



CITY COUNCIL PACKET

MONDAY, FEBRUARY 2, 2026

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



**CITY COUNCIL
REGULAR MEETING
MONDAY, FEBRUARY 2, 2026, 6:30 PM
AGENDA**

- I. CALL TO ORDER
- II. PLEDGE OF ALLEGIANCE
- III. ROLL CALL:
Council Members Cummings, Francis, Gregory, Wells, Mayor Pro-tem Kincaid, and Mayor Burdett
- IV. APPROVAL OF MINUTES
 1. Regular Meeting Minutes - January 20, 2026
[cc.min.1.20.26](#)
- V. CITIZEN COMMENTS (AGENDA ITEMS ONLY)
- VI. CITY MANAGER'S REPORT (INFORMATIONAL ONLY)
 1. City Manager's Report
[City Manager's Report 020226](#)
- VII. BUSINESS
 1. BILLS IN LINE
[BIL January 11, 2026 to January 24, 2026](#)
 2. FY 2025/26 2nd Quarter Budget Status
[Budget Status 2nd Quarter FY 25-26](#)
 3. FY 2025/26 2nd Quarter Investment Activity
[2nd Quarter Investment Activity FY 25-26](#)
 4. Approve - FY 2025/26 2nd Quarter Budget Amendments– (Res. #09-26)
[2nd Quarter Budget Amendments FY 25-26](#)
[CCRES.09.26](#)
 5. Authorize - City Manager to Sign Calhoun County Parks 2025 Allocation Report & 2026 Allocation Request– (Res. #10-26)
[2026 Parks Millage Allocation Request for Springfield](#)
[CCRES.10.26](#)
 6. Adopt - 20th Street Corridor Plan– (Res. #11-26)
[20th Street Corridor Plan - 012226 Draft](#)
[CCRES.11.26](#)

7. Adopt - Capital Improvement Plan– (Res. #12-26)
[2026-32 CIP](#)
[CCRES.12.26](#)
8. Approve - Purchase of 2017 Skyjack Scissor Lift (Man Lift) – (Res. #13-26)
[IMG_0077](#)
[CCRES.13.26](#)

VIII. COUNCIL COMMENTS

IX. CITIZEN COMMENTS

X. ADJOURNMENT

NEXT MEETING:	Tuesday, February 17, 2026
NEXT RESOLUTION:	14-26
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
JANUARY 20, 2026**

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, 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 Scott Cipicic – Fire Chief.

IV. APPROVAL OF MINUTES – January 5, 2026

It was moved by Kincaid, seconded by Francis and unanimous that the minutes of the January 5, 2026, regular meeting, be approved subject to any additions or corrections.

V. CITIZEN COMMENTS (Agenda Items Only)

None.

VI. MONTHLY DEPARTMENTAL REPORTS

1. Building/Code Enforcement Department – November/December (T. Seaman)

Mayor Burdett asked if there were any questions regarding the Building/Code Enforcement Department reports presented by Tina Seaman?

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

2. Law Enforcement Department – December (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.

3. Fire Department – December (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.

4. Public Works Department – December (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.

5. 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 – Purchase of Brush Chipper

City Manager Edlefson stated this resolution approves the purchase of a brush chipper.

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

Resolution #08-26

RESOLVED BY THE COUNCIL OF THE CITY OF SPRINGFIELD to authorize Chaz Wilkey, Department of Public Works Supervisor, to purchase a brush chipper in an amount not to exceed \$30,000.

All ayes. Resolution adopted.

VIII. COUNCIL COMMENTS

Council Member Francis thanked the Department of Public Works staff for working in the cold weather to keep our streets cleared.

Mayor Pro-tem Kincaid thanked all the first responders for being out in the poor conditions dealing with issues as well.

Council Member Cummings thanked the Department of Public Works staff for the work they do.

Council Member Wells also thanked the Department of Public Works staff and first responders for working in tough conditions.

Mayor Burdett echoed the comments regarding the Department of Public Works staff and first responders. He also encouraged everyone to look in on their neighbors during the upcoming frigid temperatures.

IX. CITIZEN COMMENTS

None.

X. ADJOURNMENT

The meeting was adjourned by Mayor Burdett at 6:36 p.m.

Kris Vogel, MMC/MiPMC
City Clerk

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: February 2, 2026

Agenda Item: City Manager's Report

Recommendation:

Budget Impact:

Staff Contact: Aaron Edlefson, City Manager

Background:

Supporting Documents

[City Manager's Report 020226](#)



DATE: February 2, 2026
TO: The Honorable Mayor and City Council
FROM: Aaron D. Edlefson, City Manager
SUBJECT: City Manager's Report

20th Street Corridor Plan Update

The most recent draft of the 20th Street Corridor Plan was completed following the Promote Springfield Committee meeting on January 7th. On January 26th that plan was reviewed by the Planning Commission who recommended that it be adopted by City Council. This is one of the final steps in finalizing the Master Plan/20th Street Corridor Plan project. Following the adoption of the 20th Street Corridor Plan, we will be sending out both documents to the required entities as directed by the Michigan Planning Enabling Act. The final step will be to close out our Housing Readiness Incentive Grant with the Michigan State Housing Development Authority.

Capital Improvement Plan Update

At their January 26th meeting, the Planning Commission recommended approval of the 2026-32 Capital Improvement Plan. Our team has put together a great list of projects that will enhance the livability of our city as well as increasing the efficiency of the municipal complex, safety and security of our employees and citizens, and improving infrastructure.

Parks Millage 2025 Report and 2026 Request

In the packet is our 2025 Parks Millage Allocation & 2026 Allocation Request from the Calhoun County Parks and Recreation Commission. We did not use any millage funds in 2025 so the ending millage balance will rollover. For 2026, we have found some exciting ways to utilize our millage funding at Begg Park and Springfield School Memorial Park. At Springfield Schools Memorial Park we will be making improvements to the basketball court that are not covered by our Department of Natural Resources grants. At Begg Park we will be replacing the existing disc golf targets with targets that are approved by the Professional Disc Golf Association (PDGA). This will allow Begg Park to host tournaments that are sanctioned by the PDGA.

Veregy Update

Finance Director/Treasurer Moody, Department of Public Works Director Wilkey and I met with Dick Williams and Tyler Grant from Veregy on January 26th to discuss the feasibility study that they are currently conducting. They are still in the process of developing their "Self-Funding Model" which guarantees energy and operational savings would cover the cost of improvements. Projects included are LED lighting, HVAC upgrades, infrared heaters, a new hot water heater, window replacements, a solar array, space reconfiguration at City Hall, and variable frequency drive pumps for our lift stations.

Respectfully,
Aaron D. Edlefson, MPA
City Manager

CITY OF SPRINGFIELD BILLS IN LINE
INVOICE GL DISTRIBUTION REPORT FOR INVOICES PAID 01/11/2026 TO 01/24/2026

GL Number	GL Desc	Vendor	Amount
Fund 101 GENERAL FUND			
Dept 101 CITY COUNCIL			
101-101-911.00	CONFERENCE COSTS	CONSUMERS CU MASTERCARD	770.00
101-101-915.00	MEMBERSHIP & DUES	CONSUMERS CU MASTERCARD	120.00
101-101-955.05	MISCELLANEOUS EXPENSES	CONSUMERS CU MASTERCARD	2,700.91
101-101-955.05	MISCELLANEOUS EXPENSES	CONSUMERS CU MASTERCARD	150.00
	Total For Dept 101 CITY COUNCIL		3,740.91
Dept 172 CITY MANAGER			
101-172-718.05	MEDICAL INSURANCE	BCBS OF MICHIGAN	5,867.15
101-172-911.00	CONFERENCE COSTS	CONSUMERS CU MASTERCARD	67.53
101-172-911.00	CONFERENCE COSTS	CONSUMERS CU MASTERCARD	385.00
	Total For Dept 172 CITY MANAGER		6,319.68
Dept 259 FINANCE & ADMIN SERVICES			
101-259-718.05	MEDICAL INSURANCE	BCBS OF MICHIGAN	7,155.72
101-259-751.00	SOFTWARE UPDATES/LICENSES	CONSUMERS CU MASTERCARD	167.93
101-259-752.20	OPERATING SUPPLIES	INTEGRITY BUSINESS SOLUTIONS	109.73
101-259-752.20	OPERATING SUPPLIES	QUILL LLC	44.23
101-259-752.20	OPERATING SUPPLIES	CONSUMERS CU MASTERCARD	150.86
101-259-801.13	INCOME TAX COMPLIANCE	CONSUMERS CU MASTERCARD	597.85
101-259-801.13	INCOME TAX COMPLIANCE	MICHIGAN DEPT OF TREASURY	35.00
101-259-801.13	INCOME TAX COMPLIANCE	CALHOUN COUNTY SHERIFFS OFFICE	35.50
101-259-801.13	INCOME TAX COMPLIANCE	CALHOUN COUNTY SHERIFFS OFFICE	32.05
101-259-801.13	INCOME TAX COMPLIANCE	CONSUMERS CU MASTERCARD	110.00
101-259-801.28	OPEB VALUATION REPORT	WATKINS ROSS & COMPANY	4,600.00
101-259-851.00	POSTAGE	KCI	24.42
101-259-910.05	TRAINING & EDUCATION	CONSUMERS CU MASTERCARD	99.00
101-259-915.00	MEMBERSHIP & DUES	CONSUMERS CU MASTERCARD	99.00
101-259-931.00	OFFICE EQUIPMENT/MAINTENANCE	BUSINESS IT SERVICES INC	392.00
101-259-931.00	OFFICE EQUIPMENT/MAINTENANCE	VENTURE TECHNOLOGIES INC	30.00
101-259-931.15	POSTAGE METER MAINTENANCE	PITNEY BOWES	132.79
101-259-955.05	MISCELLANEOUS EXPENSES	CONSUMERS CU MASTERCARD	5.49
	Total For Dept 259 FINANCE & ADMIN SERVICES		13,821.57
Dept 301 POLICE DEPARTMENT			
101-301-718.05	MEDICAL INSURANCE	BCBS OF MICHIGAN	52.06
101-301-723.05	MEDICAL INSURANCE-RETIREES	BCBS OF MICHIGAN	2,741.13
101-301-752.20	OPERATING SUPPLIES	CONSUMERS CU MASTERCARD	74.87
101-301-801.43	POLICE SERVICE-COUNTY	CONSUMERS CU MASTERCARD	79.95
101-301-920.20	ELECTRICITY	CONSUMERS ENERGY	683.35
101-301-921.00	NATURAL GAS	SEMCO ENERGY	699.11
101-301-985.05	CAPITAL OUTLAY-PUB SAFE EQUIP	CINTAS CORPORATION	2,430.58
101-301-985.05	CAPITAL OUTLAY-PUB SAFE EQUIP	CINTAS CORPORATION	366.48
	Total For Dept 301 POLICE DEPARTMENT		7,127.53
Dept 336 FIRE DEPARTMENT			
101-336-718.05	MEDICAL INSURANCE	BCBS OF MICHIGAN	34.70
101-336-723.05	MEDICAL INSURANCE-RETIREES	BCBS OF MICHIGAN	685.28
101-336-752.20	OPERATING SUPPLIES	CONSUMERS CU MASTERCARD	18.72
101-336-910.05	TRAINING & EDUCATION	MARSHALL AREA FIRE FIGHTERS	700.00
101-336-920.20	ELECTRICITY	CONSUMERS ENERGY	170.84
101-336-921.00	NATURAL GAS	SEMCO ENERGY	174.78
101-336-930.05	BUILDING MAINTENANCE	MENARDS COMMERCIAL	239.88
101-336-930.05	BUILDING MAINTENANCE	MENARDS COMMERCIAL	239.88
101-336-985.05	CAPITAL OUTLAY-PUB SAFE EQUIP	CINTAS CORPORATION	607.65
101-336-985.05	CAPITAL OUTLAY-PUB SAFE EQUIP	CINTAS CORPORATION	91.62
	Total For Dept 336 FIRE DEPARTMENT		2,963.35

CITY OF SPRINGFIELD BILLS IN LINE
INVOICE GL DISTRIBUTION REPORT FOR INVOICES PAID 01/11/2026 TO 01/24/2026

GL Number	GL Desc	Vendor	Amount
Dept 532 PUBLIC WORKS			
101-532-718.05	MEDICAL INSURANCE	BCBS OF MICHIGAN	11,377.85
101-532-724.35	UNIFORMS	CINTAS CORPORATION	59.48
101-532-724.35	UNIFORMS	CINTAS CORPORATION	59.48
101-532-752.20	OPERATING SUPPLIES	MENARDS COMMERCIAL	59.94
101-532-752.20	OPERATING SUPPLIES	MENARDS COMMERCIAL	24.95
101-532-801.18	CDL REQUIRED TESTING	STRESS FREE DOTS LLC	330.00
101-532-920.25	STREET LIGHTING	CONSUMERS ENERGY	5,568.84
101-532-920.25	STREET LIGHTING	CONSUMERS ENERGY	21.69
101-532-920.25	STREET LIGHTING	CONSUMERS ENERGY	2,708.83
101-532-930.01	CITY HALL OPERATIONS & MAINT	CONSUMERS ENERGY	316.36
101-532-930.01	CITY HALL OPERATIONS & MAINT	CONSUMERS ENERGY	775.03
101-532-930.01	CITY HALL OPERATIONS & MAINT	INTEGRITY BUSINESS SOLUTIONS	34.98
101-532-930.01	CITY HALL OPERATIONS & MAINT	CONSUMERS CU MASTERCARD	377.86
101-532-930.01	CITY HALL OPERATIONS & MAINT	SEMCO ENERGY	1,579.99
101-532-930.02	CEMETERY OPERATIONS & MAINT	BOSKER BRICK CO	41.24
101-532-930.02	CEMETERY OPERATIONS & MAINT	DYNAMIX LAWN & LANDSCAPING	625.00
101-532-930.03	PARKS/RECREATION OPER & MAINT	CONSUMERS ENERGY	44.26
101-532-930.03	PARKS/RECREATION OPER & MAINT	CONSUMERS ENERGY	27.74
101-532-930.03	PARKS/RECREATION OPER & MAINT	CONSUMERS ENERGY	27.74
101-532-930.03	PARKS/RECREATION OPER & MAINT	DYNAMIX LAWN & LANDSCAPING	625.00
		Total For Dept 532 PUBLIC WORKS	24,686.26
		Total For Fund 101 GENERAL FUND	58,659.30
Fund 202 MAJOR STREET FUND			
Dept 451 CONSTRUCTION			
202-451-801.55	CONTRACTUAL CONSTRUCTION	FLEIS & VANDENBRINK ENGINEERING INC	21,100.00
		Total For Dept 451 CONSTRUCTION	21,100.00
Dept 474 TRAFFIC SERVICE MAINTENANCE			
202-474-920.20	ELECTRICITY	CONSUMERS ENERGY	263.58
		Total For Dept 474 TRAFFIC SERVICE MAINTENANCE	263.58
Dept 478 WINTER MAINTENANCE			
202-478-775.80	SNOW REMOVAL MATERIAL	DETROIT SALT COMPANY	7,162.98
		Total For Dept 478 WINTER MAINTENANCE	7,162.98
		Total For Fund 202 MAJOR STREET FUND	28,526.56
Fund 203 LOCAL STREET FUND			
Dept 478 WINTER MAINTENANCE			
203-478-775.80	SNOW REMOVAL MATERIAL	DETROIT SALT COMPANY	7,162.97
		Total For Dept 478 WINTER MAINTENANCE	7,162.97
		Total For Fund 203 LOCAL STREET FUND	7,162.97
Fund 244 ECONOMIC DEVELOPMENT FUND			
Dept 703 OPERATING EXPENSES			
244-703-930.10	COMMERCIAL SIGN MAINTENANCE	CONSUMERS ENERGY	65.97
244-703-956.02	MMM S/A PAID TO BID	CITY OF BATTLE CREEK	907.14
		Total For Dept 703 OPERATING EXPENSES	973.11
		Total For Fund 244 ECONOMIC DEVELOPMENT FUND	973.11

CITY OF SPRINGFIELD BILLS IN LINE
INVOICE GL DISTRIBUTION REPORT FOR INVOICES PAID 01/11/2026 TO 01/24/2026

GL Number	GL Desc	Vendor	Amount
Fund 508 FARMERS MARKET FUND			
Dept 755 FARMERS MARKET			
508-755-919.00	REFUSE SERVICE-WM	WASTE MANAGEMENT OF MICHIGAN	169.51
508-755-920.20	ELECTRICITY	CONSUMERS ENERGY	1,041.13
508-755-921.00	NATURAL GAS	SEMCO ENERGY	583.59
508-755-956.06	SPECIAL EVENTS	QUILL LLC	31.13
Total For Dept 755 FARMERS MARKET			1,825.36
Total For Fund 508 FARMERS MARKET FUND			1,825.36
Fund 590 SEWER FUND			
Dept 536 OPERATING EXPENSES-SEWER/WATER			
590-536-801.88	INTERNET ACCESS	CONSUMERS CU MASTERCARD	67.56
590-536-917.00	SEWER SERVICE	CITY OF BATTLE CREEK	113,603.40
590-536-917.05	READINESS-TO-SERVE FEE	CITY OF BATTLE CREEK	103,154.74
590-536-955.05	MISCELLANEOUS EXPENSES	CONSUMERS ENERGY	13.87
Total For Dept 536 OPERATING EXPENSES-SEWER/WATER			216,839.57
Total For Fund 590 SEWER FUND			216,839.57
Fund 591 WATER FUND			
Dept 000			
591-000-276.00	OVERPAYMENTS-UB	DEVON TITLE AGENCY	31.97
591-000-276.00	OVERPAYMENTS-UB	TITLE RESOURCE AGENCY	34.52
591-000-276.00	OVERPAYMENTS-UB	GREAT LAKE REALTY	96.16
Total For Dept 000			162.65
Dept 536 OPERATING EXPENSES-SEWER/WATER			
591-536-801.00	CONTRACTUAL SERVICES	FLEIS & VANDENBRINK ENGINEERING INC	2,253.50
591-536-801.88	INTERNET ACCESS	CONSUMERS CU MASTERCARD	67.56
591-536-917.05	READINESS-TO-SERVE FEE	CITY OF BATTLE CREEK	4,359.39
591-536-918.05	WATER DELIVERY	CITY OF BATTLE CREEK	58,227.02
591-536-955.05	MISCELLANEOUS EXPENSES	CONSUMERS ENERGY	13.87
591-536-976.00	CAPITAL OUTLAY-DWSRF PROJECT	FLEIS & VANDENBRINK ENGINEERING INC	25,000.00
Total For Dept 536 OPERATING EXPENSES-SEWER/WATER			89,921.34
Total For Fund 591 WATER FUND			90,083.99
Fund 661 VEHICLE FUND			
Dept 336 FIRE DEPARTMENT			
661-336-932.00	VEHICLE MAINTENANCE	SPRINGFIELD DO IT CENTER	36.14
Total For Dept 336 FIRE DEPARTMENT			36.14
Dept 532 PUBLIC WORKS			
661-532-752.25	REPAIR & MAINT SUPPLIES	CONSUMERS CU MASTERCARD	272.10
661-532-759.00	VEHICLE FUEL	CRYSTAL FLASH INC	1,175.20
661-532-759.00	VEHICLE FUEL	CRYSTAL FLASH INC	1,548.18
661-532-760.10	MOWER PARTS AND SUPPLIES	STEENSMA LAWN & POWER EQUIPMENT	68.01
661-532-932.00	VEHICLE MAINTENANCE	CONSUMERS CU MASTERCARD	2,132.29
661-532-932.00	VEHICLE MAINTENANCE	CONSUMERS CU MASTERCARD	846.09
661-532-932.00	VEHICLE MAINTENANCE	HENKEL CHRYSLER JEEP DODGE	1,319.70
Total For Dept 532 PUBLIC WORKS			7,361.57
Total For Fund 661 VEHICLE FUND			7,397.71

