

SPRINGFIELD TOWNSHIP MASTER PLAN



Prepared by
Springfield Township
Planning Commission

ADOPTED 1/23/2024

RESOLUTION OF ADOPTION
of the
2024 SPRINGFIELD CHARTER TOWNSHIP MASTER PLAN
by the
SPRINGFIELD TOWNSHIP PLANNING COMMISSISON

WHEREAS, the Springfield Charter Township Planning Commission has the responsibility and is empowered by the Michigan Planning Enabling Act, PA 33 of 2008, as amended, to make and adopt a Master Plan for the physical development of the Township and to amend the Plan as needed from time-to-time, and

WHEREAS, the Springfield Charter Township Board created the Planning Commission for the purposes stated in the Michigan Planning Enabling Act, PA 33 of 2008, as amended, and

WHEREAS, the Springfield Charter Township has retained a professional planning consultant to assist the Planning Commission with the technical studies necessary to make a comprehensive, new Master Plan for Springfield Township, and

WHEREAS, the Springfield Charter Township Planning Commission has held a public hearing on its proposed Master Plan updated for the Township on January 23, 2024, at the Springfield Charter Township Offices, and

WHEREAS, the Springfield Charter Township Planning Commission finds that the new Master Plan is necessary for the continued development and the appropriate redevelopment of the physical areas of Springfield Township,

NOW THEREFORE BE IT RESOLVED that the Springfield Charter Township Planning Commission hereby adopts this Master Plan for Springfield Township, along with the text, maps, charts, graphs, and other descriptive materials contained in the Plan.

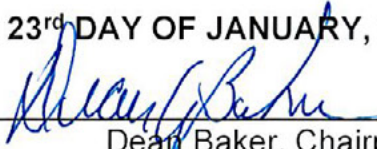
Motion by David Hopper, supported by Kenn Sclesky.

AYES: BAKER, COSTIGAN, HINES, HOPPER, MOORE, SCLESKY

NAYS: None

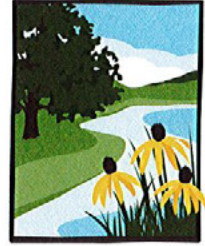
ABSENT: MANsour

RESOLUTION DECLARED ADOPTED THIS 23rd DAY OF JANUARY, 2024.



Dean Baker, Chairperson
Springfield Township Planning Commission







Planning Commission (PC)

Dean Baker, Chair
Kevin Sclesky, Vice Chair
Jamie Costigan, Commissioner
Ruth Ann Hines, Commissioner
Dave Hopper, Commissioner
George Mansour, Commissioner
Christopher Moore, Commissioner

Township Board

Laura Moreau, Supervisor
Sean R. Miller, Clerk
Jamie L. Dubre, Treasurer
Dave Hopper, Trustee
Jason Pliska, Trustee
Dennis Vallad, Trustee
Bill Whitley, Trustee

Planning & Zoning

Assisted by Giffels Webster



ENVISION
YOUR FUTURE

1

- Township Administration
- Boards and Commissions
- Zoning and Planning History
- Background Studies Summary
- Public Engagement Opportunities
- Summary of Community Engagement - Key Themes

PLAN
YOUR SUCCESS

2

- Natural Resources
- Infrastructure
- Economic Development
- Housing
- Non-motorized Transportation
- Senior Services
- Inclusivity

IMPLEMENT
YOUR PLAN

3

- Future Land Use Map
- Zoning Plan
- Action Strategies

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Introduction

Photo Credit: Pam Gulliver





Executive Summary



Executive Summary

The Master Plan for Springfield Township sets forth the Township’s comprehensive and forward-looking vision to guide growth and development. This plan reflects an inclusive and collaborative planning process that engaged the community, stakeholders, and decision-makers to create a blueprint for the future. Building on the planning history of the Township, this plan aims to address development limitations and anticipate future needs to ensure a thriving, sustainable, and resilient community.

[Introduction](#)

This section introduces the concept of a master plan and the planning process the Township used for this Master Plan update. This chapter also includes a brief orientation of the Township through its current demographics, economy, and housing, as well as an overview of feedback collected from residents and stakeholders throughout the planning process.

Additional supplemental information is provided at the end of the Master Plan document in [Appendix A](#).



Open house attendees thinking about Downtown Davisburg.



Public Engagement Opportunities

Public input was gathered through a variety of in-person and virtual activities. Residents, businesses, and organizations contributed valuable insights to shape the plan's direction in a manner that reflects the priorities of the Township's population and stakeholders. Engagement activities included a leadership advance workshop with Township Staff and officials, a community survey, an in-person open house event with virtual options for remote participation, and an interactive mapping activity. Several common themes emerged during this process, and the public input section includes an analysis of each theme and relevant feedback. The common themes are listed below.

- Springfield Township is a desirable place in which to live.
- Access to nature, conservation of natural resources, and natural beauty are regarded as some of the Township's greatest strengths.
- The characteristics of Springfield Township that residents enjoy most are evocative of its rural identity.
- The preferred housing type is single-family/low-density; residents were most open to alternative housing types that serve the senior population or help seniors age in place.
- There is tension between growth and preservation of character.
- Commercial development is desirable, but only in contextually appropriate locations.
- More non-motorized connections are desired, particularly between neighborhoods and parks.

Springfield Township Today

A thorough analysis of current conditions, with essential data on Township demographics, market trends, and land use patterns, was compiled to provide insight on areas of potential growth and opportunities for improvement. It is in [Appendix A](#). Some key trends were observed that helped guide plan recommendations:

- Springfield Township is an aging community and the aging population is projected to continue to grow
- Springfield Township grew at the fastest rate between 1970-2000, but population growth has remained steady in the years since
- Since 2000 and 2020, housing costs in Springfield Township have increased substantially, far outpacing inflation
- More than 50% of the land in Springfield Township is used as single family residential. Residential uses also comprise the largest portion of the Township's overall tax base.
- More land area is zoned for commercial or industrial use than local market demand can support.

Executive Summary

Goals and Objectives

This section includes the long-term goals established in the plan and corresponding objectives. The plan goals are listed below.

- [Natural Resources](#). Protect the quality of vital air, land, and water resources in the Township.
- [Roads and Infrastructure](#). Provide quality public safety services, roads, and infrastructure to serve the varied needs of residents and businesses in Springfield Township.
- [Non-motorized Transportation](#). Improve and develop non-motorized transportation options to connect residents throughout the Township.
- [Economic Development](#). Preserve the rural character of the Township, while encouraging development opportunities in contextually appropriate locations that meet the current and future needs of Springfield Township residents, businesses, and visitors.
- [Housing](#). Promote development of a variety of housing options to meet the needs of current and future residents, including those seeking to age-in-place.
- [Seniors](#). Support Seniors' access to the services and resources needed to maintain their independence and to age in Springfield Township.
- [Inclusivity](#). Provide for accessible, safe, and welcoming community spaces, facilities and programs for residents and visitors.



Future Land Use Plan

The future land use map is a crucial component of the Master Plan, visually defining the Township's development priorities. By considering contextually appropriate locations for future residential, commercial, industrial, recreational, mixed-use and green spaces, the plan aims to create a balanced and sustainable environment that accommodates future growth while preserving the Township's identity.

The updated Future Land Use map includes some key changes from the Township's last Master Plan, including:

- Eliminating the Office category and incorporating office uses in commercial and mixed use categories as appropriate
- Establishing four new Mixed Use Categories, including the South Dixie Highway District, the North Dixie Highway Overlay District, the Davisburg Mixed Use District, and the Residential Mixed Use District
- Eliminating the Traditional Lakefront Residential Category to address lake front lots in the ordinance instead of creating a new district
- Combining Mobile Home Park and Multiple Family Residential into a single category to allow for a future transition from Mobile Home Park to Multiple Family Residential

Implementation

The success of the Plan relies on effective implementation. To achieve the outlined goals and objectives, a detailed list of action items has been compiled. These forward-thinking steps include zoning updates, capital improvement recommendations, and advocacy items, among others. Regular monitoring and progress evaluations will ensure that the Township's goals are realized.

Action Item Type	Description
Zoning	These items require zoning amendments and will generally be led by staff and the Planning Commission.
Advocacy	These are items that will involve education of the community, including residents, business owners, property owners, developers, and design professionals. They will be led by a combination of staff, boards, and commissions. They may also involve Township staff and officials working with county and state officials to coordinate plans and funding, as appropriate
Capital Improvement	These items involve large capital investments, such as equipment, projects, or studies that require inclusion into the Township's Capital Improvement Plans (CIPs) in order to determine the most efficient time and method of completion and may involve multiple municipal departments.
Other	Other items may involve research, study, and further evaluation by staff and/or other boards and commissions.

Introduction

What is a Master Plan?

A master plan is a document that examines future land uses, community development, and other community features in coordination. It portrays a clear statement of community goals and objectives, establishes a vision of the future, and includes strategies to achieve the vision. If followed carefully, the Master Plan will have a lasting impact on the built and natural environment.

The Master plan is long-range in its view and is intended to guide development in the Township over a period of 10 to 20 years, with reviews and any necessary updates occurring every five years to maintain consistency with the Michigan Planning Enabling Act of 2008. The information and concepts presented in the Master Plan are used to guide local decisions on public and private uses of land and the provision of public facilities and services. It establishes unified long-range general policies, which can be continually referred to in decision-making.

The Springfield Township Master Plan includes a Future Land Use Plan and a detailed action plan to implement the community vision and guide future development. The Master Plan enables the Township to address related topics affecting growth and development in a coordinated manner.



The Planning Process

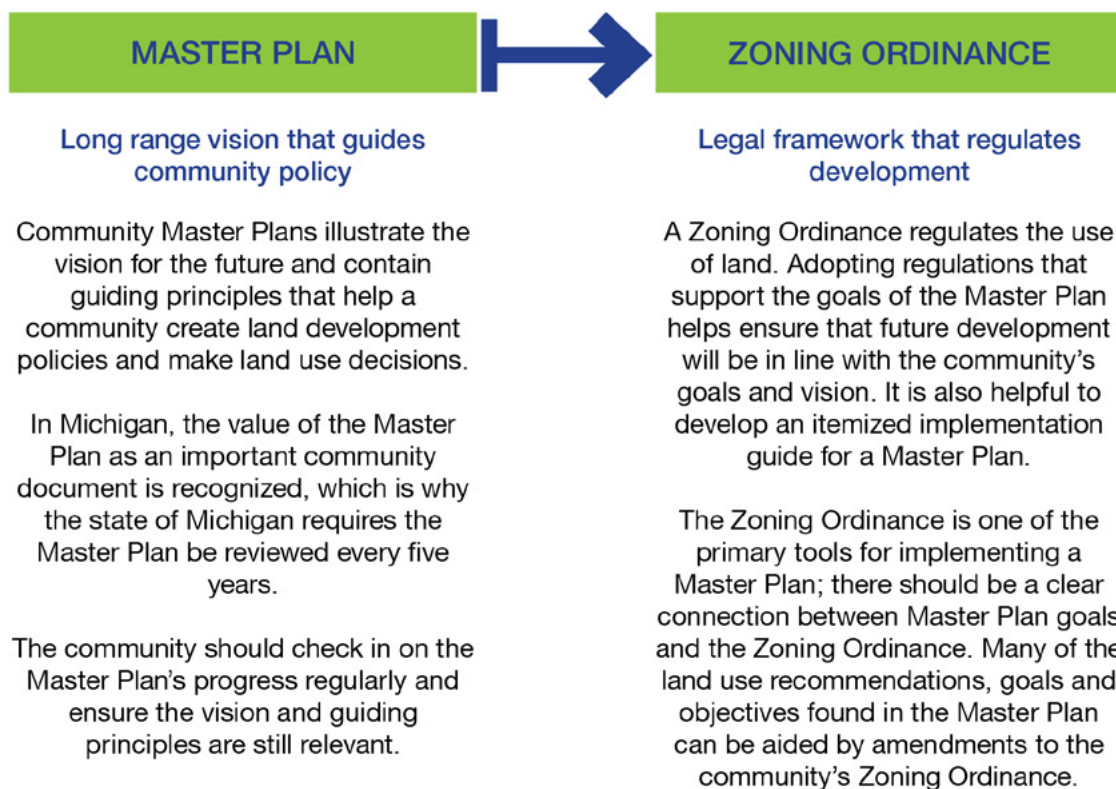
The Master Plan process began in the summer of 2022 with the Planning Commission reviewing resources and information about new and pertinent issues facing communities, including case studies and research on best practices in planning.

A kickoff meeting, including the Township Board and Planning Commission, introduced the planning process and discussed key priorities, by examining strengths, weaknesses, opportunities and threats. This information, along with background studies, were used to design community engagement activities and collect input on relevant priority areas.

The public engagement process began in the fall and community feedback was collected through a community survey, PictureThis! interactive mapping activity, and a community open house.

This Planning Commission studied this feedback, along with the background studies and planning best practices, to develop goals and objectives for the Master Plan that reflect the Township's needs and priorities. The Future Land Use Plan and Implementation sections were designed in alignment with these goals to provide an action-oriented framework towards achieving them.

Figure 1. Relationship between the Master Plan and Zoning Ordinance



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webster

What's in this Chapter?

What's in this Chapter?

Establishing an understanding of the current conditions that affect the built environment- the people, structures, resources, and history, is fundamental to determine what is needed in the future. This section provides an overview of current conditions, including the following key components:

- Township Administration
- Township Boards and Commissions
- Planning and Zoning Timeline
- Summary of the Background Studies (A more detailed analysis of the current conditions can be found in [Appendix A](#).

In addition to the current conditions, this section includes a summary of common themes that emerged as public feedback was collected. More information about community engagement efforts and input collected can be found in [Appendix B](#).

The information in this chapter served as the basis for the vision and goals outlined in this plan, and should continue to guide decision-making throughout implementation.

Township Administration

The Township functions pertaining to zoning, planning, and economic development are spread among a number of the elected and appointed officials. Administrative and coordination functions are divided as follows:

Supervisor

The Township Supervisor is an elected official who coordinates the administration of Township government. The Supervisor chairs all Township Board meetings, is the Township's agent for all legal business and sees that all laws and Township Code of Ordinance provisions are enforced. He/She is the Chief Personnel Director of all non-elected employees, the Chief Assessing Officer, and is head of the Planning and Building Departments. Specifically, the Supervisor administers all Planning Commission and Board of Appeals activities by receiving and processing all applications and plans for new developments and applications for variances. Additionally, the Supervisor oversees the website and Township cable channel. The Supervisor prepares and administers the annual budget and is in charge of the construction, repair, and maintenance of all Township buildings and properties.

Clerk

The Township Clerk is an elected official. The Clerk's Office is involved in a range of administrative functions and services. Those most relevant to planning and development include custody of records, minutes, and ordinances; public noticing; and processing of re-zoning applications and plats and providing assistance with site plans.



Boards and Commissions

There are several official bodies associated with planning and development throughout the Township. Below is a description of each body and how it relates to the Township's planning and development efforts.

Township Board

The Township Board is the chief governing body of the Township and consists of the Supervisor, Clerk, Treasurer, and four Trustees. All Board members are elected for four year terms.

The Township Supervisor appoints the Planning Commission with the concurrence of the Township Board. The Township Board appoints the members of the Zoning Board of Appeals. By Ordinance, the Township Board gives final approval to all special land use requests and certain specified site plans. By State statute, the Board also approves rezoning requests, zoning text and map amendments, and subdivision plats.

Planning Commission

Per the Zoning and Planning Enabling Acts, the Township has established a seven member Planning Commission. These members are appointed by the Township Supervisor to serve three year staggered terms. One member must be a member of the Township Board. The Planning Commission reviews and makes recommendations to the Township Board on all subdivision plats, special land use requests, zoning ordinance amendments, and zoning map changes. Final approval over certain specified site plans rests with the Planning Commission. The Commission also keeps the Township Master Plan current by making recommendations for changes to the Township Board. The Planning Commission is often requested by the Township Board to study general ordinances and other issues of concern related to the planning and development of the Township.

Zoning Board of Appeals (ZBA)

The Zoning Board of Appeals consists of five members appointed by the Township Board for three year staggered terms. One member may be a member of the Township Board and one other member must be a member of the Planning Commission. The role of the ZBA is to interpret provisions of the zoning ordinance when requested and determine when variances to the zoning ordinance standards are warranted due to peculiar difficulties with property that make it impossible to meet the provisions of the zoning ordinance.

Park Commission

The Park Commission is a self-governing unit with seven members elected to serve four year terms. The Commission is responsible for planning, developing, and maintaining park and recreation facilities in the Township. The Commission receives most of its funding from the Township general fund, as approved by the Township Board. The annual parks and recreation budget is subject to the approval of the Township Board, as required by State statutes.

Springfield Township Library Board

The Springfield Township Library Board consists of six members who are elected to four year terms. The Library Board is responsible for establishing and maintaining library personnel, policies, and facilities. The Board also oversees the budget and monthly expenditures. Most of the funding for the library comes from a dedicated millage.

History of Planning and Zoning in Springfield Township

History of Planning and Zoning in Springfield Township

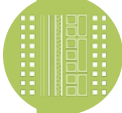
1951

Township Board passed a resolution of intent to proceed with the Township's first Zoning Ordinance.



1952

Township becomes zoned for the first time following the passage of an interim Zoning Ordinance.



1954

The interim Zoning Ordinance was replaced with a more complete ordinance.



1955

The Township adopted its first Building Code.



1971

Planning Commission established.



1973

First Township Master Plan was adopted; The Ordinance which serves as the basis for the current Zoning Ordinance was adopted.



1967

Mobile Home Park Ordinance was passed; Multiple family development was officially recognized in the Ordinance.



1963

The Township's first sign ordinance becomes effective.



1965

The zoning ordinance was updated again with major changes to the number and types of districts.



1979

Township residents proactively petitioned for a residential lot minimum on 2.5 acres. 65-70% of the property owners from two sections of the Township supported the petition.



1980s

Southeast Michigan Council of Governments (SEMCOG) data on natural resources incorporated into Planning Commission decision making, including mapping efforts environmental standards, and groundwater protection policies. A “Façade Improvement Study for Davisburg” was completed.



1980

New Master Plan adopted.



1987

Adoption of zoning map that was created with natural resource features, soils, topography, and site-specific research on the capability of land to support development.



1992

Revised Master Plan Adopted; plan for Shiawassee Basin Preserve developed.



1990s

Cluster housing regulations enacted and a new zoning district created for recreation called the Parks and Recreation District.

History of Planning and Zoning in Springfield Township

1993 - 1995

Comprehensive review and update of the Zoning Map based on revised Master Plan.



1994

Study of Sub-area at Davisburg/Dixie Highway to coordinate five development sites, vehicular and pedestrian access, and the location of open space and buffering between the sites and Dixie Highway and I-75 for potential residential development.



1997

Systematic approach in making capital improvement decisions is employed with a plan to complete nine identified projects by 2003; Master plan for Mill Pond Park developed.



1998

Tree preservation plan developed.

2000

Shiawassee and Huron Headwaters Resource Preservation Project is adopted.



2002

Master plan updated.



2000

The Township adopts the Dixie Highway Corridor Plan.



1999

Revised Recreation Master Plan; Township EPA grant for Native Vegetation Enhancement Project that lead to the creation of a database of plants native to the Township and written materials that explain the benefits of native plants.



History of Planning and Zoning in Springfield Township

2004

Second capital improvement planning process is initiated to create a 5-year plan.



2008

Dixie Highway Corridor Plan implementation efforts begin, with focus groups, planning workshops, and additional studies.



2009

Revised Master Plan Adopted. The Township completed a corridor study to review the utility capacity of the area located near I-75 and Dixie Highway.



2014

The Township completed a utility corridor study to evaluate utility connection options on Dixie Highway.



2015

The Dixie Highway Design Guidelines are adopted.



2016

Master Plan Update Completed and revised plan is adopted.



2022

Township and Downtown Property Owners collaborate to plan for new community septic system in Davisburg.



2020

The Dixie Highway Overlay District is updated with new flexible zoning and expedited review process, as well as updated design guidelines.



2019

Following a feasibility study and extensive input from the Public, the Township Board votes to recommend the removal of Mill Pond Dam.

Background Studies Summary

Background Studies Summary

The Background Studies section of the Master Plan was written before the plan began by another planning consultant group, and the complete text of this is in [Appendix A](#). This section reviews past trends, current conditions, and future projections and is intended to provide context for the plan and serve as a launching point for the goals and objectives that shape the future of the Township. The following text provides a summary of key findings from this review.

Population

According to the decennial census, the population in Springfield Township in 2010 was 13,940 people. In 2019, the population was 14,703, a 5.5% increase from 2010. SEMCOG estimates that by 2045 the Township's population will be 14,467 people, a slight decrease (1.6%) from its 2019 population. The change in population between 2010 and 2020 was not as great as nearby townships such as Holly (13.9%) or Groveland (8.0%) Townships, but was similar to the growth seen in Independence (5.8%) and White Lake (3.1%) Townships, and the County as a whole (6.0%).

The age distribution of residents in Springfield is shifting, following national trends. Between 2010 (Decennial Census numbers) and 2019 (ACS estimates), the number of residents over 60 years old grew from about 9% of the population to 22%, an increase of 879 people. The 34-44 year old age category decreased the most over this time period, from 14.6% in 2010 to 11.1% in 2019.

There were approximately 5,420 households in the Township in 2020, an increase of 8.3% from 2010. Almost half (47%) of the Township's residents live in two or more person households without children, while another 34.7% live in two or more person households with children. Over half of the residents who live alone are over the age of 65. The average household size is 2.7 persons, and has been declining since at least 1980. These statistics indicate a community with an aging population.

The median household income adjusted to 2021 dollars has declined from 2010 to 2019, from \$113,759 to \$100,655. Despite this decline, household incomes are higher than that of the County, which was estimated to be \$80,319 in 2018.

This could be due to the high level of educational attainment by Springfield residents; over 71% of residents age 25 and older have some college education.

Housing

The 2019 American Community Survey estimated that there were approximately 5,554 housing units in the Township, 5.5% more than what was reported in 2010. Owner-occupied, single family residential units continue to be the predominant housing type in the Township. The majority of the housing was built in the last 50 years. Housing costs have increased dramatically between 2000 and 2020, a 51% increase to \$367,752. This increase reflects the increased cost of construction, the national rise in housing prices and scarcity, and the increasing popularity of rural communities that are within metropolitan areas.

Existing Land Use

Despite growth in recent years, the Township remains a low density residential community with 50% of the land in the Township being used for single family residential. Recreation and conservation uses are the next biggest use of land at 22%, followed by vacant land (13%) and agricultural uses (7%). The remaining 9% of land in the Township is for multiple family residential, mobile home park, commercial/office, extractive, industrial, public/institutional, transportation/utility/communication, and water uses.

Note that the amount of land associated with each land use category is different than the previous Master Plan due to more precise parcel data, changes in land uses over time, and modification of how land use categories were assigned to individual parcels. See the Appendix of this document for a more complete description of land use categories.

Economic Base

Springfield Township is twenty minutes from Automation Alley, as well as other major employment centers in southeast Michigan via I-75. Automation Alley is a nonprofit technology business association that recognizes Michigan and the Detroit region for its global position advancing technology and innovation. Most residents are employed outside of the Township.



Between 2013 and 2023, the state equalized value (SEV) for real property in Springfield Township grew by 73%. Residential property carries the majority of the tax burden with 93% of total SEV. Industrial constitutes 1% and commercial 6%.

Per the commercial market analysis included in Appendix A, 94 acres of commercial land could be supported by Township residents by 2026. Currently, 266 acres are zoned for commercial use, suggesting a surplus of 172 acres of commercial land.

Community Facilities and Services

Since 2002, all Township administrative departments, the Parks Department, and the Library have been housed at the Civic Center at the Shiawassee Basin Preserve. The Civic Center also includes a hall where meetings of all official Township functions are hosted.

Fire protection is provided by a paid, on-call fire department that consists of a full time fire chief, eight full-time and one part-time fire fighters, and 33 paid on-call staff. Police protection is provided through the Oakland County Sheriff's Department.

Central municipal water and/or sewer service within the Township is limited with only a few developments being served by central water and/or sanitary treatment systems. These are detailed in greater depth in the [Infrastructure Goal on page 45](#).

Detroit Edison provides electricity to most of the Township with Consumers Energy supplying electricity to the northwest corner. Natural gas services are provided throughout the Township by Consumers Energy.

Three school districts serve the residents of Springfield Township: Holly, Clarkston, and Brandon. Springfield Christian Academy, a private school is also located in the Township.

There are many public and private recreational facilities in the Township. In addition to the five parks and 703 acres of land Springfield Township Parks and Recreation maintains, Oakland County Parks and Huron-Clinton Metropolitan Authority have parks in the Township.

Transportation and Traffic

The Township has about 25 miles of private local neighborhood roads, all of which must be maintained by adjacent landowners and most of which are paved. The 104.59 miles of public roads in the Township are maintained by either the Michigan Department of Transportation (MDOT) or the Road Commission for Oakland County (RCOC). There are 24.4 miles of primary roads, all of which are paved. Conversely, only about 14.5% of the 49.21 miles of local, non-subdivision roads are paved. Nearly three-quarters (22.86 miles) of local subdivision roads are paved, compared to 8.12 miles that are unpaved.

Natural Resources

Hills, wetlands, drainage systems, and vegetation provide Springfield Township with a highly varied landscape and significant local natural resources. Springfield Township is located within a hilly zone of glacial moraines and gently undulating plains, and enjoys the rivers, lakes, and wetlands that are characteristic of this type of glacially formed landscape. The Township contains the watersheds of four major rivers - the Huron, Shiawassee, Clinton, and Flint Rivers - and the headwaters of the first three. Extensive wetland systems, especially associated with river corridors, are also significant features throughout the Township.

The natural features found throughout the Township have created the "rural" atmosphere that draws many people to the community. Land use policies and decisions often take into consideration these natural resources and the desire to protect and preserve them. A deeper understanding of the natural resources in the Township has been gained through a number of studies over the years, including an inventory of the Shiawassee River headwaters area (1968), an environmental planning study (1984), a Michigan Natural Features Inventory (1988 and 2004), an ecological study of the Bridge Valley area (1997), and the Headwaters Project (2000). More information about all of these studies can be found in [Appendix A](#).

Public Engagement Opportunities

Public Engagement Opportunities

The Township provided many ways for residents and other stakeholders to share insights and ideas for the future throughout the Master Plan process in addition to the monthly planning commission meetings. An overview of each activity is described below. A detailed reporting of the results can be found in the [Appendix](#).

Community Survey

A community survey was launched on October 4, 2022 to collect feedback on different components of the master plan. The survey was shared broadly with residents and stakeholders, with a special focus on seniors. It was posted on the Township's website and on the Master Plan website. It covered topics such as Township services, housing, parks and recreation, transportation, senior services, and development along Dixie Highway, in Downtown Davisburg, and generally throughout the township. In total, 249 responses were collected.

PictureThis!

The PictureThis page was launched on October 4, 2022 to provide residents with a platform to share their community vision. PictureThis is a browser-based application where residents and stakeholders can share images of things they like or would like to see in the community, with location tags tying the images to a map. Posts from the platform were shared at the open house and attendees had the opportunity to "vote" for their favorite ideas and additional ideas. The suggestions with the most support included pickleball courts at Mill Pond Park, a brewery/restaurant with a large outdoor space overlooking the lake north of the Whoopee Bowl (a long-time shop along Dixie Highway), and a redeveloped park with pathways and boardwalk along the Shiawassee River.

Open House

A community open house was held on November 29, 2022 from 6-8pm at the Civic Center. The open house was well-attended, with 56 names recorded on the sign-in sheets and many more in attendance. The open house included activities focused on components of the Master Plan as well as the Parks and Recreation Plan. Participants were provided opportunities to share feedback through a range of interactive activities to uncover key community priorities.



Open house attendees think about where they would like to see paved roads and unimproved roads (left) and how to allocate funding for parks and recreation (right).



Summarizing the Feedback: Key Themes

Together, the information gathered from community engagement helped paint a picture of the Township's current and future priorities. The following themes and key observations were identified from the results of the different engagement activities.

Springfield Township is a desirable place in which to live and a place worth staying.

The responses from the survey reflect that the community has a high level of tenure, with more than half of all respondents answering that they have lived in the Township for more than 15 years. However, it is important to consider that long-term residents may be more likely to participate in the survey as a sense of community investment is often correlated with tenure.

The results of the engagement activities also indicated a high interest in aging in Springfield Township; this was most apparent in data collected from the open house. When asked, "do you plan to stay in Springfield Township as you age?" 100% of the respondents answered, "yes." The survey also reiterated this sentiment, with over 50% of residents that participated in the survey indicating that they intend to stay in the Township for more than 15 more years. In addition, 93.14% of residents who responded to the survey answered that they would recommend the Township as a desirable place to live to friends.

Access to nature, conservation of natural resources, and natural beauty are regarded as some of the Township's greatest strengths.

One theme that was repeatedly mentioned in the survey, open house, and PictureThis activity was the high value that the community places on its natural features and open spaces. Residents and stakeholders are supportive of the Township's efforts to conserve natural features and natural beauty in the Township. Notably, on the survey, two of the top three features in the Township that were most frequently identified as "important" or "very important," included, "Parks, open spaces, and recreational activities," and "privacy and the rural way of living." In addition, when asked to rate recreational amenities by importance, "green space that preserves natural and open areas," was rated as "important" or "very important" by the greatest number of respondents.



Beautiful places in Springfield Township: Hartman Meadows and Dixie Lake.

Summarizing the Feedback: Key Themes

The characteristics of Springfield Township that residents enjoy most are evocative of its rural identity.

Words like “quiet,” “peaceful,” “private,” and “rural” were frequently mentioned over the course of the different engagement activities; the adjectives used to describe Springfield Township and the things residents and stakeholders love most are reflective of Springfield Township’s rural character.

During the Open House, participants were asked to share 3-5 words to describe the things they love most about Springfield Township to create a word cloud representative of Township strengths, or an image consisting of words sized based on the frequency mentioned. The word cloud reflects the Township’s rural identity; together, the words create imagery of a place that is low-density and quiet with an abundance of natural resources.



A word cloud created by open house attendees describing what they love about Springfield Township.



Summarizing the Feedback: Key Themes

The preferred housing type is single family/low-density; residents were most open to alternative housing types that serve the senior population or help seniors age in place.

Township residents and stakeholders indicated a strong preference towards single family homes. On the survey, 91.74% of respondents indicated that single family housing would meet their needs in the next 10-15 years. In addition, when respondents were asked to indicate the extent to which they would encourage or discourage a range of housing types, detached single family homes were the most desirable for future development with 47.12% of respondents answering that they would encourage detached single family homes and only 11.06% of respondents answering that they would discourage them. This sentiment was echoed at the Open House; participants were asked to place stickers next to their preferred housing types, and the most commonly selected housing types were ADU's (attached or detached), cottage court style development, and single family homes (ranch or multi-story).

The alternative housing type that residents were most likely to support was senior housing, or other alternatives for aging in place. When asked to indicate the extent to which they would encourage or discourage a range of housing types, the alternative housing types which were most encouraged, besides traditional single family, included independent housing for seniors or accessible design for single family homes. When asked what type of housing would best meet their needs in 10-15 years, 12.84% of respondents answered that they would need assisted living. After the single family options, this was the most commonly selected housing type for this question. An image of an “over 55 community” was also submitted as a proposed future use during the PictureThis activity.



Homes in Springfield Township



Summarizing the Feedback: Key Themes

There is tension between growth and preservation of character.

The Township's rural identity and character is almost ubiquitously valued as a community asset by residents and stakeholders. However, there are varying opinions with respect to how much or little development is appropriate to meet community needs without compromising the Township's highly coveted way of living. This was evident during the Open House when participants were asked to identify unpaved roads that they would like to see paved and those that they would like to see maintained as unpaved. The road segment that participants most frequently answered as one they would like to see paved was the same road segment that the most participants answered they would like to see remain unpaved.

This tension was also evident during the survey when respondents were asked about the types of future non-residential development which they would encourage or discourage. When it came to office and professional uses or commercial business uses, respondents were divided.

Table 1. Open house attendee opinions on new development

	Office and Professional Uses	Commercial Businesses
Discourage	21.90%	25.96%
Neutral - neither encourage nor discourage	46.67%	41.83%
Encourage	31.43%	32.21%

Commercial development is desirable, but only in contextually appropriate locations.

The survey, PictureThis, and open house activities all indicated a high level of support for new commercial development along Dixie Highway and in Downtown Davisburg. The PictureThis activity included suggestions for mixed-use development, a restaurant/brewery, senior housing, flexible-use development, and a small market along Dixie Highway. During the open house, participants were asked to comment or add a sticker to show support for the PictureThis submissions, the most highly supported was the suggestion for a brewery/restaurant North of the Whoopee Bowl on Dixie Highway.

The survey results were a bit more varied. When asked about commercial development generally, the survey results indicated some respondents feel more supportive of it than others. However, when asked about types of commercial development in Downtown or Dixie Highway specifically, there was much greater support. In both commercial areas, restaurants were the use that the most respondents answered that they would like to see more of with the greatest frequency.

The notion that commercial development should be contextually appropriate also surfaced during the Open House. When participants were asked where water and sewer service would be appropriate, most answers were either Downtown or along Dixie Highway. Participants indicated that water and sewer service would not be desirable in many existing residential areas of the Township.



Areas identified for development in the community include north and south Dixie Highway and downtown Davisburg.



Summarizing the Feedback: Key Themes

More non-motorized connections are desired, particularly between neighborhoods and parks.

Trails, sidewalks, and bicycle paths were mentioned during the various engagement activities, reflecting the community's high value on recreational amenities and nature. The PictureThis results included three images that suggested a river walk along the Shiawassee River near Mill Pond Park. At the open house, when respondents were given the opportunity to share comments or show support for other answers, one of the images of a river walk received the second highest level of support of the 21 images. At the open house, one participant left a comment on the PictureThis board noting they would like to see more trails connecting parks and Township properties.

This sentiment was also echoed at the tables focused on parks and recreation, where participants were asked what amenities they would like to see at Township Parks. The most popular answer was “fitness exercise trails,” with 33 stickers. In addition, participants added other answers using post-its, including bike trails and trails to county parks. Even though “trails to county parks” was not provided as an option at the onset of the event, this answer garnered strong support and was voted on as the third most desired amenity.

The survey results shared similar support for non-motorized pathways and trails and cited this as an area of needed improvement for the Township. When asked to select concerns that were viewed as major challenges for respondents, “lack of sidewalks/bike paths” was the second concern most frequently identified as a major challenge. Further, when asked which parks facilities respondents were most satisfied with, respondents were least satisfied with paved pathways, with 22.06% answering that they were “Very Unsatisfied” or “Unsatisfied”.



A non-motorized trail between Downtown Davisburg and Rotary Park.

Summarizing the Feedback: Key Themes

Springfield's seniors are very independent but reported some dissatisfaction with the senior services available.

The survey revealed that a surprisingly large number of Springfield Township's seniors are independent. In fact, 95.95% reported that they drive themselves to reach the places that they need to go. In addition, when asked what type of housing would meet respondent's needs in the next 10-15 years, 90.74% answered that some type of single family would meet their needs, although there was a high preference towards ranch-style homes (60.55%). Only 12.84% of respondents reported that they would require assisted living in the next 10-15 years. When asked to rate how easy it is to get to the places they need, 76.71% of respondents reported it was "easy" or "very easy."

However, despite this independence, the results of the engagement activities also indicated a desire for additional services to help seniors meet their day-to-day needs; 28.21% of survey respondents selected "amenities for the aging population" as a "major challenge" facing the Township. When seniors were asked to describe how they get from place to place, none of the respondents answered that they use Dial-A-Ride, but that does not mean that this transportation option is undesirable; when asked to rate public services, 16.1% of respondents rated micro-transit services for those with greater mobility needs as "poor" or "very poor." In addition, at the open house, respondents were asked to rate Springfield Township's satisfaction of the AARP's livability principles for multi-generational communities and the two that were rated the lowest included "secure equitable access" and "ensure quality and choice". More information about these principles can be found in the [Action Items: Seniors](#) section of the plan.



Springfield seniors involved in the Young at Heart (YAH) program.

YAH Photo Credit: Springfield Parks and Recreation Department



Summarizing the Feedback: Key Themes



Springfield’s recreational amenities and programming are regarded as a community strength and ongoing growth and development in this area is a priority.

The results of the community engagement indicated strong support for community parks. When asked to identify aspects of the community they feel are important, parks, open spaces, and recreational activities were identified as important or very important by 80.52% of all respondents of the survey. However, despite the appreciation that respondents and participants of the activities shared towards parks, it was evident that additional investments in parks are highly desired. During the open house, participants were asked to “budget” parks funds, and of the different funding allocation options, recreational amenities surfaced as the community’s highest priority. Some of the areas that the community identified for additional parks investment included:



- **Pickleball:** During the Open House, pickleball was heavily favored. When asked which recreational amenities participants would like to see in the Township, 41 placed a sticker next to “pickleball courts.” Pickleball was also added as an “other” option at the neighboring station which asked participants to respond to a general list of park amenities that did not include pickleball. Pickleball was mentioned several times at the “king/queen for a day” station, where participants were asked to share ideas of what they would do if they were the King or Queen of Springfield Township for a day. The PictureThis activity also received a couple of submissions suggesting pickleball, which were heavily supported during the open house.
- **Senior Programming:** When asked about programming for different age groups, respondents of the survey had lower levels of satisfaction with programming for older adults. In addition, while the seniors surveyed shared a high level of satisfaction with community parks, satisfaction with recreational and cultural activities was lower. “Senior activities and trips,” were also favored during the open house when participants were asked to select types of parks and recreation programming they would like to see in the Township and “senior exercise classes” were additionally suggested as an “other” option on a post-it note.
- **Live music:** Live music also surfaced as recreational programming that the community would like to see more of. At the open house, the Downtown Davisburg station asked participants to identify uses for the old lumber mill lot, and concerts in the park were most frequently selected. In addition, when asked what types of programs and activities the community would like to see in parks, live music was the most popular answer. When asked what types of parks programming/activities they participate in, survey respondents answered “special events” the most.



The Parks and Recreation Department provides a variety of programming for residents of all ages and places for recreation.

Photo credit: Parks and Recreation Department

Envision Your Future

Photo Credit: Nicole Rubin





What's in this Chapter?

This section of the Master Plan provides the long-range plan to preserve, improve, and/or change how land is used in the future. The section begins by defining the key terms used in this framework, explaining the difference between goals, objectives, and action items. The following pages provide a deep dive on each focus area of the plan with the corresponding goals and objectives to achieve them. In addition, each focus area section includes an overview of relevant public input, key considerations, best practices, and some relevant case studies.

Statistics related to the goal and its objectives

Goal

Objectives that provide milestones for how the goals will be implemented

Goal Category

Non-motorized Transportation

Non-motorized Transportation

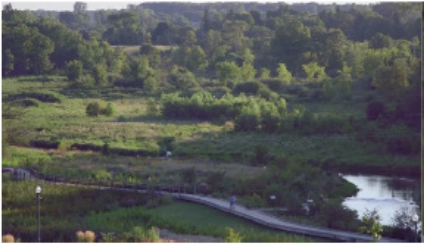
Related Information

- In 2010, 0.4% of the resident workers over the age of 16 walked to work; in 2021, this percent dropped to 0.1%, possibly due to changes in work due to the pandemic (ACG).
- In 2010, 0.2% of resident workers over the age of 16 biked to work; in 2021, this percent dropped to 0%, again possibly due to effects of the pandemic (ACG).
- The Township has a Pathways Plan that prioritizes non-motorized connections between key destinations such as the Civic Center, parks, and neighborhoods.

Goal: Support motorized and non-motorized access and connections throughout the Township.

Objectives

- Improve and develop non-motorized transportation options to connect residents throughout the Township.
- Expand and enhance the Townships' pathways system to link local recreational and open space areas, residential areas, schools and other community facilities within and near the township.
- Encourage and, when appropriate, require pathways, sidewalks and trails be expanded, improved, or installed when new development takes place.
- Identify and prioritize locations for future pathways and trails within the Township.
- Enhance trails so they are user friendly, safe, and marked for easy navigation.



River walk example provided by a Township stakeholder during the PictureThis activity.

70

Input gathered from Springfield Township stakeholders through the survey and open house

Public Input on Non-motorized Transportation

- "Lack of sidewalks/bike paths" was the second most selected option as a major challenge for the Township by survey respondents.
- Pathways (paved) and trails (unpaved) were both rated of high or extremely high importance by 72% of survey respondents.
- Survey respondents also noted that they were least satisfied with paved pathways among all park amenities, with 22% indicating they were either "Very Unsatisfied" or "Unsatisfied".
- The PictureThis results included three images that suggested a riverwalk along the Shiawassee River near Mill Pond Park.
- At the open house, when respondents were given the opportunity to share comments or show support for other answers, one of the images of a riverwalk received the second highest level of support of the 21 images.
- One open house participant left a comment on the PictureThis board noting they would like to see more trails connecting parks and township properties.
- "Exercise trails" was the most popular choice selected among open house attendees when considering what park amenities would be of interest.
- Of the 77% of survey respondents who indicated that they were interested and willing to bicycle, most (39%) were willing to bicycle but only on off-road trails or side paths outside of the roadway and another 23% were willing to bike within a roadway only if bike accommodations such as buffered or wide bike lanes were present.

Navigation button that returns to the table of contents



Goals and Objectives

What are goals, objectives, and action items?

Goals are general guidelines that explain what the community wants to achieve. Goals are usually long-term and represent global visions such as, “We set high standards for development with respect to tree canopy protection and renewable materials.” Goals define the “what,” “why,” and “where” but not the “how.”

Objectives identify the milestones that mark progress in achieving goals and provide more of the “how” goals will be implemented. For example, with a goal of “We set high standards for development with respect to tree canopy protection and renewable materials” an objective to “Require new development to preserve the greatest number of trees or plant new trees” is something that may be measured and tracked over time.

Action items are more specific and define the steps to accomplish objectives and support the wider vision of the identified goals. The most effective action items will include a description of the lead bodies responsible for each task and a timeline for when they should be accomplished. The action items for the goals of this Master Plan can be found in the [Implementation](#) chapter.

Goals of the Master Plan

- [Natural Resources](#). Protect the quality of vital air, land, and water resources in the Township.
- [Roads and Infrastructure](#). Provide quality public safety services, roads, and infrastructure to serve the varied needs of residents and businesses in Springfield Township.
- [Non-motorized Transportation](#). Improve and develop non-motorized transportation options to connect residents throughout the Township.
- [Economic Development](#). Preserve the rural character of the Township, while encouraging development opportunities in contextually appropriate locations that meet the current and future needs of Springfield Township residents, businesses, and visitors.
- [Housing](#). Promote development of a variety of housing options to meet the needs of current and future residents, including those seeking to age-in-place.
- [Seniors](#). Support Seniors’ access to the services and resources needed to maintain their independence and to age in Springfield Township.
- [Inclusivity](#). Provide for accessible, safe, and welcoming community spaces, facilities and programs for residents and visitors.

Each goal topic will be introduced with related data, expounded upon in [Appendix A](#) and relevant public input, expounded on in [Appendix B](#). Objectives for each goal are also provided. Following this, strategies new to the Township and best practices for achieving that goal are explained.

Natural Resources

Natural Resources

Related Information

- Of the 23,461.6 acres in the township,
 - o 47.6% are used for agricultural, rural residential and/or recreational/open space uses
 - o 18.7% are vacant or water
 - o 7.8% are impervious surface

Goal: Protect the quality of vital air, land, and water resources in the Township.

Objectives

1. Preserve and protect open spaces, including any combination of natural features such as uplands, grasslands, streams, woodlands, water bodies, and wetlands.
2. Encourage landscaping that complements and supports the natural, native environment.
3. Promote alternatives to traditional residential land development patterns that result in more efficient and better arranged land uses, increased open space and the preservation of natural resources.
4. Utilize green infrastructure techniques to guide planning.

Public Input on Natural Resources

- Parks, open spaces, and recreational activities were identified as either an important or very important aspect of the community by 80.5% of survey respondents
- Open space preservation was identified as a major challenge for the Township by 44.0% of survey respondents
- The word cloud below was created by participants at the open house responding to the question “What do you love most about Springfield Township?” The larger the font, the more frequent the contribution. The Township’s relationship to natural resources featured prominently in the word cloud.



A word cloud created by open house attendees describing what they love about Springfield Township.



Springfield Township's diverse ecosystems and beautiful natural settings are a testament to its legacy of conservation and natural resource protection. Through a blend of ordinance requirements, public investments, and dedicated staff, the Township's continued preservation efforts ensure a measured and thoughtful approach to development.

The following sections include strategies for natural resource management and sustainability and resiliency. While some of these strategies are already in effect, the Township may consider additional opportunities to enhance and strengthen protections for natural resources. These strategies also aim to eliminate or reduce loss of life and property from hazards that occur in the Township by protecting the health, safety and economic interests of its residents.

Natural Resource Management Strategies

Site Plan Review Requirements

When large or small projects are proposed in or adjacent to sensitive natural resources, the Township requires that the applicant designates a priority protection area as a part of their plan to protect key natural features. Applicants must submit an inventory of existing natural features, as well as the locations of invasive species. By tying environmental regulations to the site plan review, new development is designed in such a way that environmental impacts are mitigated. Future reviews of the Zoning Ordinance should include a review of all environmental standards to identify whether more specific parameters and regulations will help with consistent application and enforcement.

Stormwater Management

The Township's existing water features play an important role in managing storm water. Several creeks and streams, which connect the natural water system, meander through the Township, connecting lakes and wetlands and conveying stormwater run-off. Maintaining these important natural features will provide a myriad of benefits, including robust stormwater management. Limiting impervious surfaces, as the Township has done, and managing runoff where it exists, as well as using more native plants, are good levers in managing stormwater. These techniques are components of low-impact development.

Low impact development (LID) is an approach to development that focuses on mimicking the natural water cycle and flows to manage stormwater runoff and related adverse effects. The overarching goal of LID is to reduce the amount of impervious surfaces to allow water to move and filter naturally through the environment. Creating guides of approved materials and designs for managing stormwater can increase developer willingness to implement these approaches into their projects.

The Township's Commitment to Natural Resource Protection

The Township has taken many actions to protect its natural resources and build resiliency. Some of these are:

- Creation of 15 resource protection overlay districts (See [Map 1](#))
- Conserving land through its system of parks and open spaces
- Employing Best Management Practices for stormwater
- Creating a community septic system for Downtown Davisburg
- Creating ordinances to allow solar and wind power generation
- Inventorying and monitoring invasive species
- Implementing pathways
- Requiring site landscaping and tree plantings
- Allowing cluster developments
- Requiring a natural features setback to protect priority protection areas of native plant communities and noninvasive species

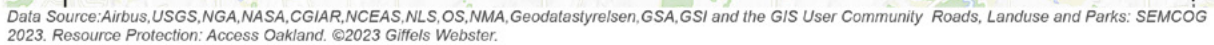
The Township's actions can be built upon to continue to protect the resources in the Township.



Winter in River Run Preserve Park.

Photo Credit: Roger Bower

Map 1. Resource conservation districts



RESOURCE CONSERVATION

Impervious Surfaces

Because development replaces permeable ground with impervious pavement and buildings, water runs off the surface rather than filtering naturally through the ground. As stormwater drains across pavement, it picks up pollutants such as automobile fluids, fertilizers, and sediment and conveys them into a storm drain. If a storm drain is directly connected to a creek, the creek receives polluted water which, in turn, can degrade water, stream quality and wildlife habitat unless managed in an ecologically-sound manner. Ordinance standards that limit impervious surface coverage, or regulate materials used to construct impervious surfaces, can address this during site plan reviews of individual sites.

There are several other problems associated with impervious surfaces. One is that stormwater heats up as it sits on hot, impervious surfaces, negatively impacting aquatic organisms that depend on cool or cold-water habitats. Secondly, surface stormwater has an increased volume and speed, causing it to reach the stream much faster, eroding stream banks and impairing the stream's ability to support aquatic vegetation and wildlife. Finally, portions of southeast Michigan receive their drinking water from surface water sources, and the pollutants that are washed away from runoff on impervious surfaces can find their way into drinking water.

