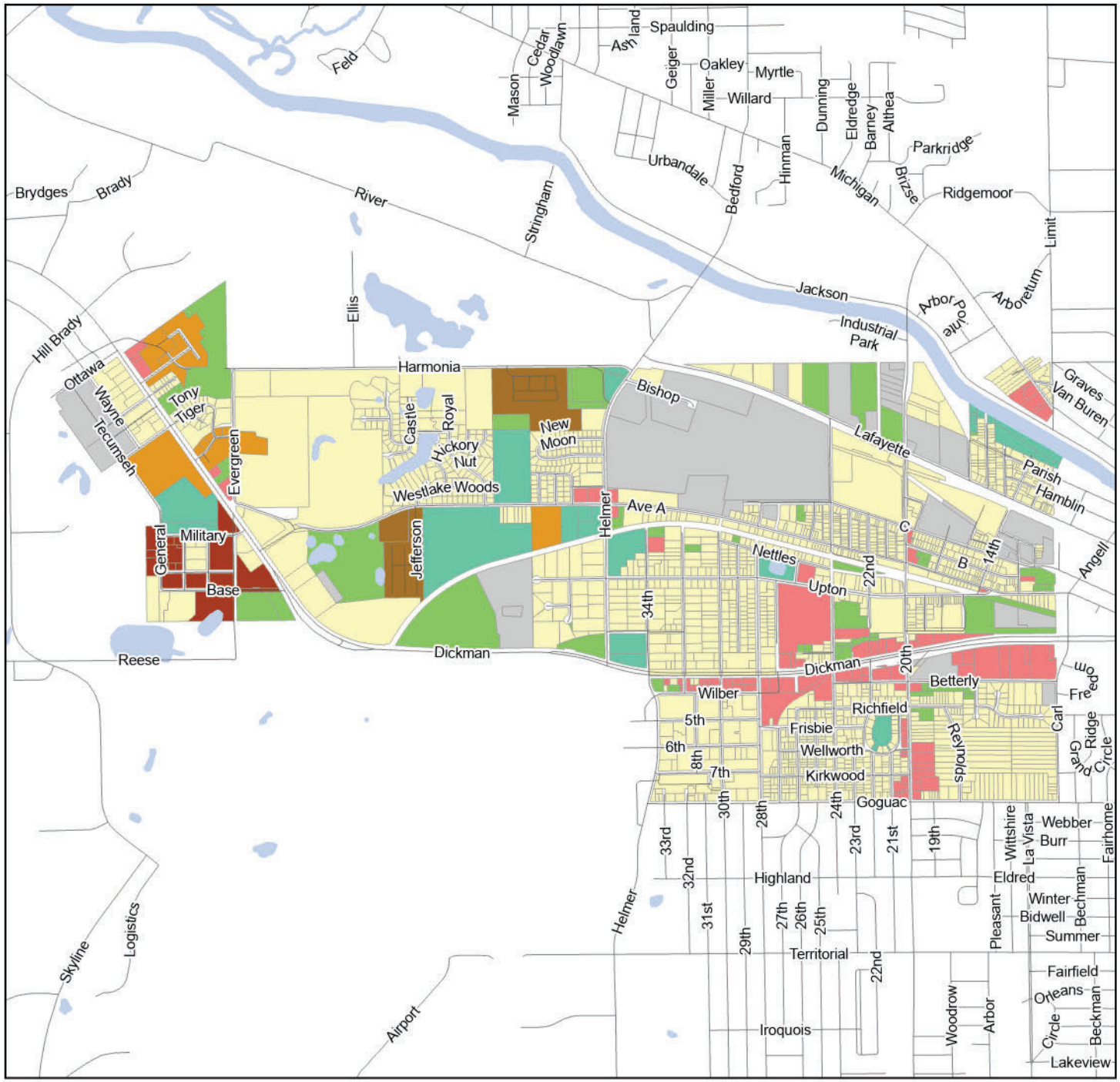
Public/Semi Public Facilities

This category includes lands owned and occupied by the City of Springfield. This includes city owned and operated facilities, such as the Susan L. Anderson Municipal Building, the Department of Public Safety building, and Department of Public Works buildings. Other public uses included in this category are parks and recreation facilities. Additionally, this category includes semi-public uses such as cemeteries, and the Burma Center.

In 1989, a Tax Increment Financing Authority (TIFA) was established, with four development areas (A, B, C, and D) that included all industrial and commercial land use in the city. The TIFA now consists of one development area, Area D.

In the year 2000, business owners along a 1.5-mile section of West Dickman Road (an area known as the "Magnificent Motor Mile") established a Business Improvement District (BID) in order to preserve and enhance the economic vitality of the area known for vehicle related businesses. The Business Improvement District 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.



Map 4

Existing Land Use

City of Springfield, Michigan

September 22, 2025

LEGEND

- Single-Family Residential
- Multi-Family Residential
- Manufactured Housing Community
- Commercial
- Industrial
- Public/Semi-Public
- Vacant
- US Military Base

0 500 1,000 Feet

Basemap Source: Michigan Center for Geographic Information, v. 17a.
Data Source: Fleis & Vandenbrink 2024. McKenna 2020.

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Chapter 2:
Social and Economic Characteristics



According to The US Census Bureau 2022 American Community 5-Year Survey Estimates, the population of the City of Springfield in 2022 was 5,268 persons. This represents a moderate population increase since 2000 of 152 persons, or a 2.97% increase since 2000. In contrast, Calhoun County and other communities within the county have experienced modest population declines since 2000, with Bedford Township's decline of 4.28% being the most pronounced. The State of Michigan, as a whole, experienced a slight population increase between 2000 and 2022.

Table 2 illustrates the population of the City of Springfield compared to surrounding communities, Calhoun County, and the State of Michigan.

Table 2. Population of City of Springfield, Calhoun County, State of Michigan, and Surrounding Communities, *2000 – 2022*

Municipality	2000	2010	2020	2022	2000-2022 Change	
					(Number)	(Percent)
City of Springfield	5,116	5,260	5,292	5,268	152	2.97%
City of Battle Creek	53,251	52,347	52,721	52,469	-782	-1.47%
Bedford Charter Township	9,615	9,357	9,198	9,203	-412	-4.28%
Calhoun County	135,985	136,146	134,310	134,011	-1,974	-1.45%
State of Michigan	9,938,444	9,883,640	10,077,331	10,057,921	119,477	1.20%

Source: US Census Bureau, Census 2000, 2010, & 2020 Decennial Census; 2022 American Community Survey 5-Year Estimates

Figure 1 illustrates the percentage of the population by age groups for the City of Springfield. Data on the age distribution of the population is important to plan for what services may need to be prioritized in the city, including schools and senior services. 35% of the city's population is between the ages of 20 to 44 years old, which indicates a community with a significant number of people who are starting or in the midst of their careers and may have families with children.

The next largest age group (22%) are those age 5 to 19 years old. This shows there is a large number of school aged children in Springfield who will utilize the city's high-quality schools and those graduating high school who may attend college or seek employment in an entry-level job.

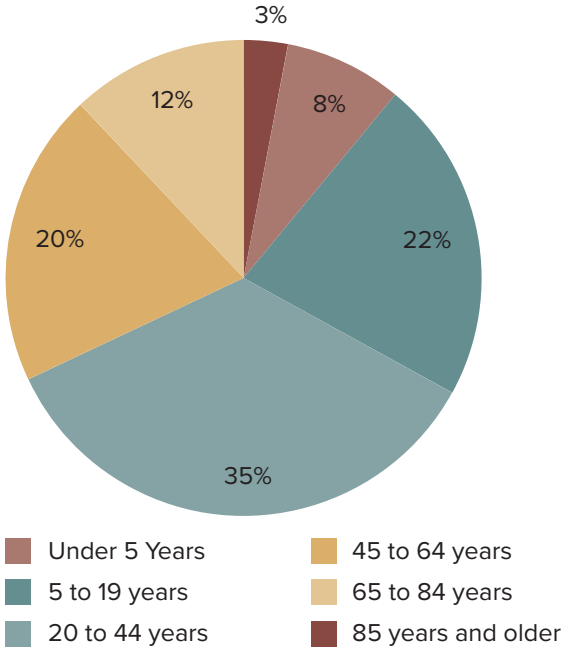
Residents aged 45 to 64 years make up a similar percentage (20%) of the population to that of those aged 5 to 19. This group of residents are more established in their careers, may have older school-aged children, or may be enjoying early retirement.

The group of persons ages 65 to 84 years makes up 12% of the population. These residents are typically retired, but some may continue to be employed beyond the age of 65. The percentage of the population age 65 to 84 is slightly lower than Calhoun County (16.0%) and the State of Michigan (15.7%). This information corresponds with the larger than typical school-age population in Springfield.

The group under five years of age makes up 8.0% of the population, which has increased from 7.6% in 2010. This age group indicates the presence of young families in the city, as well as a significant number of younger children who will likely enter school over the next five years. Additionally, since this aged group has been increasing over the previous decade, the city may need to consider how the school district will accommodate this growing age group.

The smallest age group which is 3.0% of the population are those aged 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 additional senior services such as assisted living or public transportation to get to social engagements and appointments.

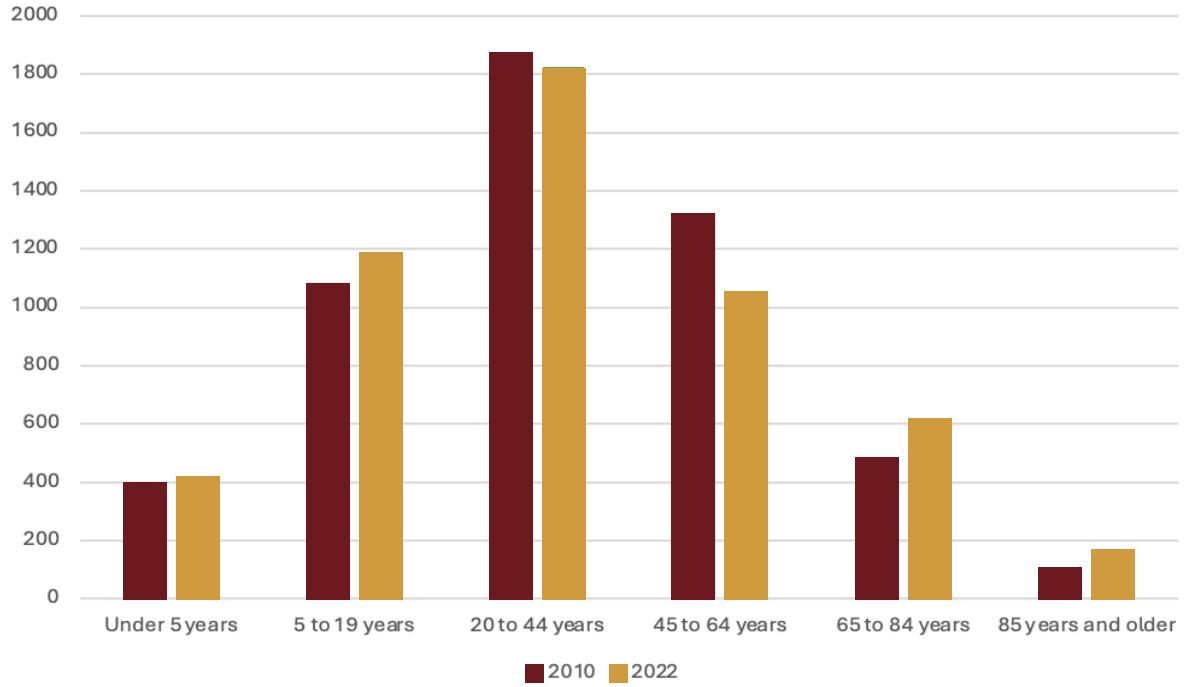
Figure 1. Percent of Population by Age – *City of Springfield, 2022*



Source: 2022 American Community Survey 5-Year Estimates

Figure 2 shows age group comparisons of the City of Springfield in 2010 and 2022. While no extreme changes exist, the population aged 5 to 19 years and the population aged 65 to 84 years have both experienced moderate increases. This may necessitate the need for the city services for school-aged children and the senior population. Meanwhile, the population aged 45 to 64 years has experienced the greatest decrease over the previous decade. The population aged 20 to 44 years old has also declined, although by a very low rate.

Figure 2. Age Group Comparison – *City of Springfield, 2010 and 2022*



Source: 2010, 2022 American Community Survey 5-Year Estimates

Table 3 compares the median age of persons in the City of Springfield, City of Battle Creek, Bedford Charter Township, and Calhoun County from 2000 through 2022. 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 trend is evidenced by increasing median ages over time in the City of Battle Creek, Bedford Charter Township, and Calhoun County.

Springfield goes against the broader regional trend of an increasing median age. Between 2000 and 2022, its median age declined from 31.9 years to 31.3 years, a drop of more than half a year. By contrast, Battle Creek, Bedford Charter Township, and Calhoun County all experienced steady increases of several years over the same period. The decline in Springfield's median age may suggest that the city is attracting a younger demographic, potentially due to factors such as its more affordable housing stock, a greater supply of rental housing, or its proximity to major employment centers.

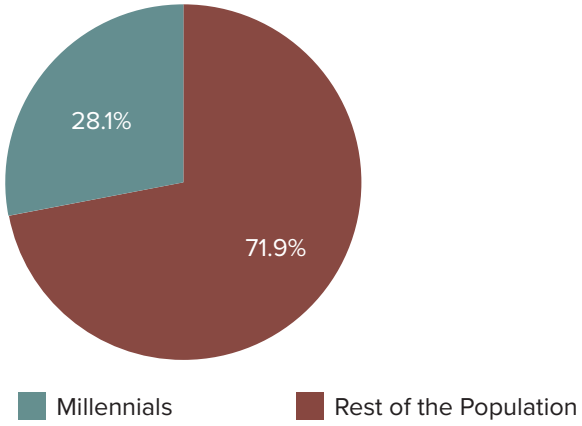
Table 3. Median Age – *City of Springfield and Surrounding Communities, 2000 – 2022*

	2000	2010	2020	2022
City of Springfield	31.9	35.9	32.6	31.3
City of Battle Creek	33.0	34.7	36.5	37.0
Bedford Charter Township	39.9	44.2	44.1	44.9
Calhoun County	33.8	36.4	40.1	39.9

Source: 2022 American Community Survey 5-Year Estimates; Census 2000, 2010, 2020 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 (Ages 20-34) – *City of Springfield, 2016*



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

Housing

Table 5 shows housing and households by type for the City of Springfield, for both 2010 and 2022. A household is defined as an occupied dwelling unit. Springfield has a total of 2,469 dwelling units, of which 2,235 are occupied. While there has been a small increase in the number of units in the city, vacancy rates have declined by 1.7% since 2010. There has been a total of 21 units gained since 2010, with 60 more occupied units, highlighting the population increase the city has experienced. The predominant housing type is the 1-unit detached dwelling, or single-family house at 47.7% of all occupied dwelling units. However, the proportion of single-family dwellings in the housing stock has decreased by 3.2% since 2010. Large apartment complexes of 10 or more units are also prominent in the city, representing 29.2% of the current housing stock. However, this product has also decreased as a percentage of Springfield's housing stock from 31.3% in 2010. Growth in the city's housing stock has been exclusively focused on small apartment buildings over the past decade, increasing from 3.1% to 5.0% of the housing stock.

A number of apartment buildings are representative of Springfield's large rental stock. Table 4 shows a list of these apartments and the number of units in each building, according to Apartments.com. Due to potential inaccuracies with both U.S. Census American Community Survey data and Apartments.com data, there may be discrepancies between the reported and actual number of units in these buildings.

Table 4. Rental Stock

Brookside Apartments	408 units
Fairlane Apartments	244 units
Barberry Townhomes	40 units
Wyndtree Townhomes	160 units
Duplexes	46 units
Total:	**898 units**

Homes in manufactured housing communities that also make up a significant portion of the city's housing stock, with 349 units in 2022. This housing type grew from 8.7% in 2010 to 13.5% in 2022. As housing values in the city have increased, manufactured housing may represent a more affordable housing option for residents, helping explain its growth over the previous decade.

The 898 attached units available in the city are 36.3% of all available dwelling units (2,469). The US Census Estimates for 2012-2016 show that 2,235 dwelling units are occupied (234 are vacant); and that 50.2% of those are renter occupied. This results in an estimated 1,121 renter occupied units in the city. When subtracting the 898 attached units from the 1,121 renter occupied units, the remaining 223 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 31.8%. Households with female heads with no spouse present make up a fairly high percentage (18.2%) of all family households.

Households with male heads with no spouse present, make up another 6.1%. While the percentage of female-headed households with no spouse present has increased by 2.4% over the previous decade, the percentage of male-headed households with no spouse present has declined by 2.6%. Taken together, single parent households comprise 24.3% 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, 24.8% are persons living alone, which has decreased 10.1% since 2010. 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 has remained stable over the past decade. In 2022, the average household size was 2.31, down slightly from 2.35 in 2010. Average household sizes are reflective of the large population between the ages of 20 and 44, the fairly high number of single parent households, and the high number of non-family households in Springfield.

Table 5. Housing and Household by Type – *City of Springfield, 2010 & 2022*

Housing/Household Type	2010	2022	Change (2010-2022)
Total Housing Units (Occupied or Unoccupied)	2,448	2,469	21
Vacant Housing Units	11.2%	9.5%	-1.7%
» Seasonal, recreational, occasional	20.1%	10.3%	-9.8%
Occupied Housing Units	2,175	2,235	60
» 1-unit detached	50.9%	47.7%	-3.2%
» 1-unit attached	2.2%	1.8%	-0.4%
» 2 apartments	1.4%	0.9%	-0.5%
» 3 or 4 apartments	2.5%	2.1%	-0.4%
» 5 to 9 apartments	3.1%	5.0%	1.9%
» 10 or more apartments	31.3%	29.2%	-2.1%
» Mobile Home or other type of housing	8.7%	13.5%	4.8%
Owner-Occupied Housing Units	50.5%	49.8%	-0.7%
Renter-Occupied Housing Units	49.5%	50.2%	0.7%
Family Households	56.6%	56.1%	-0.5%
» Married-couple Family Households	32.0%	31.8%	-0.2%
» Male Heads w/no Spouse Present	8.7%	6.1%	-2.6%
» Female Heads w/no Spouse Present	15.8%	18.2%	2.4%
» All Types with Children Under 18 Years	30.7%	30.6%	-0.1%
Non-Family Households	43.4%	43.9%	0.5%
Householder Living Alone	34.9%	24.8%	-10.1%
Average Household Size	2.35	2.31	-0.04

Source: 2022 American Community Survey 5-Year Estimates

Table 6 shows the physical age of the housing stock in the City of Springfield. An aging housing stock has implications for maintenance, efficiency, and sustainability, as older homes may require more intensive repairs more frequently and often have less efficient heating systems or building materials. The largest proportion of Springfield's housing stock was built between 1960 and 1979. No new housing has been constructed since 2020.

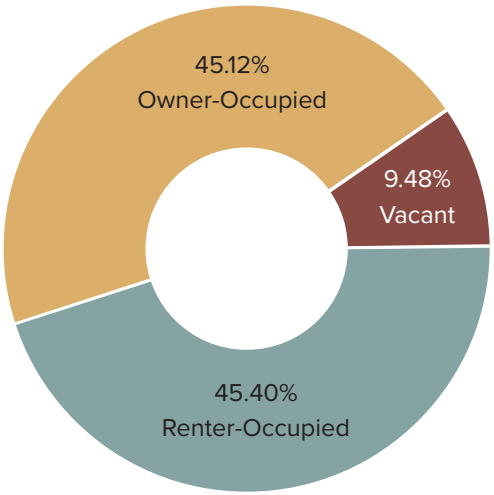
Table 6. Housing Age – *City of Springfield, 2022*

Year Structure Built	Occupied Housing Units	Percent Occupied Housing Units
2020 or later	0	0.0%
2010 to 2019	56	2.5%
2000 to 2009	226	10.1%
1980 to 1999	465	20.8%
1960 to 1979	751	33.6%
1940 to 1959	529	23.7%
1939 or earlier	208	9.3%

Source: 2022 American Community Survey 5-Year Estimates

Figure 4 shows the distribution of housing units in Springfield. According to the 2022 American Community Survey 5-Year Estimates, Springfield's housing is nearly evenly divided between owner-occupied (45.12%) and renter-occupied (45.40%) units, with a slightly higher share of renters. Vacant units account for 9.48% of the housing stock. While some may consider this to be an overabundance of renter-occupied units, the desired mix of owner-occupied and renter-occupied dwellings will ultimately be shaped by community values, needs, and goals. Rental housing plays an important role in Springfield's housing market, providing flexibility for young adults seeking independence as they finish school or begin careers, as well as for households preferring limited maintenance responsibilities. At the same time, opportunities remain to reinvest in vacant housing stock and ensure a balance of ownership and rental options that supports neighborhood stability and long-term community growth.

Figure 4. Distribution of Housing Units *– City of Springfield, 2022*



Source: 2022 American Community Survey 5-Year Estimates

Table 7 shows the value of owner-occupied dwelling units in the city. Between 2010 and 2022, there was an increase of 15 owner-occupied units, to 1,114 units in 2022. While Springfield still has a sizable portion of homes that are affordable for those with low- or moderate-incomes, with 30.9% of owner-occupied housing stock having a value between $50,000 and $99,999, there is evidence that housing may be becoming more unaffordable in the city. Homes in the $50,000 to $99,999 have decreased by 27.3%. Meanwhile, homes with a value between $200,000 and $299,999 are now available in Springfield, now making up 13.1% of the owner-occupied housing stock. Rising home values are further illustrated by the increase in median home values in the city, from $77,100 in 2010 to $93,100 in 2022. Maintaining housing affordability will be a growing priority if housing values continue to increase in Springfield.

Table 7. Value of Owner-Occupied Housing Units* *– City of Springfield, 2010 & 2022*

	2010		2022		Percent Change, 2010 to 2022
Value	Number	Percent	Number	Percent	
Less than $50,000	229	20.8%	253	22.7%	1.9%
$50,000 - $99,999	640	58.2%	344	30.9%	-27.3%
$100,000 - $149.999	173	15.7%	259	23.2%	-7.5%
$150,000 - $199,999	49	4.5%	80	7.2%	2.7%
$200,000 - $299,999	0	0.0%	146	13.1%	13.1%
$300,000 - $499,999	0	0.0%	14	1.3%	1.3%
$500,000 to $999,999	0	0.0%	18	1.6%	1.6%
$1,000,000 or more	8	0.7%	0	0.0%	-.07%
Median Value of Housing Units (City of Springfield)	$77,100	–	$93,100	–	–
Median Value of Housing Units (Calhoun County)	$110,300	–	$138,700	–	–

Source: US Census Bureau, American Community Survey 5-Year Estimates, 2010 and 2022.
**Number of units for which value was determined: 1,099 in 2010, 1,114 in 2020.*

Income and Employment

Table 8 shows employment figures for the City of Springfield as compared to Calhoun County as a whole. Of the total population aged 16 years and over, 62.1% are in the labor force. Within that 62.1%, 54.0% are employed, while 7.0% are unemployed. This unemployment rate is higher than the 4.0% unemployment rate seen in Calhoun County as a whole. Considering the current and historical high unemployment Springfield residents have experienced, opportunities for local economic development should be explored, especially those that utilize vacant land existing in the city.

Table 8. Employment – *City of Springfield and Calhoun County, 2022*

	City of Springfield		Calhoun County	
	Number	Percent	Number	Percent
Total Population 16 Years and Over	3,937	100%	107,217	100%
» In Labor Force	2,444	62.1%	64,051	59.6%
» Employed	2,127	54.0%	59,548	55.5%
» Unemployed	277	7.0%	4,337	4.0%

Source: US Census Bureau, American Community Survey 5-Year Estimates 2022.

Table 9 compares income in the City of Springfield with the City of Battle Creek, Bedford Charter Township, and Calhoun County. Median and mean household and family incomes are lower than Battle Creek, Bedford Charter Township, and Calhoun County. Furthermore, the percentage of families in poverty in Springfield is nearly double than the City of Battle Creek, which has the next highest family poverty level. Over a quarter of the population of the City of Springfield is in poverty. Table 10 shows the Federal Poverty Guidelines for 2024. As stated previously, planning for land use policies that enhance economic opportunity is addressed in the Master Plan. Ensuring residents are aware and have access to local social service organizations and resources is also a key part of alleviating poverty in the city.

Table 9. Income
– City of Springfield, City of Battle Creek, and Calhoun County, 2022

	City of Springfield	City of Battle Creek	Bedford Township	Calhoun County
Median Household Income	$40,091	$49,684	$58,265	$59,522
Mean Household Income	$52,487	$68,566	$76,429	$79,180
Median Family Income	$45,724	$67,665	$72,235	$72,675
Mean Family Income	$60,023	$84,956	$89,175	$95,284
Families with Poverty Status	23.1%	12.9%	10.3%	8.9%
Percent of People with Poverty Status	26.2%	19.2%	12.2%	14.8%

Source: US Census Bureau, American Community Survey 5-Year Estimates 2022.

Table 10. Federal Poverty Guidelines 2024
***–** 48 Contiguous States and the District of Columbia*

Persons In Family/Household	Poverty Guideline Annual Income
1	$15,060
2	$20,440
3	$25,820
4	$31,200
5	$36,580
6	$41,960
7	$47,340
8	$52,720

Source: U.S. Department of Health & Human Services 2024. For families/households with more than 8 persons, add $5,380 for each additional person.

Table 11 shows the occupations and industries 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. The next highest sector is the educational services, and health care and social services sector. This is followed by the arts, entertainment, recreation, accommodation, and food service sector and retail trade sector. High employment in these sectors is evidenced by the existence of large employers in these sectors, such as Denso Manufacturing Michigan, the Kellogg Company, Firekeepers Casino, and Kellogg Community College. When viewed by class of worker, private wage and salary workers constitute 80.8% of all employment. 17.7% of workers are government workers, representing a smaller, but sizeable, portion of employees who live in Springfield. 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.

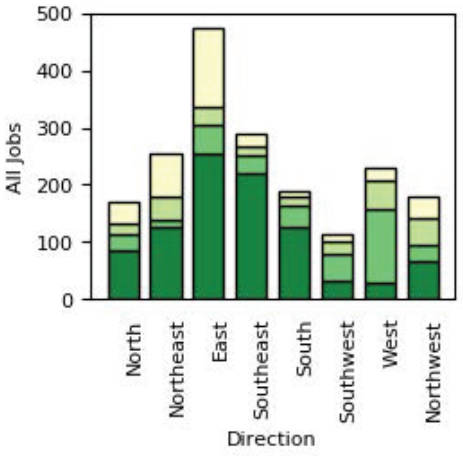
Table 11. Occupations by Civilian Employed Population, 16 Years and Over *– City of Springfield*

Occupation	Number	Percent
Management, business, science, and arts occupations	353	16.6%
Service occupations	393	18.5%
Sales and office occupations	627	29.5%
Natural resources, construction, and maintenance occupations	213	10.0%
Production, transportation, and material moving occupations	541	25.4%
Industry		
Agriculture, forestry, fishing and hunting, and mining	0	0.0%
Construction	62	2.9%
Manufacturing	531	25.9%
Wholesale trade	61	2.9%
Retail trade	219	10.3%
Transportation and warehousing, and utilities	180	8.5%
Information	50	2.4%
Finance and insurance, and real estate and rental and leasing	25	1.2%
Professional, scientific, and management, and administrative and waste	193	9.1%
Management services	318	15.0%
Educational services, and health care and social assistance	273	12.8%
Arts, entertainment, recreation, accommodation and food services	118	5.5%
Other services, except public administration	97	4.6%
Public Administration		
Private wage and salary workers	1,719	80.8%
Government workers	376	17.7%
Self-employed in own not incorporated business workers	32	1.5%
Unpaid family workers	0	0.0%
Total Civilian Employed Population 16 Years and Over	**2,127**	**100%**

Source: US Census Bureau, American Community Survey 5-Year Estimates 2022.