CITY OF SPRINGFIELD BILLS IN LINE
INVOICE GL DISTRIBUTION REPORT FOR INVOICES PAID 01/11/2026 TO 01/24/2026

GL Number	GL Desc	Vendor	Amount
Fund 701 TRUST & AGENCY FUND			
Dept 000			
701-000-222.05	DUE TO COUNTY-DOG LICENSES	CALHOUN COUNTY TREASURER	112.00
701-000-222.05	DUE TO COUNTY-DOG LICENSES	CITY OF SPRINGFIELD	18.00
701-000-230.05	DUE TO UNITS-TRAILER FEES	CALHOUN COUNTY TREASURER	2,252.50
701-000-230.05	DUE TO UNITS-TRAILER FEES	GENERAL FUND-TRAILER FEES	450.50
		Total For Dept 000	2,833.00
		Total For Fund 701 TRUST & AGENCY FUND	2,833.00
Fund 703 CURRENT TAX COLLECTION FUND			
Dept 000			
703-000-214.00	DUE TO GENERAL FUND	GENERAL FUND-PROP TAX DISB	1,319.53
703-000-214.05	DUE TO GENERAL FUND-OPER	GENERAL FUND-PROP TAX DISB	4,065.74
703-000-214.06	DUE TO GENERAL FUND-PENSION	GENERAL FUND-PROP TAX DISB	290.36
703-000-214.07	DUE TO GENERAL FUND-ADMIN FEE	GENERAL FUND-PROP TAX DISB	2,747.99
703-000-214.07	DUE TO GENERAL FUND-ADMIN FEE	GENERAL FUND-PROP TAX DISB	59.42
703-000-214.11	DUE TO UNITS-PENALTY/INTEREST	BATTLE CREEK PUBLIC SCHOOLS	17.83
703-000-214.11	DUE TO UNITS-PENALTY/INTEREST	BATTLE CREEK PUBLIC SCHOOLS	11.59
703-000-214.11	DUE TO UNITS-PENALTY/INTEREST	BATTLE CREEK PUBLIC SCHOOLS	9.18
703-000-214.11	DUE TO UNITS-PENALTY/INTEREST	BATTLE CREEK PUBLIC SCHOOLS	4.94
703-000-214.11	DUE TO UNITS-PENALTY/INTEREST	BATTLE CREEK PUBLIC SCHOOLS	46.05
703-000-214.11	DUE TO UNITS-PENALTY/INTEREST	CALHOUN COUNTY TREASURER	132.07
703-000-214.11	DUE TO UNITS-PENALTY/INTEREST	CALHOUN INTERM SCHOOL DIST	35.77
703-000-214.11	DUE TO UNITS-PENALTY/INTEREST	KELLOGG COMMUNITY COLLEGE	20.96
703-000-214.11	DUE TO UNITS-PENALTY/INTEREST	WILLARD DISTRICT LIBRARY	23.18
703-000-214.11	DUE TO UNITS-PENALTY/INTEREST	GENERAL FUND-PROP TAX DISB	174.27
703-000-222.00	DUE TO COUNTY-PROPERTY TAXES	CALHOUN COUNTY TREASURER	58,481.22
703-000-222.00	DUE TO COUNTY-PROPERTY TAXES	CALHOUN COUNTY TREASURER	1,559.24
703-000-222.00	DUE TO COUNTY-PROPERTY TAXES	TIFA D FUND-PROPERTY TAX DISB	21,334.19
703-000-223.00	DUE TO WILLARD-PROPERTY TAXES	WILLARD DISTRICT LIBRARY	579.55
703-000-225.00	DUE TO BC SCH-PROPERTY TAXES	BATTLE CREEK PUBLIC SCHOOLS	53,937.20
703-000-225.00	DUE TO BC SCH-PROPERTY TAXES	BATTLE CREEK PUBLIC SCHOOLS	445.74
703-000-225.00	DUE TO BC SCH-PROPERTY TAXES	BATTLE CREEK PUBLIC SCHOOLS	35,123.06
703-000-225.00	DUE TO BC SCH-PROPERTY TAXES	BATTLE CREEK PUBLIC SCHOOLS	290.24
703-000-225.00	DUE TO BC SCH-PROPERTY TAXES	BATTLE CREEK PUBLIC SCHOOLS	27,757.54
703-000-225.00	DUE TO BC SCH-PROPERTY TAXES	BATTLE CREEK PUBLIC SCHOOLS	229.37
703-000-225.00	DUE TO BC SCH-PROPERTY TAXES	BATTLE CREEK PUBLIC SCHOOLS	14,931.35
703-000-225.00	DUE TO BC SCH-PROPERTY TAXES	BATTLE CREEK PUBLIC SCHOOLS	123.38
703-000-225.00	DUE TO BC SCH-PROPERTY TAXES	BATTLE CREEK PUBLIC SCHOOLS	72,436.37
703-000-225.00	DUE TO BC SCH-PROPERTY TAXES	BATTLE CREEK PUBLIC SCHOOLS	1,150.97
703-000-228.01	DUE TO STATE-PROPERTY TAXES	CALHOUN COUNTY TREASURER	1,742.44
703-000-234.00	DUE TO ISD-PROPERTY TAXES	CALHOUN INTERM SCHOOL DIST	109,349.84
703-000-234.00	DUE TO ISD-PROPERTY TAXES	CALHOUN INTERM SCHOOL DIST	894.41
703-000-235.00	DUE TO KCC-PROPERTY TAXES	KELLOGG COMMUNITY COLLEGE	46,481.47
703-000-235.00	DUE TO KCC-PROPERTY TAXES	KELLOGG COMMUNITY COLLEGE	524.28
703-000-235.00	DUE TO KCC-PROPERTY TAXES	TIFA D FUND-PROPERTY TAX DISB	16,957.52
703-000-237.00	DUE TO TACC	TRANSPORTATION AUTHORITY OF CALHOUN	68,484.17
703-000-237.00	DUE TO TACC	TIFA D FUND-PROPERTY TAX DISB	24,985.75
		Total For Dept 000	566,758.18
		Total For Fund 703 CURRENT TAX COLLECTION FUND	566,758.18

CITY OF SPRINGFIELD BILLS IN LINE
INVOICE GL DISTRIBUTION REPORT FOR INVOICES PAID 01/11/2026 TO 01/24/2026

GL Number	GL Desc	Vendor	Amount
	Fund Totals:		
		Fund 101 GENERAL FUND	58,659.30
		Fund 202 MAJOR STREET FUND	28,526.56
		Fund 203 LOCAL STREET FUND	7,162.97
		Fund 244 ECONOMIC DEVELOPMENT FUND	973.11
		Fund 508 FARMERS MARKET FUND	1,825.36
		Fund 590 SEWER FUND	216,839.57
		Fund 591 WATER FUND	90,083.99
		Fund 661 VEHICLE FUND	7,397.71
		Fund 701 TRUST & AGENCY FUND	2,833.00
		Fund 703 CURRENT TAX COLLECTION FUND	566,758.18
		Total For All Funds:	981,059.75

2nd Quarter Key Funds and Departments

prepared by Ethan Moody, Finance Director

REVENUES

FUND	\$ BUDGETED	\$ RECEIVED	% RECEIVED
General Fund	4,452,800	2,497,916	56.1%
Major Street	900,600	459,460	51.0%
Local Street	358,200	98,159	27.4%
Income Tax	1,263,500	658,863	52.1%
Farmers Market	45,400	21,517	47.4%
Building Fund	66,800	41,332	61.9%
Sewer	1,397,100	683,680	48.9%
Water	4,953,100	4,704,577	95.0%
Refuse	378,800	170,130	44.9%
Vehicle	384,700	265,223	68.9%
<i>Cumulative Performance</i>		67.6%	

EXPENSES

FUND OR DEPT	\$ BUDGETED	\$ SPENT	% SPENT
General Fund	4,452,800	1,802,126	40.5%
Council	52,400	20,737	39.6%
Manager	509,600	230,077	45.1%
Finance & Admin	1,214,000	746,738	61.5%
Police	1,522,100	647,088	42.5%
Fire	287,500	120,691	42.0%
Public Services	2,029,900	616,224	30.4%
Major Street	983,200	527,789	53.7%
Local Street	492,700	150,412	30.5%
Income Tax	1,513,500	877,280	58.0%
Farmers Market	43,100	18,490	42.9%
Building Fund	66,800	31,209	46.7%
Sewer	1,452,200	708,179	48.8%
Water	5,346,000	4,822,544	90.2%
Refuse	378,800	168,576	44.5%
Vehicle	574,000	281,611	49.1%
<i>Cumulative Performance</i>		61.3%	



2nd Quarter Investment Activity

Prepared by Ethan Moody, Finance Director

FY 2025/2026

Michigan CLASS	Value at 9-30-2025	Additions or Withdrawals	Appreciation	Value at 12-31-2025
General Fund	797,145.65	(193,933.32)	7,644.19	610,856.52
Major Street Fund	552,741.52	(245,000.00)	4,215.58	311,957.10
Local Street Fund	517,802.25		5,342.51	523,144.76
Income Tax Fund	754,360.45	(143,375.00)	7,990.42	618,975.87
EDC Fund	123,828.43	(20,000.00)	1,163.66	104,992.09
TIFA D Fund	612,989.37	(10,000.00)	6,307.52	609,296.89
Building Fund	112,408.48		1,159.79	113,568.27
Sewer Fund	712,348.80	(50,000.00)	5,923.27	668,272.07
Water Fund	880,864.41	(185,000.00)	7,924.16	703,788.57
Vehicle Fund	153,270.88	110,000.00	2,151.70	265,422.58
Total	5,217,760.24	(737,308.32)	49,822.80	4,530,274.72



2nd Quarter Investment Activity

Prepared by Ethan Moody, Finance Director

FY 2025/2026

Certificates of Deposit	Value at 9-30-2025	Additions or Withdrawals	Interest Earned	Value at 12-31-2025
Southern Michigan Bank & Trust (4.05%) Maturity 6/25/2026	260,100.81		2,762.67	262,863.48
First National Bank of America (4.00%) Maturity 9/8/2026	258,413.53		1,921.82	260,335.35
Southern Michigan Bank & Trust (4.20%) Maturity 4/4/2026	250,000.00		2,605.36	252,605.36
Consumers Credit Union (3.95%) Maturity 9/10/2027	300,000.00		2,912.14	302,912.14
Total	1,068,514.34	0.00	10,201.99	1,078,716.33

Retiree Health Care Trust	Value at 9-30-2025	Additions or Withdrawals	Appreciation	Value at 12-31-2025
MERS	441,203.57	297.00	10,706.49	452,207.06



2nd Quarter Investment Activity

Prepared by Ethan Moody, Finance Director

FY 2025/2026

Performance rates shown below represent dividends and gains reinvested and market appreciation.

	2nd Quarter Performance	Cumulative Fiscal Year Performance
Michigan CLASS	1.11%	2.13%
Retiree Health Care Trust	2.43%	7.78%
Certificates of Deposit	0.95%	2.07%
Consumers Checking Accounts	0.25%	0.50%

Additional Information:

Michigan CLASS investments earned nearly \$50,000 during the quarter and is currently earning 3.8% on an annual basis. Total Michigan CLASS gains for the first half of the fiscal year are \$102,000. There continues to be uncertainty on the future interest rates moves of the Federal Reserve, but CLASS remains a great investment for the City.

Certificates of Deposit earned \$10,200 of interest during the quarter. These CD's have been a great protection against the decline in interest rates.

The Retiree Health Care Trust gained \$10,700 in value during the quarter for a total return of 7.8% since July. The trust is on pace for double digit gains for the full fiscal year.



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: February 2, 2026

Agenda Item: Approve - FY 2025/26 2nd Quarter Budget Amendments

Recommendation:

Budget Impact:

Staff Contact: Ethan Moody, Finance Director and Treasurer

Background:

All of the 2nd quarter budget amendments are related to the DWSRF water main replacement project. The total project costs are expected to exceed the original estimate by nearly \$300,000. These budget amendments will provide \$100,000 in additional funding from each of the following sources: the Income Tax Fund, the Major Street Fund, and the Local Street Fund.

Supporting Documents

[2nd Quarter Budget Amendments FY 25-26](#)
[CCRES.09.26](#)



Budget Amendments - FY 2025/26 - 2nd Quarter

prepared by Ethan Moody, Finance Director

GENERAL FUND

FUND/ACTIVITY	ITEM	GL NUMBER	FROM	TO	REVENUE	EXPENSE
None						
Net Change General Fund:					0	0

OTHER FUNDS

FUND/ACTIVITY	ITEM	GL NUMBER	FROM	TO	REVENUE	EXPENSE
1 Water Fund	DWSRF Loan Forgiveness	591-000-54020	1,750,000	869,000	(881,000)	
2 Water Fund	Transfer from Income Tax Fund	591-000-69925	0	100,000	100,000	
3 Water Fund	DWSRF Loan Proceeds	591-000-69600	1,750,000	3,363,000	1,613,000	
4 Water Fund	DWSRF Project	591-536-97600	4,500,000	5,450,000		950,000
5 Major Street Fund	Contractual Construction	202-451-80155	450,000	550,000		100,000
6 Local Street Fund	Contractual Construction	203-451-80155	200,000	300,000		100,000
7 Income Tax Fund	Transfer to Water Fund	211-998-21461	0	100,000		100,000
Net Change Other Funds:					832,000	1,250,000

EXPLANATIONS

- 1 Adjustment for actual DWSRF loan forgiveness during fiscal year
- 2 Adding \$100,000 Income Tax Fund contribution to the DWSRF project
- 3 Adjustment for actual DWSRF loan proceeds during fiscal year
- 4 Adjustment for actual DWSRF project expenses during the fiscal year
- 5 Adding \$100,000 Major Street Fund contribution to the DWSRF project
- 6 Adding \$100,000 Local Street Fund contribution to the DWSRF project
- 7 Adding \$100,000 Income Tax Fund contribution to the DWSRF project

Resolution #:

Adopted:



February 2, 2026

RESOLUTION

No. 09-26

RESOLVED BY THE COUNCIL OF THE CITY OF SPRINGFIELD to approve the FY
2025-2026 2nd Quarter Budget Amendments 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

<u>Meeting Date:</u>	February 2, 2026
<u>Agenda Item:</u>	Authorize - City Manager to Sign Calhoun County Parks 2025 Allocation Report & 2026 Allocation Request
<u>Recommendation:</u>	Authorize City Manager to sign the Calhoun County Parks and Recreation Commission 2025 Parks Millage Allocation Report & 2026 Allocation Request.
<u>Budget Impact:</u>	Requests of \$11,747.00 to fund improvements at Begg Park and Springfield School Memorial Park.
<u>Staff Contact:</u>	Aaron Edlefson, City Manager

Background:

Originally approved on August 4, 2020, and renewed on August 6, 2024, the Calhoun County Parks Millage generates approximately \$911,600 each year to fund parks throughout Calhoun County. 50% of funds are used for County parks and the other 50% is allocated to cities, townships, and villages based on population size.

Supporting Documents

[2026 Parks Millage Allocation Request for Springfield](#)
[CCRES.10.26](#)

CALHOUN COUNTY PARKS AND RECREATION COMMISSION
2025 PARKS MILLAGE ALLOCATION REPORT & 2026 ALLOCATION REQUEST
CITY OF SPRINGFIELD

Section 1: 2025 Allocation Report

Complete the following to explain how your municipality used its 2025 local share of the park millage.

2025 Allocation Financial Report:

1. 2025 County millage allocation		\$ 17,698.90
2. Balance from previous allocations per 2024 report		\$ -7,498.32
3.		Total \$ 10,200.58
4. 2025 Millage expenses		
4a. Salaries and fringe	\$ 0.00	
4b. Contractual services	\$ 0.00	
4c. Supplies and equipment	\$ 0.00	
4d. Other <u>N/A</u>	\$ 0.00	
	<u>N/A</u>	\$ 0.00
5. Total millage expenditures (Add lines 4a through 4d)		\$ 0.00
6. Ending millage balance (Subtract line 5 from line 3)		\$ 10,200.58

Ending millage balance must be less than \$49,299.70 to receive a fourth-year allocation.