While the Township's share of impervious cover (7.2%) is much less than half of what it is for the County as a whole (19.2%), efforts to keep portions of developed land impervious should remain an important environmental and stormwater management consideration. Regulations such as the option to include unpaved surfaces on parking areas that are infrequently used help to reduce excessive surface lot paving. In addition, some communities incentivize the use of pervious pavement by allowing larger parking areas or offer other bonuses if pervious material is used. However, it is important that a maintenance agreement be required to ensure the pavement remains pervious over time since particles of clay and dirt settling in can impede infiltration. Other stormwater management and LID strategies include bioretention areas such as bioswales and rain gardens (areas that are designed to capture and treat stormwater runoff by allowing it to filter through layers of soil and vegetation), constructed wetlands, erosion control, green roofs, rainwater harvesting, and using native plants in landscaping.



Orchid in Springfield Township.

Photo Credit: Roger Bower

Native plants

The preservation and incorporation of native plants play a pivotal role in fostering resiliency; native plants provide a wide variety of benefits including soil stabilization, nitrogen fixation, carbon sequestration, food and habitat (especially for beneficial insects and pollinators), reduced soil compaction, increased water holding capacity in soil, and promotion of biodiversity. Because they have evolved and adapted to the area they are native to, native plants require less water to grow and are resilient to pests, droughts, and other local stressors.

An important tool in measuring and monitoring the health of ecosystems is an inventory of native and non-native plants in an area. Springfield Township conducts invasive species inventories to monitor the growth and prevalence of invasive species. In addition, the Township adopted regulations for site plan review requiring applicants to document the native plant community types and invasive species on-site, and establish a plan for removal and control of invasives. The Township should continue monitoring the types and locations of flora, especially non-native, and establishing maintenance plans to protect native species.

Natural Resources

Purchase of Development Rights (PDR) Program - P.A. 116

One strategy to preserve agricultural land (or open space in the case of a retired farm) in perpetuity is to create a Purchase of Development Rights (PDR) program. The program works by benefiting the landowner through financial compensation for agreeing to preserve the use of the land, and benefits the community through the preservation of a valuable economic and environmental resource. Through a program like this, the Township may purchase the density rights of the property while leaving all other rights associated with the property to the landowner. Funds are needed to support this type of program, as well as a committee to develop eligibility criteria, review applications, identify areas to preserve, and implement the program. This strategy was enabled through P.A. 262, which initially provided matching State funds for Townships and other municipalities to purchase farmland development rights, but no longer has funds to support these efforts. However, grants to purchase land for permanent agricultural conservation easements can be obtained through the Agricultural Preservation Fund. The first step in this process would be to determine the number of parcels within the Township that this option may be eligible for and property owner interest in the program.



A farm in Springfield Township (above) and areas of natural beauty (right and below).



Resources to Support the Township in Protecting its Natural Resources

There is a lot to know when it comes to managing the Township's diverse natural features. Below are some resources to support the current and future efforts for natural resource protection.

- The Shoreline Partnership
 - Protecting Michigan's Inland Lakes: A Guide for Local Governments
 - Protecting Michigan's Inland Lakes: A Toolkit for Local Governments
- Michigan State University Extension
- Oakland County Cooperative Invasive Species Management Area (CISMA)
- Audubon Society
- EGLE
- Oakland County Office of Sustainability



Sustainability and Resiliency Strategies

Continue and Build Partnerships for Spaces and Resources During an Emergency

The Township has many public facilities and partnerships that could be utilized in the event of an emergency. It is important to evaluate the strengths, resources, and networks available. Maintaining an inventory of possible partners and spaces will help prepare the Township for a potential community emergency (for example, recognizing that the elementary school gym has enough space for a certain number of shelter beds, but no showers available). Fostering and continuing relationships with local organizations is an important resiliency strategy so that if a disaster occurs, the Township knows who to call and how to efficiently and quickly provide support and resources to residents and businesses.

Concentrated Development

As new growth and development occurs in the Township, the Planning Commission should work with the private sector to locate improvements in concentrated areas. By encouraging development that is compact, there are greater opportunities to preserve natural features, viewsheds, or open space on remaining portions of the site. In addition to the preservation benefits, these developments often result in cost-savings by reducing the need for extensive pavement and the extent of utility connections. Infrastructure benefits of concentrated development are discussed in greater depth in the Economic Development section of this plan.

Defining Sustainability and Resiliency

The words “sustainability” and “resiliency” have become commonly used in everyday language and most people are generally aware of their meaning and applications. Therefore, few pieces of recent literature have deemed necessary to define these terms.

- Sustainability, as defined by the United Nations World Commission on Environment and Development and adopted by the Michigan Municipal League (MML) and many other organizations, is the ability to meet the needs of the present without compromising the ability of future generations to meet their own needs.
- Resiliency, according to the United Nations office for Disaster Risk Reduction, is the ability of a system, community, or society exposed to hazards to resist, absorb, accommodate, adapt to, transform and recover from the effects of a hazard in a timely and efficient manner.



Places of natural beauty throughout the Township in the the overlook at Shiawassee Basin Preserve.

Natural Resources

Participation in Organizations Committed to Natural Resource Preservation

Springfield Township has a long history of prioritizing sustainability and the preservation of natural resources, and many efforts have been in collaboration with neighboring communities and specialized organizations. The Township should continue its relationships with these organizations and seek additional opportunities for collaboration to further its sustainability and resiliency goals.

- CISMA - Oakland County Cooperative Invasive Species Management Area
- Rare species recovery groups (Such as groups working to recover the Powershieik Skipperling and the Eastern Massassagua Rattlesnake)
- Huron Clinton Watershed Council
- Land conservancies

Education and Outreach

While Township interventions play an important part in achieving local goals for sustainability and resiliency, the efforts of individuals also play a vital role the community's environmental health. Educational and outreach programs are important ways to make residents, businesses, and visitors aware of how they can preserve and protect the Township's natural assets for today and future generations. Field tours, work days, special presentations and other community events are excellent strategies to garner greater involvement and a sense of community investment in the environment. Informational products should be shared at the library and Civic Center to provide tips and tricks for individual stewardship.

Funding and Technical Assistance

The Township should work with agencies at the State, Federal, and Regional level to pursue collaboration, technical assistance, and funding opportunities which will aid in community efforts to protect and preserve natural resources.

Table 2. Organizations to Support Various Natural Resource Protection Initiatives

Activity	Organization
Watershed Protection	Michigan Sea Grant, SE Michigan Resilience Fund, SEMCOG, Kresge, Huron and Clinton Watershed Councils
Preservation of Endangered Species	U.S. Fish and Wildlife Service, U.S. Environmental Protection Agency, Michigan Department of Agriculture and Rural Development (MDARD)
Tree Planting/Community Forestry	Utility companies, DNR
Brownfield Redevelopment	EGLE, Oakland County Brownfield Redevelopment Authority, MEDC
Land Acquisition	USDA, MDNR, Private organizations
Invasive Species	CISMA, MDNR, MDARD
Clean Energy	Utility companies, EGLE
Sustainability	Oakland County Office of Sustainability
Recreation and Event Center	Springfield Oaks
Recreation and Outdoor Education	Huron-Clinton Metroparks

More information about organizations supporting Springfield's previous natural resource conservation and preservation efforts can be found in [Appendix A](#).



Roads and Infrastructure

Related Information

- Despite all of the changes throughout the Township, its rural landscape still exhibits many of the features that are characteristic of its early settlement. For example, the original 1872 roads have mostly retained a rural character with a narrow road surface, often of gravel and bordered with trees.
- The Township has about 25 miles of private local roads and 104.57 miles of public roads.
- The Township recently expanded its emergency medical services to include paramedics who have the training to provide advanced services to those in need.
- SEMCOG's 2020-2021 analysis of road conditions throughout the Township shows a decline in road quality, with only 26% of roads rated as "good" and 56% as fair compared to 44% good and 44% fair in 2007.
- Central municipal water and/or sewer service within the Township is limited. Only a few developments in the Township are served by central water and/or sanitary treatment systems.

Public Input on Infrastructure

- When asked what unimproved roads stakeholders would want to see improved, the results were mixed, with many wanting to keep roads unpaved and others wanting to pave them.
- There is a lot of interest in higher intensity uses such as restaurants and coffee shops in Downtown Davisburg and along Dixie Highway. These types of uses will likely require investments in water and wastewater infrastructure to support the use.

Goal: Provide quality public safety services, roads, and water and sewer infrastructure to serve the varied needs of residents and businesses in Springfield Township.

Objectives

1. Establish a process to review and assess capital funds to support the infrastructure and services needed to properly serve residents and plan for future growth and development.
2. Utilize innovative strategies and cooperative agreements to provide excellent fire, police, and emergency medical services.
3. Maintain and improve community clean-up and other public health and safety services.
4. Address healthy wastewater treatment and provision of water where systems are needed.
5. Work towards implementing priority road and infrastructure projects as identified by both the Township and County.

Roads and Infrastructure

Roads in the Township

Commuting Patterns and Vehicle Ownership

The following chart shows the ways Springfield Township’s working population over the age of 16 years old gets to work according to the 2011 and 2021 five-year American Community Survey estimates. Springfield Township’s workforce predominantly commutes by car, truck, or van. In the past ten years, this number has declined only slightly, which can be attributed largely to the rise of remote work. In 2011, a greater number of residents reported biking or walking than in 2021.

Table 3. Means of Transportation to Work, 2011 and 2021

Means of Transportation to Work	2011	2021
Car, truck, or van	94.4%	92.3%
Public transportation	0.3%	0%
Walk	0.6%	0.1%
Bicycle	0.2%	0.0%
Taxicab, motorcycle, or other means	0.4%	0.2%
Worked from home	4.1%	7.3%

The vast majority (86.1%) of Springfield Township’s working population over 16 years of age commutes outside of the Township for work. This is reflected in Springfield’s 31.3 minute commute time, which is about 25% greater than the average for Oakland County as a whole (25.1 minutes). Unsurprisingly, Springfield Township’s high dependency on automobiles means a greater share of households have three or more automobiles per household compared to that of the County, with 43.1% of workers 16 years and over having access to three or more vehicles in their households. In Oakland County, only 31.3% of workers 16 years and over have access to three or more vehicles.

Springfield Township is a bedroom community and inherently much more auto-dependent than other communities in Oakland County. In addition to creating and improving opportunities to access key destinations without using a vehicle, the Township should also work with the Road Commission for Oakland County (RCOC) and the Michigan Department of Transportation (MDOT) to enhance safety and service for road users.

Jurisdictional Limitations

Similar to many other Townships in Michigan, Springfield Township roads are all under the jurisdiction of the MDOT or RCOC, or privately owned and maintained. While this relieves the Township of maintenance and financial obligations, the Township also has limited influence on decision-making when it comes to how and where road improvements take place. The Township should discuss priorities and aspirations for the road network and provide feedback when opportunities arise. Any proposed modifications or enhancements concerning roads under RCOC jurisdiction require RCOC review and any work within the right-of-way requires a permit from the RCOC. Additionally, the Township should continue to advocate for Rights of Way that include adjacent sidewalks or multi-use pathways, as well as other interventions to promote road safety for shared users.

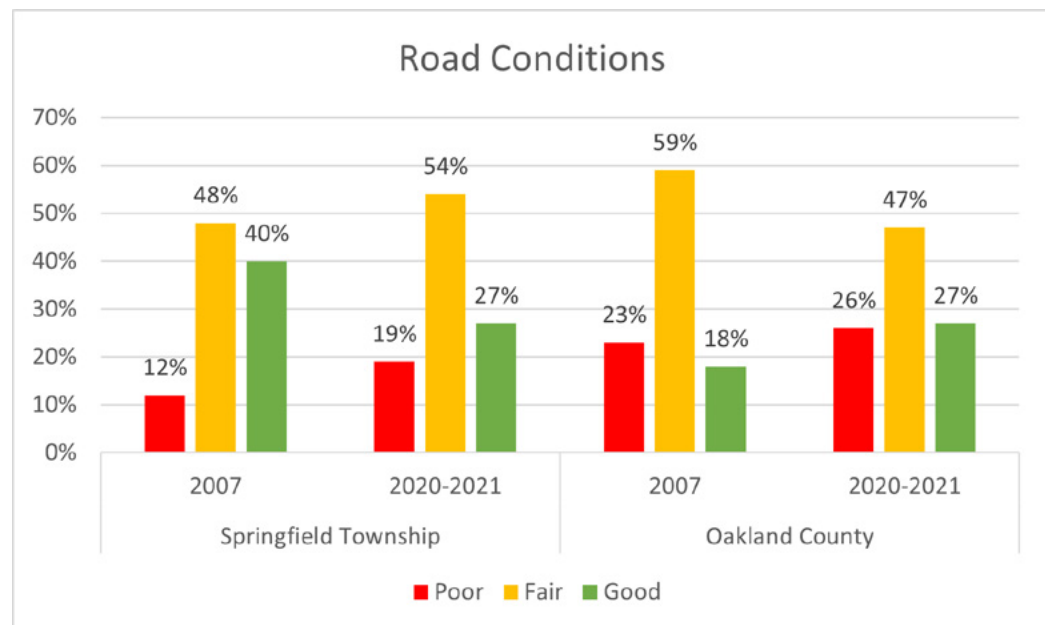


The Township's lack of jurisdictional control is particularly challenging with many of the unimproved roads. While these roads are often adjacent to residential areas with attractive natural features, they generally have high speed limits and no pedestrian facilities, despite frequent walking in the roadways. With a growing desire for walkability, deficiencies of the transportation network are becoming more critical. To promote greater pedestrian safety, the Township should continue efforts to expand and enhance the non-motorized transportation network, and promote alternatives that divert pedestrians from alluring, but dangerous, routes along unpaved roads.

Road Condition

According to SEMCOG data, pavement conditions in Springfield Township have declined since 2007. Pavement conditions in Springfield Township are slightly better than the County as a whole. [Figure 2](#) below provides more detail.

Figure 2. Road Conditions in Springfield Township and Oakland County, 2007 and 2021



Maintained by MDOT, I-75 runs through the Township. Many roads, such as the dirt one above right, are maintained by the County.

Roads and Infrastructure

Strategies Regarding Transportation

Costs and Benefits of Road Expansions and Improvements

While road construction or paving may provide a marginal benefit in route efficiency and speed, expansions to the existing network may have an impact on environmental sustainability, urban sprawl, congestion, and air pollution. Furthermore, public revenues generated from development that occurs as a result of a road expansion are rarely enough to cover the cost of construction and maintenance. When communities plan for expansions or improvements to the road network, careful consideration of negative externalities and long-term costs must be weighed against potential benefits.

As a rural township, there are many places in the road network where expansions or improvements may provide route efficiencies and create new growth opportunities, but these should only be developed after careful deliberation and scrutiny. In particular, there has been some community interest expressed in paving Tindall Road to provide an efficient connection to the East Holly Road/I-75 Exit; however, there are potential impacts on adjacent residential and existing natural features which must be reviewed carefully. When the RCOC considers new road projects, the Township should continue to provide feedback on potential impacts to the environment, congestion, residents, and overall Township character.

In addition, the Township may wish to advocate for the maintenance of the existing network over road expansions. This is especially relevant as SEMCOG data indicates that Springfield Township's road conditions have declined since 2007.

Traffic Calming

Traffic calming strategies are the road design improvements that reduce speeds and create a more harmonious environment between pedestrians and vehicles. Many traffic calming techniques are common physical features of roadways, such as speed humps, raised cross walks, narrow lanes, and roundabouts or traffic circles. In addition, visual elements, such as striping, crosswalk markings, and textured pavements create noticeable indicators to drivers that encourage slower speeds. Strategic placement of these features results in more attentive and cautious driving, as well as heightened awareness of other road users. In the Township, residential areas, where vehicles, pedestrians, and bicyclists often share the roadway, new private roads should be designed in a manner that encourages slow vehicle speeds and compatibility between users. Additionally, the Township may work with existing Homeowners Associations to encourage the installation of new traffic calming interventions in neighborhoods where driving behaviors present a safety hazard to pedestrians and bicyclists.



Gateway boulders can help slow traffic going into and coming out neighborhoods.



Public Transportation

Public transportation services are intended to ensure connectivity for all residents, especially those without a vehicle, such as seniors and youth. These services are frequently located in areas that are densely populated where route efficiencies are optimal and the largest populations can be served. This means that areas where sprawl is prevalent and vehicle dependency is highest are often excluded from public transportation services. Unsurprisingly, Springfield Township falls into this category, with limited options for public transportation.

With that, residents of Oakland County recently passed a Public Transportation Millage of .95 mills to support the expansion of public transportation throughout the county. While most of this funding will be used to support areas of the county where public transportation already exists, some of the revenue generated will be used to offer expanded dial-a-ride services for Springfield Township residents. Specifically, the North Oakland Transportation Authority is expanding dial-a-ride services to other participating communities, including Clarkston, Oxford, Orion, and Leonard, as well as the townships of Oxford, Orion, Brandon, Independence, and Addison. In addition to senior residents and those with disabilities, NOTA will also serve Springfield Township's low-income residents.

In light of the new county funding allocated towards public transportation, the Township may wish to advocate for additional investment in a new fixed-route service along Dixie Highway that could help connect the Township to the broader regional public transportation network. The corridor's prominent location, shared use pathway, and park and ride station at I-75 make it well-positioned for ridership.

Roads and Infrastructure

Water and Sewer Infrastructure

2014 Infrastructure Study Findings

In 2014, Springfield Township completed a corridor utility study to examine available options to improve water and wastewater capacity in the Dixie Corridor. The study examined a variety of strategies, considering approaches to connect the corridor to public water and sanitary sewer, as well as shared well and septic systems. The study concluded that connections to a larger regional system were unlikely to be feasible for both water and wastewater due to a combination of financial and political constraints. However, the following approaches may be viable to provide utility connections and increase capacity to allow greater density or more intensive uses:

Table 4. Summary of wastewater infrastructure options

Option	Notes
Construction of wastewater treatment plant to serve one zone (the study split the Dixie Corridor into three development zones)	<ul style="list-style-type: none">• Generally funded through special assessment, a wastewater treatment plant that serves a specialized area is an expensive undertaking, which is only financially feasible if the resulting density can support the cost of the system.• The 2014 study estimated the cost of this type of wastewater system to range from \$3.5 - \$4 million dollars with \$200,000 in annual operating and maintenance fees. Accounting for inflation, that amount would now be closer to \$4.5 - \$5 million. In addition, these estimates were based on the estimated population to be served in 2014 and calculations may be different under current conditions.
Construction of a decentralized/cluster wastewater system serving multiple properties	<ul style="list-style-type: none">• This is the most probable type of wastewater system to serve a larger or higher density development. Decentralized systems, or cluster systems, are shared septic systems where wastewater is conveyed to areas with optimal dispersal conditions.• While decentralized systems will not result in the level of density that a sanitary sewer can achieve, these systems can allow higher density than individual systems.• The costs for decentralized systems vary, depending on the design and capacity of the system.
Construction of an individual wastewater treatment plant	<ul style="list-style-type: none">• This is only probable if the resulting density can support the cost of the system.• This is the type of system used at the Kroger development.
Continuation of individual on-site septic systems	<ul style="list-style-type: none">• This is the primary sanitary option currently used and will likely continue, but has limitations on density, uses, and development potential in the Township.



Table 5. Summary of water infrastructure options

Option	Notes
Construction of individual wells with option of future connection to create a public system	<ul style="list-style-type: none"> This strategic approach will allow the Township to prepare for a future system whereby developers could transfer ownership of their well to the Township at some point in the future when and/or if a “public” water system is developed.
Construction of individual wells	<ul style="list-style-type: none"> This is currently the most common method used to access water in the Township and will likely continue to be the most viable option, but limits the density of development.

While these strategies rely on collaboration between the Township and private development community, many of the costs would be incurred by the private sector. This means that development opportunities in the corridor will need to be large enough for necessary improvements to be cost-effective. As the Township discusses strategies for future growth and development, the limitations presented by a lack of available infrastructure must be factors in the discussion.

Although the above strategies can increase the development potential in the Township, without public water and sewer, only moderate density can be achieved. In addition, since water usage varies among different land uses, capacity is contingent on the types of uses in the area being served. The 2014 study emphasizes this, showing examples of the impact that higher intensity uses have on septic and drain field design. The report explains that, “restaurants, coffee shops, and any use with a high dairy component will have a greater effect on the overall design than a big box store or office development, which has a waste strength similar to a single family residence.” (Page 25). These use considerations must be important components of the Planning Commission’s efforts to create a long-term vision for the corridor.

Although this study focused on three zones along the Dixie Corridor, the recommended list of strategies above does not include connections outside the Township. As such, these strategies could be implemented anywhere with land large enough to support the system and should also be considerations for large residential developments in the Township outside the Dixie Corridor.

Roads and Infrastructure

Examples of Water and Wastewater Investments in Springfield

Kroger. The Kroger Development, located at Davisburg Rd. and Dixie Highway, is an example of a development that includes an on-site package wastewater treatment plant (WWTP) to manage wastewater. (See Water and Wastewater Options in above tables). The system was constructed in 2004 to service Kroger, adjacent strip center, and all of the outlots within the development. The plant is designed to handle 20,000 gallons of wastewater per day, and additional capacity remains available to accommodate future development. Additional land south of Kroger will also be supported by the WWTP when development takes place. The costs needed to finance this type of WWTP vary based on the engineering and capacity desired, however, substantial investment is needed. This type of system is only financially feasible for sites that develop in a coordinated manner, where the value of improvements are significant and this approach is cost-effective.

Downtown Davisburg. Community septic systems are decentralized wastewater treatment systems that rely on septic and include a common drain field. (See Water and Wastewater Options in above tables). Developments served by community septic are able to convey wastewater to a shared dispersal site with optimal soil conditions for dispersal. This type of shared system can result in increased capacity for users. In addition, cost reductions may be realized by locating the drain field in areas with conditions that are ideal for discharge. In collaboration with Downtown Davisburg business owners, Springfield Township is leading efforts to implement a new community septic system on the Old Lumber Yard on Andersonville Road. The new Community Septic System will include the equivalent capacity of less than ten residential units. While this will allow for additional development downtown, the total capacity of this septic system will not be great enough to accommodate water-intensive uses, such as restaurants.

Shared Infrastructure

The Township should strongly advocate for a collaborative approach to development between adjacent properties. Cost-savings through shared infrastructure can improve development outcomes, while creating efficiencies in capacity and maintenance obligations. Shared infrastructure may include water and sewer systems as discussed earlier in this section, but may also include stormwater management and shared access.

- Shared infrastructure for stormwater management, such as retention or detention ponds, result in cost-savings when compared with the cost of individual management systems.
- Shared drives and connections between private lots offer efficiencies in layout and design, while reducing overall strain on the roadway.

Planned developments, site condominiums, and optional overlays are areas of the Zoning Ordinance where incentives for this type of shared infrastructure may be incorporated into the regulations to encourage greater collaboration.



Financing Infrastructure Projects

Special Assessment Districts

A special assessment district is a defined area where property owners contribute specialized taxes to a fund that supports specific improvements within the district. Special assessment districts are developed with the communal involvement of property owners who own land within the district. Funds accrued through a special assessment are used specifically for the desired enhancement or service improvement. In Springfield Township, a special assessment district could be used to finance new infrastructure by a collaborative unit of adjacent property owners.

Capital Improvement Planning

Although not required for Townships that do not own and operate their own water and sewer systems, a Capital Improvement Plan (CIP) is a way for communities to budget for infrastructure costs over the long-term, beyond the typical one-year scope of the Township budget. Many communities use CIPs to budget for facility renovations or acquisitions, upgrades or repairs to roads and utility infrastructure, technology updates, and other items that cost a lot of money. Although most Township roads are maintained by private associations, the Road Commission for Oakland County, or MDOT, other capital improvements such as pathways or community septic could be planned to be financed and maintained using a CIP.

Corridor Improvement Authorities, Principal Shopping Districts, and Business Improvement Districts

For information on Corridor Improvement Authorities, Principal Shopping Districts, and Business Improvement Districts, please see the Economic Development section of this plan.

Economic Development

Related Information

- Most of the commercial development in Springfield Township can be classified as convenience or general commercial activities.
- Industrial uses comprise about 1 % of the total land in the Township activities.

Goal: Preserve the rural character of the Township, while encouraging development opportunities in contextually appropriate locations that meet the current and future needs of Springfield Township residents, businesses, and visitors.

Objectives

1. Ensure that the natural capability of the land, the availability of services and infrastructure, and the historic and cultural aspects of the site (as applicable) are considered in development proposals.
2. Encourage cluster development near major highways of industrial, office, and research uses.
3. Support public and private partnerships within the Township that collaborate to enhance the Township's physical environment and natural beauty.
4. Encourage commercial, office and mixed use development that recognizes and is compatible with the residential character of the Township and meets the needs of Township residents.
5. Consider the system of open space and recreation opportunities when making decisions about land use and development.
6. Enhance and promote community assets to help foster and grow Springfield's distinct community identity.
7. Ensure that development processes are predictable, fair, cost effective, and consistent.

Public Input on Economic Development

- Most survey respondents (74.16%) indicated that they would discourage industrial uses in the Township.
- Survey respondents were most enthusiastic about entertainment uses and senior services with nearly half of all respondents indicating that they would encourage this type of development.



Introduction

Although preservation of natural features and rural identity are key priorities in Springfield Township, it is important to consider strategies that will ensure the housing, services, recreational and entertainment experiences that residents demand are available or easy to access. In order to balance desired growth with the Township's preservation efforts, non-residential development must be planned for in contextually appropriate locations with more intensive uses concentrated primarily along Dixie Highway and Davisburg Road. Other locations for commercial development should be generally limited to uses that serve a local market area within close proximity of residential neighborhoods.

The economic development strategy outlined below focuses on these important corridors, offering strategies to accommodate the type of development desired by residents in Springfield Township.

Downtown Davisburg

Background Information

Downtown Davisburg is the Township's historic urban center, with several time-honored, two-story buildings forming an intimate, walkable streetscape. As time passed, Dixie Highway and construction of I-75 led to the township's transformation into an auto-oriented bedroom community. Economic activity in Downtown Davisburg began to slow, and foot traffic thinned out.

Today, many of the historic structures have uses that generate little foot traffic, such as storage or office space. In addition, there are vacant spaces in the Downtown that further diminish vibrancy. While the community has indicated a strong desire for new third spaces, such as restaurants or coffee shops, limitations presented by water and wastewater capacity have made it difficult for these types of uses to locate there. For more information about third spaces, see the Inclusivity section of this plan.

Efforts to revitalize Davisburg have been ongoing, with significant recent progress. The Township has led recent endeavors to create a clustered sewer system that will serve several Downtown Businesses. This enhancement to Downtown's overall water and wastewater capacity will add value to its buildings, making additional private investment more attractive. Although this project will result in added capacity, it should be noted that the new infrastructure will only serve a limited number of users. In order to use this system, water intensive uses, such as restaurants, may require additional investments in pretreatment to reduce effluent strength. For more information on the Township's efforts to implement a community septic system, see the [Roads and Infrastructure](#) section of this plan.



Buildings in Downtown Davisburg.

Economic Development

In addition to the clustered sewer system, the Township has plans to improve non-motorized connections from Mill Pond Park to the Civic Center, through Downtown Davisburg. The new pathway will result in some adjustments to downtown parking spaces but will enhance the overall walkability of the entire area, providing opportunities for residents and visitors to access commercial, civic, and recreational uses without requiring a vehicle. For more information on these efforts, see the Non-Motorized Transportation section of this plan.

Community Identity and Promoting Place in Downtown Davisburg

Community identity is an important component of place; it helps people feel connected to the spatial and physical elements, as well as the other people there. The most evident factor in creating and maintaining a place's identity is appearance. The physical attributes of places may be the only impression people have of the community, especially among those who are only simply passing-by. Streetscape elements and enhancements, such as banners, wayfinding, or gateways, can help distinguish a specific place and promote social connectivity through events, experiences, or people. Other strategies to help shape community identity include community events (particularly if they are on a regular basis), activation of vacant and public spaces, and historic preservation. Collaboration with the downtown business owners is essential to garner a stronger sense of place that draws people into the area, to the mutual benefit of the businesses and the Downtown overall. Below are some key strategies that Springfield Township may wish to implement to bring people together and enhance a sense of place.

- **Banners:** Banners placed on light posts are used in many communities to help distinguish significant areas such as downtowns or special districts. Often these banners change throughout the year to celebrate the changing of seasons, holidays, or special events, contributing to a festive atmosphere and sense of celebration and engagement in the district where they are located. Working with Downtown business owners, the Township may wish to establish a strategy for banners for consistency and to enhance overall vibrancy and visual appeal.
- **Wayfinding:** Wayfinding signs are signs that direct people to key destinations within a specific place, helping to distinguish a specific area and orient residents and visitors to community amenities. Wayfinding signs in Downtown Davisburg and throughout the Township could be used to help people navigate between downtown, the Civic Center, schools and community parks.
- **Public Art:** Similar to banners, art installations can help identify the boundaries of a specific area, serve as landmarks for wayfinding, draw people's interest, and provide a sense of community identity. The Township can explore opportunities to add character to streetscape elements that are typically mundane, such as crosswalks or street furnishings, by incorporating public art.



Welcome to Davisburg banner



A decorative sidewalk imprint in Downtown Davisburg.



- Sidewalk amenities: While sidewalks serve as ways to get from here to there, they also serve as social and recreational spaces. The Township may wish to consider strategies to enhance sidewalks with amenities to serve users, such as street furnishings and waste receptacles, play equipment, art, and pedestrian wayfinding. These amenities make the area colorful, inviting, and vibrant, encouraging people to stay longer and visit downtown more frequently. Adding sidewalk amenities, even if they are small in scale, could enhance Downtown Davisburg and encourage people to visit and stay longer.
- Gateways: Planning enhancements around gateways is an important strategy to help distinguish a unique area or district. These enhancements help set the tone and create the first impression for visitors entering a particular area, instilling a sense of arrival. Focused efforts on the aesthetic appeal and functionality of these gateways helps foster a positive perception of place. Springfield Township has a beautiful gateway sign at the south end of the Township near the exit from I-75, with landscape elements intended to reflect the Township's natural beauty. Downtown Davisburg's existing welcome signage could be enhanced to provide a more inviting gateway that reflects Downtown's unique, historic character.
- Activation of vacant/public spaces: For hamlet settings such as Downtown Davisburg, creating an engaging streetscape requires activating the gaps that exist between buildings. While infill is unlikely due to infrastructure limitations, these spaces can be used for display of art, landscaping, passive and active pedestrian areas, outdoor dining, and more. The lot on the northeast corner of Andersonville Road and Warfield Street and the spaces between the shops on Davisburg Road could be activated with events or amenities, such as picnic tables, landscaping, murals or other art installations. Detroit has been a leader in crafting strategies to create vibrancy in places that would otherwise be inactive, filling vacant spaces with farmers markets, art fairs, pop-up events, movies in the park, fitness classes, live music, and more. The City may serve as a helpful case study as the Township explores ways to implement inexpensive, but impactful, strategies to activate vacant space.



Town center food truck event activates vacant land.

Economic Development

- Events: Events, especially those that occur on a weekly, monthly, annual or other regular basis, give community members something to look forward to. Simple events such as live music or a show, a sidewalk sale by retailers, or an annual festival can draw new faces to a place and give previous visitors a reason to come back. Downtown Davisburg hosts food trucks on occasion, drawing foot traffic to the area. Similar activities should be encouraged to attract visitors and encourage the patronizing of local businesses, while activating underutilized spaces in Downtown.
- Pop-up businesses: Pop-up businesses are unexpected, temporary businesses that provide a unique experience for visitors. Communities can support pop-ups through investments in space and event opportunities, providing a platform for local entrepreneurs to grow in Springfield. These types of pop-ups may be inside buildings that traditionally accommodate office or retail, but many communities have also taken to sheds and greenhouses for pop up sales. Walloon Lake is an example of a community that has made investments in pop-up opportunities for businesses and events. There are fourteen small shed-like structures that host a variety of pop-up businesses in Walloon Lake. Not only do these shops serve as a type of “incubator” for local entrepreneurs, they also enhance vibrancy and create a seasonal location for shopping experiences. In Springfield Township, pop-up events could be located inside a vacant or inactive space, between buildings, or on the Old Lumber Yard site on Andersonville Road.



Pop-up businesses in Walloon Lake.



Historic Preservation

The small hamlets in Springfield Township have nearly 200 years of history, with many structures dating back to the Township's origin. Strategies to preserve and enhance existing historic structures and monuments will help the Township preserve its heritage and cultural assets.

- **Inventory:** An inventory of the historic structures and sites throughout the Township, particularly in Downtown Davisburg, would help strengthen local preservation efforts. The inventory should include information on the history of each structure, as well as an up-to-date status on the condition and maintenance needs. This Inventory and interpretive information should be made available to the public to advance an appreciation for, and understanding of, the Township's heritage. The inventory efforts should help advance other preservation efforts, such as the maintenance of historic assets, placement of historical makers, and the promotion of cultural activities and historic resources.
- **Restoration and Redevelopment:** Another important historic preservation strategy is to encourage and advance efforts focused on the restoration and redevelopment of existing historic structures. The Township should work with developers to discourage demolition and review strategies to make this type of restoration cost-effective. Zoning flexibility or other development incentives may be used to encourage this type of investment.



Church on Davisburg Road.

Economic Development

Dixie Highway Corridor

Background Information

In Springfield Township, Dixie Highway extends from the eastern boundary at the I-75 Dixie Highway Exit to the northern boundary, with about 5 miles of total roadway within the Township. Dixie Highway includes a range of uses, including office, commercial, and residential, with some industrial land uses located north of Davisburg Rd. Outside of a few scattered areas and the VC-Village Center District in Downtown Davisburg, Dixie Highway is where all of the Township's commercial zoning districts are located. In addition, the corridor includes the vast majority of the Township's Office District.

While there are a range of zoning districts along the corridor, a common list of permitted uses are allowed in the optional Dixie Highway Overlay District, including mixed use and multi-family residential. The intent of the overlay district, which extends from I-75 to Davisburg Road, is to encourage development that is pedestrian-oriented and generally commercially focused that reflects the Township's quaint character, natural beauty and quality design standards. The overlay district regulations culminated out of years of planning discussions to consider development strategies that would enhance and complement Dixie Highway.

In addition to planning and zoning, market characteristics, trends, and demographics play a fundamental role in the uses that are constructed. As such, the Township should strive to promote opportunities for high-demand uses that are compatible with other uses in the corridor and aligned with community needs. In order to determine which uses are in greatest demand, a commercial demand analysis was conducted and is included in background studies in the Appendix. The analysis calculates the approximate acreage needed to satisfy demand for different retail subsectors, taking into account household income in the area. The results indicated the highest demand for land is for automotive uses (17.2 acres), general merchandise (14.1 acres), food (groceries/beverages) (11 acres), and food services (restaurants) (9.2 acres). The total land needed to satisfy market demand for commercial uses was estimated to be 78 acres in 2020 and projected to be 94 acres in 2026. The Township's commercial zoning districts currently extend 266 acres, providing more than enough land to satisfy this demand. This surplus of commercial land offers further support for efforts to maintain compact and consolidated corridors of commercial activity. The Planning Commission should be mindful of these findings and economic development strategy when making decisions regarding a rezoning, and continue to focus these uses in areas of existing commercial activity.

The majority of the Township's commercial land is zoned C-2, which is the most permissive and intensive commercial zoning classification permitted.



Intersection of Dixie Highway and Davisburg Road.

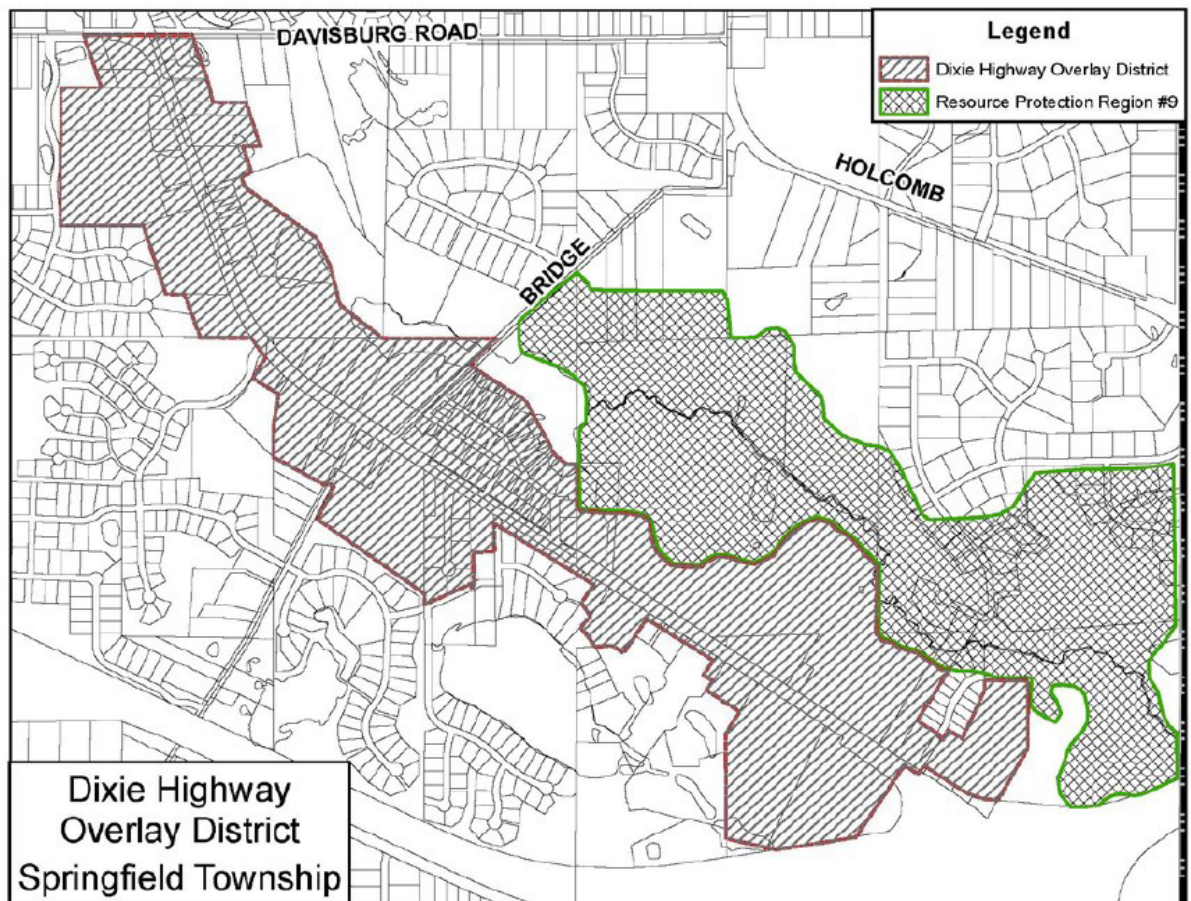


The Dixie Highway Overlay District

The Dixie Highway Overlay District was established by the Dixie Highway Strategic Planning Committee to promote cohesive, walkable, mixed-use development along the Dixie Corridor. The Overlay District uses two different planning tools to encourage development that aligns with community goals: The Dixie Highway Design Guidelines and the Dixie Highway Expedited Review and Flexible Zoning Option. Both of these tools are discussed in detail below.

The Dixie Highway Expedited Review and Flexible Zoning Option is a zoning tool that provides an incentive for developments that meet corridor guidelines by offering relief from a required preliminary site plan review, as well as additional zoning flexibility with respect to both uses and standards. Land uses that are not consistent with underlying zoning, but are permitted in the Overlay District are only permitted for applicants that submit plans under this zoning option. Projects must first qualify to apply this zoning option by submitting a narrative that explains how the ordinance eligibility criteria will be achieved and is aligned with the intent of the Dixie Highway Overlay District. Ultimately, the regulatory and process flexibility offered is intended to encourage new development that provides a community benefit by offering developers a quicker process and design flexibility for more cost-effective and efficient projects. These cost-savings may result in greater investment in the property and its improvement value.

Map 2. Dixie Highway Overlay District



Map Source: Springfield Township Zoning Ordinance

Economic Development

The Dixie Highway Design Guidelines include guidance on design for all development that occurs within the Dixie Highway Overlay District, including standards focused on two key elements of development- streetscape and building and site design. The Streetscape standards include focus areas that are adjacent to the roadway, such as lighting fixtures, fence details, signage, and landscaping. The building and site design standards are focused on site organization, building orientation, vehicular access and circulation, pedestrian amenities, with the building architecture design guidelines seeking to encourage development that is evocative of Craftsman or Prairie style architecture, to match other structures on the corridor and maintain the Township's traditional, small-town character. The Design Guidelines are required for all development that takes place in the corridor, regardless of the land use or if the Dixie Highway Expedited Review and Flexible Zoning option is applied.

These planning efforts have helped to leverage great success along the corridor, notably with the recent development of the Jeep Dealership and enhancements to the General RV Site, as well as site plans for enhancements to the Whoopee Bowl building. While the Guidelines have been effective in generating some of the desired results, the Township may wish to reconvene the Strategic Planning Committee to consider opportunities to enhance and strengthen the guidelines and continue building off this success. There are several elements of the Dixie Highway Overlay regulations which the Planning Commission may wish to consider reviewing more closely, including:

- **Extending the Overlay District:** The Overlay District extends from I-75 to Davisburg Road, but there have been discussions among stakeholders and Township Officials to consider whether the District may be extended. This discussion should consider the distinctions between the Northern Segment (north of Davisburg Road to the Township line) and existing overlay district, including the difference in land uses and the market for real estate along this portion of the corridor. While design guidelines may enhance the value of surrounding properties, they also may result in additional development costs, and it is important for the Planning Commission to balance these considerations. As the Committee discusses a potential extension, they should review the existing overlay district standards to consider what is encouraged and what is required and determine if there are areas where additional permissiveness may be desirable in the Northern Segment to encourage development while maintaining the strong aesthetic character of the corridor.
- **Reviewing the Existing Design Guidelines:** The existing design guidelines have been in place since 2021 with demonstrated success, guiding development to meet the Township's vision for the corridor. However, upon implementation of the guidelines, some areas have surfaced as potential opportunities for review. For example, the lighting guidelines do not have a requirement for spacing between light poles, and this has led to some inconsistency in street lighting along the corridor. In addition, the

The Dixie Highway Strategic Planning Committee

The Dixie Highway Corridor has been the focus of study during previous Master Plan updates, as well as the subject of many plans and studies. For years, the Township has coordinated efforts to evaluate limitations, explore opportunities, and establish appropriate land use regulations for the Corridor.

In 2000, the Township adopted the first standalone Dixie Highway Corridor Plan.

In 2008, a strategic planning committee of Township Board members, Planning Commissioners, and business and property owners, came together to update the Dixie Plan. These discussions resulted in a recommendation for a utility study.

In 2014, a Dixie Highway Corridor Utility Study was adopted by the Township Board, offering insights on future utility and infrastructure needs along Dixie Highway.

In 2016, the Township adopted a new Community Master Plan, emphasizing the importance of Dixie Highway as the Township's primary commercial corridor. The plan included recommendations for mixed-use development and new zoning treatments that emphasize building form and the corridor's overall character.



The Dixie Highway Strategic Planning Committee

Following the Master Plan, the strategic planning committee reconvened, and approaches to align the Zoning Ordinance with the Plan's recommendations were discussed.

In 2019, a Zoning Ordinance amendment was adopted, with new flexible zoning and expedited review options to promote development in the Dixie Highway Corridor. These incentives were designed to align with projects that support the recommendations and long-term vision established in the Master Plan. In addition, updated design standards were developed to ensure that new construction matches the Township's desired aesthetic.

Following implementation of the new ordinance, new development has occurred along Dixie Highway. The Master Plan evaluates opportunities to review and expand upon the ongoing efforts along this important corridor.

Planning Commission may wish to review which standards are encouraged and which are required to see if additional requirements or flexibility may be necessary. Further, the Planning Commission should also consider whether there are elements of the Design Guidelines that should be included in the Dixie Highway Overlay District section of the Zoning Ordinance, such as the setback flexibility offered to sites that include a front yard fence.

- **Considering Strategies for Mixed-Use and Pedestrian-Oriented Uses:** Although the Design Guidelines have demonstrated success in encouraging development that meets the aesthetic vision for the corridor, the Overlay District tools have been less effective in attracting the uses and clustered density that the Planning Commission and Strategic Planning Committee envisioned. The Planning Commission may wish to focus on incentives for mixed-use and pedestrian-oriented development. This may include a review of the qualifying conditions for the Expedited Review and Flexible Zoning option to determine if additional community benefits could be encouraged in exchange for relaxed standards; for example, they may wish to only offer flexibility for projects that meet a list of key objectives which could include having a mix of compatible uses or providing shared utilities.
- **Review the Overlay District Setback Requirements:** At 132', the Right-of-Way width along the Dixie Corridor is considerably wider than other County roads in the Township. This 132' includes 33' of Right-of-Way on either side of the roadway. As setbacks are measured from the edge of the Right-of-Way, this results in structures that are located quite far from the actual edge of the road. The Planning Commission may wish to review the setback calculation to determine whether a different measurement is more suitable for the Overlay District. During these deliberations, it is important for the Planning Commission to consider compatibility with the placement of existing structures, as well as the potential for a future roadway expansion.
- **Consider Additional Flexibility for Existing Structures:** According to the Township Zoning Ordinance, all proposed development and construction within the Dixie Highway Overlay District must comply with the Dixie Highway Design Guidelines. This means that improvements to existing structures may result in architectural elements that are not complementary with the original building design. Although the design standards emphasize the importance of providing flexibility for historic structures, waivers or exceptions may only be granted if an applicant opts into the Expedited Review and Flexible Zoning process. To ensure that existing structures, especially historic buildings, are improved in a manner that is consistent with the original architectural intent, the Planning Commission may wish to review the application of the design standards for existing structures.

Economic Development

Community Identity

The Dixie Highway Commercial Corridor is the main entry point into Springfield Township and establishes the Township's "first impression" for outsiders. Efforts to enhance the corridor should be done in a manner that is reflective of the Township's community character and highlights key assets. While the Design Guidelines seek to encourage site development consistent with the township's desired image and identity, other improvements could also be done to ensure that Springfield Township's character is established throughout the corridor.

- Gateway Signage: The Township's welcome sign at I-75 and Dixie Highway is a key asset in the corridor. The sign's function is not only to notify road users that they are entering Springfield Township, but thoughtful plantings and design and building materials consistent with the Dixie Highway Design Standards convey the Township's character and natural beauty. The Township should continue its efforts to maintain and enhance its gateway signage. As a part of future planning projects, the Township may wish to explore additional welcome signage at the Davisburg and Dixie intersection, or at the north end near East Holly Road.



Gateway signs on Dixie Highway at the north end of the Township (top) and at the south end where I-75 and Dixie Highway meet (bottom).

Photo Credit for south entrance sign: Diana Hopper



- Roadway Aesthetics: The 2016 Update of the Master Plan includes an emphasis on the importance of roadway aesthetics that enhance the user experience, contribute to economic development, and instill pride in an area. Achieving a positive appearance along roadways includes site design that minimizes the visual impact of vehicles and parking areas, updating nonconformities to meet current standards or use requirements, and incorporating quality and unified design and landscape standards. Both the design guidelines and the flexible development option seek to achieve these goals. The Dixie Highway Strategic Planning Committee may wish to review progress towards these goals since the implementation of new standards and discuss whether additional enhancements are needed to reach the vision for roadway aesthetics. In addition, the Township should work with the Road Commission for Oakland County to discuss opportunities for public enhancements within the right-of-way.