Table 12 lists the major employers near the City of Springfield as compiled by the Battle Creek Comprehensive Annual Financial Report of 2023. Major employers include Denso Manufacturing, the Kellogg Company, and Firekeepers Casino. The list includes a diverse mix of manufacturing, entertainment, government, military, medical, and educational employers. Over the previous 10 years, the Kellogg Company lost around 500 jobs, with the number of employees dropping from 2,500 to 2,000 between 2014 and 2023. Additionally, Firekeepers Casino lost around 70 jobs. Meanwhile, Denso Manufacturing Michigan gained 200 jobs, increasing from 2,300 employees in 2014 to 2,500 employees in 2023.

Figure 5. Jobs by Distance/Direction



	2021 Count	2021 Share
Total All Jobs	1,903	100.0%
Less than 10 miles	939	49.3%
10 to 24 miles	366	19.2%
25 to 50 miles	244	12.8%
Greater than 50 miles	354	18.6%

Table 12. Major Employers Near the City of Springfield, *2023*

Employer	Employees
II Stanley Company, Inc.	609
Michigan Air National Guard	650
Kellogg Community College	709
Fort Custer Training Center	823
Bronson Battle Creek	1,360
Hart-Dole-Inouye Federal Center	1,500
Veterans Affairs Medical Center	1,670
Firekeepers Casino	1,730
Kellogg Company	2,000
Denso Manufacturing Michigan	2,500

Source: Battle Creek Comprehensive Annual Financial Report, 2023

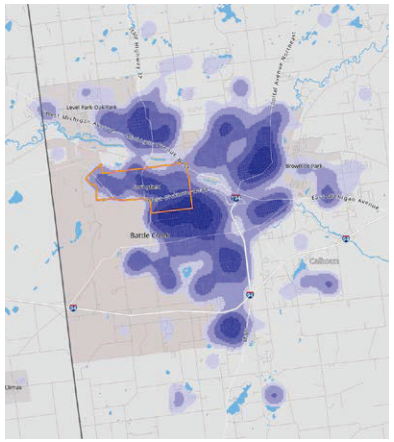
Figure 6 reflects an analysis of 2021 employment data from the U.S. Census OnTheMap platform. Jobs in and around Springfield are concentrated in a few key clusters, with the highest job densities reaching 43–64 jobs per square mile. While Springfield has some local employment concentrations, the broader job market is heavily influenced by the City of Battle Creek immediately to the southeast. Battle Creek serves as the regional employment hub, with large job clusters that draw Springfield residents into its industrial, commercial, and service sectors.

Commuting data presented in Figure 5 reinforces this connection: nearly half of Springfield's workers (49.4%) travel less than 10 miles for work, a pattern largely explained by the short distance to Battle Creek's major job centers. About one-third of residents travel between 10 and 50 miles, while nearly one in five commute more than 50 miles, reflecting ties to regional job markets beyond Calhoun County. Travel time to work data in Table 13 further illustrates Springfield's local advantage, with nearly 58% of residents commuting fewer than 15 minutes and nearly 85% traveling less than 25 minutes. This proximity to Battle Creek allows Springfield residents to access a diverse set of job opportunities while still benefiting from relatively short commute times.

Table 13. Travel Time to Work

Travel Time to Work	Percentage
Less than 10 minutes	24.9%
10 to 14 minutes	32.6%
15 to 19 minutes	16.5%
20 to 24 minutes	10.8%
25 to 29 minutes	5.3%
30 to 34 minutes	4.5%
35 to 44 minutes	2.2%
45 to 59 minutes	1.1%
60 or more minutes	2.1%

Figure 6. Jobs Per Sq. Mile



Educational Attainment

Table 14 shows the educational attainment of persons in the City of Springfield, the City of Battle Creek, and Calhoun County for 2010 and 2022. 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.

For the population ages 18 to 24 years, the percentage of persons in Springfield with less than a high school education dropped sharply over the course of the previous decade. Springfield went from the comparison community with the lowest level of education attainment to having similar or higher levels of educational attainment to surrounding communities. 44% of Springfield residents in this age group have attended some college or have an associate's degree, compared to 33.5% of Battle Creek residents and 32.3% of Calhoun County residents.

For persons ages 25 years and older, Springfield has similar levels of educational attainment in comparison to nearby communities with the exception of those who hold a bachelor's degree. The population aged 25 years and older in the City of Battle Creek and Calhoun County have a bachelor's degree attainment of 13.7% and 15.8%, respectively, while 3.9% of Springfield residents aged 25 years and older have bachelor's degrees. For both age brackets, the percentage of those in Springfield who hold a bachelor's degree or higher has decreased from 2010 to 2022. Further investigation should be done to examine why bachelor's degree attainment has declined for both age brackets in Springfield.

A statistic of note is that in 2022, 6.1% of residents in the City of Springfield ages 25 years and over have not completed a 9th grade education; this figure is higher than the City of Battle Creek (2.6%) and Calhoun County (1.9%). This is slightly higher than the percentage of Springfield residents aged 25 and older who have not completed a 9th grade education in 2010 (5.3%). However, the percentage of those aged 25 years and older who have received their high school diploma or equivalency remained about the same, from 41.3% in 2010 to 41.2% in 2022.

However, for residents aged 18 to 24, the percentage of those who have not completed a 9th grade education has decreased significantly from 2010 to 2022. In 2022, 3.8% of Springfield residents in this age group had not completed a 9th grade education compared to 31.0% in 2010. Battle Creek and Calhoun County also experienced a decrease in the population aged 18 to 24 who have not completed a 9th grade education, although to a lesser extent than the City of Springfield. This corresponds with a large percentage of those aged 18 to 24 who have received their high school diploma or equivalency in Springfield, from 40.8% in 2010 to 52.2% in 2022.

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 2010, 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 lower than both Battle Creek and the county in 2010; currently, the percentage in Springfield is higher than both Battle Creek and the county. This is a very favorable trend. For the same age group, the percentage of persons obtaining a bachelor's degree or higher has decreased from the year 2010 which is consistent with the county but not with Battle Creek as a comparison, which can be viewed as a negative trend.

For those aged 25 years and older, a lower percentage have obtained a college degree compared to both residents of Battle Creek, and the county, for the years 2010 and 2022. While this may be viewed as an unfavorable trend, the percentage of associate's degrees increased somewhat for Springfield from 2010 to 2022.

The percentage of persons ages 25 years and over in the City of Springfield who have not completed a 9th grade education has increased from 5.3% in 2010 to 6.1% in 2022 which may be seen as an unfavorable trend. The percentage of persons who have not completed a 9th 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 9th 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 post-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 14. Educational Attainment – *City of Springfield, City of Battle Creek, and Calhoun County (2010 and 2022)*

	Springfield				Battle Creek				Calhoun County			
	2010		2022		2010		2022		2010		2022	
	#	%	#	%	#	%	#	%	#	%	#	%
Population 18-24												
Less than high school graduate	142	31.0%	20	3.8%	1,334	28.4%	796	18.8%	2,537	20.3%	1,383	12.2%
High school graduate (includes equivalency)	186	40.8%	274	52.2%	1,696	36.1%	1,634	38.5%	4,810	35.6%	6,113	53.9%
Some college or associate's degree	114	25.1%	231	44.0%	1,457	31.0%	1,419	33.5%	4,873	39.0%	3,667	32.3%
Bachelor's degree or higher	14	3.1%	0	0.0%	206	4.4%	390	9.2%	637	5.1%	176	1.6%
Population 25 years and over												
Less than 9th grade	187	5.3%	197	6.1%	1,374	4.0%	916	2.6%	3,271	3.6%	1,776	1.9%
9th-12th grade, no diploma	478	13.5%	406	12.5%	3,333	9.7%	2,583	7.4%	8,541	9.4%	4,683	5.1%
High school graduate (includes equivalency)	1,462	41.3%	1,337	41.2%	11,513	33.5%	11,957	34.3%	31,347	34.5%	31,689	34.6%
Some college, no degree	743	21.0%	858	26.4%	9,142	26.6%	8,720	25.0%	21,514	25.4%	21,750	23.7%
Associate's degree	276	7.8%	264	8.1%	2,680	7.8%	3,272	9.4%	7,632	8.4%	9,892	10.8%
Bachelor's degree	269	7.6%	125	3.9%	4,124	12.0%	4,775	13.7%	11,176	12.3%	14,438	15.8%
Graduate or professional degree	127	3.6%	57	1.8%	2,165	6.3%	2,590	7.4%	5,906	6.5%	7,431	8.1%

Source: US Census Bureau, American Community Survey 5-Year Estimates 2010, 2022.

Chapter 3:
Goals and Objectives

Introduction



The City of Springfield Master Plan proposes goals and actions based upon the input gathered from:

- Current planning and zoning trends in the city.
- Regional planning and zoning trends and hot topics.
- Demographic and existing conditions analysis.
- Input from city staff and officials.
- Input received from a community-wide survey.

The goals recommended by the Master Plan are intended to be realistic, and yet visionary. The Master Plan is intended to shape land use decisions and policies for upcoming 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.

Objectives follow each goal and are intended to provide specific implementation tools to accomplish goals. The “Goals and Objectives” 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. Industrial Development / Redevelopment
5. Transportation and Pedestrian Circulation
6. Community Identity / Gateways / Gathering Places / Placemaking

Goal 1:
Natural Features and Environment

Objectives

1. Ensure City of Springfield policies include development and maintenance procedures that consider the city's natural amenities as a component of the development review process.
2. Preserve and protect all natural resources and sensitive environments where possible.
3. Preserve and enhance riverfront space for future public recreation opportunities.

Goal 2:
Residential Development, Missing Middle Housing, and Neighborhood Character

Objectives

1. Improve neighborhoods where the desired character has diminished over time.
2. 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.
3. Consider policy development, or connecting resources, to assist residents with aging in place efforts.
4. Develop minimum standards for redevelopment in residential streets and neighborhoods, such as sidewalks, bike lanes, street lighting, neighborhood signage, and other elements.







Goal 3:
Commercial Development

Objectives

1. Preserve and enhance the unique neighborhood retail and service areas in the City of Springfield.
2. Improve the general appearance of all commercial corridors in the city to create a more unified and welcoming business environment.
3. Continue to build and foster relationships with local business owners in the city to ensure future policies are complimentary with business operations, while also improving the aesthetic character and accessibility of commercial businesses.
4. Improve the safety of pedestrians and drivers crossing and traveling along all commercial corridors.

Goal 4:
Industrial Development/ Redevelopment

Objectives

1. 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.
2. Provide flexibility that responds to market trends while maintaining quality of appearance and performance within industrially zoned areas.
3. 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.
4. Ensure existing industrial businesses are considering environmental factors prior to any expansion of activities.

Goal 5:
Transportation and Pedestrian Circulation

Objectives

1. 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.
2. Consider traffic patterns and access management with all development and redevelopment activities.
3. Consider the inclusion of public transportation alternatives in the city, where applicable.
4. Continue fostering relationships with applicable county and state agencies for future road improvement projects.
5. Consider all modes of transportation when implementing new development or redevelopment opportunities and projects.
6. Develop a plan to connect major regional pedestrian and bike facilities to one another.
7. Collaborate and work with the Transportation Authority of Calhoun County (TACC) to improve transit in the city.

Goal 6:
Community Identity, Gateways, Gathering Places, & Placemaking

Objectives

1. 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.
2. Consider area(s) in the city that may be appropriate for future public gathering space, such as the “municipal campus” area on Avenue A and Helmer Road.
3. Develop placemaking strategies that help to create a sense of unique identity in Springfield. Keep the branding consistent throughout.



Chapter 4:
Future Land Use Plan

Introduction

The City of Springfield's land use plan represents the long-range (20 year) vision for growth, development, and redevelopment in the city. As a representation of the preferred land use arrangement for the community, it identifies and defines the major future land use categories as well as the appropriate locations for various uses as envisioned by the city. This plan reflects the goals and priorities identified during the Master Plan process. Springfield's Future Land Use Plan is intended to manage and enhance the desirable components of the city, while supporting the continuation of existing businesses and legacy neighborhoods.

The key concepts of the Future Land Use Plan are as follows:

- Identify areas for future housing development and workforce housing opportunities.
- Support the longevity of existing businesses.
- Encourage redevelopment of vacant and underutilized properties.
- Support appropriate separation of land uses between residential and heavy industrial activities.
- Encourage walkability and bike-ability.
- Enhance the viability of the city's commercial and industrial centers.
- Offer opportunities for mixed uses and traditional mixed use development.

Land Use Themes and Framework

Redevelopment

One of the major themes represented in this Plan is the identification and revitalization of prime redevelopment sites. While the city is generally supportive and in favor of new development, it is recognized that many existing sites are prime locations for redevelopment opportunities.

Throughout the duration of this Plan, the city can initiate conversations with local and state economic development agencies to identify and market vacant or underutilized sites to potential developers. Further, the city should engage with applicable economic development and environmental agencies to assess options for brownfield sites within the city.



Planning for All Stages of Life

AARP advertises several "Livability Guidelines" that assist communities in creating age friendly places. Recognizing the importance of planning for and accommodating residents in all stages of life helps communities thrive and be a more livable place for multiple generations. Tools and resources that can be utilized include:

Place

- Actively seeking and supporting affordable housing
  - Initiate conversations with federally assisted housing providers
  - Allow various housing types such as accessory dwelling units and smaller homes
  - Support age friendly housing such as co-housing, senior housing, and others
  - Promote universal design principles and standards
  - Encourage energy efficient homes
- Develop programs or incentives to assist with renovating existing homes
  - Seek out collaborative opportunities for rehabilitation of existing housing stock
- Support a robust parks and recreation network
- Support a mix of land uses that include residential within close proximity to small local commercial areas
  - Create design standards

Person

» Support federal, state, and local policies that overcome discrimination, especially in terms of the definition of family

» Actively involve people of all ages in planning processes involving aspects such as physical design and social support

» Support age-friendly infrastructure in all public spaces, such as:

- Park pavilions for seating and shade
- Non-motorized pathway material that is durable and not prone to cracks or holes
- Wide, barrier-free playground equipment

Support Network

» Establish a network for residents to connect with appropriate local organizations for supportive services and programming

- Encourage community hubs to serve as one-stop resource centers
- Support the well-being of caregivers

» Participate in a robust public transportation system

- Ensure public transit stops are located within or near housing and local commercial areas
- Seek public funding for specialized transportation, if needed

Successful Components for Age Friendly Communities

Place

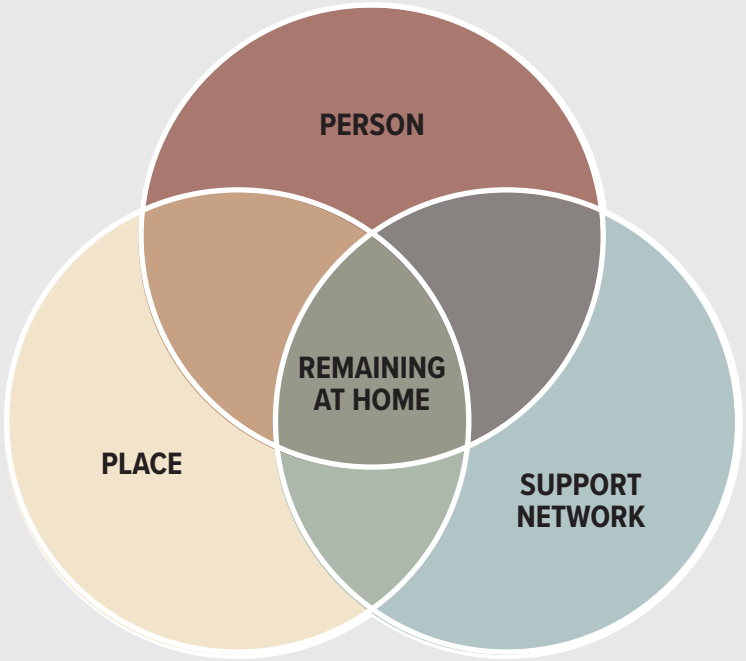
» Residence of Choice
» Home Modification
» Community Environment

Person

» Finances
» Activities of Daily Living
» Preventative Healthcare
» Medical Care
» Spirituality
» Self-Worth
» Recreation

Support Network

» Community Involvement
» Continuing Education
» Transportation
» Family / Friends / Community



Future Land Use Classifications

The following classifications structure the City of Springfield Future Land Use Plan.

Single Family Residential

This Future Land Use classification is intended to encompass the city's existing and planned single-family residential neighborhoods on the northwest side of the city. This residential character is different than the residential character on the southeast side of the city, in that the residential streets and neighborhoods within this planned area generally consist of larger lots, without a "grid-like" street structure. It may also be appropriate, in some circumstances, for residential development of varied density in this category. For example, a mix of traditional single-family detached neighborhood with attached townhomes or detached bungalow courts, on the same site.

Further, this residential land use category is intended to include residential open space development, to preserve the city's natural wetland areas and mature growth trees where the former Springbrook Golf Course is located. The single-family residential area is located a bit further away from popular commercial nodes.

Planned Conditions

Traditional single-family residential neighborhoods or associated parks and/or recreation activities. This can also include passive recreation, with connected bike paths or walking trails, without active play equipment. Future neighborhood development should be connected to one another either by a curving street network, or by sidewalk and/or bike trails. Sidewalks should be implemented on both sides of the street and provide connection to major road corridors outside of neighborhoods. Neighborhood street designs should include connections to one another, while limiting the use of cul-de-sac designs.

Existing natural features should be preserved to the highest extent possible. Higher density, or smaller lots may be appropriate in places to conserve natural features and mature growth trees.

Single & Two-Family Residential

Single and Two-Family Residential Future Land Use category is intended to include single family detached homes, two-family attached homes, and other appropriate "missing middle" housing types. A majority of the city's existing housing stock is included in this category, including the existing residential neighborhoods located on grid patterned streets.

Further, this residential category is in closer proximity to commercial areas and mixed use nodes. In general, this area includes residential homes on smaller lots with higher density and mixed housing types.

Planned Conditions

For purposes of infill development, new development, or redevelopment, new residential land uses can include a variety of housing types. This can include single-family homes, duplexes, bungalow courts, and other similar housing types.

All residential streets in this category should include sidewalks on both sides of the street and sidewalks connecting to nearby public/semi-public uses and commercial storefronts. Streetlights and other elements may also be appropriate here.



Multi-Family Residential

This Future Land Use category is intended to include both existing and planned multi-family development. To expand the city's housing stock and availability, several areas for multi-family development have been identified in the Future Land Use map. These areas include current vacant (formerly industrial) properties, located on the east side of the city, just south of Lafayette Street and north of Avenue A. Given these sites' close proximity to major road corridors, public uses, and commercial centers, multi-family housing is appropriate in these areas.

Multi-family residential future land use category includes traditional apartment complexes and high density attached residential development.

Planned Conditions

For future multi-family residential development, the city should require various quality of life elements with each proposal. This can include public open space, parks and recreation space, on-site amenities such as a pool or clubhouse, and other similar features. General site conditions should include natural features such as robust landscaping, vegetative buffers, and other similar features.

Buildings should be constructed of high-quality materials and a full maintenance plan and ownership plan should be included with proposals to the city for review. Multi-family complexes should also be connected by sidewalk to adjacent roadways.



Manufactured Housing Community

This land use category is intended to include the city's existing manufactured home communities. These land uses are intended to remain. For future enhancement opportunities, sidewalks should be installed to connect these residential communities with adjacent roadways. Further, communal spaces should be elevated, as appropriate.

Corridor Mixed Use

Corridor Mixed Use Future Land Use classification is intended to encourage a varied mix of land uses, such as low intensity commercial, office, personal and professional services, and residential land uses along the 20th Street Corridor. The Corridor Mixed Use category is planned to serve as a transition use of horizontal mixed uses, rather than vertical mixed uses, from the 20th Street/ Goguac intersection node, north, to the Dickman Road general commercial uses. Further, the Corridor Mixed Use designation is planned north of Dickman Road, stretching along parcels with 20th Street frontage up to Avenue C.

The intention with this category is to provide for a variety of uses to generate economic development activities and new redevelopment activities. Planned land uses are intentionally flexible to allow for the ease of redevelopment.

Planned Conditions

The future planned conditions of sites within this Future Land Use category include single family residential development, missing middle housing development, including higher density residential dwellings such as triplexes, and commercial/office uses.

The Corridor Mixed Use development and redevelopment should include high-quality building materials, robust building and site design (including landscaping, lighting, etc.), and rear or side parking areas. Further, given the frontage on 20th Street, redevelopment activities should include sidewalks and considerations given to access management.

Downtown Mixed Use

The intent of this Future Land Use category is to prime the city to create walkable spaces and community nodes within the city with a traditional "downtown" atmosphere. This can include land uses such as light commercial and retail land uses, mixed use developments, such as ground floor retail with upper floor residential or office, light office uses (e.g., professional offices), personal service uses, and higher density residential uses. The Downtown Mixed Use nodes should be walkable and bikeable and contain a variety of both horizontal and vertical mixed uses. It is also the intent of these areas to encourage infill development and flexible redevelopment incentives.

There are two Downtown Mixed Use areas planned. The first is at the intersection of 20th Street and Goguac Street. Here, the current land use fabric and building design consists of minimal setbacks, multi-story development, close adjacent businesses, and other similar conditions. The current fabric of this intersection can lend itself to prime opportunities for redevelopment and reinvestment into a walkable commercial/residential node.

The second area planned for Downtown Mixed Use includes the area surrounding the intersection at Avenue A and Helmer Road. The unique character of this area includes the existing municipal buildings located at the southwest corner of this intersection. Further, other parcels within this planned Downtown Mixed Use area are city-owned, which can offer prime opportunities for purchase and sale for new development. Additionally, this node is within close proximity of residential land uses and schools. This makes the area an ideal location for new mixed use development.

Planned Conditions

Development in the Downtown Mixed Use category should include welcoming facades built from high-quality materials. Sites should be adequately landscaped and parking areas should be located to the side or rear of the site. Buildings should have minimal front yard setbacks from the street. Further, shared parking agreements between businesses are encouraged, so as to reduce the amount of unusable space. These areas will include elevated pedestrian environments, walkable connections to adjacent residential land uses and public uses, such as parks or public gathering space(s).

General Commercial

General Commercial land uses are those that are typically auto-oriented higher intensity commercial land uses. Some examples of this include car dealerships, muffler shops, gas stations, auto repair shops, big box stores, chain stores, and other similar developments. The General Commercial areas in Springfield are planned along both the north and south frontages of Dickman Road.

These land uses tend to be placed on roads with higher traffic volumes and speeds. Additionally, sidewalks and/or bike infrastructure are encouraged within these areas, but not the highest priority, given the land uses are not as pedestrian friendly. Other types of uses, such as office or other similar uses may be appropriate here as well.

Planned Conditions

The built environment of General Commercial areas should emphasize building and site design. This includes robust parking lot and site landscaping, attractive signage, lighting, and building frontages, high-quality building materials, and other similar site features.



Industrial-Commercial

The Industrial-Commercial use category contains light industrial buildings that are similar to existing buildings in the area. Current conditions of these areas in the city are comprised of both higher intensity commercial uses and light industrial uses, such as warehousing, light manufacturing, light assembly, gymnasiums, and other similar types of development that has both light industrial and commercial character. Goods and services may be produced or sold on-site. A notable portion of the Industrial-Commercial future land use category are concentrated on the south side of Dickman Road, just east of the airport, as well as on the north side of Dickman Road, on both the west and east borders of the City of Springfield.

The general intent of this Future Land Use category is to "contain" the heavy industrial land uses in the city. Industrial uses with higher nuisance potential are planned to remain but be confined to defined areas as to provide a more appropriate land use buffer between industrial uses and residential uses.

Planned Conditions

The intent is to complement the light industrial uses, which do not have the harsh environmental, visual, or noise impacts that heavy industrial may have. Industrial uses contribute to the economic and tax base of communities. This Future Land Use category can be accomplished aesthetically with design standards. It is important to distinguish the type of commercial development that is desirable in the Industrial-Commercial area. Commercial development including department stores, pharmacies, specialty grocers, and general groceries, would complement the character of the city. Additionally, commercial uses such as breweries and indoor entertainment (e.g., bowling, laser-tag, mini-golf, indoor recreation, etc.), should be allowed, even though these uses tend to require more space or have industrial-like considerations, such as screening or processing (breweries).

Industrial

The Industrial Future Land Use category includes the city's existing heavy industrial land uses. Acknowledging the city's industrial presence, these land uses are planned to continue, especially considering the economic base and job base these jobs provide. Industrial businesses may include uses such as warehousing, manufacturing, assembly, production, and other similar land uses. Industrial land uses may also include ancillary outdoor storage.