What did you accomplish with your millage funds in 2025?

No millage funds were used in 2025.

How did your results differ from your original proposal?

N/A

Was millage money used as matching funds for state, federal, or local grants?

☐ Yes ☒ No If yes, how much grant money was awarded? \$ _____

Section 2: 2026 Allocation Request

The following reviews if/how your municipality intends to use its 2026 local share of the parks millage. Please note the allocation below is an estimate and will change based on actual taxes collected.

City of Springfield's 2026 Park's Millage Allocation estimate is **\$19,328.55**.

Municipal allocation commitment

- ☒ City of Springfield accepts its millage allocation.
- ☐ City of Springfield declines its millage allocation.
- ☐ City of Springfield has exceeded three years of allocations and is not eligible for a fourth-year allocation.

**CALHOUN COUNTY PARKS AND RECREATION COMMISSION
2025 PARKS MILLAGE ALLOCATION REPORT & 2026 ALLOCATION REQUEST
CITY OF SPRINGFIELD**

Project(s) Description – Please explain if/how you plan to spend the 2026 Park Millage Allocation

Replace disc golf targets at Begg Park. Seal and stripe basketball court and replace basketball hoops at Springfield Schools Memorial (Upton) Park.

Project Type(s):

Check all that apply

- | | |
|--|---|
| ☐ Capital Replacement | ☒ New Capital Improvement |
| ☐ Additional Maintenance | ☒ Equipment |
| ☐ Planning or Engineering | ☐ No project in 2026 |
| ☐ Other (explain below) | |

Estimated Budget:

Salaries and fringe	\$ 0.00
Contractual services	\$ 750.00
Supplies and equipment	\$ 10,997.00
Other:	\$ 0.00
Other:	\$ 0.00
Total Budget	\$ 11,747.00

How would your municipality fund the ongoing maintenance of this project(s) if the millage isn't renewed at the end of the five-year period?

Ongoing maintenance on these projects is minimal and could be funded general fund.

☒ By checking here, you certify that Calhoun County Parks Millage funding is not being used to replace existing municipal park funding and that these funds are being used to expand the quality of parks in our community.

Documentation

☒ Municipalities must provide documentation of approval of this form by a local government body such as meeting minutes where action was taken or a resolution by the governing body.

February 3, 2026

Date

February 2, 2026

Date of approval of local governing board
(Township board, city, or village council).

Authorized official signature

Aaron Edlefson

Authorized official printed name

City Manager

Authorized official title

**CALHOUN COUNTY PARKS AND RECREATION COMMISSION
2025 PARKS MILLAGE ALLOCATION REPORT & 2026 ALLOCATION REQUEST
CITY OF SPRINGFIELD**

Additional comments/space:

Quotes are attached.

CALHOUN COUNTY PARKS AND RECREATION COMMISSION
2025 PARKS MILLAGE ALLOCATION REPORT & 2026 ALLOCATION REQUEST
CITY OF SPRINGFIELD

General Instructions:

- All communities that received an allocation must complete the following report. Section 1 asks how a community used (or did not use) its 2025 allocation. Section 2 covers if a community accepts or declines its 2026 millage allocation.
- Communities declining their allocation must sign and submit the form and mark the notice of declining. Documentation of approval of this form by a local government body, such as meeting minutes when action was taken or a resolution by the governing body, is required.
- This information will be used to advise staff, citizens, committee members, and elected officials on how the County Parks Millage funds are being spent by local municipalities, so accuracy and evidence of approval are critical.
- Please return this allocation request, year-end millage report, and minutes demonstrating approval to Calhoun County Parks Department by Feb. 16, 2026. It can be mailed to Parks Department, 315 W Green Street, Marshall, MI 49068, or via email to countyparks@calhouncountymi.gov. Municipalities will be contacted prior to the due date with a reminder.

Financial and reporting guide:

- Municipalities must be able to report on Parks Millage funds separately from general park expenditures. This end of year millage report requires millage expenses be separated from general or other operating fund parks expenses and shared in Section 1: 2025 Allocation Report.
- Municipalities can maintain a balance of funds up to three years' worth of allocations. Municipalities that have not submitted any plans to spend funds between 2023-2025 will not receive a four-year allocation unless significant planning or progress is shown. Municipalities in this situation must reach out to Assistant Director of Community Development Lucy Hough at 269-781-0769 or lrhough@calhouncountymi.gov.
- Municipalities that fail to complete this form forfeit their allocation. Forfeited funds will be placed back into the municipal allocation pool and divided proportionately among remaining municipalities in 2026 or 2027.

What can millage funds be used for?

Millage funds must be used in accordance with the ballot language citizens approved on Aug. 6, 2024. It reads, millage funds will "be used and dispersed for the purpose of maintaining, operating, preserving, acquiring, and developing parks in Calhoun County." This list provides examples. Additionally, municipalities can fund eligible projects in other municipalities; an additional document is included listing projects countywide seeking funding.

Capital repairs or replacements
Additional park maintenance

Park acquisitions
Matching funds

Park amenities
Park planning and engineering

What can't millage funds be used for?

Parks requiring an entry fee
Recreation leagues
Sports programming
Cemeteries

Parks that are not open to the public
Athletic fields that are not open to the public
Replacing local municipality parks funding

*Municipalities that have ideas that fall outside the guidelines of this document must contact Calhoun County Parks staff to discuss the proposal. All proposals will be reviewed on a case-by-case basis.

Timeline/Due dates

Allocation request and previous year's report due
Allocations sent to municipalities

February 16, 2026
May 2026



Proposal

CONCRETE WORK	Price: \$250.00
---------------	-----------------

Fill approximately 115 linear feet of cracks in concrete with a self leveling concrete fill material

STRIPE NEW LAYOUT	Price: \$500.00
-------------------	-----------------

Stripe parking lot according to New Layout provided

1	Basketball Court
1	Handicap - Layout
12	Stalls - Layout

TOTAL PRICE OF THIS PROPOSAL AS PRESENTED:	\$750.00
--	----------



Target Quote

PREPARED FOR
City of Springfield, IL
Aaron Edlefson

PREPARED DATE
1/8/2026
EXP. DATE
4/8/2026

ITEM	QTY	PRICE	TOTAL
Discatcher Pro28 Permanent Red	18	\$375	\$6,750
Sales Tax* Must have valid sales tax exemption certificate on file to avoid collecting tax	N/A		*
Freight** (Saia- LA,N)			\$548
			Total: \$7,298

*Sales tax may be collected on the invoice if sales tax exemption has not been provided.

**Freight rates are subject to change due to market fluctuations and fuel prices

Additional course equipment options to consider

- Additional installation sleeves \$25 per sleeve
- Flag sets for target tops \$20 per flag
- Basic tee signs – 9"x12" Dibond \$50 per sign
- Tee marker set \$30 per set
- Course design services Ask for price!

Please feel free to give me a call toll free at 800-476-3968 if you have any questions.

Take care,
Dave George

Innova Disc Golf

From: [Backyard Fun Zone](#)
To: [Aaron Edlefson](#)
Subject: Goalrilla quote
Date: Tuesday, January 27, 2026 11:50:46 AM

Hi Aaron

We don't ship but we could deliver for Free.

2 Gs60c \$1849.95 each

Total \$3699.90

Tax exempt

Delivery to Springfield MI Free

Grand total \$3699.90

Let me know if you have any questions.

If you want to move forward I will need the billing address and delivery address of different & a phone number. I can then write up the invoice and you can either call the office either cc info for half deposit. The balance is due the day we deliver.

Thank you,
Tracie
Backyard Fun Zone



February 2, 2026

R E S O L U T I O N

No. 10-26

WHEREAS, CALHOUN COUNTY placed a parks and recreation millage on the August 4, 2020, election ballot; and

WHEREAS, the millage passed and funds must be used in accordance to the ballot language citizens approved on August 4, 2020, which reads as follows:

Millage funds will “be used and dispersed for the purpose of maintaining, operating, preserving, acquiring, and developing parks in Calhoun County”.

THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SPRINGFIELD to accept the 2025 Allocation Report and the City’s 2026 Millage Allocation in the amount of \$19,328.55 from the Calhoun County Parks and Recreation Commission and to authorize Aaron Edlefson, City Manager, to sign all necessary documents related to said allocation of funds.

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

<u>Meeting Date:</u>	February 2, 2026
<u>Agenda Item:</u>	Adopt - 20th Street Corridor Plan
<u>Recommendation:</u>	Adopt the 20th Street Corridor Plan as recommended by the Planning Commission.
<u>Budget Impact:</u>	N/A
<u>Staff Contact:</u>	Aaron Edlefson, City Manager

Background:

On December 7, 2023, McKenna submitted a proposal to develop the 20th Street Corridor Plan. In spring of 2024, a walking audit was conducted along 20th Street. Subsequent to that, a draft plan was submitted. A revised draft of the plan was reviewed by the Promote Springfield Committee on January 7, 2026. The Promote Springfield Committee made changes and submitted their draft for consideration at the Planning Commission's meeting on January 27th. The Planning Commission has made a recommendation to City Council to adopt that draft (attached).

Supporting Documents

[20th Street Corridor Plan - 012226 Draft](#)
[CCRES.11.26](#)

20th Street Corridor Plan

CITY OF SPRINGFIELD, MICHIGAN



Draft January 21st, 2026

Acknowledgments

Springfield City Council

Harry Burdett, Mayor
Christy Kincaid, Mayor Pro-Tem
Tracey Cummings
Adam Gregory
Brad Francis
Ron Wells
Art Hollingsworth, Mayor Pro-Tem (former)
Bruce Holcomb (former)

Springfield Planning Commission

Brent Folkema, Chairperson
Harry Burdett, Mayor
Amy Evans
Ron Behrndt
Ron Wells
Christy Kincaid (former)

City Administration

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

Staff Acknowledgments

John Jackson, AICP, NCI – President
Paul Lippens, AICP, NCI – Vice President, Urban Designer
Danielle Bouchard, AICP – Principal Planner, Project Manager
Aayush Patel – GIS mapping, Project Planner, Urban Designer

Prepared with the Assistance of:



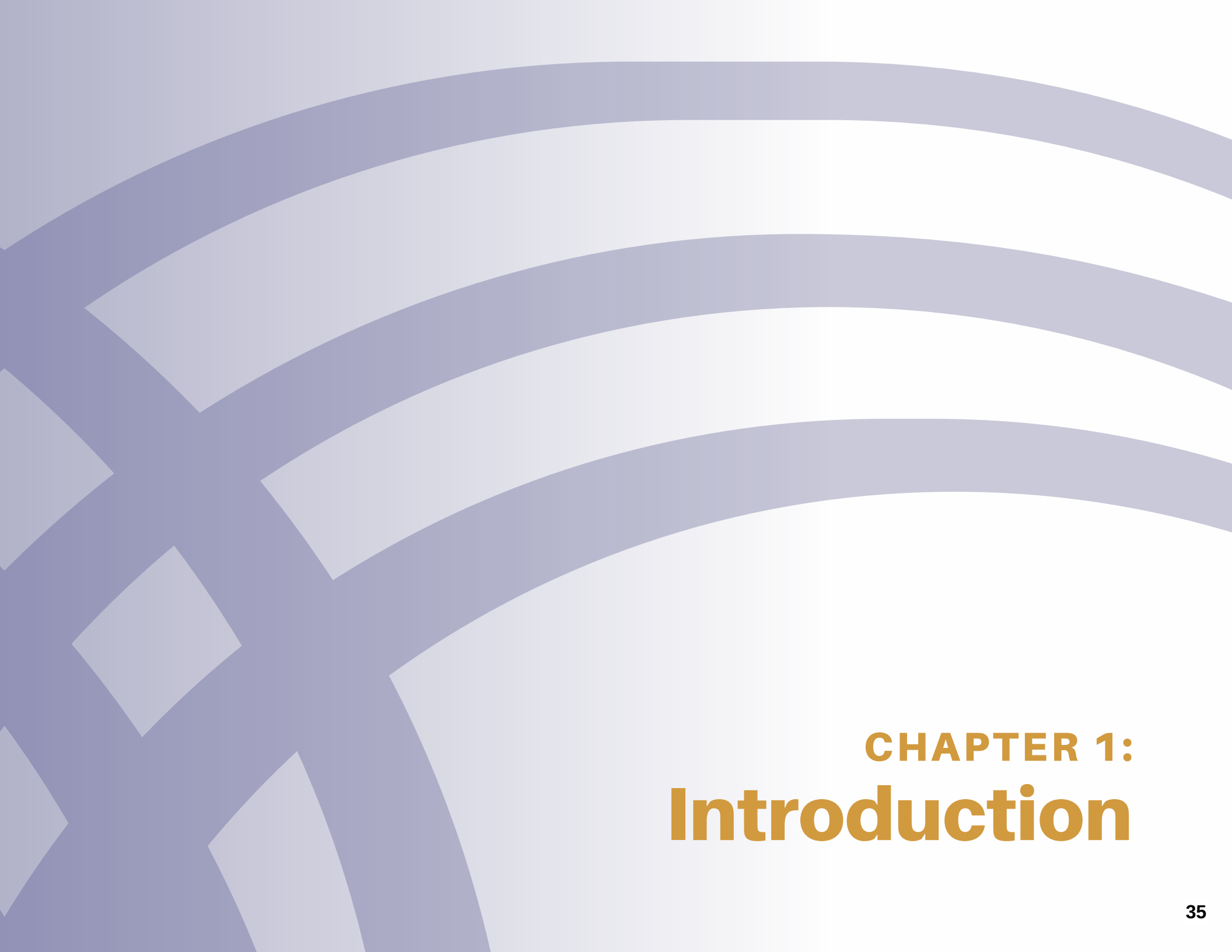
235 East Main Street, Suite 105
Northville, MI 48167
(248) 596-0920
mcka.com

Table of Contents

Chapter 1: Introduction	1
Introduction	2
Chapter 2: Background	4
Development Characteristics.....	5
Physical Form & Character	5
Condition and Value	5
Ownership	6
Open Space, Natural & Civic Features.....	6
Transportation Analysis	7
Transportation, Roads, & Parking Assessment	7
Multimodal & Mobility	8
Chapter 3: Public Engagement	10
Introduction.....	11
Walking Audit.....	11
Joint Planning Commission & City Council.....	12
Community Survey	13
Chapter 4: Retail Analysis	15
Retail Analysis	16
Spending Potential Index - 20th Street Corridor	16
Chapter 5: 20th Street Corridor Plan	19
Future Land Use Plan	20
Downtown Mixed Use.....	20
Corridor Mixed Use	21
General Commercial.....	22
Industrial-Commercial	23
General Industrial	24

Development & Character Framework	25
Regional Trail Connections.....	25
Create and Improve Bike and Pedestrian Connections.....	25
Vehicular Connections.....	26
Gateways.....	26
Core Intersections	27
Multimodal Intersections.....	27
Planned City Scale Redevelopment.....	28
Landscaping and Safety Improvements.....	28
Furnishing Improvements	29
Mixed Uses and Opportunistic Redevelopment	29
Neighborhood Connections.....	30
Transportation & Multimodal Connectivity Framework	31
Future Bike Lane	31
Future Off-Street Bike Path.....	31
Railroad Crossing Improvements	32
Intersection Improvements	32
Chapter 6: Concept Plan.....	34
Concept Plan	35
20th Street Corridor Urban Design Framework	36
Goguac & 20th Street Intersection.....	37
Wellworth Avenue & 20th St. Intersection	37
Dickman Road & 20th Street Intersection	38
Proposed Street Cross-Section Scenarios	39
Downtown Mixed Use.....	39
Corridor Commercial.....	40
Corridor Link.....	40
Chapter 7: Action Plan	42
Action Plan	43
Staff Acknowledgments.....	45





CHAPTER 1: **Introduction**

Introduction



The 20th Street Corridor Plan is a comprehensive analysis and strategic action plan for one of Springfield's major north-south corridors. 20th Street is significant to the City of Springfield, as it provides a well-utilized connection between two areas of the City of Battle Creek, as well as connection to major regional corridors, such as Dickman Road. Further, 20th Street lends itself to be a significant corridor in the city in that the existing infrastructure and context of land uses and developments have organically created a mixed use environment, where residential homes intermingle seamlessly with small-scale local businesses. The 20th Street Corridor provides connection from the City of Springfield to important community features such as the Kalamazoo River and the Leila Arboretum.

