



**VILLAGE OF SPRINGPORT
MASTER PLAN**

2021 Edition

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Table of Contents

Introduction

Why Plan? 1-2

What is a Master Plan? 1-2

 Master Plan Principles 1-2

 Future Land Use and Zoning 1-3

 Use of the Master Plan 1-4

 Keeping the Plan Current 1-5

How Did the Plan Develop? 1-6

Who Will Implement the Plan? 1-6

 Planning Commission 1-6

 Zoning Board of Appeals 1-6

 Village Board 1-7

 Other Planning Efforts 1-7

Community Description and Issue Identification

Regional Location 2-2

Historical Context 2-3

Population/Demographics 2-3

Natural Resources 2-6

 Topography 2-6

 Surface Waters 2-6

 Soils 2-7

Downtown Springport 2-8

Community Facilities and Services 2-8

 Village and Township Halls 2-8

 Parks and Cemetery 2-9

 Downtown Development Authority 2-9

 Police, Fire, and Rescue Services 2-10

Table of Contents

Schools and Library 2-10

Healthcare Facilities 2-10

Transportation Facilities and Utilities 2-10

 Roadways 2-10

 Other Modes of Transportation 2-12

 Utilities 2-12

Existing Land Use 2-13

Village of Springport 2019 Community Survey 2-14

 Development and Growth Issues 2-14

 Community Facilities and Services 2-15

 Commercial Services 2-15

 Downtown Springport 2-16

 General Information 2-17

 General Comments 2-18

Community Policies and Plans

Goals and Objectives 3-2

 Community Development 3-2

 Municipal Services 3-2

 Economic Development and Capital Improvements Program 3-3

 Transportation Network and Parking 3-4

 Open Space, Recreation and Historic Preservation 3-5

 Residential 3-5

 Commercial and Office 3-7

 Industrial 3-8

Future Land Use Plan 3-8

Downtown Plan 3-9

 Historic Rehabilitation 3-10

 Public Realm 3-11

Zoning Plan 3-12

 Zoning Districts 3-12

Dimensional Standards 3-13

Rezoning Criteria 3-14

Relationship to the Future Land Use Map 3-15

Implementation Plan 3-15

Appendices

Demographics

Population History A-2

Population Projections A-3

American Community Survey A-4

The Springport Area A-5

Springport Area Comparative Historic Population Growth A-6

Age and Gender A-7

Race and Ethnicity A-8

Disabilities A-9

Educational Attainment A-10

School Enrollment A-11

Households and Families A-12

Household and Family Income A-13

Income and Poverty Status A-14

Employment by Industry A-15

Employment by Occupation A-16

Means of Travel to Work A-17

Travel to Work A-18

Dwellings and Vacancy Rates A-19

Housing Types A-20

Housing Costs A-21

Village of Springport 2019 Community Survey

Development and Growth Issues B-2

Community Facilities and Services B-7

Commercial Services B-13

Downtown Springport B-19

General Information B-21

General Comments B-25

Mapping

Base Map C-3

Topography C-4

Surface Waters C-5

Hydric Soils C-6

Agricultural Soils C-7

Community Facilities C-8

Downtown Springport C-10

Downtown Development Authority C-11

Springport Community Park C-12

Sykes Memorial Park C-13

Street Network C-14

Surface Conditions: *Federal Aid Eligible Streets* C-15

Wellhead Protection Areas C-16

Property Assessment C-17

Aerial Photography C-18

Future Land Use Plan C-19

Downtown Plan C-20

Zoning Districts C-21

CHAPTER 1
INTRODUCTION

Why Plan?

Municipalities have a vested interest in developing master plans. The master planning process provides an opportunity for municipalities to develop an overall vision for the next 20+ years and to conduct a comprehensive review of their facilities and services. A successful plan also contributes to the public understanding of the planning process and describes how its goals are to be achieved.

Section 31 of the Michigan Planning Enabling Act (PA 33 of 2008, MCL 125.3831) requires each planning commission to prepare and adopt a “master plan as a guide for development within the planning jurisdiction.” The MPEA authorizes a planning commission to: *do all of the following, as applicable:*

- *Make careful and comprehensive surveys and studies of present conditions and future growth within the planning jurisdiction with due regard to its relation to neighboring jurisdictions;*
- *Consult with representatives of adjacent local governments in respect to their planning so that conflicts in master plans and zoning may be avoided;*
- *Cooperate with all departments of the state and federal governments and other public agencies concerned with programs for economic, social, and physical development within the planning jurisdiction and seek maximum coordination of the local unit of government’s programs within these agencies.*

What is a Master Plan?

A master plan provides a framework within which the Village of Springport can evaluate its present condition and develop a vision for the future. The master plan also serves as the guiding document for land use, development, and zoning decisions. A well-designed and implemented plan which is kept up-to-date will help the Village of Springport to continue to be a highly desirable community in which to live, work, and visit.

Master Plan Principles

Before using the master plan to guide future development, it is important to understand some of the basic principles upon which it is based:

- **The plan is flexible.** The document is not meant to be a monument cast in stone, never to be adjusted or changed given that it plans for the next 20+ years. The plan is a general guide to be used by the government to give direction for the future of the Village of Springport. It should be reviewed periodically and altered as general conditions in the community change.

- **The plan allows for orderly development.** The land use allocations reflected in the plan are based upon the best available projections of future population levels for the Village of Springport. The plan must realistically provide sufficient land area to meet the anticipated needs and demands of residents and businesses, while at the same time protecting the overall quality of life and the physical environment. While the document does not require a use which might provide the greatest amount of return on investment in land, it does require that property owners receive a reasonable return on their investments.
- **The plan must encourage public understanding and participation.** The plan should be written in a way that aids public understanding of the planning process and describes how goals for the Village of Springport are to be achieved.
- **The plan must be the result of a general consensus of the community.** Plan elements must be clearly understood by all and followed consistently to minimize the possibility of arbitrary decision making. A clear consensus is needed during the planning process to ensure that the Plan will be followed.
- **The plan must balance property rights.** The law requires that all property owners be granted a reasonable use of their property. This includes the rights of adjoining property owners to enjoy their property.
- **The plan is not a zoning map.** The document reflects the planned use of land, taking into consideration existing development, but does not depict a "new" zoning district map. Since the plan and zoning map are intended to be in reasonable harmony, it is likely that zoning districts will take the shape of the Plan as rezoning requests are received and reviewed by the community.
- **Zoning is not a substitute for a master plan.** The plan is a long range guide for community development. Zoning approvals are specific to a piece of property and are always attached to the land. They may not be restricted to an individual. Zoning approvals are always permanent, unless the use itself is temporary in nature.
- **Deviation from the plan puts zoning decisions at risk of invalidation.** Zoning decisions that are not based upon the plan risk invalidation if faced with a legal challenge. Decisions made on the basis of the document may be afforded additional validity, since the decision was not made in an arbitrary fashion, but follows a rational plan for the Village of Springport.

Future Land Use and Zoning

The heart of the master plan is its depiction and descriptions for future land use. Determining the future use of land should be based on several factors, including:

- Community character
- Community needs
- Existing development
- Adaptability of land
- Available services
- Existing zoning

The connection between the master plan and the zoning ordinance of the Village of Springport is often misunderstood. Accordingly, the relationship between the plan's future land use map and the zoning map is critical. That link is established through the zoning plan element of the master plan (see Chapter 3).

Use of the Master Plan

Completion of the master plan is not the end of the process. Continuous and effective use of the plan is necessary to ensure its validity. Failure to follow the plan may discredit any attempt to use it as a defense for actions which may be challenged by property owners or developers.

Likewise, consistent and vigorous use of the plan will lend credibility to the community's implementation of controversial decisions on zoning actions. While state courts do not normally recognize the absolute authority of a master plan, they do lend more credibility to actions supported by careful planning than those which appear to be made arbitrarily. The more common uses of the master plan include:

- **Zoning Decisions.** Since the master plan determines the future use of land, rezoning decisions should be consistent with its provisions. This is not to say that all rezonings that are consistent with the future land use map should automatically be approved. However, if all of the preconditions of the master plan are met, approval of the request may logically be forthcoming.

On the other hand, a rezoning request different from that shown in the plan should not automatically be rejected, particularly if the plan has not been reviewed in some time. Instead, each request should be evaluated to see if the conditions originally considered when the plan was adopted have changed. If so, the plan may deserve reconsideration (but need not necessarily be changed).

- **Utility Extensions/Capital Improvements.** A useful function of the master plan is its designation of land use intensity when evaluating the need for improved utilities, new roadways, new public buildings, and other public improvements. This information may be included in a capital improvement plan (CIP). The CIP is a six-year plan, updated annually, of proposed capital expenditures in a municipality.

Development of the CIP is the responsibility of the planning commission, with considerable input from municipal staff (e.g., engineers, planners, administrators, etc.), or the village council, with considerable input from the municipal staff and the planning commission. Its principal elements include project names, descriptions, costs, priorities, years to be completed or begun, and potential or planned funding sources. This information provides property owners with some assurance that improvements necessary to implement the plan are forthcoming, and shows a general schedule of those improvements.

- **Environmental Impact.** The master plan (as a reflection of the intensity of land use) should reflect the degree to which the Village of Springport desires to protect its environment and natural features. The plan should establish that value to the community and propose steps to implement the appropriate regulations.
- **Recreation Planning.** The master plan—through the provision of future residential lands—will create a need for recreation/open space land. The master plan can assist in the setting of priorities for park development. For example, parks and recreation plans pay special attention to the goals and objectives of the master plan. If additional recreation services are called for in the plan, these services may be noted in the parks and recreation plan.

A review of future land use is also important. If the master plan indicates that substantial new residential development will be forthcoming in a particular area, some indication should be made for the need to acquire and develop additional park land. However, the future land use map cannot indicate specific properties as parkland, unless the land is in public ownership, or steps are already well underway to acquire that property.

In order to qualify for grant programs at the state level, or federal grants administered at the state level, the Michigan Department of Natural Resources (DNR) requires that the Village of Springport have a current (i.e., no more than 5 years old) parks and recreation plan.

- **Approval of a public way, space, building or structure.** An often overlooked provision in state law is a requirement that the Village's planning commission review any new street, park acquisition, public building, or other similar easement, street, or use, shown in the master plan, prior to any action taken to implement such improvement. This ensures that the proposed improvement is in compliance with the provisions of the master plan. Although a denial may be overruled by the controlling authority, the review is still required.
- **Transportation Improvements.** There is a clear relationship between transportation improvements and land use. As development proceeds, the need for new or improved roadways becomes obvious. By measuring the intensity of future development shown in the master plan, transportation engineers and planners can estimate needed rights-of-way widths, number of lanes, and the level of necessary access management.

Keeping the Plan Current

An outdated master plan that is not frequently reviewed can weaken decisions based upon the document. The planning commission should conduct an annual review of the plan to ensure that it is kept current. Village officials and employees can assist by bringing issues not addressed in the document to the attention of the planning commission. Any amendments to the Plan can be done at that time to keep it up-to-date and consistent with community philosophies. For example, some goals may have been achieved and new ones need to be established. Where uses

have been approved contrary to the plan, the document should be amended to reflect these changes. By routinely following this procedure, the Master Plan will continue to be an up-to-date and reliable planning tool. Even though the plan has a 20+ year horizon, a comprehensive update should occur at least every 5 years according to the Michigan Planning Enabling Act (MPEA).

How Did the Plan Develop?

This document is a new edition of the *Village of Springport Master Plan*. The Village adopted its first master plan in 1998.

Citizen participation is extremely important to the success of many planning efforts. Citizen participation helps guarantee that the vision outlined for the Village of Springport's future accurately reflects the true goals of its residents. Direct and indirect public input opportunities included:

- Meetings of the planning commission where the plan was included on the agenda (open to the public)
- A community survey conducted in the summer of 2019 and
- A public hearing on the master plan.

Who Will Implement the Plan?

Three distinct bodies in the Village are charged with planning and zoning: the planning commission, the zoning board of appeals, and the village council. All of their decisions and recommendations should be based upon the master plan. Decisions not based upon the plan should trigger the review and possible amendment of the document.

Planning Commission

Development and approval of the master plan is an important responsibility of the planning commission. The commission is charged with the development of zoning and other ordinances (over which the village council has final authority). The planning commission also recommends approval or rejection of requests to the village council for rezonings and various other zoning proposals.

Zoning Board of Appeals

The zoning board of appeals (ZBA) decides dimensional variance requests (e.g., setback requirements). The ZBA also makes official interpretations of the zoning ordinance when its meaning or intent is not clear. ZBA decisions are final. Appeals are made to the circuit court.

Village Council

As the legislative body for Springport, the village council is responsible for the passage of all ordinances, including the zoning ordinance and other planning-related legislation. The council may also adopt the master plan. It also appoints members to the planning commission and the ZBA.

Other Planning Efforts

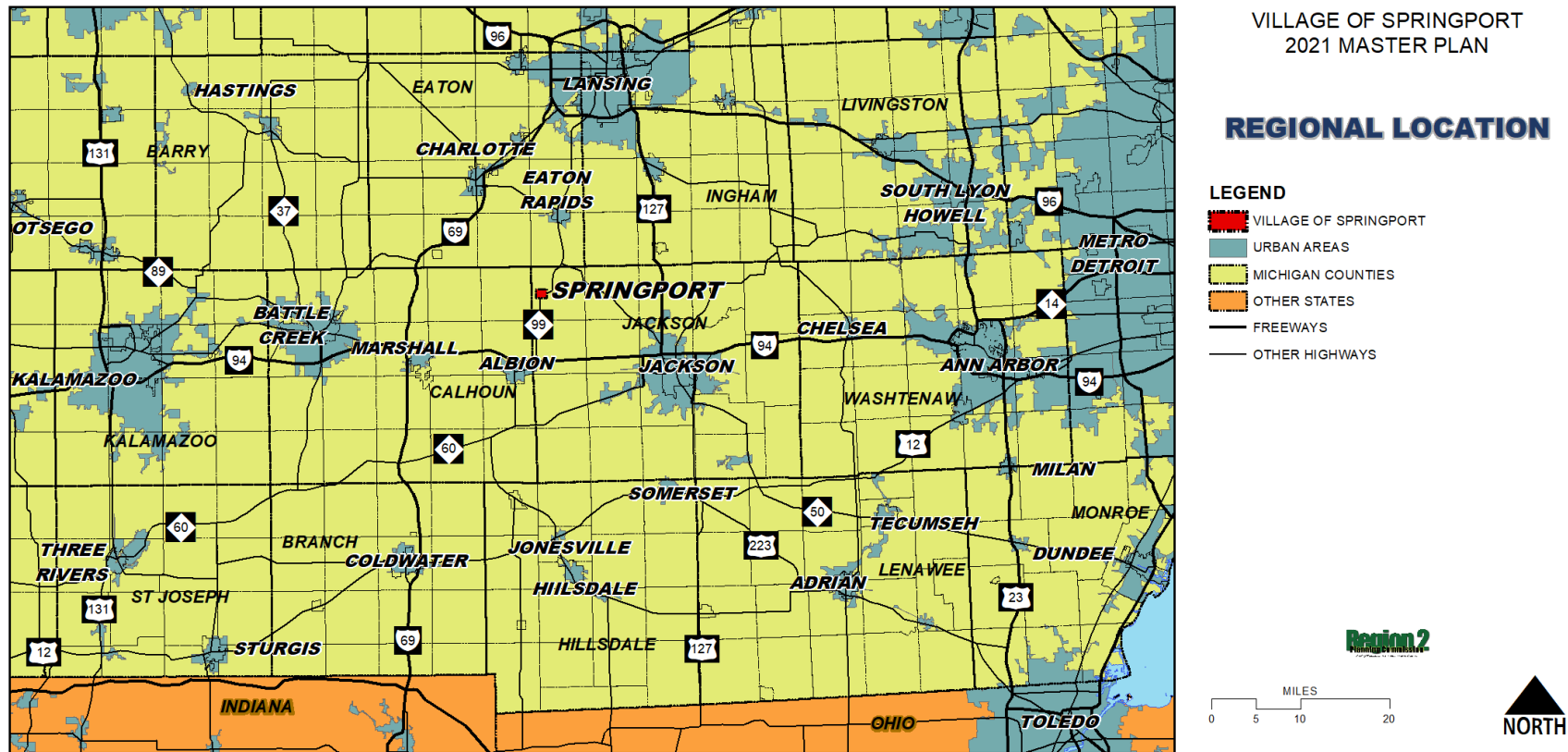
Village staff and other Village committees may also undertake planning efforts on their own or in conjunction with the planning commission. These planning efforts may include housing, key transportation corridors, historical districts, and the other plans. Future updates to those plans should complement the goals of the master plan. In turn, those documents should be consulted whenever the plan is amended or a new plan is adopted. This consultation should also extend to regional planning efforts.

CHAPTER 2

COMMUNITY DESCRIPTION AND ISSUE IDENTIFICATION

Regional Location

The Village of Springport is located in northwestern Jackson County, in south-central Lower Michigan, and is completely surrounded by Springport Township (of which it is a part). M-99 and other roadways provide easy access to the community. The Jackson Urban Area is located nearby to the southeast, providing Village residents access to Jackson's cultural, higher educational, shopping, and employment opportunities. Eaton Rapids and Lansing are located to the north and Albion, Marshall and Battle Creek are located to the south and southwest.



Historical Context

The area that became Springport Township was originally the home of the Potawatomi tribe. With Michigan in line to become a state, the government was encouraging settlement with land grants. The first settler was Reverend John Comstock in 1835. Later, Augustus Gaylord received such a grant for what eventually became the four corners of the Village of Springport (Main/Maple/Mechanic/Landon Roads). The settlement was unofficially named Oyers Corners, after businessman John Oyer. The Village established the first post office of Jackson County with postmaster Augustus Gaylord in 1838. In 1863 the village was incorporated as Springport.

The rich farmland and growth of rail transportation brought about rapid growth for the Village of Springport. In 1876, the depot for the Lake Shore and Michigan Southern line was built and still stands today on Railroad Street. At one time there were three elevators next to the line for transporting grain. In 1866, an average of 75 carloads of apples, 75 loads of potatoes, 1,000 bushels of grain, and livestock, were shipped from Springport each week during the harvest season. By 1882 there was a population of 600. A fairground was created in the early 1900s with a racetrack, ball diamond, and a grandstand. Later, Greer Manufacturing started an industrial park on the site. After World War II the community raised funds and provided the material and manpower to build “The Arches”, a new high school and community gym which are currently still in use.

Today, Springport is home to an award-winning FFA Program, the *Springport Signal* (a weekly newspaper since 1876), an active VFW Post and Auxiliary, and a busy Village Council and DDA. The Hotel Tavern, built as the Hotel Oyer in the 1860s, continues to serve the community with fine food and drink. There are also many other outstanding downtown businesses that provide exceptional goods and services.

Population/Demographics

See Appendix A for detailed information on the Village of Springport’s population trends. However, the data contained in that appendix is summarized below:

- **General Population.** The population of Springport was 800 people in 2010, according to the U.S. Census. Projections based on decennial population change in the Village between 1970 and 2010 predict that the population will grow to 855 by 2035 and 878 by 2045. Projections produced by the Jackson Area Comprehensive Transportation Study (JACTS) predict that the population will grow slightly to 807 by 2035 and then decrease to 791 by 2045. Villagers comprised 37% of the population of Springport Township in 2010, down from 46% in 1930.
- **Age and Gender.** The median age of the estimated 778 Village residents in 2017 was 35.3 years [41.0 years countywide and 39.6 years statewide]. Generation X —people between 35 and 54 years of age in 2017— was estimated to be the largest age group, comprising an estimated 28% of residents [26% countywide and 26% statewide]. Generation Z and younger generations —people 14 years of age and younger— were estimated to be the second largest age group, comprising an estimated 27% of residents [18% countywide and 18% statewide]. Millennials —people between 15 and 34 years of age— were estimated to be the third largest age group, comprising an

estimated 22% of residents [25% countywide and 26% statewide]. Baby Boomers —people between 55 and 74 years of age— were estimated to be the fourth largest age group, comprising an estimated 17% of residents [24% countywide and 23% statewide]. The Silent Generation and older generations —people 75 years of age and older— were estimated to be the smallest age group, comprising an estimated 5% of residents [7% countywide and 7% statewide]. Males comprised an estimated 53% of the Village of Springport’s population [51% countywide and 49% statewide].