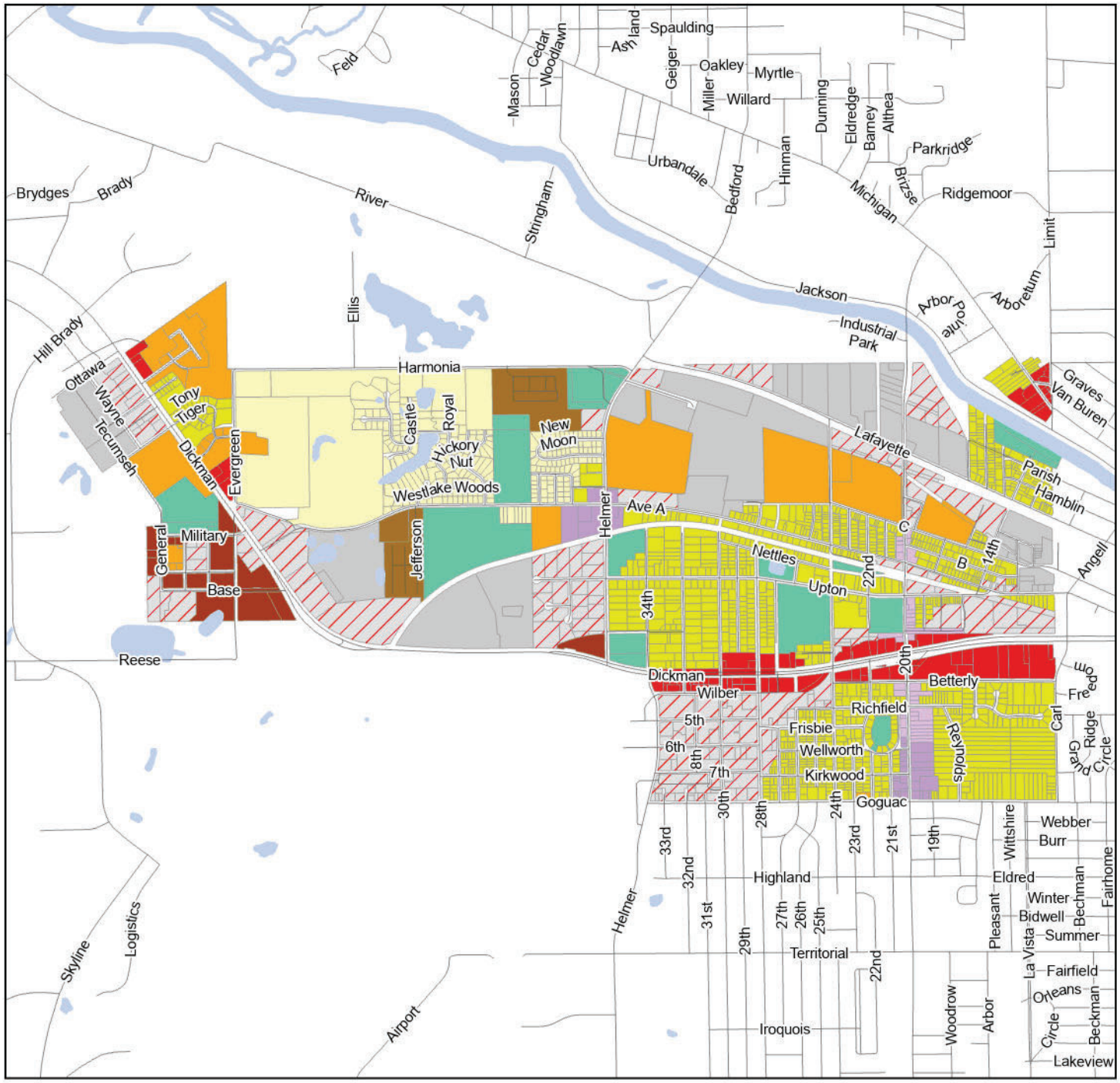
Planned Conditions

Industrial sites in the city should include robust landscaping and buffering techniques. This can include landscaped frontages, buffers, vegetative side-yard screening, and other applicable elements. Any areas that include outdoor storage within an industrial site should be orderly and reduce unsightly materials.

Public/Semi-Public

This land use category is intended to encompass areas that are owned or maintained by the city, or other applicable public entities. This includes parks, cemeteries, schools, community centers, and other similar land uses.





Map 5

Future Land Use

City of Springfield, Michigan

September 22, 2025

LEGEND

- Single-Family Residential Neighborhood
- Single and Two-Family Residential
- Multi-Family Residential
- Manufactured Housing Community
- Corridor Mixed Use
- Downtown Mixed Use
- General Commercial
- Industiral-Commercial
- General Industrial
- Public/Semi-Public
- Military Base/Airport

0 1,500 3,000 Feet

Basemap Source: Michigan Center for Geographic Information, v. 17a.
Data Source: Calhoun County 2124. McKenna 2024.

MCKENNA

Zoning Plan

Relationship to Future Land Use Plan

The following table represents the direct relationship between the Future Land Use Plan and the city's current zoning districts. In general, the Future Land Use Plan and associated categories include a high-level vision, to be achieved through zoning. In some cases, the recommendation is to enhance the city's existing districts to achieve the overall land use vision. In other cases, a new zoning district may be recommended entirely.

Table 15. Land Use Categories and Zoning Districts

Future Land Use Category	Corresponding Zoning District
Single-Family Residential Neighborhood	R-1, One Family Residential
Single & Two-Family Residential	R-3 & R-2, One Family Residential AUH, Attached Urban Housing Residential
Multi-Family Residential	RM-1, Multiple Family Residential AUH, Attached Urban Housing Residential
Manufactured Housing Community	RM-1, Multiple Family Residential
Corridor Mixed Use	MIX, Mixed Use B-2, General Commercial CR, Commercial Residential
Downtown Mixed Use	MIX, Mixed Use
General Commercial	B-2, General Commercial
Industrial-Commercial	IRT, Industrial/Research/Technology B-2, General Commercial
General Industrial	IRT, Industrial/Research/Technology
Public/Semi-Public	All Districts
Military Base/Airport	IRT, Industrial/Research/Technology B-2, General Commercial

Zoning Recommendations

Residential District Recommendations

1. 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. Combine and consolidate the R-2 and R-3 Districts. Both Districts function essentially the same and have the same permitted uses.
3. Amend the permitted uses (and special land uses) in the R-2 District with the following recommendations:
    - Permit duplexes
    - Permit triplexes
    - Remove farms
    - Remove golf courses
    - Permit accessory dwelling units
    - Permit bungalow courts and townhomes
    - Remove private swimming pools (these are accessory uses)
4. Review landscaping and screening requirements to ensure robust vegetative screening and/or fencing between residential and non-residential uses.
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.
6. Determine if a need exists for additional senior citizen housing or assisted care facilities.
7. Allow for residential units on the upper floor of existing and new commercial and office uses.
8. Review current zoning regulations for barriers to creative or alternative housing concepts such as “tiny houses.”
9. Evaluate the maximum density for multi-unit developments in higher density residential districts.

Commercial District Recommendations

1. Review the regulations, permitted uses, and special land uses allowed in all business districts, to increase vitality and expand options for business owners and customers.
2. Review regulations for the, B-1, Local Business and B-2, 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.
3. Develop robust regulations for building and site design standards for all commercial districts. This includes elements such as (but not limited to):
    - Landscaping (frontage, parking lot, general site landscaping)
    - Lighting (light fixture height, foot-candles, fixture types)
    - Dumpsters (location, setback)
    - Signage (size, height, permitted materials)
    - Outdoor storage of materials (setbacks, height, screening, enforcement procedures)
4. Develop access management standards as part of the Zoning Ordinance site plan review procedures to regulate and require safe driveway spacing, driveway widths, parking lot connections, front service roads, parking lot aisles, and the closures of unsafe driveways.
5. Require pedestrian facilities and connections to and from all commercial sites.
6. Evaluate minimum and maximum parking requirements of all commercial districts to ensure the city is not requiring unnecessary parking and expansive underutilized parking lots.
7. Eliminate the OS, Office Service District. Office land uses can be permitted in commercial, mixed use, and industrial districts. There is less demand for office land uses in recent years.
8. Consider permitting other land uses within the commercial districts that may be applicable, such as live-work units or maker spaces.
9. Eliminate the CR, Commercial Residential District. These land uses can be consolidated with the Mixed Use district.
10. Review and update requirements for temporary events and seasonal businesses.

Industrial District Recommendations

1. 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.
2. Review site design requirements for industrial land uses to ensure adequate landscaping, signage, lighting, façade appearance, screening of outdoor storage, and other design components that will promote further industrial investment in the city.
3. Continue to market the Helmer Farms Business Park through the use of existing economic incentives and the creation of new incentives.
4. 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 (RRC).
5. Review minimum (and maximum) parking requirements to ensure parking lots are right sized for future (re)development.

Other Zoning Recommendations

1. Design a zoning district, with robust architectural and site design standards, to implement the "Downtown Mixed Use" vision.
2. Review permitted uses in the current Mixed Use District to ensure the flexibility of land uses to generate (re)development activities.
3. Ensure all site plan review and special land use procedures and requirements are clear and comprehensive.
4. Review code enforcement procedures to ensure all processes are clear and enforceable.
5. Review and update (as applicable) sections relating to the roles and responsibilities of the Planning Commission, Zoning Board of Appeals, Zoning Administrator, City Council, and other bodies as it relates to zoning ordinance processes.

Future Transportation Plan



Sidewalks

The following recommendations pertain to the sidewalk network in the City of Springfield:

1. Collaborate with the Michigan Department of Transportation (MDOT) 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. Implement the city's sidewalk improvement plan to construct new sidewalks and fill gaps in the existing sidewalk system. Consider where priorities for enhanced walkability exist. Priorities may include:
    - Connections to schools, community centers, and other similar uses
    - Neighborhood connections to one another
    - Connections from residential streets/neighborhoods to adjacent commercial businesses
    - Connect commercial businesses to one another via sidewalks
    - Assess where mid-block crossing may be appropriate
    - Implement pedestrian facilities along busy road corridors to enhance pedestrian safety
6. Create more connections to all city owned parks and properties.
7. Consider grant programming, such as the Safe Routes to Schools grant, to connect neighborhoods to schools.

Bike Infrastructure

To ensure the City of Springfield offers opportunities to expand the non-motorized network, in addition to sidewalks, consider the following recommendations as it relates to bike infrastructure:

1. Evaluate the most frequently biked corridors in the city to prioritize bike infrastructure improvements.
2. Prioritize improvements to create bike connections to important community destinations, such as schools, civic buildings, local businesses, and employment hubs.
3. Consider varied methods of bike infrastructure to areas where they are most applicable, such as shared bike lanes, paved shoulders, on-street bike lanes, separated pathways, and other methods.



Chapter 5:
Action Plan

A Master Plan is at its strongest and most actionable when specific implementation tasks and strategies are included and described in detail. The Action Plan serves as a comprehensive guide, delineating a systematic, step-by-step outline of implementation tasks meticulously crafted to propel the overarching goals of the Master Plan forward.

Each identified step within the plan is timebound, introducing a strategic timeline to ensure efficient execution of the outlined initiatives. By intertwining time-sensitive actions with strategic partnerships, the intent is to provide a robust roadmap to navigate the complexities of the implementation process. The Action Plan is an instrumental tool, not only guiding but also coordinating a cohesive and dynamic strategy aimed at accomplishing the comprehensive vision laid out in the Master Plan. The Action Plan describes the step-by-step actions that can be taken by city officials, staff, and partners to achieve the goals and objectives, strategies, and future land use as described in this plan.

Goal 1:
Natural Features and Environment

Theme	Implementation Measures	Time Frame
Ensure each new and existing development in the city is well-landscaped with visually pleasing and welcoming decorative elements.	Maintain city records on property landscaping or nuisance violations.	Ongoing
	Assist property owners with beautification programs and measures as applicable.	Ongoing
	Ensure newly proposed developments, or renovations to existing developments, are compliant with the city's landscaping and screening ordinances and promote high-quality landscaping in the city.	Ongoing
Encourage sustainability elements throughout the city.	Ensure all new developments include sustainable elements such as native plantings, permeable pavement and parking lots, LED lights, and more.	Ongoing
	Promote city-wide recycling opportunities.	Ongoing
Incorporate city-wide beautification elements whenever feasible.	Target certain corridors to enhance beautification measures, such as street trees, landscaping elements, decorative elements such as banners and lamp posts, planter baskets, and more.	1-3 years
	Consider funding opportunities for said beautification measures.	5-7 years
Maintain and preserve the city's existing parkland and outdoor recreation resources.	Continue to upkeep and allocate staff and financial resources to preservation of existing city parkland and outdoor recreation.	Ongoing
	Assess and prioritize which parks are in need of equipment and other upgrades or enhancements.	1-3 years
Assess and prioritize areas that may be revitalized for outdoor recreation, such as parks, ball fields, playgrounds, dog parks, and more.	Assess various lots/properties that can be utilized for future public recreational uses and expansion to the park system.	5-7 years

Goal 2:
Residential Development, Missing Middle Housing, & Neighborhood Character

Theme	Implementation Measures	Time Frame
Maintain and elevate the city's standing as a place that provides safe, attractive, and vibrant neighborhoods that can accommodate residents at all stages of life.	Implement the AARP livability guidelines.	Ongoing
	Prioritize livability principles and research potential funding sources that could be utilized to achieve these goals.	Ongoing
	Preserve and maintain the city's successful residential neighborhoods, including code enforcement procedures, sidewalk connectivity, mechanisms for redevelopment, and others.	Ongoing
	Seek out state and federal designations, such as the Age Friendly Communities designation. These programs can be utilized to assist with funding opportunities to implement age friendly infrastructure and projects.	5-10 years
Encourage residential developments which are needed by persons of all abilities, ages, and backgrounds.	Ensure all proposed residential developments and redevelopments are inclusive for all individuals. Such as implementing universal residential building design standards.	Ongoing
	Define and identify areas for new housing development, most notably, workforce housing developments, to complement the city's industrial base.	1-3 years
	Continue partnering with local and regional agencies (such as the Michigan State Housing Development Authority) to identify and implement new housing opportunities in the city.	Ongoing
Update the city's Zoning Ordinance to reflect the housing and residential goals in this plan.	Implement the residential zoning recommendations described in this Plan.	1-3 years
Retrofit underutilized or vacant commercial areas, parking lots, or industrial areas for unique, modern, and creative housing options.	Identify underutilized commercial parking areas in the city.	1-3 years
	Determine and identify diverse housing types that should be added to the city's housing stock (ex. townhomes, duplex, quadplex, etc.).	1-3 years
	Prioritize retrofitting underutilized parking areas that are within proximity to neighborhoods, schools, parks, and other community hubs.	1-3 years
	Research and seek potential funding or economic development incentives to encourage the retrofitting of those underutilized areas.	5-6 years

Theme	Implementation Measures	Time Frame
Maintain and enhance the several small-scale neighborhood nodes as walkable service nodes that serve the immediate community.	Identify the neighborhood nodes with the most pedestrian traffic and crossings.	1-3 years
	Prioritize the neighborhood nodes that need sidewalk enhancements.	1-3 years
	Engage the County Road Commission and MDOT (as needed) on the implementation of fitting major corridors with sidewalk facilities (or enhance existing sidewalk facilities) and pedestrian crosswalks to increase pedestrian safety.	5-10 years
	Research and seek funding opportunities for pedestrian and other non-motorized enhancements to ensure safe and accessible travel to neighborhood nodes, as well as from one neighborhood to another.	5-10 years
	Ensure neighborhood nodes are welcoming and inclusive for individuals of all backgrounds.	1-3 years
Create and increase citywide efforts that provide opportunities to enhance and revitalize vacant, underutilized, or aging housing stock where needed.	Revisit and update (as needed) the city's code enforcement procedure to ensure it's a comprehensive and effective process.	1-3 years
	Create and provide programs or assistance for homeowners to update and maintain aging homes.	5-6 years
	Identify areas where vacant homes are located and prioritize revitalization efforts.	5-10 years

Goals 3 and 4: **Commercial Development, and Industrial Development/ Redevelopment**

Theme	Implementation Measures	Time Frame
Ensure all community commercial nodes in the city are accessible to patrons of all ages, backgrounds, incomes, and physical capabilities – for both motorized and non-motorized travelers.	Identify the gaps in the city's bike and pedestrian transportation system. Create/update a citywide non-motorized plan as needed.	1-3 years
	Identify intersections and sidewalk stretches that may be cumbersome for individuals with disabilities to travel.	1-3 years
	Determine each crosswalk and sidewalk is safe and accessible for individuals with varying mobility needs.	5-7 years
Support and create a wide variety of commercial, industrial, and business diversity in the city.	Continue to foster relationships with current business owners.	Ongoing
	Identify the gaps in the city's retail market.	5-7 years
	Identify potential locations for new businesses (ex. vacant buildings, underutilized parking areas, outlots, etc.).	1-3 years
	Provide programs or research economic development incentives for new retail businesses.	5-7 years
	Assist and encourage local businesses to grow with the shift in consumer trends (ex. online shopping availability, outdoor dining establishments/ opportunities).	Ongoing
	Ensure commercial land uses are not over-allocated in the city.	Ongoing
	Offer flexible permitted uses in applicable commercial and industrial districts to spur new development and investment in the city.	1-3 years
Continue to support and foster relationships with commercial business owners and industrial business owners to maintain their presence in the city.	Identify various industry sectors that may be interested in the vacant industrial properties within the city. This may include an economic development/market analysis.	Ongoing
	Continue to be available for business owners and assist them with growth and maintenance where applicable.	Ongoing
	Advertise available properties to local business owners and large area employers to establish a presence in Springfield.	1-3 years
Ensure commercial nodes and corridors in the city are attractive, well-maintained, and right-sized for the Springfield population and consumer profiles.	Implement the commercial district Zoning Ordinance recommendations as described in this Plan.	1-3 years

Goal 5:
Transportation and Pedestrian Circulation

Theme	Implementation Measures	Timeframe
Maintain the current transportation system in the City of Springfield to ensure all roadways are safe, accessible, and high-quality.	Continue working relationships with local road agencies to maintain road network.	Ongoing
	Identify and prioritize roadways that are in need of repair as needed.	Ongoing
	Seek funding opportunities to accomplish road repairs.	Ongoing
	Correct high accident intersections.	Ongoing
Continue to foster relationships with local road agencies to maintain and enhance state and county roadways, where applicable.	Schedule regular meetings to discuss current and future road enhancement or repair projects.	Ongoing
Assess current public transit routes and stops and explore opportunities for future enhancements to the public transportation system in the city—especially to popular employment centers and residential hubs.	Foster relationships with local public transit agencies.	Ongoing
	Assess current public transit routes in the city (ridership, number of stops, frequency, location of stops, etc.).	1-3 years
	Identify areas where public transit stops may be needed (ex. near major residential developments, multi-family developments, grocery stores, municipal buildings, large area employment centers, etc.).	5-7 years
	Work with public transit agencies to determine feasibility of new stops or routes.	7-10 years
Plan for and assess opportunities for non-motorized transportation alternatives, such as widened paved shoulders, bike lanes, bike routes, and others.	Identify routes in the city where cyclists travel at faster speeds or commuters utilize frequently.	1-3 years
	Assess the applicability of fitting those identified routes with widened paved shoulders (at least 4 feet), separated bike lanes, or special pavement markings.	5-7 years
	Seek funding opportunities and create a fundraising plan that can be used to implement bike infrastructure on popular cycling routes.	5-7 years
	Work to close all gaps within the city's sidewalk network as to create a connected citywide sidewalk system. This includes Zoning Ordinance amendments, grant funding, and other mechanisms.	Ongoing
	Determine a schedule for priority sidewalk locations and maintenance tasks/ schedules.	1-3 years
Continue to support newly emerging transportation technology in the city.	Ensure the city is well-connected to changing trends in transportation by means such as supporting ride-sharing and carpooling application technology.	Ongoing
Target and prioritize areas and corridors for non-motorized trails.	Prioritize ideal routes for separated pathways/non-motorized trails in the city, as applicable.	Ongoing
	Consider allocating CIP funds for trails and other outdoor recreation opportunities (including maintenance).	Ongoing
	Seek other state, federal, and local funding opportunities separated pathway/ non-motorized trail development and create a fundraising plan.	Ongoing

Goal 6:
Community Identity, Gateways, Gathering Places, & Placemaking

Theme	Implementation Measures	Timeframe
Elevate Springfield's position in Calhoun County as the ideal place to live, work, and play.	Develop a marketing strategy to attract new residents and businesses in the city.	1-3 years
	Implement TIFA D Amended Development Plan.	5-7 years
	Develop a plan for redevelopment of priority sites within the city.	1-3 years
Enhance and maintain the city's unique character, while fostering relationships with neighboring communities.	Create a unique identity to the City of Springfield, but also ensure connections to other important regional features are addressed, such as parks and recreation facilities.	Ongoing
	Identify areas within the city that can be utilized for public gathering spaces, as new investment comes into the city.	5-7 years
Establish and enhance the city's gateways that create a strong sense of identity and arrival.	Develop distinctive gateway features along the corridors and nodes identified through the 20th Street Corridor Plan, incorporating signages, public art, lighting, welcome signs and streetscape enhancements.	5-7 years
	Improve existing gateways through placemaking and branding efforts which is supported by landscape enhancements to create a welcoming city image.	5-7 years
	Establish an effective and sustainable maintenance plan for these gateways and their elements ensuring long-term upkeep and collaboration with local businesses, city groups and municipal departments.	5-7 years

City of Springfield Potential Funding Opportunities

ORGANIZATION	GRANT DESCRIPTION	ELIGIBLE PROJECTS			MAXIMUM AWARD	DEADLINE(S)
State Grants						
Michigan Department of Transportation (MDOT) Transportation Alternatives Program (TAP)	This State grant derives from Federal funding received mainly from gas taxes. Applicants must be an Act-51 Agency, and awards are typically given to projects with regional significance, such as providing connections to other regional trails.	Non-motorized pathways Shared traffic lanes	Paved shoulders Boardwalks	Bridges Sidewalks	Varies depending on project costs and matching funds	Whenever available
Michigan Department of Natural Resources Trust Fund (MNRTF)	Applications are scored on a point system with established criteria such as proximity to urban areas, regional significance, applicant's financial need, and environmental influence.	Non-motorized pathways	Land acquisition		$300,000	April 1st each year
Safe Routes to School - Mini Grant	Mini grants are a programming only grant designed to assist with the development of a walking, biking, and active transportation culture among students.	Walking school bus program Incentive program	Remote drop site	Bike rodeos	$10,000 per school, $100,000 per school district with 10 or more schools	Early March each year
Safe Routes to School - Major Grant	This is an infrastructure grant that assists local units of government, or school systems, in implementing safe and connected pedestrian or bike infrastructure. This is to promote active transportation alternatives for students to get to school.	Sidewalks	Crosswalks		$200,000 - $210,000	9 weeks before Application Review Committee Meetings
DNR Passport Grant	This grant opportunity funds the development or upgrade of recreation facilities. The applicant must have a minimum of 25% match.	Picnic areas Trails	Campgrounds Existing facility renovation	Boating and fishing areas	$7,500 - $150,000	April 1 each year
DNR Land and Water Conservation Fund	This grant assists with funding the development of public outdoor recreation projects. A minimum of 50% match is required.	Picnic areas Trails	Beaches Boating access		$300,00 - $500,000	April 1 each year

ORGANIZATION	GRANT DESCRIPTION	ELIGIBLE PROJECTS			MAXIMUM AWARD	DEADLINE(S)
State Grants						
MDOT - Federal Local Safety Program	This program is designed to assist communities with road improvement projects in various ways.	Corridor projects Slope flattening	Bridge improvements Traffic improvements	Guardrails	Funding will be provided at a maximum of 80% of construction project cost	N/A
MSHDA - Community Development Block Grant	Funds are used to provide grants and loans to non-entitlement units of general local government.	Homeowner Improvement Project (HIP) preserves affordable owner-occupied housing. Demolition/ Redevelopment/Resale (DRR) allows for the use of a vacant, residential parcel recently cleared through the use of demolition, in conjunction with the redevelopment and resale of single family housing. Both programs serve households at or below 80% area median income (AMI).			$25,000 - $2 M depending on experience	N/A
MEDC - Michigan Business Development Program	The program is designed to provide grants, loans and other economic assistance to businesses for highly competitive projects in Michigan that create jobs and/or provide investment and results in a net-positive return to Michigan.	MSF support in the form of a grant will be performance based, with preference given to eligible businesses seeking to locate or expand in Michigan rather than in another state.			N/A	N/A
MiCorps Volunteer Stream Cleanup Program	The purpose of this grant is to support local units of government in their efforts to clean up garbage from Michigan's rivers, streams, and creeks. This program is funded by fees from the sale of Michigan's specialty water quality protection license plates, available from the Secretary of State's Office.	Garbage cleanup in rivers, streams, and creeks			$500 - $5,000	N/A
MiCorps Volunteer Stream Monitoring Program	This grant assists local units of government, nonprofit organizations, and federally recognized tribes in monitoring benthic macroinvertebrates as well as assess habitats in wadeable streams and rivers.	Startup Grants: These grants are for organizations that seek to learn the MiCorps monitoring protocols and set themselves up to submit successful Implementation grant proposals in future years.	Implementation Grants: These funds support volunteer training and macroinvertebrate data collection for the purpose of assessing water quality that helps state and local efforts to protect and manage water resources. Grants may be used to fund a monitoring coordinator and/ or to buy water quality monitoring supplies.	Maintenance Grants: These one-year grants are for groups that are already monitoring with MiCorps procedures. Funds can pay for staff time, equipment, and travel to MiCorps trainings and conferences.	Startup: Up to $5,000 Implementation: Up to $20,000 Maintenance: Up to $3,000	N/A

ORGANIZATION	GRANT DESCRIPTION	ELIGIBLE PROJECTS			MAXIMUM AWARD	DEADLINE(S)
Private Grants						
DALMAC Fund	A private cycling organization located in Lansing that awards bike infrastructure grants.	Construction of bike facilities Bike education programs	Bike promotion activities Purchase of bikes and other equipment	Development of bike routes or maps	N/A	March 1st each year
League of Michigan Bicyclists (LMB)	Better Bicycling grants are awarded to help grow bicycling initiatives in Michigan.	Bike safety programs Bike promotion campaigns	Advocacy efforts Innovative projects		$500 - $2,500	Deadlines are updated at the link below: https://lmb.org/initiatives/grants/better-bicycling-grants/
People for Bikes	This organization awards grants for bike infrastructure across the United States.	Bike paths, lanes, trails and bridges	Bike parks and pump tracks	End-of-trip facilities	$5,000 - $10,000	Deadlines are updated on the link below: https://www.peopleforbikes.org/grants

ORGANIZATION	GRANT DESCRIPTION	ELIGIBLE PROJECTS	MAXIMUM AWARD	DEADLINE(S)
Federal Grants				
Department of Education - Student Support and Academic Enrichment Program	This grant is aimed toward improving the use of technology in order to improve achievement of digital literacy for all students.	Broadband adoption	N/A	N/A
EPA - Healthy Watersheds Consortium Grants (HWCG)	Watershed program development projects or local demonstration/training projects. For healthy watershed program development projects, the award should be provided for projects that develop and/or support state, interstate, and tribal healthy watersheds programs.	Development of state, interstate, or tribal healthy watersheds strategies or plans that employ a systems-based, integrated approach to protection; environmental flows assessments; and public outreach and education on the importance of protecting healthy watersheds.	N/A	N/A
NPS - Paul Bruhn Historic Revitalization Grants Program	The Paul Bruhn Historic Revitalization Grants Program is a new Historic Preservation Fund grant program that supports subgrant programs that enable the rehabilitation of historic properties and rehabilitate, protect, and foster economic development of rural communities (less than 50,000 residents).	This program funds preservation projects for historic sites, including architectural and engineering services and physical building preservation through subgrants to communities determined rural by the US Bureau of the Census.	N/A	N/A

Chapter 6:
Appendix

Community Survey Results

The City of Springfield is working on updating the Master Plan as well as their 20th Street Corridor Plan. This includes a period of public engagement and input. The following are the results of their Community Survey posted in April of 2024.

DEMOGRAPHICS

The start of the survey asked about demographic details to get an understanding of who the respondents are. Below are some general statements about the majority of the respondents:

- 43 total responses (between April and June).
- Most are residents of, or own property in Springfield, others shop and dine there.
- Most have lived there over 25 years.
- Most are 45-54 years of age (30.2%) with some respondents aged between 35-44 years old (23.3%).