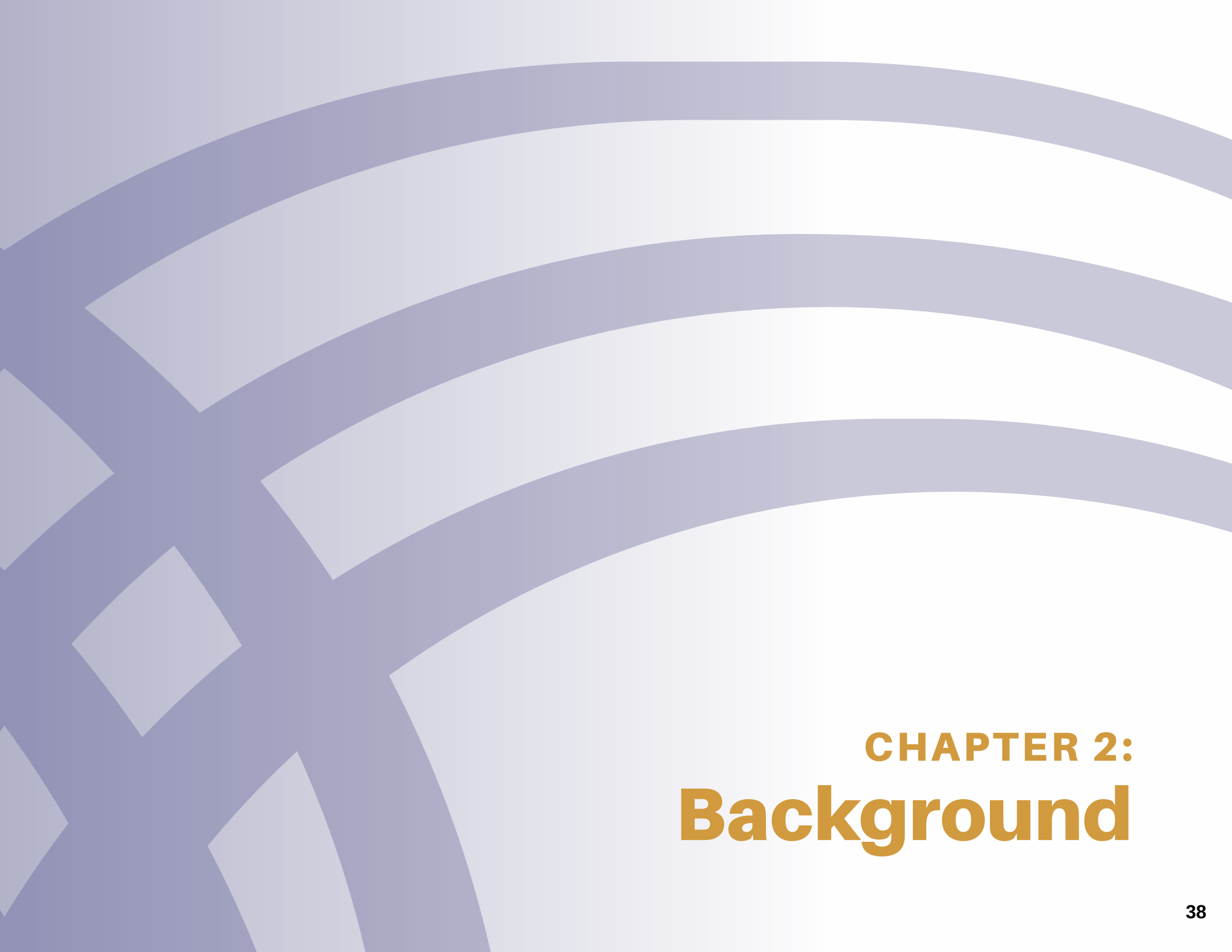
Along with looking at the 20th Street Corridor as a whole, one focus area is also defined, the intersection of 20th Street and Goguac Street. This particular area was selected for further examination in this Corridor Plan because of

its unique characteristics and conditions. Most notably, this intersection is located at the border of Springfield and the City of Battle Creek. The south side of Goguac Street is within Battle Creek and the north side of Goguac Street is within the City of Springfield. This plan is the result of extensive analysis of existing conditions, as well as in the spirit of partnership and coordination with the City of Battle Creek.

The existing land use and built character of the 20th Street Corridor presents opportunities to create and expand upon the existing fabric. One notable characteristic of this corridor includes minimal building setbacks, which are conducive to supporting walkability and economic development opportunities. Another is that several buildings have street-facing storefronts and multiple stories, which lends for a future character of mixed use buildings and sidewalk connectivity. Lastly, prime connections to city owned properties and recreation opportunities can present opportunities to elevate a community gathering space.

The 20th Street Corridor in the City of Springfield is a roughly 1.5-mile stretch from north to south. The four-lane street is a crucial part of the city's infrastructure, strategically situated in the regional context of Calhoun County. Serving as a central hub, the corridor connects Springfield with the neighboring City of Battle Creek, facilitating economic and social interactions between these communities. This location enhances Springfield's accessibility and prominence within the region, making the 20th Street Corridor a pivotal route for commuters and commerce. By supporting and elevating aspects of the 20th Street Corridor, and subsequent policy and zoning changes described further in this document, the city will be well positioned to welcome future investment and redevelopment to the corridor, thus benefiting the city and the region as a whole.





CHAPTER 2: **Background**

Development Characteristics

The 20th Street Corridor and its existing development can be classified based on its existing land use alongside the physical character and quality of those uses.

Physical Form & Character

Physical form and character include building type and size, parcel size, setbacks, corridor character, streetscape features, and right-of-way improvements.

20th Street is a four-lane auto oriented connector corridor with a mix of commercial, residential and industrial uses. Businesses like gas stations, car washes, auto repair, local restaurants, and essential services line up to the street frontage especially around the Goguac Street and Dickman Road intersections, traveling north from Goguac Street and 20th Street.

Single story buildings with an approximate height ranging from 12 to 15 feet high with variable setbacks from the right of way are mainly due to the mix of commercial and residential uses. This combination of factors makes the corridor less welcoming from a walkability and destination viewpoint. This plan will further investigate mechanisms to transform the corridor to be more pedestrian and bike friendly. Thus, also attracting pedestrian-oriented and human-scale development.

Continuing north from Dickman Road, public buildings and land uses are observed with the Battle Creek Montessori Academy being one of the largest. The urban form generally moves towards an industrial environment from here onwards with uses like storage facilities, electrical supply stores, towing services and construction businesses up to the city's northern boundary.

Condition and Value

Single story buildings, absent sidewalks, multiple curb cuts, setbacks and business signages are prevalent. Although some businesses and homes are well kept, many other properties seem to be aging or in need of general exterior maintenance and lack architectural character. Poor driveway conditions could certainly use improvements. For example, some of the commercial access driveways on the south end of the corridor include pavement up to the roadway, which may cause dangerous walking conditions for pedestrians, as well as potentially dangerous conditions for motorists who may have to back up into the street when pulling out of a business.

Ownership

Most of the properties south of Dickman Road along 20th Street are privately owned businesses and single-family homes. As a result of this mix, the setbacks of buildings are not consistent along the street front. Large vacant lots and city owned lots exist north of the Dickman Road intersection, which can also indicate future opportunities for city investment or flexible redevelopment activities.

Open Space, Natural & Civic Features

Although 20th Street currently features limited dedicated open spaces and natural features, there is notable potential for enhancing public access to underutilized natural areas in its vicinity. One significant opportunity, owned by the city, is a wooded area, bordered by residential lots that could be made accessible from Wellworth Avenue on the west side of 20th Street, offering a valuable green space for community use. Further investigation is planned to explore potential open space and natural features' uses. These initiatives align with broader urban planning goals to enhance community amenities and promote sustainable development.

Additionally, the northern terminus of 20th Street presents a long-term opportunity with its proximity to the Kalamazoo River. This location holds promise for developing waterfront public spaces, which could serve as a significant recreational asset for the growing City of Springfield.



Transportation Analysis

Transportation, Roads, & Parking Assessment

20th Street is crossed by a variety of residential streets, which are typically non-certified in terms of the National Functional Classification (NFC) system. According to the NFC, 20th Street is classified as a “Minor Arterial” road. Minor Arterial roads are defined as notable community thoroughfares that provide access between “Principal Arterial” roads (such as Dickman Road and Michigan Avenue), while also connecting to residential streets which tend to “offshoot” from the corridor. 20th Street also provides significant connections to other less frequently traveled routes in the city, but still notable for internal travel, such as Lafayette Street, Avenue A, and Goguac Street. Minor Arterial roads are significant community connectors. The 20th Street Corridor is owned and maintained by the City of Springfield, in partnership with the City of Battle Creek in specific areas.

On 20th Street, the posted speed limit is 35 miles per hour, though on-site observations note speed limits tend to be much higher. This could largely be due to the general feel and makeup of the Corridor, being four travel lanes, lack of pedestrian infrastructure, and other traffic calming elements such as street trees and crosswalks.

Perhaps the most frequently traveled route in the city is Dickman Road. Dickman Road is a notable throughfare that spans east-west through the city. Dickman Road is a significant community route, that ultimately provides connection between the City of Battle Creek and the City of Kalamazoo. While the Dickman Road Corridor is not the subject of this analysis, it is notable to acknowledge, as it can be an impediment to walkability, given the city’s lack of jurisdiction on that road. Thus, this analysis reviews potential for enhancements to the 20th Street/ Dickman Road area to help alleviate challenges in walkability and bikeability through the city’s center.

Regarding parking conditions, the south end of the 20th Street Corridor presents opportunities for an enhanced walking and parking environment. Currently, around the 20th Street and Goguac intersection, existing structures and businesses include underutilized parking areas, surrounding all sides of the building. To elevate pedestrian conditions, parking areas should be allocated to the rear of the building, to open up street frontage space for passersby and pedestrians. However, the underutilized parking areas can also present a great opportunity to the city, in that infill development may be an option in the future. Parking conditions on the north end of 20th Street vary. Given that the corridor then provides connections to residential streets, there are less developments located with direct access to 20th Street. Further, the northern portion of the city is generally more industrial-oriented. As such, parking lots tend to be larger and access is provided from a side street.

Multimodal & Mobility

The personal vehicle is the main mode of transportation in the City of Springfield.

The 20th Street Corridor generally lacks sidewalk and bike infrastructure. The very south end of the corridor includes minimal sidewalks, but they are at times indistinguishable from commercial driveways. Traveling north along the corridor, no sidewalks are present.

Regarding crosswalks, the 20th Street/Goguac Street intersection includes a crosswalk. Aside from that intersection, there appears to be a lack of crosswalks elsewhere along the 20th Street Corridor. A crosswalk at the Avenue A/Helmer Road intersection can provide the foundation for future pedestrian connections and improvements in the city.

In the City of Springfield, the pedestrian experience is generally lacking. The city does have the basic infrastructure to support a well-connected pedestrian network, given that side streets from main corridors present a grid street network structure. A street grid is an important feature to supporting future pedestrian and bike amenities as all streets provide a connection to one another and lend to traditional neighborhood blocks and square shaped lots.

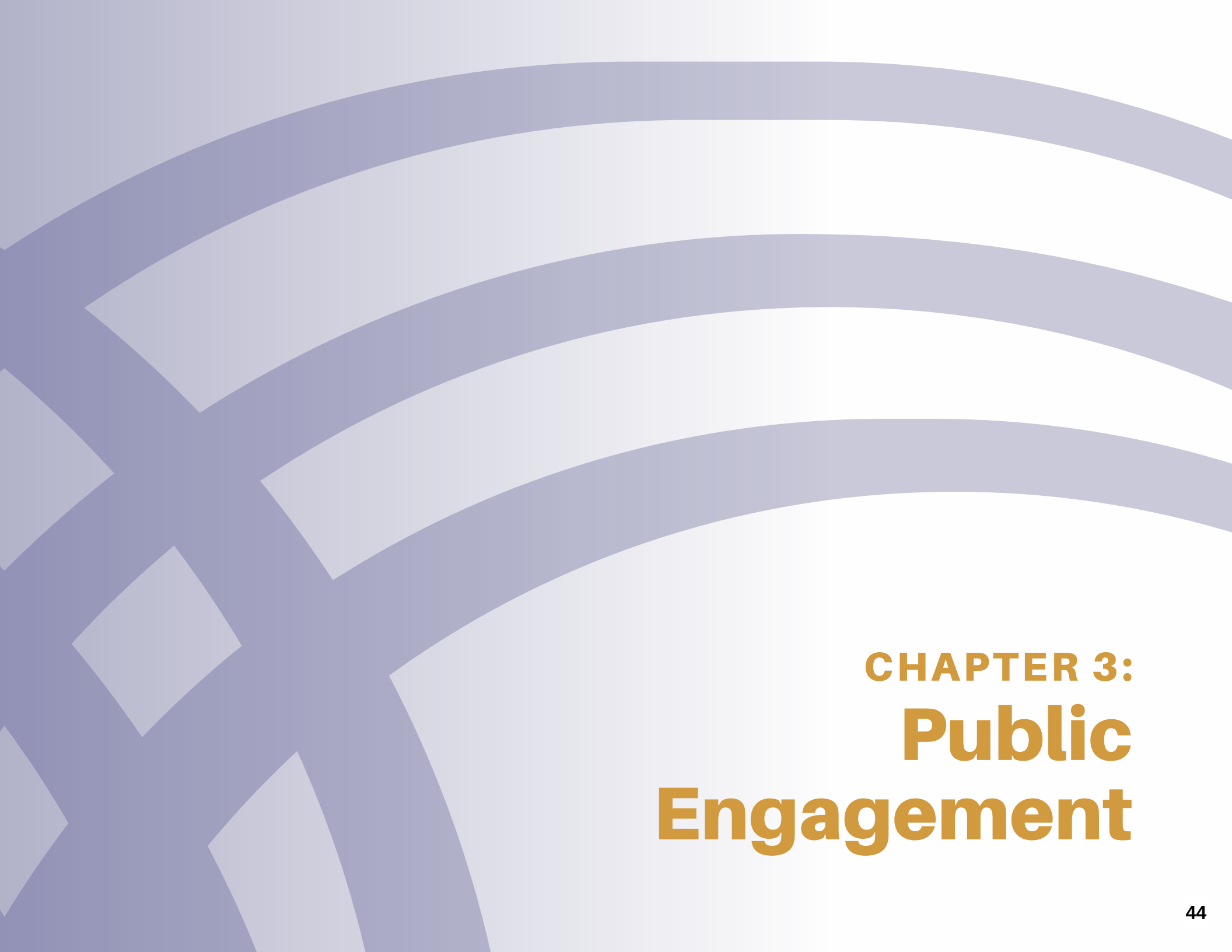
Few residential streets in the city include sidewalks. Most of the city's existing sidewalks are located on Avenue A and Upton Avenue. Observations of the city's sidewalk infrastructure note that sidewalks are generally constructed in areas where the development appears to be relatively newer than the surrounding development and neighborhoods.

The pedestrian and bike experiences differ in the city. Often, bike infrastructure in a city of this size and character is constructed in the form of on-street bike lanes, which are largely oriented toward the daily user, such as people who may commute to work by bike or use their bike as a main form of transportation throughout the city. Alternatively, separated bike paths (typically 8-10 feet or wider) are intended for leisure bike riding and for younger families and children who likely do not feel safe enough to bike along the roadway. These users would be more likely to utilize the separated pathway along the Kalamazoo River. Currently, the city does not have any on-street bike lanes or "share the road" bikeways. In Springfield, protected onstreet bike lanes may be appropriate along specific segments, as explored further in this plan. In general, bikes are less appropriate for sidewalks, given that the interaction between a biker and a pedestrian may yield unsafe conditions due to difference of speed and reaction times.

There may be opportunities for the city to implement a "share the road" policy that supports the use of bikes on residential roads along with motor vehicles, where there is less traffic and slower traffic.

Given the lack of pedestrian and bike infrastructure, it is likely that persons with disabilities, families with young children, or older adults may not feel comfortable traveling throughout the city by foot or bike – which leads to unequitable mobility. Providing pedestrian and bike connectivity throughout the city, by establishing priority corridors for improvements, is a substantial first step to supporting new development and redevelopment. Especially considering the city's multiple community parks and community land uses, such as the Burma Center, civic campus, and schools. The city's existing street network and maintenance jurisdiction provides ample opportunities to enhance walkability and bikeability in impactful ways.





CHAPTER 3: **Public** **Engagement**

Introduction

Community engagement and input is at the center of the City of Springfield Master Plan and 20th Street Corridor Plan. Community input for the 20th Street Corridor Plan was received largely through an online survey, open to the public for several months in early and mid-2024. Further, the consultant team and city staff and officials conducted a walking audit of the 20th Street Corridor in spring 2024.

Walking Audit

The 20th Street Corridor walking audit was conducted in spring 2024 and consisted primarily of walking along the south end of 20th Street, starting at the 20th Street and Goguac Street intersection. The walking audit was then conducted to analyze the adjacent residential neighborhoods, along Kirkwood Avenue and Wellworth Avenue, and then north to Dickman Road.

At the 20th Street and Goguac Street intersection, the following observations were noted:

- » A lack of sidewalk infrastructure to connect to both sides of the street, especially considering the crosswalks at the intersection.
- » Long curb cuts along 20th Street, some with parking spots backing directly onto the corridor.
- » Lack of street trees and general landscaping elements.
- » Commercial buildings with minimal setback onto the Corridor, which can be used as a foundation to elevate walkability.
- » Large, underutilized parking areas (such as behind the American Legion). This can be an opportunity for potential infill development or shared parking agreements.
- » Opportunities for new non-motorized and sidewalk connections to adjacent neighborhoods and public space between Richfield Avenue and Wellworth Avenue.
- » Opportunities for redevelopment of aging commercial structures.
- » Naturally occurring mixed uses along 20th Street, spanning from residential, to commercial, to light industrial (north end).
- » Overhead utility power lines within the right-of-way, which may be a challenge for implementing sidewalk infrastructure.
- » Motorists traveling, what observed to be, much faster than the posted 35mph speed limit.
- » Opportunities to enhance street crossing and crosswalks, such as at the Wellworth and 20th Street intersection, considering connections to the residential neighborhoods and publicly owned space.

The north end of the 20th street corridor has:

- » Industrial land uses and less pedestrian oriented development.
- » Several opportunities for redevelopment of vacant sites.
- » An opportunity to provide important community connections to the Kalamazoo River, Linear Park Trail and Leila Arboretum.

Joint Planning Commission & City Council

The consultant team and city staff also hosted a joint meeting between the Planning Commission and City Council to discuss the 20th Street Corridor and Master Plan. The Planning Commission and City Council members had opportunities to discuss the team's initial observations regarding the 20th Street Corridor and the city as a whole. The group discussed the strengths, weaknesses, opportunities, and threats to the 20th Street Corridor Plan. City leaders expressed interest in elevating the corridor from a pedestrian and bike experience as well as strategies and mechanisms to supporting new housing in the city.