- **Placemaking Enhancements:** Many of the Downtown Development strategies discussed earlier in this section could also be applied along Dixie Highway to help enhance community identity. For example, banners consistent with Downtown Davisburg may be used to create a unifying streetscape, promote local events, establish a community brand, or celebrate seasonal changes, enhancing the overall vibrancy of the corridor. Public art that is reflective of Township character can help foster and strengthen the corridor's sense of place. Wayfinding signs along Dixie Highway could direct people to other parts of the community, including Downtown Davisburg, the Civic Center, and parks, drawing interest to those places for visitors unfamiliar with the township. Some of these strategies may need to be modified to be larger and include larger text and graphics than in Downtown Davisburg to capture the attention of those moving in vehicles at faster speeds.
- **Activating Vacant Space:** Activation of vacant and public spaces may not be as effective of a strategy along Dixie Highway as it could be for Downtown Davisburg due to its auto-oriented nature, the number of undeveloped lots and the length of the corridor. Pop-up events and other strategies to activate space could be used to create better connections between structures in areas where businesses are already clustered, enhancing overall walkability. These types of events and temporary uses along the corridor may be an effective way to test the feasibility of new amenities and businesses by allowing residents and visitors to experience what could be possible in the area and provide feedback to help the Township consider more permanent solutions and development opportunities.

Strategies for Economic Development

- **A mix of compatible uses:** The Township should continue to encourage a compatible mix of primarily commercial and some residential or office uses along the Dixie Corridor.
- **Centralized Planning:** Given the limitations presented by water and wastewater capacity, clustered areas can allow for cooperation between property owners to increase density by creating shared systems for wastewater through package sewer or a decentralized/cluster septic system. Maximizing density in clustered areas will enhance the walkability of the overall corridor by creating new "destination hubs" around key focal points with non-motorized connections between them. The use of development incentives and flexibility can be a helpful tool to encourage cooperation between owners.
- **Small Non-conforming Lots:** The area required to develop a septic drainfield can be limiting for the development of small non-conforming lots, resulting in ongoing vacancy. The Township should continue to encourage a collaborative approach to wastewater systems between contiguous lots, especially when contiguous to non-conforming lots that may otherwise be undevelopable. In addition, the Township should consider whether opportunities exist to encourage land assembly between contiguous lots when one or more is nonconforming.

Economic Development

- **Corridor Association:** The Township should strive to encourage the coordinated and continuing involvement of property owners along the corridor with the formation of an active corridor association. A corridor association could help property owners work together to resolve shared development limitations, especially water, wastewater, and stormwater management. In addition, the Corridor Association could work with the Strategic Planning Committee to provide feedback on design and streetscape enhancements. A business environment that is collaborative and neighborly may also help the Township take advantage of a business improvement district (BID), a principal shopping district (PSD), and/or a corridor improvement authority (CIA). More information about each of these can be found in the sidebar.
- **Complementary Uses:** The uses within the corridor should complement and enhance other uses within the same development and along contiguous lots. Mutually supportive uses help to promote a dynamic environment where residents, visitors, and employees can enjoy shopping, dining, personal and medical services, entertainment, exercise, or residential uses in a single location. This coordinated, pro-active planning approach to planning is especially important for creating an age-friendly environment that is walkable and offers social connectivity for seniors and youth, groups that frequently have limited mobility.

Business Improvement Districts (BIDs), Principal Shopping Districts (PSDs), and Corridor Improvement Authorities (CIAs)

As Springfield Township looks to improve its business corridors, economic development tools should be considered to leverage resources that already exist and gather supporters to focus efforts in a single direction. Below is more information about BIDs, PSDs, and CIAs.

- **Business Improvement Districts (BID):** may be used as economic development tools to collect revenues, levy special assessments, and issue bonds for a municipality to address the maintenance, security, and operation of a specific district. A PSD or BID must be located in an area that is predominantly commercial or industrial. While a BID can be created by resolution, a PSD must be included in the Master Plan that includes an urban design plan designating the development of a PSD. A BID board will include a representative of the local government as well as nominees of the businesses and property owners in the District. A BID may be a viable strategy to enhance collaboration in the Dixie Highway Corridor, especially if a zone-wide wastewater treatment plant is considered.
- **A Corridor Improvement Authority (CIA)** is a type of Tax Increment Financing (TIF) district, or specified area where the tax increment, or tax revenue generated by new improvement value, is allocated and spent within the district rather than in the General Fund. A CIA typically bonds for desired improvements and uses the increment to pay off bond debt overtime. If a Corridor is unlikely to generate significant investment following bonded improvements, the Authority will be unable to pay off its debts. As such, it is important to consider whether projected tax increment is substantial enough to make a TIF district financially viable.



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Non-motorized Transportation

Non-motorized Transportation

Related Information

- In 2010, 0.4% of the resident workers over the age of 16 walked to work; in 2021, this percent dropped to 0.1%, possibly due to changes in work due to the pandemic (ACS).
- In 2010, 0.2% of resident workers over the age of 16 biked to work; in 2021, this percent dropped to 0%, again possibly due to effects of the pandemic (ACS).
- The Township has a Pathways Plan that prioritizes non-motorized connections between key destinations such as the Civic Center, parks, and neighborhoods.

Goal: Support motorized and non-motorized access and connections throughout the Township.

Objectives

1. Improve and develop non-motorized transportation options to connect residents throughout the Township.
2. Expand and enhance the Township's pathways system to link local recreational and open space areas, residential areas, schools and other community facilities within and near the Township.
3. Encourage and, when appropriate, require pathways, sidewalks and trails be expanded, improved, or installed when new development takes place.
4. Identify and prioritize locations for future pathways and trails within the Township.
5. Enhance trails so they are user friendly, safe, and marked for easy navigation.



River walk example provided by a Township stakeholder during the PictureThis activity.

Public Input on Non-motorized Transportation

- “Lack of sidewalks/bike paths” was identified as the second highest major challenge for the Township by survey respondents.
- Pathways (paved) and trails (unpaved) were both rated of high or extremely high importance by 72% of survey respondents.
- Survey respondents also noted that they were least satisfied with paved pathways among all park amenities, with 22% indicating they were either “Very Unsatisfied” or “Unsatisfied”.
- The PictureThis results included three images that suggested a riverwalk along the Shiawassee River near Mill Pond Park.
- At the open house, when respondents were given the opportunity to share comments or show support for other answers, one of the images of a riverwalk received the second highest level of support of the 21 images.
- One comment from the PictureThis board at the open house noted that more trails connecting parks and township properties were desired.
- “Exercise trails” was the most popular choice selected among open house attendees when considering what park amenities would be of interest.
- Of the 77% of survey respondents who indicated that they were interested and willing to bicycle, most (39%) were willing to bicycle but only on off-road trails or side paths outside of the roadway and another 23% were willing to bike within a roadway only if buffered or wide bike lanes were present.



Introduction

In Springfield Township, automobiles serve as the predominant form of transportation, with few alternative options to travel between destinations. Although there are trails, sidewalks, and other pathways, non-motorized travel is limited without a comprehensive and connected network. Increasing these amenities and providing greater accommodations for a variety of transportation options will enhance quality of life for residents by offering improved accessibility and additional recreational opportunities. These benefits are especially relevant to seniors and youth who may not be able to drive a vehicle independently and rely on others for transportation.

Township Pathways Plan

The Township has a Pathways Plan that includes recommendations for future pathway connections in the Township, including one and a half miles of “Strategic 5-year Priority Pathways” along Davisburg and Dixie Highway. The Pathways Plan corresponds with Ordinance number 2018 (4) which describes all regulations related to pathway development in priority zones in the Township. The Ordinance requires installation of non-motorized pathways in priority areas identified on the plan, along with an easement adjacent to the right of way to accommodate the pathway. Exceptions may be granted when lots are not contiguous to existing pathways, but an easement must be provided to accommodate a future pathway, along with a contribution to the Township’s pathway development fund. Since the 2018 adoption of this ordinance, new Strategic 5-year Pathways have been installed on Dixie Highway, comprising a half mile.

Transportation Terms to Know

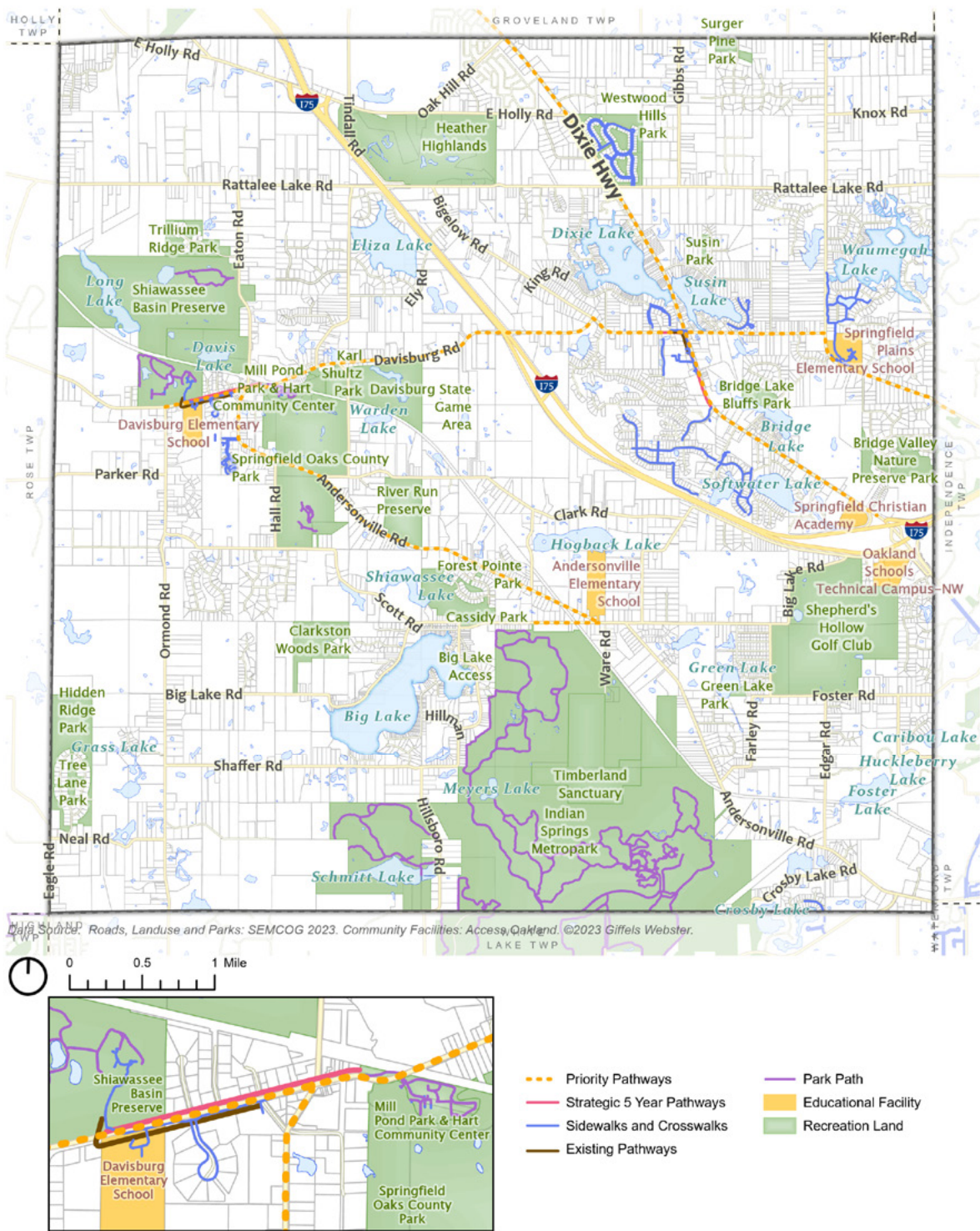
- **Complete Streets.** A transportation network that includes facilities for vehicles, pedestrians, cyclists, and other legal users of all ages and abilities.
- **Pathway.** A continuous, unobstructed, route between two points intended and suitable for pedestrian, bicycle, or other non-motorized traffic. Pathways include but are not limited to shared-use pathways, trails, or sidewalks.
- **Sidewalk.** A sidewalk is a pathway limited to pedestrian use, typically comprised of concrete flags 5’ or wider.



Pathway along Dixie Highway

Non-motorized Transportation

Map 3. Non-motorized Pathways Plan



giffels
webster

NON-MOTORIZED TRANSPORTATION
SPRINGFIELD TOWNSHIP



Among the pathways in the Strategic 5-year Priority Pathways Plan, the connection between the Civic Center to Mill Pond Park remains a top priority. Although there are some sidewalks between these destinations, gaps on either side of Downtown Davisburg must be addressed to complete the entire connection, including the segment between Rotary Park and Mill Pond Park. The Township recently received a \$45,000 engineering grant to design the missing segments, which will be additionally leveraged with support from the Road Commission for Oakland County. Additional grant applications are pending for funds to aid in the pathway construction.

In addition to providing access between key destinations in the community, these improvements will also enhance walkability in Downtown Davisburg. The Township should work with the Road Commission for Oakland County to implement new marked pedestrian crossings, offering local input on safety concerns and appropriate placement. Parking adjustments will be needed to accommodate the new pathway segment, including converting the angled spaces on the North side of Davisburg Road to parallel parking spaces. The Township has started conversations with Downtown businesses to accommodate these adjustments and conversations should continue throughout the course of the planning process.

In addition to the Township's priority pathways, collaboration with the Huron Clinton Metroparks Authority (HCMA) will help the community achieve additional opportunities for biking and walking. The Township supports efforts by HCMA and other regional partners to create new bicycle and pedestrian routes, particularly between Springfield Oaks and other Metroparks in the region.

Multi-Modal Pathways

As a rural township, connections between destinations often require a travel distance exceeding the typical walking trip. As a result, bikes may be a more efficient and realistic form of non-motorized transportation when infrastructure is available. The Township may consider places where complete streets may be appropriate, such as corridors like Dixie Highway. Additionally, some corridors may be better suited for bike lanes than sidewalks, and the walkability of surrounding areas should be a consideration in the type of non-motorized facilities provided.

Non-motorized Transportation

Wayfinding

Community wayfinding is the intentional placement of signage to guide residents and visitors to community destinations. Wayfinding signs can be designed in a manner that is easy for vehicles to see, or more pedestrian-oriented, but should be positioned prominently to navigate users between notable locations. Pedestrian-oriented wayfinding signs should include information on the distance between destinations to help users gauge the extent of their journey, making travel hassle-free and easy to confidently navigate. In addition to providing navigational guidance, wayfinding signs often provide economic development benefits by promoting destinations for people to stop and explore.

While wayfinding signs adjacent to roadways are helpful for getting around the Township broadly, navigational signage along recreational trails also play a key role in helping users understand and plan their outings. Trail signage can help to improve the overall user experience and help visitors determine which trails may or may not be appropriate for their user experience or mode of travel. These signs should be located at trailhead locations with a brief explanation of conditions (ie. Hilly, uneven terrain, rocky, etc), local trail rules, distances, and any other pertinent information to help visitors plan their route and time. Trail difficulties should also be identified to help visitors determine which trails align with their skill levels and desired type of journey. Additional trail signage may be located at trail intersections and along the trail, with navigational maps and prominent destinations. Navigational information for trails should also be provided and regularly updated on the Springfield Township website.

Sidewalk Amenities

The Springfield Township Zoning Ordinance requires site plans for new non-residential developments include site amenities that enhance safety and convenience and promote walking or biking as an alternative means of transportation, such as bike racks, drinking fountains, canopies, or benches. Such amenities improve the accessibility and attractiveness of the non-motorized network, making the sidewalks inviting and improving the overall user experience. To complement private investments, the Township may explore locations where public investments in non-motorized amenities would further enhance the network.



A bench along Dixie Highway allows those using the path to rest, enjoy their purchase, and spend more time in the area.



Funding and Technical Assistance to Support Non-Motorized Network Enhancements

The Township should work with agencies at the State, Federal, and Regional level, as well as private organizations, to pursue technical assistance, and funding opportunities which will aid community efforts to enhance non-motorized networks and pedestrian safety. Potential sources are listed below.

Potential Sources of Funding and Technical Support for Trail Maintenance and Development:

- MDNR
- SEMCOG
- Oakland County Parks
- MEDC
- Michigan Trails and Greenways Alliance
- Ralph C. Wilson Foundation
- Safe Routes to School Michigan
- Rails to Trails Conservancy
- Michigan Trail Fund
- People for Bikes
- Michigan Horse Council

Housing

Related Information

- According to the American Community Survey, Springfield Township had approximately 5,554 housing units in 2019, an increase of 5.5% from 2010.
- Almost 86% of housing units are owner-occupied (ACS).
- Over 85% of dwelling units are single family (ACS).
- Housing costs have increased 51% between 2000 and 2020 to \$367,752.
- The majority of housing in the Township was built in the last 50 years.

Goal: Promote development of a variety of housing options to meet the needs of current and future residents, including those seeking to age-in-place.

Objectives

1. Provide a range of residential densities based on the capability of the land and the suitability of its location so as to minimize public service expenditures and impacts on natural resources and adjacent uses.
2. Protect the character, safety and welfare of existing neighborhoods when making land use and development decisions.
3. Encourage accessible and visitable housing for the Township's older residents.

Public Input on Housing

- All (100%) of open house attendees indicated that they plan to stay in Springfield Township as they age; over half of all survey respondents who are residents said that they intend to stay in the Township for 15 or more years.
- 92% of survey respondents indicated that single family housing would meet their needs in the next 10-15 years. However, 13% of respondents noted that they will need assisted living in the next 10-15 years.
- When asked about the most desirable houses for future development, detached single family homes were most popular among survey respondents.
- In addition to single family homes, open house attendees also indicated that attached or detached accessory dwelling units (ADUs) and cottage court style developments would be preferred options in the Township.
- Independent housing for seniors and single-families designed with accessibility in mind were the preferred options for supporting residents in being able to age in place.
- An image of an "over 55 community" was also submitted as a proposed future use during the PictureThis activity.
- Survey respondents stated that they would discourage apartments (66.02%), single family conversions to duplexes or triplexes (60.87%), and attainable housing (57.35%).



Housing Strategies

With national supply-shortages at an all-time high, demand for new housing is prevalent in nearly every market in the US. In Springfield Township, this demand must be addressed with delicate balance between preserving the community's intrinsic character and addressing the evolving needs of residents, particularly the growing senior population. This plan includes strategies that consider the profound impact that new development has on shaping the Township's future. Higher density housing should be located in areas where water and sewer service may be provided and commercial goods and services should be within a short, walkable distance. However, the majority of residential areas should remain consistent with the Township's rural, low-density character, leaving open spaces and natural areas for conservation.

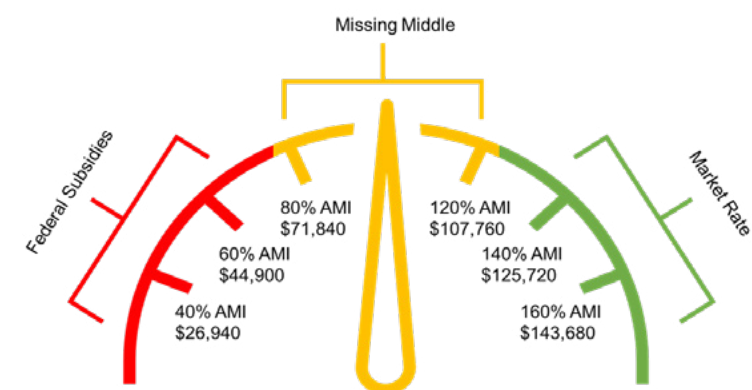
This section of the Master Plan delves into a thoughtful exploration of housing options that recognize sensitivities to changes in the built environment while exploring strategies to meet the community's residential needs. Planning for new housing requires a synergy between growth and preservation in order to cultivate an inclusive, sustainable, and enduring future for generations to come.

Missing Middle Housing

Missing Middle housing is a term describing the mid-tier market segments that are often overlooked in housing development. It is often discussed in the context of density and housing types, but it is also applicable when considering the segment of the population with earnings too high for subsidized/affordable housing but those also cannot afford the market-rate.

[Figure 3](#) below shows the different income brackets for the Detroit-Warren-Livonia Metropolitan Statistical Area, based on Area Median Income of \$89,800. This demonstrates the challenges that developers have when trying to generate a profit while constructing housing that meets the needs of the Missing Middle market segment. There is little private or public financial support for missing middle housing. If communities want this type of housing, it needs to be incentivized locally.

Figure 3. Missing Middle - The Gap Between Area Median Income and Development Incentives



Who is in the Missing Middle?

The Missing Middle represents important demographic groups that contribute significantly to the health and vibrancy of a community, including:

- Young professionals, who may otherwise locate elsewhere, even out of state.
- Young families and first-time homebuyers looking to build roots and purchase their first home.
- Retirees and empty nesters looking to downsize and stay in Springfield Township, expanding existing opportunities within the Township for families with more intensive housing needs.
- Workers who would otherwise commute long distances, exacerbating congestion challenges.

These populations are often excluded from participating in the housing market even when there are attainable listings due to the competitive advantages posed by cash offers from wealthier individuals/investors.

Housing

A quick way to estimate buying power is to multiply one's income by three. Using this method, a Missing Middle homebuyer can afford homes between \$215,520- \$323,280. According to Zillow's Real Estate Listings, there are currently 33 homes for sale in Springfield Township, of which four fall into that price range. The average listing price for the 33 homes was \$613,181, or about 2-3 times what is affordable for the Missing Middle market.

Visitability and Universal Design

As people age, homes may need to be altered or residents may need to move to meet their physical abilities and maintain independent living. Two popular movements in design have surfaced to help promote more accessible residential development: Visitability and Universal Design.

Visitability is a term used to describe the idea that housing should be designed in a manner that is welcoming and comfortable for not only homeowners but all visitors, regardless of physical limitations or needs. When visitability was first coined, a zero-step entry, first-floor bathroom, and wheelchair accessible doorway (32 inches wide) were the characteristics considered qualifications required for homes to be deemed visitable. Over time, other characteristics, such as accessible outdoor pathways, first floor bedrooms, and accessible light switches, have also been adopted as markers of visitability. These strategies are good for not only those with limited mobility, they also help parents with strollers, anyone moving into a new place, and post office or delivery workers delivering large packages.

Similar to visitability, Universal Design promotes residential design that accommodates all individuals. However, while visitability primarily focuses on first-floor enhancements, universal design considers accessibility of the entire structure.

The Township should consider ways to incorporate these strategies into the zoning ordinance as a desired community benefit when zoning flexibility is provided. In addition, any design considerations that pertain to the exterior of a structure can be included as ordinance requirements, such as an accessible front pathway.



A visitable home in Bolingbrook, Illinois. The house has a zero-step entry, a half bath, and wide hallways and doorways.

Photo Source: IDEA Center



Accessory Dwelling Units (ADUs)



An upper level ADU in Portland, Oregon.

Photo Source: Radcliffe Dacanay

While demand for housing is expected to continue increasing, accessory dwelling units (ADU's), smaller dwelling units that are located on the same lot as a principal residence, could be a viable strategy to add housing options for aging residents, residents with aging parents and residents with adult children returning home. Unlike other housing types that serve these groups, ADU's require minimal changes to existing well and septic systems and can be developed on already-improved lots.

Although ADU's present an opportunity for a new housing type, crafting an ordinance that is suitable for Springfield Township will require thoughtful consideration of the impact on adjacent properties. Design and site standards can be used to reduce their visual impact, encourage structures that are complementary to the site and neighborhood, are supported by infrastructure, and prioritize the housing needs of Township residents and their families.

Cottage Courts

Cottage court homes are small (1 to 1.5 stories, typically) detached single family homes that are arranged around a shared court. The compact and intimate design of cottage court housing encourages social interaction among residents, while reducing sprawl by maximizing land efficiency. The shared open spaces between the houses often include amenities that foster social activities, such as recreational spaces or gardens. Although Cottage Courts provide a setting for greater social connectivity, this is balanced with individual privacy, and cottage courts are designed in a manner that grants residents their own entrance, private living areas, and sometimes private outdoor spaces. The court is visible from the street and is where the unit entrances are located. The court replaces the rear yard, reducing maintenance responsibilities and increasing social connectivity with neighbors. See the [Seniors](#) section for examples of cottage courts.

Waterfront Lots

Springfield Township has many residential lots and structures located on bodies of water where unique characteristics may require different zoning treatment than conventional residential lots. For example, waterfront lots are often designed with the front of the house facing the body of water, treating the street-facing side as the backyard rather than the front. In addition, many of these lots were created for cottage style housing before current zoning regulations, and lot widths, lot sizes, and setbacks frequently do not conform with the dimensional requirements in the Ordinance.

In order to make improvements less burdensome for property owners with water-facing lots, additional flexibility and special exceptions may be necessary. The Planning Commission should explore new zoning standards that include qualifications for "special exception lots" with corresponding regulations. When designing these new standards, it may be helpful to review previous variance requests by these types of properties to better understand limitations and where additional flexibility may be appropriate.

Housing

Clustering

Clustering is a zoning tool used to promote a balance of density and preservation when new residential developments are constructed. Clustered developments are developments where additional density is provided in exchange for the preservation of key on-site natural features. In Springfield Township, this tool can be used to reduce lot sizes, but does not allow for a greater number of dwelling units than conventional zoning standards would allow. The Township requires at least 50% of a development to include preserved natural features to qualify for cluster zoning as a permitted land use, but developments that include a preservation area that comprises less than 50% of a site may still be eligible as Special Land Uses. The benefits of clustering are not only to progress the Township's preservation goals, but also to help encourage intimate, walkable neighborhood settings.

The Township should encourage all new housing developments to use the clustering tool and continue to consider additional ways to incentivize this development pattern.

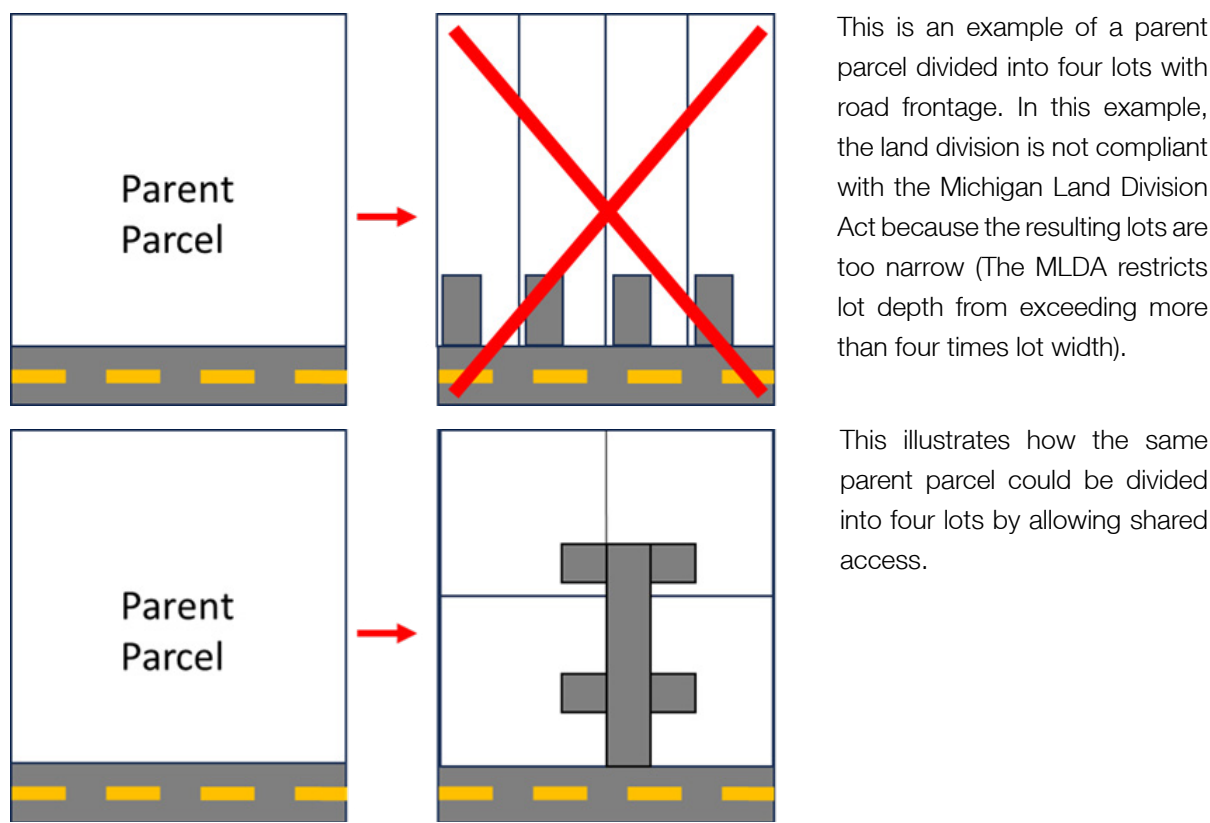
Shared Roadways

Additional housing opportunities may be created by allowing for lot splits that require shared driveways for access. Many lots far exceed the required minimum and could be split to create additional development opportunities, but providing adequate frontage for all lots can be challenging. The Michigan Land Division Act has restrictions to prevent the creation of narrow lots, further exacerbating this challenge. Allowing and encouraging shared access between lots will likely result in new opportunities for land divisions and new housing.

Some key considerations must be taken into account when allowing for this type of land division. The shared roadway should be of a limited distance as to prevent the need for extensive stormwater management. In addition, although private, the shared roadway should be developed to meet local engineering standards to ensure emergency vehicle access. An easement and maintenance agreement between the property owners should be recorded with the Register of Deeds and a copy provided to the Township. The Township should review all provisions regarding shared residential access with the Township Engineer to explore strategies to promote shared access and to ensure safety concerns and maintenance concerns are addressed.



Figure 4. Land Division Opportunities with Shared Roadway Standards



Housing

Housing Opportunities

The Planning Commission considered and discussed types of housing needed to meet the needs of the community and appropriate locations for that housing that would not negatively affect Springfield Township's rural character and natural surroundings. Three opportunity sites were identified and are discussed below.

Bordine's Site

The Bordine's Site remains the most prominent development opportunity in the Dixie Corridor with several acres of developable land and nearby access to the highway. Given its extent, the site has the greatest potential to achieve the density necessary to make a private or zonewide wastewater system cost-effective.

Bordine's prominent location makes it amenable to a mixed-use development with commercial frontage along Dixie Highway and easy access to I-75. Residential uses should be incorporated into the site design, with buildings designed to take advantage of natural views surrounding the site. The Township should encourage a clustering approach to promote a walkable scale of development and preserve key natural assets on the site.

The Township should collaborate with the property owners to implement strategies that will leverage potential investment in this site. The Planning Commission may wish to explore the site's limitations to better understand its development potential, by looking at utility costs and creating concept plans. This type of study would also reduce the time and investment in due diligence typically allocated to the developer, serving as an incentive to develop the site to align with the Township's long-term vision.

- Utility study: In 2009, the Township conducted a study to review the costs of a combined wastewater treatment plant and collector system to serve the Bordine's site and neighboring Dixie Baptist Church. This analysis projected costs to be roughly \$2.5 million in 2009, but the assumptions used to calculate costs undercounted the actual population to be served. An updated infrastructure study to estimate today's costs would help developers understand the development potential of the Bordine's site and evaluate whether the infrastructure costs will be prohibitive.
- Concept plans: Using information from the Utility Study, the Township may wish to develop concept plans for the Bordine's site. Different options for water and wastewater may impact the development potential of the site, and the concept plans should reflect the various intensities that may be possible. These plans will serve as a marketing tool for development and should demonstrate the highest and best feasible use of the site. In addition, the plans will help guide and encourage development to be in alignment with the Township's vision. Upon their completion, the Planning Commission may look at zoning tools to incentivize the implementation of their concept.



Heather Highlands

Heather Highlands Golf Course is located along East Holly Road, just east of the I-75/East Holly Road Exit. The golf course is in active use and there are not plans to vacate. However, the Township should plan for future development of this site in the event that the golf course is no longer active.

Heather Highlands is located in the Township's Resource Conservation zoning district. This designation allows for very limited use, constraining future development opportunities. The Township should work with the property owners to apply an appropriate zoning treatment that will allow for flexibility and a variety of potential uses. The new zoning should allow for commercial development along the prominent frontage on East Holly Road, with a mix of compatible residential types on the remainder of the site, where unique topography and natural features are prevalent.

In order to realize this development vision, collaboration is an important component of success. The Township should work with the property owners to establish a shared vision and concept for future development. By examining potential costs and development limitations, the Township can provide this information to developers and reduce the time and costs involved in due diligence.



Heather Highlands golf club sign, grounds, and lodge.

Seniors

Related Information

- Between 2010 and 2019 the age group comprising those over 60 years old increased 37.3% (879 persons), more than any other age group.
- Ten percent of Springfield Township households consist of at least one person who is 65 years old or older.
- Nationally, as well as statewide, seniors are the fastest growing age group.
- Research conducted pre-pandemic found that 43% of Americans 60 years of age or older reported feeling lonely.
- SEMCOG's 2045 Regional Forecast predicts that one in four people in Southeast Michigan will be older than 65 by 2045.

Goal: Support Seniors' access to the services and resources needed to maintain their independence and to age in Springfield Township.

Objectives

1. Continue to work to understand the concerns and barriers facing this segment of the population.
2. Ensure that seniors have access to information about community resources and public services.
3. Ensure that those who want to age in Springfield Township in a family or community setting have an opportunity to do so.
4. Explore opportunities to improve and expand transportation options for seniors.

Public Input on Seniors

- Over one-quarter of survey respondents (28%) selected "amenities to support an aging population" as one of the major challenges facing the Township.
- Approximately one-quarter of seniors responding to the senior-specific questions had no opinion about parks, recreation, or cultural/social activities. Of those who did have an opinion, most felt "Satisfied" or "Very Satisfied" with park activities, but less than half of those with an opinion were not satisfied with recreation or cultural/social activities.
- Most seniors (58.33%) responding to the survey indicated that it would be "Very Easy" to get to the places they need or would like go. 11% indicated that it would be "Very Challenging" or "Challenging" to do the same.
- Most seniors that responded (95.89%) still drive themselves. Walking was also shown to be a somewhat popular way to get places (23.29%).
- All open house attendees that responded to the question about whether or not they plan to stay in Springfield Township as they age answered yes.
- 13% of survey respondents noted that they will need assisted living in the next 10-15 years.



What's Working for Seniors in Springfield Township?

Springfield Township holds a special place in the hearts of its residents due to its quiet and rural character, access to beautiful open spaces and nature, and conservation of natural resources. Seniors shared these sentiments, with many expressing a desire to continue to live in the Township in the years to come.

During the community open house, participants were asked to rate Springfield Township in the six Livability Areas identified by AARP's Livable Communities Program, and "achieve holistic policy making" scored highest (4.3 out of 5) with "promote health, safety, and environmental sustainability" a close second (score of 4.2). The third highest ranking was for "secure affordability." A description of these areas is below.

Achieve holistic policymaking—All communities should seek to improve the interconnectedness of such issues as health, wellness, safety, work, education, environment, and social engagement. Doing so enables residents across generations to live their best lives.

Promote health, safety, and environmental sustainability—Communities should support the right of individuals from all incomes and backgrounds to live safe, secure, and healthy lives. Environmentally sustainable communities protect natural resources and create conditions, such as clean air and water, which improve health outcomes for residents over the long term.

Secure affordability - Communities should provide transportation, housing, and other services and features that are affordable to people of all income levels.

What's Working for Seniors in Springfield Township?

The items below have been identified through survey, open house and focus group feedback from seniors:

- Access to natural features
- Quiet/peaceful neighborhoods
- Park amenities
- Public library

What Areas Could be Improved to Better Support Seniors in Springfield Township?

The items below have been identified through survey, open house and focus group feedback from seniors:

- Senior-friendly housing options, including assisted living
- Transportation services
- Access to medical care
- Improved senior-specific parks and recreation programming

Seniors

What Needs Work to Better Support Seniors in Springfield Township?

While Springfield's seniors are very independent, some specific challenges were identified through the survey and open house. Approximately 12.8% of respondents reported that they will need assisted living options within the next 10-15 years, none of which exist within the Township. Additionally, almost a quarter of seniors surveyed indicated that it was not easy to get to the places they need. Currently travel options are limited to personal vehicles and walking/biking, although sidewalks and pathways do not fully connect key places throughout the Township. When asked to rate Springfield Township in the 6 Livability Areas identified by AARP's Livable Communities Program, "secure equitable access," and "ensure quality and choice," had the lowest rating (2.7 out of 5). A close second was, "prioritize accessibility and the ability to age in place," with a score of 2.9. Notes at the station indicated that these scores were particularly influenced by the lack of transportation for those with low incomes. Descriptions of the AARP Livability Areas follow:

Secure equitable access—All people, regardless of income, ability level, and background, should have access to affordable transportation and housing. Everyone should also have a safe and healthy environment in which to live.

Ensure quality and choice—Individuals should have a range of high-quality options to meet their needs, including housing and transportation.

Prioritize accessibility and the ability to age in place—People of all abilities and ages should be able to enjoy community services and features that meet their needs. They should be able to live in the setting of their choice and have increased access to destinations.

National Trends

Since the early 2000's, it has been widely recognized that, as a whole, populations in the United States are aging. The U.S. Census Bureau's National Population Projections identified 2030 as a transformational year because that is the year by which all baby boomers will be older than age 65. This will expand the size of the older population so that 1 in every 5 residents will be retirement age. Further, that means that within less than ten years, older people will outnumber children for the first time in US history.

Across the United States, communities have been planning for their aging populations. As people get older, they have different housing, transportation, safety, health and social concerns. Fortunately for communities seeking to make strategic improvements that support older residents, many of those solutions and strategies also make a positive impact on other generations as well. Making that point clear, many communities now plan for "age-friendly communities," a term that reinforces benefits to all.

What is an age-friendly community? Simply, it is a community that is livable for people of all ages. That is the short definition of the AARP, a leading advocacy organization for the promotion of age-friendly communities. AARP is the United States affiliate of the World Health Organization's (WHO) Global Network of Age-Friendly Cities and Communities, which began in 2006. Together, these organizations promote the idea that an age-friendly community encourages active aging by optimizing opportunities for health, participation and security in order to enhance quality of life as people age.

As the aging segment comprises a greater share of the population overall, a corresponding decrease in labor force participation is likely. At the same time, additional support services will create new labor demand for positions that are already difficult to fill, particularly in the medical field. Communities should consider these shifting market trends when planning for development. By addressing common needs for housing variety, communities can attract the talent to fill market gaps while ensuring seniors can age comfortably.



What's Good for Seniors is Good for Everyone

The Senior Services Plan is intended to provide a forward-thinking plan to address resources needed for the Township's growing aging population. While the Master Plan includes a goal specific to seniors, the specific objectives that help fulfill the needs of seniors are strategically aligned with most of the other goals in the master plan. This alignment is illustrated in [Table 6](#) below.

In addition, multi-generational benefits can be achieved when underutilized resources are considered and communities provide greater social integration. The article "Creating Livable Cities for All Ages: Intergenerational Strategies and Initiatives", by William van Vliet, identified several scenarios where resource savings were achieved through multi-generational planning. For example, community education facilities could also serve as places to provide meals for seniors, and likewise, senior centers could offer day care or youth programming. In addition, social interactions between the generations can be directed to provide skills training or access voluntary caretaking services. For example, "GenerationConnect" is a national program that connects high school students with seniors to teach them technology.

Table 6. Master Plan Goal Alignment with Senior Services Plan Objective

Senior Services Goal: Support Seniors' access to the services and resources needed to maintain their independence and to age in Springfield Township.		
Category	Master Plan Goals	Senior Services Plan Objective and Explanation
Natural Resources	Protect the quality of vital air, land, and water resources in the Township.	Capitalize on the resources available within the senior community, including expertise, knowledge and time, to raise awareness, craft strategies and support township-wide efforts to protect natural resources. Springfield seniors have a lot to offer the community in relation to protecting natural resources in the Township. They can continue to contribute to efforts to protect natural resources for future generations.
Economic Development	Preserve the rural character of the Township while encouraging development opportunities in contextually appropriate locations that meet the current and future needs of Springfield Township residents, businesses, and visitors.	Ensure that those who want to age in Springfield Township in a family or community setting have an opportunity to do so. Aging in Springfield will likely require services that do not currently exist in the Township such as medical facilities, transportation, and accessible housing options. Clustering of these things can make it easier and safer for seniors to get all of their needs met and continue to live independently. Additional development can also help meet the needs of caretakers and those supporting seniors through employment, housing, services, and recreation.
Infrastructure	Provide quality public safety services, roads, and infrastructure to serve the varied needs of residents and businesses in Springfield Township.	Explore opportunities to improve and expand transportation options for seniors. Seniors may not be as comfortable driving as they once were, or may no longer be able to drive safely. Ensuring roads are in good condition, signage is clear, and that public safety services can quickly respond to an emergency is key in helping seniors feel comfortable on the road. Improving pathways that would allow seniors to walk or bike where they needed to go could reduce anxiety associated with driving, improve physical and social health, and extend their independence. Dial-a-Ride or other public transportation services offer an additional alternative that may be viable for seniors.
Non-motorized Transportation	Improve and develop non-motorized transportation options to connect residents throughout the Township.	

Housing	Promote development of a variety of housing options to meet the needs of current and future residents, including those seeking to age-in-place.	Ensure that those who want to age in Springfield Township in a family or community setting have an opportunity to do so. Seniors often need different housing options, such as smaller lots or common areas that require less maintenance, first floor living, being closer to neighbors or family members, or assisted living. Many of these options do not currently exist or are limited in Springfield.
Inclusivity	Provide for accessible, safe, and welcoming community spaces, facilities, and programs for residents and visitors.	<p>Ensure that seniors have access to information about community resources, public facilities, and public services. This objective focuses on connecting seniors to the resources that are available to them to help them live independently, be engaged socially, be able to address challenges, and maintain a high quality of life as they age.</p> <p>Continue to work to understand the concerns and barriers facing the senior segment of the population. Township communications and civic engagement are of utmost importance to the senior community, who often share challenges and concerns related to the built environment.</p>

Aging-in-Place vs. Aging-in-Community

As people age, many share a desire to age-in-place, or live in a place where they will not need to move to meet their needs over time. While this is a common aspiration, many homes are not well-suited to help seniors maintain independence as they are isolated from goods, services, and social opportunities. Aging-in-Community is the idea that, while it may be difficult to remain in the same place while aging, communities should have many different housing options for seniors, whether that is assisted or independent living facilities, smaller housing units, or single-story/visitable homes. Residential facilities that serve many seniors in a central location make it easier to deliver key resources and services. Reducing barriers to aging-in-community can result in benefits to all generations. Making it easier for seniors to downsize or join a communal living environment can have a positive effect on the supply of highly sought-after single-family housing. This type of shift could make it easier for others to participate in a highly competitive market, including young families seeking features such as yard space or numerous bedrooms.



Springfield seniors continue to contribute to and participate in the community in various ways, including dedication of land and involvement in the Young at Heart (YAH) program.

YAH Photo Credit: Springfield Parks and Recreation Department



Senior Resource Map

In addition to the types of senior services available, communities should consider the service areas where they are provided to address gaps and develop plans to fill unmet needs. The map on the following page provides a picture of resources and amenities that support the goal of seniors being able to age in place and maintain their independence. Specific categories on the map include:

- Housing opportunities that would likely be desirable to seniors, both existing and potential sites in the future
- Community facilities that can serve as resource hubs, meeting places for social events, and places for recreation and physical activity
- Sidewalks and paths that allow residents to move about the Township without a car

Best Practices With Seniors In Mind

Keeping the needs of seniors in mind will help meet all of the goals of this Master Plan. This section discusses strategies for seniors related to the other master plan goals, thinking holistically about how to promote a high quality of life at all stages.

Natural Resources

The Township's open space, which contributes to its rural character, was something identified by survey respondents and open house attendees as a key strength. Continued conservation, preservation, and maintenance is needed to maintain a high quality of life for Township residents, including seniors. Public spaces are particularly important for seniors, providing areas for active or passive recreation with a range of options for exercise and connecting with others. Strategies to protect the Township's open space areas are discussed under the [Action Items: Natural Resources](#) goal.

These spaces should be ADA compliant when feasible to better serve the needs of all residents, especially seniors who are more susceptible to limitations on physical mobility. Spaces that are ADA compliant are also better prepared to accommodate parents with strollers.

Senior Resources in Oakland County

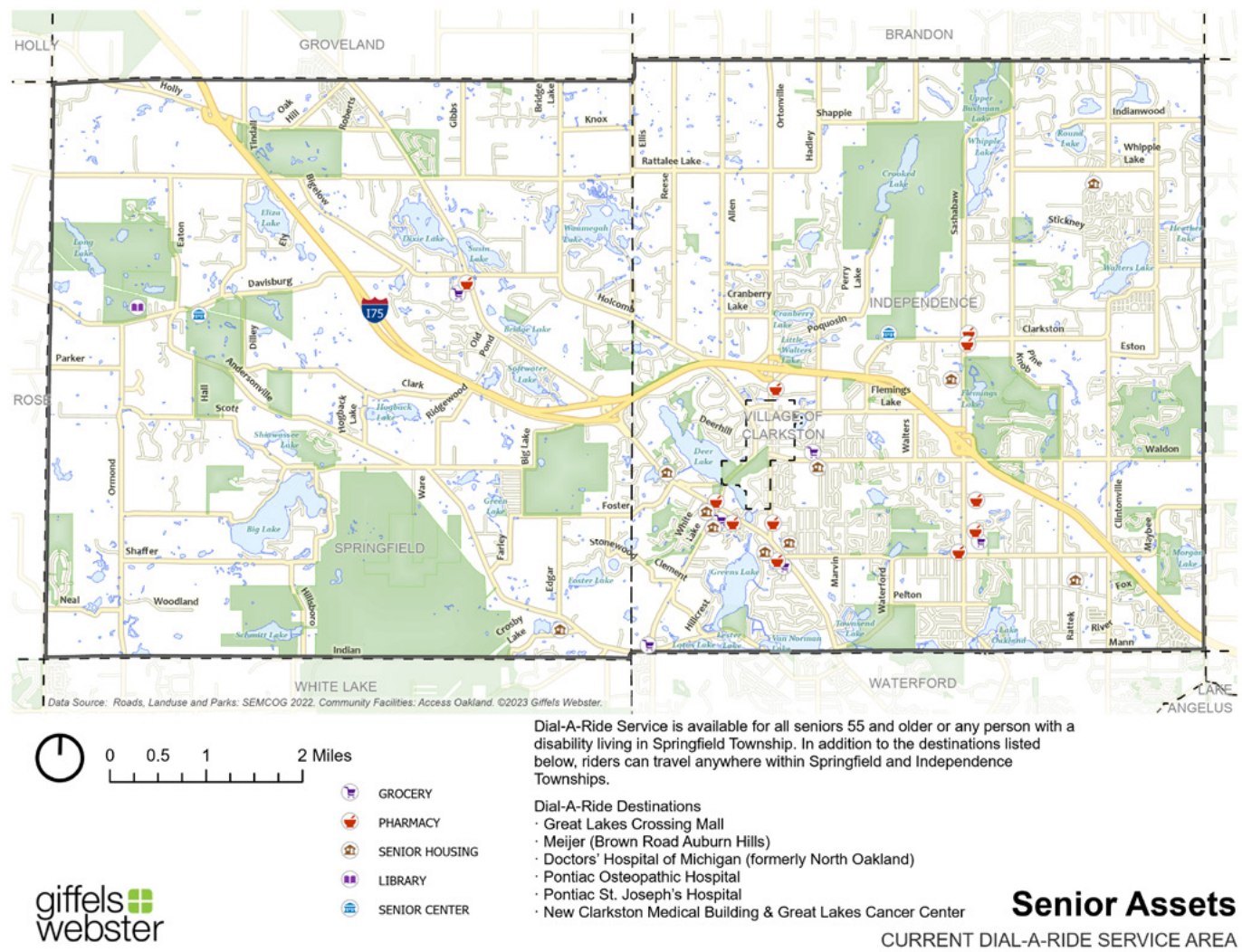
Many seniors can benefit from additional support and resources to maintain their physical, mental and social health, finances, housing, and more. Fortunately there are many groups that work to support seniors in Oakland County.