- **Race and Ethnicity.** An estimated 96% of Springport residents were white in 2017 [87% countywide and 79% statewide]. Only an estimated <1% of residents considered themselves to be Hispanic (i.e., Latino/Latina) [3% countywide and 5% statewide].
- **Disabilities.** An estimated 19% of Village residents were disabled in some way in 2017 [15% countywide and 14% statewide] and an estimated 11% had an ambulatory disability [8% countywide and 8% statewide]. The rate of disability rose with age. For example, an estimated 55% of residents at least 75 years of age had some type of disability [47% countywide and 49% statewide] and 38% had an ambulatory disability [30% countywide and 32% statewide].
- **Educational Attainment.** An estimated 89% of Village of Springport residents at least 25 years old in 2017 graduated from high school [90% countywide and 90% statewide]. An estimated 14% had some type of college degree (i.e., associate’s, bachelor’s, or graduate) [31% countywide and 37% statewide].
- **School Enrollment.** An estimated 54% of Village residents at least 3 years of age and enrolled in school in 2017 were attending elementary school (i.e., grades 1-8) [40% countywide and 39% statewide]. An estimated 34% were attending high school [22% countywide and 21% statewide]. An estimated 8% attended nursery school or kindergarten [12% countywide and 11% statewide]. An estimated 4% were attending college or graduate school [25% countywide and 29% statewide].
- **Households and Families.** All Springport residents lived in the estimated 295 Village households in 2017. Families comprised an estimated 65% of households [66% countywide and 65% statewide]. However, an estimated 32% of households consisted of a single person [29% countywide and 29% statewide]. Other non-family households comprised an estimated 2% of households [5% countywide and 6% statewide]. The estimated size of the average household was 2.64 people [2.43 people countywide and 2.49 statewide] and the average family size was 3.32 people [2.98 people countywide and 3.08 statewide]. It is estimated that 0% of the population lived in group quarters [6% countywide and 2% statewide].
- **Income and Poverty.** The Village’s median household income in 2017 was estimated to be \$41,181 [\$49,715 countywide and \$52,688 statewide]. The median family income was \$45,268 [\$61,359 countywide and \$66,653 statewide] and the median non-family income was \$23,500 [\$29,676 and \$31,333 statewide]. The per capita income was \$19,130 [\$25,952 and \$28,938 statewide]. An estimated 36% of residents under the age of 18 lived in poverty [25% countywide and 22% statewide]. An estimated 21% of residents between the ages

of 18 and 64 lived in poverty [14% countywide and 15% statewide]. An estimated 5% of residents 65 years or older lived in poverty [6% countywide and 8% statewide].

- **Employment by Industry.** An estimated 30% of employed Village residents at least 16 years old in 2017 worked in the ‘manufacturing industry’ [19% countywide and 18% statewide]. An estimated 14% were employed in the ‘educational services and healthcare and social assistance industries’ [24% countywide and 24% statewide]. An estimated 13% were employed in the ‘construction industry’ [5% countywide and 5% statewide]. An estimated 9% worked in the ‘retail trade industry’ [12% countywide and 11% statewide]. An estimated 9% were employed in the ‘professional, scientific, and management, and administrative and waste management services industries’ [7% countywide and 9% statewide]. An estimated 9% were employed in the ‘transportation and warehousing industries’ [6% countywide and 4% statewide]. Each of the other industries employed <9% of residents.
- **Employment by Occupation.** An estimated 31% of employed Village of Springport residents at least 16 years old in 2017 were employed in ‘production, transportation, and material moving occupations’ [18% countywide and 16% statewide]. An estimated 18% worked in ‘management, business, science, and arts occupations’ [31% countywide and 36% statewide]. An estimated 18% were employed in ‘sales and office occupations’ [24% countywide and 23% statewide]. An estimated 18% worked in ‘natural resources, construction, and maintenance occupations’ [8% countywide and 8% statewide]. An estimated 14% worked in ‘service occupations’ [19% countywide and 18% statewide].
- **Means of Travel to Work.** An estimated 81% of Village of Springport residents at least 16 years old for whom travel to work data was estimated in 2017, drove alone [84% countywide and 83% statewide]. An estimated 13% of workers carpooled [9% countywide and 9% statewide]. An estimated 6% of workers used some other form of transportation [4% countywide and 5% statewide]. An estimated 0% worked at home [3% countywide and 4% statewide].
- **Travel Time to Work.** The estimated travel time to work was 31.1 minutes for Village residents at least 16 years old for whom travel time to work data was estimated in 2017 [23.3 minutes countywide and 24.3 minutes statewide]. An estimated 29% of workers had a commute time of 15-29 minutes [37% countywide and 38% statewide]. An estimated 28% had a commute time of 60-89 minutes [15% countywide and 16% statewide]. An estimated 26% had a commute time of 30-59 minutes [12% countywide and 15% statewide]. An estimated 10% had a commute time of 5-9 minutes [13% countywide and 11% statewide]. An estimated 4% had a commute time at least 90 minutes [2% countywide and 2% statewide]. An estimated 2% had a commute time of 10-14 minutes [13% countywide and 11% statewide]. An estimated 2% had a commute time of less than 5 minutes [3% countywide and 3% statewide].

- **Dwellings and Vacancy Rates.** It is estimated that the Village contained 305 dwellings in 2017. An estimated 97% were occupied [89% countywide and 85% statewide]. An estimated 52% of occupied dwellings were renter-occupied [24% countywide and 25% statewide].
- **Housing Types.** It is estimated that 70% of the Village of Springport's dwellings in 2017 were single-family homes [78% countywide and 77% statewide]. Approximately 19% of units were estimated to be located in multi-unit buildings [16% countywide and 18% statewide]. An estimated 10% of dwellings were mobile homes [6% countywide and 5% statewide].
- **Housing Costs.** It is estimated that 48% of the Village's renter-occupied households spent at least 30% of household income on housing [52% countywide and 50% statewide]. An estimated 36% of Springport's owner-occupied households with a mortgage in 2017 spent at least 30% of household income on housing [25% countywide and 25% statewide]. It is also estimated that 18% of the Village's owner-occupied households without a mortgage spent at least 30% of household income on housing [12% countywide and 15% statewide].

Natural Resources

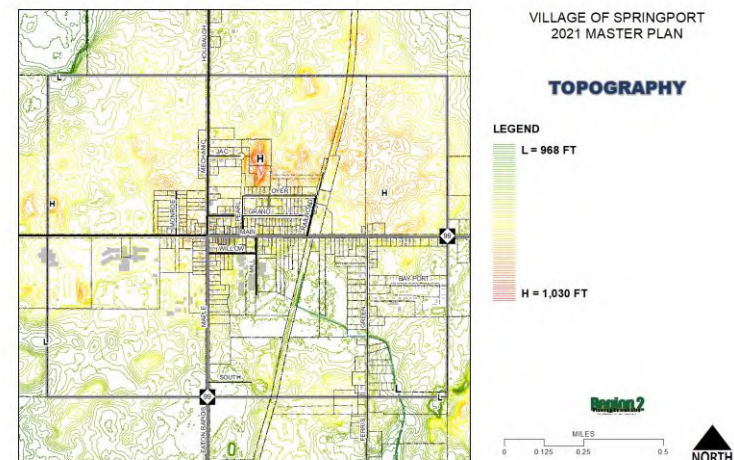
A variety of natural resources are pertinent to land use planning in the Village of Springport.

Topography

Springport's topography is gently rolling, with a total difference of 62 feet in elevation over the 1.3 square miles contained within its boundaries. The highest point of 1,030 feet above sea level is located in Springport Community Park in the northcentral portion of the Village (see the Topography map in Appendix C). High points of 1,016 feet above sea level are located in northeastern Springport (north of Main Street (M-99) and east of Railroad Street) as well as along the Village's western border (north of Main Street). The low point of 968 feet above sea level is located in the southeastern corner of Springport. Low points of 970 feet above sea level are located where the Whitman Intercounty Drain crosses the southern border of the Village, in the northwestern corner of Springport, and along the western border of the Village.

Surface Waters

The Village contains few aquatic resources:

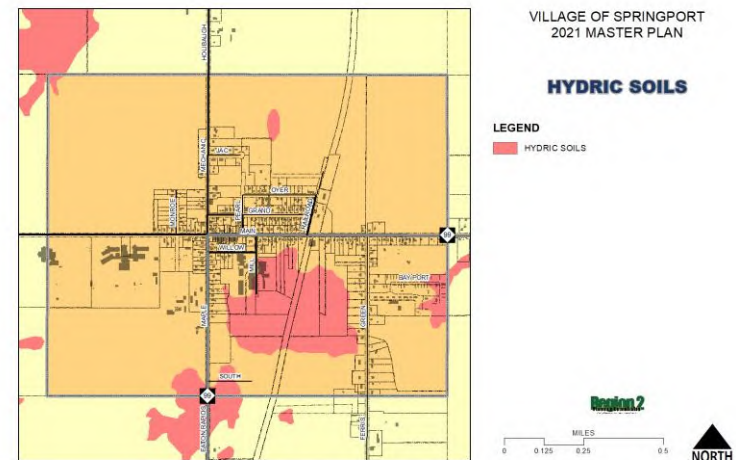
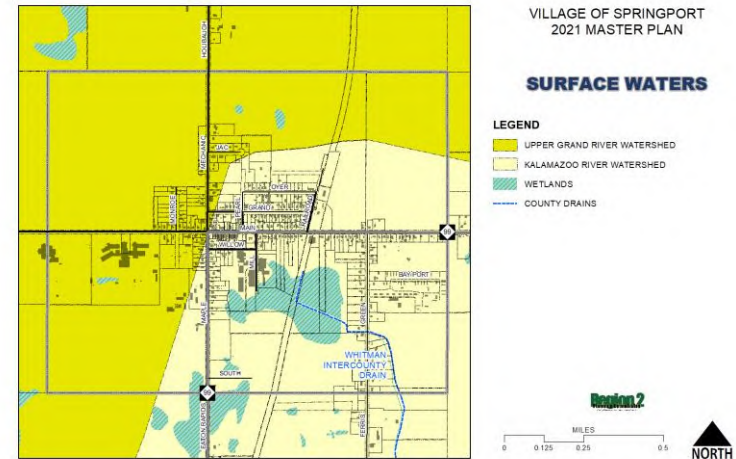


- **Watersheds.** A couple of watersheds extend into the Village of Springport (see the Surface Waters map in Appendix C). The Kalamazoo River Watershed covers southeastern Springport, including most of the Central Business District, and the Grand River Watershed covers the remainder of the Village. Please visit the websites of the Upper Grand River Watershed Council (www.uppergrandriver.org) and the Kalamazoo River Watershed Council (<https://kalamazooriver.org>) to learn about their local watershed management planning efforts.
- **County Drain.** There are no lakes, ponds, rivers, or streams within the Village. However, the Whitman Intercounty Drain does extend into the southeastern portion of the Village in the vicinity of Green Street (see the Surface Waters map in Appendix C).
- **Flood Zones and Wetlands.** No flood zones have been established in the Village of Springport by the Federal Emergency Management Agency (FEMA). Wetlands in the Village have been delineated by the National Wetlands Inventory (NWI). Several wetlands exist in Springport, including a large wetland located southeast of the Central Business District (see the Surface Waters map in Appendix C).

Soils

Soils that are agriculturally productive and those that drain poorly are important to identify:

- **Hydric Soils.** Soil types that are poorly drained and subject to occasional flooding (i.e., hydric) have been identified by the Natural Resources Conservation Service (NRCS). Hydric soils are often located in the vicinity of Springport's wetlands as well as other low-lying areas (see the Hydric Soils map in Appendix C).



- Most Productive Agricultural Soils.** Soil types that are the most agriculturally productive have been identified, taking into consideration prime farmland, as recognized by the Natural Resources Conservation Service (NRCS), and average yields for various crops. Several areas of productive agricultural soils extend into the Village (see the Agricultural Soils map in Appendix C).

Downtown Springport

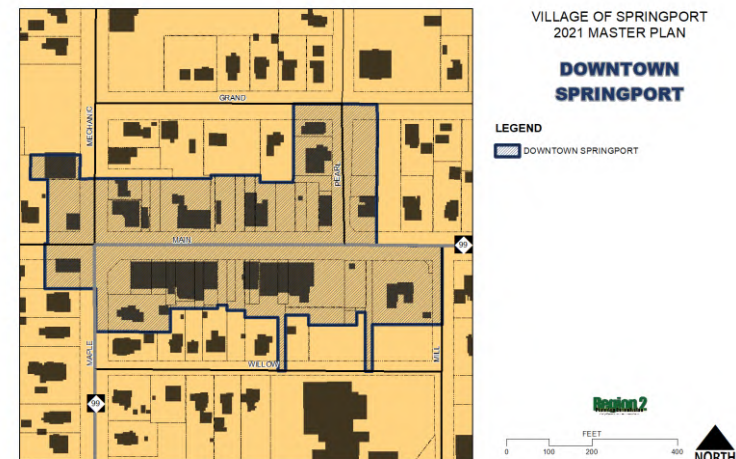
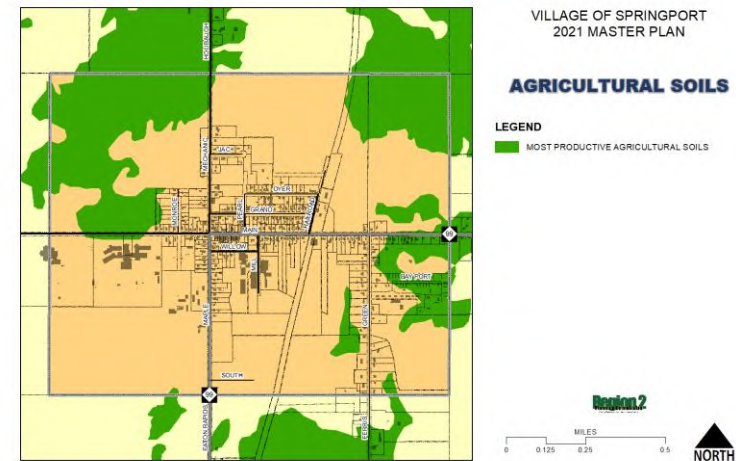
Springport is fortunate to have a traditional Downtown, located in the central portion of the Village where M-99 takes a dogleg turn to the east (see the Community Facilities map in Appendix C). Downtown Springport contains properties on both sides of Main Street, between the intersections with Maple/Mechanic Streets and Mill Street, including a few properties on the west side of Maple/Mechanic Streets (see the Downtown Springport map in Appendix C). The Downtown also extends on both sides of Pearl Street north to Grand Street.

Community Facilities and Services

A variety of facilities and services are provided by the Village, as well as other entities, enhancing the quality of life in Springport.

Village and Township Halls

The Springport Village Hall is located at 137 E. Main Street (M-99), west of Pearl Street, within Downtown Springport (see the Community Facilities map in Appendix C). Springport's administrative offices are located in the Hall and the Village's various boards and commissions meet there. The Village also maintains an online presence at villageofspringport.com. The Springport Township Hall is also located within the Downtown on the northeast corner of the intersection of Main Street with Maple/Mechanic Streets. *It is important to note that the Village is also part of Springport Township.*



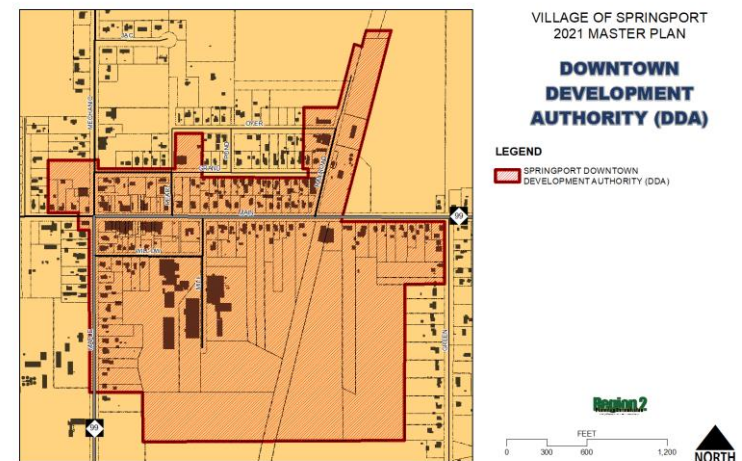
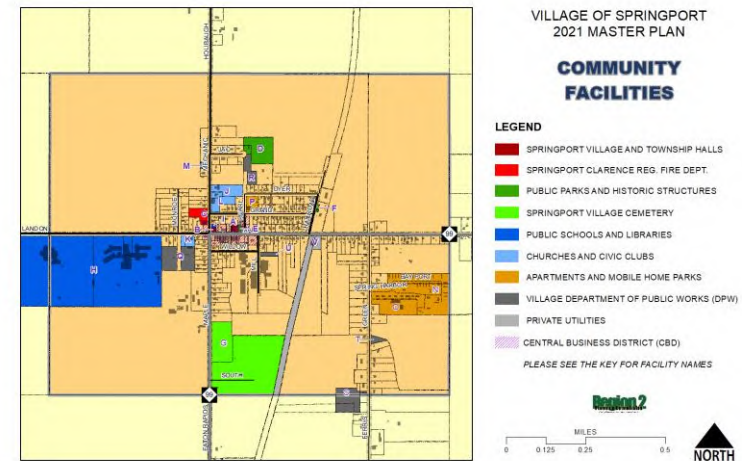
Parks and Cemetery

The Springport Cemetery is maintained by the Village. Located on the east side of Maple Street (M-99) at the southern border of Springport (see the Community Facilities map in Appendix C), the cemetery contains more than 1,600 memorials according to www.findagrave.com. The Springport Community Park is located in the northcentral portion of the Village, at the end of Jac Court. Sykes Memorial Park, located in Downtown Springport next to the Village Hall, contains a gazebo (see the Sykes Memorial Park map in Appendix C). The Springport Community Park contains a couple of pavilions, restrooms, a playground, and walking trails (see the Springport Community Park map in Appendix C).*

No other parks are located within the immediate vicinity of the Village. Minard Mills County Park, located in southern Tompkins Township, is the closest of the 18 Jackson County Parks to Springport. The Michigan Department of Natural Resources (MDNR) also maintains a couple of boat launches in Tompkins Township, at the Tompkins and Trestle Bridges over the Grand River.

Downtown Development Authority (DDA)

The Springport Downtown Development Authority (DDA) covers a much larger area than Downtown Springport. Located on both sides of Main Street, between intersections with Maple/Mechanic Streets and Green Street, the DDA also includes a few properties on the west side of Maple/Mechanic Streets (see the Downtown Development Authority (DDA) map in Appendix C). The DDA extends northward on both sides of Railroad Street, north of Oyer Street, as well as southward along Maple and Mill Streets, south of Willow Street. A portion of the taxes assessed on the properties located in the DDA is set aside



* The Village does not have a recreation plan. A 5-year recreation plan approved by the MDNR would make Springport eligible to apply for grant funding from the Michigan Natural Resources Trust Fund and other MDNR programs.

to correct and prevent deterioration within its boundaries and encourage historic preservation. A DDA board oversees the spending of those funds.

Police, Fire, and Rescue Services

The Springport/Clarence Fire Department provides fire protection and rescue services within Springport and its fire station is located on the west side of Mechanic Street (north of Main Street) on the western edge of Downtown Springport (see the Community Facilities map in Appendix C). The fire department participates in Jackson County's mutual aid system. The Springport Township Police Department provides police protection services within the Village and its police station is located at the rear of the Springport Village Hall. The Jackson Community Ambulance (JCA), a private firm, provides ambulance services. The Jackson County Office of the Sheriff and the Michigan State Police also protect the Village. The County of Jackson dispatches police, fire, and rescue services through its 911 Central Dispatching Service.

Schools and Library

Springport Community Schools serve the Village. Springport Elementary School, Springport Middle School, and Springport High School are located on a central campus on the south side of Main Street in the western portion of the Village, extending into Springport Township (see the Community Facilities map in Appendix C).

Various colleges are within commuting range of Springport, including Albion College, Baker College, Jackson College, and Spring Arbor University. The Springport Branch of the Jackson District Library (JDL) is located on the east side of Mechanic Street in Downtown Springport (see the Community Facilities map in Appendix C). There are 12 other branches of the JDL, including the main Carnegie Library in Downtown Jackson.

Healthcare Facilities

There are no major healthcare facilities in the Village of Springport, but many are available in the Jackson Urban Area. Henry Ford Allegiance Health (Jackson) and Trillium Hospital (Albion) are capable of providing long-term care. Regional hospitals are located in Lansing and Ann Arbor. There are also a variety of assisted living facilities/nursing homes located in the Jackson Urban Area.

Transportation Facilities and Utilities

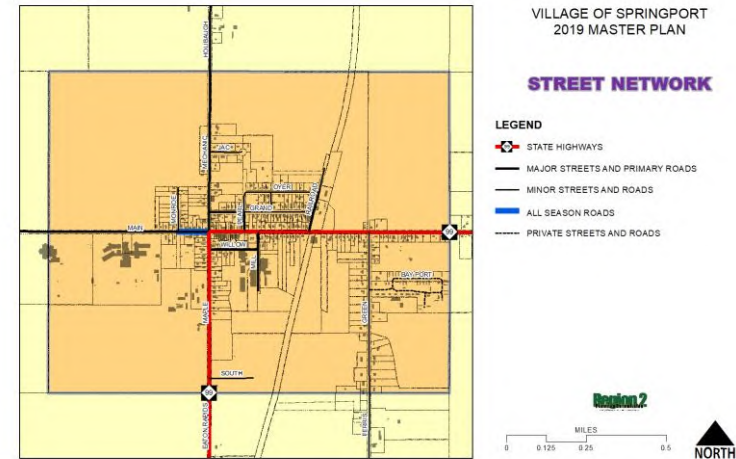
The Village of Springport is served by a variety of transportation facilities and utilities:

Roadways

The public streets that traverse Springport are maintained by two public agencies. The Michigan Department of Transportation maintains the state highway network. The Village maintains the major and minor streets traversing Springport (the Jackson County Department of Transportation maintains primary and local roads outside of the Village). Private streets are maintained by their owners.