Community Survey

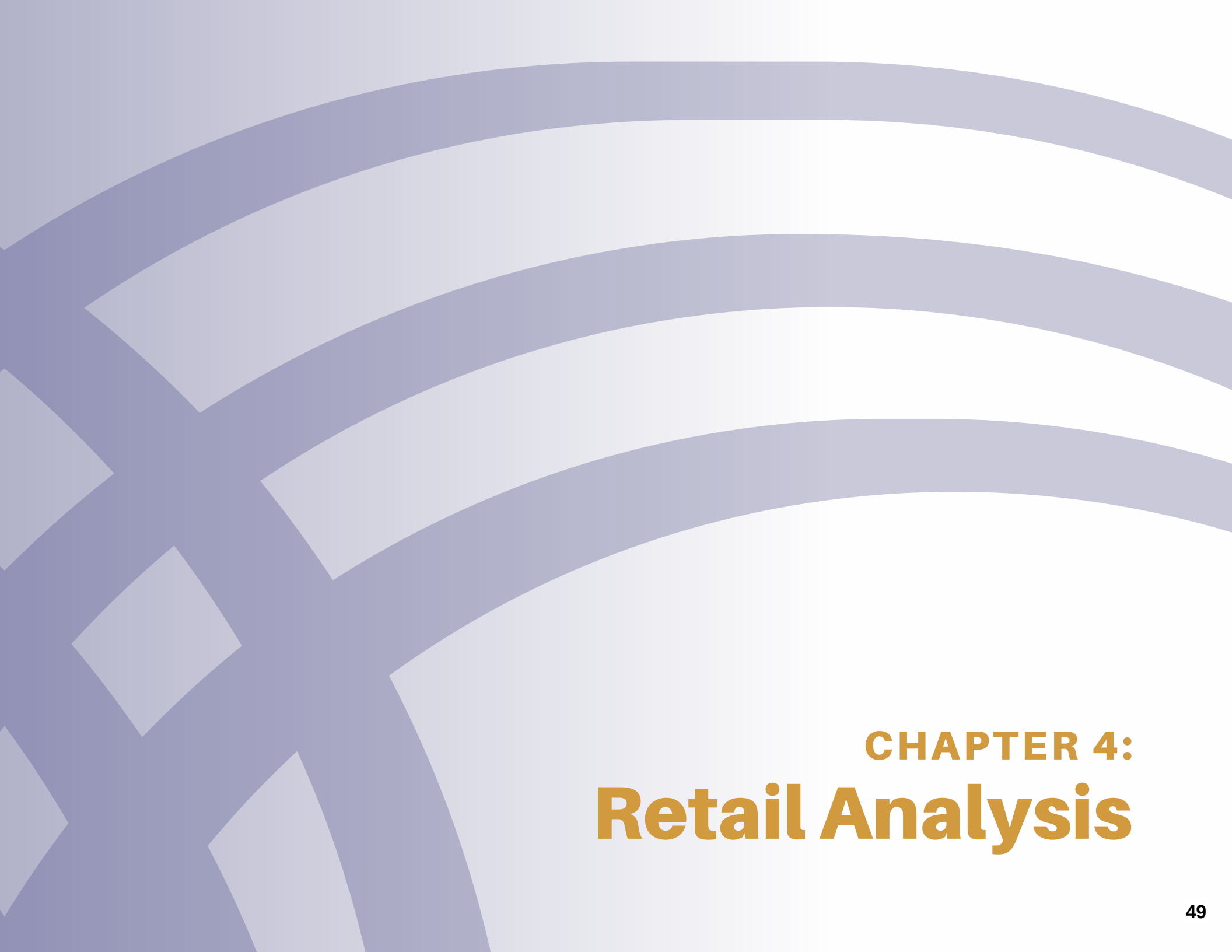
A Community Survey was advertised to the public for several months during the Master Plan and 20th Street Corridor Plan process. A full analysis of the survey in its entirety can be found in the Master Plan document. This analysis includes pertinent information as it relates only to the 20th Street Corridor. The highest priority responses, as noted on page 75 of the Master Plan, are below.

- » The most desired new land uses along the 20th Street Corridor are restaurants (33.33%) and mixed use (21.43%).
- » The most desired use for potential redevelopment sites along the 20th Street Corridor is mixed use (42.86%).
- » At the 20th Street and Goguac Street intersection, respondents want to encourage redevelopment of existing buildings but preserve current density (45%). Respondents would also like to enhance the aesthetic nature of the area with decorative street lighting, more landscaping, rear parking, trash receptacles, et cetera (30%).

Table 1. Community Survey

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





CHAPTER 4: **Retail Analysis**

Retail Analysis

In order to assess the potential retail attraction of the subarea, an analysis of the retail market was performed utilizing Esri's Business Analyst tool. The analysis combines two important indices, the Market Potential Index (MPI) and the Spending Potential Index (SPI), to create a holistic understanding of the overall market potential of the area. These two indices serve different purposes and provide distinct insights into market and consumer dynamics. The MPI is designed to assess the overall market potential of a specific area and considers various factors such as population size, growth, income, and retail potential. Whereas the SPI focuses specifically on consumer spending potential, by analyzing demographic and socioeconomic factors such as income, education, employment, and age. It helps businesses understand the economic capacity of consumers in a particular area and their likelihood to spend. Often, there is a lack of sufficient demand in a use category for an entire new store, but a creative entrepreneur may be able to combine complementary retail uses to open a store with sufficient demand.

For context on this analysis, an indicator score of 100 represents the nationwide average for spending or market potential. A higher value indicates greater consumer spending potential or market potential in the area, while a lower value suggests lower spending or market potential. In addition to these indicators, other factors should be considered, such as competition, local market conditions, and product or service offerings. These indicators are just one piece of the puzzle in determining a potential developer.

Spending Potential Index - 20th Street Corridor

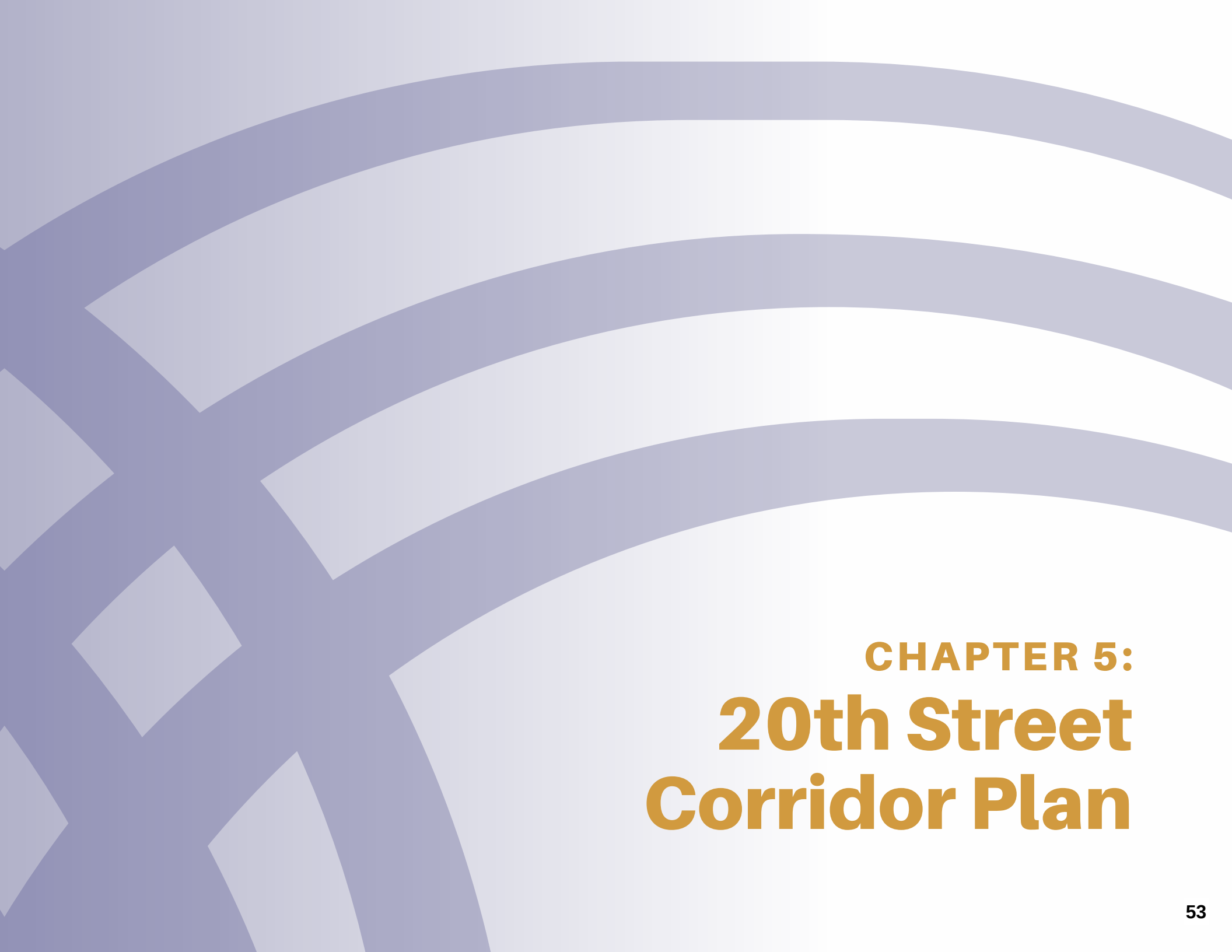
The following table lists the various SPI values for several industry types. In general, the SPI values for the City of Springfield are not lower than 60, with the exception of “home furnishing stores” with a value of 59. The highest SPI for the 20th Street Corridor is 73, which is associated with “other miscellaneous store retailers” and 72, which is associated with “gasoline stations.”



Figure 1. Springfield SPI Analysis

NAICS Code Industry Summary		Spending Potential Index	Average Amount Spent
44-45, 722	Retail Trade, Food Services & Drinking Places	67	\$18,354.15
44-45	Retail Trade	68	\$15,830.45
722	Food Services & Drinking Places	63	\$2,523.70
NAICS Code Industry Subsector & Group			
441	Motor Vehicle & Parts Dealers	68	\$1,956.04
4411	Automobile Dealers	69	\$1,672.69
4412	Other Motor Vehicle Dealers	64	\$121.54
4413	Auto Parts, Accessories & Tire Stores	71	\$161.81
442	Furniture and Home Furnishings Stores	63	\$612.87
4421	Furniture Stores	65	\$399.75
4422	Home Furnishings Stores	59	\$213.12
443, 4431	Electronics and Appliance Stores	65	\$195.17
444	Bldg Material & Garden Equipment & Supplies Dealers	67	\$957.10
4441	Building Material and Supplies Dealers	67	\$866.46
4442	Lawn and Garden Equipment and Supplies Stores	68	\$90.64
445	Food and Beverage Stores	67	\$3,583.93
4451	Grocery Stores	67	\$3,345.50
4452	Specialty Food Stores	66	\$110.04
4453	Beer, Wine, and Liquor Stores	63	\$128.39
446, 4461	Health and Personal Care Stores	71	\$520.78
447, 4471	Gasoline Stations	72	\$2,070.80
448	Clothing and Clothing Accessories Stores	65	\$749.04
4481	Clothing Stores	65	\$591.50
4482	Shoe Stores	66	\$148.13
4483	Jewelry, Luggage, and Leather Goods Stores	63	\$9.40
451	Sporting Goods, Hobby, Musical Instrument, and Book	64	\$264.32
4511	Sporting Goods, Hobby, and Musical Instrument Stores	64	\$217.30
4512	Book Stores and News Dealers	63	\$47.03
452	General Merchandise Stores	67	\$2,795.41
4522	Department Stores	65	\$233.21
4523	Gen. Merch. Stores, incl. Warehouse Clubs,	67	\$2,562.20
453	Miscellaneous Store Retailers	70	\$400.32
4531	Florists	67	\$19.56
4532	Office Supplies, Stationery, and Gift Stores	64	\$58.16
4533	Used Merchandise Stores	64	\$50.31
4539	Other Miscellaneous Store Retailers	73	\$272.29
454	Nonstore Retailers	67	\$1,724.68
4541	Electronic Shopping and Mail-Order Houses	66	\$1,493.58
4542	Vending Machine Operators	70	\$25.01
4543	Direct Selling Establishments	68	\$206.09
722	Food Services & Drinking Places	63	\$2,523.70
7223	Special Food Services	63	\$8.99
7224	Drinking Places (Alcoholic Beverages)	61	\$56.91
7225	Restaurants and Other Eating Places	63	\$2,457.80





CHAPTER 5: **20th Street** **Corridor Plan**

Future Land Use Plan

Downtown Mixed Use

The intent of this Future Land Use category is to prime the city to create walkable spaces and community nodes with a traditional “downtown” atmosphere. This can include land uses such as civic/public, retail, mixed use developments, such as ground floor retail with upper floor residential or office, light office (e.g., professional offices), personal service, and higher density residential. 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 Future Land Use Plan, as described in the Master Plan, notes the future land use direction for the 20th Street Corridor. The following Future Land Use categories apply (see image on the right):

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 and provide walkable connections to adjacent residential land uses. Appropriate land uses in this category also includes public uses, such as parks or public gathering space(s).



Example of Mixed Use (Not Springfield)



Example of Public Gathering Space (Not Springfield)

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.



(Not Springfield)



(Not Springfield)

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. 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 is concentrated on the south side of Dickman Road, east of the Battle Creek Executive 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 grocery, would complement the character of the city.

Additionally, commercial uses such as breweries and indoor entertainment (e.g., bowling, laser-tag, minigolf, 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).



General 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 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 the city such as an industrial site should be orderly and reduce unsightly materials.



Development & Character Framework

The Urban Design Framework is informed by site research, design constraints, and transportation system examination. This analysis will provide a basis for corresponding recommendations of preferred plan elements for the 20th Street Corridor.



(Not Springfield)

Regional Trail Connections

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.

Several parcels along the Kalamazoo riverfront are owned by the City of Battle Creek within the City of Springfield. These opportunities could expand public access to the riverfront for recreational amenities and provide connections from the 20th Street Corridor.

The regional trail connections through and near Springfield, provide walkers and bikers access to unlimited opportunities for mobility and nature in the community, region, state and beyond.



(Not Springfield)

Create and Improve Bike and Pedestrian Connections

20th Street is surrounded by neighborhoods and residential streets that would benefit from connections to shopping, dining, and recreational destinations. This presents itself as a prime opportunity for the city to improve, connect, and enhance the pedestrian and bike environment. While the street grid is already connected, these connections could be enhanced by safety, maintenance, and aesthetic improvements. Neighborhoods could be connected to new improvements on the 20th Street corridor with short and strategic bicycle and pedestrian pathways. Where possible, new streets can be connected to newly planned developments to create a block pattern and increase vehicle connectivity as well.



Vehicular Connections

While the main emphasis of the design framework is non-motorized connections and facilities, there are areas along 20th Street that vehicular circulation could be improved. On the south end of the 20th Street Corridor, current conditions include wide driveways, which may lead to unsafe conditions for both pedestrians and motorists, given that there is not a clear delineation between designated driveways and intended pedestrian areas.

The south end of 20th Street includes several buildings and businesses with large and frequently underutilized parking lots. Site circulation and access management could be improved by means of establishing shared parking agreements, where applicable and appropriate.

In general, the city has a grid street network providing connections to the 20th Street Corridor. The grid network provides an effective foundation for future vehicular connections, should new development or redevelopment occur on large sites. Most notably, the large undeveloped sites on the 20th Street Corridor located just north of Dickman Road, near Avenue C.

The 20th Street Corridor intersects with Dickman Road in the central part of the city. While Dickman Road is an important regional corridor, it is not well suited for pedestrian or bike infrastructure because of its high traffic volumes and speeds.



Gateways

Gateways serve as important spaces within a community that “bookend” or are placed along the access routes between nodes. Gateways are not always necessarily placed at a community boundary or entrance but are intended to serve as a specific sense of place in a community. In some cases, gateways can include welcome signage or wayfinding signage. In the City of Springfield, there are some gateways and city identification signage in strategically placed areas. One of which is located near the city’s civic complex on Avenue A.

For the 20th Street Corridor, the identified gateway locations include the 20th Street and Goguac Street intersection, the 20th Street and Wellworth Avenue intersection, and the 20th Street and Dickman Road intersection. These gateways are spaces along the 20th Street Corridor that create a sense of place and coincide with important commercial nodes and intersections. The intended character of the identified gateways along the 20th Street Corridor can include attractive identification signage with consistent design along with accompanying landscaping elements.



Core Intersections

Core intersections are important focal points along the corridor. These nodes are significant in shaping the overall layout and functionality of the corridor. Core intersections are identified at the 20th Street and Goguac Street intersection, the 20th Street and Wellworth Avenue intersection, and the 20th Street and Dickman Road intersection.

Generally, street-level hubs accommodate diverse pedestrian activities with well-designed sidewalks and crosswalks, and often emerge as thriving commercial centers with various businesses and retail establishments. Noteworthy landmarks or civic elements, including public art installations, can contribute to 20th Street's visual appeal and community identity. The potential for mixed use development along 20th Street is significant, fostering a dynamic environment that combines residential, commercial, and cultural spaces.

At the 20th Street and Dickman Road intersection, improvements to the pedestrian environment are likely appropriate, as well as elevating opportunities for commercial development on the underutilized south side of the intersection. However, the built environment for this Core Intersection is different than the others identified in this analysis, given Dickman Road's high traffic volumes and speeds. Here, auto-oriented development is likely more appropriate, whereas the 20th Street and Goguac Street intersection could accommodate mixed use buildings with minimal setbacks and elevated pedestrian access.



Multimodal Intersections

Multimodal intersections are designed to accommodate various modes of transportation, providing a safe and efficient environment for pedestrians, cyclists, public transit, and motor vehicles. These intersections prioritize pedestrian safety through well-marked crosswalks, while dedicated bicycle lanes, bike boxes, and specialized signals encourage cycling as a viable means of transport. Traffic signals and signage are meticulously planned to guide all users safely through the intersection, with advanced stop lines for cyclists improving visibility and safety. Islands and medians provide refuge for pedestrians and cyclists, allowing staged crossings and reducing exposure to vehicular traffic. Refer to the Concept Plan for more information and details pertaining to multimodal transportation.



Planned City Scale Redevelopment

Locations identified as city-scale redevelopment sites possess the potential for significant community-wide impact due to the scale or nature of their potential development. These areas encompass underutilized shopping zones and various greenfields. Integrating civic uses, such as a community center or recreation center can play a pivotal role in anchoring retail centers and restaurants within these emerging city-scale developments.