- Area Agency on Aging 1-B
- C.A.T.S. (Companion Animals Touching Seniors)
- Fall Prevention Information and Resources
- Independence Township Senior Center
- Live Healthy Oakland Discount Program
- Medicare
- Oakland County Senior Centers
- S.A.V.E. (Serving Adults who are Vulnerable and/or Elderly)
- Senior Advisory Council
- Senior Cell Phone Program
- Senior Friendly Reassurance Services
- Social Security Administration

Other national resources for seniors include:

- AARP
- National Council on Aging
- National Institute on Aging
- National Senior Support Services

Map 4. Springfield Township Senior Resources Map



Infrastructure

Being able to move throughout one's community is important at all times of one's life. Doing so can be more challenging as people age; seniors may not feel safe driving after dark when it is harder to see, and it may become more difficult to get in and out of vehicles. In addition, reduced incomes and fewer weekly trips can make a vehicle financially unfeasible or not worth the cost. Without safe and reliable transportation it may be difficult for seniors to travel to doctors appointments, groceries, or visits with friends and family. To help address this need, Dial-A-Ride services, or small-scale direct transit systems, are offered to seniors in the Township. Seniors can call the service to be picked up and dropped off at any location in Springfield or Independence Township, as well as surrounding medical centers, Great Lakes Crossing, and Meijer. The Dial-A-Ride service is limited in hours and daily operations, and expansions to this service could help to promote greater mobility for the Township's senior residents.

Dial-A-Ride Service

Dial-A-Ride Service is available for all seniors 55 and older or any person with a disability living in Springfield Township. In addition to the destinations listed below, riders, can travel anywhere within Clarkston, and Springfield and Independence Townships. Dial-A-Ride Service goes to the following destinations:

- Great Lakes Crossing Mall (Auburn Hills)
- Meijer (Brown Road, Auburn Hills)
- Pontiac General Hospital (formerly Doctors' Hospital of Michigan; formerly North Oakland)
- McLaren Oakland Hospital (formerly Pontiac Osteopathic Hospital)
- Pontiac St. Joseph's Hospital
- Clarkston Medical Building & Great Lakes Cancer Center

In 2022, Oakland County passed a millage for enhancements to public transportation. In Springfield Township, funding will be used to support and expand access to Dial-a-Ride. A new partnership with the North Oakland Transportation Authority (NOTA) will expand services for qualified Springfield residents to the Villages of Oxford, Orion, and Leonard, and Oxford, Orion, Brandon, Independence, and Addison Townships. Further, in addition to serving seniors and residents with disabilities, the new partnership with NOTA will expand services to residents who are low-income.

Seniors

Non-motorized Transportation

Additional transportation options to supplement or replace personal vehicles encourage healthier lifestyles and a higher quality of life for all residents, especially seniors. Enhancements to the non-motorized transportation network, including pathways for walking, running, and/or biking can help seniors travel to and from key parts of the Township without a vehicle. When feasible, pathways should use barrier-free design to accommodate residents of all mobility needs.

Economic Development

Being able to meet daily needs independently is tightly interwoven with land use planning. Goods and services should be located in close proximity to each other in areas that are easy to access for surrounding residents. Mixed use developments, which include both commercial and residential components, make it especially convenient for residents to access multiple destinations without relying on a vehicle, potentially allowing people to live independently longer. Creating areas where housing, goods and services, and public spaces are all close together will help promote a high quality of life with or without a personal vehicle.

Housing

Seniors often need or want different things when it comes to housing than younger individuals living alone or those raising a family. While many housing strategies are discussed in greater depth in the housing section of the plan, housing types suitable for seniors are described below.

- **Cottage Courts.** Cottage court homes are designed to provide independent, standalone units, while relieving property owners of some of the maintenance and yard work typically associated with single-family housing; this housing type is particularly attractive for seniors seeking to downsize while looking to maintain a strong sense of community and age-in-place.
- **Visitability.** Visitable homes are those designed for anyone to be able to come and visit for an afternoon comfortably, regardless of physical or mobility needs. Houses constructed with visitability in mind will provide greater opportunities for seniors to live and age-in-community. More information about visitable homes can be found on [page 76](#).



Top: Cottage court homes in Michigan.

Middle and Bottom: Cottage court homes in Alameda, CA. Notice how the court is accessible to the street, and all entrances front the court.

Photo credit: [MissingMiddleHousing.com](#)



- **Accessory Dwelling Units (ADUs).** In Springfield Township, ADU's are of particular interest to help seniors age in place and promote multi-generational households. The flexibility of allowing two dwelling units on a single lot makes it easier for seniors to live close to their families or caretakers. In addition, aging adults often require less space and ADU's may provide appropriate efficiency in size, with common yard space that is easier to maintain. See the [Housing](#) section for examples of ADUs.
- **Senior Living.** While many of Springfield's seniors live in single family homes, there may come a day when they seek housing that provides assistance with daily tasks and offers greater social connectivity. Congregate living, whether independent or assisted, may help seniors address these needs better than the housing options currently available in the Township. Despite a growing senior population, the Township does not have any age-focused housing, outside of small group homes, and many residents have indicated that they would like to live in the Township for as long as possible. This shortage of senior housing options may cause residents to leave simply due to a lack of housing that meets their needs. There are many types of congregate living arrangements, but they can generally be categorized into the following options:
 - o **Independent living** is for adults who no longer want to live independently but are still active and don't need assistance with activities of daily living. These communities often offer housing options such as apartments or villas and are designed to facilitate convenience and a sense of community through their meal options, services, activities, programming, and community facilities.
 - o **Assisted living** is intended for adults that require more support than those living in independent living residences. These facilities can offer assistance with personal care, activities of daily living, and medication management. Many assisted living facilities provide activities that encourage mental and physical stimulation as well as social engagement.
 - o **Group homes/adult family homes** are residences within neighborhoods that provide support to adults with cognitive impairment. The homes are staffed by licensed caregivers who provide meals and assist with personal care and activities of daily living.
 - o **Memory care facilities** are sites that specialize in supporting adults with cognitive impairment or dementia. These facilities are focused on safety and security, but also provide individually-tailored activities and programs to connect with residents.

Seniors

Social Connectivity

During the COVID-19 pandemic we learned how important our social connections were, and how a lack of them impacts our wellbeing. Research has shown that loneliness and isolation is as dangerous to our health as smoking 15 cigarettes daily (U.S. Department of Health and Human Services, 2023). Rates of social isolation are growing among young adults, but are currently highest among seniors. The U.S. Surgeon General has identified this trend as an epidemic of loneliness and social isolation. Fortunately, there are things we can do to support seniors, and all residents, in feeling connected to others. Therefore, communities should plan the built environment and provide services to enhance opportunities for social interactions.

Places to Congregate - Third Spaces

Having low cost, accessible places to go to meet new people and friends is one way to combat the pandemic of isolation and loneliness. These places are often called “Third Places”, with the first place being home, and the second place being work. For the many seniors who no longer work, they may only have one place, home. Third places that are virtual, such as those created through social media and other online platforms, are not as effective at building real community as physical locations. Historically, third places have included places like recreation centers, parks, places of worship, libraries, coffee shops, and restaurants. To be most effective, these places should be low-cost or free, and allow people to congregate and spend time there. Communities should strive for all residents to live within proximity to a third space to make them easily accessible, especially for seniors and youth who often don’t drive. Non-motorized connections between third spaces and neighborhoods will further enhance connectivity.



Ice cream shops can be great third places to not only meet up with friends and neighbors, but also have a tasty treat.

Creating Third Places

A Third Place is a place that is not home or work where local people can gather for informal socialization that is inexpensive with space for creative, cultural, and community events and activities. The following strategies can be used to create places to congregate not only for seniors, but for all residents and visitors.

- Update zoning standards to foster mixed-use functions. This increases accessibility and convenience by reducing the need to drive to everywhere.
- Support small local businesses and how to attract them. Small local businesses are more likely to be interested in providing a third place compared to big box stores.
- Explore how to retrofit public places, particularly thinking about how spaces are used, and collaborate with other groups or programs to encourage interaction between people and groups that may not usually interact.



Eight Hallmark Characteristics of Third Places

- Neutral Ground: Third places are freely-accessed and visitors are there under no obligation
- A Leveling place: Economic and social status divisions are low or absent entirely
- Conversation: Typically conversation serves as the primary, but not necessarily only, activity
- Open access: Third places should be open and accommodating to those who occupy them.
- Regulars: Third places have regular visitors who help to define the overall character of the place
- Homely and Non-pretentious: Third places are without extravagance or grandiosity and are intended to offer a homely feel. They are accepting of individuals of all walks of life.
- Playful: Third places are intended to be playful and create a space to celebrate wit and banter
- A home-away-from-home: Visitors foster a sense of possession and belonging in third places

Activities/Programs

Community events are a great way to activate underutilized public spaces, parking lots, or vacant land while generating opportunities for social connectivity and intergenerational interactions. Fairs, festivals, and outdoor concerts are a great way to engage a range of age groups. Communities should support local organizations that fund, plan, and promote events that increase community interactions and target all generations.

The Township's Parks and Recreation Department offers programming specific to seniors such as the Young at Heart program that provides weekly luncheons, speakers, musical performances, holiday parties, movies, bingo, and other activities. Based on the survey results, more outreach could be done to seniors specifically to get them involved in Parks and Recreation offerings, as approximately 25% of senior survey respondents didn't have an opinion about parks, recreation, or cultural/social activities. Continuously seeking feedback on the programs offered would increase the number who are satisfied with recreation and cultural/social activity opportunities. The Library also offers a book club, summer reading activities, and learning opportunities through MSU Extension for adults of all ages.

Additionally, the Township has partnered with the Independence Township Senior Community Center to provide Springfield residents access to their activities and services such as Meals on Wheels at the same rate as their residents. Other services such as community dinners have been noted by residents as desirable.

Township Communication

It is important that residents feel informed about what is happening in their community and that they have a way to provide input and feedback. The Township distributes a newsletter and maintains a website which provides regular updates on local initiatives and community resources. Residents can submit concerns, issues, and ideas to the Township at any time by connecting with staff or attending a public meeting. The Township should continue to strive for channels of communication that are easy and accessible for residents and stakeholders and continually explore opportunities for improvement. Given Springfield's large senior population, efforts to ensure information is clear, accessible, and can be found in both digital and paper formats, is an essential component of open and widespread communication.



The Hart Community Center hosts many programs for residents, including senior-specific programming.

Seniors

Community Resources for Seniors

Assistance with Finances

Research has shown that financial stress can have adverse effects on mental health outcomes; financial security is an important influence in one's quality of life. As residents age and stop working, finances often change, which can cause stress and anxiety. An additional and unfortunate concern is senior financial scamming. The Township can assist seniors through this time by helping connect them with local resources and community organizations offering assistance on how to plan, budget, and protect their assets.

Financial security and preparedness plans may need to be created or adjusted as one ages. The following categories are all things that could be considered by residents as ways to help ensure financial stability. Collaborating with organizations that offer assistance to seniors with financial planning and support to provide workshops, webinars, informational pamphlets, or other resources at the Civic Center, library, Hart Community Center, Independence Township Senior Center, and other community facilities would help to make this important information more accessible.

- Information on financial planning, including
 - o Estimating social security payments
 - o Determining the amount of money to set aside for health expenses
 - o Dental and vision coverage options
 - o Assisted living costs
 - o Burial insurance
- Information on how to make the most of retirement accounts and military veteran benefits
- Information on enrolling in Social Security, Social Security Disability Insurance, healthcare plans, and long-term care insurance
- Medicare Advantage plan (Part C) enrollment information
- Information and resources for caregivers and respite care
- Financial resources, including
 - o Tax help, particularly to ensure health care tax deductions and other tax credits and deductions are applied
 - o Information on how to make your money stretch in retirement, including national, state, and local deals and discounts for older adults
 - o Reverse mortgage information
 - o Will and estate planning information and support
- Information on best practices and Township procedures for retrofitting your home to be able to age in place



Support services for preventing and handling senior financial scams, such as [Wayne State University's Successful Aging through Financial Education \(SAFE\)](#) programming

The local Area Agency on Aging 1-B staffs a free information and assistance telephone line Monday through Friday, 8am to 5pm and can provide assistance with paying utility bills, where to find services, and what to do if you suspect a senior is experiencing abuse. Their number is 800-852-7795. Alternatively, inquiries can be submitted through their website at <https://aaa1b.org/services-and-seniors/information-and-assistance/Caretakers/Support Services>

Assistance with Medical and Legal Issues

According to Fidelity Retiree Health Care Cost Estimate, the average couple age 65 in 2023 may need over \$300,000 to fund healthcare costs throughout retirement. The high cost of healthcare coupled with the complexity of the system can make it very challenging and stressful for seniors to navigate. Having plans about what they want their healthcare to include and who can make decisions for them, as well as how they want their assets divided can reduce some of this stress.

- Information on creating a healthcare directive
- Information on creating a durable power of attorney
- Information and resources on creating a will and/or trust

The local Area Agency on Aging 1-B staffs a free information and assistance telephone line Monday through Friday, 8am to 5pm and can provide assistance with legal issues, where to find services, and what to do if you suspect a senior is experiencing neglect or abuse. Their number is 800-852-7795. Alternatively, inquiries can be submitted through their website at <https://aaa1b.org/services-and-seniors/information-and-assistance/Caretakers/Support Services>

Caretakers/Support Services

Many people need support from others as they age. The Township website provides information about services such as Meals On Wheels and Senior Transportation Services. Participation in these programs can help seniors live independently longer and/or reduce the responsibilities of a caretaker. Additionally, the Area Agency on Aging provides caregivers information and classes on caregiving and respite services, as well as organizing support groups for caretakers.

Inclusivity

Related Information

- The Township offices and Library are located at the Civic Center, which is accessible.
- Township communication modes include email, newsletters, newspaper notices, social media posts, local television, flyers in public places, posted recordings of public meetings, and a website.
- The Oakland County Sheriff's Office has a mobile application to improve communication with area residents.
- The Township has seven parks that are all free to the public. They vary in amenities for both passive and active recreation opportunities.
- The Parks and Recreation Department offers a wide variety of classes, camps, athletics, guided tours, activities, and events for all ages and abilities.
- Township seniors or residents with a disability have access to a micromobility service that goes anywhere within Independence and Springfield Township as well as Meijer, Great Lakes Crossing Mall and select medical centers.

Goal: Provide for accessible, safe, and welcoming community spaces, facilities and programs for residents and visitors.

Objectives

1. Improve and expand passive and active recreation opportunities for visitors and residents to enjoy.
2. Utilize the Master Plan and the Parks and Recreation Plan to guide decisions on future investments to ensure the recreation system continues to be an asset to the community.
3. Maintain and improve community facilities such as the Township Civic Center building and surrounding campus and the Hart Community Center in a way that is consistent with the other Master Plan goals.
4. Encourage community engagement and social connectivity.

Public Input on Inclusivity

- 13% of survey respondents noted that they will likely need assisted living in the next 10-15 years.
- The quality of township services provided was identified as either "important" or "very important" by 76% of survey respondents.
- Three of the top five township services that survey respondents rated as "very poor" or "poor" included:
 - o Community festivals and events (22%)
 - o Micro-transit services such as Dial-A-Ride for those with greater mobility needs (16%)
 - o Recreational programming (12%)
- Among the top amenities survey respondents would like to see at parks are benches (66%) and directional signage and maps (64%).
- Approximately one-quarter of survey respondents participate in enrichment programs through the Parks and Recreation Department.
- One in five participate in family activities, kids activities, athletics and/or 50 plus active adults programming and activities.



The Importance of Social Connectivity

In May 2023, the U.S. Surgeon General released an advisory to call attention to the public health crisis of loneliness, isolation and lack of social connection throughout the United States. Measurable levels of loneliness were reported by about half of U.S. adults even before the COVID-19 pandemic. Loneliness and isolation have been linked to negative health impacts (see the sidebar for more information).

Strategies for Increasing a Sense of Inclusivity

To promote a well-connected and inclusive community, it is important that social infrastructure is a key consideration when establishing the Township's long-term vision. Social infrastructure includes how the community is designed, the policies in place regarding things like transportation, housing, and education, and programs such as member associations, sports groups, religious groups, and volunteer organizations. Below are some strategies for inclusivity that will enhance and strengthen the Township's social infrastructure.

Parks and Recreation

The Parks and Recreation Department provides many programs and services for residents of all ages and abilities, in addition to maintaining the Township's seven local parks. Programming offered through the Parks and Recreation Department includes athletics, youth summer camps, classes, workshops, guided nature tours, holiday parties and family events. Additionally, the Parks and Recreation Department has a special focus on the Township's senior population; the department helps connect seniors with age-focused activities, dial-a-ride services, and shared meals.

Concurrent with this Master Plan update, the Parks and Recreation Department drafted an update to the five-year Parks and Recreation Master Plan, which is under review for adoption. Inclusivity was a core focus of discussions about park design, amenities, and programming, specifically how to balance maintaining natural areas with accessibility. Several of the action items identified in the plan focus on increasing accessibility with barrier free parking, accessible pathways when feasible, and improved signage. The Parks and Recreation Plan and this Master Plan establish compatible and complementary aspirations, with goals that align and action strategies that are mutually beneficial. Both the Master Plan and the Parks and Recreation Plan should continue to be reviewed every five years to maintain and promote a shared and consistent vision.

Health Consequences of Insufficient Social Connection

Having poor or insufficient social connection has been linked to:

- 29% increased risk of heart disease
- 32% increased risk of stroke
- 50% increased risk of developing dementia among older adults
- 60% increased risk of premature death (similar rates to smoking daily)

In addition to physical health effects, our mental health is also affected when we do not have enough social connection. For example:

- Among adults, depression risk is more than twice as high for those who report feeling lonely often compared to those who rarely or never feel lonely
- Children who experience loneliness and social isolation have increased risk of depression and anxiety throughout their entire lives

Lower levels of connectivity also have safety, resiliency, and economic impacts:

- Communities with lower connectivity have higher levels of community violence, and lower levels of trust and sense of safety
- Less-connected communities tend to fair worse than connected ones following natural disasters and other emergencies due to less information and resource sharing
- Less-connected communities had higher levels of unemployment during the 2008 recession

(U.S. Department of Health and Human Services, 2023; U.S. Public Health Service, 2023)

Inclusivity



The Parks and Recreation Department provides fun for all ages.

The Township Library also provides programming for a range of ages, with specific programming for children, teens, and adults. Summer reading programs, book clubs, craft days, story time, and participation in the 1,000 Books before Kindergarten program are some of the offerings. The Friends of the Library is a volunteer, non-profit organization that works to promote and enhance the library's resources. They have organized fundraisers including the community cornerstone brick project, run the Friends Store, sponsored the Storybook Trail, and set up the recycling dumpster in the library parking lot to encourage recycling by residents. Supporting the work of the Library and the Friends of the Library is essential, as the Library serves as an important third place that is free and inclusive to all residents, promoting social connectedness and a sense of place for residents.

Inclusivity in Design and Public Space

Inclusive Design

Springfield Township is valued by residents for its historic buildings, rural settings, natural beauty, and excellent public spaces. A strong sense of place helps residents establish roots, enhances social connectivity, and helps promote a community bond that is inclusive to all. While physical connectivity is often limited due to the Township's rural nature, parks, community facilities, and Downtown Davisburg serve as hubs for social interaction. Below are some key strategies to promote a strong sense of place and leverage existing community assets. Further discussion and analysis of each strategy is included in the plan sections referenced.

- Highlighting Local Assets: Gateway improvements, Banners, and Wayfinding are examples of strategies to promote destinations, local culture, and community strengths. (See Economic Development subsection)
- Make Places Inviting: Places should be designed so that they can be accessed by everyone, regardless of age or physical abilities. Promote accessible strategies when designing public facilities, and encourage visitability in the construction of new single family homes (See more in the Housing subsection)
- Increase Connectivity: Additional alternatives to automobile reliance will make daily tasks easier for those who live in the Township, but are unable to drive, especially seniors and youth. Increased public transportation services and enhanced non-motorized networks will help promote accessibility for all residents. (See the [Roads and Infrastructure](#) and [Non-motorized Transportation](#) sections for more strategies.).

Health in All Policies

Health in All Policies (HiAP) is a collaborative and inclusive approach to improving the health of all people by incorporating health considerations into decision-making across sectors and policy areas. This approach focuses on ensuring that decision-makers know and understand the health, equity, and sustainability consequences of policies during the policy development process. It is founded on the idea that better health improves outcomes in other sectors, and that other sectors can support better health outcomes. This approach also recognizes that problems are often complex and inextricably linked across sectors, often requiring multi-sector solutions.

HiAP is particularly important now, as many local governments are facing declining revenues and reduced budgets while also having to address increasingly challenging and complex problems. Collaborating across sectors can promote efficiency and resources sharing that leads to not only effective solutions, but cost effective ones.

Examples of successful considerations of health in policies include reduced exposure to lead and other harmful substances in the built environment, and controls on release of pollutants into the air and water.

(Centers for Disease Control and Prevention, 2023)



Community Engagement

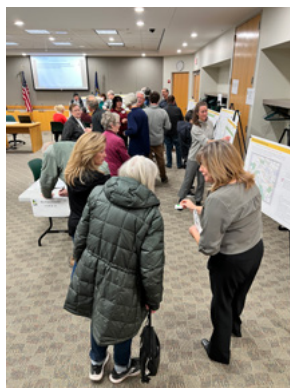
To ensure residents are aware of policy changes and other important decision-making actions, it is important for the Township to provide open, transparent, and accessible communications. As noted earlier in this section, the Township has and uses multiple modes to communicate with residents and stakeholders, including email, newsletters, newspaper notices, social media posts, local television, flyers in public places, posted recordings of public meetings, and a website. Two-way communication is often needed by residents and stakeholders. In addition to the modes mentioned above, the Township administration works with stakeholders to discuss issues or proposals. Additionally, the Oakland County Michigan Sheriff's Office has a mobile application to help improve communication with residents by providing a platform to report crimes, submit tips, and receive information related to public safety news. Collaborating with the local schools to share Township updates and resources with children and families may be a way to further strengthen communications.

Communities may be primarily aware of ADA requirements when it comes to physical improvements and standards for parking spaces, entrances/exits, restrooms and sidewalks. In addition to these physical improvements, which have minimum standards for accessibility, communities are also required to make public meetings accessible too. This might include wheelchair access to meeting rooms, accommodation for service animals, and amplification or other services for in-person public meeting events. Online meetings, when used, also can be made more accessible through closed captioning, for example.

Documents should also be made accessible. Vision difficulties, cognitive difficulties, and barriers to access can make it difficult for residents and stakeholders to understand and obtain important documents. These concerns may increase with age. Documents related to development (master plan and development reviews), health and safety (zoning ordinance), and general well-being (nuisance ordinances and general community outreach) should be available in formats that are easy to obtain, understand, and use to improve communication about the spaces and character the community wants, updates to the community, and other pertinent information.

Ways to Increase Accessibility in Documents

- Use size 14 font when printing materials.
- Use sans serif fonts like Arial or Calibri.
- If using colors or including graphics, use colors that create a contrast. If using colors to convey information, try to use hatching, shading, or other means to differentiate elements.
- Add alt text to graphics.
- In general, avoid tables if possible. If you do use a table, try to keep it simple and include headers for each row and column.
- Avoid writing important information in the header or footer sections of documents.
- Add "bookmarks" to PDF documents over 9 pages long.
- Avoid background images and watermarks.
- Use the Accessibility checkers in Word and Acrobat to assess the accessibility of documents. Make the suggested improvements where possible to increase the document's accessibility.



The open house for the Master Plan saw great community engagement, with many attendees and lots of input provided at all of the stations.

Zoning and Development Procedures

Springfield Township should strive to have clear, efficient, and intentional development regulations to provide a predictable framework for applicants, stakeholders, and residents. The Zoning Ordinance should be easy to navigate and written in an intuitive and logical sequence with clear and concise language to make it easily understood and interpreted with greater consistency. An Ordinance that is accessible is not only important for applicants and code enforcement, but also to provide transparency and ensure the community shares a common understanding of decision-making related to development.

In addition to the Ordinance itself, the development review process should be easy to follow and schedule. Timelines are often a key consideration for applicants and offering a fair and honest outlook will contribute to their due diligence process. Clear development procedures are also helpful for decision-making and enforcement, ensuring that all applicants are treated fairly and equally through consistent application of the Ordinance, with exceptions that are clearly stated.

Improving development procedures and communication around those procedures can help minimize conflicts, increase transparency, and streamline decision-making, ultimately resulting in the development outcomes desired by the community.

Development Guides

Making the development process easier to follow and complete saves time and resources for both the Township and the developer and encourages appropriate development that is desirable by the community. Creating development guides that provide relevant information to developers such as the review procedures for site plans, special land uses, rezoning requests, planned unit developments (PUDs), zoning board of appeals cases, administrative approvals, signs, and other commonly requested reviews can save staff time in answering questions and help provide a transparent process for the developer. Guides should also provide the relevant application forms (or links to them), a contact list, and helpful resources.



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Plan Your Success





What's in This Chapter?

What's in This Chapter?

A plan is only as good as it is able to be implemented; otherwise, it is just a document that sits on a shelf. There are several tools planners use to set communities up to use their plan. These tools are included in this section.

Future Land Use Plan

One tool is the [Future Land Use Plan](#). This plan is accompanied by a map that shows where the community plans to put general categories of uses in the future and descriptions of the general categories. The categories of uses don't always exactly match the zoning districts, but zoning districts should align to a future land use category. The areas designated for each use type are not parcel specific; instead, they are broad-stroke ideas of where these uses may be best positioned in the future. For this reason, the future land use map uses bubbles to define the various areas so as not to confuse the designated area with a specific property boundary.

Zoning Plan

Another tool is the [Zoning Plan](#). The Zoning Plan is intended to guide short-term implementation of the long-term recommendations illustrated on the Future Land Use Map. The intent of the Zoning Plan is not to identify all areas that would require rezoning to be consistent with the Plan. Rather, the Zoning Plan highlights specific key or priority areas where existing zoning is significantly lacking appropriate standards or would inhibit development in accordance with the Master Plan.

Action Plan

Bringing plans to fruition is best done through consistent, incremental, and logical implementation of steps towards the final goals. The implementation matrices that form the [Action Plan](#) in this section are designed to show how the goals of the Master Plan are fulfilled by action items, or strategies. All boards and commissions are encouraged to read through the strategies to understand how they all work together to create a better community to live, work, and play.



Future Land Use Plan

The Future Land Use Map illustrates where the Township intends to locate general land use categories in the future. [Map 6](#) is accompanied by text that describes the categories shown on the map. The text is general in nature to allow for some flexibility, but it should also be specific enough to not only guide any zoning amendments that may be needed to realize the vision of the plan but also to provide the Township support for land use policies and decisions (like a planned unit development (PUD) or a rezoning application). Where the Future Land Use Map and Zoning Map are out of alignment, zoning amendments may not be intended to be imminent; rather, the recommendations set a long-range planning goal.

Future Land Use Map Changes

Comparing the previous future land use map from the 2016 master plan ([Map 6](#)) with the existing zoning ordinance and vision for the community, the new Future Land Use map was prepared ([Map 5](#)). [Map 6](#) discusses the changes that have been made. These changes are discussed in greater detail below.

- **Consolidate Traditional Lakefront Residential District into Residential**

While lots on water bodies often require special treatment, unique conditions can be addressed through specific standards for nonconforming lots with frontage on a waterbody (or other criteria established by the Planning Commission). These standards can be implemented without a separate district on the Future Land Use Map. On the new Future Land Use Map, Traditional Lakefront Residential Lots should be changed to the FLU designation that aligns best with the underlying residential zoning (Medium or High-Density Residential).

- **Mobile Home Park FLU Consolidated into Multiple Family FLU**

Use specific standards, such as substantial lot size requirements for mobile home parks, will ensure separation. However, both districts include high-density residential uses, are water-intensive, and should be located along major thoroughfares. These similarities may be recognized through common zoning. Any changes to an established and/or modified Mobile Home Park should comply with the State of Michigan's regulatory jurisdiction of such developments, specifically the State of Michigan Mobile Home Commission Act (Act 96 of 1987) and any other state regulations pertaining to mobile homes and premanufactured housing developments

- **Office FLU eliminated and consolidated into either the Local Commercial or one of the Mixed-Use FLU districts**

Office space is not in high demand. It may not be necessary to differentiate office uses from commercial uses in the FLU map.

- **General Clustered Commercial was renamed General Commercial**

Although compact, clustered development is desired by the Township. This designation recognizes that lower density uses may be permitted with appropriate design guidelines given infrastructure limitations.

- **Planned Mixed Use was recategorized into different Mixed-Use Districts**

"Planned Mixed Use" describes a development with multiple uses coordinated together on a single site. While this type of development is aspirational for the Township, other development types may be acceptable. Unlike the Planned Mixed Use District, the new districts are designed to approach different areas of the Township with different treatment based on development capacity and surrounding context.

Future Land Use Map Changes

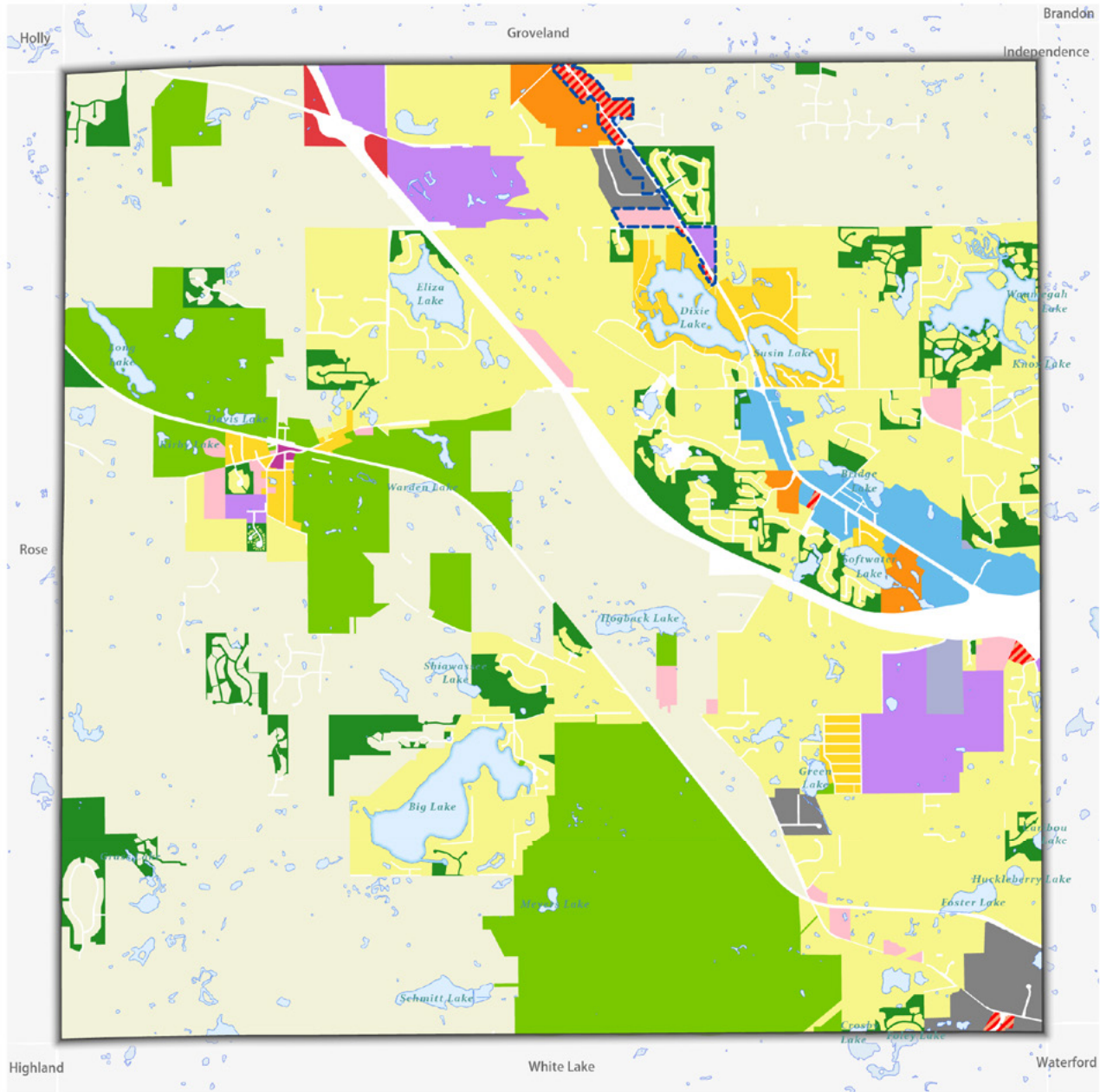
- **Replace Utility Corridor areas with Residential Uses**

Utilities are located in easements on land with other uses; this future land use designation is unnecessary.

- **Four New Mixed Use FLU Districts: South Dixie Highway District, the North Dixie Highway Overlay District, Residential Mixed Use District, and Davisburg Mixed Use District**
 - o South Dixie Highway is intended to transition into a walkable environment with compact development along key points in the corridor. Developments that are reminiscent of a more “traditional suburban” style shall be designed in a manner that provides flexibility and can be adapted to accommodate a compatible mix of uses in the future. Standalone buildings, strip centers, and “big box” developments may occur, but should reflect the building form and roadway aesthetics desired in the Dixie Highway Design Guidelines, and in a manner that does not preclude the future transition of sites as desired. This classification provides a long-term vision for the corridor. Shifts to rezone parcels along Dixie Highway should occur gradually and align with improvements in infrastructure.
 - o North Dixie Highway Overlay is a new overlay district with intent and standards similar to the South Dixie Highway. Additional flexibility may be considered in these areas to grant relief from financially burdensome requirements.
 - o The Residential Mixed Use district is intended to encourage the development of housing with some complementary commercial uses.
 - o The Davisburg Mixed Use district is intended to protect the historical nature of the Davisburg area while allowing for new uses, both residential and nonresidential, in a manner that complements the traditional village pattern of development.



Map 5. Future Land Use Map, 2024



Data Source: Roads, Landuse and Parks: SEMCOG 2023. Community Facilities: Access Oakland. ©2023 Giffels Webster.



0 0.5 1 Mile

- NORTH DIXIE HIGHWAY OVERLAY DISTRICT
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- MULTIPLE FAMILY RESIDENTIAL
- GENERAL COMMERCIAL
- LOCAL COMMERCIAL
- MIXED USE

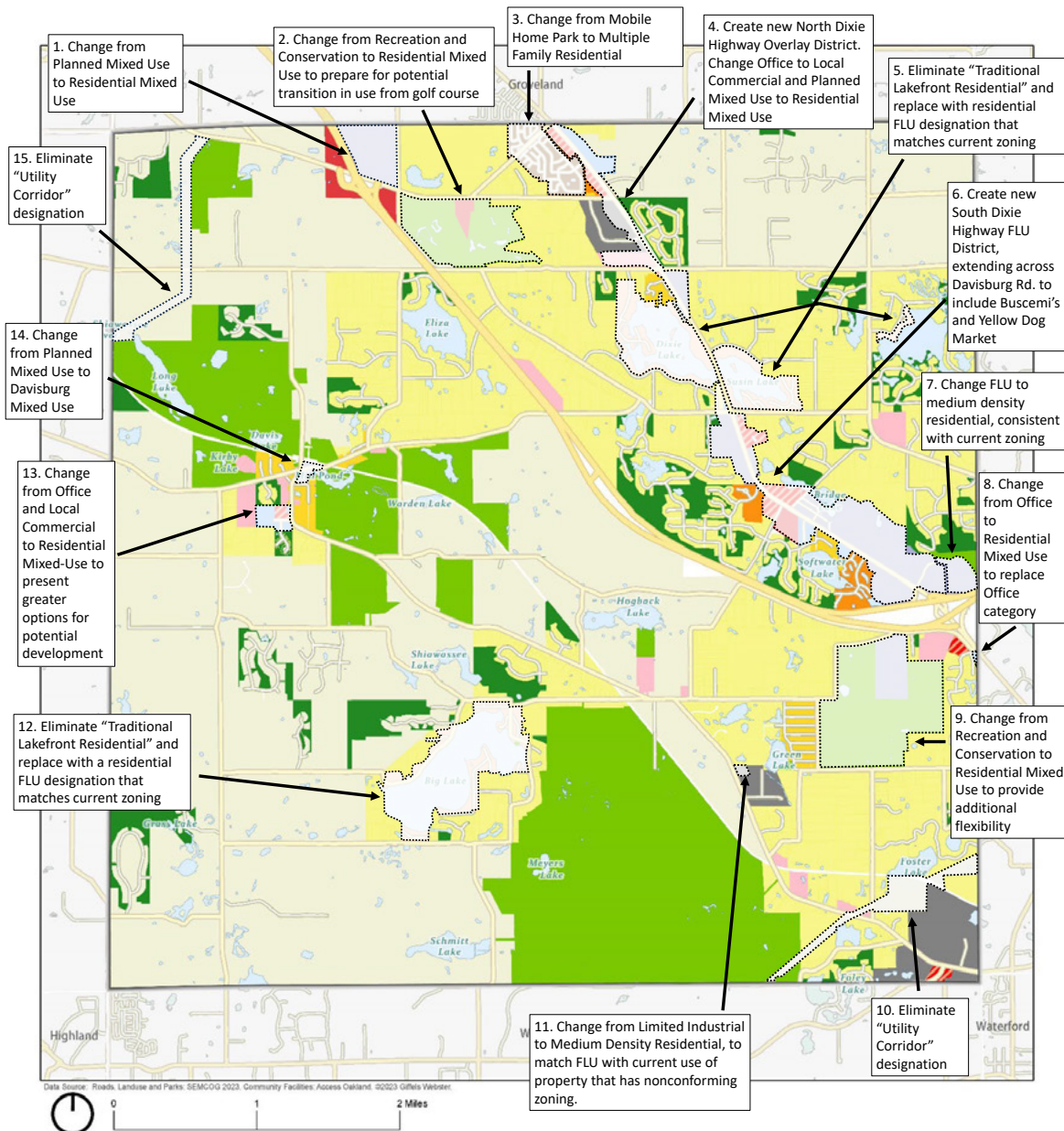
- RESIDENTIAL MIXED USE
- DAVISBURG MIXED USE
- PUBLIC AND SEMI-PUBLIC
- SOUTH DIXIE HIGHWAY
- RECREATION AND CONSERVATION
- PRIVATELY DEDICATED OPEN SPACE
- LIMITED INDUSTRIAL

**giffels
webster**

FUTURE LAND USE
SPRINGFIELD TOWNSHIP

Future Land Use Map Changes

Map 6. Future Land Use Map, 2016 - Noted with Changes



LOW DENSITY RESIDENTIAL	LOCAL COMMERCIAL
TRADITIONAL LAKEFRONT RESIDENTIAL	OFFICE SERVICE
MEDIUM DENSITY RESIDENTIAL	PLANNED MIXED USE
HIGH DENSITY RESIDENTIAL	PUBLIC AND SEMI-PUBLIC
MOBILE HOME PARK	RECREATION AND CONSERVATION
MULTIPLE FAMILY RESIDENTIAL	PRIVATELY DEDICATED OPEN SPACE
GENERAL CLUSTER COMMERCIAL	LIMITED INDUSTRIAL
	UTILITY CORRIDOR



2024 Future Land Use Descriptions

Single Family Residential Uses

Single Family residential is divided into three categories: low-density residential, medium-density residential and high-density residential. Areas designated for single family residential use include single family detached homes, along with appropriate public and semi-public uses such as schools, community facilities, parks, and state licensed residential facilities. Some Special Land Uses are also permitted in these districts, when developed in a manner that is complementary to the surrounding neighborhood. Special Land Uses may include two-family homes, schools, private recreation areas, and places of worship. Housing in all residential districts shall be developed in a manner that preserves the natural environment. Shared open spaces are encouraged in larger developments and should be designed to enhance neighborhood cohesion and serve as social spaces. The clustering of developments may be encouraged in order to protect natural resources and create neighborhoods that are more intimately condensed.

Springfield Township has established a vision, outlined in the following district descriptions, for each of the three Single Family Residential and former Traditional Lakefront Residential future land use designations.

- **Low Density Residential.** This designation provides for areas characterized by large lot sizes, natural features, residential land uses and rural development patterns. This district includes primarily detached single family homes. Low Density Single Family Residential development is planned for areas that have limited capacity to support new development and are compatible with the surrounding uses. Some areas designated as Low Density Single Family Residential may also contain natural resource features worthy of preservation. The maintenance of Low Density Single Family Residential uses will provide for the continued preservation of open space, natural areas, and the Township's rural atmosphere. Areas planned for Low Density Single Family development are characterized by floodplain and wetland areas, extensive steep slope areas, woodland areas, areas of soils with poor suitability for septic systems and areas which will not be served by improved roads in the near future.
- **Medium Density Residential.** This designation provides for areas characterized by moderate to large lot sizes, with residential land uses and development patterns that are compatible with higher density development, including primarily detached single-family homes. Medium Density Single Family Residential is planned for areas where soils and other natural resources, and road conditions are moderately capable of supporting additional development. Some areas designated as Medium Density Single Family Residential may also contain natural resources worthy of preservation.
- **High Density Residential.** This designation provides for areas compatible with or near existing high-density development. This district includes primarily detached single-family homes that function as a cohesive neighborhood unit, with lots in closer proximity to each other than in other parts of the Township. This District is planned for areas with adequate roads and where natural resource conditions are most capable of supporting development. The designation of an extensive amount of new high-density development will likely require the construction of new community sewer and water service. Therefore, most areas designated under this category are existing high density residential developments that are served by limited existing sewer and water service. Where new areas are designated, the determining factor regarding density will be on-site septic system capability.

2024 Future Land Use Descriptions

Multiple Family Residential

Multiple Family Residential is planned for areas with existing multiple family development, or compatible existing or planned adjacent uses, and direct access to adequate paved roads. As with the High-Density Single Family Residential category, community sewer and water systems are necessary to support such density and would need to be constructed for new multiple family developments. Therefore, most areas designated under this category are existing multiple family residential developments that are served by limited existing sewer and water service. Multiple family residential uses should be of a high-quality design that is integrated with the character of the area. Developments should be small in scale and may serve as buffers between higher intensity uses. Assisted or independent living senior facilities can also be incorporated into this district, as can senior facilities that provide a continuum of care. Multiple family and senior facilities should not exceed two stories in height and should be located on major thoroughfares such as Dixie Highway. Shared amenities and open spaces should be included in the overall site development. Areas currently zoned as Mobile Home Park are given this designation to allow for a potential transition to multiple-family residential in the event that a Mobile Home Park should vacate. The multiple-family designation is not intended for new mobile home parks.

*Note on Future Mobile Home Parks: The establishment of new mobile home parks has declined in recent years and it is unlikely that additional mobile home parks will be developed. However, if the Township receives inquiries to rezone land to a mobile home park designation, the Planning Commission should consider whether a change in conditions has occurred that necessitates additional mobile home park zoning. Any lots or combination of lots considered for a mobile home park zoning designation must be connected to a water and sanitary sewer system and comply with the minimum lot area and required frontage for mobile home parks.

Commercial Uses

Local Commercial

Land designated Local Commercial is intended to provide locations for retail commercial, office, and service uses, and to serve a market area within close proximity of the designated parcel(s). The Local Commercial designation is designed to accommodate uses that cater to the convenience needs of Township residents and serve as a buffer from higher intensity uses. Local commercial developments should be designed to support the rural and historic community character of the Township, with parking, landscaping, architectural, and other site standards to ensure compatibility. Areas for local commercial should be connected to non-motorized transportation networks to the greatest extent feasible.

General Commercial

The General Commercial designation provides suitable locations for retail commercial, service, and office establishments that serve a market area much larger than the Local Commercial areas. The long-term vision of the General Commercial district is to encourage clustered development of compatible uses to create walkable destinations at focal points with shared access to water and wastewater utilities. Such developments may take the form of either a shopping center or groups of buildings sharing common access, architectural style, and design elements. However, recognizing that limitations in infrastructure capacity often result in low density development, the General Commercial classification includes standalone uses that are not water intensive with site characteristics that may be easy to adapt for future development. Design standards should be strictly enforced in these areas to encourage site improvements that reflect the Township's character and prepare the site for its highest and best use.



Mixed Use

The Mixed-Use Districts encompass areas where combinations of employment, housing, shopping, services, and recreational amenities are permitted when planned in a manner that emphasizes building design and form. Mixed Use areas can serve as transition areas between more and less intense uses. There are four distinct mixed-use Future Land Use categories:

South Dixie Highway

The concept of the South Dixie Highway area is to create a compatible mixture of uses that form an identifiable “core” of development. This category is proposed to create a dynamic environment in which activities may be mutually supportive. It is anticipated that the mix of permissible uses will include residential, commercial, office, and public uses, as appropriate to the individual site. As in other future land use designations, conservation and protection of existing natural features and their functioning will also be a main concern within the areas. The district boundaries align with the area currently designated as the Dixie Highway Overlay District.

Whether mixed-use or standalone, developments within the South Dixie Highway area should have the following characteristics:

- A unified development concept with a cohesive design theme and features.
- Significant functional and physical integration of project components (i.e., off-street parking areas, pedestrian walkways, etc.).
- An internal circulation system that is not entirely dependent upon major roads or highways and that encourages walkability within the area.
- Accessibility from all areas of Springfield Township and surrounding communities by way of major roads and highways, and wherever possible, bicycle and pedestrian access.
- Shared stormwater or wastewater system when feasible.
- Architectural and landscape design and material use that complements the character of the surrounding area.

Recognizing that limitations in infrastructure often result in low density development, compact mixed-use development is projected to occur gradually and align with improvements to water and wastewater capacity. Many of the existing lots along the South Dixie Corridor include low-density uses that are incompatible with a compact, walkable environment, such as automotive sales or standalone retail. These often require large lots of land with highway access, making the corridor an attractive place to locate. Such uses should be developed with site characteristics that may be easy to adapt for future development. Design standards should be strictly enforced in these areas to encourage site improvements that reflect the Township’s character and prepare the site for its highest and best use. The Dixie Highway Overlay District shall remain intact until all parcels therein have been rezoned to the South Dixie Highway Zoning. It is expected that a full transition from the overlay to a district without an overlay will be a slow process that takes at least 15 years.

2024 Future Land Use Descriptions

North Dixie Highway Overlay

The Future Land Use map includes an additional overlay district along the Dixie Corridor to the north of Davisburg Road, the North Dixie Highway Overlay. This area is intended for a mix of industrial, residential, and public use, as well as some mixed use. The new overlay district will provide design guidelines to encourage development that is compatible with the corridor primarily south of Davisburg Road. In addition, similar to the current Dixie Highway Overlay District, the new overlay will allow use flexibility, zoning flexibility, and opportunities for expedited review for developments that meet key community objectives.

Development within the North Dixie Highway Overlay should have the following characteristics:

- Where possible, shared drives should be implemented to reduce curb cuts and promote an internal circulation system that supports walkability.
- Architectural and landscape design and material use that complements the character of the surrounding area and coordinates that with the character and design to the south.

Residential Mixed Use

This designation is for areas where residential uses may be developed with complementary commercial uses that primarily serve the surrounding neighborhoods. Commercial uses should be located along frontages that can accommodate a higher volume of traffic and offer greater visibility. Standalone commercial uses should only be permitted as Special Land Uses to allow for greater scrutiny by the Planning Commission; this will ensure such uses are aligned with the Township's long term vision and are compatible with surrounding developments. Residential densities in this district are varied, with a blend of single-family and multi-family residential.

Davisburg Mixed Use

This designation is for the Davisburg Village area, with its main purpose to protect the unique historical character through preservation of existing historical buildings and standards for development that are complementary. This designation is also intended to encourage residential and nonresidential development in the area in a manner similar to a traditional village settlement (often with commercial uses on the first floor and dwelling units above). By allowing a mix of uses, this area should provide a walkable and pedestrian-friendly atmosphere. Uses permitted in the Davisburg Mixed Use District should serve the needs of the surrounding area, and may include residential, office, retail, and service uses.