IMPRESSIONS

The next section talked in general about what the respondents like about the City and what they would like to change. Below is a summary of their responses:

- 46.51% of respondents like the balance between small-town and suburban landscape and 46.51% of respondents enjoy the close proximity to large employment centers such as Battle Creek and Kalamazoo
- Needs to change:

Change Types	Percent	Number
More affordable housing options	14.29%	6
More housing (general)	0.00%	0
More sidewalks and a Citywide connected sidewalk system	50.00%	21
More bike trails and bike paths	35.71%	15
More parks	23.81%	10
Newer housing (current homes are aging)	38.10%	16
More programs for youth and children	28.57%	12
More programs for seniors	26.19%	11
More ordinance enforcement	26.19%	11

More commercial options for shopping and dining	50.00%	21
More jobs	11.90%	5
Too much traffic speeding	50.00%	21
Too much traffic congestion	11.90%	5
Aging industrial and commercial centers	35.71%	15
No opinion	2.38%	1
Short Answer Responses: – Other (please specify) – Communication (other than Facebook) – Enforce ordinances to make houses look better – Upgraded housing – City center – Community garden, wild green space – Road repair – Bus line – Clean up trash, abandoned areas, aging areas – Decrease noise – Water mains – Small grocery	35.71%	15

- Regarding sidewalks, most people wanted more of them throughout the City:
  - I believe sidewalks should be installed throughout Springfield (18.60%)
  - I believe sidewalks should be installed in certain key locations, such as near commercial hubs or schools (16.28%)
  - I believe sidewalks should be installed and the City should maintain them and remove snow (27.91%)
- 76.74% of respondents want enhanced riverfront amenities

HOUSING

The next section of the survey was about housing. The following are general statements regarding respondents' opinions on the options of housing, both present and what they would like to or not to see.

- The majority of respondents felt the housing options were good (39.53% yes, 13.95% no, too high)
- Ratings (1 = least desired and 5 = most desired)
  - 47.62% rated traditional single-family home at a 5
  - 36.59% rated single-family neighborhood at a 4 followed by a 3 and 5
  - 40.48% rated ADU at a 3 followed by a 1
  - 33.33% rated townhomes at a 1 followed by a 3
  - 40.48% rated Cottage Court at a 1
  - 33.33% rated Duplex at a 3 followed by a 1
  - 50% rated apartments at a 1
- 46.51% are in support of city exploring options to expand current housing stock

TRANSPORTATION

The next section of the survey was about transportation, both motorized and non-motorized. The following are general statements regarding respondents' opinions on the current transportation infrastructure and what they wish to see.

- 97.62% use passenger vehicle
- 60.98% wish they could walk more
- 50% do not believe the current public transit system meets their needs. When asked why or why not, most responded within these three general statements:
  - I didn't know there was one
  - Don't use it
  - Bus system needs more stops, hours, reliability, closer to home
- Safety walking or biking along streets:
  - 60.47% feel safe
  - 37.21% do not feel safe
  - More people felt unsafe than safe on Betterly Road, Carl Road, Dickman Road, and Helmer Road
- 51.16% say bike infrastructure does not meet needs. Below are written responses regarding bike infrastructure:
  - More sidewalks (along 20th from Avenue A which is not safe)
  - Bikes not respected
  - What bike trails?
  - Need more
  - More trails down Dickman Road near airport
  - Lack of space to ride
  - Not connected
  - Clean streets
  - Bike parking would be helpful

PRIORITIES FOR THE 20TH STREET CORRIDOR

Priority Examples	High Priority	High-Medium Priority	Medium Priority	Medium-Low Priority	Low Priority	Total
Connecting people to employment centers	35.71%	28.57%	19.05%	4.76%	11.90%	42
Connecting people to schools	45.24%	33.33%	14.29%	0.00%	7.14%	42
Connecting people to parks and open spaces	34.88%	23.26%	25.58%	4.65%	11.63%	43
Connecting people to local and regional trails	26.19%	28.57%	23.81%	7.14%	14.29%	42
Improving sidewalk quality and connectivity	58.14%	16.28%	13.95%	6.98%	4.65%	43
Improving safety at crossings and intersections	66.67%	23.81%	7.14%	2.38%	0.00%	42
Adding mid-block crossings	17.07%	12.20%	46.34%	12.20%	12.20%	41
Improving crosswalk visibility	51.22%	31.71%	12.20%	4.88%	0.00%	41
Improving urban design elements (lighting, trees, benches)	46.51%	25.58%	9.30%	16.28%	2.33%	43
Adding/improving off-street trails and paths	23.81%	23.81%	30.95%	11.90%	9.52%	42
Adding/improving on-street bike lanes	26.19%	16.67%	21.43%	14.29%	21.43%	42
Adding/improving bike parking	14.63%	19.51%	19.51%	14.63%	31.71%	41
Adding electric vehicle charging stations to Adding/improving traffic calming elements (greenway treatments, land narrowing, medians)	11.90%	7.14%	19.05%	14.29%	47.62%	42
Adding ride-hail/drop-off spaces	7.32%	7.32%	24.39%	21.95%	39.02%	41
Developing/redeveloping vacant land along the corridor	50.00%	27.50%	12.50%	2.50%	7.50%	40
Adding/improving green space and open spaces for gathering	47.62%	9.52%	28.57%	4.76%	9.52%	42
Increasing housing along the corridor	4.88%	19.51%	24.39%	14.63%	36.59%	41
Increasing commercial and business uses along the corridor	38.10%	23.81%	19.05%	9.52%	9.52%	42

- Need for new land uses along the 20th Street Corridor:
  - Most desired restaurants (33.33%) and mixed use (21.43%)
- Wish for potential redevelopment sites along the 20th Street Corridor:
  - Most desired mixed-use (42.86%)
- 20th and Goguac Intersection:

- Encourage redevelopment of existing buildings – but preserve current density. (45%)
- Enhance the aesthetic nature of the area (e.g., decorative street lighting, more landscaping, rear parking, benches, trash receptacles, etc.) (30%)

PARKS

- 57.14% of respondents feel they have safe and convenient access to parks
- 48.84% say the park system meets their needs. Those who did not feel the parks meet their needs responded generally within the following statements
  - Dirty and unkept (especially after parties)
  - Old equipment and pavilions
  - Vandalism
  - Need more parks
  - Not many places to walk or bike in the smaller parks
  - Not many
  - More family parks for adult fitness, toddlers to teens, young adult sports

SUGGESTIONS OR IDEAS FOR THE SPRINGFIELD MASTER PLAN AND/OR 20TH STREET CORRIDOR PLAN

- "I believe we need a mixture of commercial, industrial and residential within the corridor. It would be nice to see a revitalization of the area."
- "Sidewalks down 20th to make it accessible for all, as well as the cleaning up of the area. Old buildings gone and replaced with new."
- "Sorry, but I don't think the idea of a 20th street "downtown" is viable."
- "Our roadways are very unsafe for walking, biking, and more children in their own neighborhoods. We have people who don't understand what a stop sign means and drive through them all the time in Orchard Hills neighborhood. Betterly Road is used as a drag strip for young teens to the dealerships along Dickman road."
- "The traffic laws need to be enforced. Not sure why the sheriff's department is not doing the job we pay them for. The level of traffic enforcement is laughable. The cops just sit in their cars watching people treat the roads like a racetrack. Not to mention how many people are actively smoking pot in their cars, no regard for anyone's safety. Make the cops do their jobs and all of the crazy things around here would calm down. Covid is over, get out of the cop cars and work. Also, the "volunteer" fire department, the VA respond faster to everything. Why doesn't Springfield have a full-time fire chief? Someone manning the station every day. That station was better when Scott Ferguson was there."
- "Clean it up, no need to dump money in a area that will sit, and be empty like the farmers market building that is a waste."
- "Please do not allow any more marijuana dispensaries to spread into this area. This problem is already out of control."
- "Would like some kind of focus on a senior center, bike paths so exercise can become a type of family focused activity, and if you develop the old Clark site it would be nice to have paths that go there where

small businesses like ice cream shop, sweet shop, small restaurants…things to help develop a community focus for Springfield."

- "The city REALLY needs to have families clean up their property. Look around and see all the properties that need to be cleaned. A good start was the curb clean up. Plus, wouldn't it be great if we made Springfield a not train horn are like BC. Springfield has too much noise. Trains, semis, training school (WMU), speeding cars and motorcycles, jets, Duncan jets. Put it all together and our minds are never peaceful. Think about it. "
- "increase safety"
- "While preserving and expanding its own identity, the City of Springfield should be sure it is a part of regional economic development activities and partnerships with surrounding municipalities including the City of BC, Bedford Township, Pennfield Township and Galesburg/Augusta/Kalamazoo. Many developed regions are much larger than our multiple metropolitan areas combined. Playing together and collaborating with local governing bodies and regional nonprofits will prove to be a smart move."
- "20th definitely needs a repave in Springfield. Also, better enforcement of the 35-mph speed limit."
- "Clean up existing blight, old cars unlicensed.... junk in yards. tarps for roofing. Un-mowed properties. enforce codes on housing."

Staff Acknowledgments

MCKENNA

235 East Main Street, Suite 105
Northville, MI 48167
mcka.com

John Jackson, AICP	President
Danielle Bouchard, AICP	Project Director
Emily Huhman	Project Planner
Aayush Patel	GIS / Mapping
Callie Garrett	Art Director


CITY OF SPRINGFIELD
MICHIGAN

CITY OF Springfield

RESOLUTION

December 15, 2025 **PC 15-25**

WHEREAS, on December 18, 2023, the Council of the City of Springfield accepted the proposal of McKenna to update the City's Master Plan; and

WHEREAS, the cost of the Master Plan project was paid for by a grant through Michigan State Housing Development Authority Housing Readiness Incentive Program as an alternative funding source; and

WHEREAS, over the last several months consultants, staff, Promote Springfield Committee members, and Planning Commission members have updated the plan; and

WHEREAS, on September 29, 2025, the Planning Commission of the City of Springfield recommended to the City Council to open the required 63-day public comment period, which they did; and

WHEREAS, on December 15, 2025, the Planning Commission held a public hearing to receive public comment in regard to the Master Plan update.

THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SPRINGFIELD to recommend to the City Council to approve the Master Plan, including all maps, as well as all descriptive and other matter used to form the Master Plan.

MOVED: Commissioner Evans

SECONDED: Mayor/Commissioner Burdett

All ayes. Resolution adopted.

I, Kristin R. Vogel, Clerk of the City of Springfield, hereby certify the above and foregoing is true and correct copy of a resolution adopted by the Planning Commission at a special meeting held on the 15th day of December, 2025.

Kristin R. Vogel

January 5, 2026 **R E S O L U T I O N** **No. 02-26**

WHEREAS, on December 18, 2023, the City of Springfield started the process of updating its Master Plan; and

WHEREAS, over the last two years consultants, staff, Promote Springfield Committee members, and Planning Commission members have updated the Plan; and

WHEREAS, THE COUNCIL OF THE CITY OF SPRINGFIELD opened the required 63-day public comment period and received no comments; and

WHEREAS, THE PLANNING COMMISSION OF THE CITY OF SPRINGFIELD held a public hearing on December 15, 2025, to receive public comment and no comments were received.

THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SPRINGFIELD to approve the Master Plan, including all maps, as well as all descriptive and other matter used to form the Master Plan.

MOVED: _____

SECONDED: _____

CITY MANAGER

Kris Vogel, MMC/MiPMC
CITY CLERK

CITY COUNCIL
Harry Burdett, Mayor
Tracey Cummings
Brad Francis
Adam Gregory
Bruce Holcomb
Art Hollingsworth, Mayor Pro-tem
Christy Kincaid

City Council

Item Cover Page

Meeting Date:	January 5, 2026
Agenda Item:	Award - Bid for CHILL Grant Third Party Administrator (TPA)
Recommendation:	Accept bid from Marilyn Smith to serve as City of Springfield's TPA for the CHILL Grant.
Budget Impact:	Cost of Ms. Smith's services are $37,500.00. There is $41,945.00 remaining in our CHILL Grant Administrative budget.
Staff Contact:	Aaron Edlefson, City Manager

Background:

The City's previous TPA for the CHILL Grant resigned on November 30, 2025. An RFP was sent out on December 1, 2025. Two responses were received. One was from Marilyn Smith and the other was from Great Lakes Housing Services.

Supporting Documents

Marilyn Smith TPA Proposal
Great Lakes Housing TPA Proposal
CCRES.03.26

2025 CHILL GRANT – TPA RFP

CITY OF SPRINGFIELD



Submitted by
Marilyn Smith
Smith Housing Consulting
December 12, 2025

SMITH HOUSING CONSULTING
412 West Center Street
Hastings, Michigan 49058
ms.smithhousing@gmail.com
734.341.1866 c
269.798.5903 f

December 12, 2025

Mr. Aaron Edlefson
City Manager, City of Springfield
601 Avenue A
Springfield, MI 49037

Dear Mr. Edlefson:

Enclosed please find my proposal for the City of Springfield's request for a Third Party Administrator for your Michigan State Housing Development Authority CHILL Grant.

I have worked almost exclusively with Community Development Block Grant programs, Since 2004, I have administered CDBG programs in Barry, Ionia, Montcalm and St. Joseph counties, and several CDBG funded rental rehab, homebuyer/purchase/rehab and acquisition/development programs for additional cities with MSHDA and MEDC funding.

Thank you very much for your consideration of my proposal, and it would be a privilege to have the opportunity to work with the City of Springfield and your CHILL grant.

Sincerely,

Emily Smith

Enclosures

SMITH HOUSING CONSULTING

BUSINESS ORGANIZATION

Smith Housing Consulting, LLC
412 West Center Street
Hastings, MI 49058

Marilyn Smith, operating as a sole proprietorship under the name Smith Housing Consulting, resides and manages grant administration out her home in Hastings, Michigan. She has managed CDBG, HOME, NSP 1, NPP, and MSHDA/MEDC grants for over twenty years.

PROJECT TEAM

Administration will be provided by Marilyn Smith, TPA. There has been minimal part-time staff support for small office tasks (updating contractor licenses and insurance), and other tasks totally unrelated to administration of a CDBG grant.

CAPACITY

Marilyn Smith is a Certified Grant Administrator for CDBG grants administered by MEDC as of May 2017 (even though she did CDBG grant administration for MSHDA prior to MEDC required training for CGAs), and has been a Third Party Administrator for MSHDA grants. She is fully capable of handling all aspects of grant administration and environmental reviews (except Environmental Assessments) for CDBG.

STATEMENT OF PROJECT

The City of Springfield is requesting proposals for administration of a CDBG MSHDA CHILL grant.

NEGOTIATOR

Marilyn Smith is the only negotiator for any contracts.



CONSULTANT FEE

Smith Housing Consulting proposes to perform the work as a Third Party Administrator for the City of Springfield's CHILL grant for a fee of $37,500 ($100/375 hours). Since Smith Housing is a Limited Liability Company, management expenses are "part of doing business." Thus, there is no breakdown for gas, paper supplies or other expenses that would be incurred as an administrator under normal employee business projects.

ADDITIONAL INFORMATION/SCHEDULE

Marilyn Smith is immediately available to perform paperwork required for the Tier II reviews.

PROJECTS UNDER CONTRACT
DURING THE LAST FOUR YEARS

VILLAGE OF LAKE ODESSA
Ms. Kathy Forman
treasurer@lakeodessa.org
Village of Lake Odessa
839 Fourth Avenue
Lake Odessa, MI 48849
616/374-7110

CDBG CHILL GRANT
GRANT TO END MARCH 2026

BARRY COUNTY
Mr. Eric Zuzga
ezuzga#@barrycounty.org
County Administrator
Barry County
220 West State Street
Hastings, MI 49058
269/945-1400

CDBG CHILL GRANT
GRANT TO END JANUARY 2026

VILLAGE OF NASHVILLE
Mr. Scott Decker
nashvillewpt@yahoo.com
DPW Director
Village of Nashville
203 North Main Street
Nashville, MI 49073
269/852-9544 (V)

CDBG INFRASTRUCTURE GRANT
COMPLETION MAY, 2022

CITY OF DOWAGIAC
Ms. Amanda Sleigh
acm@dowagiac.org
Assistant City Manager
City of Dowagiac
241 South Front Street
Dowagiac, MI 49047
269/782-0437 (V)

CDBG DOWNTOWN RENTAL HEHAB GRANT
COMPLETION AUGUST 2024

CITY OF DOWAGIAC
Ms. Amanda Sleigh
acm@dowagiac.org
Assistant City Manager
City of Dowagiac
241 South Front Street
Dowagiac, MI 49047
269/782-0437 (V)

CDBG INFRASTRUCTURE GRANT
COMPLETION JUNE 2024

CITY OF ADRIAN
Mr. Greg Elliott
gelliott@adrianmi.gov
City Manager
City of Adrian
135 East Maumee Street
Adrian, MI 49221
517/263-2161 (V)

CDBG DOWNTOWN RENTAL HEHAB GRANT
COMPLETION DECEMBER 2022

CITY OF SOUTH HAVEN
Ms. Debra Davidson
DDA/Communication Director (retired)
City of South Haven
539 Phoenix Street
South Haven, MI 49090
269/214-6470 (V)
Ms. Kate Hosier
khosier@south-haven.com
City Manager
269-637-0775

CDBG FACADE GRANT
COMPLETION July 2019

CITY OF SOUTH HAVEN
Ms. Debra Davidson
DDA/Communication Director (retired)
City of South Haven
539 Phoenix Street
South Haven, MI 49090
269/214-6470 (V)
Ms. Kate Hosier
khosier@south-haven.com
City Manager
269-637-0775

CDBG INFRASTRUCTURE GRANT
COMPLETION December 2020

SMITH HOUSING CONSULTING

Marilyn Smith
412 West Center Street
Hastings, MI 49058
734/341-1866 (c)
269/798-5903 (f)
ms.smithhousing@gmail.com

Experience

Third-party administrator for eighteen years, with contract administration of NSP I, CDBG, HOME and MSHDA funding

- Consultant and administrator of Rental Rehabilitation programs for the Villages of Elk Rapids and Lake Odessa; and the Cities of Adrian, Dowagiac, Hastings, Hudson, Portland, and Three Rivers
  Consultant and administrator of Façade, Streetscape, Infrastructure, and HOME programs for the City of South Haven
- Managed Homeowner Rehabilitation, Homebuyer Purchase Rehab (HPR), and Acquisition Development and Resale (ADR) programs in Barry and Ionia Counties, and the City of Belding
- Administered the Neighborhood Stabilization Program in the City of Three Rivers
- Administered the Neighborhood Preservation Program in the City of Lake Odessa

Trainings/Seminars

- NeighborWorks Conferences on Construction Management
- Green Built
- WARM (Energy)
- Construction Specification Writing
- Lead-safe and Abatement Practices
- Fair Housing Seminars
- Master Gardener

Education

Undergraduate
BS, Environmental Design — Michigan State University
Emphasis on behavioral needs in housing

Graduate
Educational Psychology — Michigan State University
Emphasis on classroom behavior and group development
Facilitation and Design
Emphasis on behavioral space planning

Great Lakes Housing Services Bid Proposal to Serve as the Third-Party Administrator for the Springfield CDBG CHILL GRANT

To: Aaron Edlefson, Springfield City Manager

From: Liz Smith , Housing Development Consultant
Great Lakes Housing Services
Smithl@greatlakeshousing.org

Re: **MSHDA Grant Administrator Proposal**

Date of Submission: December 16, 2025
Submitted via email to aedlefson@springfieldmich.com

Please let the following document serve as Great Lakes Housing Services' s (hereinafter "GLHS") bid proposal to serve as the Grant Administrator for the CDBG Housing Initiatives Local Livability (CHILL) Grant that the City of Springfield received from MSHDA to provide home repairs to low/moderate income owner-occupants. The City of Springfield estimates that each home will receive approximately $25,000 in grant funding for home repairs.

1. The Total Number of Hours for Each Task Contained in the RFP

Based on the scope of work, Great Lakes Housing Services estimates providing the following amount of work needed to complete the tasks associated with the Administration of this CDBG MIN Grant:

Proposed Scope of Work

The scope of work the consultant must be prepared and qualified to provide are as follows:

1. General Tasks

a. Review project files in the City of Springfield's office or digitally so that file sharing can easily occur between City and MSHDA. These files must demonstrate compliance with applicable and federal regulations and CDBG guidelines. The project files must be monitored throughout the program to ensure they are complete, and all necessary documentation is being retained in the City's files.
b. If applicable, assist in collecting and maintaining applicable Section 3 documentation to meet compliance standards.
c. Advise City on format and content of grant metric reports. These reports include, but are not limited to: Progress Reports, Audit Reports, Job Creation Reports and Milestones.
d. Prepare and submit the semi-annual HUD 2516 and HUD 4710 reports.
e. Assist in the preparation of Environmental Review documents and/or administrative paperwork to SHPO.
f. Other general tasks as related to program compliance, including client communications.

Total estimated hours for General Tasks: 100 Hours

2. Financial Management

a. Assist in preparation of Payment Requests at least quarterly in accordance with CDBG's financial management procedures.
b. Advise City on any procedural steps or financial tracking that may be required by MSHDA in addition to their established account procedures.
c. Make progress inspections and confirm local match documentation each time a payment request is issued.
d. Review any Change Orders submitted by the City.
e. Assist City with grant related submissions to MSHDA.

Total estimated hours for Financial Management: 20 Hours

3. Environmental Review

a. If the Determination Level for Environmental Review is Exempt or Categorically Excluded Not Subject To 58.5, the Certified Grant Administrator will assist the City in the preparation of necessary Environmental Review documentation. If the Environmental Review level is determined to be Categorical Excluded Subject to 58.5, consultation with the CDBG Project Specialist is required.
b. Assist the City in providing documentation to CDBG Program Specialist for environmental release of funds for the awarded project.
c. If the Scope changes for a project, assist the City in creating Environmental Review Amendment materials for review by the CDBG Specialist.

Total estimated hours for Environmental Review: 40 Hours

4. Procurement

a. Review required procurement reports and assist the City in obtaining approvals from MSHDA as appropriate.
b. Check necessary procurement records including selection process, advertisements, reasons for selections, minutes of bid openings, etc.
c. Review agreements between City and the Selected Contractor, including verification of required insurance documentation related to the selected contractor.
d. Validate SAM and HUD Limited Deniability Checks related to selected contractor.
e. Provide guidance to City regarding Section 3 documentation.

Total estimated hours for Procurement: 40

5. Construction and Labor Compliance Non-Davis Bacon Projects:

a. Assist City Building Official in bid document preparation to ensure bid specification documentation is consistent with federal regulations and CDBG guidelines.
b. Check payroll documentation (if required).
c. Review Contractor Payment Application materials and verify that sufficient documentation is included for submittal to the MSHDA for reimbursement.
d. Confirm contractor clearances, specific to applicable Lead and Asbestos Abatement.
e. Monitor administrative paperwork to ensure compliance with equal opportunity, labor provisions, and Section 3 requirements. f. Review any inspection reports related to the project.

Total estimated hours for Construction and Labor Compliance: 20 Hours

6. Monitoring and Close Out

a. Attend and Assist City during the MSHDA's monitoring visit(s) [if any].
b. Assist with close-out documentation.

Total estimated hours for Monitoring and Close Out: 10 Hours

Regardless of any deviation in hours listed above, GLHS's proposed bid is based on the total hours needed to complete the project

The Hourly Rate for GLHS's Services to Administer the Grant

GLHS's Housing Consultant Team will provide the services contained in the bid. The team consists of the Vice President of Consulting Services and two (2) housing consultants. Jeff Campbell, the Vice President of Consulting Services, shall be the point of contact, for the administration of the grant. The hourly rate for any member of the consultant team for this project is **$180 per hour**.

This hourly rate includes fringe benefits, any potential material costs, and travel. The bid assumes the following 8 visits to meet with staff, visit the sites, and attend any potential monitoring visits conducted by MSHDA.

2. Proposed Fixed Sum Fee for Administration of the Grant

   At a rate $180 per hour for 230 hours, GLHS is proposing a fixed sum fee of **$41,400** for this bid proposal.

3. A brief history of GLHS and qualifications of each person in the firm who may be assigned to the project.

   Brief History of GLHS

   Michigan Homeowner Assistance Nonprofit Housing Corporation is a Michigan designated charitable organization formed in 2010. In 2024, the organization was repurposed as Great Lakes Housing Services (GLHS) to help fill gaps in the housing ecosystem and assist local communities.

   Affordable housing development is difficult, expensive, and can be risky. Many communities lack the bandwidth to prepare for and/or attract housing development. Similarly, there are non-profit organizations interested in housing development but need guidance and support. In response, in August of 2024, GLHS established a consulting services team to work alongside local units of government and their nonprofit partners to create a clearer path to develop affordable housing. Our leadership and multi-disciplined team work across the state to provide patient, objective, technical services that include:

   - Identifying and eliminating barriers to affordable housing projects, facilitating smoother development processes.
   - Creating tailored strategies are provided to meet the unique needs of each community and their housing projects.
   - Providing zoning, land use, and regulatory compliance guidance to communities.
   - Serving as a third-party administrator for a Unit of Local Government (UGLG) in the oversight, management, and coordination of Community Development Block Grant (CDBG) program funding.

- Managing Down Payment Assistance programs for communities and nonprofits to further affordable home ownership projects throughout the state.

Although GLHS is a new organization, the team has experience implementing and monitoring various state and federal programs to support regulated and unregulated affordable housing. All this information is available at Great Lakes Housing Services at http://greatlakeshousingservices.org.

Below are brief biographies and relevant experience of each member of the GLHS Team that will assist in the administration of your grant :

Ashley D. McLeod – Executive Director

Ashley D. McLeod is the Executive Director of Great Lakes Housing Services, a Michigan-based nonprofit that provides technical assistance, development consulting, and funding strategy support to expand affordable housing across the state. Her career is driven by a deep commitment to economic development, equity, leadership, and operational excellence.

Prior to joining GLHS, Ashley served as Director of National Lending Programs, where she led a team of loan officers and secured $10 million in capital from major institutions to support small businesses and cooperatives. She also served as Senior Program Director at Enterprise Community Partners, deploying capital to emerging developers and supporting their technical assistance needs.

Earlier in her career, Ashley held several roles at the City of Detroit. She managed underwriting for catalytic affordable housing projects and served as project manager for the $130 million Strategic Neighborhood Fund 2.0, an initiative that impacted real estate and infrastructure investment in Detroit neighborhoods. Before her public sector work, Ashley was a consultant with the Boston Consulting Group (Detroit office), where she advised clients on strategic transformation and operational growth.

Ashley holds a BSE in Civil Engineering from the University of Michigan and an MBA from The Wharton School at the University of Pennsylvania.

Jeffrey (“Jeff”) Campbell – Vice President of Consulting Services

Jeff Campbell is the Vice President of Consulting Service for GLHS. Much of Jeff’s career has been dedicated to public service. Currently, Jeff serves as the Third-Party Administrator for the City of Tecumseh in the administration of their MSHDA CDBG Housing Improving Local Livability (CHILL) grant. Tecumseh’s CHILL program

provides homeowner rehabilitation services to low/moderate income residents. Jeff is the point of contact for this project and works out of Metro Detroit.