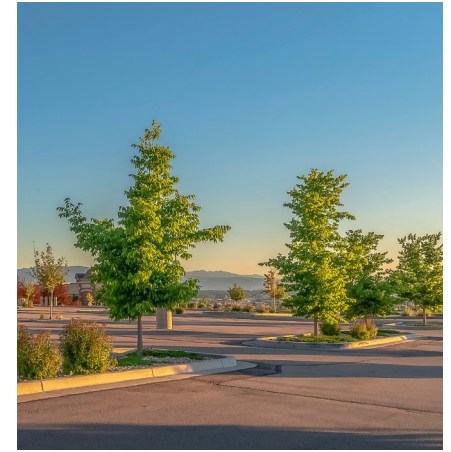
The City of Springfield has several opportunities to support redevelopment both along the 20th Street Corridor as well as other areas in the city. Some of the priority redevelopment areas include:

- » Former industrial sites, such as the west side of 20th Street, just south of Lafayette Avenue.
- » The triangular shaped vacant land, just south of Dickman Road and north of Betterly Road.
- » The large vacant area owned by the City of Springfield, between Richfield Avenue and Wellworth Avenue.
- » Underutilized parking areas located near the 20th Street and Goguac Street intersection.

Refer to the Concept Plan herein for more information and details pertaining to the vision for some of the properties and areas listed above.



(Not Springfield)



(Not Springfield)

Landscaping and Safety Improvements

Areas and businesses fronting the corridor should be prioritized for softening with trees, plantings, benches, lighting enhancements, and other design amenities. Selection of plant material must consider plant performance in the urban environment, and visibility of adjacent merchant signage. Plants must be durable and withstand seasonal urban conditions, such as, winds, salt, and snow. Trees planted along the street at even intervals provide continuity of the streetscape, human scale and shade. Trees also contribute form, color, and texture along the streetscape while encouraging calming vehicular traffic and increasing awareness of pedestrians. Shrubs and ground cover plantings are planted in visual harmony with the street trees and enhance the identity of the streetscape.



(Not Springfield)



Furnishing Improvements

Site furnishings provide important amenities for pedestrians by adding functionality and vitality to the pedestrian realm. Street furnishing, along with other easily implemented elements such as public art, can drastically improve the look and feel of a space. Further, furnishing improvements can greatly contribute to creating a sense of place and are ways to create a common and consistent branding identity for the 20th Street Corridor. The recommended furnishing improvements include, but are not limited to:

- » Benches
- » Bike racks
- » Trash receptacles
- » Large planters or planter boxes



(Not Springfield)

Mixed Uses and Opportunistic Redevelopment

Locations marked for mixed use and opportunistic redevelopment are potential candidates for transformation through mixed use or residential redevelopment, incorporating elements like row houses or loft-style apartments. Many of these areas are poised for change, driven by their inherent development potential. The existing uses of these sites align with the redevelopment vision, and their appeal could be further heightened with additional design enhancements along the corridor. The realization of untapped potential at any of these locations presents a significant opportunity for the respective property owners or developers, and this achievement can be pursued incrementally through developer-initiated projects.

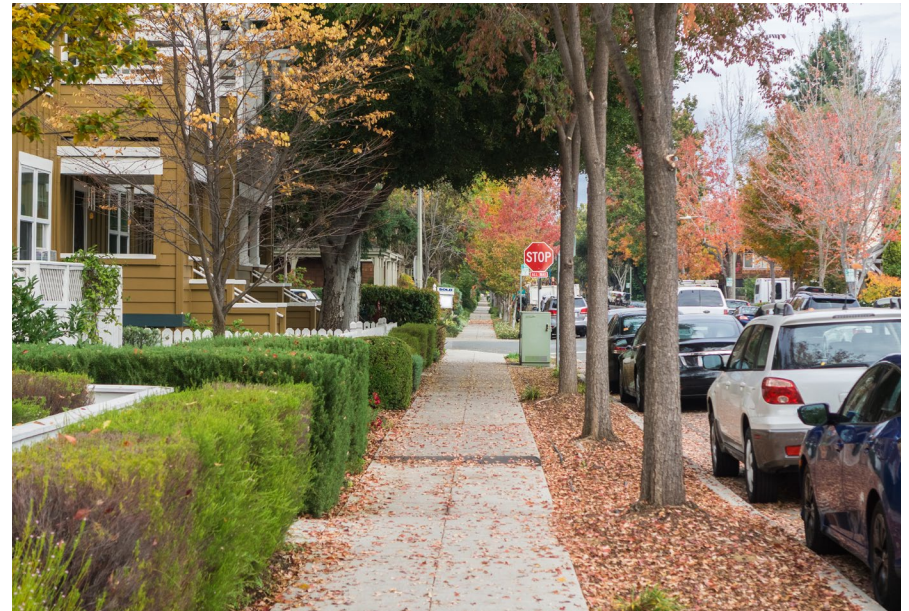
Neighborhood Connections

Walkable and connected neighborhoods with access to parks, shopping, and employment destinations will support the vision for the 20th Street Corridor transformation. Residential uses contribute to the economic vitality of an area by supporting businesses, so supporting neighborhoods by creating and improving connections allows for the continued economic success of the corridor.

Some important neighborhood connections identified through the 20th Street Corridor analysis include:

- » The city-owned greenspace north of Wellworth Avenue and south of Richfield Avenue. This area serves as a prime opportunity to elevate and activate public spaces while providing connections to the adjacent residential streets and key intersections.
- » Connections to commercial nodes from neighborhoods. Sidewalks and other bike infrastructure improvements are recommended to connect residential neighborhoods, most notably, Kirkwood Avenue, Wellworth Avenue, Richfield Avenue, and Goguac Street, to important nodes along 20th Street.

As discussed throughout this plan, enhancing and connecting residential streets to community nodes and spaces is imperative to the 20th Street Corridor Plan implementation.



(Not Springfield)



(Not Springfield)

Transportation & Multimodal Connectivity Framework

The transportation and multimodal connectivity framework details the proposed transportation and intersection improvements. This framework is important when considering connectivity, not only along the corridor, but also to citywide and regional destinations.



(Not Springfield)

Future Bike Lane

Dedicated spaces for cyclists on roadways are established by the implementation of bike lanes. These lanes are suitable for streets experiencing moderate to heavy traffic. On-street markings, accompanied by signs and sharrows as needed, delineate these bike lanes. Serving to reinforce appropriate roadway behavior, bike lanes enhance the visibility of bicyclists and contribute to predictable interactions between cyclists and drivers sharing the road. Ensuring safe cycling practices, it is recommended that bike lanes be 5 to 6 feet wide, with a concession to 4-foot widths in constrained conditions for shorter distances.

Dedicated bike lanes are proposed along 20th Street, north of Dickman Road. This area is best suited for dedicated bike lanes in that the north side of the Corridor provides important connections to community spaces as well as higher traffic speeds and volumes while headed north from the “downtown” environment near the 20th Street and Goguac Street intersection. Adding signage, as well as a dedicated bike lane will allow for increased awareness, which will also result in safety improvements along this corridor segment.



(Not Springfield)

Future Off-Street Bike Path

While the cross-sections and concept designs in this plan do not include an analysis of future off-street bike paths, it is important to acknowledge these opportunities in the city. The 20th Street Corridor serves as an important north-south connection route between the Cities of Battle Creek and Springfield. As such, future opportunities for off-street bike paths should be reviewed and prioritized on a citywide level. This can include prioritization to connect to the riverfront trail or to other important community areas.



(Not Springfield)

Railroad Crossing Improvements

Enhancing the safety of railroad crossings involves considering various elements, and their implementation should be evaluated on a case-by-case basis due to cost variations. A primary safety concern for bicyclists navigating these crossings is the risk of wheels getting stuck in the tracks, leading to falls. Whenever feasible, adjusting the angle of the intersecting sidewalk or shared-use path to meet the tracks at a 90-degree angle is recommended. While 60 degrees is considered the minimum safe angle, a 90-degree alignment is preferred. It is crucial to ensure an unobstructed travel way for pedestrians and/or cyclists through the crossing area, and the use of tactile warning textures is advised to assist individuals with visual impairments. The city should consider railroad crossing improvements, specifically near the 20th Street and Avenue A intersection, as feasible.

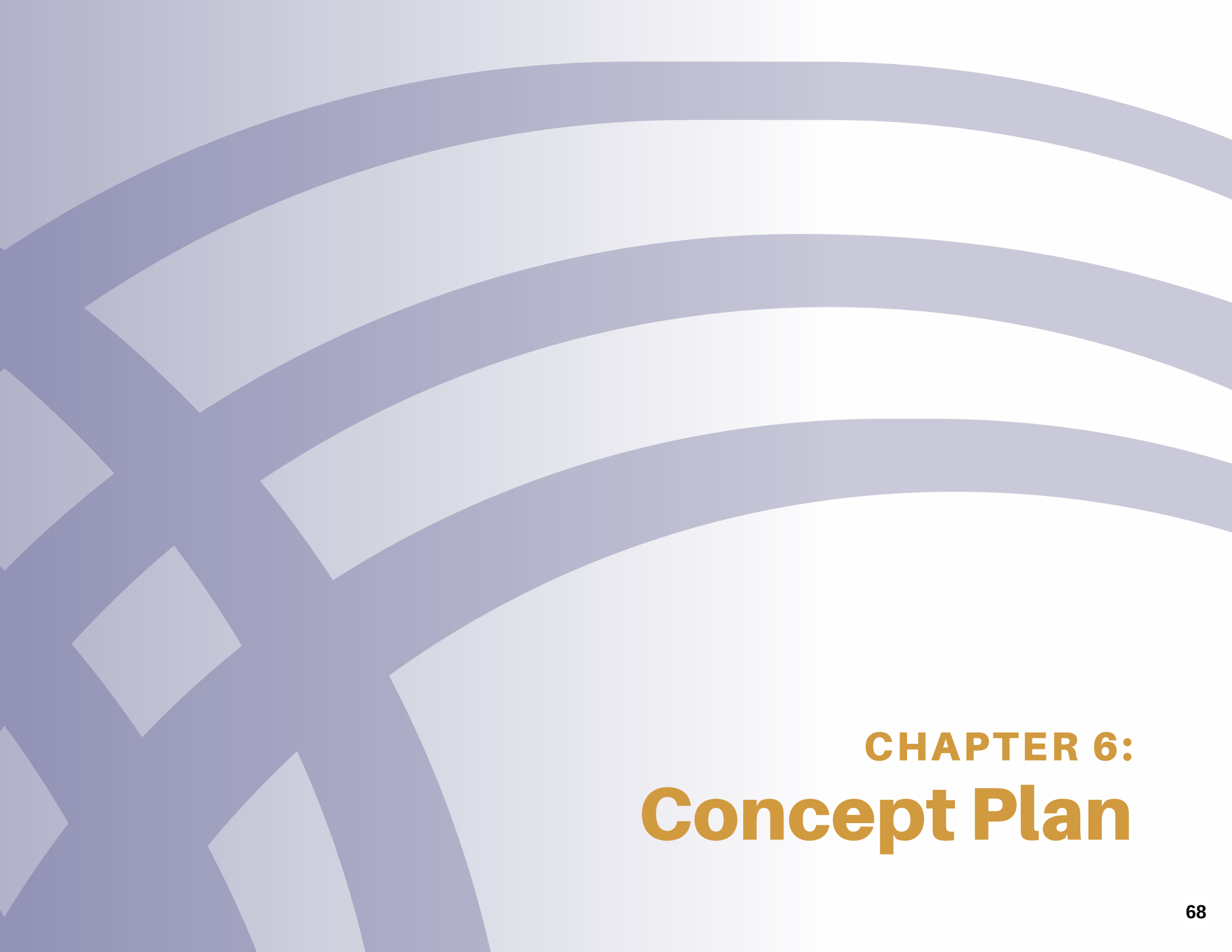


(Not Springfield)

Intersection Improvements

Enhancing intersection crossings for both bikes and pedestrians involves a multifaceted approach to prioritize safety and accessibility. First and foremost, the design should incorporate clearly marked crosswalks with high visibility, and traffic signals should allow sufficient time for pedestrians and cyclists to cross safely. Bike lanes should be strategically positioned and clearly demarcated, providing dedicated spaces for cyclists. The inclusion of refuge islands and medians can offer pedestrians a safe haven mid-crossing, especially on wider roads. Tactile paving and audible signals cater to individuals with visual impairments, ensuring they can navigate intersections confidently. Intersection improvements are identified on the overall concept framework map following on the next few pages.





CHAPTER 6: **Concept Plan**

Concept Plan

The Concept Plan, shown on the following pages, for the corridor represents potential development that is feasible. While this is not a finalized site plan, it allows for residents and developers to conceptualize the future of the corridor. The Concept Plan was created using feedback from residents, developers, stakeholders, and the city. Additionally, retail demand and what industries the area could support also factored into the Concept Plan.

A comprehensive analysis of land use along the 20th Street Corridor has identified several key parcels with the potential to transform the street into a vibrant, pedestrian- and bike-friendly, mixed use corridor. These catalyst sites, highlighted on the accompanying map, represent prime opportunities for development that can revitalize the fragmented streetscape. By leveraging these parcels, the city can enhance the Corridor's appeal and functionality, fostering a more cohesive and dynamic urban environment.

The map on the next page illustrates these opportunity sites and outlines potential development strategies for the city to consider.



20th Street Corridor Urban Design Framework

City of Springfield, MI

October 10, 2024

LEGEND

-  Priority Corridor Gateways and Intersections
-  Future Corridor Core Intersections
-  Downtown Mixed Use Street Cross Section
-  Corridor Commercial Street Cross Section
-  Corridor Link Street Cross Section



Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: County or Local Community Source, McKenna 2020



Goguac & 20th Street Intersection

This intersection marks the beginning of Springfield's jurisdiction along 20th Street at the city's southern border. Currently, the junction is characterized by front and corner-loaded parking and a mix of built structures with diverse land uses. The area suffers from almost negligible pedestrian infrastructure, lacking sidewalks, marked crosswalks, and streetscape elements to clearly delineate the public and private realms.

The concept presented below addresses these issues, aiming to transform the intersection into a prominent gateway into the city through the 20th Street Corridor. Rooted in the principles of new urbanism, this design seeks to harmonize walkability, drivability, and bike ability along the corridor. The proposal includes a road diet, reducing the existing five-lane road to a three-lane configuration with a central turn lane.

The design envisions an expanded public realm at the corners, featuring dedicated lawn spaces for businesses and prominent city entrance markers or signage. Additionally, the plan incorporates areas for street furniture and amenities such as bus stops and bicycle racks, strategically placed between lawn islands on the sidewalks. To foster a vibrant, walkable environment, the concept includes street-facing buildings with minimal setbacks from the lot line, with parking situated at the rear or side of the structures.



Wellworth Avenue & 20th St. Intersection

Approximately halfway between the intersections of Dickman Road and Goguac Street on 20th Street, the corridor offers access to a large green space surrounded by single-family residential houses via Wellworth Avenue. This intersection is currently characterized by empty lots on the west side of 20th Street and an auto-oriented building on the east side.

We propose to leverage the potential future public park or wooded area to create a vibrant intersection, incorporating a small mixed use building and an extended public realm on the north and south sides of Wellworth Avenue and 20th Street. Furthermore, we recommend that future developments maintain minimal setbacks and place parking on the sides or at the rear of the buildings. By positioning buildings closer to the street front, an enclosed environment is created, which often prompts drivers to reduce their speed due to a perception of reduced space. We also suggest supporting this concept with a road diet, reducing the existing five-lane road to a three-lane configuration with a central turn lane and a green median.

The sidewalk network is also suggested to extend westwards into the neighborhood up to the access points to the future public park with improvements and added crosswalks and green medians wherever deemed necessary.

Dickman Road & 20th Street Intersection

The final key improvement area along the 20th Street Corridor is the Dickman Road intersection. Currently, this intersection features five lanes, including two straight lanes and a left turn lane. The right turn onto Dickman Road occurs approximately 250 feet before the intersection via a merge lane, creating a triangular land parcel in between with no significant development.

Given the high-speed nature of Dickman Road and the priority of ensuring pedestrian safety and bike mobility, we recommend closing off the merge lane and implementing a road diet for both eastbound right turns and westbound left turns on 20th Street itself. This plan includes installing crosswalks and sidewalks on all sides of the intersection, as shown in the accompanying illustration. The triangular land parcel can then be developed for single-story commercial and retail purposes, including drivethroughs and small public plazas fronting the 20th Street Corridor.