Limited Industrial

Limited industrial is intended to accommodate warehouse, research, laboratory, and light industrial uses. Such uses are intended to be predominantly enclosed within a building, and external effects are not to be experienced beyond the property boundaries. Outdoor storage should be appropriately screened and setback from neighboring residential districts and uses. More intensive land uses may be permitted in the limited industrial district as Special Land Uses, allowing the Planning Commission to require any conditions necessary to preserve health, welfare, and safety. Sites developed as Limited Industrial should be developed in a manner that preserves key natural assets and minimizes the impact on the surrounding environment. Uses in this district should be appropriately screened and buffered from neighboring uses, especially when adjacent to residential zoning districts.



Public/Semi-Public

Land designated for Public/Semi-Public uses includes state or local government buildings and grounds, and school buildings and grounds. Semi-Public refers to land uses which are public in nature but which may be under non-public ownership, such as churches and cemeteries.

Recreation-Conservation

Land designated for Recreation/Conservation is intended to protect, preserve and enhance unique and vital natural features and provide areas for parks and recreation, and open spaces which preserve and enhance the rural character of the Township while, at the same time, broadening recreation and conservation opportunities in appropriate areas. Recreation areas have more intense uses than conservation areas.

Privately Dedicated Open Space

Privately dedicated open space is not available for general public use; this space is intended for use by the property owners. It is also intended to protect, preserve and enhance the Township's vital and unique natural features while anticipating some limited but appropriate use of the land.

Act On Your Plan



Photo Credit: Melissa Ball





Implementation

The thoughtful preparation and adoption of any plan would be of diminished value without a program of implementation strategies. The implementation strategies of this chapter will assist the Township in putting the key recommendations of the Master Plan to work.

The implementation program is based on prior and ongoing planning efforts, input received, and goals and objectives discussed earlier in the Plan.

Zoning Plan

The Zoning Plan is intended to guide short-term implementation of the long-term recommendations illustrated on the Future Land Use Map (see [Map 5](#)). The intent of the Zoning Plan is not to identify all areas that would require rezoning to be consistent with the Plan. Rather, the Zoning Plan highlights specific key or priority areas where existing zoning is significantly lacking appropriate standards or would inhibit development in accordance with the Master Plan.

The Zoning Plan shows how the Township’s planned long-range land use will be implemented through the use of zoning. The table below shows how the land uses of the Master Plan generally align with the Township’s zoning districts. Each of the future land use categories has an appropriate zoning framework for regulating development. There are a few zoning district classifications that should be amended to be consistent with this Plan. In addition, several other code amendments that should be considered are listed in the following table.

Table 7. Zoning Plan

2024 Future Land Use Category	Zoning District
Recreation-Conservation, Privately Dedicated Open Space	RC Resource Conservation District
Recreation-Conservation	PR Parks and Recreation District
Public and Semi-Public	PS Public Service District
Low Density Residential, Medium Density Residential, High Density Residential	R-1 -A Suburban Estates Districts
	R-1 One Family Residential
	R-2 One Family Residential
	R-3 One Family Residential
Multiple Family Residential	RM and RM-1 Multiple Family Residential
Local Commercial	C-1 Local Business District
Davisburg Mixed Use	VC Village Center District
General Commercial	C-2 General Business District
Residential Mixed Use, Local Commercial	O-S Office Service District
Limited Industrial	M-1 Light Industrial District
	M-2 Heavy Industrial District
Medium Density Residential, Residential Mixed Use	E-1 Extractive District



Action Items

Bringing plans to fruition is best done through consistent, incremental, and logical implementation of steps towards the final goals. The implementation matrices that follow are designed to show how the goals of the Master Plan are fulfilled by action items, or strategies. All boards and commissions are encouraged to read through the strategies to understand how they all work together to create a better community to live, work, and play.

In order to illustrate the connection between goals, objectives, and action strategies, each of the implementation matrices that follow align with the Master Plan goals, which are noted at the top of each matrix. Within each matrix, the action items are broken into subcategories intended to assist with identification and prioritization. Not all goals contain action items within each subcategory and some action items are repeated as they can advance more than one goal. The matrix subcategories are listed in [Table 8](#).

Table 8. Implementation Action Items

Action Item Type	Description
Zoning	These items require zoning amendments and will generally be led by staff and the Planning Commission.
Advocacy	These are items that will involve education of the community, including residents, business owners, property owners, developers, and design professionals. They will be led by a combination of staff, boards, and commissions. They may also involve Township staff and officials working with county and state officials to coordinate plans and funding, as appropriate
Capital Improvement	These items involve large capital investments, such as equipment, projects, or studies that require inclusion into the Township's Capital Improvement Plans (CIPs) in order to determine the most efficient time and method of completion and may involve multiple municipal departments.
Other	Other items may involve research, study, and further evaluation by staff and/or other boards and commissions.

The tables that follow assign actions to the goals and objectives, leaving room to establish priority levels for short-term, mid-term, and long-term items as the next step following adoption of this plan. This chapter should be reviewed periodically and at least annually to assess progress and adequately budget for specific strategies. Each action should have a "lead", a board, commission, group, or individual who is responsible for project initiation and coordination.

Table 9. Implementation Matrix Columns

Matrix Column	Description
Action Item	The strategic actions necessary to carry out goals and objectives.
Lead Body	Identifies the primary party responsible for accomplishing the action strategy.
Priority/Time Frame	Identifies and prioritizes the time frame for the action strategy to be implemented. Generally, short time frames are intended as three years or less; medium time frames are three to five years, and long time frames are over five years. Priorities would generally be categorized as high, medium, or low.
Potential Funding Sources	Potential funding sources that could be utilized to accomplish the action strategy.
Potential Supporting Partners	Potential parties who may be involved in the accomplishment of the action strategy.
Abbreviations	PC = Planning Commission; Staff = Township Staff; TB = Township Board, P&R = Park and Recreation Department

After adoption, the Planning Commission will assign time frames or priorities to the action items. These time frames are intended as guides and may be adjusted as resources allow or as other issues arise. The plan should be treated as a living document and the Planning Commission is expected to make changes to the tables as needed.

Action Items

Implementation Tools and Techniques

Springfield Township has a variety of tools and techniques at its disposal to help implement its long-range planning goals including, but not limited to:

- Zoning Ordinance standards and Zoning Map
- Code enforcement
- Special design plans and study area plans
- Capital improvement program (CIP)
- Public-private partnerships (P3s or PPPs)
- Site plan, special land use, and rezoning review
- Special millages and assessments
- Local land trusts and conservancies
- Federal and state grant programs
- Re-evaluation and adjustment of the Master Plan

Performance Indicators

In order to assist Springfield Township with implementation, each goal has performance indicators associated with it that should be assessed annually, or as data is available. In some cases, new tools will need to be developed to help gauge success. This will allow the community to see how improvements are occurring, which will likely be incrementally over time. Further, being able to show improvement helps maintain momentum and garners support from both the community as well as appointed and elected officials.



Action Items: Natural Resources

Protect the quality of vital air, land, and water resources in the Township.

Table 10. Action Items: Natural Resources

Action Item	Lead Body	Priority/ Time Frame	Potential Funding Source	Potential Supporting Partners
Zoning				
Regularly review the environmental standards in the zoning ordinance to identify whether more specific parameters and regulations are needed to support environmental quality goals.	PC			
Continue to require the incorporation of Best Management Practices for the capture and filtering of stormwater and stormwater infiltration, provide specific regulations for different low impact development techniques desired for stormwater management. ³	PC			
Maintain the Township's existing hydrology through site plan review requirements, clustering and open space preservation. Review the Township Zoning Ordinance to identify opportunities for additional requirements and incentives for natural resource protection.	PC			
Update the zoning ordinance to allow pervious pavement, requiring a maintenance agreement to ensure pervious pavement remains pervious over time.	PC			
Work with private developers to preserve natural assets, encourage native plantings, and retain topography as a part of the development review process for residential and non-residential development.	PC			
Review the Dixie Highway Overlay District standards to consider key community benefits that may be included as eligibility considerations for applicants granted expedited review or flexible zoning. ²	DH			
Advocacy				
Continue to conduct educational and outreach programs on the Township's natural resources including field tours, work days, special presentations, and other community events. Develop natural resource-themed informational products for dissemination to public. ⁷	TS			
Continue participation in Oakland County Cooperative Invasive Species Management Area (CISMA).	TS			
Continue participation with rare species recovery groups (Poweshiek skipperling (POSK), Eastern massasauga rattlesnake).	TS			
Collaborate with the County, Huron/Clinton Watershed Council and other agencies to identify, prioritize, and implement projects to construct, restore, and enhance wetlands.	TS			
<p>The following symbols are used if an action item is also included as an action item for another goal ¹Natural Resources ²Economic Development ³Infrastructure ⁴Non-Motorized Transportation ⁵Housing ⁶Seniors ⁷Inclusivity PC = Planning Commission; TS = Township Staff; TB = Township Board of Trustees; PR = Parks and Recreation; DH = Dixie Highway Strategic Planning Committee; RCOC = Road Commission for Oakland County; MDOT = Michigan Department of Transportation; OC = Oakland County; NA = Not Applicable</p>				

Action Items: Natural Resources

Action Item	Lead Body	Priority/ Time Frame	Potential Funding Source	Potential Supporting Partners
Develop strategies to encourage development in areas where development already exists to promote and optimize the conservation of surrounding land. ^{2,5}	PC			
Continue the Township's conservation efforts and the protection of public open space.	PC			
Create design guides for green infrastructure for residential, commercial, and industrial areas. ^{2,3}	TS			PC, TB
Continue to pursue public and private funding and technical support to maintain and enhance the Township's recreational and open spaces. ⁷	PR			
Conduct an inventory of brownfield sites in the Township. Actively seek cleanup and redevelopment of targeted properties through the support of available grants and other incentives. ²	TS			
Work with community organizations, non-profits, and volunteers to maintain open spaces and recreational areas. ⁷	TB			
Capital Improvement				
Reestablish the Shiawassee River Corridor through Mill Pond Park; Remove the Mill Pond Dam. ^{3,7}	TB		General fund, grants	PR, PC, TB
Explore additional opportunities to preserve open space through fee simple purchase and/or conservation easements. ²	TB			
Other				
Continue to inventory, monitor and conduct site surveys to characterize natural areas and survey for invasive species on Township and private lands, including RCOC and MDOT right-of-way property.	TS			
Explore scenarios/actions to improve water quality and enhance wildlife habitat in the Upper Shiawassee and Clinton River Watershed.	TS			
Complete and/or maintain planted prairies, savanna habitats, and other native habitats in the Township.	TS			
Buffer residential uses from more intensive uses by preserving natural features and maintaining open space between developments. ⁵	PC			
Continue to host clean up days and hazardous material collection.	TS			
Develop a management program to include an inventory and continuous assessment of the trees along targeted corridors as well as a specific action plan to maintain existing tree canopy cover.	TS			
Encourage a program of systematic and regular plantings along roadways to create tree corridors where none exist, replace tree corridors removed by development, and to create a new secondary corridor behind existing but endangered tree corridors.	PC			
<p>The following symbols are used if an action item is also included as an action item for another goal</p> <p>¹Natural Resources ²Economic Development ³Infrastructure ⁴Non-Motorized Transportation ⁵Housing ⁶Seniors ⁷Inclusivity</p> <p>PC = Planning Commission; TS = Township Staff; TB = Township Board of Trustees; PR = Parks and Recreation; DH = Dixie Highway Strategic Planning Committee; RCOC = Road Commission for Oakland County; MDOT = Michigan Department of Transportation; OC = Oakland County; NA = Not Applicable</p>				



Action Items: Natural Resources

Action Item	Lead Body	Priority/ Time Frame	Potential Funding Source	Potential Supporting Partners
Identify areas where better stormwater management practices will result in a reduction of pooling or flooding. ³	PC			
<p>The following symbols are used if an action item is also included as an action item for another goal ¹Natural Resources ²Economic Development ³Infrastructure ⁴Non-Motorized Transportation ⁵Housing ⁶Seniors ⁷Inclusivity PC = Planning Commission; TS = Township Staff; TB = Township Board of Trustees; PR = Parks and Recreation; DH = Dixie Highway Strategic Planning Committee; RCOG = Road Commission for Oakland County; MDOT = Michigan Department of Transportation; OC = Oakland County; NA = Not Applicable</p>				

Table 11. Performance Indicators: Natural Resources

Performance Indicator	Source	Baseline Date Measured	Frequency of Benchmark
Total acres of open space/Percent of land that is open space	Township records		Biennially
Number of trees preserved outside priority protection areas	Development review records		Biennially
Total number of replacement trees planted	Development review records		Biennially
Percentage of landscape plans that incorporate native plants	Development review records		Biennially
Impervious surface ratio	Township records, SEMCOG		Annually
Average annual water level change			Annually
Number of public projects incorporating green infrastructure techniques	Development review records		Biennially
Number of households affected by flooding	Survey		Biennially

Action Items: Roads and Infrastructure

Action Items: Roads and Infrastructure

Provide quality public safety services, roads, and infrastructure to serve the varied needs of residents and businesses in Springfield Township.

Table 12. Action Items: Infrastructure

Action Item	Lead Body	Priority/ Time Frame	Potential Funding Source	Potential Supporting Partners
Zoning				
Continue to require the incorporation of Best Management Practices for the capture and filtering of stormwater and stormwater infiltration, provide specific regulations for different low impact development techniques desired for stormwater management. ¹	PC			TB
Require traffic calming measures in the design of new residential developments, especially those which connect to existing neighborhoods. ⁵	PC			TB
Advocacy				
Create design guides for green infrastructure for residential, commercial, and industrial areas. ^{1,2}	TS			PC, TB
Work with the Road Commission for Oakland County and MDOT to improve roads and safety in the corridor, especially the intersections of Dixie Highway and Davisburg Road and Dixie Highway and I-75. Provide input on project prioritization.	TS			TB
Support efforts by Oakland County and the Northern Oakland Transit Authority to provide and expand dial-a-ride services in Springfield Township to serve the transportation needs of Township residents. In addition to continuing services for seniors, support expanding services to include low income residents. ^{2,6,7}	TS		General fund, millage	TB
Consider establishing a fee waiver or other incentive program to support developments with shared infrastructure. ²	TB			TS
Facilitate collaboration between landowners to promote shared utilities, especially on Dixie Highway and Downtown Davisburg. ²	TS			
Convene discussions as needed with Oakland County to review water and wastewater capacity and feasibility to stay informed of any changes. ²	TS			TB
Support efforts by Oakland County and the Northern Oakland Transit Authority to explore a fixed route service that stops on Dixie Highway and connects to a broader regional transit system using funding from the recently passed County transit millage. ^{2,6,7}	TS		General fund, millage	TB
<p>The following symbols are used if an action item is also included as an action item for another goal</p> <p>¹Natural Resources ²Economic Development ³Infrastructure ⁴Non-Motorized Transportation ⁵Housing ⁶Seniors ⁷Inclusivity</p> <p>PC = Planning Commission; TS = Township Staff; TB = Township Board of Trustees; PR = Parks and Recreation; DH = Dixie Highway Strategic Planning Committee; RCOG = Road Commission for Oakland County; MDOT = Michigan Department of Transportation; OC = Oakland County; NA = Not Applicable</p>				



Action Items: Roads and Infrastructure

Action Item	Lead Body	Priority/ Time Frame	Potential Funding Source	Potential Supporting Partners
Collaborate with local schools to combine resources and maximize services to residents; consider transportation, recreational assets, school curriculums and the Township Library as opportunities where services may be enhanced and benefit a greater segment of the population through collaboration. ^{2,7}	TS			PR
Promote the development of shared stormwater management systems.	TS			PC
Capital Improvement				
Reestablish the Shiawassee River Corridor through Mill Pond Park; Remove the Mill Pond Dam. ^{1,7}	TB		General fund, grants	PR, PC, TB
Improve intersection area on Dixie Highway at Big Lake Road and Deerhill Drive on the Springfield/Independence Township border.	TB			
Review and explore the impacts of paving Tindall Road from Davisburg to Rattallée Lake Road, especially considering the effect on adjacent residents.	TS			
Work with the Road Commission for Oakland County to improve road drainage throughout the Township.	TS			
Maintain an inventory of public facility conditions; identify and budget for maintenance projects accordingly. ²	TS			
Explore the opportunity to develop a sanitary sewer, package sewer, or shared septic to stimulate development activity and address problems associated with small, nonconforming lots.	TS			
Other				
Identify areas where better stormwater management practices will result in a reduction of pooling or flooding. ¹	PC			TS
Work with property owners and the development community to identify areas where small parcels may be assembled with others and sold as a package to encourage clustered development and reduce the number of nonconforming lots that are inadequate in size for well/septic systems. ²	TS			
Consider Special Assessment Districts or economic development tools, such as Business Improvement Districts or Corridor Improvement Authorities to help finance shared utilities. ²	TB			
Develop and complete annual updates of a six-year Capital Improvement Plan. ²	TB			TS
Support efforts to bury utilities underground. Where underground utilities are not possible, encourage utilities companies to maintain utility poles.	TS			PC
<p>The following symbols are used if an action item is also included as an action item for another goal</p> <p>¹Natural Resources ²Economic Development ³Infrastructure ⁴Non-Motorized Transportation ⁵Housing ⁶Seniors ⁷Inclusivity</p> <p>PC = Planning Commission; TS = Township Staff; TB = Township Board of Trustees; PR = Parks and Recreation; DH = Dixie Highway Strategic Planning Committee; RCOC = Road Commission for Oakland County; MDOT = Michigan Department of Transportation; OC = Oakland County; NA = Not Applicable</p>				

Action Items: Roads and Infrastructure

Table 13. Performance Indicators: Infrastructure

Performance Indicator	Source	Baseline Date Measured	Frequency of Benchmark
Percentage of annual capital projects completed.			
Miles of road improved/maintained.			



Action Items: Economic Development

Preserve the rural character of the Township, while encouraging development opportunities in contextually appropriate locations that meet the current and future needs of Springfield Township residents, businesses, and visitors.

Table 14. Action Items: Economic Development

Action Item	Lead Body	Priority/ Time Frame	Potential Funding Source	Potential Supporting Partners
Zoning				
Support entrepreneurs by permitting temporary uses that enhance Downtown Davisburg.	PC			
Explore regulatory and financial incentives such as flexible zoning or fee waivers to encourage centrally located, concentrated clusters of mixed-use development.	PC			
Continue to provide for an orderly transition between residential and nonresidential uses and, where appropriate, between adjacent residential uses through the use of landscape buffers, open space, and appropriate setbacks. ⁵	PC			
Maintain or reduce the current acreage and locations of non-residential zoning in the Township to align land use availability with market demand.	PC			
Review zoning ordinance and development procedures for transparency, clarity, and ease; improve organization and user-friendliness. ⁷	PC			
Review nonresidential outdoor storage standards and consider amendments to reduce visual and other undesirable impacts to surrounding properties, particularly within districts zoned for industrial uses.	PC			
Adopt standards for outdoor display and sales.	PC			
Create a new Residential Mixed Use district that allows for a mix of housing with complementary commercial uses. ⁵	PC			
Eliminate Office district zoning and rezone these areas as either commercial or residential to align zoning designation with market demand.	PC			
Review the permitted and special land uses in each zoning district to consider whether the land uses are consistent with the district intent. ^{4,5}	PC			
Explore and consider changes to the zoning ordinance to accommodate accessory dwelling units on single family lots. ^{5,6}	PC			
Explore changes to the General Code and Zoning Ordinance that could help reduce land division barriers, including shared access provisions. ⁵	PC			
<p>The following symbols are used if an action item is also included as an action item for another goal</p> <p>¹Natural Resources ²Economic Development ³Infrastructure ⁴Non-Motorized Transportation ⁵Housing ⁶Seniors ⁷Inclusivity</p> <p>PC = Planning Commission; TS = Township Staff; TB = Township Board of Trustees; PR = Parks and Recreation; DH = Dixie Highway Strategic Planning Committee; RCOC = Road Commission for Oakland County; MDOT = Michigan Department of Transportation; OC = Oakland County; NA = Not Applicable</p>				

Action Items: Economic Development

Action Item	Lead Body	Priority/ Time Frame	Potential Funding Source	Potential Supporting Partners
Review the Dixie Highway Overlay District standards for the following: <ul style="list-style-type: none"> To ensure existing structures are re-developed and maintained in a manner that is complementary with historic intent. Consider setback requirements in the Dixie Highway Overlay District to be less restrictive and encourage development that is pedestrian oriented. 	DH			
Extend the Dixie Highway Overlay District (DHOD) north of Davisburg Road, considering whether modified design guidelines should be applied.	DH			
Continue to offer flexibility and efficiency through the DHOD Expedited Review and Flexible Zoning Option.	DH			
Review the Dixie Highway Overlay District standards to consider key community benefits that may be included as eligibility considerations for applicants granted expedited review or flexible zoning. ¹	DH			
Advocacy				
Develop strategies to encourage development in areas where development already exists to promote and optimize the conservation of surrounding land. ^{1,5}	PC			
Work with Downtown businesses to enhance the area with banners, public art, sidewalk art and amenities and other physical enhancements. ⁷	TS			
Continue to work with property owners to eliminate existing nonconforming signage, especially in the Dixie Corridor.	PC			
Support efforts by Oakland County and the Northern Oakland Transit Authority to provide and expand dial-a-ride services in Springfield Township to serve the transportation needs of Township residents. In addition to continuing services for seniors, support expanding services to include low income residents. ^{3,6,7}	TS		General fund, millage	TB
Support efforts by Oakland County and the Northern Oakland Transit Authority to explore a fixed route service that stops on Dixie Highway and connects to a broader regional transit system using funding from the recently passed County transit millage. ^{3,6,7}	TS		General fund, millage	TB
Discourage commercial development which is incompatible with the character of the community by continuing to enforce design guidelines.	PC			
Reconvene the Dixie Highway Strategic Planning Committee.	DH			
Collaborate with the Bordine site owners to develop a shared vision between them and the township for future development on the site. ⁵	TB			
Update the Utilities Study for the Bordine's site and create concept plans to help guide future development.	TS			
<p>The following symbols are used if an action item is also included as an action item for another goal</p> <p>¹Natural Resources ²Economic Development ³Infrastructure ⁴Non-Motorized Transportation ⁵Housing ⁶Seniors ⁷Inclusivity</p> <p>PC = Planning Commission; TS = Township Staff; TB = Township Board of Trustees; PR = Parks and Recreation; DH = Dixie Highway Strategic Planning Committee; RCOC = Road Commission for Oakland County; MDOT = Michigan Department of Transportation; OC = Oakland County; NA = Not Applicable</p>				



Action Items: Economic Development

Action Item	Lead Body	Priority/ Time Frame	Potential Funding Source	Potential Supporting Partners
Work with private landowners and the real estate community to promote development opportunities for new medical offices along Dixie Highway. ⁶	TB			
Hold annual joint meeting with the Township Board and Planning Commission. ⁷	TB/PC			
Create a manual that outlines the various processes and procedures for development review, with easy-to-understand flowcharts and timelines. ⁷	TS			
Facilitate collaboration between landowners to promote shared utilities, especially on Dixie Highway and Downtown Davisburg. ³	TS			
Consider establishing a fee waiver or other incentive program to support developments with shared infrastructure. ³	TB			TS
Provide interpretive information about Township history to the public using historical markers and promoting cultural activities about the Township's heritage. In addition, the Township library and civic center should provide educational materials and brochures about the Township's history. ⁷	TS			
Encourage and support the preservation and restoration of historic structures.	TS			
Convene discussions as needed with Oakland County to review water and wastewater capacity and feasibility to stay informed of any changes. ³	TS			TB
Create design guides for green infrastructure for residential, commercial, and industrial areas. ^{1,3}	TS			PC, TB
Collaborate with local schools to combine resources and maximize services to residents; consider transportation, recreational assets, school curriculums and the Township Library as opportunities where services may be enhanced and benefit a greater segment of the population through collaboration. ^{3,7}	TS			
Conduct an inventory of brownfield sites in the Township. Actively seek cleanup and redevelopment of targeted properties through the support of available grants and other incentives. ¹	TS			
Capital Improvement				
Enhance and expand non-motorized connections between parks, community facilities, and residential areas. ^{4,7}	PR/TS		General fund, grants, millage	TS/PR, PC, TB
Support internal pathway development and recreational enhancements at Mill Pond Park. ^{4,7}	PR		General fund, grants	PR, PC, TB
Explore additional opportunities to preserve open space through fee simple purchase and/or conservation easements. ¹	TB			
<p>The following symbols are used if an action item is also included as an action item for another goal</p> <p>¹Natural Resources ²Economic Development ³Infrastructure ⁴Non-Motorized Transportation ⁵Housing ⁶Seniors ⁷Inclusivity</p> <p>PC = Planning Commission; TS = Township Staff; TB = Township Board of Trustees; PR = Parks and Recreation; DH = Dixie Highway Strategic Planning Committee; RCOC = Road Commission for Oakland County; MDOT = Michigan Department of Transportation; OC = Oakland County; NA = Not Applicable</p>				

Action Items: Economic Development

Action Item	Lead Body	Priority/ Time Frame	Potential Funding Source	Potential Supporting Partners
Consider new wayfinding signage downtown and along Dixie Highway to highlight community assets and key destinations. ^{4,7}	TS		General fund, grants, CIA	Oakland County Main Street Program
Maintain an inventory of public equipment and facility conditions; identify and budget for maintenance projects accordingly. ³	TS			
Consider additional gateway improvements surrounding Downtown Davisburg and Dixie Highway, particularly at the Northern border. ⁷	TS		General fund, grants, CIA	Dixie Highway Overlay Design Committee
Other				
Work with property owners and the development community to identify areas where small parcels may be assembled with others and sold as a package to encourage clustered development and reduce the number of nonconforming lots that are inadequate in size for well/septic systems. ³	TS			
Consider Special Assessment Districts or economic development tools, such as Business Improvement Districts or Corridor Improvement Authorities to help finance shared utilities. ³	TB			
Develop and complete annual updates of a six-year Capital Improvement Plan. ³	TB			TS
Continue enforcement of ordinances and regulations in a consistent manner. ⁷	TS		General fund	TB
Encourage strategies to activate vacant or open space with pop-up activities and events. ⁷	PC		N/A	TB, PR
<p>The following symbols are used if an action item is also included as an action item for another goal ¹Natural Resources ²Economic Development ³Infrastructure ⁴Non-Motorized Transportation ⁵Housing ⁶Seniors ⁷Inclusivity PC = Planning Commission; TS = Township Staff; TB = Township Board of Trustees; PR = Parks and Recreation; DH = Dixie Highway Strategic Planning Committee; RCOC = Road Commission for Oakland County; MDOT = Michigan Department of Transportation; OC = Oakland County; NA = Not Applicable</p>				



Table 15. Performance Indicators: Economic Development

Performance Indicator	Source	Baseline Date Measured	Frequency of Benchmark
Number of acres developed/preserved for new commercial sites on Dixie Highway			
Number of users served by shared wastewater systems			
Total value of construction for all improvements on historic structures			
Percent of historic structures in good or excellent condition			
Distance from highway of new developments			
Percent of structures in the Dixie Highway Overlay District (DHOD) that are conforming with the DHOD Design Guidelines			
Total value of all streetscape enhancements in Davisburg, including private and public			
Number of projects that use the Expedited Review and Flexible Zoning Option			
Total value of investment in opportunity sites			
Change in tax revenue from private projects within the Township			
Change in number of jobs provided within the Township			
Resident satisfaction with the amenities provided in the Township			
Number of meetings with two or more business or commercial landowners and the Township			
Number of site plans approved in one (expedited) or two meetings			
Number of site plans approved			
Number and amount of public and private grants to support open space/recreation			
Number of volunteer hours spent on activities related to park maintenance, greening, beautification, etc.			

Action Items: Non-motorized Transportation

Action Items: Non-motorized Transportation

Support non-motorized access and connections throughout the Township.

Table 16. Action Items: Non-motorized Transportation

Action Item	Lead Body	Priority/ Time Frame	Potential Funding Source	Potential Supporting Partners
Zoning				
Review the permitted and special land uses in each zoning district to consider whether land uses are consistent with district intent. ^{2,5}	PC			
Review the Township's pathway requirements and consider improvements that result in greater accessibility and design.	PC			
Advocacy				
Actively explore funding mechanisms to implement the pathway system.	TS			
Encourage and pursue opportunities to add multi-modal pathways that could accommodate bicyclists and help overcome the long distances between destinations in the Township.	PC			
Capital Improvement				
Complete pathways link from Civic Center, through Downtown Davisburg, to Mill Pond Park.	TS			
Install new non-motorized pathways, prioritizing those that are adjacent to a major road.	TS			
Support internal pathway development and recreational enhancements at Mill Pond Park. ^{2,7}	PR		General fund, grants	PR, PC, TB
Consider new wayfinding signage downtown and along Dixie Highway to highlight community assets and key destinations. ^{2,7}	TS		General fund, grants, CIA	Oakland County Main Street Program
Enhance non-motorized connections to improve ADA accessibility when costs and physical characteristics are not prohibitive.	TS			
Work with business owners to relocate parking in Davisburg to allow for the establishment of new pathways.	TS			
Enhance and expand non-motorized connections between parks, community facilities, and residential areas. ^{2,7}	PR/TS		General fund, grants, millage	TS/PR, PC, TB
Other				
Plan for future pathways in areas that are not currently connected by ensuring adequate right-of-way is available.	TS			
Complete a review of the Pathways Plan every 2-3 years.	TB			
Research and pursue grant opportunities that help the Township construct priority pathways.	TS			
<p>The following symbols are used if an action item is also included as an action item for another goal</p> <p>¹Natural Resources ²Economic Development ³Infrastructure ⁴Non-Motorized Transportation ⁵Housing ⁶Seniors ⁷Inclusivity</p> <p>PC = Planning Commission; TS = Township Staff; TB = Township Board of Trustees; PR = Parks and Recreation; DH = Dixie Highway Strategic Planning Committee; RCOC = Road Commission for Oakland County; MDOT = Michigan Department of Transportation; OC = Oakland County; NA = Not Applicable</p>				



Action Items: Non-motorized Transportation

Action Item	Lead Body	Priority/ Time Frame	Potential Funding Source	Potential Supporting Partners
Inventory pathway amenities and condition as part of the planning and maintenance process.	TS			PR
Improve trail signage, including wayfinding and trail marker system with mileage and trail difficulty designations.	TS			
<p>The following symbols are used if an action item is also included as an action item for another goal ¹Natural Resources ²Economic Development ³Infrastructure ⁴Non-Motorized Transportation ⁵Housing ⁶Seniors ⁷Inclusivity PC = Planning Commission; TS = Township Staff; TB = Township Board of Trustees; PR = Parks and Recreation; DH = Dixie Highway Strategic Planning Committee; RCOC = Road Commission for Oakland County; MDOT = Michigan Department of Transportation; OC = Oakland County; NA = Not Applicable</p>				

Table 17. Performance Indicators: Non-motorized Transportation

Performance Indicator	Source	Baseline Date Measured	Frequency of Benchmark
Walk score			
Bike score			
Miles of pathways (total)			
Miles of new pathways			
Miles of updated pathways			
Percentage of planned pathways completed			
Annual spending on trail enhancements			
Percentage of annual trail priority projects completed			
Presence of zoning ordinance requirements for pathways, sidewalks, and trails with new development projects			
Resident satisfaction with trail safety and navigability			
Number of new non-motorized network connections that provide direct access to a park			

Action Items: Housing

Action Items: Housing

Promote development of a variety of housing options to meet the needs of current and future residents, including those seeking to age-in-place.

Table 18. Action Items: Housing

Action Item	Lead Body	Priority/ Time Frame	Potential Funding Source	Potential Supporting Partners
Zoning				
Review zoning standards for residential land uses including lots, minimum house size, multi-family zoning, and other provisions that could provide more variety/flexibility.	PC			
Consider new zoning regulations to address lots with waterfrontage where unique circumstances or nonconformities may require special treatment.	PC			
Explore changes to the General Code and Zoning Ordinance that could help reduce land division barriers, including shared access provisions. ²	PC			
Explore and consider changes to the zoning ordinance to accommodate accessory dwelling units on single family lots. ^{2,6}	PC			
Require traffic calming measures in the design of new residential developments, especially those which connect to existing neighborhoods. ³	PC			TB
Create a new Residential Mixed Use district that allows for a mix of housing with complementary commercial uses. ²	PC			
Review the permitted and special land uses in each zoning district to consider whether the land uses are consistent with the district intent. ^{2,4}	PC			
Continue to provide for an orderly transition between residential and nonresidential uses and, where appropriate, between adjacent residential uses through the use of landscape buffers, open space, and appropriate setbacks. ²	PC			
Review the site condominium regulations to consider strategies that could support the development of cottage court style housing developments.	PC			
Consider special zoning treatment for residential lots with water frontage or other unique features.	PC			
Consider ways to incorporate visitability strategies into the Township's PUD regulations as a desired benefit of new residential development. ⁶	PC			
Consider zoning strategies to encourage at least one zero step entry, accessible pathways, and wider garages for all newly constructed single-family homes to create housing that is amenable to the needs of all residents where feasible. ⁶	PC			
<p>The following symbols are used if an action item is also included as an action item for another goal</p> <p>¹Natural Resources ²Economic Development ³Infrastructure ⁴Non-Motorized Transportation ⁵Housing ⁶Seniors ⁷Inclusivity</p> <p>PC = Planning Commission; TS = Township Staff; TB = Township Board of Trustees; PR = Parks and Recreation; DH = Dixie Highway Strategic Planning Committee; RCOC = Road Commission for Oakland County; MDOT = Michigan Department of Transportation; OC = Oakland County; NA = Not Applicable</p>				



Action Item	Lead Body	Priority/ Time Frame	Potential Funding Source	Potential Supporting Partners
Review zoning regulations for the Maintenance of Animals in residential neighborhoods to align with the needs of residents without interfering on the health, safety, or welfare of neighbors.	PC			
Consider ways to incorporate visitability strategies into the Dixie Highway Design Guidelines as a desired benefit of new residential, mixed-use, or senior-focused development. ⁶	PC			
Advocacy				
Develop strategies to encourage development in areas where development already exists to promote and optimize the conservation of surrounding land. ^{1,2}	PC			
Continue working with the Levy Company to ensure the short and long-term plans for the Ormond Road site are consistent with the Township Master Plan.	TS			
Explore funding opportunities to provide mini grants to retrofit houses for seniors or individuals with limited mobility. ⁶	TS			
Work with MSHDA to promote financial assistance programs to developers interested in constructing new housing, particularly for affordable or missing middle development.	TS			
Explore opportunities for cohabitation among seniors to share services and resources that make living independently easier. ⁶	TS			
Collaborate with the Bordine site owners to develop a shared vision between them and the township for future development on the site. ²	TB			
Capital Improvement				
Other				
Buffer residential uses from more intensive uses by preserving natural features and maintaining open space between developments. ¹	PC			
<p>The following symbols are used if an action item is also included as an action item for another goal</p> <p>¹Natural Resources ²Economic Development ³Infrastructure ⁴Non-Motorized Transportation ⁵Housing ⁶Seniors ⁷Inclusivity</p> <p>PC = Planning Commission; TS = Township Staff; TB = Township Board of Trustees; PR = Parks and Recreation; DH = Dixie Highway Strategic Planning Committee; RCOC = Road Commission for Oakland County; MDOT = Michigan Department of Transportation; OC = Oakland County; NA = Not Applicable</p>				

Action Items: Housing

Table 19. Performance Indicators: Housing

Performance Indicator	Source	Baseline Date Measured	Frequency of Benchmark
PUD regulations include visitability standards	Zoning Ordinance/ PC meeting minutes		Annual
Number of PUDs that include visitability standards	Development reviews; PC meeting minutes		Every 3 years
Visitability standards included in Dixie Highway Design Guidelines	Dixie Highway Design Guidelines		Annual
Number of new developments along Dixie Highway that incorporate visitability principles	Development reviews; PC meeting minutes		Every 3 years
Number of approved proposals for new housing that used financial assistance programs			Every 3 years



Action Items: Seniors

Support Seniors' access to the services and resources needed to maintain their independence and to age in Springfield Township.

Table 20. Action Items: Seniors

Action Item	Lead Body	Priority/ Time Frame	Potential Funding Source	Potential Supporting Partners
Zoning				
Explore and consider changes to the zoning ordinance to accommodate accessory dwelling units on single family lots. ²	PC			
Consider ways to incorporate visitability strategies into the Township's PUD regulations as a desired benefit of new residential development. ⁵	PC			
Consider zoning strategies to encourage at least one zero step entry, accessible pathways, and wider garages for all newly constructed single-family homes to create housing that is amenable to the needs of all residents where feasible. ⁵	PC			
Consider ways to incorporate visitability strategies into the Dixie Highway Design Guidelines as a desired benefit of new residential, mixed-use, or senior-focused development. ⁵	PC			
Advocacy				
Explore programming that encourages multi-generational interactions between seniors and youth. ⁷	PR		Grants, general fund	Schools
Explore opportunities for cohabitation among seniors to share services and resources that make living independently easier. ⁵	TS			
Continue providing senior-focused programming through the Township Parks and Recreation Department and regularly survey residents to ensure programming aligns with demand. ⁶	PR		General fund, grants	TS
Work with community organizations to continue providing meals for seniors; seek opportunities to enhance and increase these services.	TS			
Support efforts by Oakland County and the Northern Oakland Transit Authority to provide and expand dial-a-ride services in Springfield Township to serve the transportation needs of Township residents. In addition to continuing services for seniors, support expanding services to include low income residents. ^{2,3,7}	TS		General fund, millage	TB
Support efforts by Oakland County and the Northern Oakland Transit Authority to explore a fixed route service that stops on Dixie Highway and connects to a broader regional transit system using funding from the recently passed County transit millage. ^{2,3,7}	TS		General fund, millage	TB
Explore funding opportunities to provide mini grants to retrofit houses for seniors or individuals with limited mobility. ⁵	TS			
Work with private landowners and the real estate community to promote development opportunities for new medical offices along Dixie Highway. ²	TB			
<p>The following symbols are used if an action item is also included as an action item for another goal</p> <p>¹Natural Resources ²Economic Development ³Infrastructure ⁴Non-Motorized Transportation ⁵Housing ⁶Seniors ⁷Inclusivity</p> <p>PC = Planning Commission; TS = Township Staff; TB = Township Board of Trustees; PR = Parks and Recreation; DH = Dixie Highway Strategic Planning Committee; RCOC = Road Commission for Oakland County; MDOT = Michigan Department of Transportation; OC = Oakland County; NA = Not Applicable</p>				

Action Items: Seniors

Action Item	Lead Body	Priority/ Time Frame	Potential Funding Source	Potential Supporting Partners
Provide pamphlets, or informational brochures at the library, Hart Community Center, and Civic Center for seniors, connecting them to resources such as Medicare, AARP, utility assistance, etc. ⁷	TB			
Capital Improvement				
Other				
<p>The following symbols are used if an action item is also included as an action item for another goal</p> <p>¹Natural Resources ²Economic Development ³Infrastructure ⁴Non-Motorized Transportation ⁵Housing ⁶Seniors ⁷Inclusivity</p> <p>PC = Planning Commission; TS = Township Staff; TB = Township Board of Trustees; PR = Parks and Recreation; DH = Dixie Highway Strategic Planning Committee; RCOC = Road Commission for Oakland County; MDOT = Michigan Department of Transportation; OC = Oakland County; NA = Not Applicable</p>				

Table 21. Performance Indicators: Seniors

Performance Indicator	Source	Baseline Date Measured	Frequency of Benchmark
Development of and participation in multi-generational interactions	P&R offerings and registrations		Annual
Number of senior-specific programs offered by the Township	P&R offerings		Annual
Participation in senior-specific programs offered by the Township	P&R registrations		Annual
Senior satisfaction with programming	Survey		Annual
Number of seniors receiving meals through West Oakland County Meals on Wheels	Meals on Wheels records		Annual
Number of meals served through the Young at Heart Program offered by the Township's Parks and Recreation Department	P&R records		
Number and percent of seniors using micro transit; number of micro transit trips	NOTA		Annual
Senior satisfaction with transportation options	Survey		Annual



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Action Items: Inclusivity

Action Items: Inclusivity

Provide for accessible, safe, and welcoming community spaces, facilities, and programs for residents and visitors.

Table 22. Action Items: Inclusivity

Action Item	Lead Body	Priority/ Time Frame	Potential Funding Source	Potential Supporting Partners
Zoning				
Review zoning ordinance and development procedures for transparency, clarity, and ease; improve organization and user-friendliness. ²	PC, TS		MEDC RRC, grants, general fund	TB
Advocacy				
Continue to review and update the Township's Parks and Recreation Master Plan every five years.	PR		General fund	TB
Provide interpretive information about Township history to the public using historical markers and promoting cultural activities about the Township's heritage. In addition, the Township library and civic center should provide educational materials and brochures about the Township's history. ²	TS		General fund, grants	TB
Continue to conduct educational and outreach programs on the Township's natural resources including field tours, work days, special presentations, and other community events. Develop natural resource-themed informational products for dissemination to public. ¹	TS		General fund, grants	PR
Create a manual that outlines the various processes and procedures for development review, with easy-to-understand flowcharts and timelines. ²	Staff		MEDC RRC, grants, general fund	PC, TB
Support efforts by Oakland County and the Northern Oakland Transit Authority to provide and expand dial-a-ride services in Springfield Township to serve the transportation needs of Township residents. In addition to continuing services for seniors, support expanding services to include low income residents. ^{2,3,5}	TS		General fund, millage	TB
Support efforts by Oakland County and the Northern Oakland Transit Authority to explore a fixed route service that stops on Dixie Highway and connects to a broader regional transit system using funding from the recently passed County transit millage. ^{2,3,6}	TS		General fund, millage	TB
Explore programming that encourages multi-generational interactions between seniors and youth. ⁶	PR		Grants, general fund	Schools
Continue to pursue public and private funding and technical support to maintain and enhance the Township's recreation and open spaces. ¹	PR		General fund	TS
<p>The following symbols are used if an action item is also included as an action item for another goal</p> <p>¹Natural Resources ²Economic Development ³Infrastructure ⁴Non-Motorized Transportation ⁵Housing ⁶Seniors ⁷Inclusivity</p> <p>PC = Planning Commission; TS = Township Staff; TB = Township Board of Trustees; PR = Parks and Recreation; RCOC = Road Commission for Oakland County; MDOT = Michigan Department of Transportation; OC = Oakland County; NA= Not Applicable</p>				



Action Item	Lead Body	Priority/ Time Frame	Potential Funding Source	Potential Supporting Partners
Work with community organizations, non-profits, and volunteers to maintain open spaces and recreational areas. ¹	PR		General fund	TS
Continue providing senior-focused programming through the Township Parks and Recreation Department and regularly survey residents to ensure programming aligns with demand. ⁶	PR		General fund, grants	TS
Work with Downtown businesses to enhance Downtown with banners, public art, sidewalk art and amenities and other physical enhancements. ²	TS		Grants, CIA	Oakland County Main Street Program
Hold annual joint meeting with the Township Board and Planning Commission. ²	TS		N/A	TB, PC
Provide pamphlets, or informational brochures at the library, Hart Community Center, and Civic Center for seniors, connecting them to resources such as Medicare, AARP, utility assistance, etc. ⁶	TS		General fund	Area Agency on Aging
Collaborate with local schools to combine resources and maximize services to residents; consider transportation, recreational assets, school curriculums and the Township Library as opportunities where services may be enhanced and benefit a greater segment of the population through collaboration. ^{2,3}	TS		General fund	PR
Capital Improvement				
Reestablish and steward the Shiawassee River Corridor through Mill Pond Park; remove the Mill Pond Dam. ^{1,3}	TS		General fund, grants	PR, PC, TB
Support internal pathway development and recreational enhancements at Mill Pond Park. ^{2,4}	PR		General fund, grants	PR, PC, TB
Enhance and expand non-motorized connections between parks, community facilities, and residential areas. ^{2,4}	PR/TS		General fund, grants, millage	TS/PR, PC, TB
Consider new wayfinding signage downtown and along Dixie Highway to highlight community assets. ^{2,4}	TS		General fund, grants, CIA	Oakland County Main Street Program
Consider additional gateway improvements surrounding Downtown Davisburg and Dixie Highway, particularly at the Northern border. ²	TS		General fund, grants, CIA	Dixie Highway Overlay Design Committee
Other				
Encourage strategies to activate vacant or open space with pop-up activities and events. ²	PC		N/A	TB, PR
<p>The following symbols are used if an action item is also included as an action item for another goal</p> <p>¹Natural Resources ²Economic Development ³Infrastructure ⁴Non-Motorized Transportation ⁵Housing ⁶Seniors ⁷Inclusivity</p> <p>PC = Planning Commission; TS = Township Staff; TB = Township Board of Trustees; PR = Parks and Recreation; RCOC = Road Commission for Oakland County; MDOT = Michigan Department of Transportation; OC = Oakland County; NA= Not Applicable</p>				

Action Items: Inclusivity

Action Item	Lead Body	Priority/ Time Frame	Potential Funding Source	Potential Supporting Partners
Continue enforcement of ordinances and regulations in a consistent manner. ²	TS		General fund	TB
<p>The following symbols are used if an action item is also included as an action item for another goal ¹Natural Resources ²Economic Development ³Infrastructure ⁴Non-Motorized Transportation ⁵Housing ⁶Seniors ⁷Inclusivity PC = Planning Commission; TS = Township Staff; TB = Township Board of Trustees; PR = Parks and Recreation; RCOC = Road Commission for Oakland County; MDOT = Michigan Department of Transportation; OC = Oakland County; NA= Not Applicable</p>				

Table 23. Performance Indicators: Inclusivity

Performance Indicator	Source	Baseline Date Measured	Frequency of Benchmark
Average number of times plans are submitted for development reviews due to missing materials or not meeting standards.	Township Receipts		Annual
Number of new development applications submitted in a year	PC and TB meeting minutes		Annual
Number of new development applications approved in a year	PC and TB meeting minutes		
Approval of an updated Parks and Recreation Master Plan	P&R meeting minutes		Every 5 years
Number of grants applied for to maintain and enhance recreation and open space areas	TB meeting minutes, staff records		Annual
Number of grants and amount of funding/support gained to maintain and enhance recreation and open space areas	TB meeting minutes, staff records		Annual
Number of volunteer hours spent maintaining open spaces and recreational areas	P&R records		Annual
Number of senior-focused programming opportunities	P&R records		Annual
Senior satisfaction with programming opportunities	Survey		Every 3-5 years
Amount spent to enhance Downtown Davisburg	TB records		Annual
Joint Township Board and Planning Commission meeting	Meeting minutes		Annual
Number of communications forwarded to schools with information about services and programs	Staff records		Annual
Number of non-motorized miles added	Township pathways map		Every 5 years
Number of parks connected to residential areas via non-motorized miles	Township pathways map		Every 5 years
Spending on gateway improvements	TB meeting minutes		Every 3 years



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Appendix



Photo Credit: Dawn King





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Appendix A

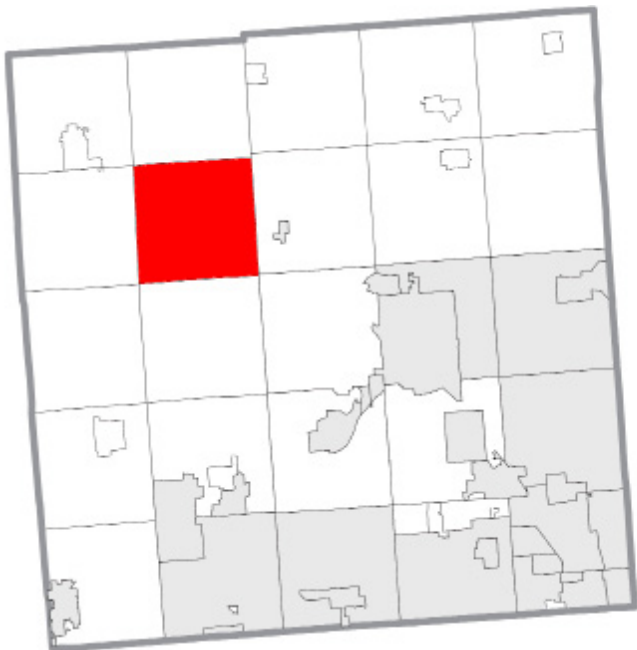
Background Studies

APPENDIX A- BACKGROUND STUDIES

A. LOCATIONAL AND REGIONAL SETTING

Springfield Township is located in the northwest quadrant of Oakland County. The Township is comprised of approximately thirty-six square miles. It is bounded on the north by Groveland Township, on the east by Independence Township, on the south by White Lake Township, and on the west by Rose Township.