Prior to his role with GLHS, Jeff was the Village Manager for the Village of Beverly Hills. He previously served as the Assistant City Manager and Community Development Director at the City of Hazel Park. While with Hazel Park, Jeff co-founded and served as executive director for a nonprofit that functioned like a local land bank. Over a six-year period, the organization acquired, rehabbed, and sold over seventy single-family homes. Jeff is dedicated to providing safe, accessible housing to all and is eager to continue working with local municipalities and stakeholders to improve residents' quality of life. Jeff is a resident of Beverly Hills and serves as primary contact for clients on the east side of Michigan.

Jeff also served as the CDBG Administrator for the City of Hazel Park, administering a minor home repair program for low and to moderate income households for a five-year period. He procured environmental assessments, managed lead and abatement removals, procured the home repair contractors, managed resident income verifications, all the CDBG financials, any Davis Bacon requirements, and any additional federal and local program requirements. He also assisted in the management of Hazel Park's Neighborhood Stabilization Program 2 & 3, overseeing major home repairs, construction of new homes and the demolition of blighted structures.

Nicole ("Nicki") Basch – Housing Consultant

Nicki has over 19 years of experience in Housing. She was most recently employed with the Grand Traverse Band as the Housing Director/Development Manager, where she was instrumental in receiving Low Income Housing Tax Credits for two projects for the Tribe. Nicki received her bachelor's degree in Management and Organizational Development from Spring Arbor University and is a certified Professional Indian Housing Manager. As a passionate advocate for providing safe, healthy, and affordable housing for all, she serves as a member of the Federal Home Loan Bank of Indianapolis's Affordable Housing Advisory Council. A lifelong resident of the Traverse City area, Nicki is the primary contact for local governments, non-profits throughout Northern Michigan and the entire Upper Peninsula. Nicki also serves as GLHS's liaison to tribal communities across the state.

Nicki is experienced with multiple Federal and State funding sources. Monitoring and reporting of Low-Income Housing Tax Credits (LIHTC), Indian Community

Development Block Grant (ICDBG), and Indian Housing Block Grant (IHBG), in addition to other smaller grant sources. The monitoring and reporting of these grants includes financials, contract RFP, execution and administration, Davis Bacon prevailing wage certification and environmental review documentation, objectives and outcomes.

Elizabeth ("Liz") Smith

Liz Smith has worked in the affordable housing industry for over 20 years in a variety of roles. She worked for the State Housing Finance Agencies in both Colorado and Illinois, leading their rental housing program compliance teams. She also worked for the U.S. Department of Housing and Urban Development (HUD) as well as for a national developer of affordable housing. Most recently, she was with the Federal Home Loan Bank of Chicago where she oversaw the Affordable Housing Program team responsible for granting over $50M in funds annually. Liz is passionate about ensuring all people have access to safe, decent housing and will use her prior experience to assist local governments and nonprofits fulfill their affordable housing mission. Liz lives in St. Joseph and is the primary contact for clients on the Western Michigan.

Liz previously provided HOME Compliance, CDBG Oversight and Compliance, and Housing Choice Voucher Compliance for the State of Colorado. She also oversaw the LIHTC Program Compliance Team while at the Colorado Housing Finance Authority. In her most recent position, as noted above, she managed the Affordable Housing Program team with the Federal Home Loan Bank of Chicago.

REFERENCES

As a new organization, GLHS does not have three references or points of contact for CDBG administration during the last three calendar years. We have provided a reference for our existing contract with the City of Tecumseh. Thus, we have provided three references for each member of GLHS's Consulting Services Team and their work on the management of various federal housing programs.

Relevant References:

Brett Coker - City Manager
City of Tecumseh
309 E.Chicago Blvd.
Tecumseh, MI 49286
Office Phone: 517-424-6555
Email: bcoker@tecumsehmi.gov

Edward Klobucher - City Manager
City of Hazel Park
111 E Nine Mile Road
Hazel Park, MI 48030
Office Phone: 248.546.7000
eklobucher@hazelpark.org (Reference for Jeff Campbell)

Jodi Lewis - Interim Housing Department Manager
Grand Traverse Band
2605 N West Bay Shore Dr.
Peshawbestown, MI 49682
Office Phone: 231.534.7218
jodi.lewis@gtb-nsn.gov (Reference for Nicki Basch)

Brian Miller - Director, Asset Management
Multifamily Loan Program and LIHTC Compliance
Colorado Housing and Finance Authority
1918 Blake Street
Denver, CO 80202
Office Phone: 303.297.7489
bmiller@chfainfo.com (Reference for Liz Smith)

Donald J. Rencher, President and CEO
Hudson-Webber Foundation
333 W Fort St # 1310
Detroit, MI 48226
Office Phone: (313) 963-7777

January 5, 2026 **R E S O L U T I O N** **No. 03-26**

RESOLVED BY THE COUNCIL OF THE CITY OF SPRINGFIELD to award a bid to Marilyn Smith, Smith Housing Consulting, in an amount not to exceed $37,500, for the Third-Party Administrator (TPA), who will manage a Michigan Community Development Block Grant (CDBG) administered by the Michigan State Housing Development Authority (MSHDA).

MOVED: _____

SECONDED: _____

CITY MANAGER

Kris Vogel, MMC/MiPMC
CITY CLERK

CITY COUNCIL
Harry Burdett, Mayor
Tracey Cummings
Brad Francis
Adam Gregory
Bruce Holcomb
Art Hollingsworth, Mayor Pro-tem
Christy Kincaid

City Council

Item Cover Page

Meeting Date:	January 5, 2026
Agenda Item:	Adopt - Change to Section 3.02 (Discrimination - Title VI Plan Policy), Subsection E (Filing a Complaint), of Employee Handbook
Recommendation:	Adopt change to Section 3.02, Subsection E, to match with current Michigan Department of Transportation (MDOT) regulations and practices.
Budget Impact:	N/A
Staff Contact:	Aaron Edlefson, City Manager

Background:

The City's current Title VI policy, specifically with regard to filing complaints, is not up to date with MDOT regulations and practices. The current Title VI policy requires Title VI complaints to be investigated internally by the City Manager (unless the complaint is against the City Manager). However, MDOT requires that those investigations be filed with the MDOT's Title VI Coordinator.

Supporting Documents

Current Title VI Policy
Updated Title VI Policy
CCRES.04.26

To prevent discrimination and encourage fairness in hiring, promotion, and other workplace practices to encourage a diverse and multi-talented workforce.

Scope

This Policy applies to independent contractors, temporary or regular full-time and part-time employees of the City, all personnel working on City premises, and any person or firms doing business for or with the City.

Policy

The City provides equal employment opportunities (EEO) to all employees and applicants for employment without regard to race, color, religion, gender, sexual orientation, gender identity, national origin, age, disability, genetic information, marital status, sex, height, weight, or status as a covered veteran in accordance with applicable federal, state, and local laws.

The City complies with applicable federal, state and local laws governing nondiscrimination in employment in every location in which the City has facilities. This Policy applies to all terms and conditions of employment, including, but not limited to, hiring, placement, promotion, termination, layoff, recall, transfer, leave of absence, compensation, and training.

Any employee, supervisor, or other representative of the City who violates this Policy will be subject to corrective or disciplinary action, up to and including discharge.

3.02 - Discrimination – Title IV Plan Policy

Purpose

To comply with federal and state requirements that the City have a plan to avoid discrimination. Although it is never appropriate to discriminate, state contracts call for a specific plan to avoid it and to provide for a system of complaint. The requirement is called the Title VI Plan based on the chapter of the law which authorizes the Michigan Department of Transportation to monitor compliance.

Scope

This Policy applies to all temporary and regular, full-time and part-time employees, and contractual employees including independent contractors, student interns, and personal service contracts, for employees covered by an applicable Collective Bargaining Agreement, the terms stated therein control in the event of a conflict.

Policy

It is the policy of the City to comply with the requirements as indicated in the Title VI Plan as approved and attached.

A. Plan

The City assures no person shall, on the grounds of race, color, national origin, religion, sex, disability or age as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 (P.L. 100.259), be excluded from or participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. The City further assures every effort will be made to ensure nondiscrimination in all its committees, programs and activities, regardless of the funding source.

The City will include Title VI language in all written agreements and bid information packets and will monitor compliance.

The City Manager shall monitor and initiate Title VI activities, and all other responsibilities as required.

B. Title Authorities

TITLE VI OF 1964 Civil Rights Act provides that no person in the United States shall, on the grounds of race, color, national origin, religion, sex, disability or age be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance (23 CFR 200.9 and 49 CFR 21).

The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of terms “programs or activities” to include all programs and activities of Federal Aid recipients, sub-recipients, and contractors, whether such programs and activities are federally assisted or not (Public Law 100-259 S.557 March 22, 1988).

C. Coordinator Responsibilities

The City Manager shall implement and maintain the day-to-day administration of the City of Springfield Title VI Plan. The City Manager shall also implement, monitor and ensure City compliance with the Title VI regulations.

D. General Responsibilities

1. Public Dissemination

The City will disseminate Title VI Program information via this Employee Handbook to City employees. Sub-recipients, and contractors, and the general public will receive a copy of this Policy as a stand-alone document. Public dissemination will include posting public statements, inclusion of Title VI language in contracts, and announcements of hearings, and notices of vacancies in boards and committees and meetings. These notices will be posted in newspapers as well as in the Springfield Municipal Building and, depending on the time of announcement, this will be posted in the City newsletter and referred to on the City's website.

2. Prevention of Discrimination

The City shall implement procedures to detect and eliminate discrimination where discrimination is found to exist, including, but not limited to issues to accessibility of training to all qualified City employees, utilization of Minority/Women/Disadvantaged Business Enterprises (DBE) contractors, and public involvement and material acquisition.

3. Annual Reports

The City Manager shall prepare an annual report by August 1 of each year. The annual report must be submitted to MDOT by September 1st of each year. The report will review Title VI accomplishments and goals for the upcoming year.

4. Remedial Action

The City will actively pursue the prevention of any Title VI deficiencies or violations and will take the necessary steps to ensure compliance through a program review with the program administration requirements. If irregularities occur in the administration of the program's operation, procedures will be promptly implemented to resolve Title VI issues all within a period not to exceed 90 days.

E. Filing a Complaint

1. Applicability

This complaint procedure applies to the beneficiaries of City programs and activities, including but not limited to: the public, contractors, sub-contractors, consultants, employees and other sub-recipients of federal and state funds.

2. Eligibility

Any person who believes they have been excluded from participation in or denied benefits or services of any program or activity of the City or its sub-recipients, consultants, and contractors on the basis of race, religion, color, national origin, sex, age, or disability may bring forth a complaint of discrimination under Title VI and related statutes.

3. Time Limitation on Filing Complaints

Title VI complaints may be filed with any of the following:

City of Springfield
Michigan Department of Transportation
Federal Highway Administration
U.S. Department of Transportation

In all situations, City employees must contact the City Manager immediately upon receipt of Title VI or related statutory complaints.

Complaints must be filed no later than 180 days after: (1) The date of the alleged act of discrimination; or (2) The date the person became aware of the alleged discrimination; or (3) Where there has been a continuing course of discriminatory conduct, the date on which the conduct was discontinued.

Complaints must be in writing, signed by the complainant and/or the complainant's representative. The complaint must set forth as fully as possible the facts and circumstances surrounding the claimed discrimination. In the event a person makes a verbal complaint to a City employee, or other person authorized to receive complaints on behalf of the City, that person shall interview the person. If necessary, the authorized person shall assist the person in writing out the complaint for the person, or the person's representative, to sign.

A person may also request a copy of the City of Springfield Title VI Complaint Form from the City Manager.

F. Internal Complaint Processing

The City Manager acting as the Title VI Coordinator will review the complaint upon receipt to ensure all information is provided, the complaint meets the 180-day filing deadline, and meets jurisdiction.

The City Manager, or his or her neutral designee, will then investigate the complaint. If the complaint is against the City Manager, then the City Administrator will investigate the complaint. If the complaint is against the City Administrator, a neutral outside third-party shall be identified by the Mayor to investigate the complaint.

If the complaint warrants a full investigation, the complainant will be notified in writing. This notice will give the name of the investigator and/or investigating agency. The City will also notify MDOT of the investigation to determine if the City shall proceed with the complaint with or without the assistance of MDOT.

The alleged perpetrator shall also be notified in writing as to the complaint. This letter will also include the investigator's name and will request that this person be available for an interview.

G. City Investigation Procedures

1. Investigation Plan

a. The investigator shall prepare a written plan, which includes, but is not limited to:
- Name(s) of the complainant(s)
- Basis for the complaint
- Any additional information needed
- Criteria and sources needed to obtain additional information
- Identify key people
- Estimated investigation time-line
- Remedy sought by the complainant(s)

2. Conducting the Investigation

a. The scope of the investigation shall be limited to those issues relevant to the allegations of the complaint.
b. Confidentiality shall be maintained to the extent possible.
c. Interviews shall be conducted with those persons involved and evidence shall be gathered as applicable.
d. A chronological contact sheet shall be maintained as a part of the investigation file.

3. Investigation Reporting Process

a. Within 30 days of receiving the complaint, the investigator prepares a report and submits it and any supporting documentation to the Title VI Policy Committee for review.
b. The Title VI Policy Committee will review the file and a determination will be made as to "probable cause" or "no probable cause" and prepares a final decision letter.

4. Reporting Requirements to an External Agency

A copy of the complaint, together with a copy of the investigation report and the Title VI Policy Committee's final decision letter will be forwarded to the Michigan Department of Transportation within 60 days of the date the complaint was received.

5. Records

All records will be kept in a confidential manner and be on file for a period of three (3) years.

H. Title VI Assurances

The City of Springfield (hereinafter referred to as the "recipient"), HEREBY AGREES THAT as a condition to receiving any federal financial assistance from the United States Department of Transportation, it will comply with Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the "Act"), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation Subtitle A, Office of the Secretary Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation. Effectuation of the Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the "Regulations"), and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives, no person in the United States shall, on the grounds of race, color, national origin, religion, sex, disability or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient received federal financial assistance; and

HEREBY GIVES ASSURANCE THAT, it will promptly take any measures necessary to effectuate this agreement. This assurance is required by Subsection 21.7(a)(1) of the Regulations.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining, any and all federal grants, loans, contracts, property, discounts or other federal financial assistance extended after the date hereof to the Recipient by the Department of Transportation under Federal Highway or Transit Program, and is binding on it, other recipients, sub-grantees, contractors, transferees, successors in interest, and other participants in the Federal Aid Highway or Transit Program. The City Manager, by adoption and implementation of this Employee Handbook, and City Policy 3.02 is authorized to certify to this assurance on behalf of the Recipient.

3.03 - Sexual Harassment Policy

Purpose

To prohibit sexual harassment, intimidation, or exploitation in the workplace or in connection with City business.

FILING A TITLE VI COMPLAINT

I. Introduction

The Title VI complaint procedures are intended to provide aggrieved persons an avenue to raise complaints of discrimination regarding the City of Springfield programs, activities, and services, as required by statute.

II. Purpose

The purpose of the discrimination complaint procedures is to describe the process used by the City of Springfield for processing complaints of discrimination under Title VI of the Civil Rights Act of 1964 and related statutes.

III. Roles and Responsibilities

The Title VI Coordinator has the responsibility for assuring that the discrimination complaint process and procedures adhere to FHWA's guidance.

IV. Filing a Complaint

The complainant shall make himself/herself reasonably available to the designated investigator, to ensure completion of the investigation within the timeframes set forth.

Applicability: The complaint procedures apply to the beneficiaries of City of Springfield programs, activities, and services, including but not limited to the public, contractors, sub-contractors, consultants, and other sub-recipients of federal and state funds.

Eligibility: Any person who believes that he/she has been excluded from participation in, denied benefits or services of any program or activity administered by the City of Springfield or its sub-recipients, consultants, and contractors on the basis of race, color, national origin (including Limited English Proficiency), sex, age or disability may bring forth a complaint of discrimination under Title VI.

Time Limitation on Filing Complaints: Title VI complaints may be filed with the Title VI Coordinator's office. In all situations, the employees of the City of Springfield must contact the Title VI Coordinator immediately upon receipt of Title VI related complaints. Within ten (10) days the City of Springfield will acknowledge receipt of the complaint.

Complaints must be filed within 180 days of the alleged discrimination unless the time for filling is extended by Federal Highway Administration (FHWA.)

Complaints must be in writing and must be signed by the complainant and/or the complainant's representative. The complaint must set forth as fully as possible the facts and circumstances surrounding the claimed discrimination. In cases where the complainant is unable or incapable of

providing a written statement, the complainant will be assisted in converting the verbal complaint into a written complaint. All complaints, however, must be signed by the complainant and/or by the complainant's representative.

Items that should not be considered a formal complaint: (unless the items contain a signed cover letter specifically alleging a violation of Title VI) include but are not limited to:

1. An anonymous complaint that is too vague to obtain required information.
2. Inquiries seeking advice or information.
3. Courtesy copies of court pleadings
4. Newspaper articles
5. Courtesy copies of internal grievances

V. Investigation

All complaints investigations are delegated by FHWA. Allegations of discrimination are taken very seriously and will be investigated in a timely manner. The Title VI Coordinator will gather relevant information in a fair and impartial manner and will submit the complaint to MDOT's Statewide Title VI Coordinator who will forward the complaint to FHWA.

Timeframes for Investigations

For FHWA, there is no regulatory timeframe for completing investigations. However, FHWA strives to complete all tasks within 180 days from the date of acceptance.

For State DOTs that have been delegated an investigation from FHWA, 23 CFR § 200.9(b)(3) provides that State DOTs must complete investigations within 60 days of receipt (meaning the date it receives the delegated complaint from FHWA).

FHWA Investigation Potential Outcomes

First, at any time during the investigation, either FHWA or the respondent may initiate informal negotiations to resolve the issues. The FHWA always strives to resolve Title VI complaints informally, if possible.

In the absence of such negotiations, FHWA Headquarters Office of Civil Rights (HCR) (or an investigator State DOT) will draft a Report of Investigation, which should contain all relevant data and findings, with legal conclusions and potentially include recommendations for action. FHWA is responsible for the final disposition of all complaints, including initiation and conduct of informal negotiations and the issuance of Letters of Finding (LOFs).

There are five potential outcomes for concluding an investigation:

1. The FHWA makes a finding of no violation, and the case will be closed with no further action. The FHWA will issue an LOF stating in sufficient detail the reasons for the determination of no violation.

2. If, by a preponderance of the evidence, FHWA determines the respondent has failed to comply with its Title VI requirements or threatens to fail to comply by action or inaction, then FHWA will inform the respondent and the matter will be resolved by informal means whenever possible.

    - If FHWA informally resolves the matter with the respondent by agreement, then FHWA will hold the complaint in abeyance until the respondent completes its corrective actions. If the corrective actions are completed to the FHWA's satisfaction, then the complaint will be dismissed with no further action.

    - If FHWA cannot informally resolve the matter or the respondent does not complete agreed upon corrective actions, then FHWA may issue a LOF stating that the Recipient is in noncompliance with its Title VI obligations.

3. If FHWA issues a LOF of noncompliance to the respondent, the LOF will request that the respondent provide to FHWA, within 90 days, an action plan that implements the recommendations in the LOF.

4. If FHWA approves the action plan, then the respondent will be given a reasonable amount of time to implement the plan. At the end of the implementation period, FHWA will assess whether the respondent has sufficiently corrected the deficiencies.

5. If FHWA does not approve the action plan, or the respondent is nonresponsive/uncooperative, then FHWA may seek administrative sanctions, including, but not limited to, suspension or termination of Federal funds or any other means authorized by law such as referral to USDOJ for enforcement.

    - If USDOT seeks to suspend or terminate funds, it must provide the respondent with an opportunity for a hearing on the record. If the Secretary of Transportation determines that the respondent has not complied with Title VI and voluntary compliance cannot be secured, USDOT must notify Congress before that finding goes into effect. 49 CFR §21.13(c).

All LOFs issued by FHWA are administratively final.

Retaliation:

The laws enforced by this City prohibit retaliation or intimidation against anyone because that individual has either taken action or participated in action to secure rights protected by these laws. If you experience retaliation or intimidation separate from the discrimination alleged in this complaint, please contact:

Aaron Edlefson
City of Springfield
601 Avenue A
Springfield, MI 49037
Phone: (269) 441-9271
Fax: (269) 965-0114
Email: aedlefson@springfieldmich.com

Reporting Requirements to an External Agency

A copy of the complaint, together with a copy of the investigation report and final decision letter will be forwarded to the MDOT, Civil Rights Program Unit within 60 days of the date the LOF was received.

Records

All records and investigative working files are maintained in a confidential area. Records are kept for three years.

January 5, 2026 **R E S O L U T I O N** **No. 04-26**

RESOLVED BY THE COUNCIL OF THE CITY OF SPRINGFIELD to adopt the change to Section 3.02 (Discrimination – Title VI Plan Policy), Subsection E (Filing a Complaint), of the Employee Handbook as presented.

MOVED: _____

SECONDED: _____

CITY MANAGER

Kris Vogel, MMC/MiPMC
CITY CLERK

CITY COUNCIL
Harry Burdett, Mayor
Tracey Cummings
Brad Francis
Adam Gregory
Bruce Holcomb
Art Hollingsworth, Mayor Pro-tem
Christy Kincaid

City Council

Item Cover Page

Meeting Date:	January 5, 2026
Agenda Item:	Adopt - Change to Section 5.05 (Funeral Leave Policy) of Employee Handbook
Recommendation:	Adopt change to Section 5.05 to allowed tiered bereavement leave depending on familial relationship.
Budget Impact:	N/A
Staff Contact:	Aaron Edlefson, City Manager

Background:

The City's current policy gives three days for funeral leave to make arrangements, attend funeral, and handle personal affairs. This applies to all familial relationships as outlined in the current policy: Mother, father, brother, sister, current spouse, son or daughter, stepchildren, mother-in-law, father-in-law, brother-in-law, sister-in-law, son-in-law, daughter-in-law, grandparents, and grandchildren. The updated policy would create a tiered approach and add additional days and familial relationships.

Supporting Documents

Current Funeral Leave Policy (Section 5.05)
New Bereavement Leave Policy (Section 5.05)
CCRES.05.26

To provide regular full-time employees of the City with unpaid leave of absence when justified by compelling personal circumstances.

Scope

This Policy applies to regular full-time employees of the City employed for a minimum of one-hundred and eight (180) days.

Policy

Any request for a leave of absence without pay shall be submitted in writing by the employee to the City Manager at least two (2) months in advance of the proposed commencement date for the leave, except under emergency (which may include medical reasons) circumstances. The request shall state the reason for and the length of the leave of absence requested.

The City Manager may grant regular full-time employees a leave of absence without pay for a period not to exceed six (6) months. The City Manager shall consider the City's operational needs, the employee's length of service, performance record, and leave of absence history in reviewing such requests for a leave of absence. Decisions under this provision shall not be arbitrary, discriminatory, or capricious.

The employee shall not receive any employment benefits during the period of such leave of absence, but such leave will not constitute a break in continuous service.

Any employee who obtains such leave based on a misrepresentation of fact shall be subject to discharge. Failure to return at the conclusion of the approved leave shall result in discharge.

5.05 – Funeral Leave Policy

Purpose

To provide employees with time to attend the funeral of a family member and to handle personal affairs without disrupting employee income.

Scope

This Policy applies to all regular full-time employees.

Policy

Regular full-time employees shall be allowed up to three (3) working days with pay as funeral leave. Funeral leave shall be used by employees to make arrangements for and attend the funeral of a member of their immediate family. Immediate family is defined as follows: Mother, father, brother, sister, current spouse, son or daughter, step children, mother-in-law, father-in-law, brother-in-law, sister-in-law, son-in-law, daughter-in-law, grandparents and grandchildren.

To be eligible for funeral leave and said pay, the employee must notify the City as soon as possible of the necessity for such absence, must attend the funeral, and if requested by the City, present proof of death.

5.06 - Unpaid Medical Leave Policy

Purpose

To provide unpaid medical leave of absence for an employee's own serious health condition.

Scope

This Policy applies to regular full-time employees.

Policy

Any request for a medical leave of absence without pay shall be submitted in writing by the employee to the City Manager as soon as possible. The request shall state the reason for and the length of the leave of absence requested.

The City Manager may grant regular full-time employees a medical leave of absence without pay for a period not to exceed six (6) months without pay or benefits if he/she, because of illness or accident, is physically unable to report to work. Decisions under this provision shall not be arbitrary, discriminatory, or capricious. Before such absence is authorized, the employee must have exhausted all sick leave benefits.

The City Manager may require medical certification as necessary to evaluate the need for the medical leave of absence request. No employee shall be returned to work upon the conclusion of a medical leave of absence until they provide the City Manager with a medical certification from their treating physician stating the employee is capable of fully resuming all responsibilities of his position without restrictions or limitations. The cost of insurance will be the responsibility of the employee.

Bereavement Leave Policy

Purpose

To provide employees with time to attend the funeral of a family member and to handle personal affairs without disrupting employee income.

Scope

This policy applies to all regular full-time employees.

Policy

Employees working a four (4) day week shall be allowed up to eight (8) working days with pay as bereavement leave following the death of a spouse, child, or parent. Employees working a five (5) day week shall be allowed up to ten (10) working days for the same.

Employees working a four (4) day week shall be allowed up to four (4) working days with pay as bereavement leave following the death of a sibling, grandparent, or grandchild. Employees working a five (5) day week shall be allowed up to five (5) working days for the same.

Following the death of an aunt, uncle, niece or nephew, employees shall be allowed up to two (2) working days with pay as bereavement leave.

The relationships listed above include in-laws and step-relatives of the same degree. Parent includes any adult who was the primary caregiver of the employee as a child and was considered their guardian or in loco parentis.

To be eligible for bereavement leave and said pay, the employee must notify the City as soon as possible of the necessity for such absence, must attend the funeral, and if requested by the City, present proof of death.

January 5, 2026 **R E S O L U T I O N** **No. 05-26**

RESOLVED BY THE COUNCIL OF THE CITY OF SPRINGFIELD to adopt the change to Section 5.05 (Funeral Leave Policy) of the Employee Handbook as presented.

MOVED: _____

SECONDED: _____

CITY MANAGER

Kris Vogel, MMC/MiPMC
CITY CLERK

CITY COUNCIL
Harry Burdett, Mayor
Tracey Cummings
Brad Francis
Adam Gregory
Bruce Holcomb
Art Hollingsworth, Mayor Pro-tem
Christy Kincaid

City Council

Item Cover Page

Meeting Date:	January 5, 2026
Agenda Item:	Approve - Bid for Retention Ponds Cleaning and Upgrade Project
Recommendation:	To Approve Hunter Prell Co. to complete this project in the amount of $95,703.00
Budget Impact:	Major Street Fund - $47,851.50 Local Street Fund - $47,851.50
Staff Contact:	Chaz Wilkey - DPW Director

Background:

This Project will involve cleaning of the Betterly Road retention pond & 30th Street retention pond. Also we will be upgrading the Betterly road retention pond piping to better handle heavy rain falls and we will be lining the 30th Street retention pond with rip-rap to reduce the maintenance and make it safer for the guys mowing the pond since its so steep of a grade. These improvements will also keep us compliant with EGLE and Springfield's MS4 Storm water permit. I recommend using Hunter Prell for this project they have done work for us for many years and do a great job. They also came in with the lowest bid for the project which will save the City roughly $50,000.00

Thank you please let me know if you have any questions.