- **Minor Streets and Local Roads.** Minor streets and local roads are designed to provide access (i.e., ingress and egress) to the properties they abut. They comprise the majority of the streets and roads in Springport and the surrounding area (see the Street Network map in Appendix C), but generally carry small amounts of traffic on a daily basis. There are no gravel streets in the Village.
- **Major Streets and Primary Roads.** In addition to providing access to the properties they abut, major streets and primary roads are designed to carry through traffic, providing connections to other parts of Jackson County. They comprise a smaller segment of the streets and roads in Springport and the surrounding area (see the Street Network map in Appendix C), but generally carry larger amounts of traffic on a daily basis. Main Street, between Mechanic/Maple Streets and Monroe Street is constructed to all season standards, capable of carrying commercial truck traffic throughout the entire year.
- **State Highways.** State highways are designed to carry regional through traffic, providing connections between communities in addition to providing access to the properties they abut, and constructed to all season standards. M-99 (Maple and Main Streets) comprises the smallest segment of streets and roads in Springport and the surrounding area (see the Road Network map in Appendix C).
- **Private Roads and Streets.** Several private streets traverse the Springport Mobile Home Park in the southeastern portion of the Village. They are designed to provide access to the home sites they abut (see the Street Network map in Appendix C).

M-99 (i.e., Maple Street/Eaton Rapids Road and Main Street/Eaton Rapids Road) and Main Street/Landon Road (west of Maple/Mechanic Streets) are eligible to receive federal funding for their maintenance and construction. The Region 2 Planning Commission (R2PC) is the Metropolitan Planning Organization (MPO) designated to oversee the distribution of the federal funding allocated for Jackson County. As part of its duties the R2PC produced the *2045 Long Range Transportation Plan*, which provides greater detail about the roadway network as well as the other modes of transportation serving Jackson County (available on www.region2planning.com). The R2PC also coordinates the surface rating program for federal-aid eligible roads and streets in Jackson County. This annual survey illustrates the fair/poor condition of much of that network in Springport and the surrounding area (see the Road Surface Conditions map in Appendix C).



Other Modes of Transportation

Various other modes of transportation serve and/or affect the Village of Springport:

- **Nonmotorized Transportation.** Springport's streets are available for use by pedestrians and bicyclists. Consequently, this Master Plan states that the Village supports the goal of complete streets, which "means roadways, planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle," as defined by Public Act 51 of 1951 (State Trunk Line Highway System), as amended. Accordingly, Springport officials will advise the Village and the Michigan Department of Transportation (MDOT) on future street projects within the Village regarding the inclusion of appropriate nonmotorized facilities (e.g., sidewalks, bike lanes, paved shoulders, trails, etc.). In addition, the *Jackson City + County Nonmotorized Plan* also provides guidance regarding the development of nonmotorized transportation facilities within Springport.
- **Airports.** No airports are located in Springport's immediate vicinity. However, the Jackson County Airport – Reynolds Field is located in Blackman Township, within the Jackson Urban Area. A few small private airfields are located in the vicinities of Brooklyn and Napoleon.
- **Railroad.** There are no active railroads in the immediate vicinity of Springport. A railroad used to traverse the Village, but the former right-of-way has reverted to private ownership. The most visible remainder of the railroad is the old Springport Depot building on the east side of Railroad Street (see the Community Facilities map in Appendix C). Amtrak operates its Wolverine Service, which transports passengers between Chicago (Illinois) and Pontiac (Michigan) daily, with stops in Jackson, on an active railroad traversing the central portion of Jackson County. The Norfolk Southern Railway also operates a freight service on the railroad.
- **Pipelines.** There are no underground pipeline corridors in the immediate vicinity of Springport. However, gas and oil pipelines do traverse Springport Township to the south of the Village and a gas pipeline traverses the western edge of Tompkins Township.

Utilities

- **Municipal Water Service and Wellhead Protection Area.** Springport provides municipal water service and all new development in the Village is required to hook-up to the system. A well house is located along the southern border of the Village and a water tower is located to the south of the Springport Community Park (see the Community Facilities map in Appendix C). Springport relies exclusively on groundwater for its public drinking water source and a municipal wellhead protection area has been established to safeguard the resource. A wellhead protection area is defined as the surface and subsurface zones surrounding a water well or well field which supplies a public water system, and through which contaminants are reasonably likely to move toward and reach the water well or well field within a 10-year period. Long-term strategies regarding land uses which may contaminate a well (e.g., surface impoundment areas, subsurface percolation from septic tanks and cesspools, open dumps, uncapped or improperly capped abandoned wells, injection wells, and

underground storage tanks) should be implemented in the area. A wellhead protection area covers all but the northeastern corner of the Village and portions of Springport Township (see the Wellhead Protection Area map in Appendix C).

- **Municipal Sewer Service.** Springport provides municipal water service and all new development in the Village is required to hook-up to the system. Springport Township properties along Ferris Road (Green Street), within a half mile of the Village, are also connected to the system. A lift station is located on the east side of Green Street, north of the well house (see the Community Facilities map in Appendix C). The main DPW compound is located on the south side of Main Street, west of Maple Street.
- **Electricity, Gas, Telephone, Cable Television, and Internet Services.** Consumers Energy and SEMCO Energy provide electricity and natural gas, respectively, to Village households, businesses, and institutions. Springcom, Inc. (i.e., the Springport Telephone Company), is the provider of landline telephone, cable television, and internet services. Cell phone and satellite TV services are available from various providers.
- **Solid Waste Disposal.** Households, businesses, and institutions in Springport contact directly with the trash hauler of their choice, often including recycling.

Existing Land Use

An inventory of existing land use is an important factor in the development of the Future Land Use Plan element of the Master Plan. Assessing data compiled by Springport Township was utilized to determine existing land use on March 26, 2019. The Township Assessor assigned a numeric code to each property as part of the assessment process which was then translated into broad categories. Most rights-of-way are not included in the calculations. For the purposes of this Plan, that data was then utilized to divide the Village of Springport into various land use categories (see the Property Assessment map in Appendix C):

- **Agricultural** (57% of Springport)
 - Agriculturally assessed properties comprised approximately 57% of Springport; of which 100% of the total area was vacant (i.e., contained no buildings).
- **Low Intensity Development** (9% of Springport)
 - Large lot residentially assessed properties (i.e., ≥ 2 acres) comprised approximately 9% of the Village; of which 61% of the total area was vacant.

2019 Property Assessment

Land Use	
Agricultural	
Agricultural	57%
Low Intensity Development	
Large Lot Residential	9%
High Intensity Development	
Compact Residential	11%
Commercial*	5%
Industrial	4%
Institutional	
Institutional (Exempt)	14%
Total	100%
* Includes fraternal societies, golf courses, and apartment complexes with more than four units	

- **High Intensity Development** (20% of Springport)
 - Compact residentially assessed properties (i.e., <2 acres) comprised approximately 11% of Springport; of which 3% of the total area was vacant.
 - Commercially assessed properties comprised approximately 5% of the Village; of which 47% of the total area was vacant.
 - Industrially assessed properties comprised approximately 4% of Springport; of which 46% of the total area was vacant.
- **Institutional** (14% of Springport)
 - Institutional (i.e., exempt from taxes) properties comprised approximately 14% of the Village.

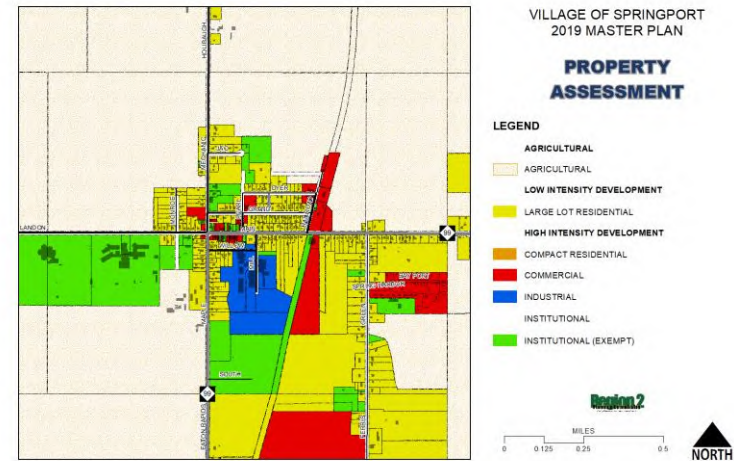
Village of Springport 2019 Community Survey

Village of Springport residents, people who own properties and businesses, and people employed or attending school in the Village were asked to answer a short questionnaire during the summer of 2019 in order to provide an opportunity for input into the development of the 2021 edition of the *Village of Springport Master Plan*. A total of 103 surveys were returned. The overall results of the survey are summarized below. See Appendix B for a complete analysis of the survey.

Development and Growth Issues

Respondents were asked to state their opinions regarding the following aspects of Springport:

	<i>Strongly Agree</i>	<i>Agree</i>	<i>Neutral</i>	<i>Disagree</i>	<i>Strongly Disagree</i>	<i>No Opinion</i>
I am satisfied with the mix of business types within Downtown Springport	6%	18%	41%	19%	14%	3%
I feel there is a good mix of uses in the Downtown	6%	19%	42%	20%	13%	1%
The Village of Springport should attract more industry	31%	36%	19%	6%	4%	4%
It is important for the Village to continue to work with the Michigan Department of Transportation to maintain and improve the appearance of the M-99 corridor	41%	39%	14%	2%	1%	4%



	<i>Strongly Agree</i>	<i>Agree</i>	<i>Neutral</i>	<i>Disagree</i>	<i>Strongly Disagree</i>	<i>No Opinion</i>
Springport should encourage alternatives to single-family housing and apartment complexes (e.g., town-houses, condominiums, work/live, etc.)	21%	43%	23%	7%	3%	4%
The Village has many historic structures that should be preserved	21%	29%	32%	8%	5%	5%
Springport should enhance its natural resources (e.g., county drain, wetlands, farmland, etc.)	20%	37%	35%	1%	3%	5%
Parks and Recreation						
The old railroad right-of-way should be developed as a trail	24%	42%	22%	5%	4%	4%
The Village's parks, recreation facilities, and programs meet my needs	5%	31%	46%	10%	4%	4%
Additional non-motorized trails should be developed in the Springport Area	22%	30%	32%	9%	3%	4%

Community Facilities and Services

Respondents were asked to state their opinions regarding the following community services:

	<i>Excellent</i>	<i>Good</i>	<i>Average</i>	<i>Poor</i>	<i>Very Poor</i>	<i>No Opinion</i>
Water and sewer utility and tax bill payments at the Village Offices	15%	15%	38%	2%	4%	25%
Traffic enforcement by the Springport Twp. Police Dept.	9%	27%	32%	7%	10%	14%
Crime prevention by the Springport Twp. Police Dept.	14%	23%	32%	7%	14%	10%
Emergency response by the Springport Twp. Police Dept. and the Springport/Clarence Fire Dept.	27%	25%	21%	3%	9%	15%
Brush and leaf pickup services provided by the Springport DPW	23%	30%	22%	3%	3%	20%
The Village's public water supply and distribution system	16%	30%	24%	1%	6%	23%
Springport's wastewater collection system and treatment facility	11%	27%	29%	3%	2%	28%
The street and road network in the Springport Area	13%	29%	30%	4%	9%	15%
The Village Council and other boards and commissions	15%	22%	28%	7%	7%	20%
Public sidewalks (e.g., coverage and condition)	13%	32%	38%	3%	6%	8%
Farmers market, car shows, and other community festivals	23%	34%	25%	4%	1%	13%
Overall, your opinion of Springport as a place to live	19%	34%	25%	10%	5%	7%

Commercial Services

Respondents were asked to identify where they usually purchase the following goods and services (*please note that respondents may have shopped in multiple communities for the same commodity/service*):

	Springport	Jackson	Albion	Marshall	Charlotte	Eaton Rapids	Lansing	Internet	Other
Groceries	23%	71%	33%	7%	28%	30%	10%	3%	3%
Clothing	3%	79%	6%	6%	22%	5%	25%	24%	8%
Appliances	2%	79%	5%	2%	4%	5%	18%	8%	7%
Medical	9%	41%	8%	13%	5%	39%	12%	1%	3%
Prescriptions	0%	34%	23%	5%	7%	33%	1%	3%	13%
Entertainment	7%	71%	18%	7%	5%	7%	30%	13%	17%
Hardware	1%	68%	15%	5%	8%	34%	13%	7%	5%
Lumber	6%	62%	15%	2%	6%	20%	10%	2%	11%
Banking	18%	44%	18%	5%	2%	23%	6%	8%	7%
Beauty Salon/Barber	17%	42%	6%	3%	5%	22%	3%	1%	14%
Restaurants	42%	81%	47%	24%	29%	49%	30%	3%	18%

Downtown Springport

Respondents were asked their opinions of the following aspects of Downtown Springport:

	Very Good	Good	Average	Poor	Very Poor	No Opinion
Street and pedestrian lighting in Downtown	20%	39%	28%	10%	0%	3%
Visual appearance of Downtown	13%	20%	35%	18%	10%	3%
Parking in Downtown	12%	28%	37%	13%	4%	5%
Visibility of Directional Signs Downtown	19%	40%	28%	9%	2%	2%

What other business activity would you like to see in Springport?

This was an open-ended question with 48 responses, represented by the adjacent word cloud.[†] Collectively, many responses were in reference to vacant buildings and the need for a wider variety of businesses (e.g., gas station/carwash; barber, sporting goods, candy, and second hand shops; dentist; banking; etc.). Repeated requests for a hardware store, restaurants, and a grocery store are important to highlight. There were also various requests for physical improvements to the Downtown (e.g., building renovations, repairs/improvements regarding streets and parking facilities, public art, etc.) Dissatisfaction with Village government and other institutions was also voiced, as well as the need for facilities that support children/youth (see page C-25 for a listing of all of the responses).

fix fresh grocery food better gas station store parking Hardware
shop need road coffee shop houses People

[†] A word cloud is a visual representation of common words contained in the various comments provided in response to the question. The more common the word, the larger it is represented in the word cloud.

General Information

Respondents were asked to provide the following information about themselves:

	<i>Springport resident</i>	<i>Employed in Springport</i>	<i>Owner of Springport property</i>	<i>Springport business owner</i>	<i>Student in Springport</i>
Relationship to the Village	59%	14%	36%	8%	53%

	<i>'Silent' and older (≥76 years old)</i>	<i>'Baby Boomer' (54-75 years old)</i>	<i>'Generation X' (39-53 years old)</i>	<i>'Millennial' (18-38 years old)</i>	<i>'Gen. Z' and younger (≤17 years old)</i>
Generation (i.e., Age)	4%	20%	14%	42%	20%

	<i>≤ \$24,999</i>	<i>\$25,000 to \$49,999</i>	<i>\$50,000 to \$99,999</i>	<i>≥\$100,000</i>
Annual Household Income[‡]	24% (19%)	28% (29%)	29% (29%)	19% (24%)

	<i>Not Applicable</i>	<i>Springport</i>	<i>Elsewhere in Jackson County</i>	<i>Calhoun County</i>	<i>Ingham County</i>	<i>Eaton County</i>	<i>Other</i>
Place of Work	34%	14%	16%	11%	6%	5%	12%

	<i>Not Applicable</i>	<i>Springport School District</i>	<i>Private/Parochial Schools</i>	<i>Other</i>
School Attendance	66%	29%	1%	4%

	<i>1 Person</i>	<i>2 People</i>	<i>3 People</i>	<i>4 People</i>	<i>5 People</i>	<i>>5 People</i>
People Per Household	8%	17%	20%	22%	18%	13%

[‡] Given the large number of students who took the survey, the results for this question are displayed for all respondents as well excluding respondents who identified themselves as a student (see the percentage in the parentheses).

General Comments

Respondents were given the opportunity to provide general comments:

This was an open-ended question with responses from 38 people, represented by the adjacent word cloud. The largest grouping of comments concerned Village government (i.e., mostly con, but some pro). The dilapidated look of the Village (e.g., the condition of housing and vacant buildings, etc.) was also commented on frequently, including concerns regarding traffic, parking, and street conditions. Respondents pointed out the need to attract new businesses and support existing enterprises. Appreciation of the Village was also stated, along with requests for trails and sidewalks (*see page C-27 for all of the responses*).



CHAPTER 3

COMMUNITY POLICIES AND PLANS

Goals and Objectives

Planning Commissioners reviewed Chapter 2 of the Master Plan, and associated appendices, and adjusted the goals and objectives contained in the previous Master Plan as follows.

Community Development

Goals

Provide for planned, controlled, growth, of the Village of Springport with awareness of change, while maximizing and balancing the optimum and economical use of community resources.

Community resources will be used so as to create an environment which will promote the highest degree of health, safety, efficiency, and wellbeing for all segments of the community, and which will increase opportunities for the people.

Establish a sound economic base through a combination of industrial and commercial establishments that are well-placed and planned so as to minimize conflicts with the surrounding environment in the Village.

Encourage the protection and preservation the cultural and historic environment of the Village.

Protect and preserve the natural resources and features of the Village.

Objectives

Annual review of Master Plan to confirm.

Allocate community resources to be used to create an environment which promotes the highest degree of health, safety, efficiency, and wellbeing for the community, and will increase opportunities for the people.

Use the wellhead protection program to protect and preserve the natural resources and features of the Village.

Municipal Services

Goals

Attempt to make available municipal water and wastewater systems (i.e., sanitary and storm) with capacity to meet the needs of a growing population and economic base.

Provide a storm water system to meet the needs of the community.

Objectives

Plan uses of municipal services for balanced growth within the community.

Identify potential sources to finance infrastructure improvements.

Manage approving future annexations until municipal services can be upgraded.

Goal

Cooperate and coordinate shared public services and facilities with surrounding agencies and entities whenever possible.

Objectives

Identify services, facilities, and programs where joint administration and expenditures are feasible and desirable.

Encourage Joint planning sessions with adjacent agencies.

Economic Development and Capital Improvements Program

Goal

Provide economic development planning within the Village that provides a balance between businesses in the Central Business District and those throughout the rest of the area covered by the Downtown Development Authority.

Objectives

Encourage development that is compatible and compliments each business rather than creates competition between the two.

Develop a plan for future growth of the downtown Central Business District.

Identify priority redevelopment sites.

Goal

Create a capital improvements program that supports public improvements needs, establishes a priority of needs, and identifies potential funding sources.

Objective

Develop and adopt a plan of capital improvements.

Transportation Network and Parking

Goal

Provide and maintain a transportation network which facilitates safe, efficient movement of vehicles and pedestrians throughout the Village.

Objectives

Minimize the impact development of all kinds can have on roads.

Modify existing road network to improve circulation patterns and alleviate congestion on major roads.

Promote alternative means of transportation (public, bicycle, pedestrian).

Manage the number of curb cuts on major roads throughout the Village.

Promote adequate aesthetically pleasing off-street parking areas within the Central Business District

Provide interconnection of proposed subdivisions in the Village where appropriate.

Implement the Jackson City + County Nonmotorized Plan as appropriate and as opportunities arise.

Goal

Provide sufficient parking to meet the needs of a growing community.

Objectives

Develop and periodically update a transportation plan map that prioritizes the Village road network.

Encourage street expansion to create better traffic flow.

Goal

Provide sufficient parking to meet the needs of a growing community.

Objectives

Encourage businesses in the area covered by the Downtown Development Authority to provide rear entrances, for delivery purposes, in their stores.

Encourage store owners and employees to use parking lots for their parking.

Encourage businesses to share parking whenever possible.

Open Space, Recreation, and Historic Preservation

Goal

Provide and protect open space, and recreational opportunities for current and future needs.

Objectives

Protect wetlands and floodplains within the Village for educational and outdoor recreational uses.

Provide public land and recreational opportunities for all residents of the community.

Establish a Parks and Recreation Committee to create a Community Recreation Plan in conjunction with land use needs for recreational areas.

Goal

Encourage adequate and safe recreational programs and facilities for all ages.

Objectives

Inventory and determine future needs for recreational facilities and programs.

Develop a long term parks and recreation plan

Maintain and expand public parks to meet the needs of residents in the Village.

Promote programs and facilities that are available.

Goal

Preserve existing homes and businesses that have some historic significance.

Objectives

Create a listing of all historically significant locations.

Residential

Goal

Protect and improve existing residential neighborhoods.

Promote high density development throughout the Village.

Objectives

Require landscaping or physical buffers where residential uses are adjacent to commercial or industrial uses, and review zoning regulations to ensure the effectiveness of existing buffering techniques.

Prohibit commercial zoning districts and incompatible land uses from expanding on local residential streets.

Encourage a high percentage of home ownership and owner occupied dwellings.

Limit conversion of existing single-family residences to two-family and multiple-family uses.

Preserve the historic character of neighborhoods.

Encourage office and professional use in established commercial areas.

Goal

Encourage a variety of residential development that will assure safe and sanitary housing to meet the needs of existing and future residents.

Objectives

Encourage new residential development to be clustered in subdivisions and neighborhood areas located where appropriate community services and utilities can be feasibly provided.

Locate new residential development in areas where potential conflicts with incompatible land uses can be avoided.

Encourage the preservation of existing neighborhoods for single-family use.

Improve the physical condition of the existing housing stock to increase property valuations.

Encourage the preservation of historically significant neighborhoods.

Goal

Encourage the development of a variety of housing types and subdivision design which will promote an efficient use of space and preserve environmentally sensitive areas.

Encourage new housing development within the Village after municipal services have been upgraded to meet the additional demand.

Objectives

New subdivision developments should be encouraged in areas where adequate utilities and services exist or can feasibly be extended.

Promote quality housing, regardless of type, in proper densities.

Promote curvilinear subdivision design and cluster or planned unit subdivision layouts rather than "grid" plots.

Encourage residential development which would reduce the number of driveway and street access points along major roads.

Provide alternatives such as cluster development and senior citizen housing in moderate and medium density areas.