Springfield Township is centered in a highly populated and prosperous market region, and is accessible from all major Michigan market areas such as Detroit, Pontiac, Flint, Ann Arbor, and Lansing.



Source: wikipedia.org



Springfield Township Master Plan

B. HISTORICAL DEVELOPMENT

According to the publication, *Springfield: For Those Who Come After . . .*, the first Township settler was Asahel Fuller who purchased land in 1830 from Daniel LeRoy. The property, which was located in Section 13 along the Detroit and Saginaw Turnpike, included “le petite fontaine” or the Little Springs, which was a well-known resting place for traders, trappers, and Native Americans journeying to or from Saginaw and other places in the northern wilderness. The hamlet that developed at this location was referred to as Springfield because of these springs.

When Springfield Township was organized in 1836, it was originally named Painesville by the State of Michigan. The Township residents chose to retain the name of “Springfield” because the area was already well-known for the twenty some lakes and headwaters of three (3) rivers, and the watersheds of four (4) rivers located within its boundaries.

The Andersonville settlement was originally referred to as Husted Settlement after the John Husted Family who settled there in 1833. In 1836, the Isaac Anderson Family settled in this area, and over time the settlement took on that family’s name. When the Detroit and Milwaukee Railroad was constructed through the Township in 1856, a station was opened in Andersonville.

The first settler in the area of Davisburg was Cornelius Davis in 1836. The village was laid out very soon after the Detroit and Milwaukee railway was built. The first Davisburg railroad station was built in 1856 and turned Davisburg into a small boomtown. The first school was constructed

in 1857, a hotel in 1855, and the grist mill in 1857. During the heyday of the railroad, Davisburg was a larger town than it is today.

The first Township meeting was held in the spring of 1837. Early township meetings focused on solving the problems of a rapidly growing community. From the actions taken at these meetings, roads were surveyed and maintained, schools organized and financed, and funds raised to operate the Township.

The first Post Office in Springfield Township, according to 1856 Oakland County Archives, was located in Springfield Village, along the Detroit-Saginaw Trail in 1835. The U.S. Post Office Archives indicate that a Post Office existed at that location in 1832. The Springfield Village Post Office operated until 1888, though no official postmark existed. The Andersonville Settlement had a Post Office from 1895 until 1912, complete with an official postmark.

The Davisburg Post Office was established in 1857 when the functions of the Post Office were moved from Austin Corners (intersection of Oakhill Road and Dixie Highway). Austin Corners had provided a postal site since 1848. The Davisburg Post Office was initially located in the Davisburg Mill. The post office moved to the Ely Building in 1890, and the spelling of the village name to Davisburg was officially changed by the Post Office in 1894.

The railroad (originally the Detroit and Milwaukee, then acquired by the Grand Trunk Western Railroad in 1928, and recently by Canadian National) which crosses Springfield was a major impetus to growth in the Township. Agriculture was the mainstay of the local economy, and the trains allowed the farmers to ship produce

Appendix A: Background Studies

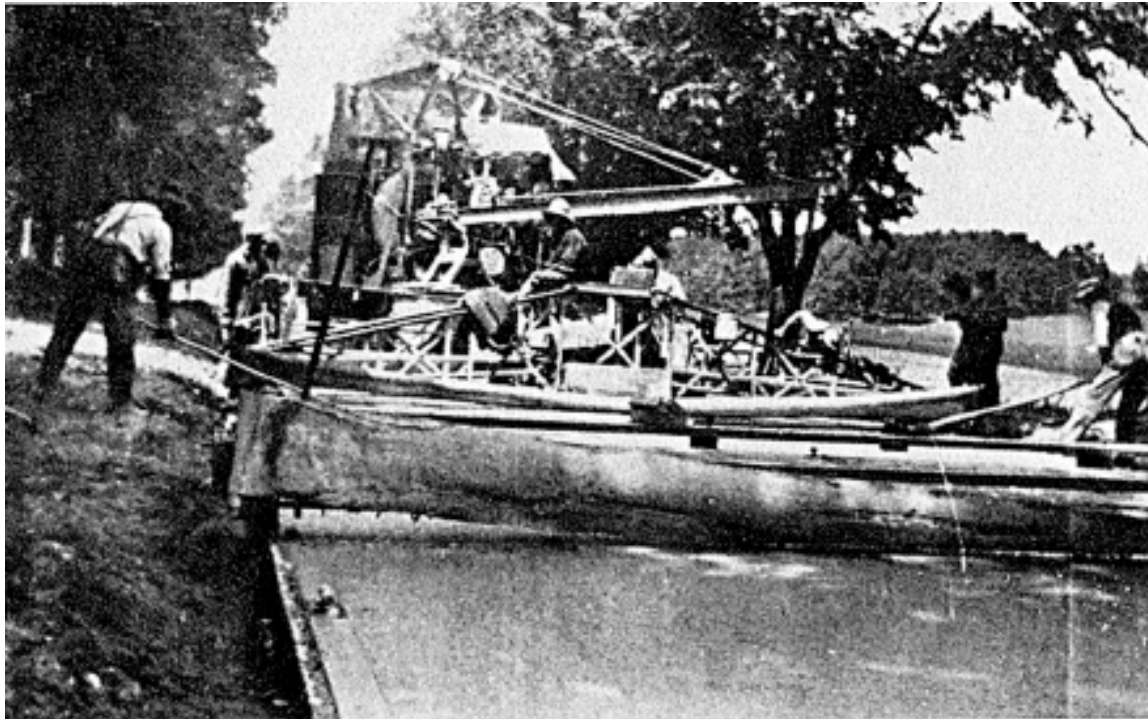
Springfield Township Master Plan

and livestock and to receive supplies and farm implements. In addition, the railroad provided a means to travel to other towns and brought mail on a daily basis.

In 1924, Dixie Highway (also known as the Saginaw Trail or Turnpike) was paved north from Pontiac and south from Flint with the two operations meeting in Springfield Township. At the time, agriculture was declining as a major economic activity and many local residents began to travel along this route to Pontiac and Flint for employment in the automotive factories.

More changes occurred in the Township with the construction of Interstate 75, which traverses the Township in a northwest-southeast direction connecting Pontiac and Flint. The accessibility of the Township provided by two local interchanges accelerated residential growth during the 1960's and 1970's. The increased ready access to major employment centers coupled with the pleasant residential atmosphere of the Township have made Springfield Township one of the more desirable bedroom communities in northwestern Oakland County.

Figure B.1.: Paving Dixie Highway in Springfield Township - 1924



Source: *Springfield: For Those Who Come After*

APPENDIX



Springfield Township Master Plan

C. POPULATION AND GROWTH TRENDS

Existing and Projected Population

The population of Springfield Township increased by double-digit percentages each year from 1930, until the 2010 census recorded only a 4.5% percent increase. This was the decade of the “Great Recession” when the state lost population. As shown on Figure C.1., Springfield’s population is continuing to grow, but at a smaller rate.

According to the 2020 Census, the Township’s population is 14,703, an increase of 5.5% since 2010. SEMCOG forecasts that by the year 2045, Springfield Township can expect to have a population of 14,467, a reduction of 1.6% from the 2020 population.

Population Projections

In this and past Master Plan documents, population projections are provided to give a general estimate of possible future population growth in the community. Given the uncertainties in calculating such projections, there has been substantial variability in the results. Projections should only be used as general estimates, and are more an indication of the direction of population change rather than the extent of population change. It should also be noted that the Township does not necessarily endorse or agree with SEMCOG’s forecasted populations.

Figure C.1. Springfield Township Population

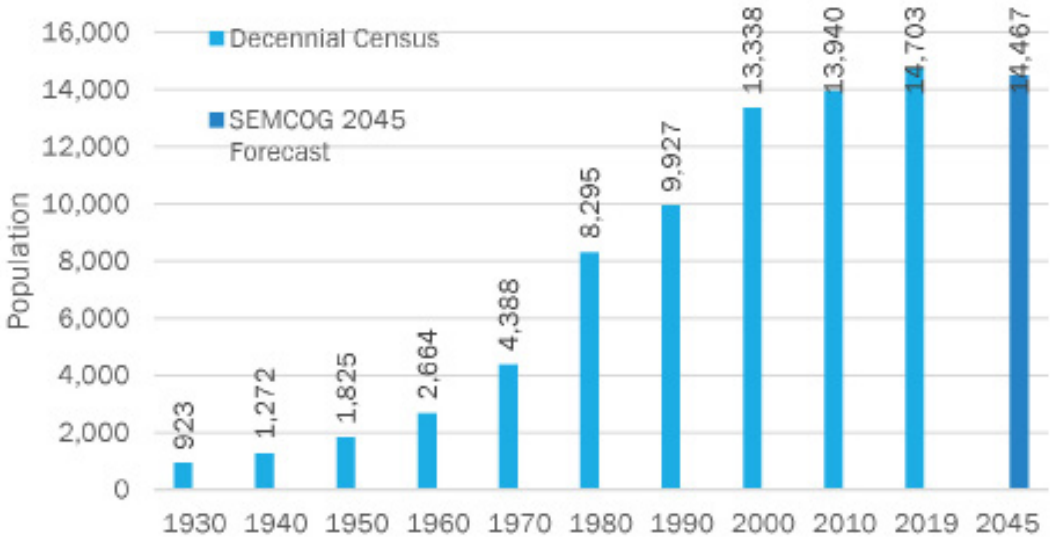


Figure C.1. reflects actual and forecasted population gains by census year from 1930 to 2045. Between 2010 and 2020, growth within Springfield Township and adjacent Townships has ranged between -0.2%, and 13.9% while Oakland County as a whole has had a 6.0% increase.

Figure C.2. Population Change (Percent) 2010-2020

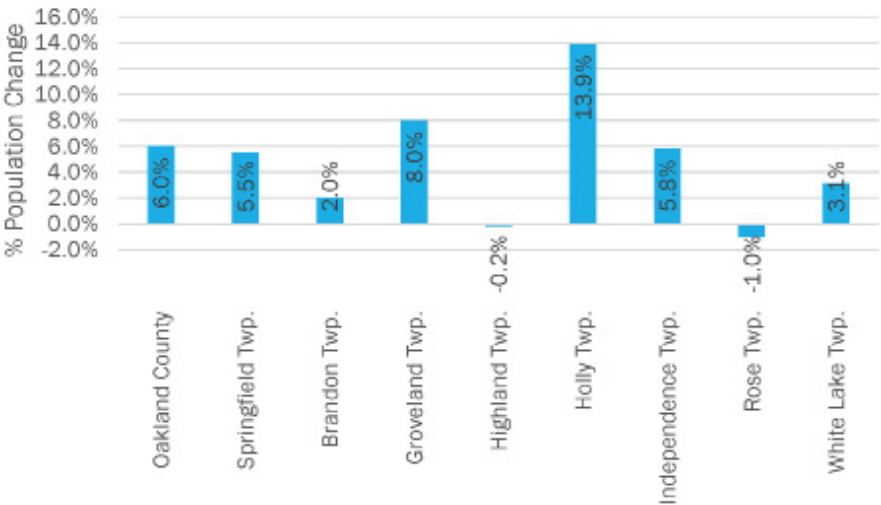
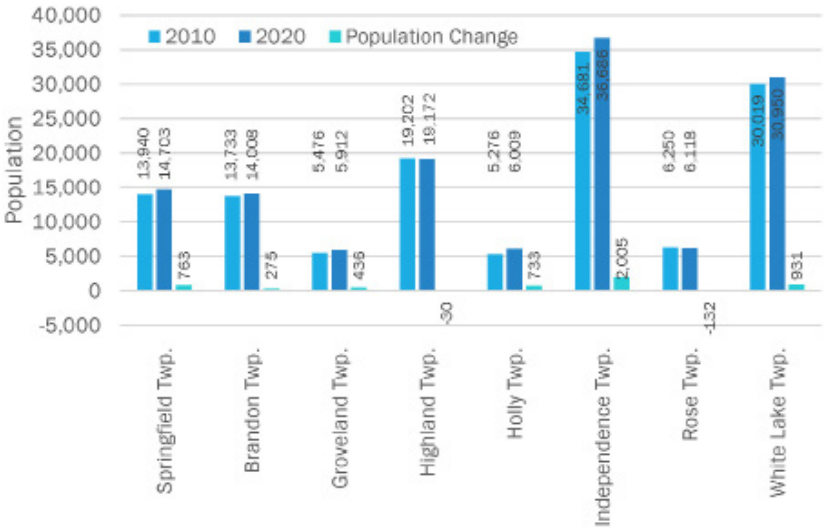


Figure C.3. Population Change by Number of Residents 2010-2020



Springfield Township Master Plan

Existing and Projected Household Number and Size

According to the 2010 Census, Springfield Township had 5,005 households. The 2020 Census states that the number of households increased 8.3%, and is expected to increase an additional 6.1% by the year 2045. As described under the Existing and Projected Population section, projections should only be used as a general guide to the direction of change in number of households, rather than the extent of the change. The table below reflects the number of existing and projected households in the Township. As of 2020, household size in Springfield Township is 2.70 persons, which indicates that the Township has a large portion of households with children. Thirty-five percent (or 1,839) of the households in Springfield Township have children.

Corresponding to the increased number of households is the decrease in the size of households. This trend is due to couples having children later in life and a decrease in the number of children being born per woman. Another factor may be the large number of aging baby boomers, often referred to as “empty nesters,” or households whose children have moved out. As is evident from Figure C.5., Springfield Township is expected to conform to this regional trend

Figure C.5. Household Size - Springfield Twp.

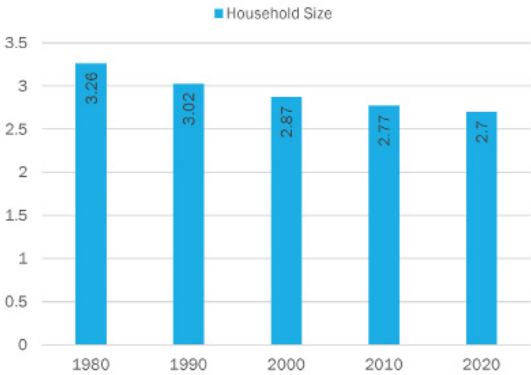
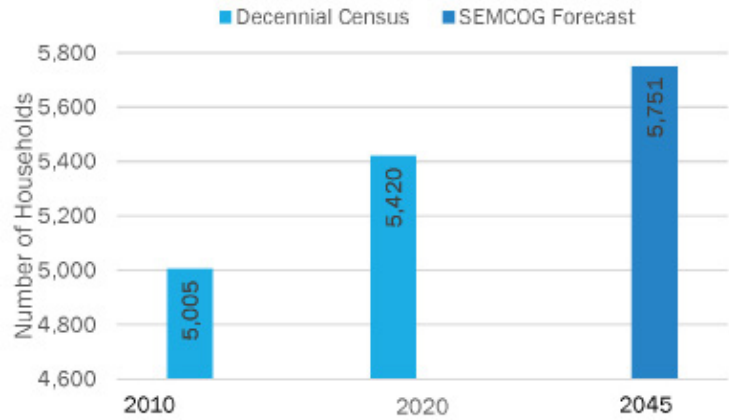


Figure C.4. Number of Households



APPENDIX

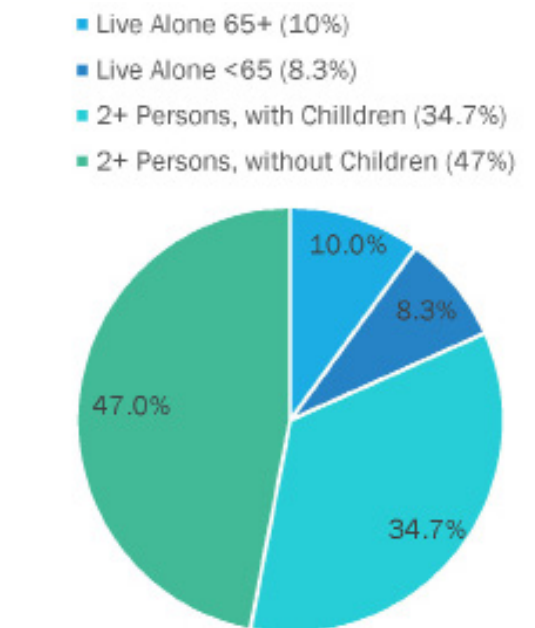
Population Characteristics

The characteristics of a population are an important factor in determining the future land use needs of a community. The following provides a brief summary of the characteristics of Springfield Township residents.

Household Type

Over 80% of the Township’s population live either with one other adult or with children. This percentage is higher than both the County’s (at 70%) or the region’s (at 69%). The remainder of the population is composed of households with singles. A significant change from 2010 is that people who live alone and are 65 years or older has increased in Springfield Township from 5.4% to 10% in 2019. All households with seniors have also increased from 19.6% to 28.6% over this period.

Figure C.6. Household Type - Springfield Twp. 2019



Age Composition

As depicted in Figure C.7., approximately 51% of Springfield Township residents were age 44 or younger in 2019, which is down from 68% in 2000 and 55% in 2010. About 27% of the population falls between the ages of 45 and 59 years, which is approximately the same as in 2010. A significant change occurred in the “over age 60 group.” In 2000, only 9% of the population was over the age of 60. As of 2019, 22% are in this age range. This age distribution depicts a Township population that continues to be primarily comprised of younger people and families with children, but is aging in similar fashion to the population at large. Age composition of adjacent Townships is similar.

Income

The median income for Springfield Township residents as reported by the American Community Survey over the past 20 years is as follows:

Year	Median Income	Median Income in June 2021 Dollars
2000	\$71,977	\$115,852
2010	\$90,727 ¹	\$113,759
2019	\$93,252 ²	\$100,655

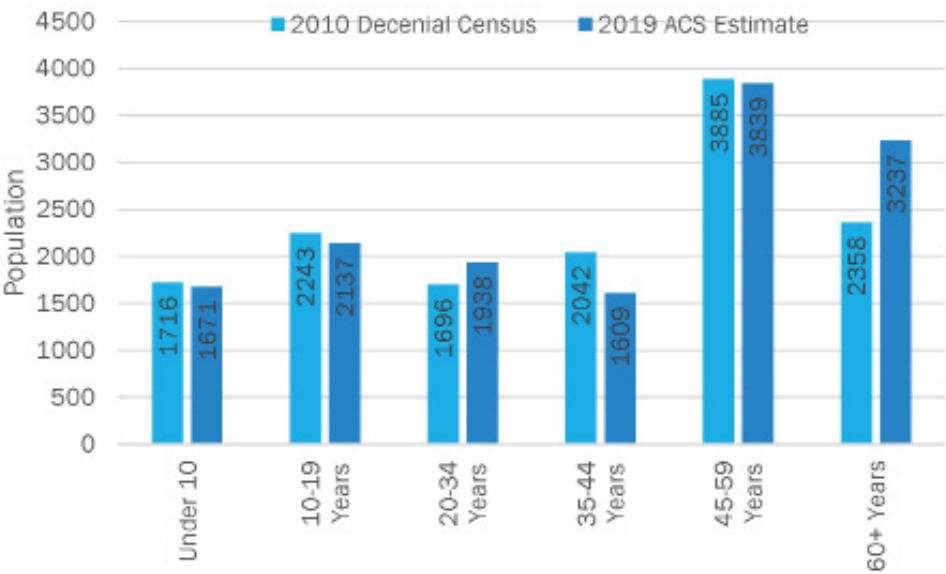
In Oakland County overall, the median household income in 2018 according to Oakland County Development and Planning was estimated to be \$80,319.

¹2006-2010 American Community Survey (ACS) 5-Year Estimates
²2015-2019 American Community Survey (ACS) 5-Year Estimates



Springfield Township Master Plan

Figure C.7. Population Distribution by Age Group (2010 & 2019) - Springfield Township



(Source: danburyseniors.org)

While it appears that Springfield Township has experienced an increase in affluence, these figures cannot be compared until they have been adjusted to reflect the same level of buying power. Using the Annual Average Consumer Price Index³, each income figure has been adjusted to 2021 dollars in the table on the previous page. This indicates that the current trend for income in the Township has decreased in buying power. However, this could have been a temporary impact of the pandemic.

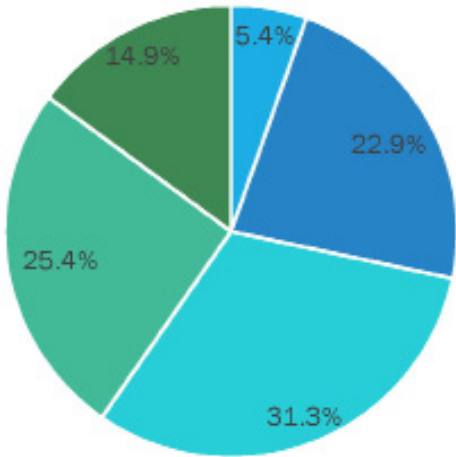
³U.S. Bureau of Labor Statistics (www.bls.gov/data/inflation-calculator)

Education

The Township has a well educated population. Over 71% of residents over the age of 25 have some college education. The following chart shows educational achievement of Township residents as per the 2019 American Community Survey.

Figure C.8. Educational Achievement (2019) - Springfield Township

- No High School Diploma (5.4%)
- High School Diploma (22.9%)
- College 1-3 Years (31.3%)
- College 4 Years (25.4%)
- Advanced Degree (14.9%)



According to SEMCOG records, the Township has issued 227 building permits for new dwelling units for 2012-2019. The chart on the next page reveals the number of residential building permits issued per year for the past eight years by the Township.

The low level in residential building permits in the early years of this period, shown in Figure C.9., reflects the difficult economic times in the state and national housing market due to the Great Recession. Figure C.10. shows that this trend is shared by neighboring communities.



(Source: springfield-twp.us)

Housing Characteristics

Residential Characteristics

The 2019 American Community Survey tallied 5,554 housing units in the Township, an increase of 5.5% over the 5,264 units reported in 2010, and 15.8% over the 4,794 units reported in 2000.



Springfield Township Master Plan

Figure C.9. Residential Building Permits (2012-2019) - Springfield Township

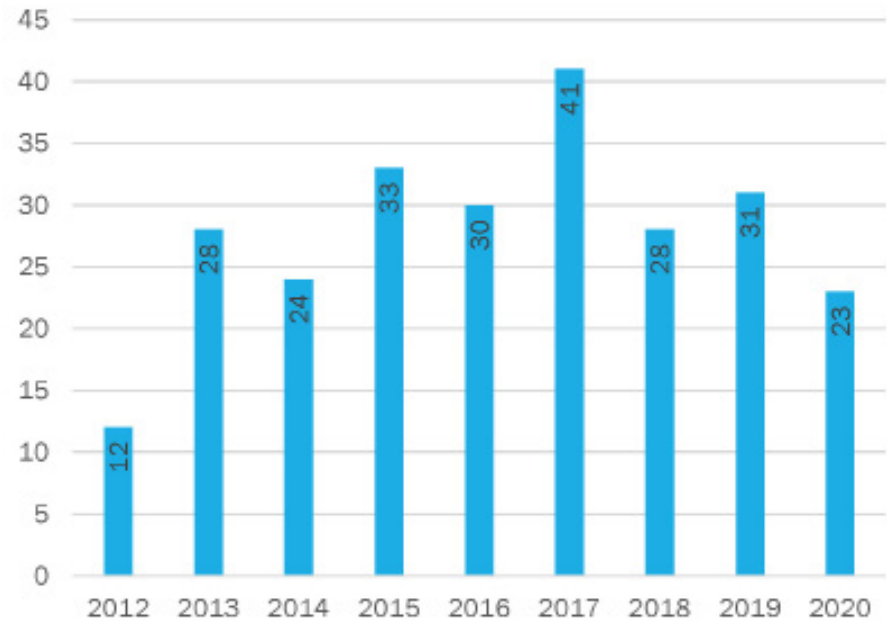
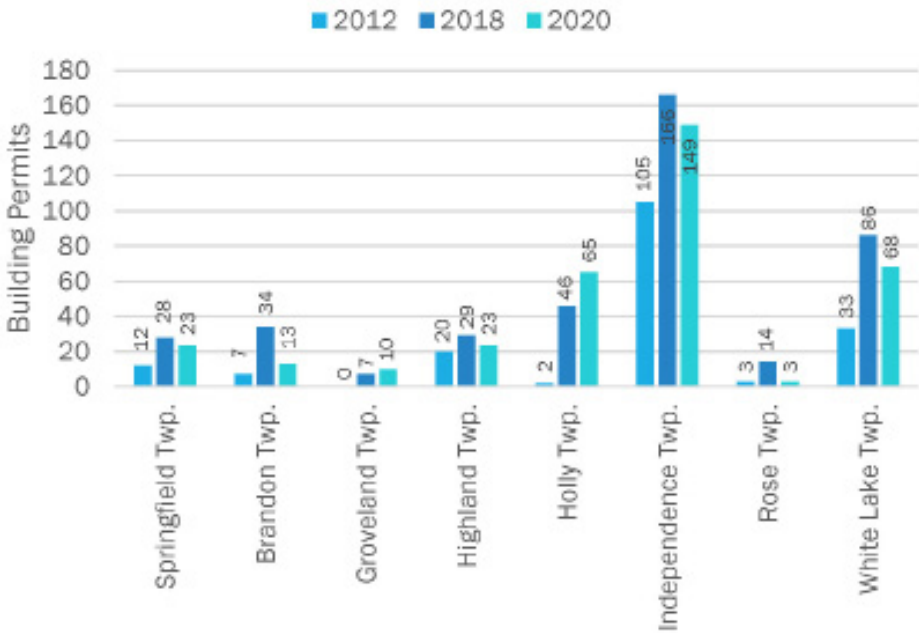


Figure C.10. Residential Building Permits - Comparison



APPENDIX

Springfield Township Master Plan

Housing Unit Type

The 2019 American Community Survey identifies the predominant housing type in the Township as an owner-occupied, single-family unit. Nearly 86% of the occupied housing units are owner-occupied, and about 10% are renter-occupied. Over 85% of the dwelling units in Springfield Township are single-family homes. The remainder are multiple family units or other.

Age of Housing

The housing stock of Springfield Township is relatively new. The following table shows the approximate number and percentage of the housing stock for each year built.

Year	Number of Units	% of Total Number of Units
Pre 1940	293	5.2%
1940-49	134	2.4%
1950-59	334	5.9%
1960-69	485	8.6%
1970-79	1,514	26.9%
1980-89	798	14.2%
1990-99	1,236	22.0%
2000-09	594	10.6%
2010-20	260	4.2%
	5,648	100%

Housing Costs

Between 2000 and 2020, the cost of housing in the Township rose substantially. According to data compiled by Oakland County and the Township Assessor’s office, the average selling price in 2000 was \$243,645, and as of 2020, it had risen to \$367,752. This represents a 51% increase in average selling price over a 20-year period. The rapid rise in the average selling price was attributable to the cost of new construction, the increasing popularity of rural communities, and the general rise in housing prices noted on both a local and regional level in southeastern Michigan.

One-hundred ninety-two homes were sold in 2020 (excluding vacant land) in the Township. These sales are higher when compared to 2007, which had 125 home sales. This increase isn’t surprising given the economic downturn and resulting foreclosure crisis in the mid-2000s. Before the downturn, 216 homes were sold in the Township. Foreclosures in 2007 also reflected the troubled housing market, which equaled 58 foreclosures on improved residential properties. In 2020, there were no foreclosures on improved properties; however, this is most likely because of the moratorium on evictions and foreclosures in place at the time due to the global pandemic.



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D. EXISTING LAND USE**Existing Land Use Categories**

Mapping of existing land use has been updated from aerial photographs and verified by field observation. The following classifications have been applied to the Township's land uses:

Vacant: All parcels not included in one of the definitions below. These are unimproved areas that are not in a committed use and not in a use that is accessory to an adjacent parcel with a use described below.

Agricultural: Parcels used as cultivated farm land, orchards, nurseries, or for livestock or equestrian activity, with or without related farm structures.

Single Family Residential: Improved parcels having three or less units per building in predominately residential use. There are four classifications of Single Family that are based on the parcel size (density). These classifications are shown below:

- 0.5 acre to 0.99 acre
- 1 acre to 1.49 acres
- 1.5 acres to 2.49 acres
- 2.5 acres and greater
-

Privately Dedicated Open Space: Areas devoted to private open space dedicated either as fee simple or conservation easements.

Multiple Family Residential: Improved parcels having four or more units per building in predominately residential use, including apartments, condominiums, row houses, senior living facilities without skilled nursing care, and terraces plus any streets, service drives, and community areas such as yards, clubhouses, and pools. Hotels, motels, campgrounds, and mobile home parks are not included in this category.

Mobile Home Park: Improved parcels having multiple mobile home structures that are in the nature of a community or "mobile home park" plus any streets, service drives, and community areas such as yards, clubhouses, and pools. A single mobile home structure on a parcel is not classified as a mobile home, but "Single Family Residential."

Commercial/Office: Improved parcels used for wholesale, retail, office, entertainment, or services, including those uses predominately at street level on multi-functional structures, plus related contiguous accessory uses such as parking areas and service drives.

Recreation/Conservation: Parcels for which the primary purpose is for outdoor recreation or natural area conservation. This may include public or privately-owned parks, outdoor sporting clubs, hunt clubs, golf courses, marinas, campgrounds, or areas for which the primary purpose is preservation and conservation of undeveloped natural areas.

Extractive: Parcels that are primarily used for surface mining and extraction of materials such as gravel, stone, minerals, ore, soil, or peat.

Springfield Township Master Plan

Industrial: Improved parcels used predominately for manufacturing or on which materials or articles are processed or semi-processed, but not retailed, including related storage areas, and warehousing. Commercial waste disposal sites, land fill operations, and junk yards are also shown as industrial.

Institutional: Improved parcels and facilities that are held in the public interest and are usually exempt from real property taxation plus any service drives or roads inside the actual parcel. Examples of this category are churches, educational facilities, governmental offices, hospitals, assisted living and skilled nursing care facilities, municipal parking facilities, day care centers, and cemeteries.

Transportation, Utility & Communication: Improved parcels containing above or below-ground utility or communication facilities, including electric and gas generating plants, transmission lines, booster and transformer stations, related storage yards, county drains, detention/retention basins etc. In addition, airports, railroad yards, buildings related to utility companies, such as Detroit Edison, and telecommunications companies, plus Waste Water Treatment Plants and Water Works, are also included in this category.

Water: Areas that are ordinarily covered by water as depicted in the Oakland County Waterbody feature class.

Mapped existing land use patterns within the Township are depicted on the next page.

Although Springfield has experienced significant growth, the Township remains a low density residential community. The table below lists existing land use in Springfield Township in 2020.

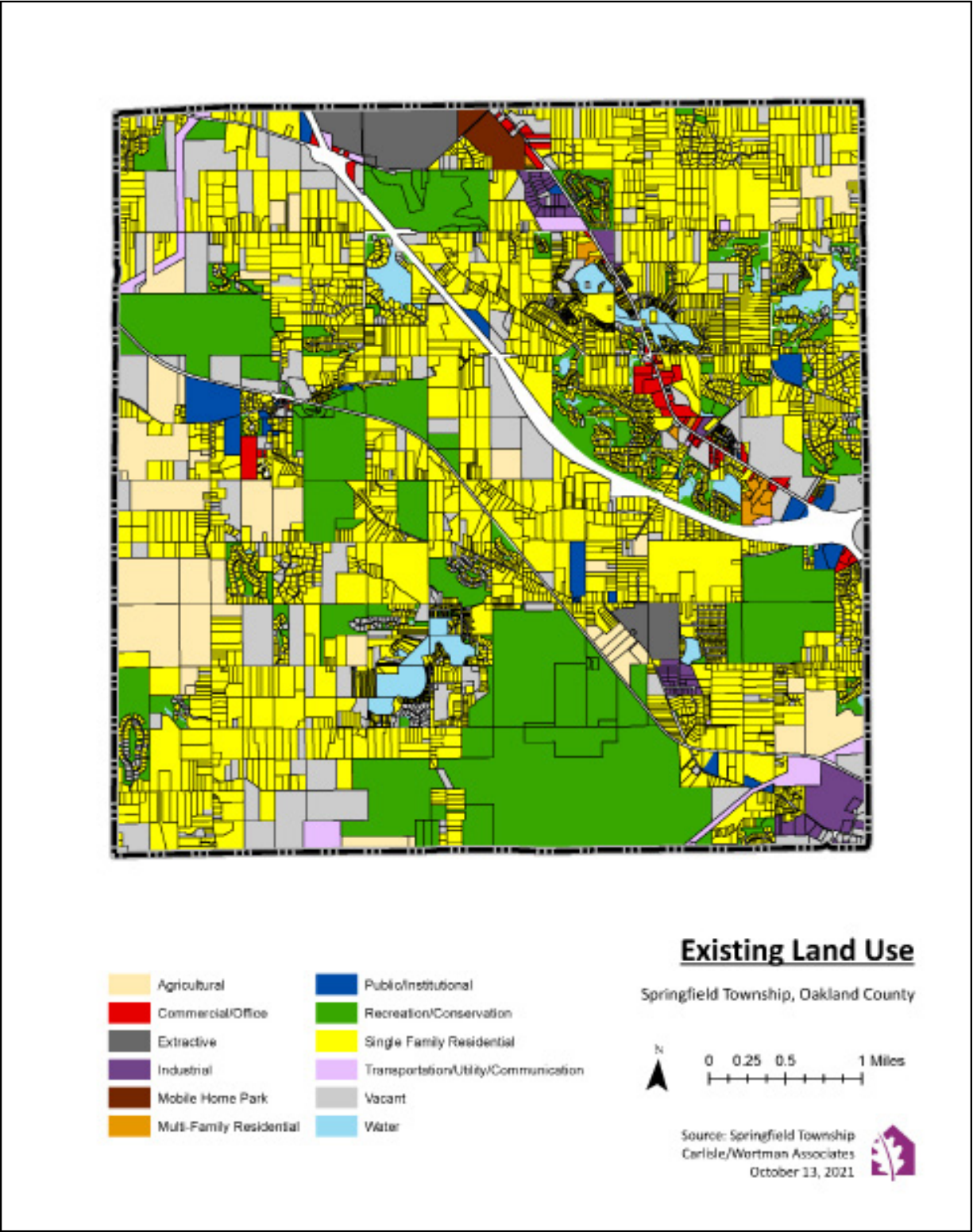
Land Use	2020	
	Acreage	% of Total
Vacant	2,731	13%
Agricultural	1,532	7%
Single-Family Residential	10,910	50%
Multiple-Family Residential	82	Less than 1%
Mobile Home Park	114	1%
Commercial/ Office	198	1%
Recreation/ Conservation	4,676	22%
Extractive	419	2%
Industrial	298	1%
Public/Institutional	298	1%
Transportation/Utility/ Communication	273	1%
Water	199	1%

The amount of land associated with each land use category is different from the previous Master Plan. These differences are due to the evolutionary nature of the County's Geographic Information Systems (GIS), and their efforts at producing more and more precise data. Compared to the data used in the previous Master Plan, this data is more precise because of improvements made in locating parcel boundaries and section corners. In summary, the Existing Land Use map - and the data obtained from this map - is an improvement over previous maps.

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APPENDIX

Existing Land Use Pattern

The largest single developed category of land use in Springfield Township is single-family residential. Until the 1970's, single family residential development was typically found in three major patterns: clustered around Davisburg, situated around the lakes, or scattered along road frontages. Davisburg remains the only "village" settlement in the community with older single family residences clustered around the downtown. Over the past fifty years, single-family development has occurred throughout the Township.

Considerable residential development exists around a number of the lakes in the Township, particularly Dixie Lake, Green Lake, Big Lake, Susin Lake, Waumegah Lake, and Softwater Lake. Much less intense single family residential development can be found around Hogback Lake and Eliza Lake. Such residential patterns were largely established eighty years ago when lakefront dwellings were for seasonal use. The post-World War II trend has been to convert lakefront dwellings to year-round use.

Until the 1970s, non-lake residential development was confined to scattered single family dwellings along road frontages. With much of the usable lakefront property now fully developed, new subdivisions and single lot residences have scattered to other parts of the Township.

Since the 1970's, new subdivision-style developments have been initiated or developed more fully. Additionally, cluster-style development has been utilized as a development style increasingly within the Township to protect natural resources, open space, and rural character. Examples of

clustered developments include Stonegate, Hummingbird Ridge, Bridge Valley, Pine Lake Forest, Pebble Creek, Forest Ridge, Hills of Kingston, Maple Grange, and Quarry Ridge.

There are two mobile home parks located in the extreme northern portion of the Township: Springrove Estates and Oak Hill Estates. Multiple family land use remains a minor component of overall land use in the Township with less than one percent of total land use devoted to this residential category.

Most of the commercial development in Springfield Township can be classified as convenience or general commercial activities. Development is focused along Dixie Highway, at the I-75 interchange, and in Davisburg. Commercial properties along Dixie Highway include a broad array of businesses, from large automobile dealerships, nursery and landscaping yards, and a grocery store, to smaller offices, personal services, and convenience markets. The cluster of commercial uses at I-75 and East Holly Road take advantage of the highway interchange, and are generally made up of businesses in larger buildings or which require space for storage. However, other types of highway service uses, such as a gasoline/convenience market, are also located at the interchange. The hamlet of Davisburg has a different character altogether, and is made up of a cluster of traditional downtown buildings that contain a convenience store, small retail shops, and professional offices.

Industrial uses comprise about 1% of the total land in the Township. Industrial development, as indicated by both the existing land use and the percentage of Township tax base, is not a significant



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feature of Springfield Township. Existing industrial land use is found in three areas of the Township: Holly Greens Industrial Park, Valentine Industrial Park, and in the southeast corner along Andersonville Road.

The extractive category includes land that is being actively mined. The most extensive mining operations can be found at Tindall Road north of East Holly Road extending to the Township line. The second area of removal includes the land northeast of Andersonville Road and south of Big Lake Road.

The institutional category accounts for a relatively small amount of land use in the Township. Predominant in this category are the facilities at Colombiere Center and the vocational school located to the southwest of Big Lake Road and the Dixie Highway and Interstate 75 interchange. Other uses in this category include the cemeteries, schools, and the Township facilities and buildings.

The recreation and conservation category makes up 22% of Springfield's total land use. Included in this classification are the Township, County and State parks and active recreation facilities located near Davisburg, Heather Highlands and Shepherd's Hollow golf courses, and Indian Springs Metropark located at the southern boundary of the Township. Also included are areas dedicated to open space preservation, such as the Shiawassee Basin Preserve, and parts of the Indian Springs Metropark.

Thirteen percent of the land area in the Township remains vacant and 7% is in agricultural use. Agricultural land use is particularly prevalent in the western portion of the Township in the Ormond Road area.

Transportation / Utility / Communication is a minor category encompassing approximately 1% of Springfield's total land use. A Detroit Edison corridor runs through the northwestern corner and the southeastern corner of the Township.

The largest public land owner in the Township is the Huron-Clinton Metropolitan Authority, which owns nearly 2,215 acres in the Township at Indian Springs Metropark. The second largest public land owner is Springfield Township. The Township owns over 700 acres of land devoted to conservation and recreation purposes. The third largest public land owner in the Township is the Oakland County Parks Commission with over 300 acres devoted to the Springfield Oaks County Park. The Michigan Nature Association owns 245 acres off of Ware Road (Timberland Swamp Nature Sanctuary) and the Department of Natural Resources owns over 100 acres on Davisburg Road. In Springfield Township, the Blue Heron Headwaters Conservancy (previously North Oakland Headwaters Land Conservancy) owns 30.69 acres and has conservation easements on 415.16 acres. Overall, the conservancy owns or has easements on 1,533.52 acres in north Oakland County and beyond.

APPENDIX

E. ECONOMIC BASE

Consideration of the local economic base is included in the planning process to ensure that land reserved for commercial, office, industrial, and mixed uses is of adequate size and location to meet the aspirations of the community. Economic activities may create job opportunities for local residents and contribute to the improvement of the Township tax base. While economic development is important, it is essential that these uses also be located in areas that are compatible with surrounding land uses and are adequately served by public utilities, services, and transportation systems. Factors considered in the evaluation of the local economy include tax base, and existing employment within the Township.

Employment

While there are numerous employers within the Township, most residents are employed outside of the Township borders, classifying Springfield as a bedroom community. The largest public employers in the Township are the Clarkston School District, the Road Commission for Oakland County, the Holly School District, and the Township through its Library, Parks Department, Fire Department and general offices. Springfield also has a broad range of private employers. The largest are listed in Figure E.1.

Figure E.1.: Largest Private Employers - Springfield Township

Firm	Product/Service
Oscar W. Larsen	Fluid Handling/General Contracting
Kroger Foods	Supermarket
Bordine Nursery	Nursery & Garden Center
AMC Group	Manufacturing
General RV	RV Dealership
Spartan Paving	Pavement Maintenance
McDonalds	Fast Food
Feldman Jeep	Auto Dealership
Michigan Web Press	Printing
RDM Associates	Accounting Firm
Colombiere Center	Healthcare & Retreat Center



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Tax Base

The previous Township Master Plan document used state equalized value (SEV) to explain the Township's tax base position. Since Proposal A was passed in 1994, the state requires that taxes on real property be based on the cash value (SEV) only if the property has changed hands in that year. Otherwise, taxable value on real property can only be increased by the rate of inflation. Therefore, to understand the Township's true position in relation to property taxes, two figures are presented here: the SEV and the Taxable Value (TV). This way, comparisons can be made between this Master Plan and previous plans.

Real property assessments are broken into various use classifications and include residential, commercial, and industrial development. The historical share of each use classification indicates economic growth trends and relative tax burden among use classifications, as shown on the table below.

Residential land uses shoulder the largest share of the local tax burden. However, reductions have occurred in the tax base for the commercial and industrial sectors with a 7% and 66% reduction in SEV respectively (63% reduction in industrial TV). Both compose a relatively small proportion of total taxable land in the Township. Also, assessing procedures changed since 2006 as how industrial properties were classified. Per this adjustment, only 21 properties in 2020 (vs. 65 in 2006) are included in the industrial class figures.

Figure E.2.: Relative Percentages of Real Property Assessed Valuation - SEV - Springfield Township 2020

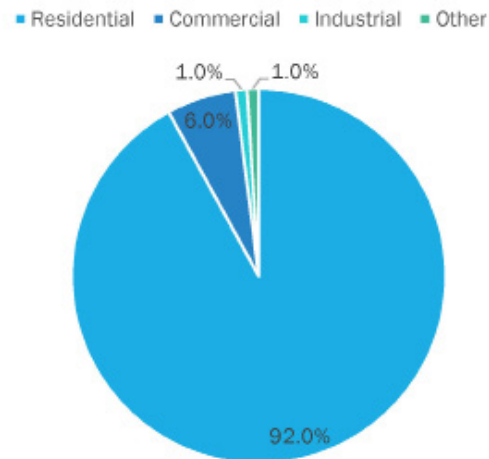


Table E.3.: Assessed Value of Real Property - Springfield Township 2006 - 2020

	Commercial	Industrial	Residential	Other	Total
State Equalized Value (SEV)					
2006	\$51,643,500	\$25,001,300	\$731,437,440	\$5,092,200	\$813,174,440
2020	\$48,328,800	\$8,329,200	\$765,104,430	\$5,501,800	\$827,264,230
Change in SEV:	-7%	-66%	+4%	+8%	+1%
Taxable Value (TV)					
2006	\$38,137,880	\$20,289,560	\$589,031,315	\$2,821,990	\$650,280,945
2020	\$41,455,720	\$7,490,460	\$602,294,230	\$4,121,320	\$655,361,730
Change in TV	+9%	-63%	+2%	+46%	0%

Source: Springfield Township Assessor's Office (2021).

Commercial Market Analysis

The following commercial market analysis provides quantitative estimates of future commercial demand, as well as a discussion of market trends that are relevant to Springfield Township. A similar analysis was prepared for the 2007 Master Plan, which was also included in the 2016 Master Plan. The quantitative estimates of demand for commercial land use are a standard planning forecasting method intended to provide guidance to the communities in establishing land use policy.

There are a host of intervening factors that may influence both the type and amount of commercial growth within the Township. The ability of the Township to attain its economic goals or potential can be influenced by such issues as access, physical limitations, commercial area aesthetics, competing opportunities in neighboring communities, and public opinion. Therefore, the forecast for commercial land demand in the Township must be tempered by consideration of more specific local conditions.

This analysis is not meant to be exhaustive. As a planning study, consideration of both quantitative and qualitative factors is essential in helping the Township formulate realistic commercial policies. Such policies are reflected by the amount of land that is both planned and zoned for commercial use.

Commercial Demand Analysis

A basic assumption of the commercial demand analysis is that households will choose to make the majority of their purchases within a specific trade area. Trade area is defined as the geographic area which serves the majority of potential consumers. Factors influencing the definition of a trade area include the following:

- Population Characteristics. Population and income drive the market.
- Competing Business Districts. Typically, there is a point within a trade area where customers are drawn to a competing center.
- Mix of Business. A critical mass of businesses pulls customers from a further distance than a more limited mix of businesses. Success breeds success.
- Destination Attractions. A significant destination business or community attraction can expand the trade area - drawing customers from a long distance.
- Traffic Patterns. Each area has distinct traffic patterns strongly impacted by its network of streets and highways.



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Trade areas tend to be dynamic phenomenon where market penetration and accessibility are key issues. As a result, separate and distinct commercial areas may draw portions of their business from the same trade area. When assessing the market potential of a specific geographical area, trade areas are usually stated in terms of “drive-time” to a particular destination. Trade areas for the purchase of convenience goods (those needed for daily living) are in closer proximity to where people live, typically a 5-minute drive time. Trade areas for comparison goods shopping (goods purchased less frequently) are larger and are characterized by a 15-minute drive time. There are also consumer destination locations that may offer unique goods and services that draw upon an even larger trade area. This latter category are unique destinations that have little influence on a community’s ability or desire to satisfy market demand.

For purposes of supporting the Master Plan, it is also appropriate to consider the market potential for the Township as a whole, which is the approach taken in both the 2007 and current analysis. Such an approach treats the entire area within the boundaries of the Township as a trade area and is useful in determining whether the Township has provided too much or too little commercially zoned land. Using a consistent approach over a prolonged period of time (2007, 2020, 2026) also provides a uniform baseline of data that can be compared and contrasted.

Commercial demand analysis relates household spending power and household population within the Township to determine the level of commercial development that can be supported. Households typically spend around thirty-five (35%) percent of their household income on consumer goods and services. The total expenditure of all households in the Township is then divided into categories of retail trade according to published sales data (source: Environmental Systems Research Institute or Esri). The demand for commercial land is a function of the household spending on various categories of retail trade (i.e.; food, clothing, hardware, etc.) converted into acreage by using sales data per square foot of store type. Sales data per square foot is provided through published data on annual retail sales.

Baseline figures for 2020 population are calculated using population data from the Census. Projections for 2026 are prepared using household growth and income projections also using Esri data. The forecast year 2026 was selected because it aligns with the 5-year time frame for the next Master Plan revision.

The data for the Township used in the commercial land demand forecasting model is as follows:

Table 1: Data Used in Commercial Land Demand Forecast - Springfield Township

	Household Population	Average Household Income
2007	5,155	\$89,140
2020	5,300	\$93,252
2026	5,488	\$107,705

Appendix A: Background Studies

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Table 2 presents the commercial land demand analysis that was prepared for the Township in 2007. Tables 3 and 4 present the current and forecasted demand for commercial land in 2020 and 2026, respectively. Table 5 provides a summary of Tables 2-4.