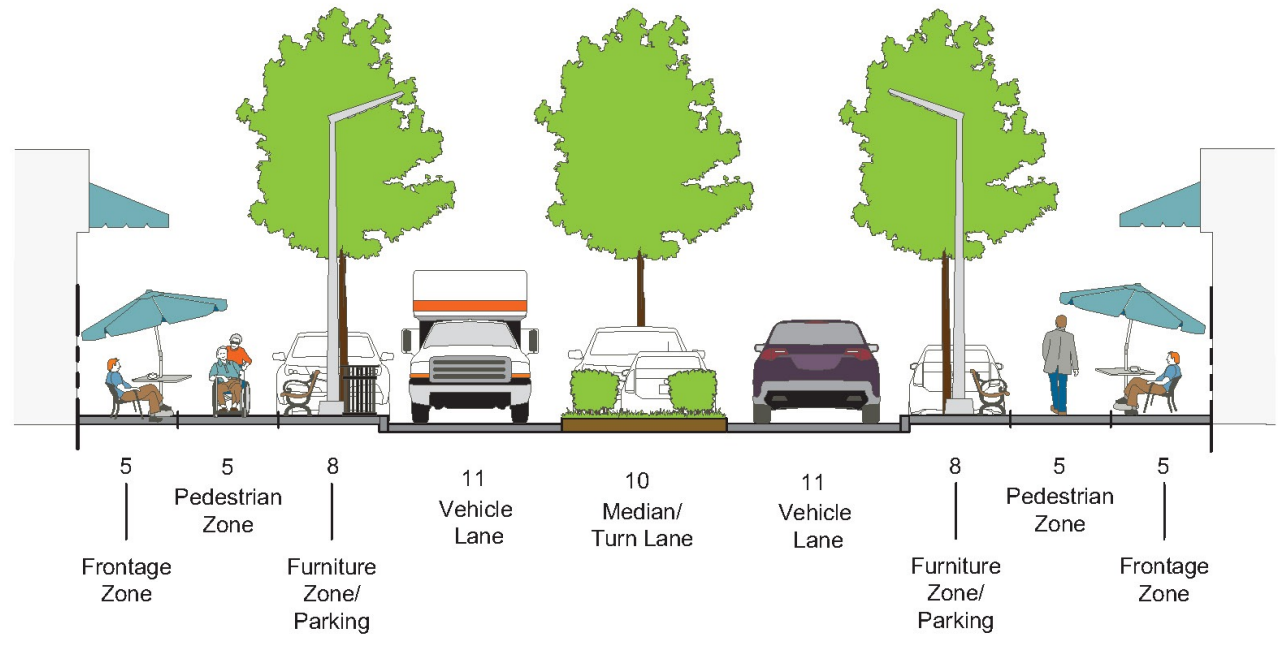
Proposed Street Cross-Section Scenarios

Downtown Mixed Use

The Downtown Mixed Use typology cross-section is proposed along 20th Street between Goguac Street and Wellworth Avenue. This is characterized by a wider shared use sidewalk for both pedestrians and bikes along with a dedicated furniture zone and shopfront area. This segment of the 20th Street Corridor is planned for elevated building and site design, including architectural standards for future development required by zoning, space for outdoor seating and dining, and various placemaking elements such as street furniture and decorative features. Public art is encouraged. The road width is 66 feet. As the image to the right illustrates, specific areas of the 66 feet are allocated to various uses and activities, such as frontage zones, pedestrian zones, vehicle travel lanes, and a median turn lane.

In addition to the placemaking goals, it is also the intent of this cross-section design scenario to calm traffic on the 20th Street Corridor, where current conditions allow motorists to feel comfortable traveling at far faster speeds than what is posted. Elements such as sidewalks, a pedestrian presence, outdoor seating, shopfronts, center median, and street trees all successfully assist with traffic calming efforts.

Through the proposed cross-section, McKenna recommends the necessary corridor reconstruction to support the concepts mentioned previously. The cross sections are for the 20th Street Corridor between various intersections which are mentioned through the illustrated key map. There are three main typology of the cross-sections which changes throughout the corridor based on the land use character of the surrounding parcels.



Downtown Mixed-Use : 66-feet Right of Way

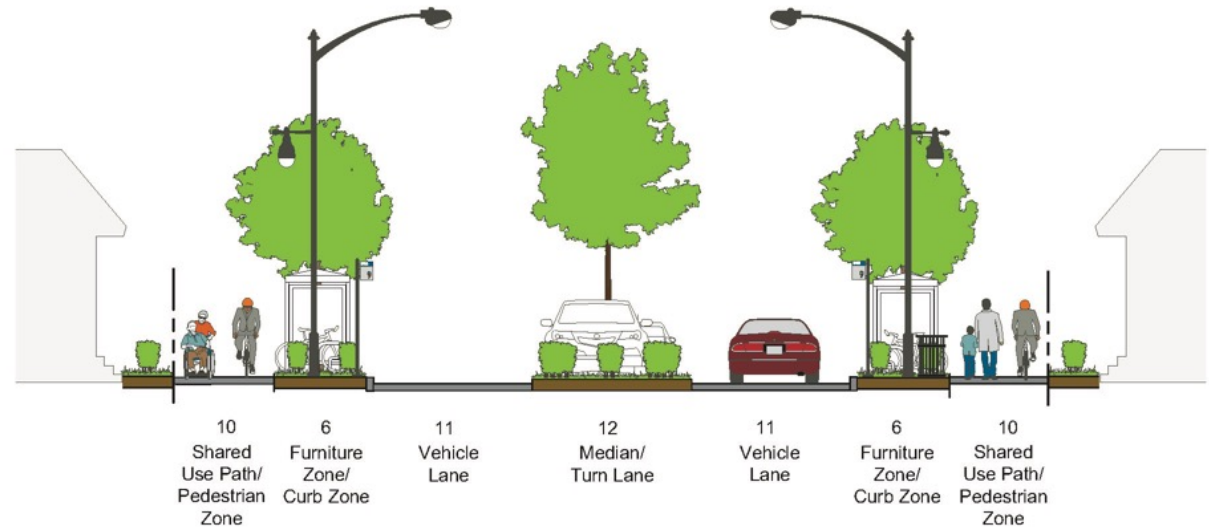
Corridor Commercial

The Corridor Commercial cross-section type is proposed on 20th Street between Wellworth Avenue and Dickman Road. This is characterized by a wider shared use sidewalk for both pedestrians and bikes along with a dedicated furniture zone and shopfront area. It is intended that pedestrians and motorists should have a dedicated space along this segment of the corridor, but also understanding the environment differs from a traditional downtown environment. As such, this segment of the corridor is mostly planned for multimodal transportation between nodes with minimal placemaking elements, such as streetlamps and trash receptacles.

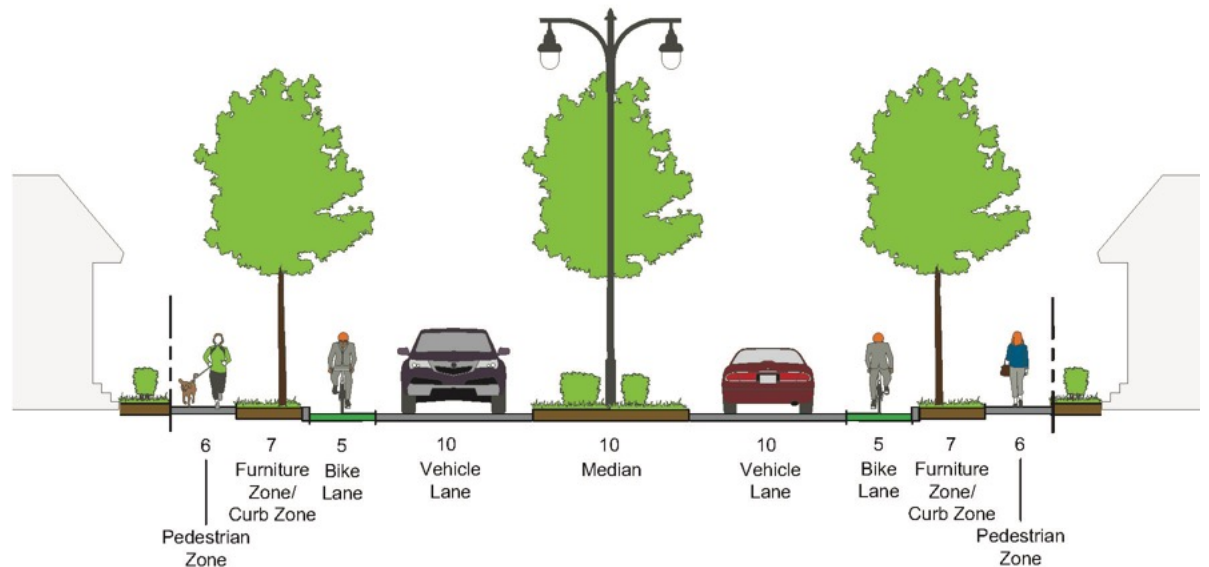
The total width of the road segment is 66 feet. Dedicated areas to divide out that total width is observed in the image to the right. Along this segment, it is important to consider pedestrian and bike amenities and infrastructure, but the character of this portion of 20th Street lends itself to less of a downtown atmosphere, and more of a transition corridor.

Corridor Link

The Corridor Link cross-section type is proposed on the north side of the 20th Street Corridor between Dickman Road and the north city limits. This is characterized by sidewalks for pedestrians with a dedicated furniture zone and a separated on-street marked bike lane. The primary purpose of this cross-section type is to continue the movement of vehicles and traffic north-south along the corridor, but also elevate the corridor by implementing beautification elements (e.g., street trees, landscaped buffers, streetlamps, etc.) as well as transportation alternatives for walking and biking. This cross-section type also includes a median that does not have a turn lane. The total travel width is 66 feet, again separated into segments for different users.

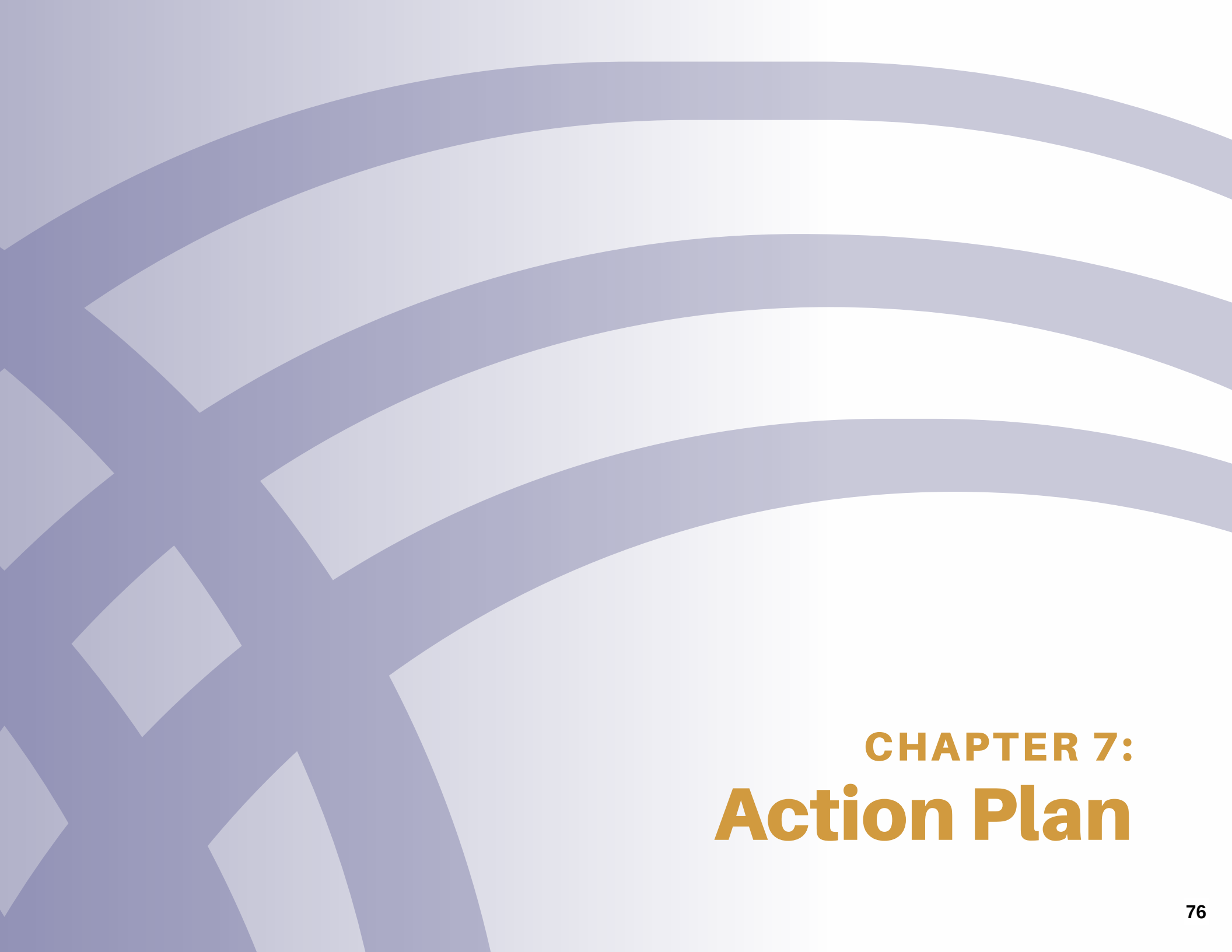


Corridor Commercial : 66-foot Right of Way



Corridor Link : 66-foot Right Of Way





CHAPTER 7: **Action Plan**

Action Plan

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 20th Street Corridor Plan forward. Each identified step within the plan is timebound, introducing a strategic timeline to ensure efficient execution of the outlined initiatives. Moreover, the plan keenly identifies and collaborates with key partners at each phase, fostering a collaborative approach that

draws on the strengths and expertise of various stakeholders. 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 20th Street Corridor Plan.

Implementation Matrix Key:

- » CA = City Administration/Staff
- » PC = Planning Commission
- » CC = City Council
- » CCo = Calhoun County
- » MEDC = Michigan Economic Development Corporation
- » MDOT = Michigan Department of Transportation
- » DE = Developers
- » RE = Residents

ACTION	DETAILS	LEAD / PARTNERS	TIMEFRAME
STEP 1: ADOPT Adopting the 20th Street Corridor Plan as a subarea plan within the city’s Master Plan.	» Staff and Planning Commission accept plan and recommend plan for adoption. » City Council reviews and adopt.	CA, PC, CC	Month 1
STEP 2: REFINE Narrow development preferences and determine feasibility of alternatives working with local, regional, and state representatives to determine infrastructure needs and ownership of sites. Work with Calhoun County to determine redevelopment processes or incentives.	» Establish a series of working sessions with Calhoun County, MDOT, and MEDC. » Develop scenarios. » Select preferred alternatives.	PC, CC, CA, CCo, SR, MEDC	Month 1 - 6



ACTION	DETAILS	LEAD / PARTNERS	TIMEFRAME
STEP 3: REGULATE Develop and adopt new zoning policies that reflect the vision for the 20th Street Corridor.	» Develop design and architectural standards for mixed use development. Consider nonmotorized transportation access, site landscaping and durable building and site design materials. » Adopt into Zoning Code by Planning Commission and City Council.	CA	Month 6 - 12
STEP 4: PARTNER Work with MDOT, Calhoun County, and MEDC to develop a Request for Proposals to design and develop focus area sites along 20th Street Corridor.	» Create an RFP that includes the development vision, objectives, and evaluation process. » Select a preferred design team.	CA, PC, CC, CCo, MEDC, DE, RE	Month 9 - 12
STEP 5: DESIGN AND FUND Work with design team and partners on implementation of design drawings. Evaluate potential funding mechanisms for key redevelopment sites and prepare local, regional, and/or federal construction source financing plan(s).	» Establish a timeframe for developing and reviewing design drawings. » Evaluate draft site plans based on the 20th Street Corridor Plan and the established design objectives. » Evaluate financial considerations, including fiscal impacts to the city and partner agencies.	CA, PC, CC, MEDC, RE, DE	Month 12 - 24
STEP 6: BUILD AND MONITOR Approve design drawing and secure financing sources. Work with private developers to time corridor improvements with site redevelopment. Release construction bids and manage and inspect construction processes to ensure consistency with the vision and design objectives of the 20th Street Corridor Plan.	» Secure financing and assess reporting requirements to meet all funding expectations. » Establish the project manager or designee responsible for construction oversight and interpretations of design objectives and 20th Street Corridor Plan requirements, land acquisition, permitting, and ground breaking, and construction management. » Inspect all materials and plantings prior to installation and upon installation.	PC, CC, MEDC, DE, RE	Month 24 - 36

Staff Acknowledgments



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
Carrie Leitner	Art Director
Callie Garrett	Graphic Designer





February 2, 2026

R E S O L U T I O N

No. 11-26

WHEREAS, CITY OF SPRINGFIELD staff and Planning Commission members have reviewed and provided input for the 20th Street Corridor Plan; and

WHEREAS, THE PLANNING COMMISSION OF THE CITY OF SPRINGFIELD recommends adoption to the City Council of the attached 20th Street Corridor Plan.

THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SPRINGFIELD that the 20th Street Corridor Plan is hereby approved.

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

<u>Meeting Date:</u>	February 2, 2026
<u>Agenda Item:</u>	Adopt - Capital Improvement Plan
<u>Recommendation:</u>	Adopt the Capital Improvement Plan as adopted by the Planning Commission.
<u>Budget Impact:</u>	N/A
<u>Staff Contact:</u>	Aaron Edlefson, City Manager

Background:

As required by the Michigan Planning Enabling Act (Act 33 of 2008), MCL 125.3865, the 2026-32 Capital Improvement Plan was reviewed by the Planning Commission on January 26, 2026. They have recommended approval to City Council.

Supporting Documents

[2026-32 CIP](#)

[CCRES.12.26](#)



2026-32 Capital Improvement Plan

PC Recommended: January 26, 2026
CC Adopted:

As mandated by State Law (Public Act 33 of 2008), and the Code of Ordinances of the City of Springfield (Section 2-29), contained within this document is a schedule of proposed capital improvement expenditures for the City of Springfield for fiscal years 2026-27 through 2031-32. Projects included in this document are adaptable to the status of the city's financial conditions and priorities. Annually, this document is revised by city staff, reviewed, and recommended by the Springfield Planning Commission, and adopted by the City Council.

A capital improvement plan (CIP) is a multi-year program of municipal improvements. The Springfield Capital Improvement Plan spans a six-year period. The plan sets forth the proposed expenditures for systematically constructing, maintaining, upgrading, and replacing the community's physical infrastructure, including streets, utilities, vehicles, and other mobile equipment. Additional benefits of the plan include: (1) Accomplishing community goals and needs within its identified capabilities; (2) reduce the amount of planning by having a predictive schedule for capital replacement and project timelines; (3) having the ability to re-evaluate and compare community needs versus wants, and pivot to new opportunities, as necessary; (4) leveraging all funding opportunities to achieve the optimum performance of public tax dollars.

Capital projects are typically major, infrequent expenditures. The City Council has defined capital projects as those that exceed an initial purchasing threshold of \$5,000 and an estimated useful life of more than one year. Individual projects from the adopted plan should become part of the capital budget for their respective departments.