Commercial and Office

Goal

Strengthen the commercial function of the area covered by the Downtown Development Authority.

Objectives

Concentrate on redevelopment and restoration of existing commercial areas rather than promoting new commercial development in designated areas.

Encourage commercial use of 1st floor for retail in the Central Business District. Discourage 1st floor residential use in the Central Business District.

Encourage 2nd floor residences in the Central Business District.

Goal

Encourage the development of commercial uses to support the needs of the Village of Springport and surrounding area that will provide convenient shopping and related services to the area residents and assure compatibility of commercial areas with other areas.

Objectives

Encourage clustered commercial development rather than sprawl or strip developments.

Locate commercial establishments so that they are accessible to efficient transportation systems.

Locate commercial uses so as to avoid incompatible adjacent uses.

Promote commercial activities in areas easily accessible to the area's residents.

Provide zoning requirements that require greater green space and landscaping.

Encourage diversification in the type of commercial and business establishments in order to meet a greater range of citizen's needs.

Promote development of commercial establishments which help retail retain local dollars rather than force residents to spend dollars outside the area.

Provide adequate safeguards to minimize the negative impacts of commercial activities on roads, adjacent land uses and the environment.

Goal

Encourage future professional office development in transitional areas between commercial and residential uses.

Objectives

Discourage office use in a residential district.

Encourage more intensive office uses in clustered predetermined areas.

Encourage office use as mixed development in predetermined areas.

Encourage the historic commercial, and residential integrity of transitional areas.

Industrial

Goal

Encourage the development of light, clean industry clustered in industrial parks that will diversify the local economy and provide a stable tax base and will protect the local environment from degradation.

Objectives

Encourage industrial development to locate in well planned locations where these uses can be clustered and assure a high degree of compatibility with surrounding land uses.

Industrial uses should have access to major thoroughfares.

Encourage industrial development in areas where soils are suitable and potential for ground water contamination is minimized.

Encourage location of industrial uses where sufficient infrastructure can support these uses.

Buffer industrial uses from residential uses.

Favor uses that do not pollute the air, soil, water, or are offensive to neighboring land uses because of noise, sight, or odor.

Plan additional industrial areas in the Village when necessary to assist in providing an employment base and tax base for the residents of the Village.

Require appropriate landscaping of each new or expanding industrial site.

Future Land Use Plan

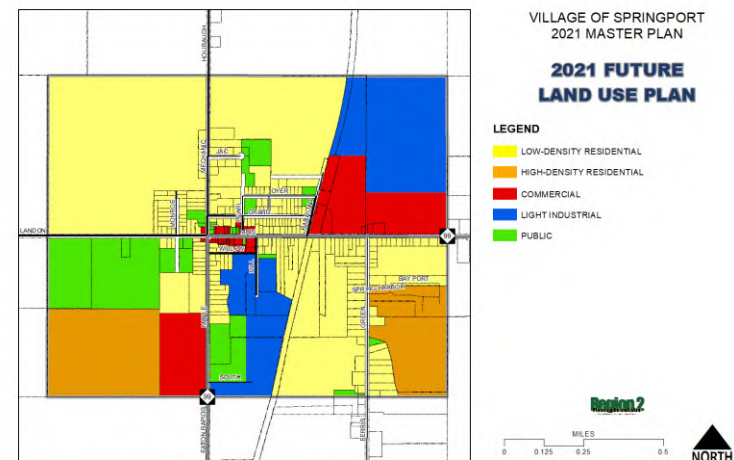
The form and vitality of any community defines, largely, how its citizens see the way land is used and how that use relates to their daily life. This links directly to the perceived quality of life found in the Village of Springport. Accordingly, it is important to plan for future development in the community (see the Future Land Use Plan map, Appendix C).

The Future Land Use Plan (FLUP) is a general guide and the Village should administer it liberally because changing conditions may affect the assumptions used to develop the document. However, changing conditions do not necessarily mean that the Master Plan must change. Rather, the Planning Commission must examine those changes and decide if its principles are still valid. If so, the Township should follow the plan.

The relationship between a master plan and a zoning ordinance is often misunderstood. A master plan is a *guide* for land use for the future while the zoning ordinance *regulates* the use of land in the present. The master plan is not a binding legal document while the zoning ordinance is a law that developers must follow.

As more growth occurs, the Village must address difficult zoning issues brought on by the pace and increasing complexity of development plans proposed by residents and property owners. The need to provide flexibility while maintaining some degree of control may create the need for innovative zoning solutions.

- **Low-Density Residential.** The purpose of the Low-Density Residential classification is the maintenance and further development of single-family dwellings and duplexes in the residential neighborhood surrounding Downtown Springport.
- **High-Density Residential.** The purpose of the High-Density Residential classification is to allow the maintenance of existing apartment buildings and manufactured housing (i.e., mobile home) parks as well as some limited expansion. Smaller non-traditional multifamily developments are also encouraged near existing high-density residential areas.
- **Commercial.** The purpose of the Commercial classification is to allow for the maintenance/redevelopment of traditional Downtown Springport and to allow for new general commercial development—like the new Dollar General Store—on the north side of Main Street (M-99), east of railroad Street, as well as the west side of Maple Street (M-99), north of the southern village limits.
- **Light Industrial.** The purpose of the Industrial classification is to maintain the existing light industrial area along Willow and Mill Streets, south of Downtown Springport and a new light industrial area located in the northeastern corner of the Village.
- **Public.** The purpose of the Public classification is to recognize the existence of the various community facilities within the Village.



Downtown Plan

The Village envisions Downtown Springport as an attractive, vibrant, pedestrian-friendly gathering place, which:

- honors its local character through placemaking, events, and historic preservation;
- supports and nurtures small business; and
- provides a retail and restaurant destination welcoming to locals and visitors;

Thanks to the efforts of the Downtown Development Authority (DDA) and other devoted Village stakeholders, Downtown Springport has seen several improvements over the years, including the Main Street streetscape project provided in cooperation with the Michigan Department of Transportation (MDOT). The Downtown Plan focuses on the following activities:

- **Buildings.** Preservation and enhancement of the historic character of Downtown Springport's architecture, which enlivens the values and heritage of the Springport community.
- **Public Realm.** Provision of adequate parking, sidewalks and curbs, landscaping, and other public and aesthetic enhancements in Downtown Springport that will make it safe, convenient, and attractive to residents and visitors.
- **Local Economy.** Recruitment of new businesses to Downtown Springport that adds value to the quality of life of community residents and attracts appropriate out-of-town traffic.
- **Events.** Promotion of civic events that will attract visitors to the Springport community.

Historic Rehabilitation

The Downtown Plan preserves Springport's historic character and small-town feel that strongly contributes to community economic, cultural, architectural, and social strength.

Prioritize Historic Preservation and Building Rehabilitation

The Planning Commission and DDA (Downtown Development Authority) should work together to develop form-based building design guidelines for Downtown Springport, which can also be used to award grants through a Façade Improvement Program. The program information and application should include a condition that facade designs adhere to the design guidelines. The process should include Village staff review and advisement prior to DDA approval. Village staff and the DDA should create easily understood supplemental materials with visual examples, ideally in conjunction with an architectural historian or design professional.

The Village should get all of the historically significant buildings in Downtown Springport included on the National Register of Historic Places. This would make properties eligible for the federal historic preservation tax credit (20% rehabilitation tax credit), a proven tool used as an incentive to restore historic properties). A substantial rehabilitation project would attract other activity and investment Downtown while providing opportunity for public-private partnerships. Please note that owners of private property listed in the National Register have no obligation to open their properties to the public, to restore them, or even maintain them, if they so choose. Owners have free rein as long as no federal license, permit or funding is involved. If the owner chooses to pursue the federal historic tax credit program, the work must comply with the Secretary of the Interior's Standards for Rehabilitation to maintain historic character.

Encourage High-Quality, Appropriately Scaled Infill Development

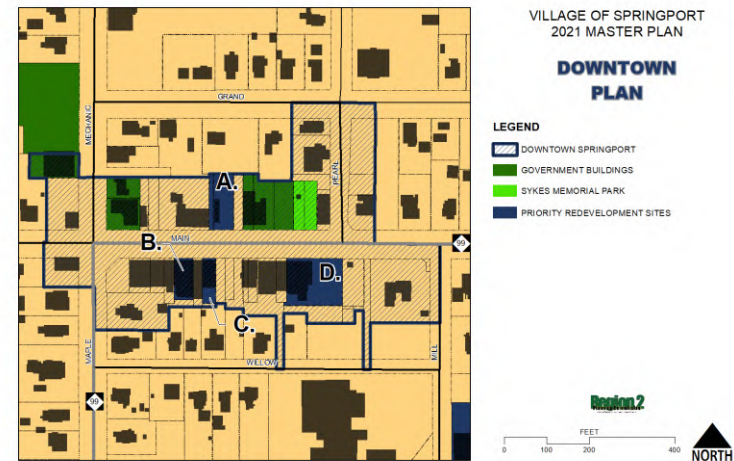
Stimulate the economy by increasing options for dining and shopping and with compatible infill and growth that is consistent with Downtown Springport's traditional form. The Village should prioritize Downtown Springport's historic commercial assets for reactivation as well as the sites identified in the plan for infill mixed-use commercial to fulfill the estimated amount of supportable retail. To spur economic activity and vibrancy, increase Downtown Springport's residential population by encouraging loft conversion for upper floors of existing buildings and exploring new mix-used infill projects.

Priority Redevelopment Properties

The DDA (Downtown Development Authority) prioritizes the following properties for redevelopment (see the Downtown Plan map, Appendix D):

- A. E. Main Street
- B. 118 E. Main Street
- C. 124 E. Main Street
- D. 150 E. Main Street
- E. 211 Mill Street*
- F. 219 Railroad Street*

*Outside of Downtown Springport but within the DDA



Public Realm

Capitalize on existing public open space and encourage the creation of additional open space for parks, outdoor dining, and flexible event spaces as part of redevelopment projects. Additionally, the redesign of Sykes Memorial Park could contain pop-up retail sheds. To improve the pedestrian and bicyclist experience in Downtown Springport, the Village should:

- maintain existing sidewalks and ensure their continuity to encourage safe pedestrian movement with the rest of the Village;
- implement the recommendations of the Jackson City + County Nonmotorized Plan in Downtown Springport and community-wide;
- add new landscape treatments and street trees wherever possible and update existing sight furnishings such as benches and trash receptacles as necessary; and
- develop wayfinding and branding in Downtown Springport and throughout the community that:
 - welcome and direct motorists to the Village and Downtown,
 - direct motorists to Downtown Springport's key anchors, attractions and parking,
 - connections to attractions outside of Downtown Springport,

- provides a pedestrian directory to Downtown with map, and
- Identifies public parks and municipal offices and services.

Zoning Plan

The Master Plan provides the legal basis for zoning in the Village of Springport. Accordingly, the plan is required to contain a special plan element, known commonly as the Zoning Plan, by Michigan’s planning and zoning enabling acts. As noted in the Michigan Planning Guidebook (May 2008), “special plan elements are often prepared to establish a legal basis for a local regulation, such as a zoning plan to serve as the basis for zoning regulations.”

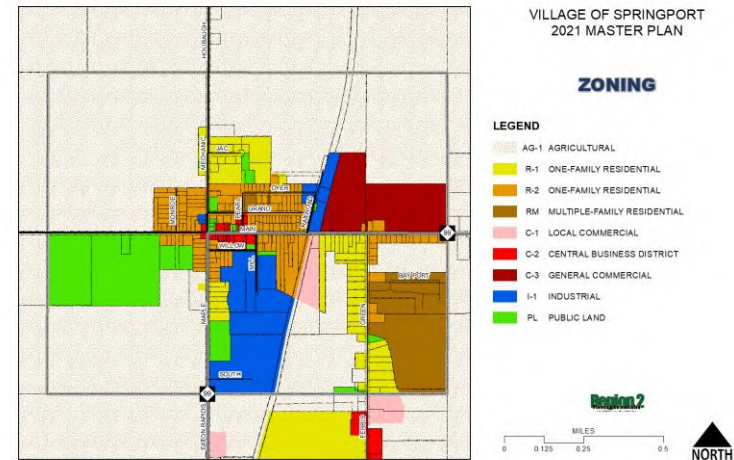
The MPEA —the Michigan Planning Enabling Act (PA 33 of 2008), as amended— requires “a zoning plan for the various zoning districts controlling area, bulk, location, and use of buildings and premises” because the Village of Springport has an adopted zoning ordinance (Sec. 33 (2) (d)). The MZEA —the Michigan Zoning Enabling Act (PA 110 of 2006), as amended— requires the planning commission to adopt and file with the village council “a zoning plan for the areas subject to zoning” (Sec. 305 (a)). Finally, the MPEA also requires the zoning plan to “include an explanation of how the land use categories on the future land use map relate to the districts on the zoning map” (Sec. 33 (2) (d)).

Zoning Districts

Articles IV through XII of the Village of Springport Zoning Ordinance divides the Village into the following zoning districts (see the Zoning Map, Appendix D).

- **Agricultural District (AG-1).** “The intent of this district is to set aside land suitable for agricultural development and agricultural related uses.”
- **One Family Residential Districts (R-1 and R-2).** “The R-1 and R-2 One Family Residential Districts are designed to be the most restrictive of the residential districts. The intent is to provide for an environment of predominantly low density one-family detached dwellings along with other residentially related facilities which serve the residents in the district.”
- **Multiple Family Residential District (RM).** “This district is designed to permit a high density of population and a high intensity of land use in those areas which abut or are adjacent to such other uses or amenities which support, compliment, or serve such a density or intensity.”
- **C-1, Local Commercial District (C-1).** “The Local Commercial Zoning District is intended to provide the Springport Community with a mixed-use residential/office/retail zone. The services are geared for the local market. Use intensity is regulated to minimize the intensity of traffic and parking congestion on the surrounding residential neighborhoods and preserve the residential quality of the existing structures.”

- **Central Business District (C-2).** “This district is intended to encompass the retail, service, and administrative establishments which form the central business district and which provide retail convenience and comparison goods and personal and professional services for the trade area. Heavy volumes of traffic in this district necessitate an efficient system of arterial streets and highways and adequate parking facilities. The nature and high density and intensity of commercial and related uses in this district eliminate the necessity for lot and yard requirements.”
- **General Commercial District (C-3).** “This district is intended to provide sufficient space in appropriate locations for a wide variety of commercial service and administrative establishments generally serving a wide area and located particularly along certain existing major thoroughfares where a general mixture of commercial and service activity now exists.”
- **Industrial District (I-1).** “This district is designed to provide suitable space for light industrial uses which operate in a safe, non-objectionable and efficient manner, and which are compatible in appearance with and require a minimum of buffering measures from adjoining non-industrial zoning districts.”
- **Office, Research, and Industrial District (ORI).** “Uses permitted in this district are intended to accommodate planned office, research and light assembly uses which are characterized by generating limited levels of noise, heat, glare, or air pollutants outside of the district. The district encourages a compatible mixture of office, research and light assembly use completely confined with a building(s). The district regulations are designed to ensure compatibility with surrounding land uses.
- **Public Land District (PL).** “This district is designed to classify publicly-owned uses and land and permit the normal principal and incidental uses required to carry out governmental functions and services.”



Dimensional Standards

The following bulk, height, and setbacks for each district are included Division 8.

**SECTION 13.00 - AREA, HEIGHT, BULK AND PLACEMENT REGULATIONS
VILLAGE OF SPRINGPORT, JACKSON COUNTY**

Zoning District		Minimum Lot Size Per Dwelling Unit		Maximum Building Height		Maximum Coverage of Lot by All Buildings in Percent of Lot Area	Front		Setback in Feet ^{a,b,c} Side Yard		Rear	Minimum Floor Area Per Dwelling Unit ^d
		Area in Sq. Ft.	Width In Feet	In Stories	In Feet		Existing Structures	New or Rebuilds	Least One	Total Two		
AG	Agriculture	1.0 acres	150	2-1/2	35	20	60'	60'	10	30	50	1,200
R-1	One Family Residential	9,600	80	2-1/2	28	50	15'	30'	5	15	20	960
R-2	One Family Residential	7,500	66	2-1/2	28	50	15'	30'	5	15	20	720
RM	Multiple Family Residential	e	---	2-1/2	28	50	50'	50'	25	50	50	f
C-1	Local Commercial	5,000	50	2-1/2	28	50	30'	30'	g	g	h	---
C-2	Central Business	---	---	2-1/2	28	100	---	---	g	g	h	---
C-3	General Commercial	10,000	80	2-1/2	28	60	30'	30'	g	g	h	---
I-1	Industrial	20,000	100	2-1/2	28	50	50'	50'	40	40	50	---
O/R,I	Office, Research and Industry	80,000	150	2-1/2	28	50	50'	50'	40*	40*	50*	---

* Unless abutting a residentially-zoned property where a 100-foot setback is required.

Rezoning Criteria

The most common zoning application of the Future Land Use Plan is during the rezoning process. A rezoning is required to meet set criteria in order to be considered consistent with the land use plan. The Planning Commission and Village Council must consider the following criteria when considering a rezoning request:

- Is the proposed rezoning consistent with the policies and uses proposed for that area in the Village's Master Plan?
- Will all of the uses allowed under the proposed rezoning be compatible with other zones and uses in the surrounding area?
- Will public services and facilities be significantly adversely impacted by a development or use allowed under the requested rezoning?
- Will the uses allowed under the proposed rezoning be equally or better suited to the area than uses allowed under the current zoning of the land?

Relationship to the Future Land Use Map

This section of the Zoning Plan establishes the relationship between the future land use categories on the Future Land Use map and the various zoning districts. This is important in determining if a rezoning is consistent with the Master Plan:

- Low Density Residential = the R-1 and R-2 zoning districts.
- High Density Residential = the RM zoning district.
- Commercial = the C-2 district in the traditional downtown and C-1 and C-3 along Main Street (M-99), east of Railroad Street, and Maple Street (M-99).
- Light Industrial = the I-1 and ORI zoning districts.

Implementation Plan

The following provide a basic action plan to pursue the Identified goals.

Objectives	Time Frame	Responsibility
Community Development		
Annual review of Master Plan to confirm	O	PC
Allocate Community resources will be used to create an environment which promotes the highest degree of health, safety, efficiency, and wellbeing for the community, and will increase opportunities for the people.	O	VC, PC, DDA
Use wellhead protection program to protect and preserve the natural resources and features of the Village	O	VC
Municipal Services		
Plan uses of municipal services for balanced growth within the community.	O	VC
Identify potential sources to finance infrastructure improvements.	O	VC
Manage approving future annexations until municipal services can be upgraded.	O	VC
Identify services, facilities, and programs where joint administration and expenditures are feasible and desirable.	O	VC
Encourage Joint planning sessions with adjacent agencies.	O	VC
Economic Development and Capital Improvements Program		
Encourage development that is compatible and compliments each business rather than creates competition between the two.	O	VC, DDA

Objectives	Time Frame	Responsibility
Develop a plan for the future growth of the downtown Central Business District.	O	VC, DDA
Identify priority redevelopment sites.	O	VC, DDA
Develop and adopt a plan of capital improvements.	O	VC, PC, DDA
Transportation Network and Parking		
Minimize the impact development of all kinds can have on roads.	O	VC
Modify existing road network to improve circulation patterns and alleviate congestion on major roads.	O	VC
Promote alternative means of transportation (public, bicycle, pedestrian).	O	VC
Manage the number of curb cuts on major roads throughout the Village.	O	VC, MDOT
Promote adequate aesthetically pleasing off-street parking areas within the Central Business District.	O	VC
Provide interconnection of proposed subdivisions in the Village where appropriate.	O	VC
Implement the Jackson City + County Nonmotorized Plan as appropriate and as opportunities arise.	O	VC
Develop and periodically update a transportation plan map that prioritizes the Village road network.	O	VC
Encourage street expansion to create better traffic flow.	O	VC
Provide sufficient parking to meet the needs of a growing community.	O	VC
Encourage businesses in the Downtown Development Authority District to provide rear entrances, for delivery purposes, in their stores.	O	VC, DDA
Encourage store owners and employees to use parking lots for their parking.	O	VC, DDA
Encourage businesses to share parking whenever possible.	O	VC, DDA
Agriculture and Open Space, and Recreation, and Historic Preservation		
Support and encourage preservation of farmland in rural areas.	O	VC, PC
Protect wetlands and floodplains within the Village for educational and outdoor recreational uses.	O	VC, VS
Provide public land and recreational opportunities for all residents of the community.	O	VC
Establish a Parks and Recreation Committee to create a Community Recreation Plan in conjunction with land use needs for recreational areas.	S	VC