Table 2: 2007 Commercial Market and Land Demand

Retail Type	Percent of Retail Sales	Retail Sales from Study Area	Sales Per Square Foot	Square Feet Supported by Study Area	Equivalent Commercial Acreage
Building Materials / Hardware	4.8%	\$8,730,817	\$315	27,730	2.5
General Merchandise	13.7%	\$25,181,515	\$128	196,408	22.5
Food (Groceries / Beverages)	9.0%	\$16,450,697	\$339	48,574	5.6
Automotive	34.4%	\$63,045,691	\$266	237,281	21.8
Gasoline / Convenience store	5.0%	\$9,098,430	\$266	34,243	3.1
Clothing & Accessories	6.1%	\$11,212,207	\$168	66,585	7.6
Food Service (Restaurants)	6.9%	\$12,590,757	\$233	53,966	6.2
Drugs/Personal Care	4.2%	\$7,664,738	\$513	14,939	1.7
Furniture / Appliances	7.7%	\$14,153,114	\$163	86,569	9.9
Totals		\$163,127,970		766,296	81

2007 Assumptions: 5,155 households, \$89,140 average household income.

Table 3: 2020 Commercial Market and Land Demand

Retail Type	Percent of Retail Sales	Retail Sales from Study Area	Sales Per Square Foot	Square Feet Supported by Study Area	Equivalent Commercial Acreage
Building Materials / Hardware	7.2%	\$18,230,019	\$405	45,012	5.0
General Merchandise	15.2%	\$38,429,265	\$250	153,717	14.1
Food (Groceries / Beverages)	17.2%	\$43,192,379	\$450	95,983	11.0
Automotive	20.4%	\$51,392,057	\$275	186,882	17.2
Gasoline / Convenience store	10.7%	\$27,062,328	\$350	77,320	7.1
Clothing & Accessories	5.3%	\$13,357,482	\$308	43,368	5.0
Food Service (Restaurants)	10.5%	\$26,541,901	\$351	80,187	9.2
Drugs/Personal Care	7.0%	\$17,568,299	\$550	31,942	3.6
Furniture / Appliances	6.5%	\$16,458,299	\$250	65,833	6.0
Totals		\$252,232,290		780,224	78

2020 Assumptions: 5,300 households, \$93,252 average household income.

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Table 4: 2026 Commercial Market and Land Demand

Retail Type	Percent of Retail Sales	Retail Sales from Study Area	Sales Per Square Foot	Square Feet Supported by Study Area	Equivalent Commercial Acreage
Building Materials / Hardware	7.2%	\$21,611,262	\$405	53,361	6.1
General Merchandise	15.2%	\$45,623,776	\$250	182,495	16.8
Food (Groceries / Beverages)	17.2%	\$51,626,905	\$450	114,726	13.3
Automotive	20.4%	\$61,231,877	\$275	222,661	20.4
Gasoline / Convenience store	10.7%	32,116,737	\$350	91,726	8.4
Clothing & Accessories	5.3%	\$15,908,290	\$308	51,650	5.9
Food Service (Restaurants)	10.5%	\$31,516,424	\$450	95,215	11.0
Drugs/Personal Care	7.0%	\$21,010,956	\$550	38,201	4.4
Furniture / Appliances	6.5%	\$19,510,167	\$250	78,040	7.2
Totals		\$300,156,425		928,111	94

2026 Assumptions: 5,488 households, \$107,705 average household income.

Table 5: Summary - Commercial Market and Land Demand

Year	Number of Households	Commercial Acre Demand
2007	5,155	81 ac.
2020	5,300	78 ac.
2026	5,488	94 ac.

There are a number of significant observations that can be gleaned from the commercial market and land demand analysis:

- The growth in both numbers of households and average household income from 2007 to 2020 was relatively modest. It is likely that the recession had a great deal to do with the phenomena.

- As result of the modest growth between 2007 and 2020, the demand for commercial land actually declined. This decline is a direct result in an increase in sales per square foot that exceeded the increase in household income. In other words, there has not been enough growth in income to overcome the increase in the costs of consumers goods and services.
- Finally, the trends exhibited in 2020 will change by 2026. While there will still be a relatively modest growth in the number of households (approximately 3.5%), household income is expected to increase 15.5% by 2026.

Commercial Land Demand vs. Supply

Commercial land in Springfield Township is centered along Dixie Highway, between Davisburg Road and Old Pond Road, and at the I-75/Dixie Highway and East Holly Road interchanges. The commercial uses at these locations focus primarily on convenience and, to a lesser extent, comparison types of retail shopping. Most convenience shopping is available along Dixie near Davisburg. The interchange areas tend to focus more on comparison goods (autos, nursery products, etc.).

Table 6 illustrates the amount of commercially zoned land verses market demand for 2007, 2020 and 2026. The outcome of the 2007 Commercial Land Demand analysis indicated that the Township could support 81-acres of commercial land. The current amount of commercially zoned land, not including Office Service, has slightly increased to 266 acres. However, the demand for commercial land decreased to 78 acres in 2020, for the reasons mentioned in the previous section. Currently, there is a surplus of 188 acres of land zoned commercial compared to market demand. By 2026, rising household incomes will increase the demand for commercial land to 94 acres, but there will continue to be a surplus of land zoned for commercial use.

Based on this analysis, it is reasonable to conclude that the Township currently provides an adequate amount of commercially zoned property to meet the current and future general shopping needs of its own residents.

Table 6: Commercially Zoned Property vs. Market Demand - Springfield Township (2007, 2020, 2026)

Year	Existing Commercially Zoned Parcels ¹	Market Demand	Use vs. Demand ²
2007	249 ac.	81 ac.	+168 ac.
2020	266 ac.	78 ac.	+181 ac.
2026	266 ac.	94 ac.	+172 ac.

¹Existing zoning based on calculations by Carlisle/Wortman Associates.
²A plus sign (+) means there is a surplus of land zoned commercially versus the demand for such land..

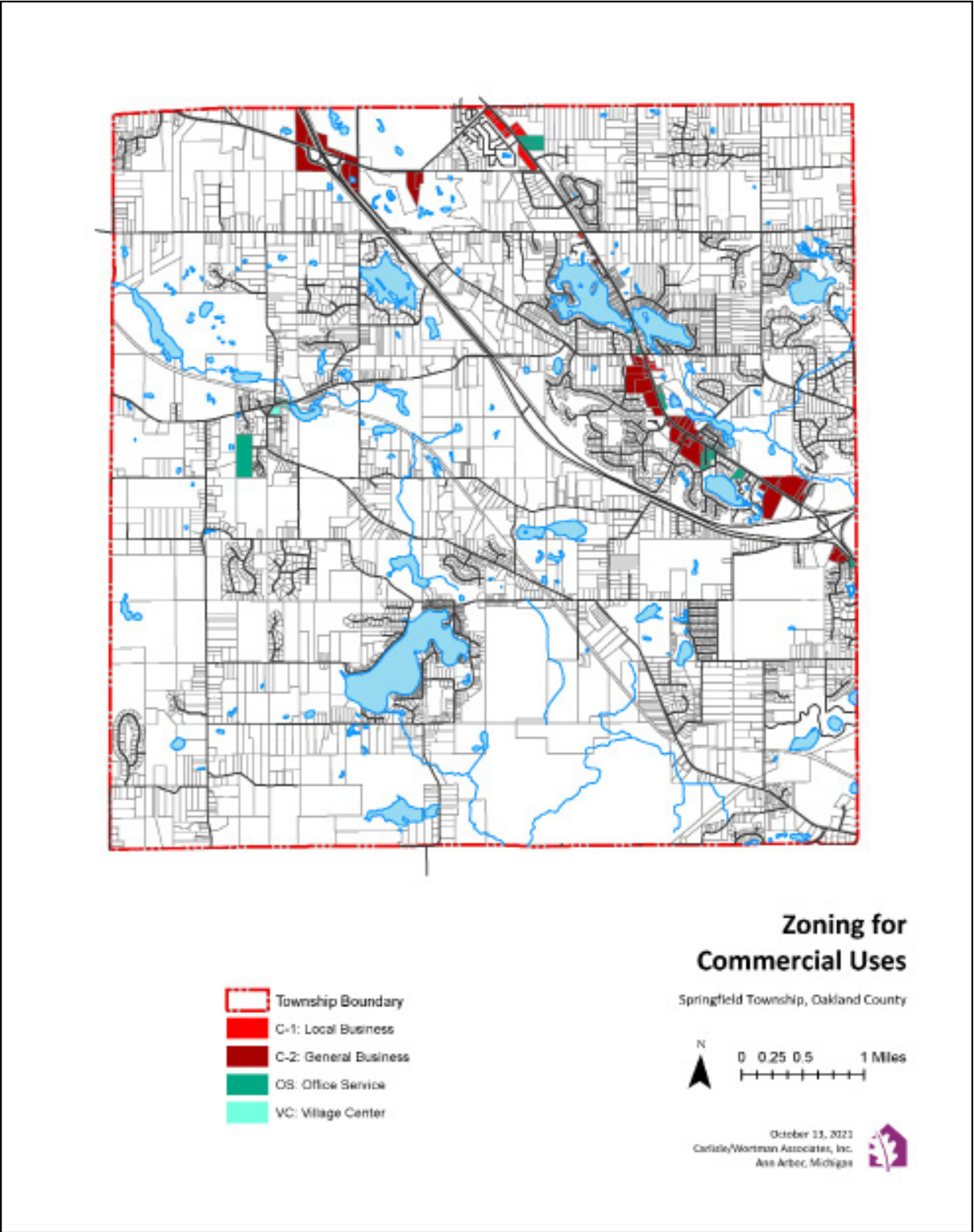
Table 7 indicates the total number and area of land zoned C-1, Local Business District; C-2, General Business District; OS, Office Service District; and VC, Village Center District. The map on the next page illustrates the properties, and their relative sizes, that are currently zoned for commercial uses in the Township. In addition to providing a surplus of commercially zoned land, the largest amount of land zoned for commercial use is in the C-2 category, which is the most permissive of all of the zoning districts.

Table 7: Commercially Zoned Property - Springfield Township

Zoning District	Number of Parcels	Acreage
C-1	16	32.86 ac.
C-2	54	224.81 ac.
OS	32	70.16 ac.
VC	20	7.86



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Comparative Commercial Categories

A second part of the quantitative analysis provides a look at the number of retail establishments in comparison to household population. This is another way to determine if household demand is being met within the Township. Data was collected both for 2007 and 2020 comparing the ratio of retail establishments to households in Springfield Township to two (2) neighboring townships, Independence and White Lake, and to Auburn Hills. Independence and White Lake were selected due to geographic proximity and some similarities as more populated communities in northwest Oakland County. Auburn Hills was selected because of its significantly different characteristics as a commercial and industrial center in Oakland County.

- Independence Township - 192 businesses serving 13,921 households, or 1 per 73 households.
- White Lake Township - 142 businesses serving 11,826 households or 1 per 83 households.
- City of Auburn Hills - 435 businesses serving 9,657 or 1 per 22 households.

The conclusion from this comparison is that Springfield is not disproportionately low compared to other communities as far as retail establishments per household. In fact, this ratio of retail businesses to households has improved.

Table 8: Retail Trade by Sector - Springfield Township and Comparative Communities

	Springfield Township		Independence Township		White Lake Township		City of Auburn Hills	
	2007	2020	2007	2020	2007	2020	2007	2020
Total Retail Establishments	25	50	78	192	52	142	216	435
Number of Households	4,619	5,300	11,765	13,921	10,092	11,826	8,064	9,657
Retail Establishments / Households	1/185	1/106	1/151	1/73	1/194	1/183	137	1/22

Source: U.S. Economic Census and Esri

The number and ratio of retail establishments to households is depicted in Table 8. In 2007, Springfield, had twenty-five (25) retail establishments and 4,619 households for a ratio of one (1) establishment per one hundred eighty-five (185) households. Data for 2020 indicates that the number of businesses has increased to fifty (50) and households to 5,300 for a ratio of one (1) business to one hundred six (106) households. In contrast, the data for the comparison communities for 2020 is as shown in Table 8:

No attempt is made to do a detailed review of the types of businesses actually serving Springfield Township. A more sophisticated review of the types of businesses for the population served is called a “gap analysis.” Such an analysis is used to determine where there may be unfulfilled need in the marketplace.

In reviewing the Economic Census data for Springfield in 2007 it was noted that Springfield had a higher number of



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businesses classified as “motor vehicle and parts dealer” and a lower number of “food and beverage stores”. Neither of these observations seem to be the case in 2020.

For example, Springfield Township currently has one (1) automotive business per 765 households, while Auburn Hills has one (1) per 322 households, Independence Township has one (1) per 1,740 households and White Lake Township has one (1) per 910 households.

The proportion of food and beverage stores also seems in proportion to the comparable communities. Springfield has one (1) per 893 households, Auburn Hills has one (1) per 644 households, Independence has one (1) per 1,547 households and White Lake has one (1) per 1,075 households.

Regional Economic Influences and Commercial Concentrations

As has been indicated, the quantitative purpose of the commercial analysis does not assess any potential for regional commercial use. Springfield Township is located twenty (20) minutes from two (2) cities, Pontiac to the south and Flint to the north. Two (2) interchanges to I-75 provide easy access from Springfield Township to the major population and employment centers of southeastern Michigan, although the Dixie / I-75 interchange is the one closest in proximity to population centers within Oakland County. However, Bordines and General RV are both businesses that could be considered to have a regional draw.

Several major economic activity concentrations are located within Oakland County and within close proximity of Springfield. Although none of these

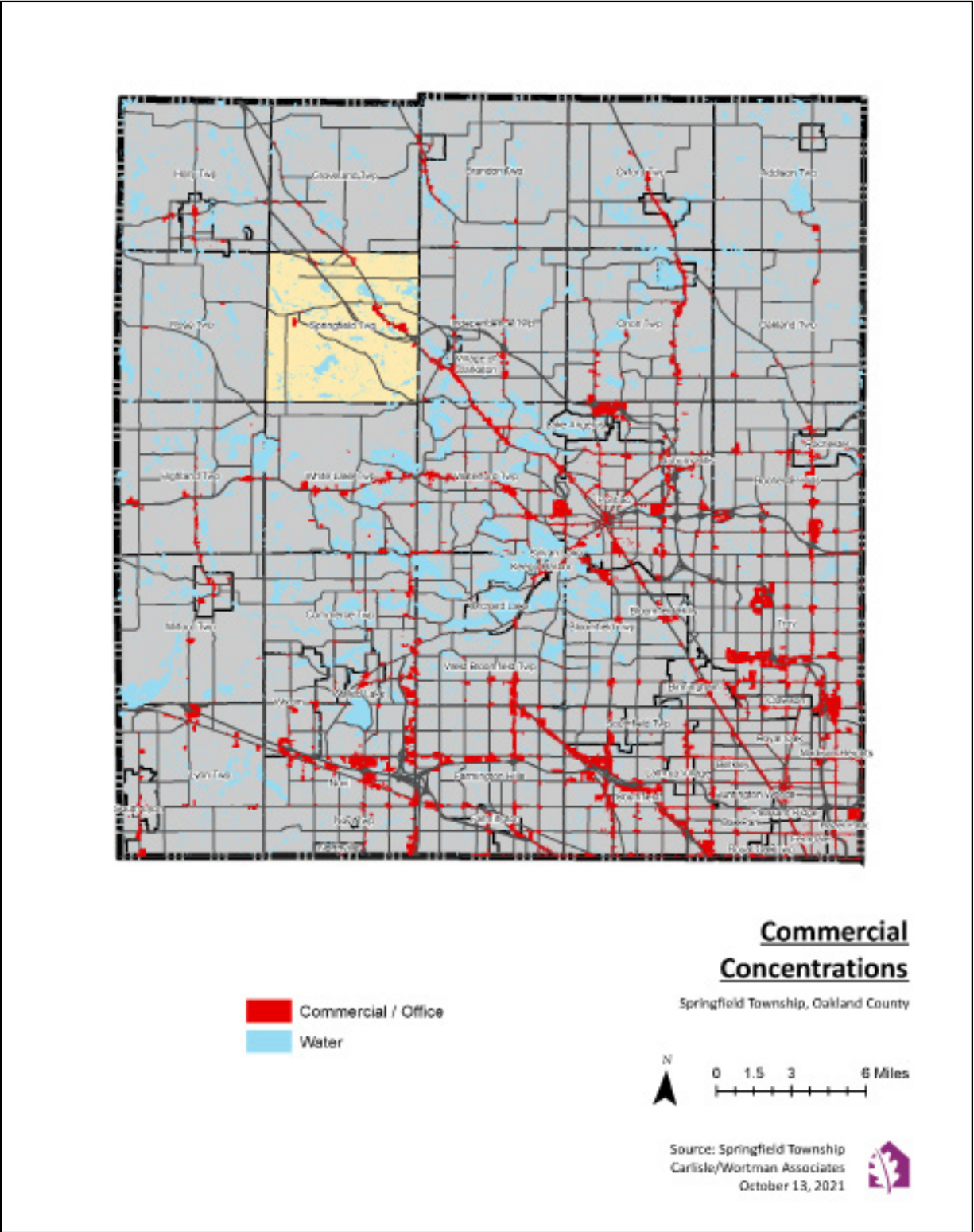
concentrations are located within the Township, these areas are of considerable significance since they are within commuting distance for Township residents and directly affect Springfield’s local economy.

In Oakland County and elsewhere, it is not surprising to see that major transportation arteries attract commercial development. Commercial concentrations in Oakland County present continuous patterns of commercial and office use from Pontiac to the southeastern portion of Springfield Township. Another significant concentration is M-59 from Pontiac through Waterford and portions of White Lake. A third concentration is along M-24 through Orion and Oxford Townships. The I-75 interchanges have also attracted commercial, and office uses, with significant concentrations in Auburn Hills. A secondary concentration in close proximity to the Township is in the Grand Blanc area.

The traditional corridor for economic activity in the Township has been Dixie Highway. Two (2) I-75 interchanges within Springfield have also helped to generate commercial and office development. The interchange at Dixie Highway and I-75 is located in the southeast portion of the Township. The other within Springfield - the East Holly Road and I-75 interchange - is located at the opposite boundary of the Township. As a result, these two (2) areas are not ideally, or centrally, located to serve Springfield’s population. However, the East Holly Road/I-75 interchange is located in an area that could service, with careful planning, a broader market without impacting the balance of the Township, particularly current residential concentrations.

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Retail Trends

In 2007, a number of social and economic factors that were influencing the potential for and operating philosophy of retail trade were observed. As was the case in 2007 and are still significant factors today, technology, age, lifestyle, and income appear to be driving retail trends. Regarding various demographic factors, there is a clear distinction in the behavior of consumers in various age groups. The spending habits of Millennials, Gen-Xers, and Baby Boomers in 2020 are summarized in Table 9 below:

Another more recent factor influencing retail trends, both in positive and negative ways, was the global pandemic. The pandemic has made some permanent changes in consumer spending behavior. An understanding of these trends can have an influence on Township policy. Table 10 summarizes general retail trends that are more fully described on the following two pages.

Table 9: Generational Influence on Retailing

		Millennials (20 - 34 years old)	Gen X (35 - 54 years old)	Baby Boomers (55 - 74 years old)
Size	Oakland Co.	237,913 (19%)	337,129 (27%)	300,168 (24%)
	Springfield Township	1,938 (13%)	4,013 (28%)	3,830 (27%)
Spending Characteristics		<ul style="list-style-type: none"> 44% of discretionary spending comes from eating out. 62% of Millennials don't value strong brands. Dedicated to health and wellness, devoting time and money to exercising and eating right. 	<ul style="list-style-type: none"> Despite smaller size, Gen X spends more than Millennials and Boomers on a per capita basis. Gen X researches purchase decisions online more than any other age group. Highest spending on kid's and baby apparel. 	<ul style="list-style-type: none"> Boomers spend \$3.2 trillion each year, the largest of any generation. Higher spending on big ticket items like cars, long vacations, and housing. Spending more on healthcare than any previous generation.

Table 10: Generational Influence on Retailing

Then...	Now...	Implications...
Single-purpose shopping centers	Mixed-use development	Reconfiguration of properties/partnerships
Department store anchors	Key anchor closures	Repositioning & re-tenanting
Suburbs as shopping destinations	Urban main street experiences	Changes in store sizes & formats
Homogeneous demographics	Diverse demographics	Localized, targeted tenants
Brick & mortar	E-commerce	Focus on experiential retail
Traditional media advertising	Social media	Multimedia strategy

1. Technology/E-Commerce - It is not surprising that e-commerce grew by forty (40%) percent in 2020 which has been termed as a “seismic” shift in spending trends. Amazon remains the leader in online sales but is being challenged by traditional “brick and mortar” stores that are transforming to more online sales. Most notable among these stores are Walmart, Best Buy, Kroger, and Target. The internet now accounts for more than twenty-one (21%) percent of sales and is increasing annually. Please note that a higher figure was included in the 2007 report based more on anecdotal than the more sophisticated data which is available today.

There is no doubt that online sales for all forms of consumer goods and services will continue in an upward trend. As a result of the impact of the pandemic, even small operators have figured out ways to deliver their goods via an online format to consumers. A great example is restaurants that have expanded online ordering and expanded curbside and delivery service.

2. Greater Focus on Home - A recent trend that has emerged in 2020 and continues is a renewed focus on consumer spending on activities conducted both for and within the home. Sales of groceries is the top performer in consumer spending, primarily due to a decrease in eating out. Spending on housewares, hardware, furniture, and home improvement supplies has also dramatically increased.
3. The Demise of the Mall/ Downscaling of Large-Scale Retail - As reported in 2007, the trend in the 1970s and 1980s was the construction of enclosed malls,

so much so that some communities tried to replicate the concept in their downtowns. The Detroit metro area has witnessed either the full or partial closure of a number of malls. Some of these are being razed and redeveloped as mixed use. It is unlikely that we will see new malls proposed that come close to the size and scope of those that were previously built in the metro area.

4. Precision Shopping - Considering both lifestyle and technology coupled with the impact of the pandemic, the trend for precision shopping (targeted shopping for a specific item) will continue. With such an objective in mind, customers have limited time for leisure shopping. Precision shopping has even influenced the restaurant industry. At one time, consumers had the choice between fast food and traditional sit-down restaurants. Today, “fast casual” dining is becoming more prevalent. Located in spaces of 1,000-2,500 square feet, fast casual restaurants offer higher quality than typical fast food, may or may not have seating, and frequently have drive-throughs and/or curbside pickup.
5. Creating Ambience - Coupled with the demise of the mall is the emergence of the next generation of shopping centers focused around the “street front shopping concept.” Although developers build shopping centers to attract the buying public, providing customers with convenience, entertainment, restaurants, and a sense of place are elements that today’s consumers find attractive. Therefore, the street front shopping concept is more conducive to melding convenient parking with an attractive, exciting environment.



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6. Challenges to Large Scale Retail - In addition to frequent challenges from communities, large-scale or big box retailers have been so successful as category killers that the only competition left are other big box retailers. As the market becomes saturated, large-scale retailers are facing the challenges of surplus space, e-commerce, and the street front shopping concept. As a result, many large-scale retailers are downsizing their stores to both reduce cost, be more appealing, and target the precision shopper. Meijer, Target, and Kroger are all good examples of major retailers who are now offering a downsized market concept.

7. Less Demand for Office Space / Increased Demand for Flex Space - While not specifically related to commercial demand, the Township will likely see less demand for general office space. Work trends emanating from the pandemic with more work performed out of the home, are becoming the rule rather than exception.

On the other hand, buildings that are termed as “flex space” with front room office and rear room storage, minor assembly, and distribution are becoming increasingly popular. Usually, flex space is common in industrial areas but, if properly designed and regulated, can be found in both commercial and office areas.

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Commercial Market Analysis Findings

A number of observations can be made from the Commercial Market Analysis. These should be considered in formulating commercial policies for the Township:

1. For many years, the Township has focused its commercial activity on Dixie Highway, and continuing that as a strategy has made sense given the central location of the area, good accessibility, and available land. This area would seem to be able to satisfy much of the demand for daily shopping needs of residents based upon the Commercial Market Analysis.
2. The interchanges with I-75 offer both challenges and opportunities. Within the time frame of this Master Plan update, it would appear that there will continue to be more interest in the Dixie/I-75 area. Considering the retail trends outlined in the previous section, Dixie/I-75 offers significant potential for more creative mixed-use development. The Township has planned for this possibility by creating a mixed-use category in the Master Plan.

The strategy to pursue a mixture of uses, including residential, commercial, office, and other compatible uses will diversify the character of the area, and have a positive effect on peak traffic volumes, thereby lessening the impact on Dixie Highway.

3. Communities that desire creative development must develop the vision. Much like the Dixie/Davisburg area was envisioned as a focus of community commercial activity several years ago, Dixie/I-75 has been envisioned as a mixed-use centerpiece. The Township has done two things to advance a quality mixed-use environment. The Dixie Highway Overlay District offers an opportunity for property to be developed in a more creative manner by allowing flexibility in the application of underlying zoning requirements. In return, the development of properties must adhere to the Dixie Highway Design Guidelines that were recently updated.
4. Finally, although the analysis is not detailed, there does appear to be a broader array of uses available within the Township than in the past. The strategy to promote more mixed-use along Dixie Highway is prudent considering the abundance of commercially zoned land in the Township.
5. While population and households will not increase dramatically, household income is increasing at a more rapid rate than some other areas of northwest Oakland County. Increased household income will drive demand for the availability of new goods and services in the Township. However, both the Township approach to planning and zoning seems well positioned to accommodate change in demand.

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Springfield Township Master Plan

F. COMMUNITY FACILITIES AND SERVICES

Township Facilities and Services

In 2002, the Township moved its offices into the new Civic Center located in the Shiawassee Basin Preserve off of Davisburg Road. The Center contains the Township library, Township administrative offices, and the Parks and Recreation Department. Recently, existing office space was renovated to create the Oakland County Sheriff's Office Springfield Township Substation.

Fire protection service is provided by a combination fire department. The Township has a full-time Fire Chief, ten full-time fire fighters, and 35 paid on-call staff. The main fire station is located at the intersection of Rattalee Lake Road and Dixie Highway, and contains apparatus bays, offices, and training facilities, and is operational 24/7, 365 days a year. A second station is located in Davisburg, and a third station was constructed in the southeast quadrant of the Township (on Andersonville Road) in 2018. The Fire Department started providing advanced life support in November, 2021. Police protection is contracted through the Oakland County Sheriff's Department.

Central municipal water and/or sewer service within the Township is limited. Only a few developments in the Township are served by central water and/or sanitary treatment systems. One such system is the Softwater Lake Sanitary Treatment Plant, which serves five (5) separate condominium projects and the Bavarian Village apartment complex, and is located near Dixie Highway and I-75. This system is connected to the Independence Township sewer system.

These developments are also served by a municipal water system owned and operated by Oakland County. Two mobile home parks, Oak Hill Estates and Springgrove Estates, are also served by community sanitary treatment and water systems. Both parks are located off of Dixie Highway in the northern part of the Township. The systems are not operated by the Township, and do not provide service to areas outside their mobile home park boundaries. There are also several other developments, both residential and commercial, that are served by community sewer systems. Detroit Edison provides electricity to most of the Township. Consumers Energy supplies electricity to the northwest corner of the Township, and natural gas service to the entire Township.

Clarkston Community Schools, Brandon School District, and Holly School District serve Springfield Township residents. One private school, Springfield Christian Academy is also located in the Township. The Township contains the following public elementary schools: Andersonville, Davisburg, and Springfield Plains. In addition, Oakland Schools Technological Campus North West is located in Springfield Township, and run by Oakland Intermediate School District.



(Source: springfield-twp.us)

Parks and Recreation

Springfield Township has several public and private recreational facilities. In January, 2019, Springfield Township adopted the Parks and Recreation Master Plan that addresses recreation planning for the period of 2019 - 2023. Three park systems are represented within the Township: Oakland County Parks, Huron-Clinton Metropolitan Authority (HCMA) Parks, and Springfield Township Parks.

Springfield itself owns five Township parks covering almost 703 acres of land within the community. The following is a list and description of those parks:

- **Davisburg Mill Pond Park / Hart Community Center** - Mill Pond Park (5.5 acres) is adjacent to the Davisburg Mill Pond in downtown Davisburg, which is formed by the Mill Pond dam on the north side of Davisburg Road. The Park features a wide variety of recreational amenities, including play equipment, tennis courts, sand volleyball, basketball courts, a fishing dock, and horseshoe pits. A beach on the western side of the Park has been closed and is being restored to a natural state. The pond is popular with nonmotorized watercraft such as kayaks.

The Park is also home to the Hart Community Center, the Township's indoor recreation facility. The Community Center serves as a prime gathering point for Springfield's senior population.

Mill Pond Dam

Springfield Township and Oakland County have extensively explored options for the Davisburg Mill Pond Dam. Due to the age of the dam and based on information from a 2011 engineering study and 2015 video inspection, the Mill Pond Dam has significant deficiencies and associated safety/liability issues.

A Feasibility Study was commissioned in October 2018 to identify various alternatives for the dam. The study included two public informational meetings, held in March and May of 2019, to present preliminary findings and receive public input. The Feasibility Study resulted in eight viable alternatives in two scenarios to either replace or remove the dam. During a Special Meeting held on June 6, 2019, the Springfield Township Board carefully analyzed every alternative based on several factors including historical significance, effect on safety, water wells, real estate values, recreational benefits, environmental considerations, and cost. The Township Board ultimately recommended dam removal and restoration of the river corridor. The County concurred with that recommendation.

(Continued on next page.)



Springfield Township Master Plan

Mill Pond Dam (Con't.)

In the fall of 2019, the project moved to the preliminary engineering and conceptual park design phase. The consultant collected data to determine how to engineer the stream channel and arch culvert at the Davisburg Road crossing and prepared plans for the restoration of the river corridor. Concurrently, the consultant offered recommendations for future enhancement to the surrounding park property.

The Oakland County Parks & Recreation Commission, Springfield Township Board, and Springfield Township Park Commission reviewed the preliminary engineering plans and conceptual park designs at their meetings in October 2020 and approved presenting the plans to the public for review and comment.

Residents viewed a public presentation of the design plans on-line, and were asked to respond to the designs. They were also asked to complete an on-line survey. They were invited back in August, 2021 to view revised plans and provide comments. This project received final approval by the Township Board and a contract was awarded in December 2022. Construction commenced in July 2023.

- **Green Lake Park** - Green Lake Park (1.5 acres) is located within a residential neighborhood on the corner of North Bay and Foster Roads. The Park features play equipment, including swings and basketball courts. The Park is adjacent to Green Lake, but the lake itself is marshy and not appropriate for water based recreation, so there is not water access.

The eastern edge of the park along North Bay Road is fairly steep, making access somewhat difficult. The Park also does not have parking, although it has a large residential population within walking distance so it maintains regular use.

- **Karl Shultz Park** - Shultz Park (18.5 acres) is located at the corner of Davisburg Road (Broadway) and Dilley Road. It features two baseball/softball fields. A third field has been removed from use. The Park also features limited play equipment, a picnic pavilion, accessible restrooms, and a trail from the cemetery to the park.

Shultz Park



(Source: Springfield Township: 2019 - 2023 Parks & Recreation Plan)

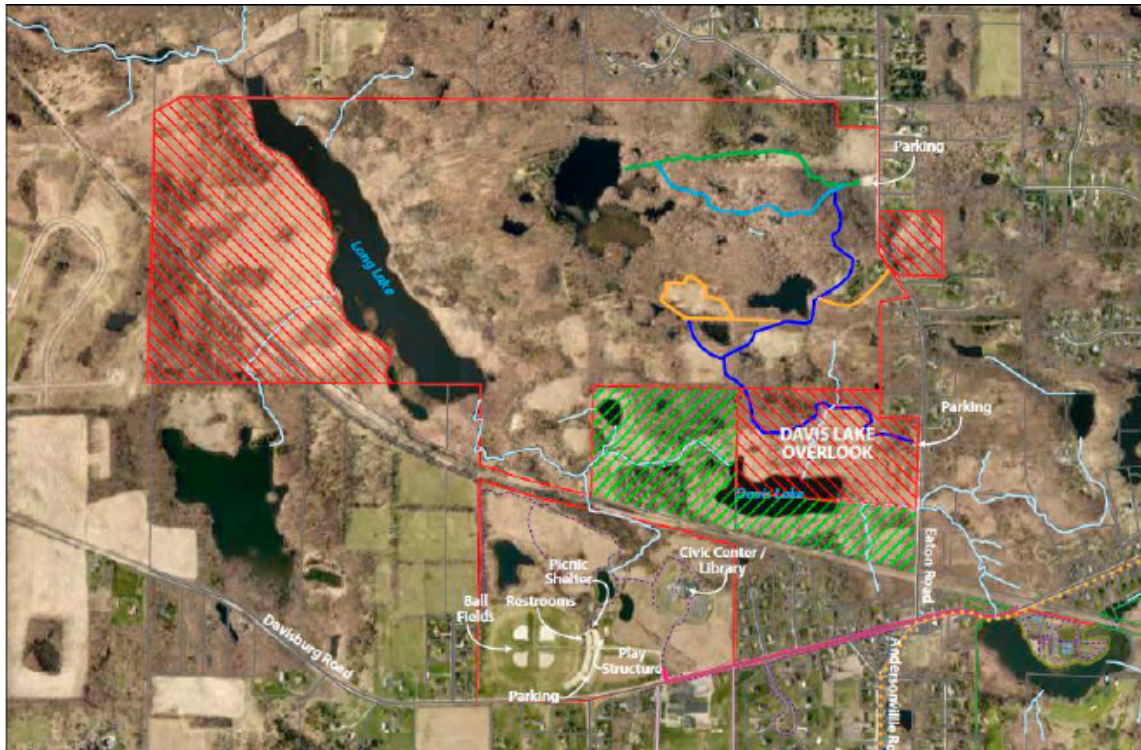
Appendix A: Background Studies

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- **Shiawassee Basin Preserve** - Shiawassee Basin Preserve (606 acres) is Springfield Township's "gem," featuring a high quality fen ecosystem with rare and threatened plants and wildlife, stunning vistas, and miles of trails. The preserve attracts visitors from many surrounding communities. The trails are only accessible to walkers to prevent damage to the ecosystem from higher impact activities. Two parcels, totaling roughly 55 acres, were added to the Township property in 2018. The acquisition consolidates all of the parcels north of the railroad track and protects critical habitat for future generations to enjoy.

The Southern portion of the Shiawassee Basin Preserve is designated as active recreation. The Park features play equipment, baseball fields, and public restrooms. There is also interpretative signage to inform residents about the habitat in the area.

Shiawassee Basin Preserve



(Source: Springfield Township: 2019 - 2023 Parks & Recreation Plan)

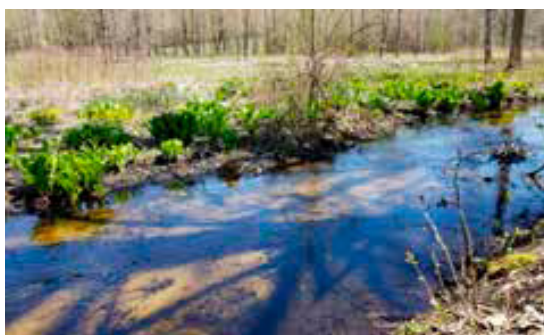
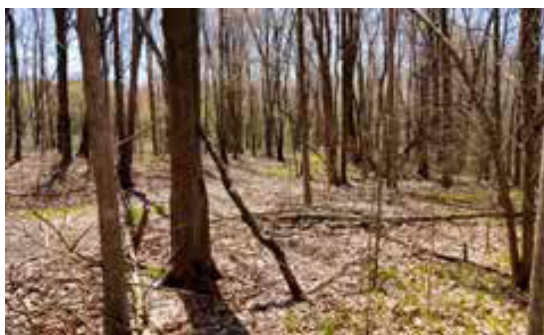
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- **River Run Preserve.** In 2011 the Township purchased 71.5 acres of land near Andersonville and Clark Roads as an additional passive recreation and natural preservation space. The preserve includes the headwaters of the Shiawassee River and important habitat space for a variety of plant and animal species. A parking lot and rustic trails have recently been added. Long-term plans include upgrading a portion of the trails and providing picnic facilities.

River Run Preserve



(Source: Springfield Township: 2019 - 2023 Parks & Recreation Plan)

Springfield also contains several regional recreational facilities. Privately owned facilities include the 400 acre Colombiere Center, which includes the 360 acre Shepherd's Hollow golf course; the 170 acre Heather Highlands Golf Course; and the 250 acre Timberland Sanctuary with rough trails.

State facilities include the DNR Big Lake Boat Ramp, which is less than one acre in size and provides parking and a boat launch; and the DNR Trout Pond and State Land, which is a 110 acre hunting and fishing area. The Huron-Clinton Metropolitan Park Authority owns Indian Springs, which is 2,149 acres in size located in both White Lake and Springfield Townships (1,570 acres in Springfield Township). This park provides such facilities as an environmental education center, nature and bicycle trails, picnic areas, restrooms, two picnic shelters, nature center, 18-hole golf course, and restaurant along with nature interpretation programs. Finally, Oakland County has two parks within the Township. Springfield Oaks Activity Center is 112 acres in size and provides an activity center with 4-H fairgrounds, one horse arena, one event arena, a horse barn, a rabbit barn, and a livestock barn, as well as the historic Ellis Barn, relocated from Dixie Highway. It also provides trails, exhibit hall with office space, and a pavilion. The County also provides Springfield Oaks Golf Course - a 182 acre golf course with clubhouse and pro-shop.

APPENDIX

G. NATURAL RESOURCES

Hills, wetlands, drainage systems, and vegetative cover provide Springfield Township with a highly varied landscape and significant local natural resources. Springfield Township is located within a hilly zone of glacial moraines and gently undulating plains, and enjoys the rivers, lakes, and wetlands that are characteristic of this type of glacially formed landscape.

The rolling wooded hillsides, lakes, wetlands, and relatively undisturbed areas of the Township have provided the “rural” atmosphere that has drawn many people to Springfield. These same natural resources and their preservation have driven land use policies and decisions in the past, and provide the foundation for future land use plans, policies, and decisions as to where and when open space acquisition should occur.

The Township contains the headwaters and drainage basins of three major rivers, the Huron, Clinton, and Shiawassee, as well as small portions of the Flint River Basin.

The Township’s natural resources have been extensively studied over the past 50 years. A number of environmental and natural feature studies have been carried out by the Township, and by other organizations and agencies, that recognized the Township’s unique resources:

- As early as 1968, Oakland County performed an inventory and study of the Shiawassee River headwaters area.
- In 1984, The Township teamed with the Southeast Michigan Council of Governments (SEMCOG) to conduct an environmental planning study. This study actively involved the Planning Commission and developed maps and standards that formed the basis for the Township’s current environmental protection ordinance standards. The study also resulted in two booklets: one for developers, that describes the Township’s environmental standards for site plan review, and development design techniques that specifically help protect natural features; the second for residents, which explains how land owners can protect groundwater and their drinking water source.
- In 1988, the Michigan Natural Features Inventory (MNFI) professionals performed a general overview of the environmental features of the Township in partnership with Oakland County.
- In 1997, the University of Michigan School of Natural Resources and Environment conducted an ecological study of the Bridge Valley area.
- In 2000, the Township joined Oakland County and five other communities in a study called the *Shiawassee and Huron Headwaters Resource Preservation Project* (Headwaters Project). This project is described in detail on the following pages.



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- As a result of the Headwaters Project, the Township received a grant from the U.S. Environmental Protection Agency in 2002 to educate residents and the development community about the use of native plants in landscaping. This project, called the *Springfield Township Native Vegetation Enhancement Project*, created a computer-based interactive CD ROM to provide information about what constitutes a native plant, the importance of using native plants in landscaping and how to do this, among other information. The CD ROM also has detailed information about more than 250 plants native to Springfield Township, and a “plant finder” capability where the user can type in the planting conditions, (soils, amount of sun, etc.) and the plant’s desired characteristics (tree, flowering time, color, etc.) to identify suitable native species.
- In 2004, Oakland County worked with the MNFI staff to inventory the natural areas of the entire County. Then this information was mapped and provided to each community, along with assistance from the County on ways the natural features could be better preserved.
- In 2015, the Township’s Natural Resources Manager, Mike Losey, prepared an *Ecological Management Plan and Visitor Access Recommendations for River Run Preserve*.
- In 2018, Michigan Natural Features Inventory (MNFI) staff completed a study of the Hartman Tract, an area of land 55 acres in size within the Shiawassee Basin Preserve. The study included a floristic and natural community assessment of the Hartman Tract, which had been recently acquired by the Township. The purpose of the study was to inform and help guide long-term planning, restoration efforts, and ongoing stewardship activities currently taking place in several adjacent areas within Springfield Township.
- In 2019, the Township contracted with environmental consultants to conduct a qualitative assessment of the Shiawassee River stretching between Long Lake and Davis Lake. The data collected describes the biological integrity and habitat quality in the project area, including baseline community data for fish, macroinvertebrates, mussels and available instream and surrounding riparian habitat.

Hartman Tract



(Source: Hartman Tract - MNFI Assessment)

The Headwaters Project

In 2000, the Township's natural resources were studied through *The Shiawassee and Huron Headwaters Resource Preservation Project* (Headwaters Project). The purpose of this study was to inventory critical natural resource areas for protection and to guide development decisions in the six participating communities in the project study area, one of which is Springfield Township. The inventory was conducted by biologists, botanists, and wildlife specialists with the Michigan Natural Features Inventory (MNFI), a partnership between the Michigan Department of Natural Resources and The Nature Conservancy. One main result of the inventory is the identification of 24 high quality, environmentally sensitive areas, such as the I-75 Woods, the Long Lake Natural Area and the Huron Swamp Complex. The following discussion provides information gleaned from this study and other natural resource studies done within the Township.

Watersheds and Headwaters

As mentioned above, Springfield Township is made up of four different watersheds, and contains the headwaters of the Huron River, the Clinton River and the Shiawassee River. Each river has its own watershed, or drainage area, which is the land area from which all surface water will eventually drain into that river.

Huron River Watershed. The Huron River watershed is located in the southern portion of the Township and comprises approximately 7,200 acres of the community. Current development trends show that residential land uses dominate the watershed, averaging one dwelling unit per 1 to 5 acres. Recreation and conservation land is another prominent land use, with Indian Springs Metropark being the largest area. The Canadian National Railroad is a significant transportation corridor that runs diagonally through Springfield Township and abuts the northeast boundary of the Huron Swamp.

Substantial information is available regarding the quality of the Huron River. The Huron River Watershed Council has coordinated monitoring sites, one located three and a half miles downstream from its origin at Big Lake. This monitoring site is the closest to the headwaters. The study found that the water quality at this site was exceptionally high and this was the highest quality part of the river in all the Council's monitoring sites. The Watershed Council notes, however, that the benthic populations have decreased over the past few years, and sedimentation has increased, resulting in compromised water quality. (Note: These studies base water quality indicators upon the benthic population, or insects and other organisms that spend at least part of their life cycle on the bottom of a river.) The U.S. Environmental Protection Agency also cites that human use of the river and loss of wetlands are more serious indicators of compromised health. Also, the watershed's health is highly vulnerable due to population increases, and moderately vulnerable due to loss of rare aquatic species, urban runoff, agricultural runoff, hydrological modification, and air deposition.



Springfield Township Master Plan

As noted above, the river's headwaters emanate in southern Springfield Township, in hilly topography with several areas of very steep slopes. The soils in the upland areas tend to be well-drained and sandy, while in the lowlands tend to be a mixture of well-drained, moderately well-drained and very poorly drained loamy and mucky soils. The dominant upland vegetation is northern hardwood forests. The dominant lowland vegetation is hardwood wetland communities, with some emergent wetland and shrub/scrub vegetation. Surface waters and wetlands cover a significant portion of the watershed in Springfield Township. The wetlands, though scattered throughout the watershed's lowlands, are mostly focused along the riparian corridors. The largest wetland complex is at the headwaters of the Huron River in Springfield Township and the Huron Swamp MNFI site.

Shiawassee River Watershed. This watershed encompasses most of the western half of Springfield Township and makes up approximately 9,000 acres of the community. As in the Huron, residential land use dominates this watershed as well, averaging one dwelling unit per 2.5 to 5 acres. Commercial land use comprises a very small portion of total land use, with centers in western Springfield Township and at the 1-75 / East Holly Road intersection. Recreational and conservation land is another use in the area with Springfield Oaks and the Township's Shiawassee Basin Preserve being the largest areas. Important transportation corridors include I-75 running diagonally along the eastern edge of the watershed, Rattalee Lake Road as an important arterial road, and the Canadian National Railroad.

The water quality of the Shiawassee is not well studied. General information from the U.S. Environmental Protection Agency notes that the watershed's health is highly vulnerable due to fertilizer and pesticide runoff, and siltation, and moderately vulnerable due to population increases, hydrologic modification, and air deposition.

The topography within this watershed is varied, changing from very hilly in the central portion of the Township, to undulating and very hilly in the northern part, to very hilly with several areas of steep slopes in the western part. The upland soils are moderately to well drained, and lowland soils are a mixture of poorly-drained types. Vegetation is comprised of northern hardwood in the uplands and lowland hardwoods, lowland conifer emergent and aquatic wetlands, and shrub/scrub vegetation. Significant surface waters include the Shiawassee River corridor, Eliza Lake, Long Lake, and Davis Lake.

Watersheds in Springfield Township



(Source: Oakland County)

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Clinton River Watershed. The Clinton River watershed covers approximately 6,300 acres in the northeastern part of Springfield Township. Existing land use is dominated by residential development at one dwelling unit per 1 to 2.5 acres. Higher density residential and areas of commercial and industrial uses exist along Dixie Highway. I-75 is also an important transportation corridor in the watershed.

Water quality information is very limited. However, the U.S. Environmental Protection Agency cites wetland loss as a more serious indicator of decreased watershed health, and the watershed is moderately vulnerable due to threats to aquatic species at risk, agricultural runoff, population increases, hydrologic modification, and air deposition.

The topography of the watershed in Springfield Township is made up mostly of upland areas, although several areas of steep slopes exist focused mainly where the uplands abruptly change to lowlands at the Clinton River riparian corridor. The soils are a mixture of well-drained soils and soils with wetness or slow permeability in the uplands, to very poorly drained soils in the lowlands. Vegetation within the watershed consists mostly of northern hardwoods with smaller areas of pines. Wooded wetlands are located along the riparian corridor.

Wetlands, Lakes and Groundwater

Other water features in the Township include wetlands, lakes and groundwater resources. These systems are integral parts of the functioning of each watershed and play important roles in controlling, holding and filtering water before it reaches the river corridors.