Supporting Documents

Hunter-Prell Quote revised.doc
Hoffman Bros. PROPOSAL_Springfield Detention Pond Work.pdf
CCRES.06.26

HUNTER-PRELL CO.
149 RICHMOND, CORNER OF COLUMBIA AND GRENVILLE • BATTLE CREEK, MI 49014
TELEPHONE 269/962-7538 • FAX 269/962-7311
ESTABLISHED 1924

Thursday, December 11, 2025

Chaz Wilkey
City of Springfield

Re: Revised Retention Pond Work Quote

Dear Chaz,

We are pleased to submit our revised price of **$95,703.00** for the above-mentioned project. This is a lump sump price. Price does not include overtime.

This price includes the following:

30th St Retention Pond
- Silt Removal: $9,913.00
- Riprap Inlets and Outlets: 9,941.75
- Riprap Entire Pond: $24,891.75

Betterly Rd Retention Pond
- Shrubbery and Silt Removal: $24,840.00
- Riprap Around Inlets and Outlets: $14,662.50
- Outlet Repair: $11,454.00
- Includes installing new pipe to manhole and end section

This price does not include the following:
- Permits or inspections that may be required by the municipality
- Any work not specifically mentioned herein

This quote is guaranteed for 30 days.

Thank you for the opportunity to quote on this project. If you have any questions, please feel free to call.

Sincerely,

Hunter-Prell Company
Eric Campbell

HOFFMAN BROS. INC.
EXCAVATING CONTRACTORS

8574 VERONA ROAD • BATTLE CREEK, MICHIGAN 49014
PHONE: (269) 965-1207 • FAX: (269) 965-6701
WWW.HOFFMANBROSINC.COM
"AN EQUAL OPPORTUNITY EMPLOYER"

To:	City Of Springfield	**Contact:**	Chaz Wilkey
Address:	601 Avenue A	**Phone:**	(269) 965-3774
	Springfield, MI 49015	**Fax:**	
Project Name:	City Of Springfield - Detention Pond Work	**Bid Number:**	
Project Location:	Springfield, MI	**Bid Date:**	11/24/2025

Line #	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
Betterly					
	Mobilization/De-Mobilization	1.00	LS	$9,200.00	$9,200.00
	Clearing, Grubbing, Mowing Of Detention Pond (Stumps Will Not Be Removed, Vegetation Will Be Mulched In Place Or Ground Into Chips And Left Inside Of Fence)	1.15	ACRE	$17,000.00	$19,550.00
	HMA Surface, Rem	30.00	SY	$21.00	$630.00
	Dr Structure, Rem	1.00	EACH	$170.00	$170.00
	Sewer, Rem, Less than 24 inch	167.00	LF	$12.00	$2,004.00
	Erosion Control, Silt Fence	200.00	LF	$2.50	$500.00
	Culv End Sect, Conc, 12 inch	1.00	EACH	$800.00	$800.00
	Culv End Sect, Conc, 24 inch	1.00	EACH	$1,870.00	$1,870.00
	Sewer, Cl A, 12 inch, Tr Det B	27.00	LF	$61.00	$1,647.00
	Sewer, Cl A, 24 inch, Tr Det B	140.00	LF	$95.00	$13,300.00
	Dr Structure Tap, 24 Inch	1.00	EACH	$650.00	$650.00
	Dr Structure Cover, Type B	1.00	EACH	$1,200.00	$1,200.00
	Dr Structure, 60 inch dia	1.00	EACH	$2,800.00	$2,800.00
	Remove And Reinstall Fence	40.00	LF	$70.00	$2,800.00
	Aggregate Base, 8 inch	30.00	SY	$25.00	$750.00
	HMA Approach	8.00	TON	$481.00	$3,848.00
	Dr Structure Cover, Adj, Case 1 (with Concrete Apron)	1.00	EACH	$1,560.00	$1,560.00
	Slope Restoration, Type B	1,000.00	SY	$9.00	$9,000.00
		Total Price for above Betterly Items:			**$72,279.00**
30th & 7th					
	Mobilization/De-Mobilization	1.00	LS	$9,200.00	$9,200.00
	Erosion Control, Silt Fence	500.00	LF	$2.50	$1,250.00
	Erosion Control, Inlet Protection, Fabric Drop	4.00	EACH	$105.00	$420.00
	Excavation, Earth	225.00	CY	$38.00	$8,550.00
	Riprap (8" Of 1"-3" Crushed Concrete On 8 Oz Geotextile)	1,000.00	SY	$31.00	$31,000.00
	Remove And Reinstall Fence	420.00	LF	$42.00	$17,640.00

Line #	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
	Slope Restoration, Type B	1,250.00	SY	$9.00	$11,250.00
			Total Price for above 30th & 7th Items:		**$79,310.00**

Notes:

- Our scope of work includes only the items specifically listed above.
- Excludes layout, testing and engineering.
- Excludes cost for permits of any kind, bonds and/or dues.
- Excludes handling/disposal of contaminated material.
- This proposal does not include any Builders Risk, OCP, Railroad Protective, Pollution Liability or any other special insurance coverage.
- This proposal is a package and is not for separate acceptance except as provided for with "optional" items. Please call for a revised proposal if you wish to eliminate items or scope.
- This proposal is valid until 12/15/2025.

ACCEPTED: The above prices, specifications and conditions are satisfactory and hereby accepted. **Buyer:** _____ **Signature:** _____ **Date of Acceptance:** _____	**CONFIRMED:** **HOFFMAN BROS., INC.** **Authorized Signature:** _____ **Estimator:** Bill Rizor 269-965-1207 brizor@hoffmanbrosinc.com


Calhoun GIS
Overview Mini-Map
140'-10 1/2"
66'-2 1/2"
74'-8"
27'-1/2"
50,327.13 sf
FetchGIS
10m
40ft


7th Ave
934
930
928
930
926
924
926
8,997.43 sf
30th St N
City of Springfield

January 5, 2026 **R E S O L U T I O N** **No. 06-26**

RESOLVED BY THE COUNCIL OF THE CITY OF SPRINGFIELD to approve the bid from Hunter Prell Co., in an amount not to exceed $95,703, for the 30th Street and Betterly Road Retention Pond Cleaning and Upgrade Project.

MOVED: _____

SECONDED: _____

CITY MANAGER

Kris Vogel, MMC/MiPMC
CITY CLERK

CITY COUNCIL
Harry Burdett, Mayor
Tracey Cummings
Brad Francis
Adam Gregory
Bruce Holcomb
Art Hollingsworth, Mayor Pro-tem
Christy Kincaid

City Council

Item Cover Page

Meeting Date:	January 5, 2026
Agenda Item:	Authorize - City Manager to Sign Easement Agreement with the Department of the Navy
Recommendation:	Authorize the City Manager to sign a Termination Concurrence for Navy Contract No. NF (R)-37307.
Budget Impact:	N/A
Staff Contact:	Aaron Edlefson, City Manager

Background:

In order to complete our Real Property Exchange with the United States Navy we must terminate the easement and right-of-way for public access that currently exists at the exchange site.

Supporting Documents

Department of the Navy Easement Termination Letter
CCRES.07.26

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND, MID-ATLANTIC
9324 VIRGINIA AVENUE
NORFOLK, VIRGINIA 23511-3095

Navy Contract No. NF (R)-37307
RE3-DC
December 16, 2025

Mr. Aaron Edlefson, MPA
City Manager
City of Springfield
601 Avenue A
Springfield, MI 49037

Dear Mr. Aaron Edlefson:

SUBJECT: RIGHT-OF-WAY EASEMENT NAVY CONTRACT NO. NF (R)-37307 TERMINATION CONCURRENCE

The Navy formally requests the City of Springfield's concurrence for the termination of the easement provided for under Navy Contract No. NF (R)-37307 as the easement is not being used and termination is in the best interest of both the Navy and the City of Springfield. The termination of this easement is required for the successful completion of the Real Property Exchange in support of MILCON P404/405. Right-of-Way Easement for Navy Contract No. NF (R)-37307 recorded May 15, 1978, in Calhoun County, Michigan, listed as Deed Liber 1147 page 447, granted to City of Springfield by the U.S. Government on May 5, 1978, as shown attached hereto as Exhibit "A", for a right-of-way for public access over existing streets and roads as shown attached hereto as Exhibit "B" on pages one through four, with the right to install, operate, maintain, repair, and replace high pressure sodium lights.

Should the City of Springfield concur with the termination of the easement provided for under Navy Contract No. NF (R)-37307, please execute the Concurrence section below, and return via email to the address of diana.m.cheatham.civ@us.navy.mil. For any questions or concerns, please contact Diana Cheatham, Realty Specialist, who can be reached via telephone at 757-341-1993.

Sincerely,

W. Seth Whitby

W. SETH WHITBY
Real Estate Contracting Officer
NAVFAC MID-ATLANTIC

The City of Springfield, hereby acknowledges receipt of this Termination Letter and agrees to the termination of the easement addressed in Navy Contract No. NF (R)-37307 as described herein.

Signature:_____
Aaron Edlefson, MPA
City Manager
City of Springfield

Date: _____

Enclosure: 1. Exhibit A – NAVY CONTRACT NO. NF (R)-37307
2. Exhibit B – Survey

RECORDED

MAY 15 8 24 AM '78

CLERK-REGISTER
CALHOUN COUNTY, MICH.

NF (R)-37307

GRANT OF EASEMENT

THIS INDENTURE, made the 5th day of May 1978 between the United States of America, herein called the GOVERNMENT, acting through the Department of the Navy, and the City of Springfield, Michigan, herein called the GRANTEE.

WHEREAS, the GOVERNMENT owns that certain real property identified as the Naval and Marine Corps Reserve Center, Fort Custer, Battle Creek, Michigan, herein called the STATION; and

WHEREAS, the GRANTEE has requested an easement for a right-of-way for public access over existing streets and roads within the boundaries of the STATION, said streets and roads hereinafter described, together with the right to install, operate, maintain, repair, and replace high pressure sodium street lights, one each, on Military Road (formerly 3rd Street) at the intersection of Evergreen Road and on Military Road at the intersection of Major Avenue (formerly 4th Street); and

WHEREAS, the Secretary of the Navy has found that the grant of such easement and the right to install said street lighting on the terms and conditions hereinafter stated are not incompatible with the public interest;

NOW, THEREFORE, this indenture witnesseth that, in consideration of the public benefits that will accrue by reason of providing public access to adjacent and contiguous non-GOVERNMENT-owned lands, the GRANTEE's assumption of all responsibility and cost for the operation, maintenance, repair and replacement of said streets and roads, including, but not limited to, paving, street cleaning, and snow removal, and the GRANTEE's installation, operation, maintenance, repair, and replacement of said street lighting at no cost to the GOVERNMENT, the GOVERNMENT, by authority of Title 10, U.S. Code, Section 2668, hereby grants to the said City of Springfield, Michigan and its successors and assigns, a perpetual easement for the right-of-way for public access over existing streets and roads, herein called the STREETS AND ROADS, such easement being over and within that portion of the STATION, hereinafter called the

LIBER 1147 PAGE 447

15287133 000900 1K

Exhibit "A"

PREMISES, and described as follows:

Admiral Avenue (formerly 5th St.)
30' wide from center-line to 30' east of center-line extending from center-line of Ensign Road to center-line of Base Avenue

Base Avenue (formerly 1st St.)
(a) 23' wide from center-line to 23' north of center-line and extending from 30' west of center-line of Evergreen Road to 30' east of center-line of Major Avenue

(b) 30' wide from center-line to 30' south of center-line and extending from 30' west of center-line of Evergreen Road to a point 195' east of center-line of Admiral Avenue

(c) 30' wide from center-line to 30' north of center-line and extending from 30' west of center-line of Major Avenue to center-line of Admiral Avenue

Major Avenue (formerly 4th St.)
(a) 30' wide from center-line to 30' east of center-line extending from center-line of Military Road to center-line of Ensign Road

(b) thence 60' wide to center-line of Base Avenue

Military Road (formerly 3rd St.)
(a) 30' wide from center-line to 30' south of center-line extending from a point 178.55 feet east of center-line of Major Avenue

(b) thence 60' wide to 30' west of center-line of Evergreen Road

Ensign Road (formerly 2nd St.)
(a) 23' wide from center-line to 23' south of center-line and extending from 30' west of center-line of Evergreen Road to 30' east of center-line of Major Avenue

(b) 30' wide from center-line to 30' north of center-line and extending from 30' west of center-line of Evergreen Road to 30' east of center-line of Major Avenue

(c) 30' wide from center-line to 30' south of center-line and extending from 30' west of center-line of Major Road to center-line of Admiral Avenue

Evergreen Road
60' wide from the southwesterly right-of-way line of Dickman Road to a point 500' south of center-line of Base Avenue

TOGETHER with the right to install, operate, maintain, repair, and replace high pressure sodium street lights, one each, on Military Road (formerly 3rd Street) at the intersection of Evergreen Road and on Military Road at the intersection of Major Avenue (formerly 4th Street).

All as shown on Real Estate Summary Map, NAVFAC Drawing No. 2010116, marked "Exhibit A", attached hereto and made a part hereof.

THIS EASEMENT is granted subject to the following terms and conditions:

1. All work in connection with the operation, repair and replacement of the STREETS AND ROADS shall be done by the GRANTEE at its own expense and

Exhibit "A"

without cost or expense to the GOVERNMENT, and in accordance with plans previously approved by the Commanding Officer of the Northern Division, Naval Facilities Engineering Command.

2. The GRANTEE at its own expense and at no cost or expense to the GOVERNMENT, shall install, operate, maintain, repair, and replace said high pressure sodium street lights in accordance with the proposal submitted by the City of Springfield, Michigan letter dated 3 January 1978 addressed to the Commanding Officer, Northern Division, Naval Facilities Engineering Command, U.S. Naval Base, Philadelphia, Pennsylvania 19112.

3. The GRANTEE, at its own expense and at no cost or expense to the GOVERNMENT, shall maintain the PREMISES and the STREETS AND ROADS in good condition at all times and shall promptly make all repairs thereto that may be necessary for the preservation of the condition of the PREMISES and the continued operation and maintenance of the STREETS AND ROADS. Said maintenance shall include but not be limited to paving, street cleaning, and snow removal.

4. The GRANTEE's rights hereunder shall be subject to such reasonable rules and regulations as may be prescribed by the GOVERNMENT to assure that the exercise of such rights will not interfere with GOVERNMENT activities at the STATION.

5. The GOVERNMENT reserves the right to make such connections between the STREETS and ROADS herein authorized and other roads on the STATION as the GOVERNMENT may consider necessary, and also reserves to itself rights-of-way for all purposes on, in, under, over, or across the right-of-way herein granted; provided, however, that such reserved rights-of-way shall be used in a manner that will not unreasonably interfere with the use and enjoyment by the GRANTEE of the easement rights granted herein.

6. All or any part of this easement may be terminated upon failure by the GRANTEE to comply with any of its terms and conditions; upon abandonment of the rights granted herein; or upon nonuse of such rights for a period of two consecutive years.

IN WITNESS WHEREOF, the GOVERNMENT, acting through the Department of the Navy, has caused this instrument to be executed the day and year written first above.

UNITED STATES OF AMERICA

By Paul Snyder

PAUL SNYDER
Director, Real Estate Division
For Commander, Naval Facilities
Engineering Command, Contracting
Officer

ACKNOWLEDGEMENT

COMMONWEALTH OF PENNSYLVANIA)
) SS:
COUNTY OF PHILADELPHIA)

On this 5th day of May, 1978, before me appeared PAUL SNYDER, to me personally known, who, being by me duly sworn, did say that he is the Director of the Real Estate Division of the Northern Division of the Naval Facilities Engineering Command, and that the foregoing instrument was executed on behalf of the United States of America pursuant to authority properly delegated to him, and he acknowledges the execution of the said instrument as the free act and deed of the United States of America.

Elmer S. Orlick

Notary Public
ELMER S. ORLICK
Notary Public, Philadelphia, Philadelphia Co.
My Commission Expires January 6, 1981

LIBER 1147 PAGE 450

Exhibit "A"

LAND DESCRIPTION PER TITLE COMMITMENT # MI-572056,
COMMITMENT DATE: JUNE 3, 2024, 8:00 AM:

RIGHT OF WAYS:
ADMIRAL AVENUE FROM BASE AVENUE TO ENSIGN AVENUE (290 FT)

ALTA CERTIFICATION:
TO:US NAVY FAC MID-ATLANTIC, OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 4, 7(A), 7(B)(1), 8, 11(A), 11(B), 13, 17 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON NOVEMBER 2, 2022.

STATE OF MICHIGAN
Kevin Banfield Cleaver
Licensee No. 4001029242
PROFESSIONAL SURVEYOR

KEVIN BANFIELD CLEAVER P.S. 4001029242 DATE 12/19/25
KCLEAVER@FVENG.COM

SCHEDULE B EXCEPTIONS:

ITEMS 1-10 AND 13 ARE NOT SURVEY RELATED

11. Terms, Conditions, and Provisions of Grant of Easement by and between The United State of America to The City of Springfield, recorded in Liber 1147, page 447. - AS SHOWN
12. Terms, Conditions, and Provisions of License for No Federal Use of Real Property, recorded in Liber 1062, page 941. - NOT SHOWN - PROVISION DOCUMENT NOT LEGIBLE

NOTES:

CURRENT OWNER: UNITED STATES OF AMERICA

SURVEY BASED ON OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY TITLE COMMITMENT # MI-572056 DATED JUNE 3, 2024.

SITE NO.1 CONTAINS 15518 SQUARE FEET, WHICH IS 0.36 ACRES.

PARCEL WAS SURVEYED NOVEMBER 2, 2022

BASED ON THE SCALED LOCATION, THE PROPERTY HEREIN DESCRIBED FALLS IN A FLOOD ZONE AREA DESIGNATED AS "ZONE X" (AREA OF MINIMAL FLOOD HAZARD) AS INDICATED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY(FEMA) ON COMMUNITY PANEL NUMBER 26025C0159C, EFFECTIVE DATE 4/4/2011.
BASE FLOOD ELEVATION OF 872.6 USGS DATUM ALONG THE HELMER BROOK/CREEK PER SHEET 1, SOUTH CUSTER PARK, AS RECORDED IN LIBER 18 OF PLATS, PAGE 19, CALHOUN COUNTY, MICHIGAN RECORDS

HORIZONTAL DATUM BASED ON NAD83 MICHIGAN STATE PLANE, SOUTH ZONE, INTERNATIONAL FOOT. ALL DISTANCES SHOWN ARE GRID DISTANCES.
SITE COMBINED SCALED FACTOR = 0.99991707 PER OPUS SOLUTION

ALL UNDERGROUND UTILITIES ARE APPROXIMATE BASED ON UTILITY AND/OR AS-BUILT PLANS OR FIELD OBSERVATIONS.

MISS DIG:DUE TO THE EXTENDED REPORTING PERIOD FOR UNDERGROUND FACILITY OWNERS TO PROVIDE THEIR RECORDS, THE SURVEY MAY NOT REFLECT ALL THE UTILITIES AT THE TIME OF THE SURVEY. THE CLIENT AND/OR THEIR AUTHORIZED AGENT SHALL VERIFY WITH THE FACILITY OWNERS AND/OR THEIR AUTHORIZED AGENTS, THE COMPLETENESS AND EXACTNESS OF THE UTILITIES LOCATION

FLEIS AND VANDENBRINK ENGINEERING INC HAS NOT REVIEWED THIS PROJECT FOR ENVIRONMENTAL CONCERNS.

FLEIS AND VANDENBRINK ENGINEERING INC HAS NOT REVIEWED THIS PROJECT FOR WETLAND CONCERNS.

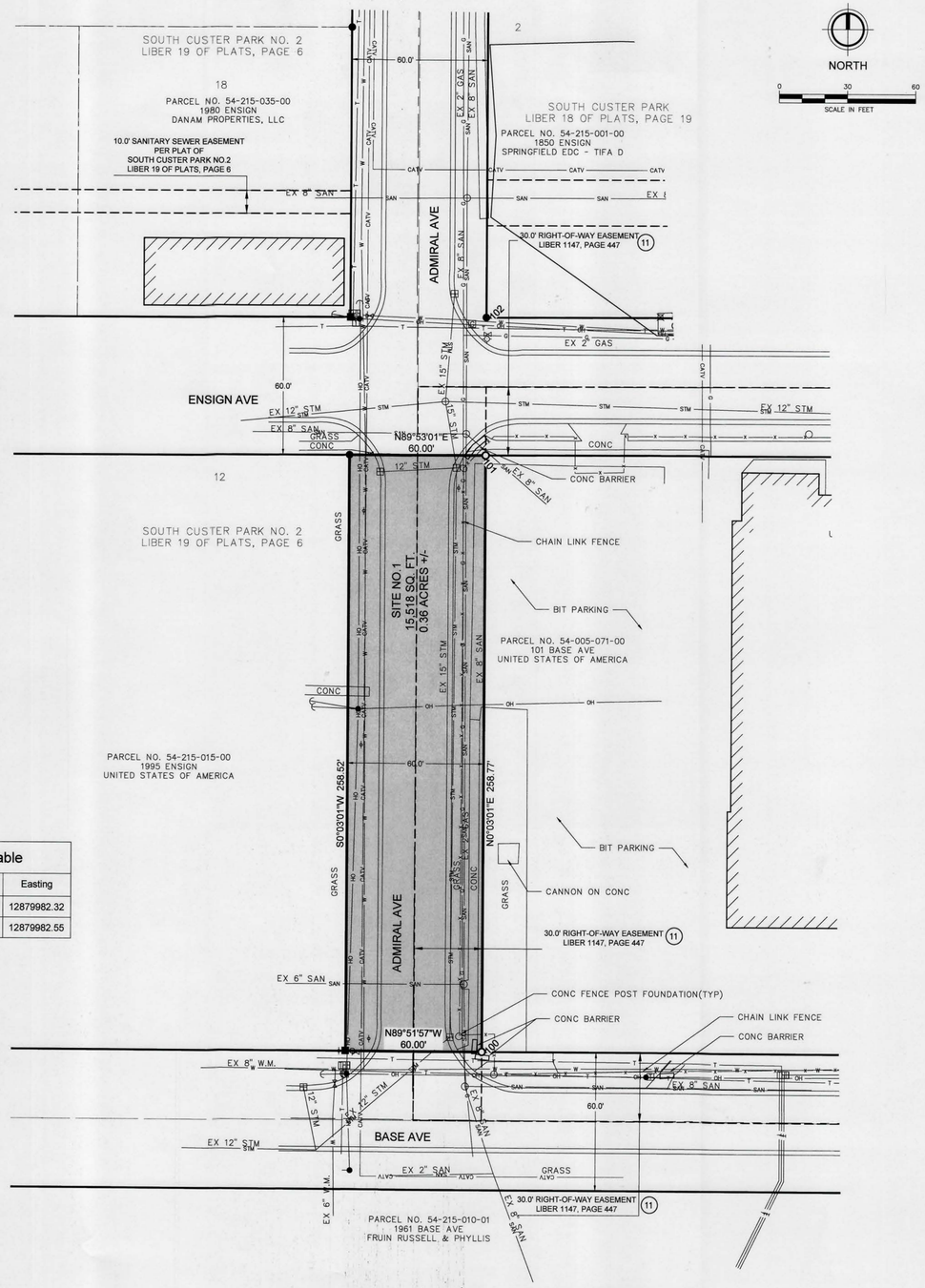
ALL BUILDINGS ARE OUTSIDE PROJECT AREA AND ARE SHOWN APPROXIMATE AND ARE FOR REFERENCE ONLY

THIS DRAWING IN NOT INTENDED TO BE USED AS AN ARCHITECTURAL SURVEY FOR SITE PLAN DEVELOPMENT.

NO OBSERVED EVIDENCE OF SITE USED AS A SOLID WASTE DUMP, OR SANITARY LANDFILL AT THE TIME OF SURVEY.

NO RECENT STREET OR SIDEWALK CONSTRUCTION WAS OBSERVED AT THE TIME OF SURVEY.

DRAWINGS, CERTIFICATIONS AND OTHER INFORMATION CONTAINED ON THIS SURVEY IS ACCURATE AS OF THE DATE OF THE FIELD SURVEY. THE SURVEYOR MAKES NO REPRESENTATIONS REGARDING THE CONDITION OF, OR ANY CHANGES TO, THE PROPERTY THAT MAY OCCUR AFTER SUCH DATE

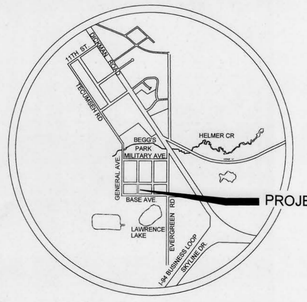


Point Table		
Point #	Northing	Easting
100	300989.48	12879982.32
101	301248.25	12879982.55

EXISTING FEATURES LEGEND

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	TREE (DECIDUOUS)		CABLE BOX		SURVEY CONTROL POINT
	BUSH		TELEPHONE RISER	BM#	BENCHMARK
	TREE (CONIFEROUS)		TELEPHONE MANHOLE		SECTION CORNER
	DEAD TREE	TH	TELEPHONE HANDHOLE		BOUNDARY LINE
	STUMP		ELECTRICAL RISER		PROPERTY LINE
	MANHOLE		ELECTRICAL MANHOLE		WATERMAIN
	SANITARY CLEANOUT	EH	ELECTRICAL HANDHOLE	SAN	SANITARY SEWER
	RD. CATCH BASIN		POWER POLE	STM	STORM SEWER
	SQ. CATCH BASIN		LIGHT POLE		CULVERT (21" AND UNDER)
	CULVERT END		GUY POLE		CULVERT (24" AND UP)
	FIRE HYDRANT		GUY ANCHOR	CATV	CABLE T.V.
	WATER VALVE		PED CROSSING SIGNAL	T	TELEPHONE
	CURB STOP & BOX		YARD LIGHT	E	ELECTRIC
	WELL		SIGN	G	GAS
	WATER MANHOLE		MAILBOX	OH	OVERHEAD LINES
	WATER METER		POST		GUARDRAIL
B#	SOIL BORING		FOUND CONC. MONUMENT	X	FENCE
	MONITORING WELL		FOUND IRON ROD		WOODLINE
	GAS VALVE		SET IRON ROD		BUSH/HEDGE ROW
	GAS RISER				

NOTE: ALL ITEMS LISTED ON THE LEGEND MAY NOT BE PRESENT ON DRAWING.



NORTH VICINITY MAP NO SCALE

Exhibit "B"

Know what's below. Call before you dig.