Objectives	Time Frame	Responsibility
Inventory and determine future needs for recreational facilities and programs.	S	VS
Develop a long-term parks and recreation plan.	S	VC, VS
Maintain and expand public parks to meet the needs of residents in the Village.	O	VC, VS
Promote programs and facilities that are available.	O	VC
Create a listing of all historically significant locations.	S	VC, DDA
Residential		
Require landscaping or physical buffers where residential uses are adjacent to commercial or industrial uses, and review zoning regulations to ensure the effectiveness of existing buffering techniques.	S	VC, PC
Prohibit commercial zoning districts and incompatible land uses from expanding on local residential streets.	S	VC, PC
Encourage a high percentage of home ownership and owner occupied dwellings.	O	VC, PC
Limit conversion of existing single-family residences to two-family and multiple-family uses	O	PC
Preserve the historic character of neighborhoods.	O	VC, PC
Encourage office and professional use in established commercial areas.	O	VC, PC
Encourage new residential development to be clustered in subdivisions and neighborhood areas located where appropriate community services and utilities can be feasibly provided.	O	PC
Locate new residential development in areas where potential conflicts with incompatible land uses can be avoided.	O	PC
Encourage the preservation of existing neighborhoods for single-family use.	O	VC, PC
Improve the physical condition of the existing housing stock to increase property valuations.	O	VC, PC
Encourage the preservation of historically significant neighborhoods.	O	VC, PC
New subdivision developments should be encouraged in areas where adequate utilities and services exist or can feasibly be extended.	O	VC, PC
Promote quality housing, regardless of type, in proper densities.	O	PC
Promote curvilinear subdivision design and cluster or planned unit subdivision layouts rather than "grid" plots.	O	PC
Encourage residential development which would reduce the number of driveway and street access points along major roads.	O	VC, PC

Objectives	Time Frame	Responsibility
Provide alternatives such as cluster development and senior citizen housing in moderate and medium density areas.	O	PC
Commercial and Office		
Concentrate on redevelopment and restoration of existing commercial areas promoting new commercial development in designated areas.	O	PC
Encourage commercial use of 1st floor for retail in the CBD. Discourage 1st floor residential use in the Central Business District.	O	PC
Encourage 2nd floor residences in the Central Business District.	O	PC
Encourage clustered commercial development rather than sprawl or strip developments.	O	PC
Locate commercial establishments so that they are accessible to efficient transportation systems.	O	PC
Locate commercial uses so as to avoid incompatible adjacent uses.	O	PC
Promote commercial activities in areas easily accessible to the area's residents.	O	PC
Provide zoning requirements that require greater green space and landscaping.	S	VC
Encourage diversification in the type of commercial and business establishments in order to meet a greater range of citizen's needs.	O	PC
Promote development of commercial establishments which help retail retain local dollars rather than force residents to spend dollars outside the area.	O	VC, PC
Provide adequate safeguards to minimize the negative impacts of commercial activities on roads, adjacent land uses and the environment.	O	PC
Discourage office use in a residential district.	O	PC
Encourage more intensive office uses in clustered predetermined areas.	O	PC
Encourage office use as mixed development in predetermined areas.	O	PC
Encourage the historic commercial, and residential integrity of transitional areas.	O	PC

Objectives	Time Frame	Responsibility
Industrial		
Encourage industrial development to locate in well planned locations where these uses can be clustered and assure a high degree of compatibility with surrounding land uses.	O	PC
Plan for Industrial uses have access to major thoroughfares.	O	PC
Encourage industrial development in areas where soils are suitable and potential for ground water contamination in minimized.	O	PC
Encourage location of industrial uses where sufficient infrastructure can support these uses.	O	PC
Buffer industrial uses from residential uses.	O	VC, PC
Favor uses that do not pollute the air, soil, water, or are offensive to neighboring land uses because of noise, sight, or odor.	O	VC, PC
Plan additional industrial areas in the Village when necessary to assist in providing an employment base and tax base for the residents of the Village.	O	PC
Require appropriate landscaping of each new or expanding industrial site.	S	VC

Key:

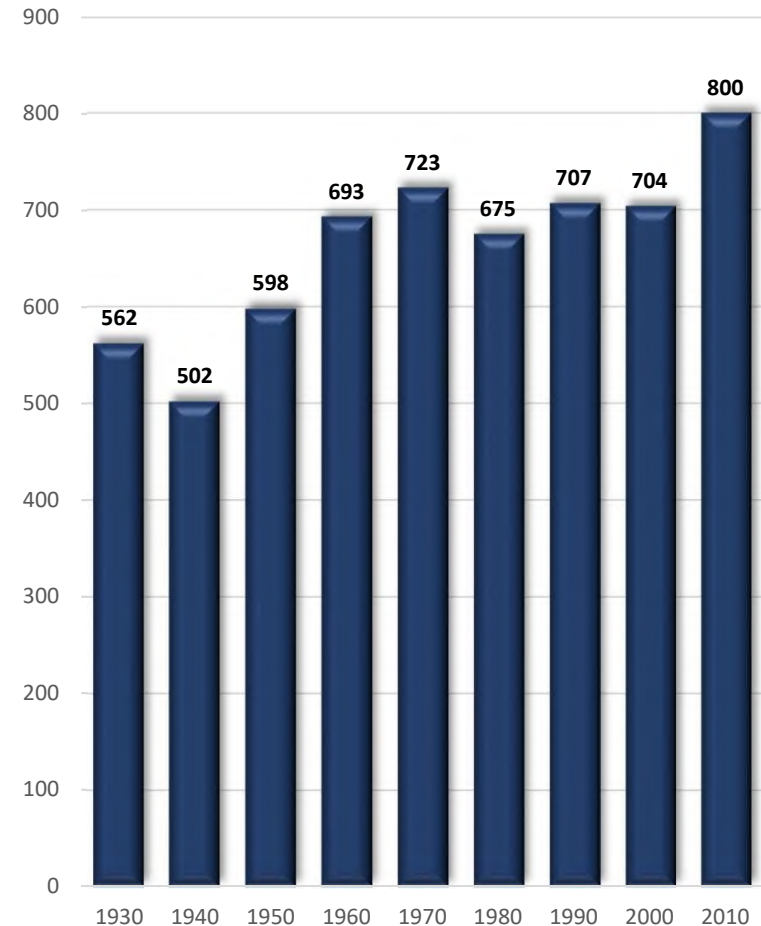
Time Frame: O = Ongoing; S = Short Term (1-3 years); M = Medium Term (3-5 years); and L = Long Term (5+ years)

Responsibility: DDA = Downtown Development Authority; MDOT= Michigan Department of Transportation; PC = Planning Commission; VC = Village Council; and VS = Village Staff

APPENDIX A
DEMOGRAPHICS

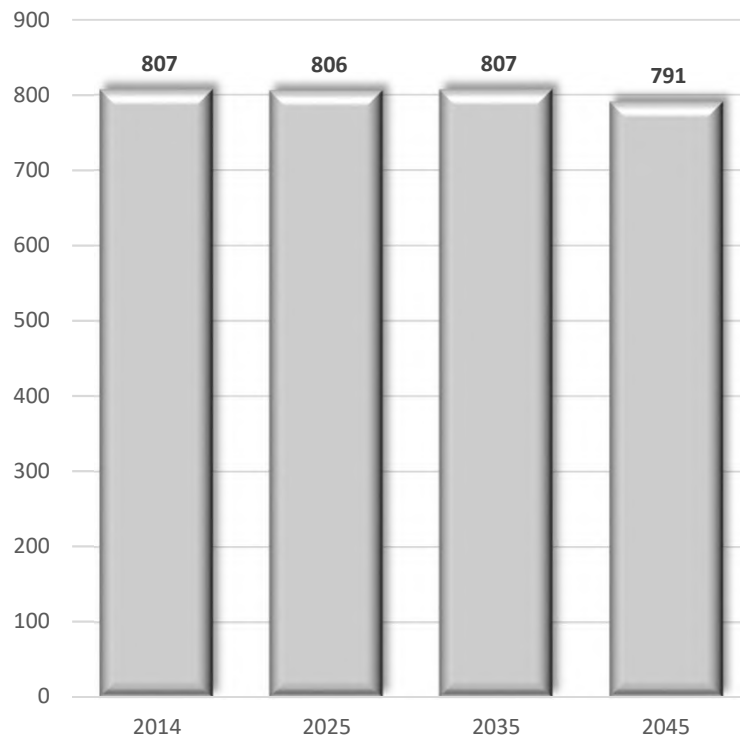
Population History

- The Village was home to 800 people in 2010, according to the U.S. Census.
- The adjacent figure shows that the population:
 - Decreased 11% between 1930 and 1940.
 - Increased 19% between 1940 and 1950.
 - Increased 16% between 1950 and 1960.
 - Increased 4% between 1960 and 1970.
 - Decreased 7% between 1970 and 1980.
 - Increased 5% between 1980 and 1990.
 - Decreased <1% between 1990 and 2000.
 - Increased 14% between 2000 and 2010.



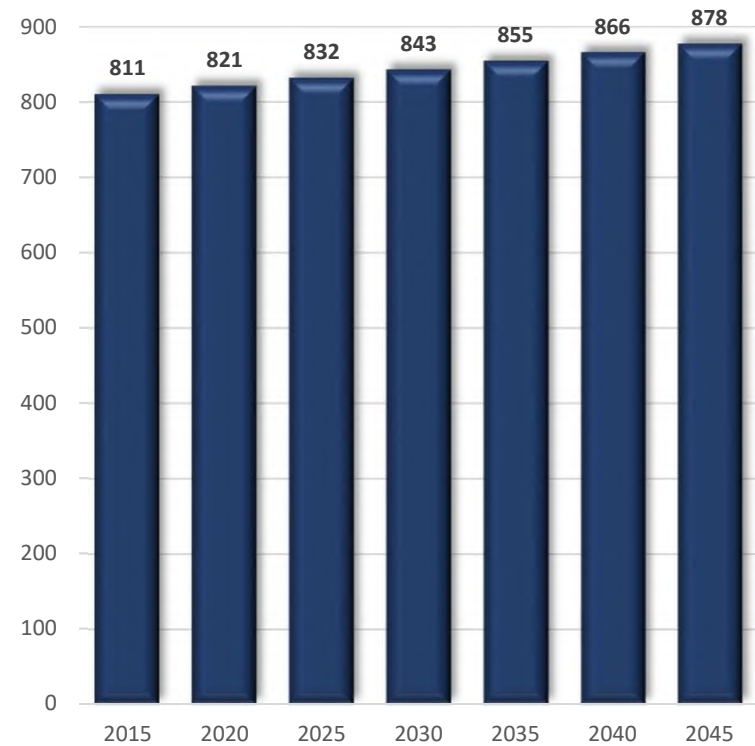
Population Projections

**Jackson Area Comprehensive
Transportation Study (JACTS) Projections**



Projections are grounded on professional demographers from the Regional Economic Models Inc. (REMI).

**Linear Regression Projections
(1970-2010)**



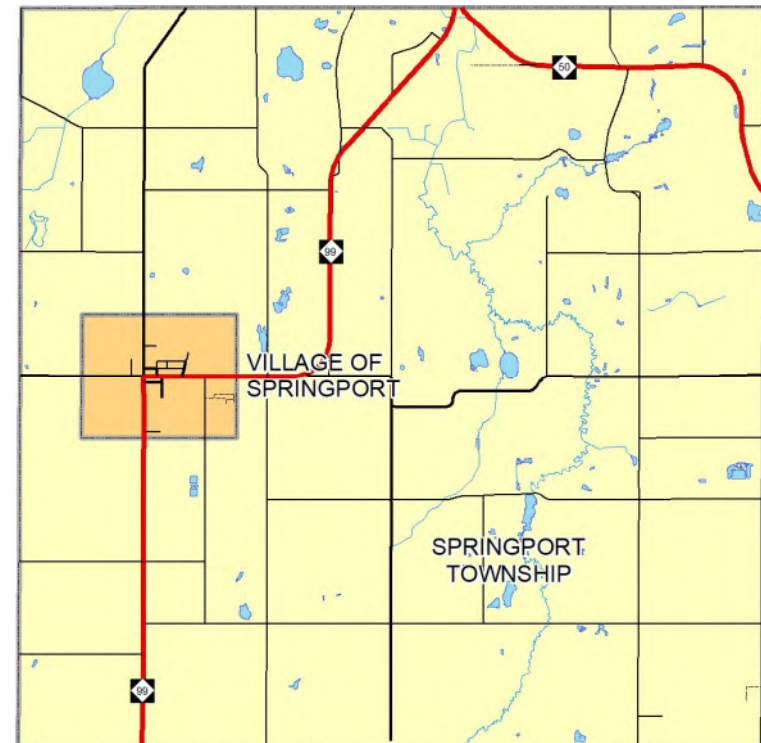
Projections are grounded on local demographic trends between 1970 and 2010.

American Community Survey (ACS)

- The use of estimates provided by the U.S. Census Bureau's American Community Survey (ACS) provides more up-to-date demographics than the decennial census.
- Five-year average estimates provided.
- The reporting period utilized for this plan is 2013-2017, simply referred to as 2017 in the remainder of this appendix.
- The ACS states that "median income divides the income distribution into two equal groups, one having incomes above the median, and [the] other having incomes below the median".
- The ACS states that per capita income is the average "obtained by dividing aggregate income by [the] total population of an area".
- Any totals that do not add up to 100% are caused by rounding errors.

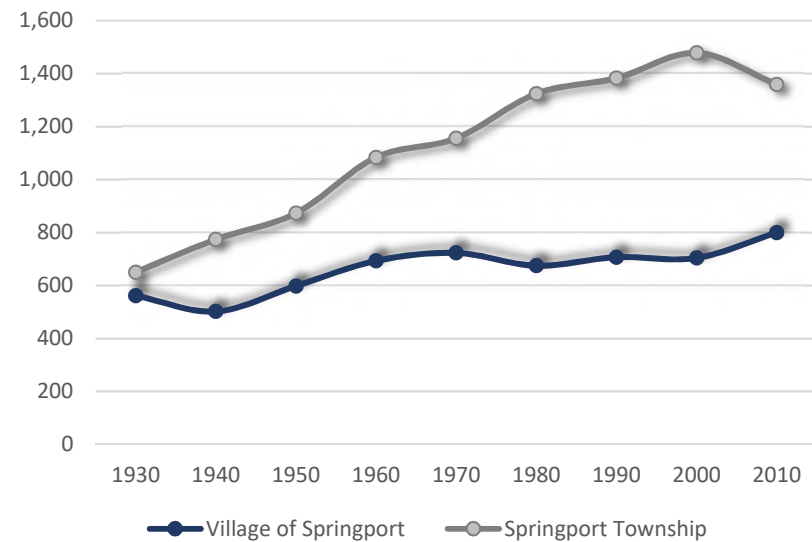
The Springport Area

- For the purposes of the Master Plan, the Springport Area is comprised of the Village of Springport as well as Springport Township
- The Village of Springport is located in Springport Township
- Residents, property owners, and business owners within the Village of Springport are also Springport Township residents, property owners, and business owners



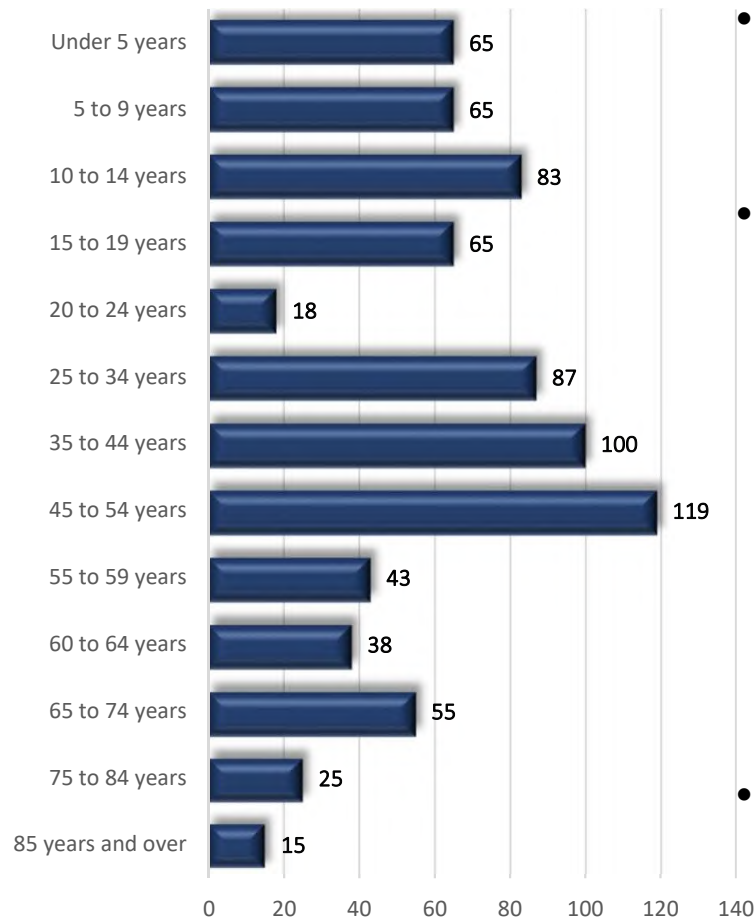
Springport Area Comparative Historic Population Growth

- Springport Township grew much faster than the Village of Springport between 1930 and 2000
- Only 37% of Springport Township residents lived in the Village of Springport in 2010, compared to 46% in 1930.



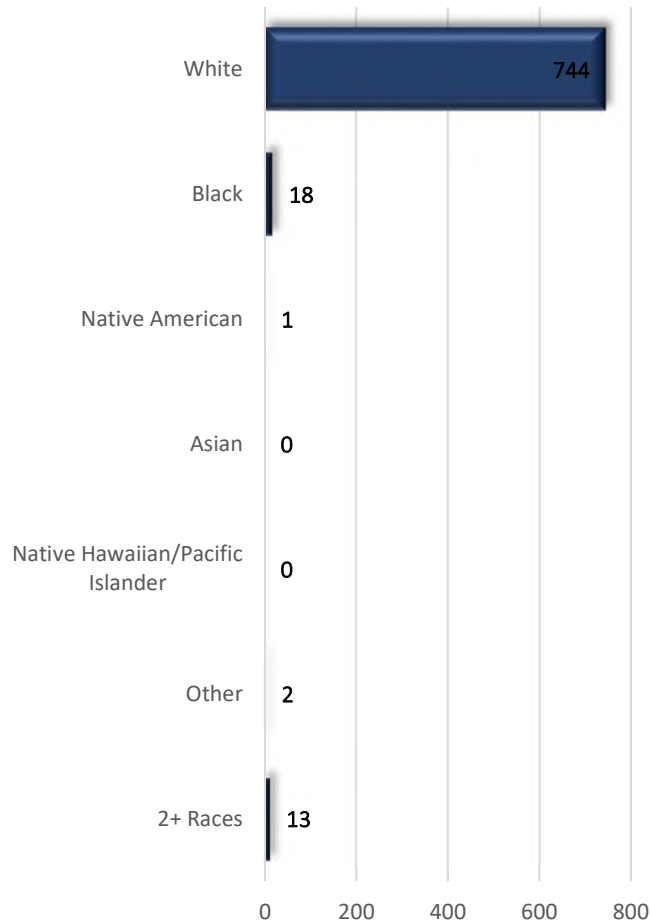
	1930	1940	1950	1960	1970	1980	1990	2000	2010
Village of Springport	562	502	598	693	723	675	707	704	800
Springport Township	650	774	873	1,084	1,156	1,324	1,383	1,478	1,359
Springport Area	1,212	1,276	1,471	1,777	1,879	1,999	2,090	2,182	2,159
% in Village	46%	39%	41%	39%	38%	34%	34%	32%	37%

Age and Gender



- The estimated median age of the Village of Springport's estimated 778 residents was 35.3 years in 2017 [41.0 years countywide and 39.6 years statewide].
- The adjacent figure illustrates the age groupings to which those residents belonged in 2017:
 - 'Generation Z' and younger generations (i.e., people ≤14 years old) — 27% [18% countywide and 18% statewide].
 - The 'Millennials' generation (i.e., people 15-34 years old) — 22% [25% countywide and 26% statewide].
 - The 'Generation X' generation (i.e., people 35-54 years old) — 28% [26% countywide and 26% statewide].
 - The 'Baby Boomers' generation (i.e., people 55-74 years old) — 17% [24% countywide and 23% statewide].
 - The 'Silent' and older generations (i.e., people ≥75 years old) — 5% [7% countywide and 7% statewide].
- Finally, it is estimated that males comprised 53% of the Village's population in 2017 [51% countywide and 49% statewide].

Race and Ethnicity



The population of the Village of Springport was fairly homogenous in 2017, but racial and ethnic minorities did comprise a portion of the Village's estimated 778 residents.

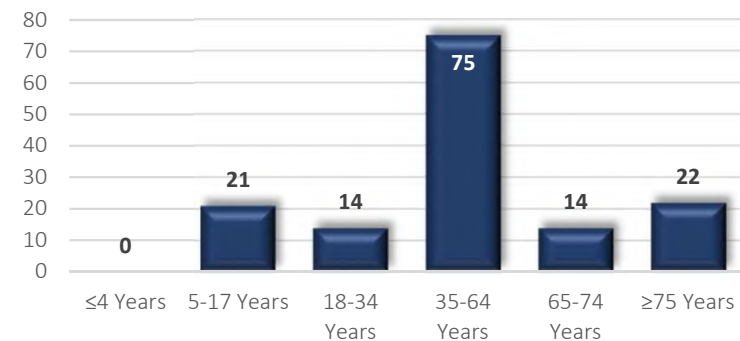
- The adjacent figure illustrates the races to which those residents belonged in 2017:
 - White — 96% [87% countywide and 79% statewide].
 - Black — 2% [8% countywide and 14% statewide].
 - Native American — <1% [<1% countywide and <1% statewide].
 - Asian — 0% [<1% countywide and 3% statewide].
 - Native Hawaiian/Pacific Islander — 0% [<1% countywide and <1% statewide].
 - Some Other Race — <1% [<1% countywide and 1% statewide].
 - Two or More Races — 2% [3% countywide and 3% statewide].
- An estimated <1% of the Village's residents considered themselves Hispanic in 2017 [3% countywide and 5% statewide].