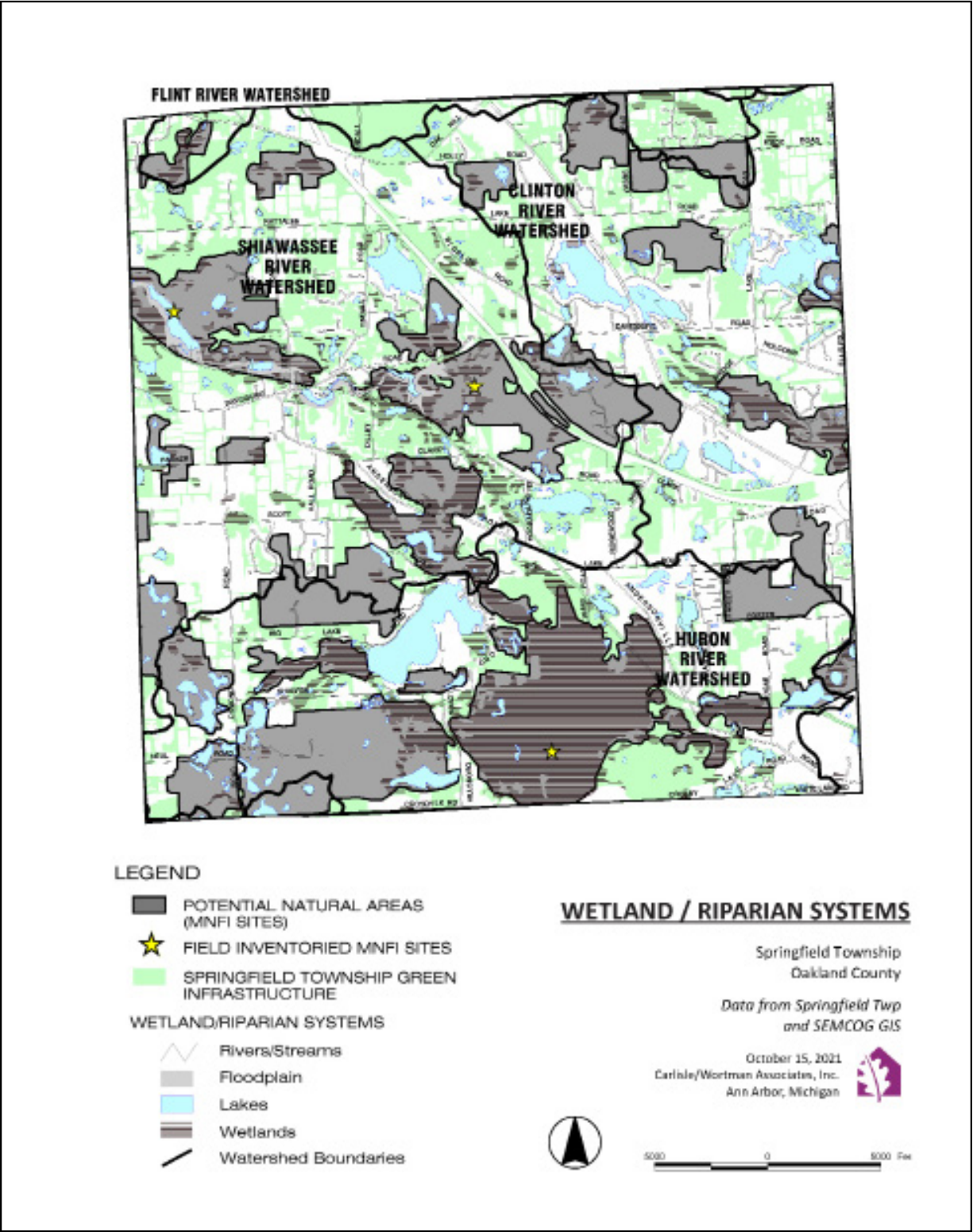
Wetlands and lakes are found throughout Springfield. There are twenty-five lakes identified within the Township and several large areas of wetlands. The largest lakes include Big Lake, Waumegah Lake, Eliza Lake, Dixie Lake and Susin Lake. Most of the shoreline of these bodies of water has been developed for many years. The largest wetland system within the Township is Huron Swamp, located in Indian Springs Metro Park. Other large systems include wetlands adjacent to the Shiawassee River starting at Shiawassee Lake and heading north to Long Lake and its contiguous wetlands in the Shiawassee Basin Preserve. Important wetland systems are also found in the I-75 Woods MNFI site and the Bridge Valley site. These resources are significant for their wildlife habitat, water filtration, and ground water recharge capacities. The Headwaters Project notes that groundwater flow information is severely lacking. It recommends that future studies of both water quality and ground water flow should be conducted.

The map titled “Wetland/Riparian Systems” on the following page shows the extent of these water features throughout the Township.

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Upland Landscape Fabric

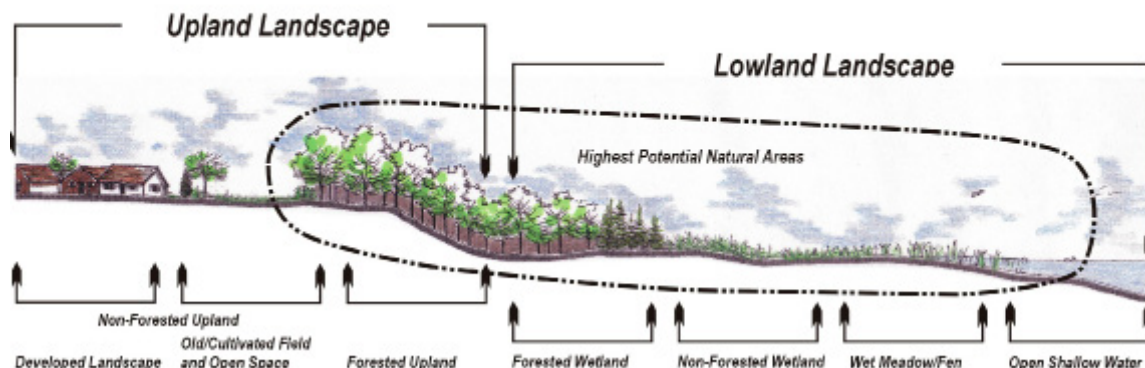
Upland areas are also an important component of the Township's watersheds. Hills and ridges define the boundaries of each watershed, directing water to one river or another. Uplands that are vegetated also act as infiltration areas, absorbing water and reducing overland flow to wetlands, streams or rivers. Uplands also absorb water as long as they are covered with vegetation and have not been built upon with roads, parking lots or buildings. Another upland feature, steep slopes, also needs vegetation to be stable. They become particularly vulnerable to the erosive power of rain if they have been stripped of their vegetation or cut during construction activities.

Uplands also play a very important role in the health of adjacent wetlands. Many wetland complexes have been named by the Headwaters Project as high priority natural areas. Due to the relatively steep topography in northwest Oakland County,

the health of these wetlands is heavily influenced by activities that take place in the adjacent uplands. For example, prairie fens (a wetland type) are developed and sustained over time by a constant flow of cold, calcium-rich groundwater. If something happens that alters that flow of groundwater, such as road construction near the wetland margin, the unique flora and fauna of the fen will slowly disappear over time. Therefore, although many of the second growth upland forests, brushlands, and old farm fields are not high priority ecosystems, they still provide important ecological services to the adjacent high-quality wetlands. In addition, many of these degraded upland sites may be restorable to historic vegetation types such as oak barrens, savanna, and oak-hickory forest.

The map titled "Upland Landscape Plan" on the next page shows where these uplands lie in relation to the watershed boundaries and MNFI sites.

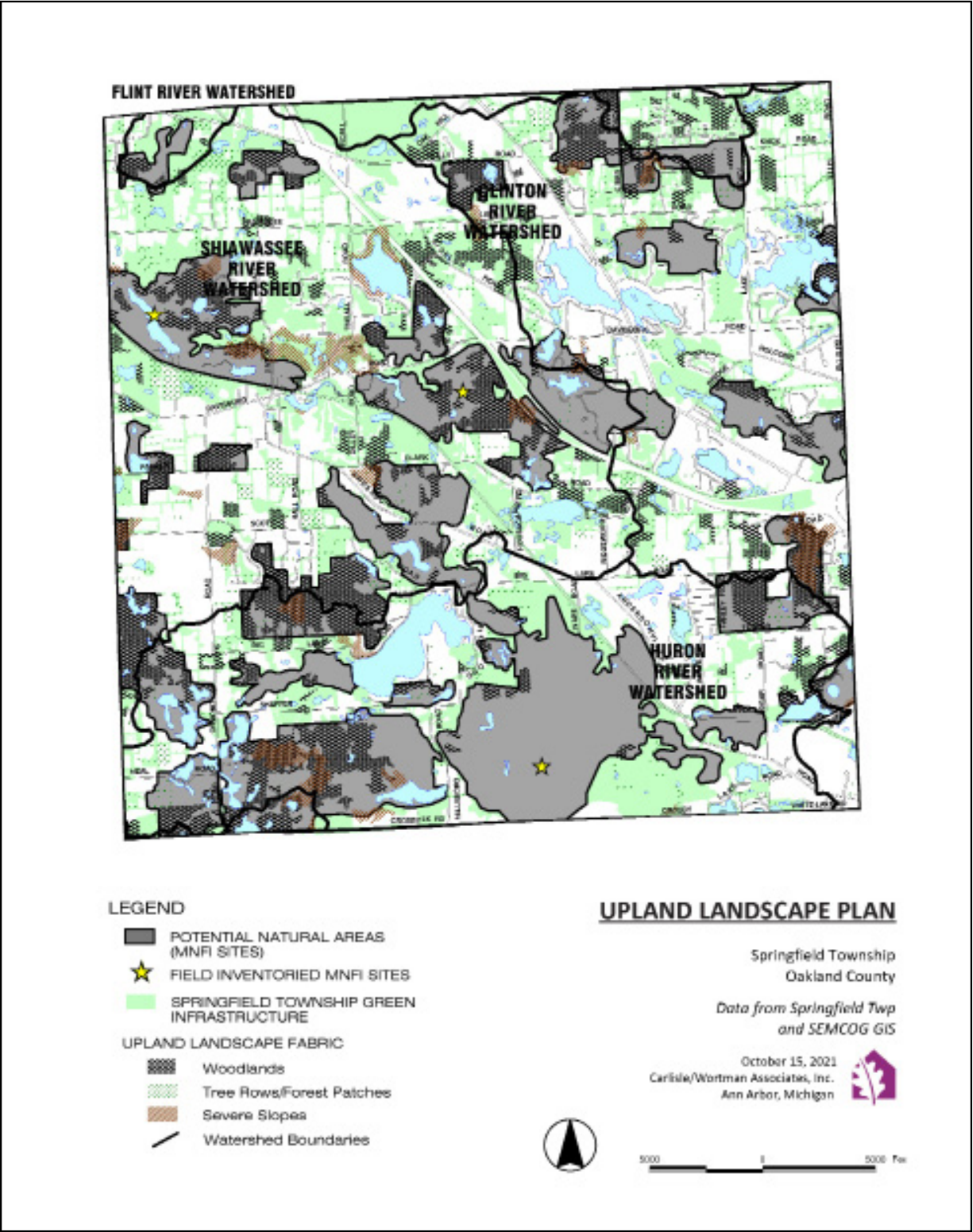
Preservation Potential of Typical Land Forms



(Source: Shiawassee and Huron Headwaters Preservation Project (Headwaters Project))



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MNFI Field Inventoried Sites

The inventory process through the Headwaters Project resulted in 24 potentially significant sites throughout the community. Many of the sites identified by MNFI are relatively large and diverse, consisting of a variety of natural communities from uplands to wetlands and from forests to grasslands. When several natural communities are found together in one site, ecologists call it a landscape complex. The habitat diversity found at many of the sites in Oakland County is primarily due to the irregular topography, which ranges from steep sandy slopes to broad, flat outwash channels. Many of the plants and animals that have evolved in this diverse landscape require a variety of habitats to breed and survive. Landscape complexes made up of a mosaic of open and forested wetlands and uplands provide the habitat diversity needed for many birds, reptiles, amphibians, and mammals. For example, Blanding's turtles, which utilize small ponds for hibernation and feeding, require sunlit areas with moist, sandy soil, typical of old fields and forest clearings for egg laying. In addition, the relatively large size of landscape complexes provides the necessary space for natural communities and individual species to adapt to the changing environment, allows ecological processes to occur more naturally, and provides natural buffers for species that are sensitive to human activities. For example, many woodland and grassland songbirds and raptors require forests and grasslands that are at least 100 acres in size.

Of the 24 sites identified by the MNFI through the Headwaters Project, the three highest-rated sites received field inventories, including the I-75 Woods, Long Lake Natural Area, and Huron Swamp Complex. Through the field inventory, boundaries were drawn around the natural features to identify the most sensitive features within the site, and to provide guidance in applying management techniques. Refer to the map at the end of this section for MNFI site locations.

I-75 Woods. This site is approximately 425 acres and is characterized by a large, high-quality, and highly diverse wetland complex that lies along a stream corridor and a large upland forest dominated by oak and hickory. The forest contains associated wetlands with numerous shallow depressions (vernal pools) that fill with water in the spring, providing prime breeding habitats for invertebrate, which are important food sources for migratory song birds and amphibians. Bordering the forest are several old fields dominated by a variety of exotic (non-native) plants. Dry-mesic forest, emergent marsh, wet meadow, tamarack relic confers swamp, red pine, old field, and prairie fen are the natural communities that make up the site. Many native plant species were documented in the wetland complex, and the upland areas. Several old abandoned fields are found at the site and are almost completely dominated by exotic plant species. One field, however, located in the southern portion of the site, contains a significant number and abundance of native, dry sand prairie plant species, such as wild lupine, big bluestem, Indian grass, and showy goldenrod.



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Stewardship:

- 1) The wetland complex should be afforded maximum protection from disturbance. No grazing, timber cutting, Off-Road Vehicle (ORV) traffic, excessive foot traffic or mountain biking should be allowed.
- 2) Additional development within the boundary should be avoided, minimized or designed to have minimal impact.
- 3) Immediate steps should be taken to eliminate purple loosestrife in the wetland complex and a yearly monitoring plan for this and other species should be developed and implemented.
- 4) The use of prescribed burning as a management tool should be considered.
- 5) In the uplands, immediate control of garlic mustard should be undertaken and a yearly monitoring plan for this and other exotic species should be developed and implemented.
- 6) Restoration in the uplands of oak barrens and oak savanna should be undertaken.
- 7) Future development that does occur within this area should be designed to maximize contiguous natural open space, and provide adequate buffers to the natural communities. Any development that occurs should be required to address water runoff, percolation and groundwater consumption. The following are ways this can be accomplished:

- A) Minimize size of lawns.
- B) Landscape with native plants, particularly prairie species.
- C) Keep precipitation on-site (especially on ridge-tops).
- D) Require wells to be drilled to a depth below the aquifer that supports the fen.
- E) Maintain adequate septic systems.
- F) Encourage the management of parcels immediately adjacent to the site as natural buffers to the adjacent natural communities.

Long Lake. The Long Lake Natural Area, approximately 600 acres, consists of open water, relic conifer swamp, wet meadow, prairie fen, and an upland forest with adjacent old fields. This site received the highest rating of the 24 sites identified in the Township by the Headwaters Project. It is an integral part of an even larger natural complex bordering the headwaters of the Shiawassee River. Together with the adjacent Rattalee Lake site (Rose Township) and I-75 Woods site, they form an undisturbed, intact and highly significant natural complex of exceptional ecological value. The existing site encompasses a variety of habitats suitable for different life stages or activities critical to the survival of many wildlife species.

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Particularly unique to the Long Lake Natural Area, and considered very rare, is a high quality prairie fen which supports a number of native plants and animals. The fen extends along the entire length of the river corridor, approximately 265 acres. It is one of the largest known remaining prairie fens in southern Michigan. Based on an analysis of 136 prairie fens known in Michigan, Long Lake is ranked as the highest quality occurrence of prairie fen in the state due to its large size, diversity of high quality terrestrial and aquatic habitats, and high species richness, including the presence of several state-listed plant and animal species.

Adjacent to the prairie fen to the north is a 200-acre block of second growth upland forest. This forest is important habitat for numerous migratory birds and native amphibian species because of its size, occurrence of vernal pools, and proximity to the large wetland complex. In southeast Michigan, where extensive fragmentation of the natural ecology has occurred, these remaining intact associations of natural communities greatly increase the ecological value of the site.

Stewardship:

- 1) Because of the significance of this site and relative fragility of the prairie fen, this site should be afforded maximum protection from disturbance.
- 2) No grazing, timber cutting, ORV traffic, mountain biking, or excessive foot traffic should be allowed within the prairie fen and adjacent wetlands.

- 3) Additional development within the boundary should be avoided, minimized or designed to have minimal impact.
- 4) Populations of exotic plant species within the prairie fen complex, such as purple loosestrife and glossy buckthorn, should be monitored and controlled.
- 5) Fragmentation of both the wetlands and uplands by utility rights-of-way, trails and roads should be avoided to minimize impacts of exotic species and predation of bird and turtle nests.
- 6) It may be advisable to conduct prescribed burns in the prairie fen to reduce shrub and tree growth and enhance establishment of prairie plants.
- 7) The oak-hickory forest will require prescribed burns and/or tree thinning in order to stimulate oak regeneration in the understory, as well as herbaceous plants.
- 8) The primary concern is the protection of the flow and quality of groundwater that supports the prairie fen. Future development within this area should be designed to maximize contiguous natural open space, and provide adequate buffers to the natural communities. Any development that occurs should be required to address water runoff, percolation, and groundwater consumption. The following are ways this can be accomplished:

APPENDIX



Springfield Township Master Plan

<p>A) Minimize size of lawns.</p> <p>B) Landscape with native plants, particularly prairie species.</p> <p>C) Keep precipitation on-site (especially on ridge-tops).</p> <p>D) Require wells to be drilled to a depth below the aquifer that supports the fen.</p> <p>E) Maintain adequate septic systems.</p> <p>F) Encourage the management of parcels immediately adjacent to the boundary as natural buffers to the adjacent natural communities.</p> <p>Huron Swamp Complex. While the surrounding landscape is characterized by steep hillsides and kettle depressions, the Huron Swamp site consists of approximately 1,850 acres of broad, flat, sandy outwash plain. More than two-thirds of the site is dominated by southern swamp and southern mesic forest with scattered pockets of southern wet meadow, southern shrub-carr, and vernal pools, and a prairie fen bordering a small lake. The area constitutes the headwaters of the Huron River and supports many native plant and animal species. This site provides important breeding habitat for amphibians and insect-rich food resources for migrating songbirds. It is also a critical breeding habitat for forest interior songbirds.</p>	<p>A pair of red-shouldered hawks was documented in the Huron Swamp during the field survey. Once common throughout southern Michigan, this occurrence represents one of seventeen known nesting areas in the entire southern Lower Peninsula, and one of only six known nesting areas in southeast Michigan.</p> <p><u>Stewardship:</u></p> <p>1) Maintain the closed canopy of the southern mesic forest and southern swamp to ensure habitat for forest interior species.</p> <p>2) Annually monitor for garlic mustard and glossy buckthorn. Remove all invasive plants from the fen, forest, and southern wet meadow.</p> <p>3) Develop and implement a management plan to reduce the number of white-tailed deer.</p> <p>4) Maintain old fields as grasslands to provide habitat for grassland nesting birds.</p> <p>5) Conduct prescribed burns to encourage the growth and reproduction of native prairie species in the uplands.</p> <p>6) Private lands surrounding the site should be encouraged to provide a native plant buffer between high use areas and the swamp. These private properties can also lessen their impact on the Huron Swamp by doing the following:</p>
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APPENDIX

<div><div>A) Minimize the size of lawns.</div><div>B) Landscape with native plants.</div><div>C) Maintain adequate septic systems.</div><div>D) Designate areas for lawn clippings that are a safe distance from the natural buffer area.</div><div>E) Use mulching mower.</div><div>7) Minimize runoff of chemicals from the golf course into the adjacent natural areas. Other management practices that can be used at the golf course include:<div><div>A) Develop and naturalize detention ponds.</div><div>B) Use safe procedures for handling chemicals.</div><div>C) Incorporate natural buffers around waterways, using native plants.</div><div>D) Minimize chemical inputs.</div></div></div></div> <td><div><div>Other MNFI Sites</div><div>The remaining 20 MNFI sites identified through the Headwaters Project also hold significant natural areas worthy of protection. Even though these sites did not receive field inventories, the process used to identify potentially significant sites was proven credible by what was found during the few field inventories conducted. If the initial process had been flawed, the field inventories would have uncovered this. Therefore, confidence is high that the 20 remaining sites also contain environmentally significant features. Future efforts should be made to conduct field inventories on these sites to further define the quality and mix of ecosystems within each. With this information, appropriate management and preservation techniques can be determined. Refer to the map titled “Michigan Natural Features Inventory (MNFI) Sites” on the following page for MNFI site locations.</div></div></td>	<div><div>Other MNFI Sites</div><div>The remaining 20 MNFI sites identified through the Headwaters Project also hold significant natural areas worthy of protection. Even though these sites did not receive field inventories, the process used to identify potentially significant sites was proven credible by what was found during the few field inventories conducted. If the initial process had been flawed, the field inventories would have uncovered this. Therefore, confidence is high that the 20 remaining sites also contain environmentally significant features. Future efforts should be made to conduct field inventories on these sites to further define the quality and mix of ecosystems within each. With this information, appropriate management and preservation techniques can be determined. Refer to the map titled “Michigan Natural Features Inventory (MNFI) Sites” on the following page for MNFI site locations.</div></div>
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Springfield Township Master Plan



APPENDIX

Other Important Natural Areas

Springfield Township has several other areas that were identified in previous studies as significant natural resources. The following briefly describes these areas.

Bridge Valley - The combination of several associated plant communities comprises a relatively undisturbed 151 acre example of how the landscape appeared prior to European settlement. One special-concern and two threatened plant communities are found at this site as well as a prairie fen. Part of the site is registered with the Michigan Natural Areas Council.

Huckleberry Lake - This site is an 11 acre relict conifer swamp of notable significance. The swamp is surrounded by a bog and glacial brown water pond.



Springfield Township Master Plan

H. TRANSPORTATION

Historic Context

Springfield Township’s road network follows section and half-section lines typical of rural communities developed during the mid-nineteenth century. Early settlement of Springfield Township began in the 1830’s in Davisburg and was soon followed by the building of the Detroit and Milwaukee railroad. A school, hotel, and grist mill contributed to the booming of the village in the 1840’s and 1850’s. Agriculture was the mainstay of the local economy, and the railroad provided farmers with a means of travel and a way to ship and receive produce, supplies, and farm implements.

By 1872, all the Township was settled following the grid established by the American Rectangular Land Survey System of 1785. The main features of the system are the survey lines that were to be oriented with cardinal directions and that the land was divided into six-mile square sections (640 acres), quarter sections (160 acres), and quarter quarters (40 acres). Most roads followed section lines except where topographic and water features are significant.

By the 1920’s, the Saginaw Turnpike or what is now Dixie Highway was paved north from Pontiac and south from Flint with the two operations meeting in Springfield Township. At this time, agriculture was declining as a major economic activity and many local residents began to travel along this route to Pontiac and Flint for employment in the automotive factories. More changes occurred with the construction of Interstate 75 and the resulting increased accessibility, which accelerated residential growth since the 1960’s. The increased ready access to a major employment center, coupled with an attractive setting including some twenty-five lakes as well as headwaters of three rivers, has made Springfield Township one of the more desirable communities in northwestern Oakland County.

Despite all of the described changes, the rural landscape of Springfield Township still exhibits many of the features that are characteristic of its early settlement. One such feature includes rural roadways. Indeed, original 1872 roads have mostly retained a rural character with a narrow road surface, often of gravel and bordered with trees.

(Source: Springfield Township Rural Road Tree Preservation Program)

Roadway Classification and Responsibility

Springfield Township has both private and public roadways. Private roads are the responsibility of the adjacent landowners, often a homeowners association. The following table shows an estimate of the private roads currently existing within the Township:

Table 1: Existing Private Road Surface Conditions

Paved (miles)	Unpaved-Gravel (miles)
20.9	3.81

(Source: OCNR Map Viewer)

The Michigan Department of Transportation (MDOT) and the Road Commission for Oakland County share the responsibility for operating and maintaining all public roads in Springfield Township. MDOT has operational responsibilities for the system of expressways and highways across the entire state. In Springfield Township, MDOT is responsible for maintenance and improvement of Interstate 75. I-75 traverses the Township with two interchanges, one at Dixie Highway and another at East Holly Road. The remainder of Springfield Township’s public roads, including Dixie Highway, fall under the jurisdiction of the Road Commission for Oakland County.

Roadway classifications are often confusing because planning agencies at each level of government will frequently use different designations for the same road. For this reason, a brief description of roadway classifications is necessary.

Act 51 of the Public Acts of 1951, as amended, charges county road commissions with the responsibility of classifying county primary and local roads. The classifications developed by county road commissions are subject to MDOT approval. Roads designated as primary roads must be of “the greatest importance.” This determination is based upon traffic volumes, primary generators of traffic served and other factors.

There are a total of 104.57 miles of public roadways in Springfield Township. Primary county roads include Davisburg Road, Andersonville Road, Ormond Road, Dixie Highway, East Holly Road, and a portion of Oakhill Road. All remaining public roads are local county roads. Most primary roads are paved while about half of local roads are not. Existing road surface conditions are as follows:

Table 2: Existing Public Road Surface Conditions

	Paved (miles)	Unpaved - Gravel (miles)
Primary	22.73	0.77
Local (Non-Subdivision)	10.17	39.95
Local (Subdivision)	20.76	10.19

(Source: Oakland County Road Commission (2007))



Springfield Township Master Plan

Townships do not have direct jurisdiction over the roads and streets within their boundaries. However, certain statutes convey some authority over public roads to Township boards. The Township and Village Public Improvement Act gives Townships some authority to make road improvements to county roads. Another statute permits Townships to purchase and operate street cleaning and snow removal equipment on county roads. In each instance, all Township-initiated improvements or actions would require Road Commission for Oakland County approval.

Primary roads are established by the Road Commission for Oakland County upon approval of the Michigan Department of Transportation. By designating a road as part of the County Primary System, state and federal weight and gas tax revenues can be obtained for maintenance. All public roads not classified as interstate, state, or primary roads are local roads.

Additionally, the Road Commission for Oakland County published its *2021 Strategic Planning Report*. Within this report, Oakland County published the long range Strategic Priorities that they note as being identified by Springfield Township:

- 1) Improve/resurface existing paved roads. Roads in worst condition are Enterprise Dr. from Dixie to East Holly; Lake Maria Woods/Englewood Meadows; and Carriage Trail Estates.
- 2) Continue and expand existing cooperative programs with Maintenance Department (maintenance Intersection paving, mill and fill, and ditching) with Township providing cost sharing.

- 3) Improve road drainage throughout the Township.
- 4) Address safety concerns through downtown Davisburg from Eaton/ Broadway/Andersonville intersection east to railroad crossing, including project area of Mill Pond Dam removal. Solutions should maintain small town aesthetic to the greatest extent possible and should deter speeding in this area.
- 5) Address safety and congestion of intersection near Big Lake, Englewood, and Nadette. Explore options to reconfigure the connection of these roads to Dixie Highway and/or realign the intersection of Dixie Highway at Big Lake Road and Deerhill Road on the Springfield-Independence Township Border.
- 6) Pave heavily traveled gravel roads. Continue pavement on Hillsboro at Nielson south to Big Lake DNR boat launch. Pave Tindall Road from Davisburg to Rattalee Lake Road.

Published in November of 1998, the Township completed The Springfield Township Tree Preservation Program. The purpose of this project was to develop a plan to preserve the trees and the rural character of road corridors within the Township. The plan contains many diagrams and outlines several policies of the Road Commission for Oakland County and details their effects upon the rural character of the Township.

APPENDIX

Traffic Counts and Road Conditions

Springfield Township road conditions vary. Most roads used as arterials (and thus with heavier traffic) are paved, as are all public roads within new developments. The remainder of roads are unpaved. Excluding I-75, Dixie Highway is the most heavily traveled. Andersonville, Davisburg, East Holly, and Ormond are also heavily traveled. By interpreting traffic flow from traffic counts, much of the internal traffic of the Township centers on accessing I-75 and Dixie Highway.

Table 3 compares daily traffic counts. Counts have been provided for 2003, 2009, 2015/2016, and 2022 for key road lengths.

Table 3: Daily Traffic Counts for Select Roads in Springfield Township

	2003	2009	2015/2016	2022
Bridge Lake (Davisburg to Rattalee Lake)	1,260	1,850	2,030	1,990
Andersonville (Big Lake to Farley)	4,670	N//A	3,350	3,609
Davisburg (Dilley to Bigelow)	5,060	5,760	5,270	5,699
Davisburg (Dixie Highway to Bridge Lake)	3,400	2,940	3,140	3,909
Tindall (Davisburg to Rattalee Lake)	1,020	800	1,000	1,339
Dixie Highway (I-75 to Old Pond)	20,190	19,400	21,000	N/A
Dixie Highway (Old Pond to Davisburg)	21,220	16,610	17,080	18,684
Dixie Highway (Davisburg to Rattalee Lake)	13,590	11,210	13,700	14,064
Dixie Highway (Rattalee Lake to E. Holly)	10,810	9,750	11,720	N/A
Dixie Highway (E. Holly to Oakhill)	10,540	7,810	9,390	N/A

(Source: Oakland County Road Commission)



Appendix B

Community Engagement Findings

Appendix B: Community Engagement Findings

The open house was well attended. Only 56 names were recorded on sign-in sheets, but many more people were in attendance. As attendees entered the event, they were asked to identify on a map where they live, how old they are, and to provide information on their household composition. Two attendees noted that they live outside of the Township, and everyone else was a resident. Attendees ranged in age from under 18 to over 75 years old with the majority of respondents to the age question being 35 years old or older. Most open house participants that responded to the question about household composition live in a household with two adults and no children under 18 present.

Attendees at the open house were encouraged to contribute to a word cloud, responding with a one or two word description of what they love most about Springfield Township. Words that were used more frequently are written in a larger font. The resulting word cloud is below.

Figure 5. Word cloud about what open house attendees love most about Springfield Township



Appendix B: Community Engagement Findings

Residents who took the survey were asked to indicate which aspects of a community are either “important” or “very important”. The top five results are below with the number in parentheses indicating the share of respondents rating the service as “very good” or “good”.

1. Quality of homes and neighborhoods (82.61%)
2. Parks, open spaces, and recreational activities (80.43%)
3. Privacy and the rural way of living (77.06%)
4. Quality of township services (75.44%)
5. Quality of schools (75.33%)

Residents were also asked to select the most challenging issues facing the Township. The top five most selected challenges facing the Township are listed below. The number in parentheses indicates the share of respondents indicating that this is a challenge.

1. Improving Downtown Davisburg (64.38%)
2. Lack of sidewalks/bike paths (51.50%)
3. Open space preservation (44.21%)
4. Amenities for aging population (28.33%)
5. Land use conflicts (24.03%)

Township services

Most respondents (63.16%) did not believe the Township was missing any services. When asked for suggestions for additional services, respondents often gave ideas for services that are typically provided by the private sector. However, a list of suggested services is in the sidebar to the right. Residents seemed pleased with the quality of services provided, however, the five services with the most frequent response of being “very poor” or “poor” are listed below. The number in parentheses indicates the share of respondents rating the service as “very poor” or “poor”.

1. Large item and hazardous waste disposal (26.34%)
2. Community festivals and events (22.37%)
3. Micro-transit services, such as Dial-A-Ride, for those with greater mobility needs (16.23%)
4. Road maintenance (14.04%)
5. Recreational programming (12.33%)

Suggested Additional Services

- recycling center
- sit-down restaurant/café
- exercise programs for seniors
- youth soccer
- medical marijuana dispensaries
- taxes that include trash pick up fees
- battery disposal/hazardous waste collection
- small store downtown/ grocery, produce market
- car wash
- competition for cable services
- public transit
- more opportunities for affordable homes
- patrol motor crafts on non-motor lakes
- home improvement stores and a supercenter
- food bank
- volunteer opportunities
- senior/aging support center
- more parks programs
- demolition program for unused buildings on Dixie Highway
- paramedic and medical services, local emergency room
- sewer and water services
- more culture/diversity
- greater sense of belonging in the community
- communication with residents on a more frequent basis
- newsletter
- farmers market
- community events

Appendix B: Community Engagement Findings

Housing

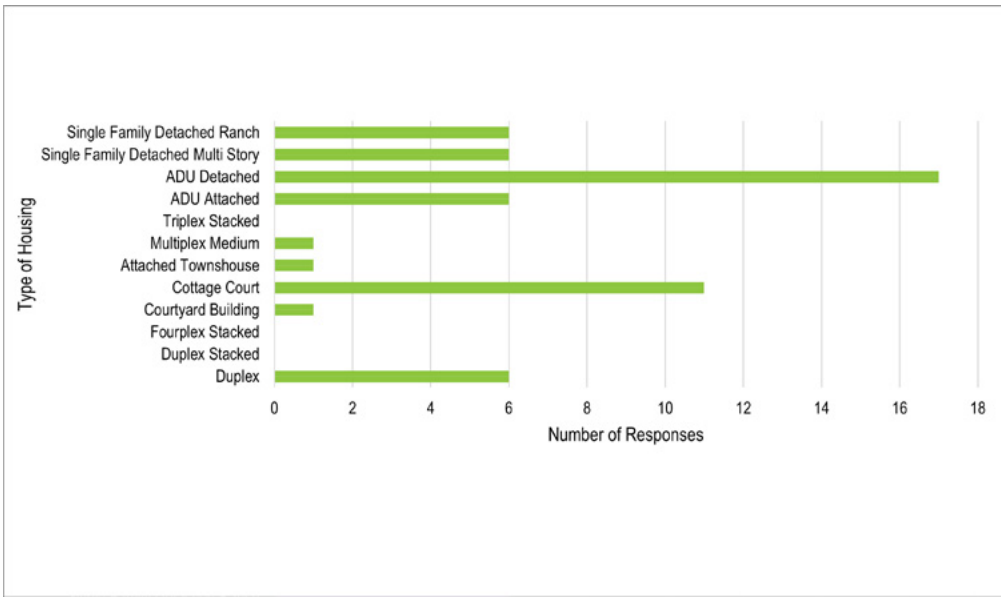
Most respondents indicated that single family housing would meet their needs in the next 10-15 years. Approximately 13% indicated assisted living is needed.

Future housing types were fairly evenly split across respondents. Approximately half of respondents said they would neither encourage nor discourage detached single family homes, independent homes for seniors, assisted living/nursing care facilities, and accessible design for single family homes. However, two-thirds of respondents indicated that they would discourage apartments, 60% would discourage single family conversions to duplexes or triplexes, and 57% would discourage attainable housing.

During the open house, participants used sticky dots to indicate which housing types they thought would meet the needs of residents and be consistent with the character of the area. Generally respondents were supportive of accessory dwelling units (ADUs), cottage court homes, and traditional ranch and multi-story single family homes. However, comments were received indicating that duplexes, multiplexes (stacked triplexes and four-plexes), courtyard buildings, and attached townhouses were not desirable. Other notes indicated that some participants did not want any apartments, group homes, or buildings with a third story. The results can be seen below in [Figure 6](#).

When asked where missing middle housing may be a good fit in the Township, the few respondents to this question put them on more heavily traveled roads, such as Ormond and Andersonville. The same was true for ADUs; most respondents felt that Davisburg Road and Dixie Highway would be appropriate locations, as well as Ormond Road.

Figure 6. Preferred housing types in Springfield Township



Appendix B: Community Engagement Findings

Dixie Highway, Downtown Davisburg, and development

Dixie Highway

Almost three-quarters of the survey respondents (73.9%) said they would like to see more restaurants along Dixie Highway and half (50.3%) said they would like to see fewer hotels/motels there. Most respondents felt that the number of office buildings, grocery stores, residential (detached and attached), senior services and housing, and medical offices/healthcare services should remain at the same level.

Downtown Davisburg

More than half (71.9%) of the survey respondents would like to see more retail businesses, restaurants (88.04%), entertainment/attractions (51.78%), and grocery/convenience stores (54.41%) in Downtown Davisburg. These wishes were reiterated during the open house, with great interest in food places such as a pizza place, sandwich shop, cafe, and brewery being five of the top six amenities suggested. The majority of survey respondents also felt that the number of senior services and housing, and medical offices/healthcare services in Downtown Davisburg should remain at the same level, which was supported at the open house with only two votes for a pharmacy and just one vote each for a dentist and medical center. When asked what uses would be of interest in the vacant old lumber yard, open house attendees were most in favor of pop-up and temporary uses such as concerts, farmers markets, and food trucks compared to public art installations, pop up storefronts, and a dog park.

General development

Almost half of the survey respondents said they would neither encourage nor discourage additional office and professional uses, commercial business uses, healthcare services, and senior services in the Township. Most respondents (74.04%) indicated that they would discourage industrial uses in the Township. Respondents were most enthusiastic about entertainment uses and senior services with nearly half of all respondents indicating that they would encourage this type of development.

The lack of public water and sewer service is a determining factor as to what businesses and how many businesses can be in the township. During the open house, residents were asked to place dots on a map to indicate places they would like to see water and sewer connection, and places they would like to not see water and sewer connection. The places where water and sewer is supported is along Dixie Highway, particularly near the intersection with Davisburg Road and further south, as well as near the Civic Center and on Parker Road. There were lots of dots indicating a lack of support for water and sewer service north of Davisburg Road and east of I-75, as well as south of Davisburg Road west of Andersonville Road.

Appendix B: Community Engagement Findings

Transportation

During the open house, attendees were asked to identify which unpaved roads they would like improved, and which they would like to remain the same. The results were mixed, with many segments of road that someone suggested to be paved someone else wanted it to be left unpaved. The segments below show the places that had more than three votes in favor of paving.

1. Ridgewood Road between Clark and Big Lake Roads (3 votes in favor)
2. Scott Road between Ormond and Hall Roads (7 votes in favor, 3 not in favor)
3. Hall Road between Scott and Andersonville Roads (7 in favor, 3 not in favor)
4. Tindall Road between Rattalee Lake and Davisburg Roads (7 in favor, 4 not in favor)

The survey questions related to transportation were focused on bicycling facilities and pathway use. Sidewalks, bike paths, and/or paved shoulders were cited to be used most commonly (at least a few times a week) for general health and fitness (27.14%) and for getting outside and access to nature (21.1%). They are essentially never used for competitive cycling training (93.97%), competitive running training (89.45%), getting to work (88.50%), getting to commercial destinations (82.41%), getting to cultural or entertainment destinations (82.41%), or getting to Downtown Davisburg (80.30%). Almost a quarter (23%) of respondents indicated they were uninterested or unwilling to bicycle. Of those willing to bicycle, over a third are willing to bicycle only on off-road trails or where high-quality bicycle accommodations such as separated bike lanes or side paths outside of the roadway are provided. Another 23% were willing to bike within a roadway but only if comfortable bike accommodations such as a buffered bike lanes or wide bike lanes were provided. An open house station that allowed participants to note what they would do if they were king or queen of Springfield Township for a day resulted in lots of interest in having more walking paths to connect parks to Downtown Davisburg as well as to Downtown Clarkston, and walking and biking paths in general.

Parks and recreation

Information about the use of parks and recreation facilities, and participation in programming as well as desired amenities, was collected in both the survey and at the open house. In general, most residents are happy with the diversity and quality of amenities and services provided. More detail about the survey results and plans for the future can be found in the 2024-2028 Recreation Plan.



Appendix B: Community Engagement Findings

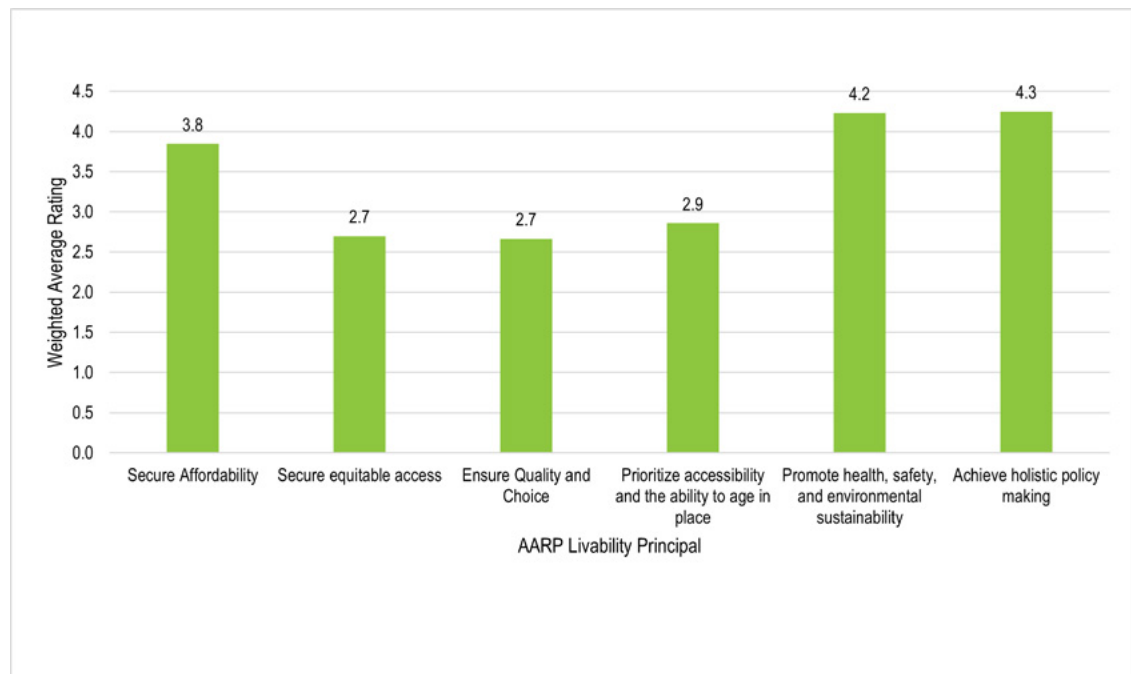
Senior services

Most seniors (58.33%) responding to the survey indicated that it would be “Very Easy” to get to the places they need or would like to go. 11% indicated that it would be “Very Challenging” or “Challenging” to do the same. Most seniors that responded (95.89%) still drive themselves. Walking was also shown to be a somewhat popular way to get places (23.29%).

Approximately one-quarter of seniors responding to the senior-specific questions had no opinion about parks, recreation, or cultural/social activities. Of those who did have an opinion, most felt “Satisfied” or “Very Satisfied” with park activities, but less than half of those with an opinion were not satisfied with recreation or cultural/social activities.

Open house attendees were asked to rate Springfield Township’s effectiveness in each of AARP’s six livability principles. The results are shown below in [Figure 7](#). Attendees were then if they planned to stay in Springfield Township as they aged. All 17 respondents indicated that they plan to stay in the Township. When asked why they chose the scores they did, the lack of transportation for low income seniors and the indoor and outdoor fitness options for adults were cited as key reasons.

Figure 7. Open house participant rating of Springfield Township’s effectiveness in each AARP Livability Principal



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Appendix C

Glossary and List of Acronyms

Appendix C: Glossary & List of Acronyms

Appendix C: Glossary & List of Acronyms

Glossary

Accessory Dwelling Units (ADUs)

Detached or attached small, independent living units that are located on the same lot as a single family home or as part of a community development.

Action Items

Specific steps to accomplish objectives and support the wider vision of the identified goals.

Affordable Housing

The U.S. Department of Housing and Urban Development defines affordable housing as housing where the occupant is paying 30% or less of the occupant's gross income on total housing, including utilities.

Bike Score

A measure of how bike-friendly a community is on a scale from 0-100 from "somewhat bikeable" to "biker's paradise." Visit www.walkscore.com for more information.

Capital Improvement Plan

A Capital Improvement Plan is a document that schedules and prioritizes future capital expenditures and designates funding sources to implement them. In Michigan, Townships are only required to adopt a Capital Improvement Plan if they operate public water or wastewater services. Cities and Townships that do have Capital Improvement Plans are to schedule projects for a period of six years.

Complete Streets

A transportation network that includes facilities for vehicles, pedestrians, cyclists, and other legal users of all ages and abilities.

Dial-A-Ride

A Dial-A-Ride Service is a type of public transportation service that offers direct, last-mile services and does not follow a fixed-route. Dial-A-Ride services are often offered to special groups, such as seniors or those with disabilities, to provide transportation directly to and from destinations in vehicles, such as cars or vans. While Dial-A-Ride services have limited service capacity, they are effective options in areas where population density is not large enough to sustain a larger public transportation system.

Gateways

An entranceway that announces a point of arrival. Gateways can be located on public or private property (or a combination of the two) and can be a point of interest for a community for people arriving by vehicle, on foot, or by bicycle. Gateways can be important in reinforcing community identity, creating anticipation for what is ahead, and providing a sense of place.

Goals

General guidelines that explain what the community wants to achieve. Goals are usually long term and represent global visions such as to "Provide a range of housing choices for all ages and incomes" or "Strengthen the local economy." Goals define the "what," "why," and "where" but not the "how."



Green Infrastructure

The use of natural or engineered systems – such as green roofs, rain gardens, or cisterns - to clean stormwater as it moves through soils and plant roots (treatment), returned to groundwater (infiltration), returned to the air (evapotranspiration), and/or captured to irrigate plants or flush toilets (reuse). This approach is called “green infrastructure” because of the use of plants to enhance and/or mimic natural processes. Green infrastructure contrasts with traditional “gray infrastructure” which is typically built to capture and retain large volumes of stormwater collected over a large area, and convey it to the nearest waterway.

Master Plan

A document that contains a description of a community’s vision for its future and guiding principles that help a community create land development policies and make land use decisions. In the State of Michigan, the value of the Master Plan as an important community document is recognized, which is why the state requires Master Plans to be reviewed every five years. This review allows communities to check in on their progress and ensure the vision and guiding principles are still relevant.

Missing Middle

A term describing the mid-tier market segments that are often overlooked in housing development. It is often discussed in the context of density and housing typologies, but it is also applicable when considering the segment of the population with earnings too high for subsidized/affordable housing but those also cannot afford the market-rate.

Mixed Use

A development that typically contains residential and commercial uses in the same building or within a small area. For example, a residential building with ground floor retail is a typical mixed-use development.

Objectives

Milestones that mark progress in achieving goals. Objectives provide more of the “how” goals will be implemented. For example, with a goal of “Strengthen the local economy” an objective to “Provide a clear set of guidelines and expectations for developers” is something that may be measured and tracked over time.

Pathway

A continuous, unobstructed, route between two points intended and suitable for pedestrian, bicycle, or other non-motorized traffic. Pathways include but are not limited to shared-use pathways, trails, or sidewalks.

Planning Commission (PC)

Body responsible for preparing and adopting the Township’s Master Plan. Other duties include recommending policy related to land use, specifically amendments to the Zoning Ordinance that align with the Master Plan, and reviewing development and redevelopment proposals.

Public Transportation

Public transportation is any system of vehicles, whether trains, buses, or cars, that connect people between destinations for a set fare that is available to the public. Generally, public transportation systems include fixed-routes with designated stopping locations.

Resiliency

The practice of designing the environment in a way that can endure stresses and threats that can be ongoing and persistent or sudden disruptive shocks.

Appendix C: Glossary & List of Acronyms

Sidewalk

A sidewalk is a pathway limited to pedestrian use, typically comprised of concrete flags 5' or wider.

Social Infrastructure

According to the U.S. Public Health Service, social infrastructure is the programs (such as volunteer organizations, sports groups, religious groups, and member associations), policies (like public transportation, housing, and education), and physical elements of a community (such as libraries, parks, green spaces, and playgrounds) that support the development of social connection.

Sustainability

The ability to meet the needs of the present without compromising the ability of future generations to meet their own needs. There are three aspects to consider: the environment, social needs/people, and financial.

Township Board

Legislative body that pass laws and sets policy for the Township. The Township Board adopts Zoning Ordinances that provide a legal framework for redevelopment as envisioned in the Master Plan.

Universal Design

A concept that expands the focus of accessible design to create products and environments that can be used by “all people, to the greatest extent possible, without the need for adaptation or specialized design.”

Visitability

This growing nationwide trend refers to single family or owner occupied housing designed so that it can be lived in or visited by people who have trouble with steps or use a mobility device such as a walker or wheelchair.

Walk Score

A measure of walkability in a community on a scale from 0-100 from “car dependent” to “walker’s paradise.” Visit www.walkscore.com for more information.

Zoning Board of Appeals (ZBA)

While not specifically involved in the development of the Master Plan, the ZBA is authorized to permit variances or deviations from the Zoning Ordinance standards. Decisions should be consistent with the criteria related to specific properties. If the ZBA finds flaws with ordinances or their application, those concerns are forwarded to the Planning Commission for review.

Zoning Ordinance

One of the primary tools for implementing the vision of the Master Plan; it provides the legal framework that regulates development of property. Amendments to the Zoning Ordinance can range from minor changes to text all the way to the addition of new uses and creation of new districts. An amended zoning ordinance can also be supported by other policies that encourage redevelopment, upgrades to existing development, and the maintenance of property.



List of Acronyms

ACS

American Community Survey

DNR

Department of Natural Resources

GLWA

Great Lakes Water Authority

MDARD

Michigan Department of Agriculture and Rural Development

MDNR

Michigan Department of Natural Resources

MSHDA

Michigan State Housing Development Authority

RCOC

Road Commission for Oakland County

SEMCOG

Southeast Michigan Council of Governments



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