For this plan to be useful as a tool for budgeting and sound fiscal management, it must consider the short- and long-term effects of the expenditures and any associated debt on fund balances and cash flow for operations. The CIP is essential for managing and coordinating the efficient expenditure of Springfield's public resources. The CIP is made possible by the participation by the community and the following appointed and elected officials:

City Council Members

Harry Burdett, Mayor
Christy Kincaid, Mayor Pro Tem
Tracey Cummings
Brad Francis
Adam Gregory
Ron Wells

Planning Commission Members

Brent Folkema, Chair
Ron Behrndt, Secretary
Harry Burdett
Amy Evans
Ron Wells

Administrative Officials

Aaron Edlefson, City Manager
Ethan Moody, Director of Finance
Chaz Wilkey, Director of DPW
Cris Childers, Public Safety
Scott Cipicic, Fire Chief
Curtis Smith, CCSO LT

Financing Capital Improvements

To ensure funding is available for CIP projects, it is imperative that the city obtains cost estimates for projects. Typically, cost estimates are very rough guesstimates until final plans and specifications are developed. Estimated costs included in the plan are subject to economic and environmental conditions, which may cause inflationary impacts.

Funds for Capital Improvement Projects come from a variety of sources. Our most common funding sources are shared below.

General Funds - This pool of funds is derived from city property tax, and state and federal government returns (e.g. revenue sharing, motor vehicle funds). The majority of these funds help finance general administration, maintenance, and operation activities. These funds may also be used for matching funds requirements when applying for state and/or federal grants.

General Obligation Bonds – This pool of funds is derived from the issuance of long-term bonds and is one of the most commonly used methods for financing large scale Capital Improvement Programs. In Michigan, the maximum amount of general obligation bonds that can be outstanding at one time is ten (10%) percent of the equalized assessed valuation. G.O. Bonds must be approved by the electorate at a general or special election.

City Income Tax Funds – This pool of funds is derived from the municipal tax on income obtained by an individual. Passed in 1988, the City Council is committed to using these funds for capital improvements throughout the City and pension costs.

Tax Increment Financing Authority – This pool of funds is derived from the anticipation of increasing property taxes within a defined district of the city; monies are borrowed against those increases to pay for public improvements in the district. The increases, or “increments” include all real and personal property taxes for all taxing jurisdictions.

Revenue Bonds – These funds are derived from revenue produced by the water and sewer systems. The revenue that is generated can be leveraged to issue bonds for capital improvements with the promise of paying off the debt incurred by the use revenue generated from the systems.

Federal and State Funds – These funds are derived from grant programs to local units of government. The programs are highly competitive, so advanced Capital Improvement Planning is vital to securing these funds.

Special Assessments – Funding is derived from charges levied against property that is directly benefitted by a physical improvement.

FY 2025-26 Capital Project Status Update

1. Street Paving – Avenue A (Complete)
2. Purchase Fire Department Communication Equipment (In Progress)
3. Purchase New Public Works Dump Truck (Complete)
4. Purchase Lawn Equipment – Zero Turn Mower and Trailer (Complete)
5. State of Michigan Drinking Water State Revolving Fund Projects (In Progress)
6. Springfield Schools Memorial Park Updates (In Progress)
7. Non-Motorized Improvements (In Progress)
8. Council Chambers Audio/Video Upgrades (Moved to 2026-27)
9. New Patrol Vehicle (In Progress)
10. Heating Efficiency Project (In Progress)
11. Public Safety Building Upgrades (Completed)
12. Public Safety Roofing Project (In Progress)

The following projects are expected to be undertaken in FY 2026-27

1. City Hall Window Upgrades

Project Description: This project will replace the windows of the Susan L. Anderson Municipal Building with new energy-efficient windows.

Project Funding Breakdown

General Fund	\$	100,000
--------------	----	---------

2. Mill and Overlay Goguac Street from 20th Street to Carl Avenue

Project Description: This project consists of milling 2" of asphalt and overlaying it with hot mix asphalt on Goguac Street.

Project Funding Breakdown

Major Street Fund	\$	53,000
BCATS Grant	\$	237,000
Total	\$	290,000

3. New Patrol Vehicle

Project Description: This project involves replacing the oldest patrol vehicle with a model year Ford Police Interceptor and includes the purchase of all required equipment to fully outfit the vehicle. Re-use of radar units, radio, and other equipment will be considered.

Project Funding Breakdown

General Fund	\$	75,000
--------------	----	--------

4. Replace Fire Department Vehicles

Project Description: This project will replace the Fire Department's 2018 Chevy Tahoe and 2012 Ford F150 vehicles with two 2026 Ford F150's that will be able to accommodate all equipment from the two vehicles.

Project Funding Breakdown

Vehicle Fund	\$	150,000
--------------	----	---------

5. Construct a Carport at the Public Safety Building

Project Description: This project would construct a carport on the south side of the Public Safety building that would help protect law enforcement vehicles from the weather elements. The carport would include a concrete walkway to the rear entrance of the building.

Project Funding Breakdown

State Grant	\$	125,000
-------------	----	---------

6. Mill and Overlay Avenue A from Helmer Road to the Eastern City Limit

Project Description: This project consists of milling 2" of asphalt and overlaying it with hot mix asphalt on Avenue A.

Project Funding Breakdown

Battle Creek Area Transportation Grant	\$	333,000
Major Street Fund	\$	207,000
Total	\$	540,000

7. Mill and Overlay Upton Avenue from Helmer Road to Western End

Project Description: This project consists of milling 2" of asphalt and overlaying it with hot mix asphalt on Upton Avenue.

Project Funding Breakdown

Major Street	\$	145,000
--------------	----	---------

8. Mill and Overlay McIntyre Lane from Western End to Ed Lebouef Drive

Project Description: This project consists of milling 2" of asphalt and overlaying it with hot mix asphalt on McIntyre Lane.

Project Funding Breakdown

Major Street	\$	50,000
--------------	----	--------

9. Mill and Overlay Ed Lebouef Drive from Southern End to Upton Avenue

Project Description: This project consists of milling 2" of asphalt and overlaying it with hot mix asphalt on Ed Lebouef Drive.

Project Funding Breakdown

Major Street	\$	85,000
--------------	----	--------

10. Mill and Overlay Avenue C from 20th Street to the Eastern City Limit

Project Description: This project consists of milling 2" of asphalt and overlaying it with hot mix asphalt on Avenue C.

Project Funding Breakdown

Major Street	\$	270,000
--------------	----	---------

11. Extraction Tool

Project Description: Allows the Fire Department to purchase a Genesis Rescue Systems 11C-SLi extraction and forced entry tool. The 11C-SLi is battery operated and allows for quicker, more controlled deployments when extracting victims or dismantling vehicles.

Project Funding Breakdown

Income Tax Fund	\$	18,500
-----------------	----	--------

12. Website Redesign

Project Description: The city's current website is difficult to navigate and is difficult for citizens and developers to use. This would allow for a total design of the website.

Project Funding Breakdown

General Fund	\$	30,000
--------------	----	--------

13. Reflective Window Tint

Project Description: This project would install reflective window tint in the Public Safety building. The tint would increase officer safety and reduce heating and cooling costs.

Project Funding Breakdown

General Fund	\$	5,400
--------------	----	-------

14. Industrial Man Lift

Project Description: Allows the Department of Public Works to purchase an industrial man lift that would support indoor operations rather than attempt to use a bucket truck in confined spaces.

Project Funding Breakdown

Vehicle Fund	\$	10,000
--------------	----	--------

15. Zero Turn Mower for Department of Public Works

Project Description: Allows the Department of Public Works to replace a 2015 zero turn mower that is currently in our fleet.

Project Funding Breakdown

Vehicle Fund	\$	15,000
--------------	----	--------

16. Begg Park Disc Golf Improvements

Project Description: This project would replace all existing goals with goals that meet standards set by the Professional Disc Golf Association. This will allow Begg Park to host events sanctioned by the PDGA. The project will also add an additional tee box while enhancing several others.

Project Funding Breakdown

Calhoun County Parks Millage	\$	8,000
------------------------------	----	-------

The following projects are expected to be undertaken in FY 2027-28

1. Cemetery Land Acquisition

Project Description: The project will plan for an expansion of Reese Cemetery and acquire land for additional cemetery property to support future burials as sections reach capacity.

Project Funding Breakdown

General Fund	\$	10,000
Grant	\$	<u>10,000</u>
Total	\$	20,000

2. City Hall Renovations

Project Description: This project will reconfigure the layout of the municipal building as needed.

Project Funding Breakdown

General Fund	\$	100,000
--------------	----	----------------

3. Public Works Renovations

Project Description: This project will replace the Public Works cold storage building south of the main Public Works building. This includes demolition of old salt barn and attached building.

Project Funding Breakdown

Income Tax Fund	\$	300,000
-----------------	----	----------------

4. New Patrol Vehicle

Project Description: This project involves replacing the oldest patrol vehicle with a model year Ford Police Interceptor and includes the purchase of all required equipment to fully outfit the vehicle. Re-use of radar units, radio, and other equipment will be considered.

Project Funding Breakdown

General Fund	\$	75,000
--------------	----	---------------

5. Purchase a New Peterbilt Plow Truck

Project Description: This project will replace the 2011 International Dump Truck. Included in the purchase is the chassis, dump box, and underbelly plow.

Project Funding Breakdown:

Vehicle Fund	\$	375,000
--------------	----	---------

6. Information Technology System Upgrades

Project Description: This project will upgrade operating servers, firewalls, computer memory, hard drives, Wi-Fi routers, and/or other computer devices. This project also would include migrating our current locally hosted financial software to BS&A Cloud.

Project Funding Breakdown

General Fund	\$	100,000
--------------	----	---------

7. Replace City Hall Copier/Fax/Printer Machine

Project Description: This project will replace the main copier machine that is used by all departments. Over time the maintenance and parts for the machine become too costly.

Project Funding Breakdown

General Fund	\$	15,000
--------------	----	--------

8. HydroCorp Citywide Water Meter Calibration

Project Description: This project would allow the approximately 1,647 water meters in the city to be calibrated.

Project Funding Breakdown

Sewer Fund	\$	15,000
Water Fund	\$	15,000
Total	\$	30,000

9. Bucket Truck for Department of Public Works

Project Description: Purchases a bucket truck for the Department of Public Works to replace their current 1992 model.

Project Funding Breakdown

Vehicle Fund	\$	100,000
--------------	----	---------

10. Card Key Access Readers

Project Description: This project would install card key readers at critical doors through the City Hall Complex. It would also replace existing coded door locks.

Project Funding Breakdown

Income Tax Fund	\$	40,000
-----------------	----	--------

11. Permanent Windows for Front Counter

Project Description: This project would install permanent glass at each customer service desk.

Project Funding Breakdown

General Fund	\$	10,000
--------------	----	--------

12. Phone System Upgrade

Project Description: This project would replace the current phone system with a VoIP system.

Project Funding Breakdown

Income Tax Fund	\$	30,000
-----------------	----	--------

The following projects are expected to be undertaken in FY 2028-29

1. Solar Energy Efficiency Upgrade

Project Description: This project includes the installation of solar panels on three (3) municipal buildings, including City Hall, Public Safety, and Public Works. This solar project is only possible if a grant is obtained or in conjunction with other cost savings measures.

Project Funding Breakdown

General Fund	\$	200,000
--------------	----	---------

2. New Patrol Vehicle

Project Description: This project involves replacing the oldest patrol vehicle with a model year Ford Police Interceptor and includes the purchase of all required equipment to fully outfit the vehicle. Re-use of radar units, radio, and other equipment will be considered.

Project Funding Breakdown

General Fund	\$	75,000
--------------	----	--------

3. Begg Park Parking Lot Mill, Fill, and Drainage Improvement

Project Description: This project will remove the top few inches of existing asphalt then lay fresh asphalt, filling any voids for a smooth surface. During the mill process, we will seek to improve the storm water drainage from the adjacent Sprout building.

Project Funding Breakdown

General Fund	\$	150,000
--------------	----	---------

4. Begg Park Playground Improvements

Project Description: Remove and replace aging playground equipment with new barrier free and inclusive equipment; remove and replace gravel playground surface with fiber mulch or rubberized surface and provide an accessible pathway to the playground.

Project Funding Breakdown

General Fund	\$	250,000
MNRTF Grant	\$	250,000
TIFA D	\$	200,000
Total	\$	700,000

5. Full Road Reconstruction of Oak Grove Road from 200' South of Westwood Drive to North End

Project Description: This project will remove the road surface and base and then create a new road surface on Oake Grove Road.

Project Funding Breakdown

Local Street Fund	\$	380,000
-------------------	----	---------

6. Full Road Reconstruction of Westwood Drive from Oak Grove Road to West End

Project Description: This project will remove the road surface and base and then create a new road surface on Westwood Drive.

Project Funding Breakdown

Local Street Fund	\$	225,000
-------------------	----	---------

7. Heater Replacement for West Side of the Department of Public Works Building

Project Description: This project would replace the existing heating system on the west end of the Department of Public Works Building.

Project Funding Breakdown

Income Tax Fund	\$	8,200
-----------------	----	-------

The following projects are expected to be undertaken in FY 2029-30

1. New Patrol Vehicle

Project Description: This project involves replacing the oldest patrol vehicle with a model year Ford Police Interceptor and includes the purchase of all required equipment to fully outfit the vehicle. Re-use of radar units, radio, and other equipment will be considered.

Project Funding Breakdown

General Fund	\$	75,000
--------------	----	--------

2. Electric Vehicle Charging Station

Project Description: Install a DC fast charging station at an optimal location in Springfield. Two locations appear to be ideal for this new facility: Begg Park and Springfield City Hall.

Project Funding Breakdown

General Fund	\$	3,000
State Grant	\$	3,000
Consumers Energy	\$	3,000
Total	\$	9,000

3. Mill and Overlay 20th Street from Upton Avenue to the Northern City Limit

Project Description: This project consists of milling 2" of asphalt and overlaying it with hot mix asphalt on 20th Street.

Battle Creek Area Transportation Grant	\$	600,000
Major Street Fund	\$	160,000
Total	\$	760,000

The following projects are expected to be undertaken in FY 2030-31

1. New Patrol Vehicle

Project Description: This project involves replacing the oldest patrol vehicle with a model year Ford Police Interceptor and includes the purchase of all required equipment to fully outfit the vehicle. Re-use of radar units, radio, and other equipment will be considered.

Project Funding Breakdown

General Fund	\$	75,000
--------------	----	--------

2. Mill and Overlay Lafayette Avenue from Helmer Road to 20th Street

Project Description: This project consists of milling 2" of asphalt and overlaying it with hot mix asphalt on Lafayette Avenue.

Project Funding Breakdown

Major Street Fund	\$	600,000
-------------------	----	---------

The following projects are expected to be undertaken in FY 2031-32

1. Mill and Overlay Lafayette Avenue from 20th Street to Eastern City Limit

Project Description: This project consists of milling 2" of asphalt and overlaying it with hot mix asphalt on Lafayette Avenue.

Project Funding Breakdown

Major Street Fund	\$	385,000
-------------------	----	---------

2. Mill and Overlay Catera Court from Betterly Road to South End

Project Description: This project consists of milling 2" of asphalt and overlaying it with hot mix asphalt on Catera Court.

Project Funding Breakdown

Local Street Fund	\$	64,000
-------------------	----	--------

3. Mill and Overlay Ridgeline Road from Catera Court to East End

Project Description: This project consists of milling 2" of asphalt and overlaying it with hot mix asphalt on Ridgeline Road.

Project Funding Breakdown

Local Street Fund	\$	122,000
-------------------	----	---------

4. Mill and Overlay Avalon Court from Ridgeline Road to North End

Project Description: This project consists of milling 2" of asphalt and overlaying it with hot mix asphalt on Avalon Court.

Project Funding Breakdown

Local Street Fund	\$	35,000
-------------------	----	--------

CAPITAL IMPROVEMENT PLAN SUMMARY

Funding Source	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32
General Fund	\$210,000	\$310,000	\$675,000	\$78,000	\$75,000	
Income Tax Fund	\$18,500	\$370,000	\$8,200			
Major Street Fund	\$810,000			\$160,000	\$600,000	\$385,000
Local Street Fund			\$605,000			\$221,000
Vehicle Fund	\$175,000	\$475,000				
TIFA B Fund						
TIFA D Fund			\$200,000			
EDC Fund						
Water Fund		\$15,000				
Sewer Fund		\$15,000				
Drug Fund						
Bond Proceeds						
Grants (awarded)	\$125,000					
Grants (planned)	\$570,000	\$10,000	\$250,000	\$606,000		
Loans						
Bonds						
Milage	\$8,000					
GRAND TOTALS	\$1,916,900	\$1,195,000	\$1,738,200	\$844,000	\$675,000	\$606,000



February 2, 2026

R E S O L U T I O N

No. 12-26

WHEREAS, CITY OF SPRINGFIELD staff and Planning Commission members have reviewed and provided input for the Six (6) Year Capital Improvement Plan for the period covering 2026 - 2032; and

WHEREAS, THE PLANNING COMMISSION OF THE CITY OF SPRINGFIELD recommends adoption to the City Council of the attached projects for inclusion in the Six (6) Year Capital Improvement Plan.

THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SPRINGFIELD that the Six-Year Capital Improvement Plan is hereby approved.

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

<u>Meeting Date:</u>	February 2, 2026
<u>Agenda Item:</u>	Approve - Purchase of 2017 Skyjack Scissor Lift (Man Lift)
<u>Recommendation:</u>	Approve the purchase of a 2017 Skyjack Scissor lift in the amount of \$5,000.00
<u>Budget Impact:</u>	Vehicle Fund - \$5,000.00
<u>Staff Contact:</u>	Chaz Wilkey - Department of Public Works Director

Background:

This purchase is in the new CIP but we would like to remove it from the CIP and purchase it this budget year. It's in the CIP for \$10,000.00 and I was able to find a great deal on this one, which is in great shape and would save the City \$5,000.00 .

Also, this has been budgeted in the vehicle fund under DPW Equipment.

Supporting Documents

[IMG_0077](#)

[CCRES.13.26](#)

×

1 of 6





February 2, 2026

R E S O L U T I O N

No. 13-26

RESOLVED BY THE COUNCIL OF THE CITY OF SPRINGFIELD to approve the purchase of 2017 Skyjack Scissor Lift (Man Lift) in an amount not to exceed \$5,000.

MOVED: _____

SECONDED: _____