Disabilities

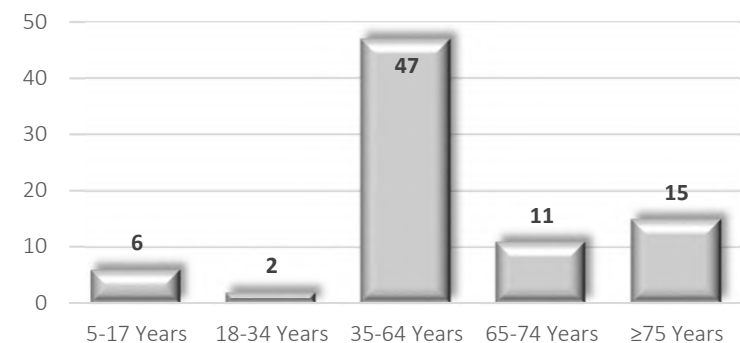
Disabled residents were a significant component of Village of Springport's estimated 778 noninstitutionalized civilian residents in 2017.

- An estimated 19% of those residents were disabled in some way (i.e., hearing, vision, cognitive, ambulatory, self-care, or independent living) [15% countywide and 14% statewide] and 11% had an ambulatory disability [8% countywide and 8% statewide].
- ≤4 years old:
 - Disabled in some way — 0% [<1% countywide and <1% statewide].
- 5-17 years old:
 - Disabled in some way — 11% [7% countywide and 6% statewide].
 - Had an ambulatory disability — 3% [<1% countywide and <1% statewide].
- 18-34 years old:
 - Disabled in some way — 11% [9% countywide and 7% statewide].
 - Had an ambulatory disability — 2% [2% countywide and 2% statewide].
- 35-64 years old:
 - Disabled in some way — 25% [16% countywide and 15% statewide].
 - Had an ambulatory disability — 16% [9% countywide and 9% statewide].
- 65-74 years old:
 - Disabled in some way — 25% [26% countywide and 25% statewide].
 - Had an ambulatory disability — 20% [16% countywide and 15% statewide].
- ≥75 years old:
 - Disabled in some way — 55% [47% countywide and 49% statewide].
 - Had an ambulatory disability — 38% [30% countywide and 32% statewide].

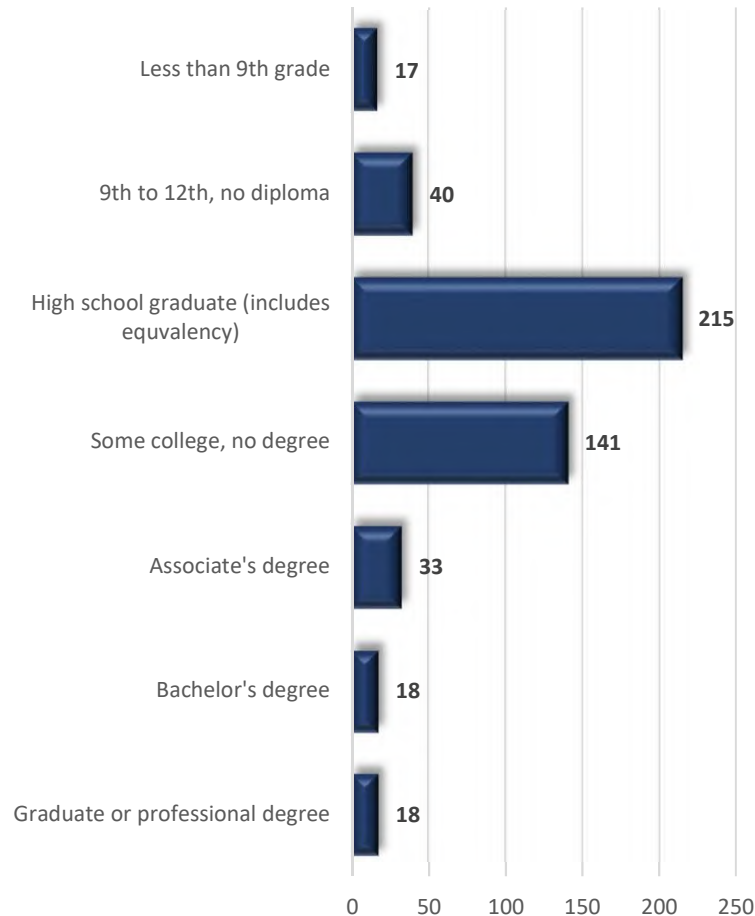
Some Type of Disability



Ambulatory Disability



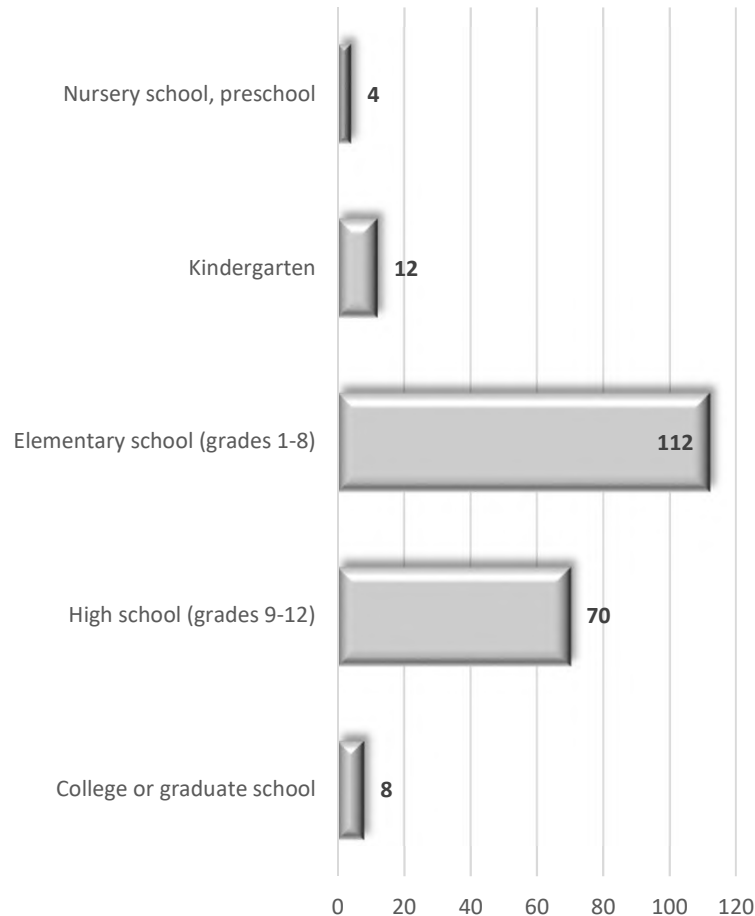
Educational Attainment



The estimated educational attainment of the estimated 482 residents 25 years old or older in 2017 was as follows:

- Less than a 9th grade education — 4% [2% countywide and 3% statewide].
- 9th to 12th, grade education, no diploma — 8% [7% countywide and 7% statewide].
- High school graduate (includes equivalency but does not include those who went to college) — 45% [33% countywide and 29% statewide].
- Some college education, no degree — 29% [26% countywide and 24% statewide].
- Associate's degree — 7% [10% countywide and 9% statewide].
- Bachelor's degree — 4% [14% countywide and 17% statewide].
- Graduate or professional degree — 4% [7% countywide and 11% statewide].

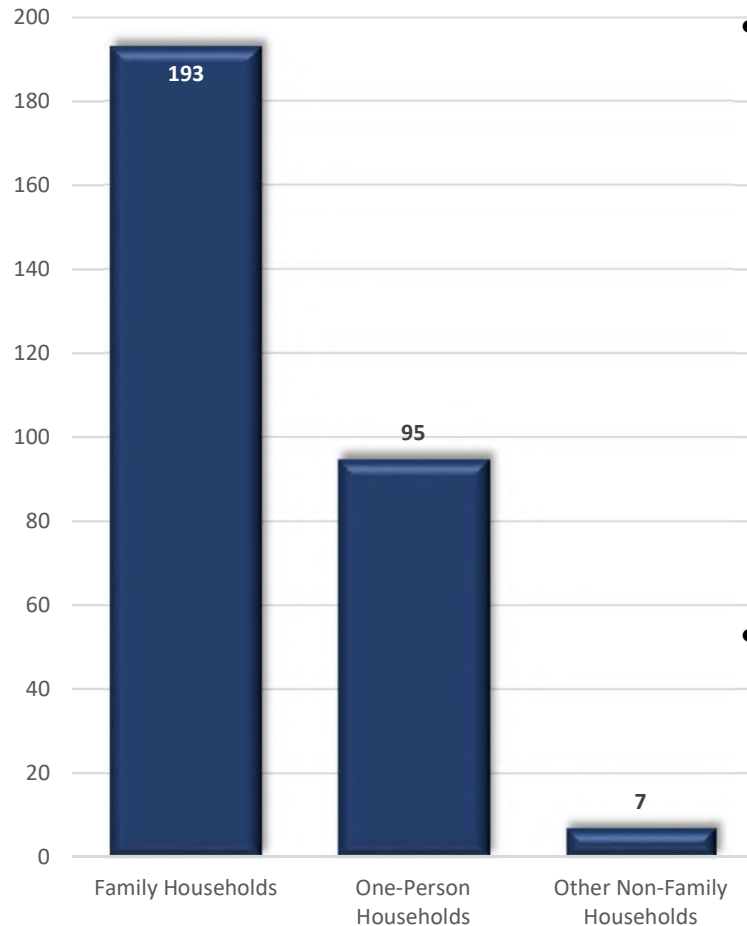
School Enrollment



The estimated school enrollment of the 206 people estimated to be 3 years old or older in 2017, and attending school, was as follows:

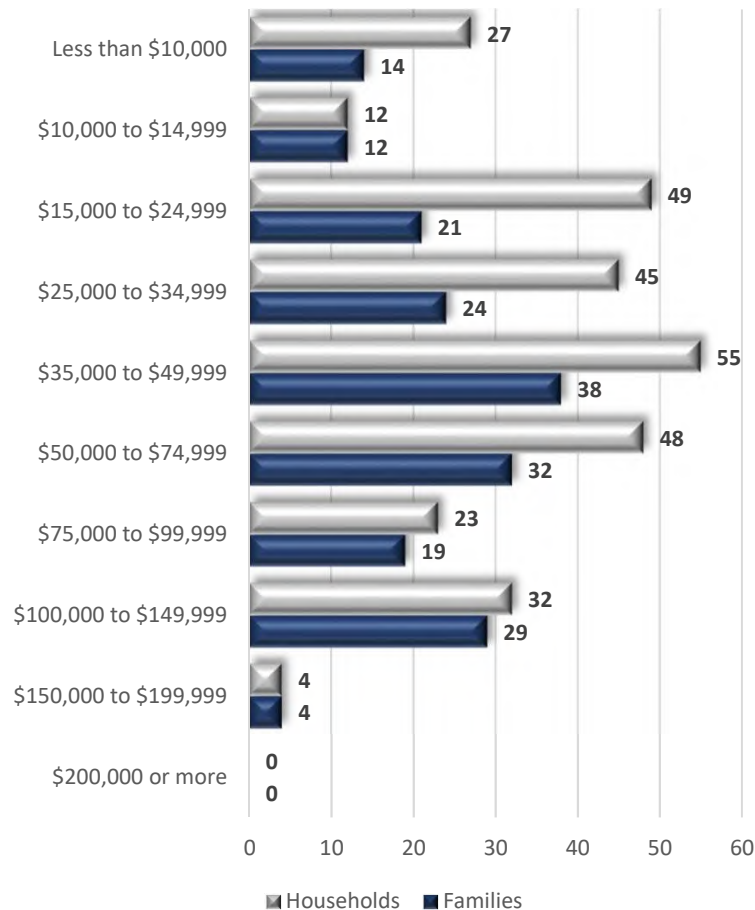
- Nursery school, preschool — 2% [6% countywide and 6% statewide].
- Kindergarten — 6% [6% countywide and 5% statewide].
- Elementary school (grades 1-8) — 54% [40% countywide and 39% statewide].
- High school (grades 9-12) — 34% [22% countywide and 21% statewide].
- College or graduate school — 4% [25% countywide and 29% statewide].

Households and Families



- Most Village of Springport residents lived in its estimated 295 households in 2017.
 - Families comprised an estimated 65% of those households [66% countywide and 65% statewide]
 - An estimated 32% of households were comprised of a single person [29% countywide and 29% statewide].
 - Other non-family households comprised the remaining estimated 2% of households [5% countywide and 6% statewide].
 - The estimated average household and family size was 2.64 people and 3.32 people, respectively (please see the ACS note) [2.43 people and 2.98 people, respectively, countywide 2.49 people and 3.08 people, respectively, statewide].
- Group quarters (e.g., nursing homes, etc.) were home to an estimated 0 person in 2017, an estimated 0% of the population [6% countywide and 2% statewide].

Household and Family Income



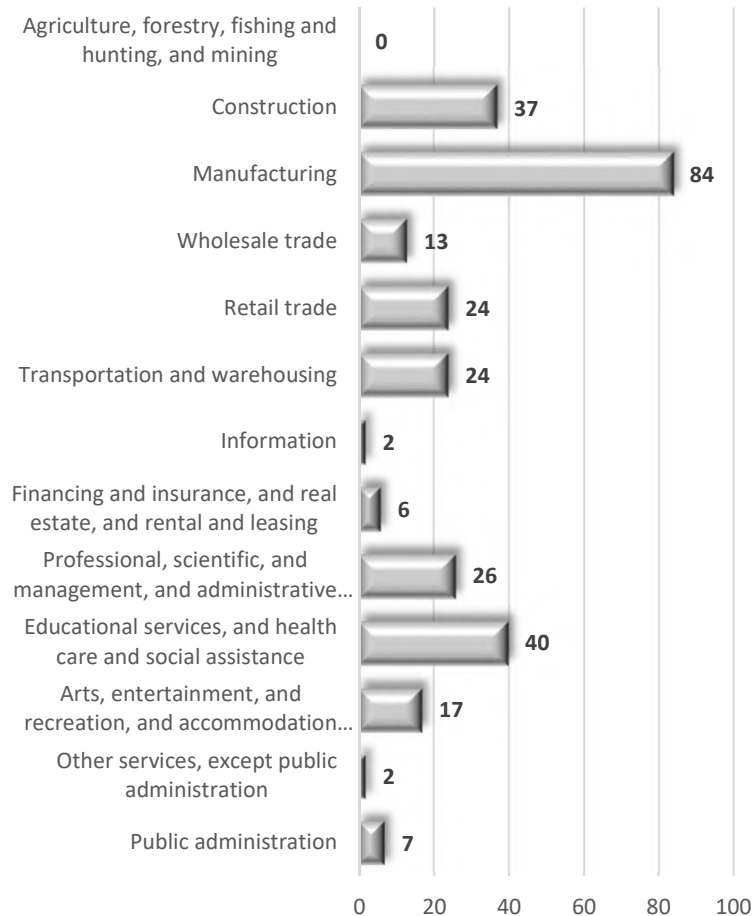
- There were an estimated 295 Households in 2017. Households with an income of:
 - \$24,999 or less comprised an estimated 30% of households [24% countywide and 23% statewide]
 - \$25,000-\$49,999 comprised an estimated 34% of households [26% countywide and 25% statewide]
 - \$50,000-\$99,999 comprised an estimated 24% of households [32% countywide and 31% statewide]
 - \$100,000 or more comprised an estimated 12% of households [18% countywide and 22% statewide]
- There were an estimated 193 Family Households in 2017. Family Households with an income of:
 - \$24,999 or less comprised an estimated 24% of families [16% countywide and 15% statewide]
 - \$25,000-\$49,999 comprised an estimated 32% of families [24% countywide and 22% statewide]
 - \$50,000-\$99,999 comprised an estimated 26% of families [37% countywide and 35% statewide]
 - \$100,000 or more comprised an estimated 17% of families [24% countywide and 29% statewide]

It should be noted that family households are a subset of households

Incomes and Poverty Status

- Estimated Median Incomes in 2017:
 - Household -- \$41,181 [\$49,715 countywide and \$52,668 statewide]
 - Family -- \$45,268 [\$61,359 countywide and \$66,653 statewide]
 - Non-Family -- \$23,500 [\$ 29,676 countywide and \$31,333 statewide]
- Estimated Per Capita Income in 2017:
 - Per Capita -- \$19,130 [\$25,952 countywide and \$28,938 statewide]
- Estimated population living below the poverty level in 2017:
 - Total population – 24% [15% countywide and 16% statewide]
 - <18 years – 36% [25% countywide and 22% statewide]
 - <5 years – 40% [27% countywide and 26% statewide]
 - 5-17 years – 35% [25% countywide and 20% statewide]
 - 18-64 years – 21% [14% countywide and 15% statewide]
 - 18-34 years – 27% [20% countywide and 21% statewide]
 - 35-64 years – 18% [11% countywide and 12% statewide]
 - 65+ years old – 5% [6% countywide and 8% statewide]

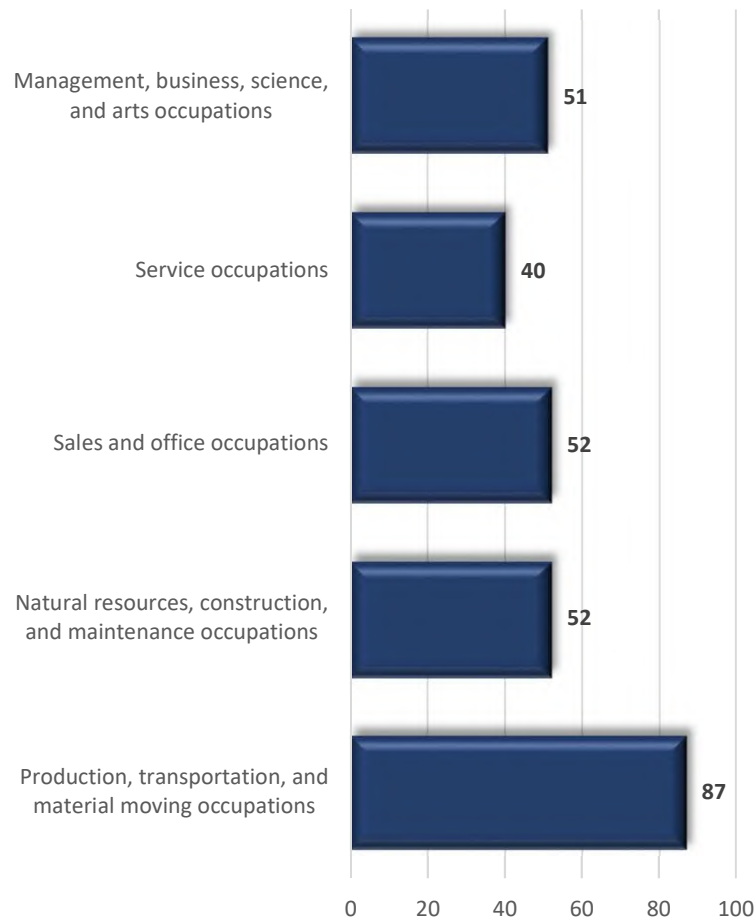
Employment by Industry



The estimated employment by industry of the estimated 282 civilian employees 16 years old or older in 2017 was:

- Agriculture, forestry, fishing and hunting, and mining — 0% [$<1\%$ countywide and 1% statewide]
- Construction — 13% [5% countywide and 5% statewide]
- Manufacturing — 30% [19% countywide and 18% statewide]
- Wholesale trade — 5% [2% countywide and 2% statewide]
- Retail trade — 9% [12% countywide and 11% statewide]
- Transportation and warehousing — 9% [6% countywide and 4% statewide]
- Information — $<1\%$ [1% countywide and 2% statewide]
- Financing and insurance, and real estate, and rental and leasing — 2% [4% countywide and 5% statewide]
- Professional, scientific, and management, and administrative and waste management services — 9% [7% countywide and 9% statewide]
- Educational services, and health care and social assistance — 14% [24% countywide and 24% statewide]
- Arts, entertainment, and recreation, and accommodation and food services — 6% [7% countywide and 9% statewide]
- Other services, except public administration — $<1\%$ [5% countywide and 5% statewide]
- Public Administration — 2% [5% countywide and 3% statewide]

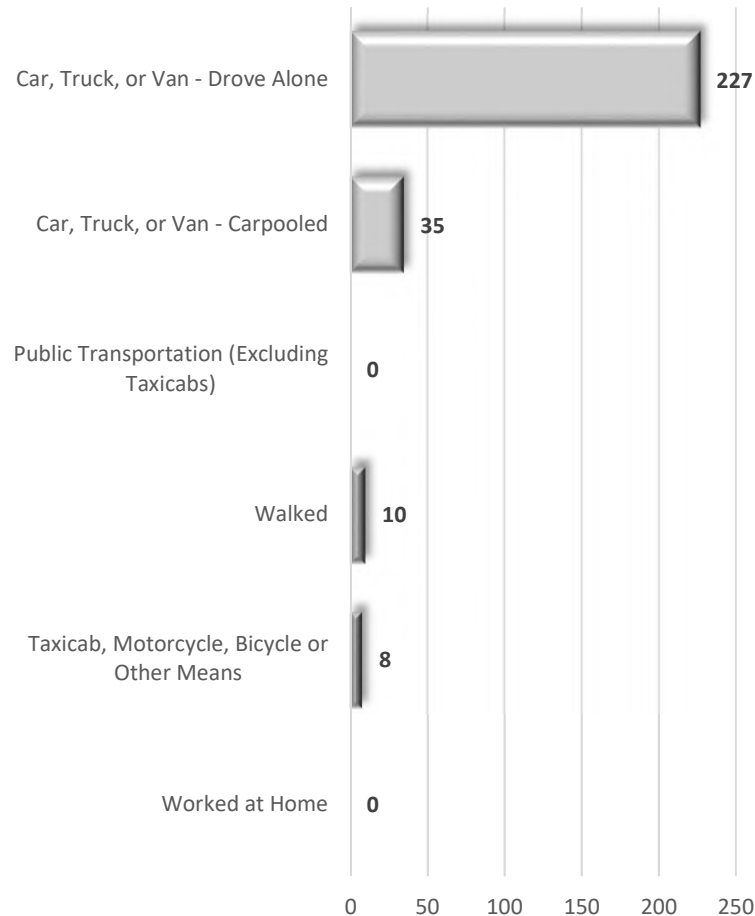
Employment by Occupation



The estimated employment by occupation of the estimated 282 civilian employees 16 years old or older in 2017 was:

- Management, business, science, and arts occupations — 18% [31% countywide and 36% statewide]
- Service occupations — 14% [19% countywide and 18% statewide]
- Sales and office occupations 18% [24% countywide and 23% statewide]
- Natural resources, construction, and maintenance occupations — 18% [8% countywide and 8% statewide]
- Production, transportation, and material moving occupations — 31% [18% countywide and 16% statewide]

Means of Travel to Work



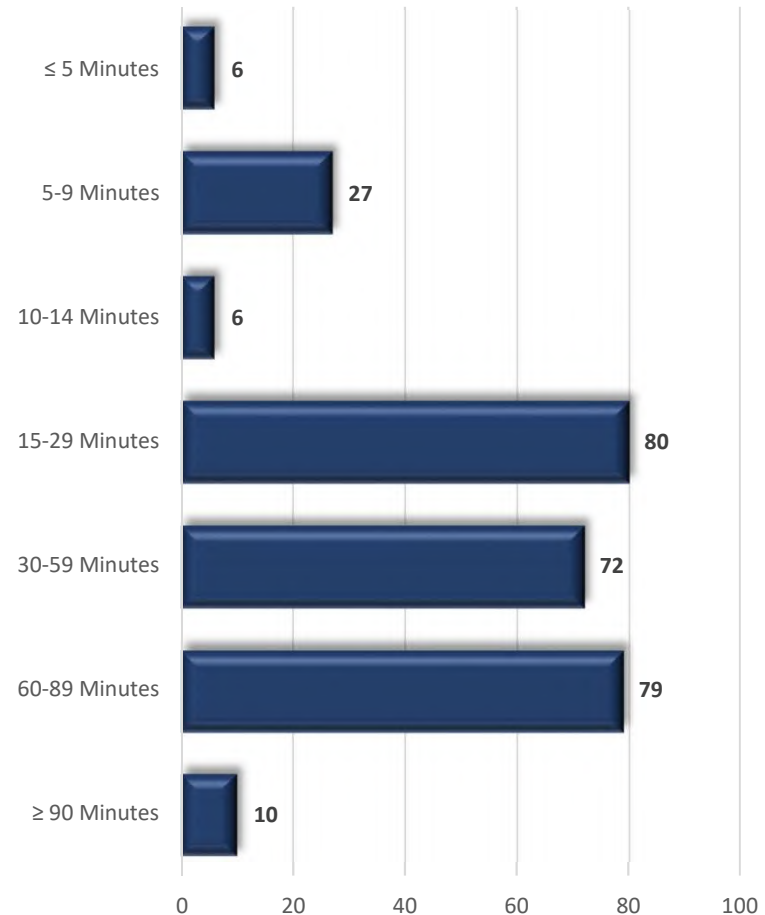
Village of Springport had an estimated 280 residents, 16 years or older, for whom travel to work data was estimated in 2017:

- An estimated 81% of people drove alone [84% countywide and 83% statewide]
- An estimated 13% of people carpooled [9% countywide and 9% statewide]
- An estimated 6% used some other means of travel [4% countywide and 5% statewide]
- An estimated 0% worked at home [3% countywide and 4% statewide]

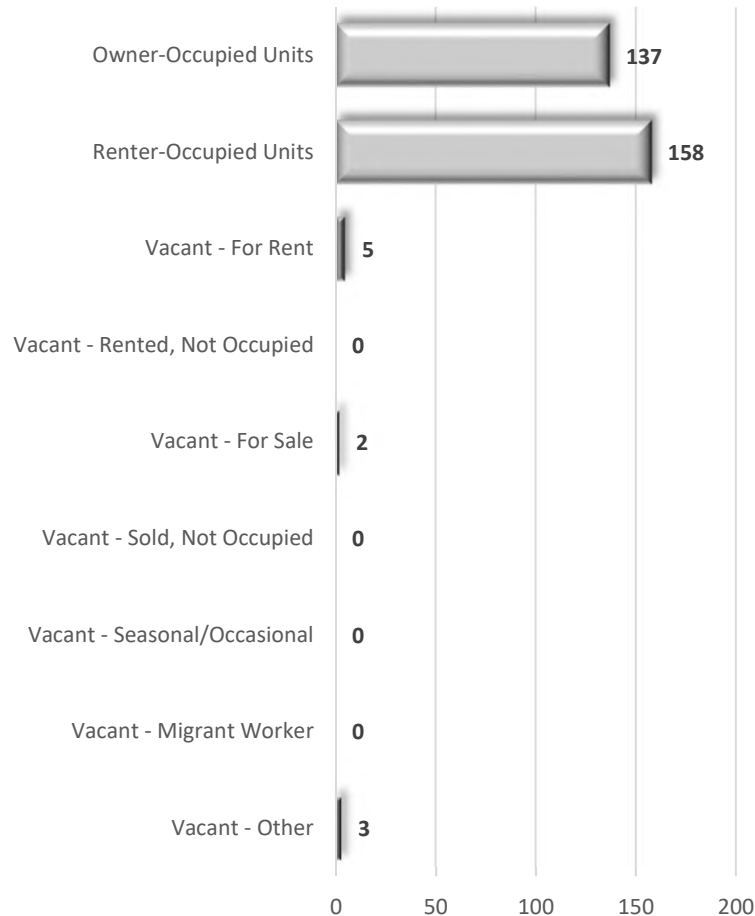
Travel to Work

Village of Springport had an estimated 280 residents, 16 years or older, for whom travel time to work data was estimated in 2017:

- The estimated travel time to work was 31.1 minutes [23.3 minutes countywide and 24.3 minutes statewide]
- Travel time segments
 - ≤5 minutes — 2% [3% countywide and 3% statewide]
 - 5-9 minutes — 10% [13% countywide and 11% statewide]
 - 10-14 minutes — 2% [18% countywide and 15% statewide]
 - 15-29 minutes — 29% [37% countywide and 38% statewide]
 - 30-59 minutes — 26% [12% countywide and 15% statewide]
 - 60-89 minutes — 28% [15% countywide and 16% statewide]
 - ≥90 minutes — 4% [2% countywide and 2% statewide]



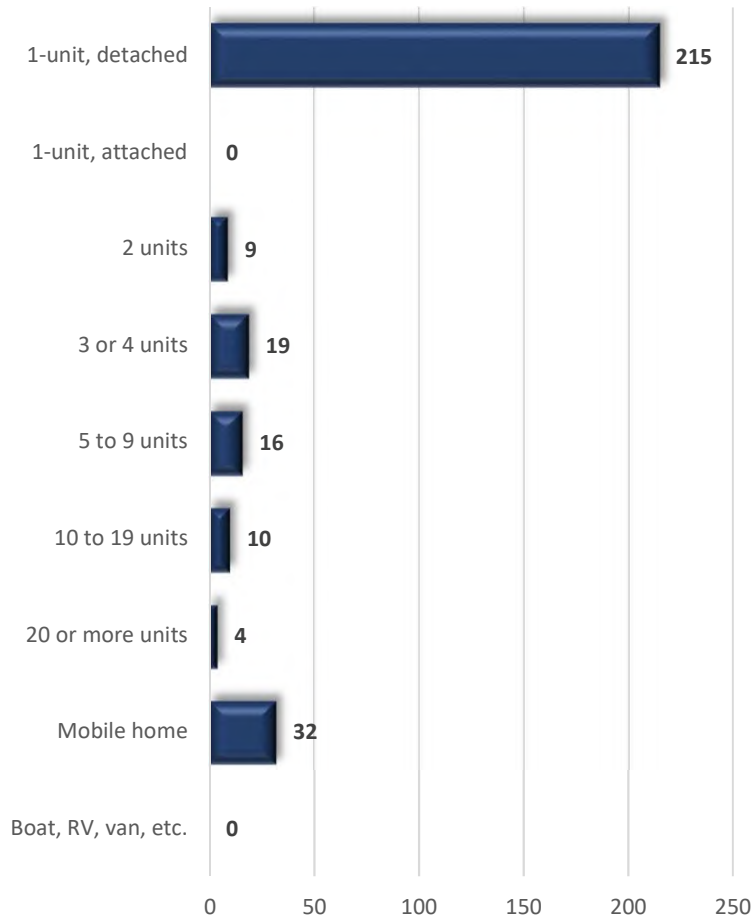
Dwellings and Vacancy Rates



Village of Springport had an estimated 305 dwelling units in 2017:

- An estimated 97% of those dwellings were occupied [89% countywide and 85% statewide]
 - Owner-occupied — 45% [65% countywide and 60% statewide]
 - Renter-occupied — 52% [24% countywide and 25% statewide]
- An estimated 3% of those dwellings were vacant [11% countywide and 15% statewide]
 - Used seasonally/occasionally — 0% [3% countywide and 6% statewide]
 - Used to house migrant workers — 0% [<1% countywide and <1% statewide]
 - Otherwise vacant — 3% [8% countywide and 8% statewide]

Housing Types



Village of Springport had an estimated 305 dwelling units in 2017:

- An estimated 70% of dwellings were single units [78% countywide and 77% statewide]
 - An estimated 70% of dwellings were detached single units [77% countywide and 72% statewide]
 - An estimated 0% of dwellings were attached single units [1% countywide and 5% statewide]
- An estimated 19% of dwellings were in multi-unit buildings [16% countywide and 18% statewide]
 - An estimated 3% of dwellings were in duplexes [3% countywide and 2% statewide]
 - An estimated 6% of dwellings were in 3-4 unit buildings [3% countywide and 3% statewide]
 - An estimated 5% of dwellings were in 5-9 unit buildings [3% countywide and 4% statewide]
 - An estimated 3% of dwellings were in 10-19 unit buildings [3% countywide and 4% statewide]
 - An estimated 1% of dwellings were in 20 or more unit buildings [4% countywide and 5% statewide]
- An estimated 10% of dwellings were mobile homes [6% countywide and 5% statewide]
- An estimated 0% of dwellings were boats, RVs, vans, etc. [0% countywide and <1% statewide]

Housing Costs

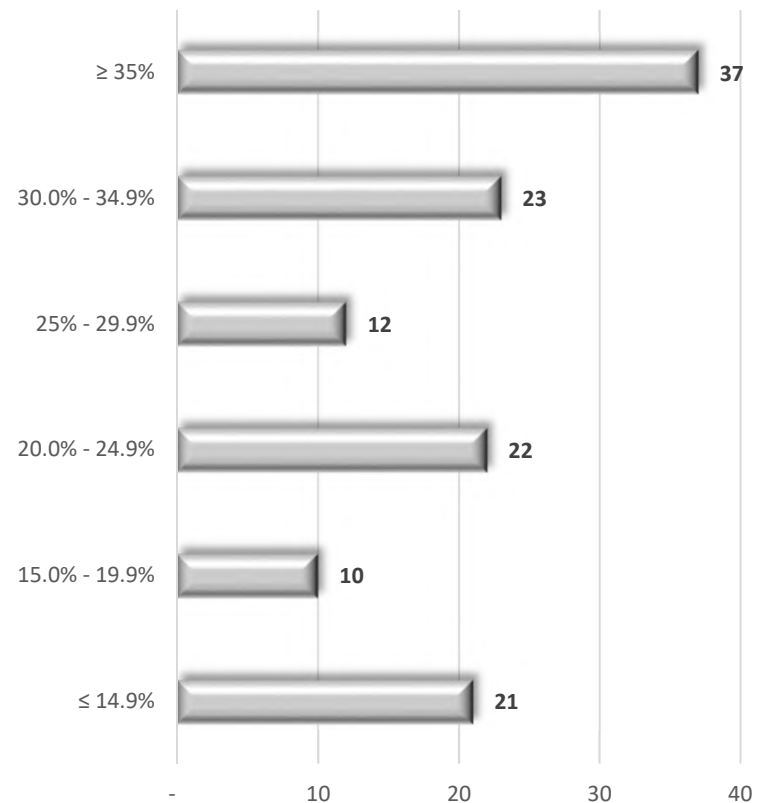
Village of Springport had an estimated 125 renter occupied households paying rent in 2017:

- The estimated median monthly rent was \$773 in 2017 [\$738 countywide and \$824 statewide]
- An estimated 48% of households who rented spent $\geq 30\%$ of household income on rent [52% countywide and 50% statewide]

Village of Springport had an estimated 158 owner occupied households in 2017:

- Of the estimated 92 owner-occupied households in 2017 with a mortgage:
 - The median monthly owner cost was \$895 [\$1,122 countywide and \$1,251 statewide]
 - An estimated 36% of those households spent $\geq 30\%$ of household income on housing [25% countywide and 25% statewide]
- Of the estimated 66 owner-occupied households in 2017 without a mortgage
 - The median monthly owner cost was \$400 [\$430 countywide and \$471 statewide]
 - An estimated 18% of those households spent $\geq 30\%$ of household income on housing [12% countywide and 15% statewide]

Gross Rent as a Percentage of Household Income



APPENDIX B

VILLAGE OF SPRINGPORT 2019 COMMUNITY SURVEY

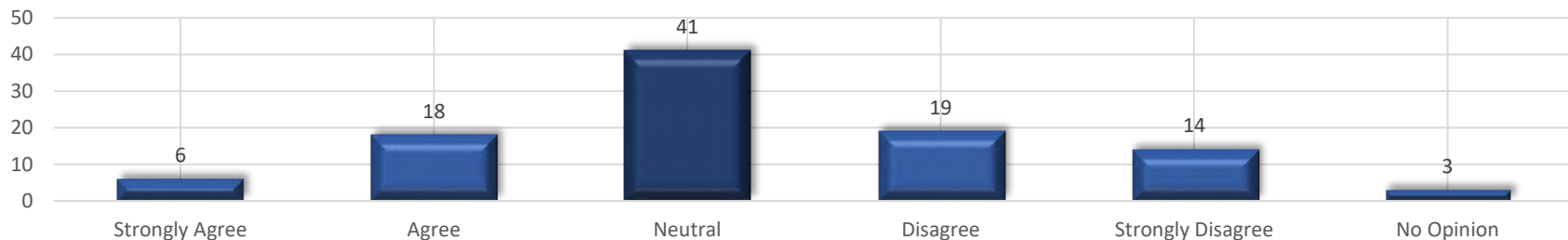
Village of Springport residents, people who own properties and businesses, and people employed or attending school in the Village were asked to answer a short questionnaire during the summer of 2019 in order to provide an opportunity for input into the development of the 2021 edition of the *Village of Springport Master Plan*. A total of 103 online (71) and paper (32) surveys were returned. The overall results of the survey are summarized in Chapter 2 of the plan. A complete analysis of the survey is provided below.

Many of the following questions included 'No Opinion' as a possible answer and in some cases, a large number of respondents selected that option. Accordingly, in order to provide a more accurate portrayal of the responses, the percentages recorded for questions which allowed 'No Opinion' as an answer exclude those respondents who stated that they had no opinion; the percentage of respondents with an opinion is also stated. The percentages recorded in Chapter 2 of the plan include those respondents with no opinion.

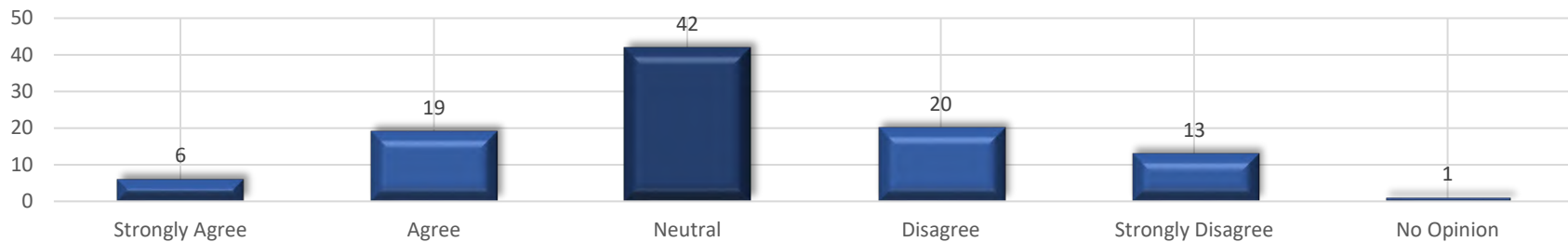
Development and Growth Issues

Respondents were asked to state their opinions regarding the following aspects of Springport:

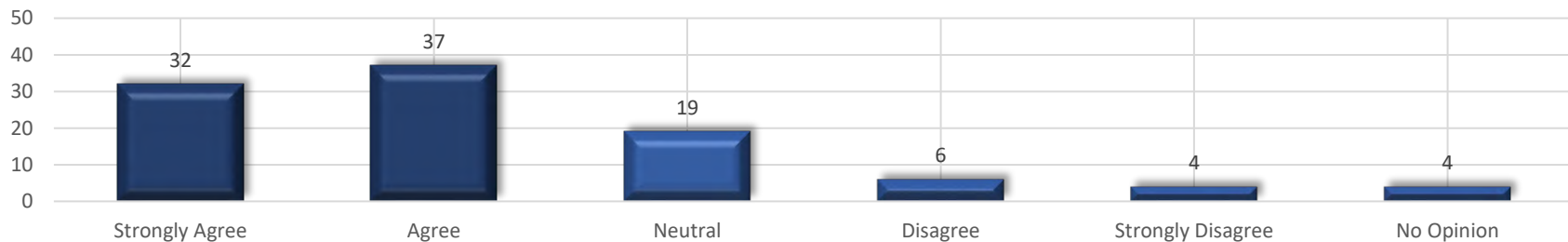
I am satisfied with the mix of business types within Downtown Springport



Several respondents had no opinion regarding their satisfaction with the mix of business types within Downtown Springport ($n=101$). Of the 97% with an opinion, approximately 42% were neutral. Approximately 33% disagreed (19%) or strongly disagreed (4%) that they were satisfied with the mix of business types. Only approximately 24% agreed (18%) or strongly agreed (6%).

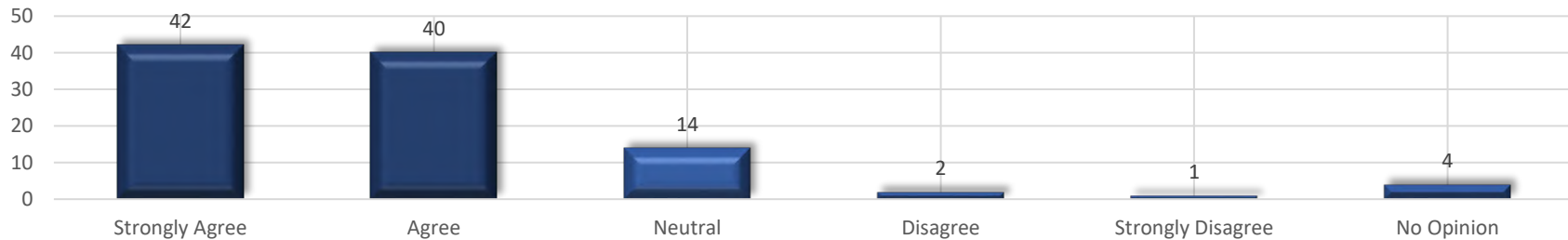
I feel there is a good mix of uses in the Downtown

A single respondent had no opinion regarding the mix of uses in Downtown Springport ($n=101$). Of 99% with an opinion, approximately 42% were neutral. Approximately 33% disagreed (19%) or strongly disagreed (4%) that there was a good mix of uses Downtown. Only approximately 24% agreed (18%) or strongly agreed (6%).

The Village of Springport should attract more industry

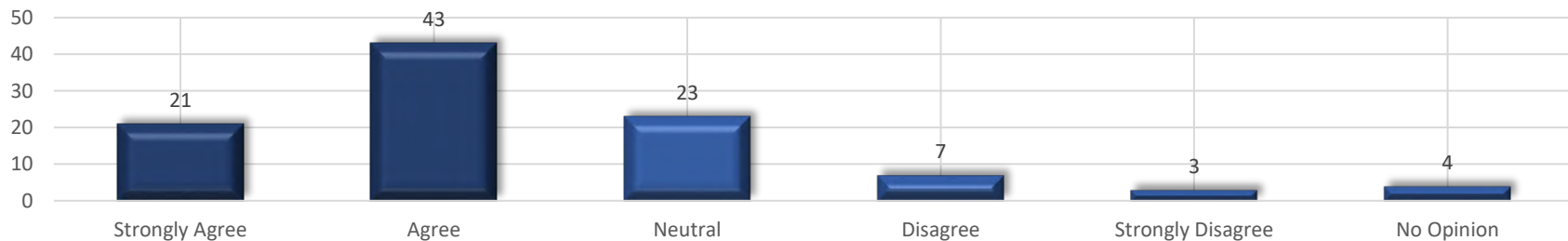
Several respondents had no opinion regarding whether or not the Village should attract more industry ($n=102$). Of the 96% with an opinion, approximately 71% agreed (38%) or strongly agreed (33%). Approximately 19% were neutral when asked if more industry should be attracted to Springport. Approximately 10% disagreed (6%) or strongly disagreed (4%).