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.
2960 Lucerne Drive SE
Grand Rapids, MI 49546
P: 616.977.1000
F: 616.977.1005

CLIENT COMMENTS 2/24/2026 JRR
TITLE COMMITMENT RECEIVED 1/20/2026 JRR

REVISION:

ADMIRAL AVE BETWEEN BASE AVE & ENSIGN AVE
SECTION 5, TOWN 2 SOUTH, RANGE 8 WEST
CITY OF SPRINGFIELD, CALHOUN COUNTY, MICHIGAN

ALTA/NSPS LAND TITLE SURVEY

DESIGN TEAM: BN, SAD, KBC
CHECK BY:
DRAWING INFORMATION: 857980_ALTA jonathonr

DECEMBER 2022
F&V PROJECT NO. 857980

1

Jonathonr,M:\Proj\857001-858000\857980 Bomforth - ALTA Survey\Cad\857980_ALTA.dwg

LAND DESCRIPTION PER TITLE COMMITMENT # MI-572056,
COMMITMENT DATE: JUNE 3, 2024, 8:00 AM:

RIGHT OF WAYS:
MAJOR AVENUE FROM BASE AVENUE NORTH (508 FT)

ALTA CERTIFICATION:
TO:US NAVY FAC MID-ATLANTIC, OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 4, 7(A), 7(B)(1), 8, 11(A), 11(B), 13, 17 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON NOVEMBER 2, 2022.

STATE OF MICHIGAN
Kevin Banfield Cleaver
License No. 4001029242
LICENSED PROFESSIONAL SURVEYOR

KEVIN BANFIELD CLEAVER — PS, 4001029242 — DATE
KCLEAVER@FVENG.COM

SCHEDULE B EXCEPTIONS:

ITEMS 1-10 AND 13 ARE NOT SURVEY RELATED

11. Terms, Conditions, and Provisions of Grant of Easement by and between The United State of America to The City of Springfield, recorded in Liber 1147, page 447. - AS SHOWN
12. Terms, Conditions, and Provisions of License for No Federal Use of Real Property, recorded in Liber 1062, page 941. - NOT SHOWN - PROVISION DOCUMENT NOT LEGIBLE

NOTES:

CURRENT OWNER: UNITED STATES OF AMERICA

SURVEY BASED ON OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY TITLE COMMITMENT # MI-572056 DATED JUNE 3, 2024.

SITE NO.2 CONTAINS 30363 SQUARE FEET, WHICH IS 0.70 ACRES.

PARCEL WAS SURVEYED NOVEMBER 2, 2022

BASED ON THE SCALED LOCATION, THE PROPERTY HEREIN DESCRIBED FALLS IN A FLOOD ZONE AREA DESIGNATED AS "ZONE X" (AREA OF MINIMAL FLOOD HAZARD) AS INDICATED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY(FEMA) ON COMMUNITY PANEL NUMBER 26025C0159C, EFFECTIVE DATE 4/4/2011.
BASE FLOOD ELEVATION OF 872.6 USGS DATUM ALONG THE HELMER BROOK/CREEK PER SHEET 1, SOUTH CUSTER PARK, AS RECORDED IN LIBER 18 OF PLATS, PAGE 19, CALHOUN COUNTY, MICHIGAN RECORDS

HORIZONTAL DATUM BASED ON NAD83 MICHIGAN STATE PLANE, SOUTH ZONE, INTERNATIONAL FOOT. ALL DISTANCES SHOWN ARE GRID DISTANCES.
SITE COMBINED SCALED FACTOR = 0.99991707 PER OPUS SOLUTION

ALL UNDERGROUND UTILITIES ARE APPROXIMATE BASED ON UTILITY AND/OR AS-BUILT PLANS OR FIELD OBSERVATIONS.

MISS DIG:DUE TO THE EXTENDED REPORTING PERIOD FOR UNDERGROUND FACILITY OWNERS TO PROVIDE THEIR RECORDS, THE SURVEY MAY NOT REFLECT ALL THE UTILITIES AT THE TIME OF THE SURVEY. THE CLIENT AND/OR THEIR AUTHORIZED AGENT SHALL VERIFY WITH THE FACILITY OWNERS AND/OR THEIR AUTHORIZED AGENTS, THE COMPLETENESS AND EXACTNESS OF THE UTILITIES LOCATION

FLEIS AND VANDENBRINK ENGINEERING INC HAS NOT REVIEWED THIS PROJECT FOR ENVIRONMENTAL CONCERNS.

FLEIS AND VANDENBRINK ENGINEERING INC HAS NOT REVIEWED THIS PROJECT FOR WETLAND CONCERNS.

ALL BUILDINGS ARE OUTSIDE PROJECT AREA AND ARE SHOWN APPROXIMATE AND ARE FOR REFERENCE ONLY

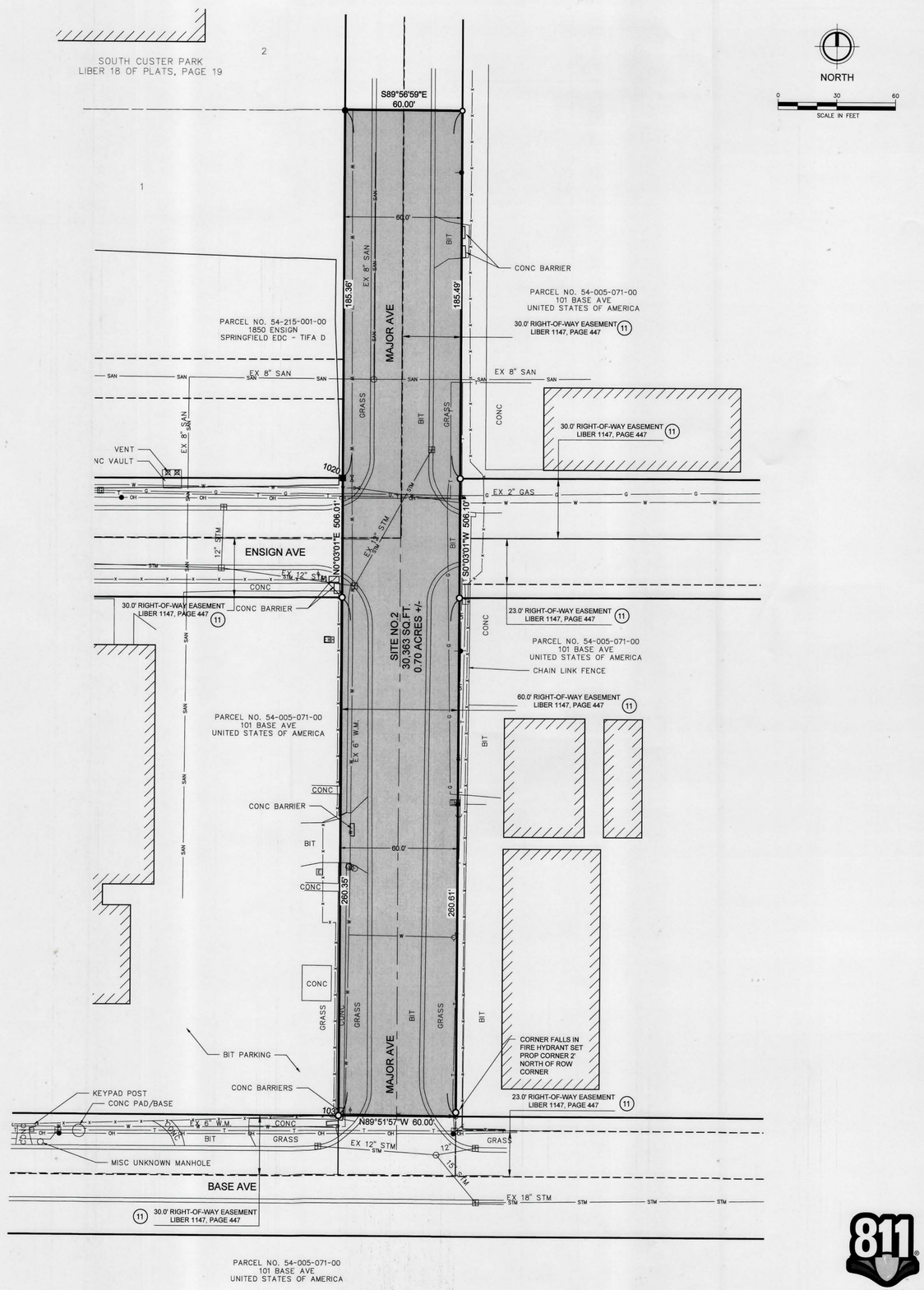
THIS DRAWING IN NOT INTENDED TO BE USED AS AN ARCHITECTURAL SURVEY FOR SITE PLAN DEVELOPMENT.

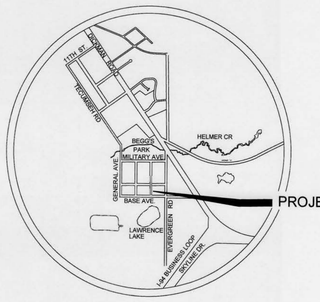
NO OBSERVED EVIDENCE OF SITE USED AS A SOLID WASTE DUMP, OR SANITARY LANDFILL AT THE TIME OF SURVEY.

NO RECENT STREET OR SIDEWALK CONSTRUCTION WAS OBSERVED AT THE TIME OF SURVEY.

DRAWINGS, CERTIFICATIONS AND OTHER INFORMATION CONTAINED ON THIS SURVEY IS ACCURATE AS OF THE DATE OF THE FIELD SURVEY. THE SURVEYOR MAKES NO REPRESENTATIONS REGARDING THE CONDITION OF, OR ANY CHANGES TO, THE PROPERTY THAT MAY OCCUR AFTER SUCH DATE

Point Table		
Point #	Northing	Easting
103	300988.63	12880344.02
1020	301308.98	12880344.30





EXISTING FEATURES LEGEND

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	TREE (DECIDUOUS)		CABLE BOX		SURVEY CONTROL POINT
	BUSH		TELEPHONE RISER	BM #1	BENCHMARK
	TREE (CONIFEROUS)		TELEPHONE MANHOLE		SECTION CORNER
	DEAD TREE		TELEPHONE HANDHOLE		BOUNDARY LINE
	STUMP		ELECTRICAL RISER		PROPERTY LINE
	MANHOLE		ELECTRICAL MANHOLE		WATERMAIN
	SANITARY CLEANOUT		ELECTRICAL HANDHOLE		SANITARY SEWER
	RD. CATCH BASIN		POWER POLE		STORM SEWER
	SQ. CATCH BASIN		LIGHT POLE		CULVERT (21" AND UNDER)
	CULVERT END		GUY POLE		CULVERT (24" AND UP)
	FIRE HYDRANT		GUY ANCHOR		CABLE T.V.
	WATER VALVE		PED CROSSING SIGNAL		TELEPHONE
	CURB STOP & BOX		YARD LIGHT		ELECTRIC
	WELL		SIGN		GAS
	WATER MANHOLE		MAILBOX		OVERHEAD LINES
	WATER METER		POST		GUARDRAIL
B#	SOIL BORING		FOUND CONC. MONUMENT		FENCE
	MONITORING WELL		FOUND IRON ROD		WOODLINE
	GAS VALVE		SET IRON ROD		BUSH/HEDGE ROW
	GAS RISER				

NOTE: ALL ITEMS LISTED ON THE LEGEND MAY NOT BE PRESENT ON DRAWING.

Exhibit "B"

Know what's below. Call before you dig.

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.
2960 Lucerne Drive SE
Grand Rapids, MI 49546
P: 616.977.1000
F: 616.977.1005

CLIENT COMMENTS 2/24/2025 JRR
TITLE COMMITMENT RECEIVED 1/20/2025 JRR

REVISION:

MAJOR AVE. FROM BASE AVE TO +/- 185' NORTH OF ENSIGN AVE
SECTION 5, TOWN 2 SOUTH, RANGE 8 WEST
CITY OF SPRINGFIELD, CALHOUN COUNTY, MICHIGAN

ALTA/NSPS LAND TITLE SURVEY

DESIGN TEAM: BN, SAD, KBC
CHECK BY:
DRAWING INFORMATION: 857980_ALTA jonathonr

DECEMBER 2022
F&V PROJECT NO: 857980

1

Jonathonr,N:\Proj\857001-858000\857980 Bamforth - ALTA Surveys\Civil\857980_ALTA.dwg

LAND DESCRIPTION PER TITLE COMMITMENT # MI-572056,
COMMITMENT DATE: JUNE 3, 2024, 8:00 AM:

RIGHT OF WAYS:
EVERGREEN ROAD FROM BASE AVENUE NORTH (603 FT)

ALTA CERTIFICATION:
TO:US NAVY FAC MID-ATLANTIC, OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 4, 7(A), 7(B)(1), 8, 11(A), 11(B), 13, 17 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON NOVEMBER 2, 2022.

STATE OF MICHIGAN
Kevin Banfield Cleaver
License No. 4001029242
REGISTERED PROFESSIONAL SURVEYOR

2/26/25

KEVIN BANFIELD CLEAVER PS, 4001029242 STATE
KCLEAVER@FVENG.COM

SCHEDULE B EXCEPTIONS:

ITEMS 1-10 AND 13 ARE NOT SURVEY RELATED

11. Terms, Conditions, and Provisions of Grant of Easement by and between The United State of America to The City of Springfield, recorded in Liber 1147, page 447. - AS SHOWN
12. Terms, Conditions, and Provisions of License for No Federal Use of Real Property, recorded in Liber 1062, page 941. - NOT SHOWN - PROVISION DOCUMENT NOT LEGIBLE

NOTES:

CURRENT OWNER: UNITED STATES OF AMERICA

SURVEY BASED ON OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY TITLE COMMITMENT # MI-572056 DATED JUNE 3, 2024.

SITE NO.3 CONTAINS 35250 SQUARE FEET, WHICH IS 0.81 ACRES.

PARCEL WAS SURVEYED NOVEMBER 2, 2022

BASED ON THE SCALED LOCATION, THE PROPERTY HEREIN DESCRIBED FALLS IN A FLOOD ZONE AREA DESIGNATED AS "ZONE X" (AREA OF MINIMAL FLOOD HAZARD) AS INDICATED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY(FEMA) ON COMMUNITY PANEL NUMBER 26025C0159C, EFFECTIVE DATE 4/4/2011.
BASE FLOOD ELEVATION OF 872.6 USGS DATUM ALONG THE HELMER BROOK/CREEK PER SHEET 1, SOUTH CUSTER PARK, AS RECORDED IN LIBER 18 OF PLATS, PAGE 19, CALHOUN COUNTY, MICHIGAN RECORDS

HORIZONTAL DATUM BASED ON NAD83 MICHIGAN STATE PLANE, SOUTH ZONE, INTERNATIONAL FOOT. ALL DISTANCES SHOWN ARE GRID DISTANCES.
SITE COMBINED SCALED FACTOR = 0.99991707 PER OPUS SOLUTION

ALL UNDERGROUND UTILITIES ARE APPROXIMATE BASED ON UTILITY AND/OR AS-BUILT PLANS OR FIELD OBSERVATIONS.

MISS DIG:DUE TO THE EXTENDED REPORTING PERIOD FOR UNDERGROUND FACILITY OWNERS TO PROVIDE THEIR RECORDS, THE SURVEY MAY NOT REFLECT ALL THE UTILITIES AT THE TIME OF THE SURVEY. THE CLIENT AND/OR THEIR AUTHORIZED AGENT SHALL VERIFY WITH THE FACILITY OWNERS AND/OR THEIR AUTHORIZED AGENTS, THE COMPLETENESS AND EXACTNESS OF THE UTILITIES LOCATION

FLEIS AND VANDENBRINK ENGINEERING INC HAS NOT REVIEWED THIS PROJECT FOR ENVIRONMENTAL CONCERNS.

FLEIS AND VANDENBRINK ENGINEERING INC HAS NOT REVIEWED THIS PROJECT FOR WETLAND CONCERNS.

ALL BUILDINGS ARE OUTSIDE PROJECT AREA AND ARE SHOWN APPROXIMATE AND ARE FOR REFERENCE ONLY

THIS DRAWING IN NOT INTENDED TO BE USED AS AN ARCHITECTURAL SURVEY FOR SITE PLAN DEVELOPMENT.

NO OBSERVED EVIDENCE OF SITE USED AS A SOLID WASTE DUMP, OR SANITARY LANDFILL AT THE TIME OF SURVEY.

NO RECENT STREET OR SIDEWALK CONSTRUCTION WAS OBSERVED AT THE TIME OF SURVEY.

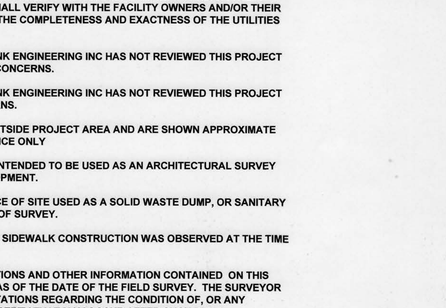
DRAWINGS, CERTIFICATIONS AND OTHER INFORMATION CONTAINED ON THIS SURVEY IS ACCURATE AS OF THE DATE OF THE FIELD SURVEY. THE SURVEYOR MAKES NO REPRESENTATIONS REGARDING THE CONDITION OF, OR ANY CHANGES TO, THE PROPERTY THAT MAY OCCUR AFTER SUCH DATE

EXISTING FEATURES LEGEND

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	TREE (DECIDUOUS)	CB	CABLE BOX	SCP	SURVEY CONTROL POINT
	BUSH	TR	TELEPHONE RISER	BM#1	BENCHMARK
	TREE (CONIFEROUS)	TM	TELEPHONE MANHOLE		SECTION CORNER
	DEAD TREE	TH	TELEPHONE HANDHOLE		BOUNDARY LINE
	STUMP	ER	ELECTRICAL RISER		PROPERTY LINE
	MANHOLE	EM	ELECTRICAL MANHOLE	W	WATERMAIN
	SANITARY CLEANOUT	EH	ELECTRICAL HANDHOLE	SAN	SANITARY SEWER
	RD. CATCH BASIN		POWER POLE	STM	STORM SEWER
	SQ. CATCH BASIN		LIGHT POLE		CULVERT (21" AND UNDER)
	CULVERT END		GUY POLE		CULVERT (24" AND UP)
	FIRE HYDRANT		GUY ANCHOR	CATV	CABLE T.V.
	WATER VALVE		PED CROSSING SIGNAL	T	TELEPHONE
	CURB STOP & BOX		YARD LIGHT	E	ELECTRIC
W	WELL		SIGN	G	GAS
WM	WATER MANHOLE		MAILBOX	OH	OVERHEAD LINES
	WATER METER		POST		GUARDRAIL
B#	SOIL BORING		FOUND CONC. MONUMENT	X	FENCE
	MONITORING WELL		FOUND IRON ROD		WOODLINE
	GAS VALVE		SET IRON ROD		BUSH/HEDGE ROW
	GAS RISER				

NOTE: ALL ITEMS LISTED ON THE LEGEND MAY NOT BE PRESENT ON DRAWING.

Point Table		
Point #	Northing	Easting
105	300987.52	12880819.58
112	301568.56	12880818.92



NORTH VICINITY MAP NO SCALE

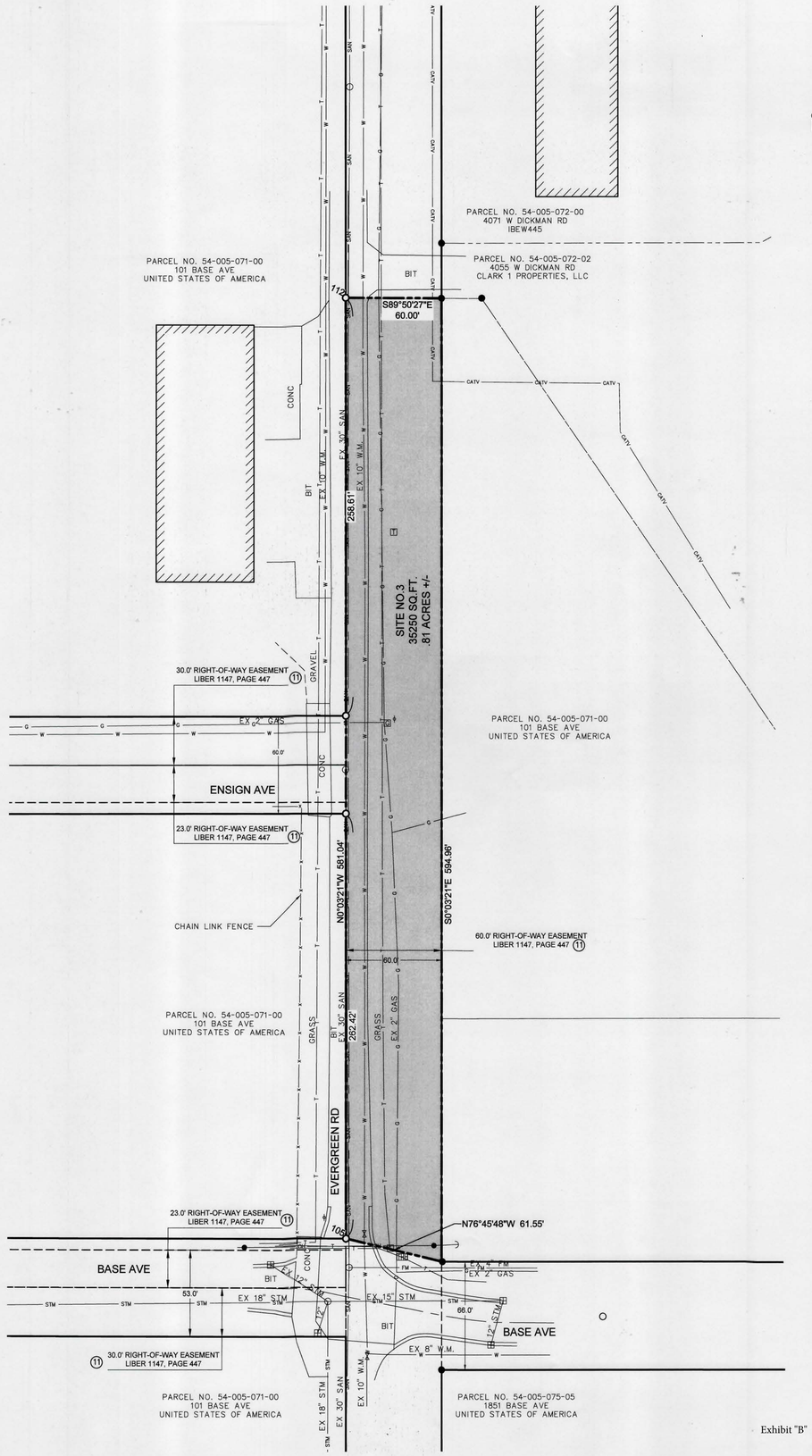


Exhibit "B"

811 Know what's below. Call before you dig.

FLEIS & VANDENBRINK
DESIGN. BUILD. OPERATE.
2960 Lucerne Drive SE
Grand Rapids, MI 49546
P: 616.977.1000
F: 616.977.1005

CLIENT COMMENTS 2/24/2025 JRR
TITLE COMMITMENT RECEIVED 1/20/2025 JRR

REVISION:

EVERGREEN RD FROM BASE AVE TO +/- 258' NORTH OF ENSIGN AVE
SECTION 5, TOWN 2 SOUTH, RANGE 8 WEST
CITY OF SPRINGFIELD, CALHOUN COUNTY, MICHIGAN

ALTA/NSPS LAND TITLE SURVEY

DESIGN TEAM: BN, SAD, KBC
CHECK BY:
DRAWING INFORMATION: 857980_ALTA jonathonr

DECEMBER 2022

F&V PROJECT NO. 857980

1

jonathonr N:\Proj\857001-858000\857980 Banfords - ALTA, Survey\Civil\857980_ALTA.dwg

LAND DESCRIPTION PER TITLE COMMITMENT # MI-572056,
COMMITMENT DATE: JUNE 3, 2024, 8:00 AM:

RIGHT OF WAYS:
ENSIGN AVENUE FROM MAJOR AVENUE EAST TO MAJOR AVENUE (391 FT)

ALTA CERTIFICATION:
TO:US NAVY FAC MID-ATLANTIC, OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 4, 7(A), 7(B)(1), 8, 11(A), 11(B), 13, 17 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON NOVEMBER 2, 2022.

STATE OF MICHIGAN
Kevin Banfield Cleaver
License No. 4001029242
REGISTERED PROFESSIONAL SURVEYOR

KEVIN BANFIELD CLEAVER P.S. 4001029242 DATE
KCLEAVER@FVENG.COM

NOTES:

CURRENT OWNER: UNITED STATES OF AMERICA

SURVEY BASED ON OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY TITLE COMMITMENT # MI-572056 DATED JUNE 3, 2024.

SITE NO.4 CONTAINS 21702 SQUARE FEET, WHICH IS 0.50 ACRES.

PARCEL WAS SURVEYED NOVEMBER 2, 2022

BASED ON THE SCALED LOCATION, THE PROPERTY HEREIN DESCRIBED FALLS IN A FLOOD ZONE AREA DESIGNATED AS "ZONE X" (AREA OF MINIMAL FLOOD HAZARD) AS INDICATED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY(FEMA) ON COMMUNITY PANEL NUMBER 26025C0159C, EFFECTIVE DATE 4/4/2011.
BASE FLOOD ELEVATION OF 872.6 USGS DATUM ALONG THE HELMER BROOK/CREEK PER SHEET 1, SOUTH CUSTER PARK, AS RECORDED IN LIBER 18 OF PLATS, PAGE 19, CALHOUN COUNTY, MICHIGAN RECORDS

HORIZONTAL DATUM BASED ON NAD83 MICHIGAN STATE PLANE, SOUTH ZONE, INTERNATIONAL FOOT. ALL DISTANCES SHOWN ARE GRID DISTANCES.
SITE COMBINED SCALED FACTOR = 0.99991707 PER OPUS SOLUTION

ALL UNDERGROUND UTILITIES ARE APPROXIMATE BASED ON UTILITY AND/OR AS-BUILT PLANS OR FIELD OBSERVATIONS.

MISS DIG:DUE TO THE EXTENDED REPORTING PERIOD FOR UNDERGROUND FACILITY OWNERS TO PROVIDE THEIR RECORDS, THE SURVEY MAY NOT REFLECT ALL THE UTILITIES AT THE TIME OF THE SURVEY. THE CLIENT AND/OR THEIR AUTHORIZED AGENT SHALL VERIFY WITH THE FACILITY OWNERS AND/OR THEIR AUTHORIZED AGENTS, THE COMPLETENESS AND EXACTNESS OF THE UTILITIES LOCATION

FLEIS AND VANDENBRINK ENGINEERING INC HAS NOT REVIEWED THIS PROJECT FOR ENVIRONMENTAL CONCERNS.

FLEIS AND VANDENBRINK ENGINEERING INC HAS NOT REVIEWED THIS PROJECT FOR WETLAND CONCERNS.

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NO RECENT STREET OR SIDEWALK CONSTRUCTION WAS OBSERVED AT THE TIME OF SURVEY.

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SCHEDULE B EXCEPTIONS:

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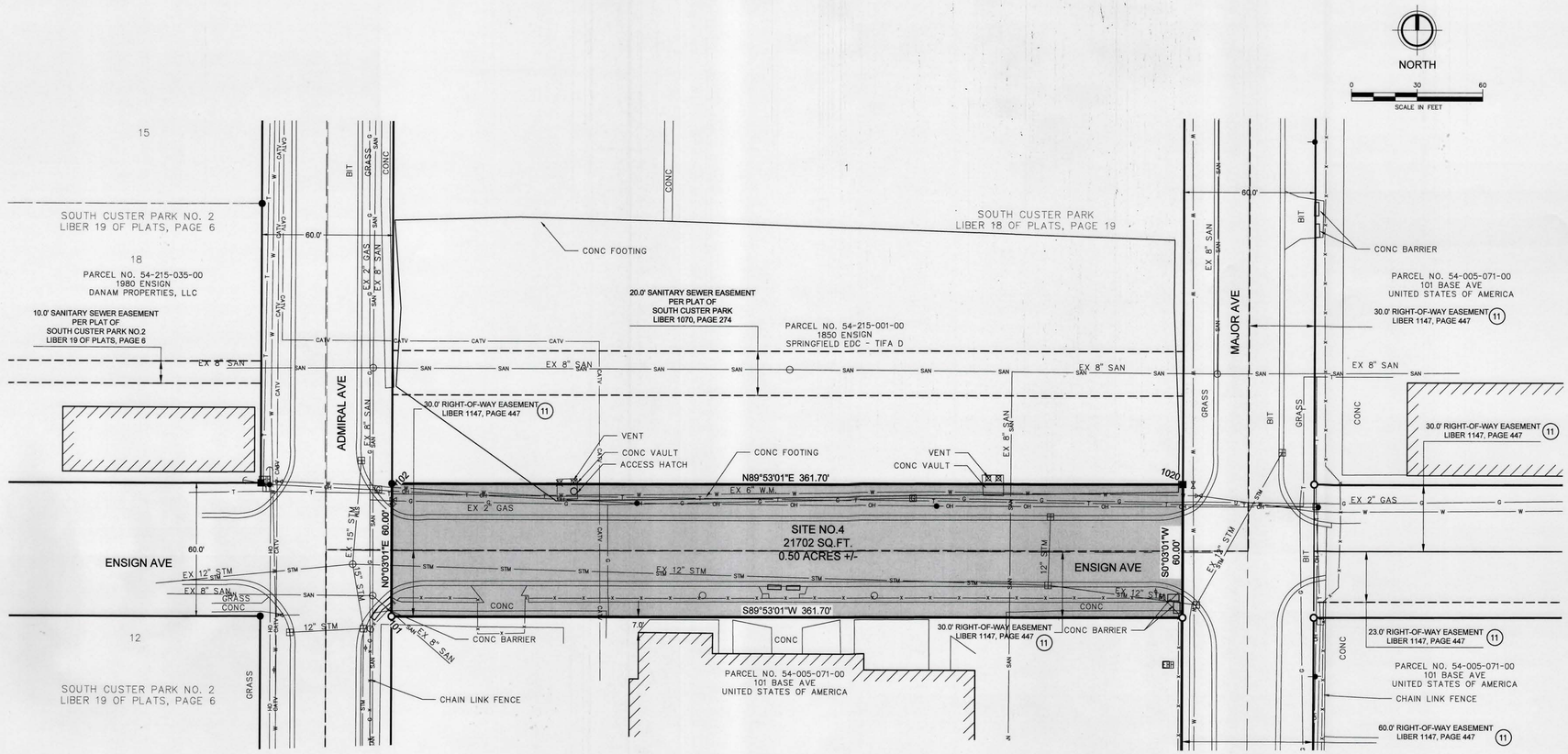
11. Terms, Conditions, and Provisions of Grant of Easement by and between The United State of America to The City of Springfield, recorded in Liber 1147, page 447. - AS SHOWN
12. Terms, Conditions, and Provisions of License for No Federal Use of Real Property, recorded in Liber 1062, page 941. - NOT SHOWN - PROVISION DOCUMENT NOT LEGIBLE

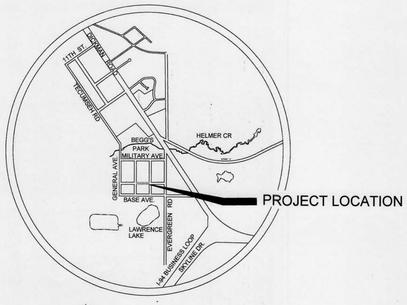


EXISTING FEATURES LEGEND

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	TREE (DECIDUOUS)	CB	CABLE BOX		SURVEY CONTROL POINT
	BUSH	TR	TELEPHONE RISER	BM #1	BENCHMARK
	TREE (CONIFEROUS)	TM	TELEPHONE MANHOLE		SECTION CORNER
	DEAD TREE	TH	TELEPHONE HANDHOLE		BOUNDARY LINE
	STUMP	ER	ELECTRICAL RISER		PROPERTY LINE
	MANHOLE	EM	ELECTRICAL MANHOLE		WATERMAIN
	SANITARY CLEANOUT	EH	ELECTRICAL HANDHOLE	SAN	SANITARY SEWER
	RD. CATCH BASIN		POWER POLE	STM	STORM SEWER
	SQ. CATCH BASIN		LIGHT POLE		CULVERT (21" AND UNDER)
	CULVERT END		GUY POLE		CULVERT (24" AND UP)
	FIRE HYDRANT		GUY ANCHOR	CATV	CABLE T.V.
	WATER VALVE		PED CROSSING SIGNAL	T	TELEPHONE
	CURB STOP & BOX		YARD LIGHT	E	ELECTRIC
W	WELL		SIGN	G	GAS
W	WATER MANHOLE		MAILBOX	OH	OVERHEAD LINES
W	WATER METER		POST		GUARDRAIL
B#	SOIL BORING		FOUND CONC. MONUMENT	X	FENCE
	MONITORING WELL		FOUND IRON ROD		WOODLINE
	GAS VALVE		SET IRON ROD		BUSH/HEDGE ROW
	GAS RISER				

NOTE: ALL ITEMS LISTED ON THE LEGEND MAY NOT BE PRESENT ON DRAWING.

Point Table		
Point #	Northing	Easting
101	301248.25	12879982.55
102	301308.25	12879982.60
1020	301308.98	12880344.30



NORTH VICINITY MAP NO SCALE

Exhibit "B"

Know what's below. Call before you dig.

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.
2960 Lucerne Drive SE
Grand Rapids, MI 49546
P: 616.977.1000
F: 616.977.1005

CLIENT COMMENTS 2/24/2025 JRR
TITLE COMMITMENT RECEIVED 1/20/2025 JRR

REVISION:

ENSIGN AVE BETWEEN MAJOR AVE & ADMIRAL AVE
SECTION 5, TOWN 2 SOUTH, RANGE 8 WEST
CITY OF SPRINGFIELD, CALHOUN COUNTY, MICHIGAN

ALTA/NSPS LAND TITLE SURVEY

DESIGN TEAM: BN, SAD, KBC
CHECK BY:
DRAWING INFORMATION: 857980_ALTA jonathonr

DECEMBER 2022
FAV PROJECT NO. 857980

1

Jonathonr /N:\Proj\857001-858000\857980 Bamfords - ALTA Survey\Cad\857980_ALTA.dwg

LAND DESCRIPTION PER TITLE COMMITMENT # MI-572053-2,
COMMITMENT DATE: SEPTEMBER 4, 2024, 8:00 AM:

PART OF THE EAST 1/2 OF SECTION 5, TOWN 2 SOUTH, RANGE 8 WEST, CITY OF SPRINGFIELD, CALHOUN COUNTY, MICHIGAN, MORE PARTICULARLY DESCRIBED AS BEGINNING AT THE SOUTHEAST CORNER OF LOT 4 OF SOUTH CUSTER PARK ACCORDING TO THE PLAT THEREOF AS RECORDED IN LIBER 18 OF PLATS ON PAGE 19 IN THE OFFICE OF THE REGISTER OF DEEDS FOR CALHOUN COUNTY, MICHIGAN; THENCE NORTH 00°14'30" WEST ALONG THE EAST LINE OF SAID LOT 4 AND THE NORTHERLY EXTENSION THEREOF, 599.89 FEET TO THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF DICKMAN ROAD; THENCE SOUTH 34°59'56" EAST ALONG SAID LINE, 463.47 FEET TO THE. WEST LINE OF EVERGREEN ROAD; THENCE SOUTH 00°11'05" EAST ALONG SAID WEST LINE 219.14 FEET TO THE NORTH LINE OF MILITARY AVENUE; THENCE SOUTH 89°45'45" WEST ALONG SAID NORTH LINE, 264.01L FEET TO THE POINT OF BEGINNING.

ALTA CERTIFICATION:
TO:US NAVY FAC MID-ATLANTIC, OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 4, 7(A), 7(B)(1), 8, 11(A), 11(B), 13, 17 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON NOVEMBER 2, 2022.

STATE OF MICHIGAN
Kevin Banfield Cleaver
License No. 4001029242
LICENSED PROFESSIONAL SURVEYOR

2/26/25

KEVIN BANFIELD CLEAVER P.S. 4001029242 DATE
KCLEAVER@FVENG.COM

SCHEDULE B EXCEPTIONS:

ITEMS 1-13 AND 17 ARE NOT SURVEY RELATED

14. Subject to an easement for ingress and egress recorded in Liber 1577, page 370. (Parcel 2) - NOT SHOWN- DOES NOT AFFECT SUBJECT PROPERTY
15. Terms and conditions of Quit Claim Deed in favor of the Michigan Department of Transportation recorded in Liber 1245, page 294. - NOT SHOWN- DOES NOT AFFECT SUBJECT PROPERTY
16. Terms, Conditions, and Provisions of Easement, recorded in Liber 1371, page 643. Affidavit (correction) recorded in Liber 1384, page 800. - NOT SHOWN- DOES NOT AFFECT SUBJECT PROPERTY

NOTES:

CURRENT OWNER: UNITED STATES OF AMERICA

SURVEY BASED ON OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY TITLE COMMITMENT # MI-572053-2 DATED SEPTEMBER 4, 2024.

SITE NO.5 CONTAINS 108129 SQUARE FEET, WHICH IS 2.48 ACRES, MORE OR LESS.

PARCEL WAS SURVEYED NOVEMBER 2, 2022

SITE NO.5 HAS DIRECT ACCESS TO MILITARY STREET

BASED ON THE SCALED LOCATION, PORTION OF THE PROPERTY HEREIN DESCRIBED FALLS IN A FLOOD ZONE AREA DESIGNATED AS "ZONE A" (SPECIAL FOOD HAZARD AREA) AS INDICATED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY(FEMA) ON COMMUNITY PANEL NUMBER 26025C0159C, EFFECTIVE DATE 4/4/2011.
BASE FLOOD ELEVATION OF 872.6 USGS DATUM ALONG THE HELMER BROOK/CREEK PER SHEET 1, SOUTH CUSTER PARK, AS RECORDED IN LIBER 18 OF PLATS, PAGE 19, CALHOUN COUNTY, MICHIGAN RECORDS

HORIZONTAL DATUM BASED ON NAD83 MICHIGAN STATE PLANE, SOUTH ZONE, INTERNATIONAL FOOT. ALL DISTANCES SHOWN ARE GRID DISTANCES.
SITE COMBINED SCALED FACTOR = 0.99991707 PER OPUS SOLUTION

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FLEIS AND VANDENBRINK ENGINEERING INC HAS NOT REVIEWED THIS PROJECT FOR ENVIRONMENTAL CONCERNS.

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NO RECENT STREET OR SIDEWALK CONSTRUCTION WAS OBSERVED AT THE TIME OF SURVEY.

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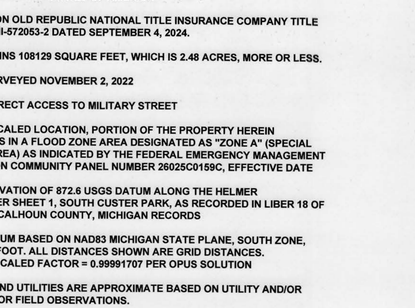
Point Table		
Point #	Northing	Easting
114	302175.97	12880818.54
1032	302556.17	12880553.74



NORTH VICINITY MAP
NO SCALE

EXISTING FEATURES LEGEND

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	TREE (DECIDUOUS)	CB	CABLE BOX		SURVEY CONTROL POINT
	BUSH	TR	TELEPHONE RISER	BM #1	BENCHMARK
	TREE (CONIFEROUS)	TM	TELEPHONE MANHOLE		SECTION CORNER
	DEAD TREE	TH	TELEPHONE HANDHOLE		BOUNDARY LINE
	STUMP	ER	ELECTRICAL RISER		PROPERTY LINE
	MANHOLE	EM	ELECTRICAL MANHOLE	W	WATERMAIN
	SANITARY CLEANOUT	EH	ELECTRICAL HANDHOLE	SAN	SANITARY SEWER
	RD. CATCH BASIN		POWER POLE	STM	STORM SEWER
	SQ. CATCH BASIN		LIGHT POLE		CULVERT (21" AND UNDER)
	CULVERT END		GUY POLE		CULVERT (24" AND UP)
	FIRE HYDRANT		GUY ANCHOR	CATV	CABLE TV
	WATER VALVE		PED CROSSING SIGNAL	T	TELEPHONE
	CURB STOP & BOX		YARD LIGHT	E	ELECTRIC
W	WELL		SIGN	G	GAS
WM	WATER MANHOLE		MAILBOX	OH	OVERHEAD LINES
	WATER METER		POST		GUARDRAIL
B#	SOIL BORING		FOUND CONC. MONUMENT	X	FENCE
	MONITORING WELL		FOUND IRON ROD		WOODLINE
	GAS VALVE		SET IRON ROD		BUSH/HEDGE ROW
	GAS RISER				

NOTE: ALL ITEMS LISTED ON THE LEGEND MAY NOT BE PRESENT ON DRAWING.

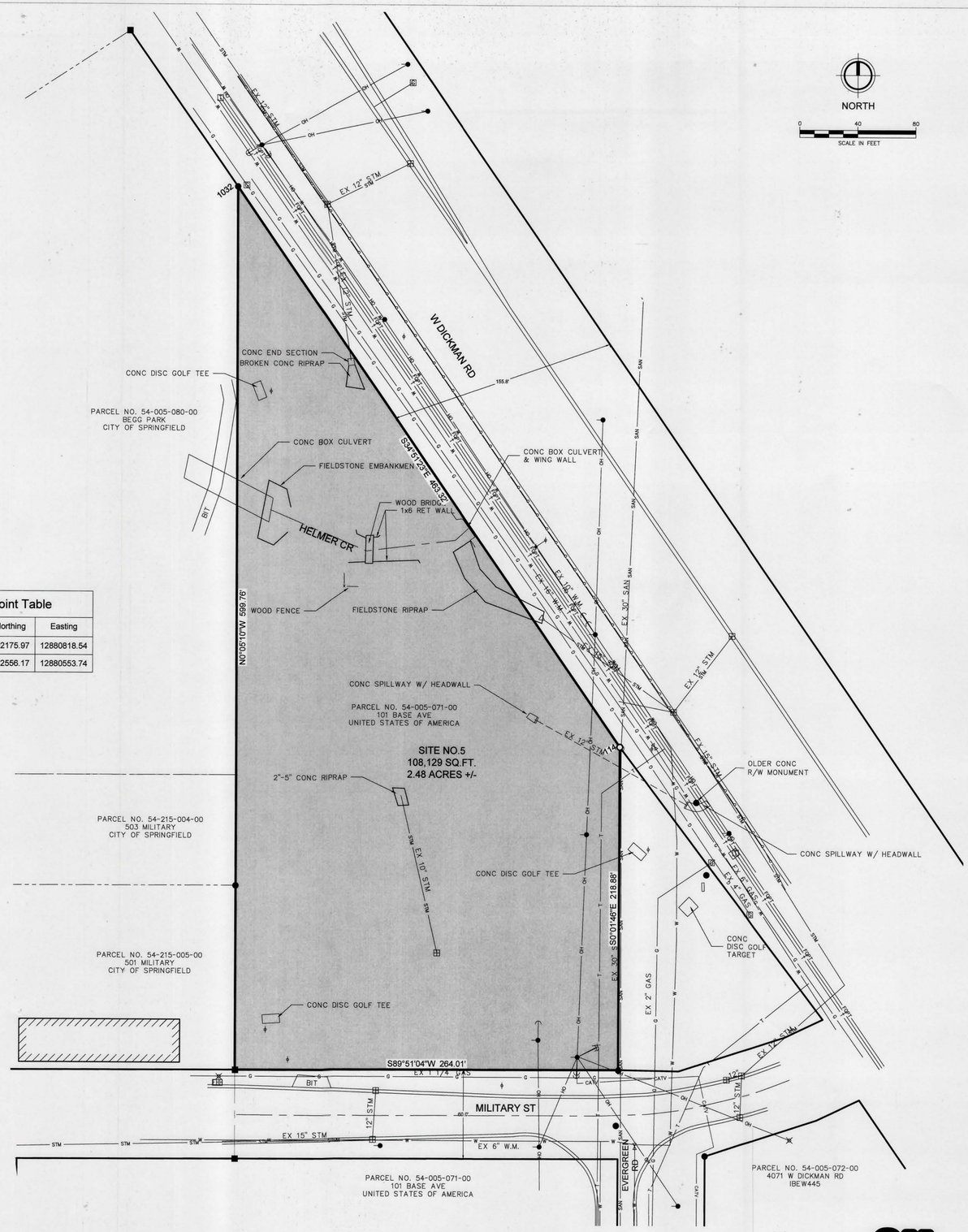


Exhibit "B"

811 Know what's below. Call before you dig.

FLEIS & VANDENBRINK
DESIGN. BUILD. OPERATE.
2960 Lucerne Drive SE
Grand Rapids, MI 49546
P: 616.977.1000
F: 616.977.1005

CLIENT COMMENTS 2/24/2025 JRR
TITLE COMMITMENT RECEIVED 1/20/2025 JRR

REVISION:

000 MILITARY AVE & WEST DICKMAND RD, SPRINGFIELD, MI
SECTION 5, TOWN 2 SOUTH, RANGE 8 WEST
CITY OF SPRINGFIELD, CALHOUN COUNTY, MICHIGAN

ALTA/NSPS LAND TITLE SURVEY

DESIGN TEAM: BN, SAD, KBC
CHECK BY:
DRAWING INFORMATION: 857980_ALTA jonathonr

DECEMBER 2022
F&V PROJECT NO. 857980

1

Jonathonr /\N:\Proj\857001-859000\857980 Bamforth - ALTA Survey\Cad\857980_ALTA.dwg

LAND DESCRIPTION PER TITLE COMMITMENT # MI-572053,
COMMITMENT DATE: SEPTEMBER 4, 2024, 8:00 AM:

LOT 1 OF SOUTH CUSTER PARK AS RECORDED IN LIBER 18, PAGE 19 OF PLATS, CALHOUN COUNTY RECORDS

SCHEDULE B EXCEPTIONS:

ITEMS 1-13 ARE NOT SURVEY RELATED
14. Terms, Conditions, Restrictions and Provisions of Agreement, recorded in Liber 1070, page 274, which are not accompanied by a right of reverter, but omitting those based on race, religion, color or national origin. - NOT SHOWN RESTRICTIONS FOR BUILDING ELEVATION
15. Easement in favor of Consumers Power Company recorded in Liber 1054, page 252. - NOT SHOWN - DOES NOT AFFECT SUBJECT PROPERTY
16. Easement in favor of Consumers Power Company recorded in Liber 1054, page 242. - NOT SHOWN - DOES NOT AFFECT SUBJECT PROPERTY
17. Terms, Conditions, and Provisions of Grant of Easements, recorded in Liber 1039, page 631. - NOT SHOWN - EXHIBITS REFERENCED ARE NOT A PART OF THE DOCUMENT
18. 20 foot Sanitary Sewer Easement across said lot as disclosed on the recorded plat. - AS SHOWN
19. Subject to an Easement in favor of Battle Creek Gas Company from September 1, 1970 as evidenced by Deed recorded in Liber 1039, page 627. - NOT SHOWN - EASEMENT DESCRIPTION NOT A PART OF DOCUMENT

NOTES:

CURRENT OWNER: UNITED STATES OF AMERICA

SURVEY BASED ON OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY TITLE COMMITMENT # MI-572053-2 DATED SEPTEMBER 4, 2024.

SITE NO.6 CONTAINS 67153 SQUARE FEET, WHICH IS 1.54 ACRES, MORE OR LESS.

PARCEL WAS SURVEYED NOVEMBER 2, 2022

SITE NO.6 HAS DIRECT ACCESS TO ADMIRAL AVENUE, MAJOR AVENUE AND ENSIGN AVENUE

BASED ON THE SCALED LOCATION, THE PROPERTY HEREIN DESCRIBED FALLS IN A FLOOD ZONE AREA DESIGNATED AS "ZONE X" (AREA OF MINIMAL FLOOD HAZARD) AS INDICATED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY(FEMA) ON COMMUNITY PANEL NUMBER 26025C0159C, EFFECTIVE DATE 4/4/2011.
BASE FLOOD ELEVATION OF 872.6 USGS DATUM ALONG THE HELMER BROOK/CREEK PER SHEET 1, SOUTH CUSTER PARK, AS RECORDED IN LIBER 18 OF PLATS, PAGE 19, CALHOUN COUNTY, MICHIGAN RECORDS

HORIZONTAL DATUM BASED ON NAD83 MICHIGAN STATE PLANE, SOUTH ZONE, INTERNATIONAL FOOT. ALL DISTANCES SHOWN ARE GRID DISTANCES.
SITE COMBINED SCALED FACTOR = 0.99991707 PER OPUS SOLUTION

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ALTA CERTIFICATION:
TO:US NAVY FAC MID-ATLANTIC, OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

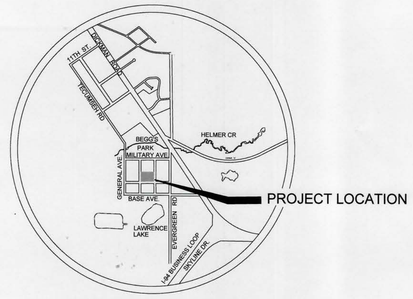
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 4, 7(A), 7(B)(1), 8, 11(A), 11(B), 13, 17 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON NOVEMBER 2, 2022.



KEVIN BANFIELD CLEAVER
KCLEAVER@FVENG.COM

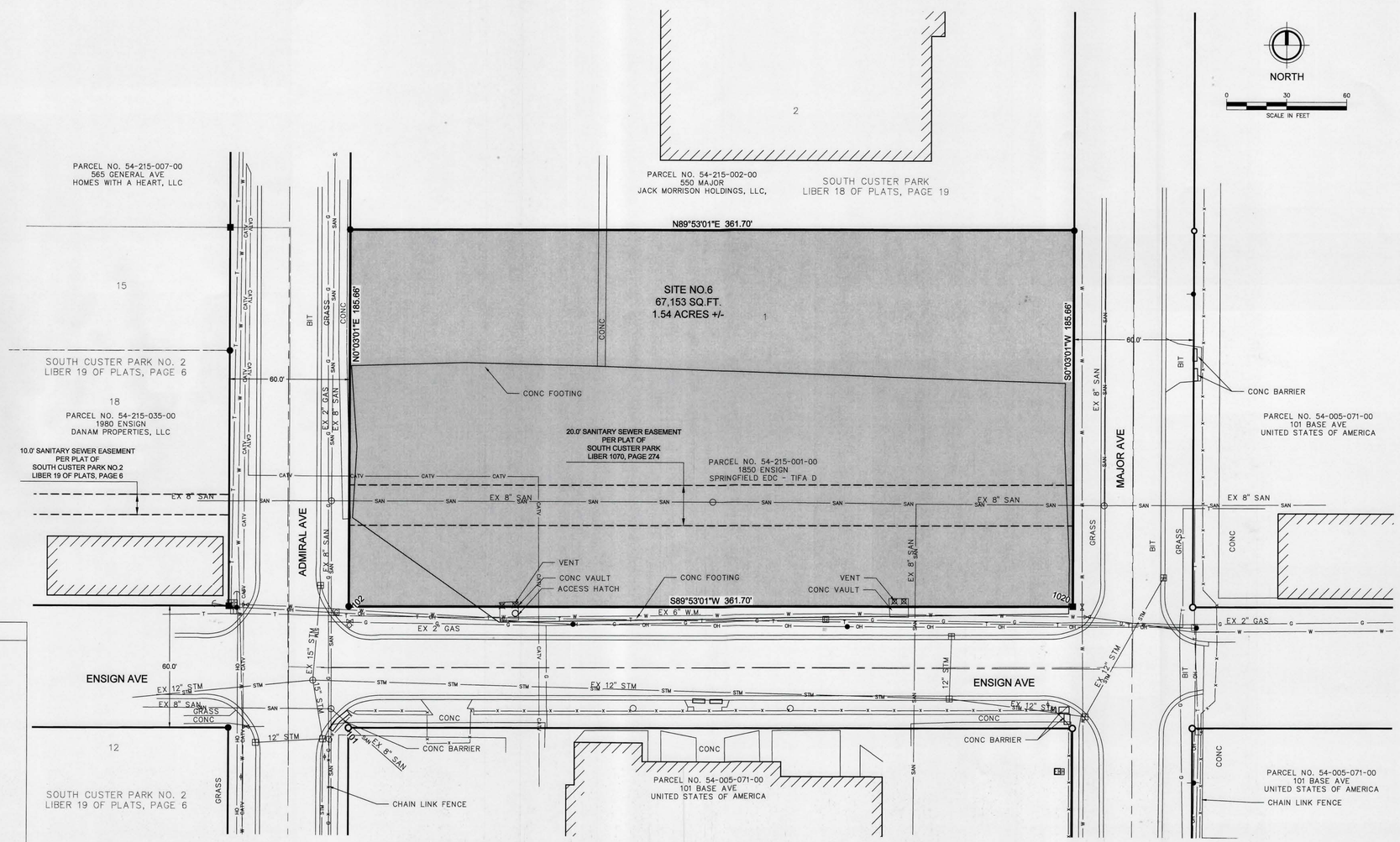
P.S. 4001029242 LICENSE NO.

DATE 2/24/25



NORTH

VICINITY MAP
NO SCALE



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	GAS RISER				

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Point Table

Point #	Northing	Easting
101	301248.25	12879982.55
102	301308.25	12879982.60
1020	301308.98	12880344.30

Exhibit "B"

Know what's below. Call before you dig.

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REVISION:

1850 ENSIGN AVE, SPRINGFIELD, MI
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ALTA/NSPS LAND TITLE SURVEY

DESIGN TEAM: BN, SAD, KBC
CHECK BY:
DRAWING INFORMATION: 857980_ALTA jonathonr

DECEMBER 2022
F&V PROJECT NO. 857980

1

jonathonr /M:\Proj\857001 - 858000\857980 Bamforth - ALTA Surveys\Cad\857980_ALTA.dwg

January 5, 2026 **R E S O L U T I O N** **No. 07-26**

RESOLVED BY THE COUNCIL OF THE CITY OF SPRINGFIELD to authorize Aaron Edlefson, City Manager, to sign a Termination Concurrence for Navy Contract No. NF (R)-37307, which terminates the easement and right-of-way for public access as referenced in said contract.

MOVED: _____

SECONDED: _____