It is important for the Village to continue to work with the Michigan Department of Transportation to maintain and improve the appearance of the M-99 corridor in Springport

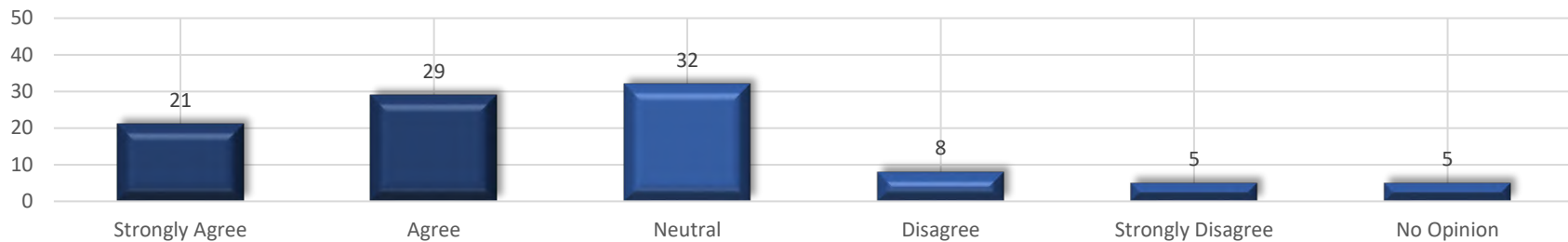


A few respondents had no opinion regarding the importance of the Village continuing to work with the Michigan Department of Transportation ($n=103$). Of the 96% with an opinion, approximately 82% strongly agreed (42%) or agreed (40%). Approximately 14% were neutral when asked if Springport should continue to cooperate with MDOT. Approximately 3% disagreed (2%) or strongly disagreed (1%).

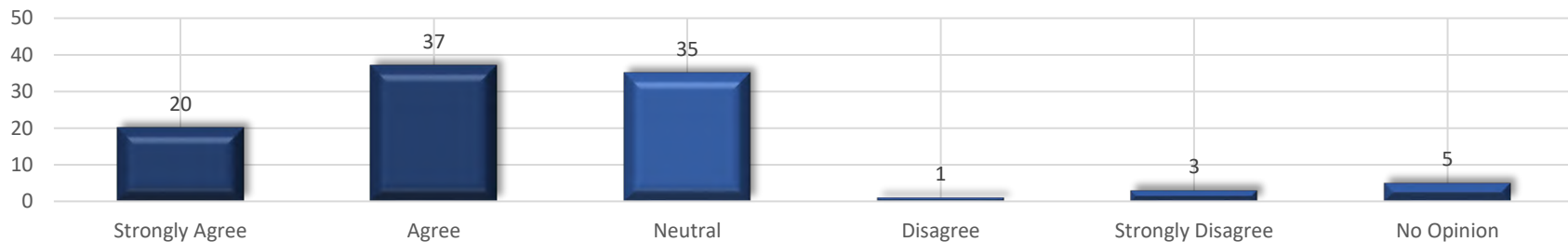
Springport should encourage alternatives to single-family housing and apartment complexes (e.g., townhouses, condominiums, work/live, etc.)



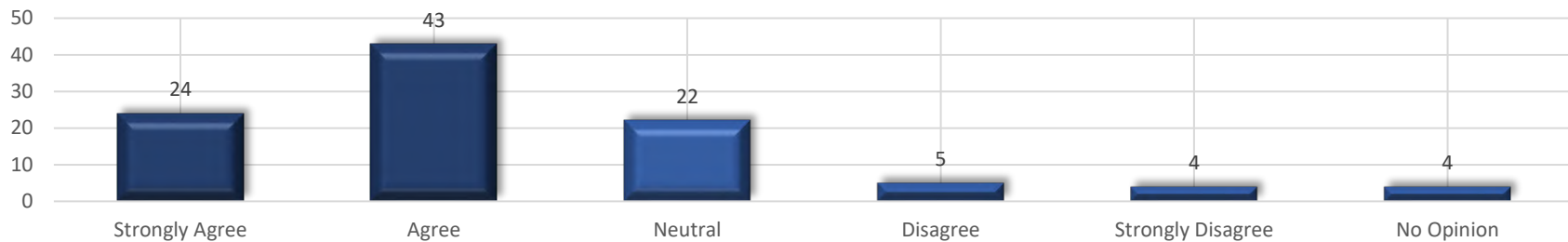
Several respondents had no opinion regarding whether or not Springport should encourage alternatives to single-family housing and apartment complexes ($n=101$). Of the 96% with an opinion, approximately 66% agreed (44%) or strongly agreed (22%). Approximately 24% were neutral when asked if Springport should encourage housing alternatives. Approximately 10% disagreed (7%) or strongly disagreed (3%).

The Village has many historic structures that should be preserved

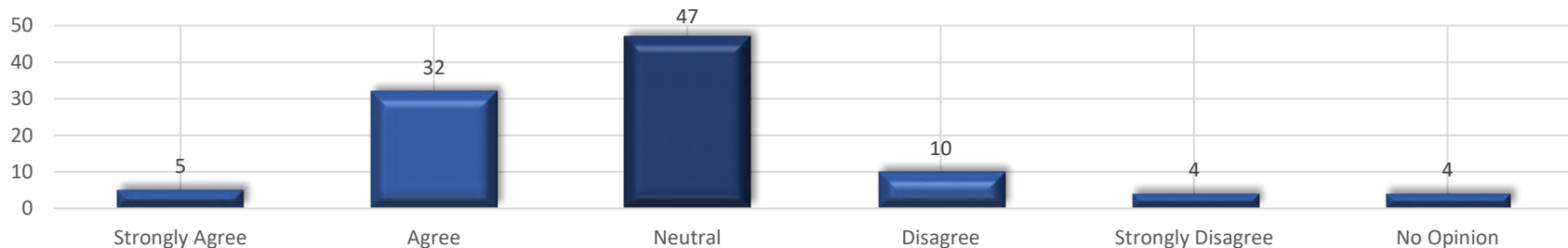
A small number of respondents had no opinion regarding whether or not Springport has many historic structures that should be preserved ($n=100$). Of the 95% with an opinion, approximately 53% or agreed (31%) or strongly agreed (22%). Approximately 34% were neutral when asked if there are many historic structures which need to be preserved. Approximately 13% disagreed (8%) or strongly disagreed (5%).

Springport should enhance its natural resources (e.g., county drain, wetlands, farmland, etc.)

A small number of respondents had no opinion regarding whether or not Springport should enhance its natural resources ($n=101$). Of the 95% with an opinion, approximately 59% agreed (39%) or strongly agreed (21%). Approximately 36% were neutral when asked if the resources should be enhanced. Approximately 4% strongly disagreed (3%) or disagreed (1%).

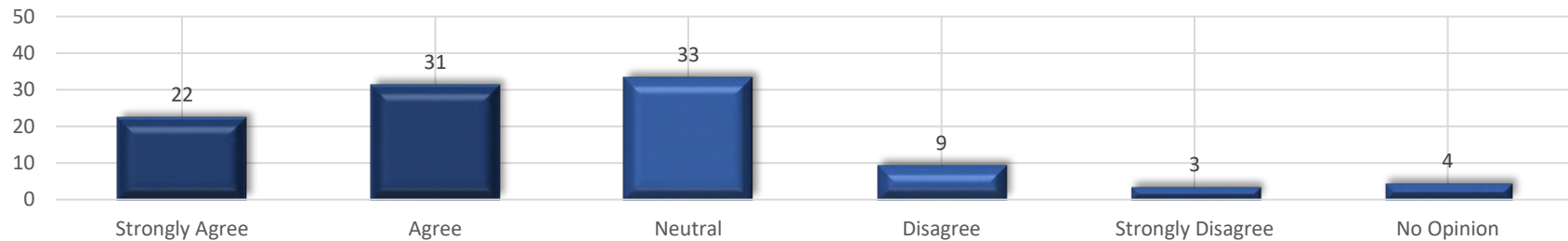
Parks and Recreation – The old railroad right-of-way should be developed as a trail

Several respondents had no opinion regarding whether or not the old railroad right-of-way should be developed as a trail ($n=102$). Of the 96% with an opinion, approximately 68% agreed (44%) or strongly agreed (24%). Approximately 22% were neutral when asked if the old railroad should be developed as a trail. Approximately 9% disagreed (5%) or strongly disagreed (4%).

Parks and Recreation – The Village's parks, recreation facilities, and programs meet my needs

Several respondents had no opinion regarding whether or not Springport's parks, recreation facilities, and programs meet their needs ($n=102$). Of the 96% with an opinion, approximately 38% agreed (33%) or strongly agreed (5%). Approximately 48% were neutral when asked if the recreational offerings meet their needs. Approximately 14% disagreed (10%) or strongly disagreed (4%).

Parks and Recreation – Additional non-motorized trails should be developed in the Springport Area

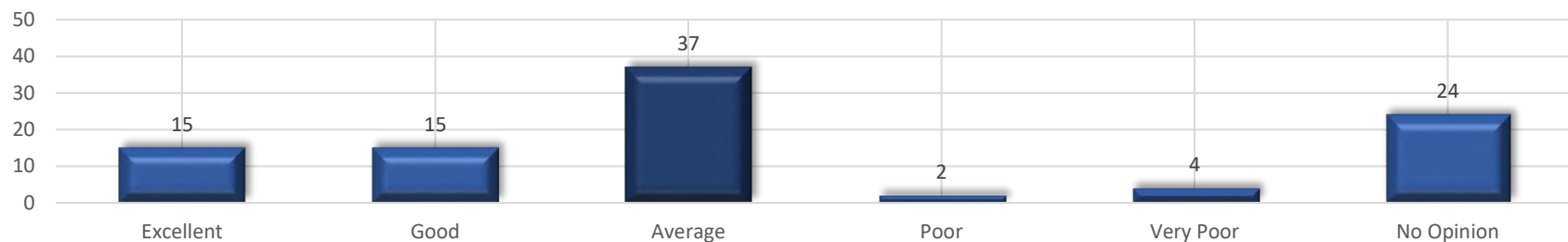


A few respondents had no opinion regarding whether or not additional non-motorized trails should be developed in the Springport Area ($n=102$). Of the 96% with an opinion, approximately 54% agreed (32%) or strongly agreed (22%). Approximately 34% were neutral when asked about the development of additional non-motorized trails. Approximately 12% disagreed (9%) or strongly disagreed (3%).

Community Facilities and Services

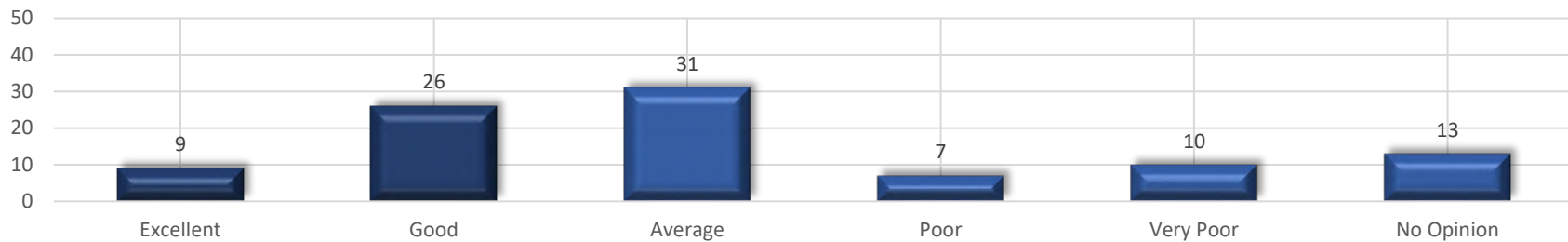
Respondents were asked to state their opinions regarding the following community services:

Water and sewer utility and tax bill payments at the Village Offices



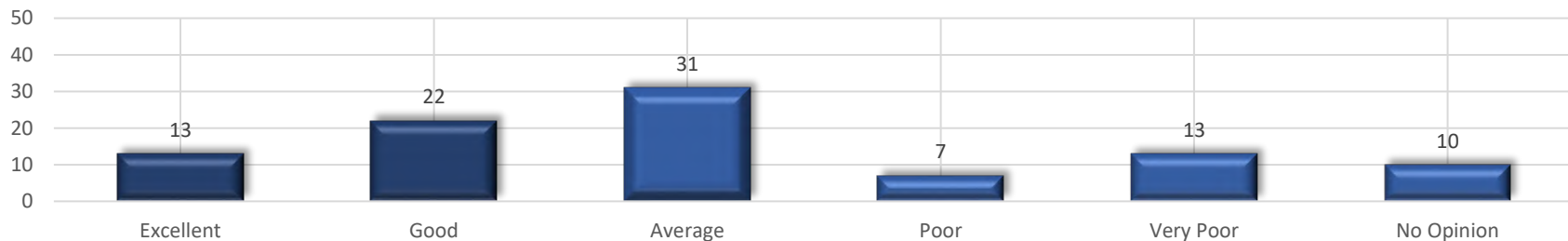
A large number of respondents had no opinion regarding utility and tax bill payments at the Village offices ($n=97$). Of the 75% with an opinion, approximately 41% thought it was excellent (21%) or good (21%). Approximately 51% thought the service was average. Approximately 8% thought the service was very poor (5%) or poor (3%).

Traffic enforcement by the Springport Township Police Department

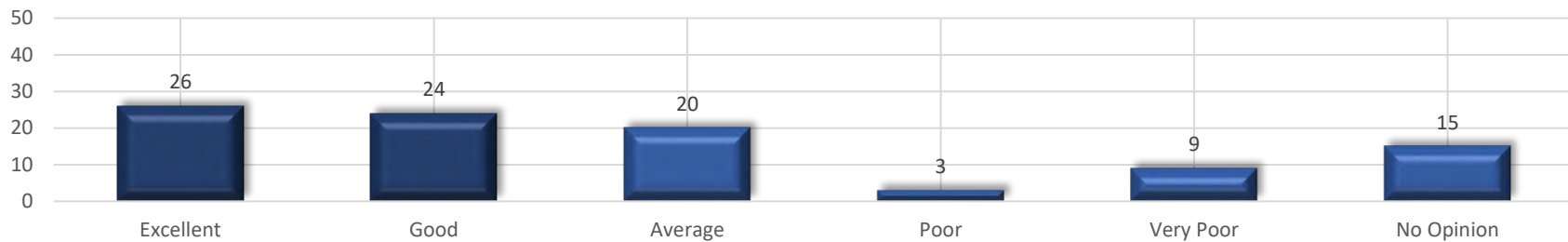


A large number of respondents had no opinion regarding traffic enforcement provided by the Springport Township Police Department ($n=96$). Of the 86% who had an opinion, approximately 42% thought it was good (31%) or excellent (11%). Approximately 37% thought traffic enforcement was average. Approximately 20% thought it was poor (8%) or very poor (12%).

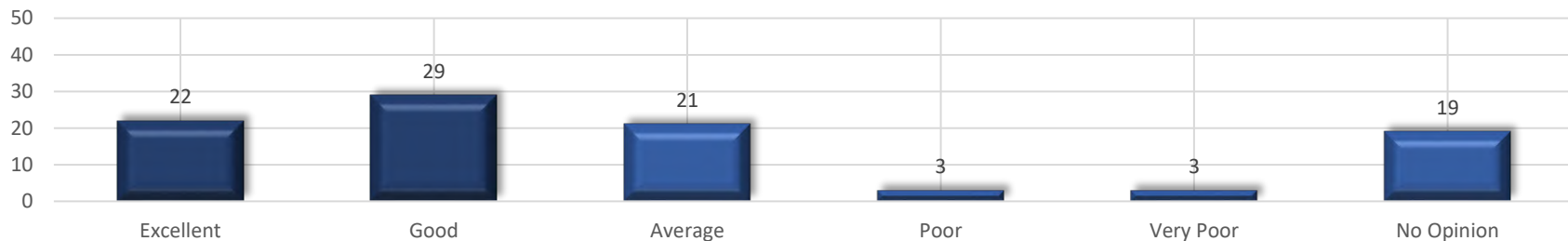
Crime prevention by the Springport Township Police Department



A small number of respondents had no opinion regarding crime prevention provided by the Springport Township Police Department ($n=96$). Of the 90% who had an opinion, approximately 41% thought it was good (26%) or excellent (15%). Approximately 36% thought the service was average. Approximately 23% thought it was very poor (15%) or poor (8%).

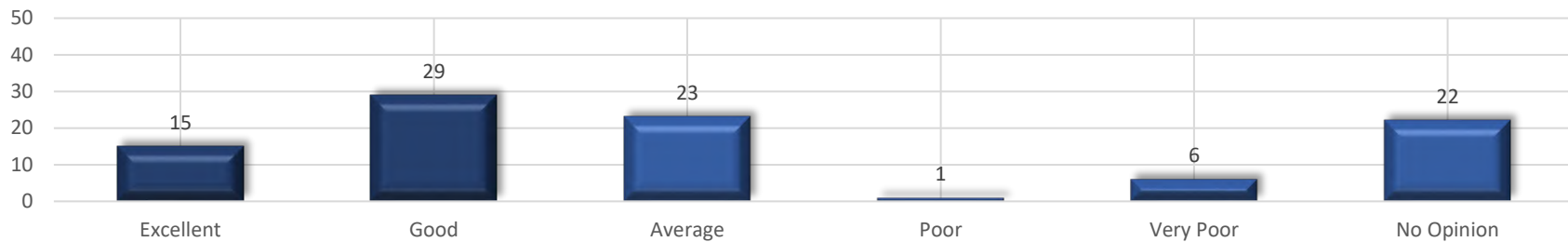
Emergency response by the Springport Township Police Department and the Springport/Clarence Fire Department

A large number of respondents had no opinion regarding emergency response provided by the Springport Township Police Department and the Springport/Clarence Fire Department ($n=97$). Of the 85% who had an opinion, approximately 61% thought it was excellent (32%) or good (29%). Approximately 24% think the service was average. Approximately 15% think it was very poor (11%) or poor (4%).

Brush and leaf pickup services provided by the Springport Department of Public Works (DPW)

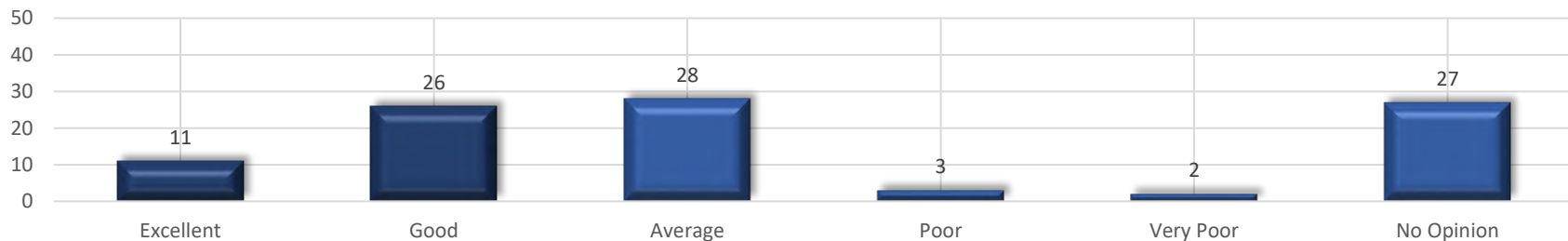
A large number of respondents had no opinion regarding brush and leaf pickup services provided by the Springport DPW ($n=97$). Of the 80% who had an opinion, approximately 65% of respondents thought they were excellent (28%) or good (37%). Approximately 27% thought the services were average. Approximately 8% thought they were poor (4%) or very poor (4%).

The Village's public water supply and distribution system



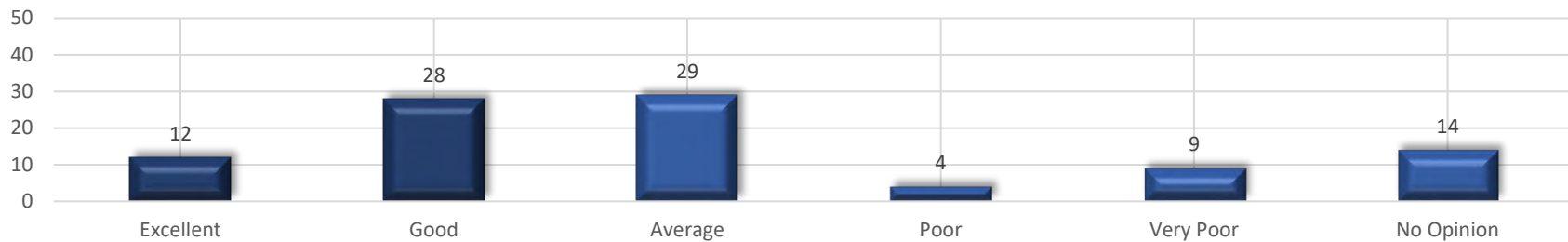
A large number of respondents had no opinion regarding the Village of Springport's public water supply and distribution system ($n=96$). Of the 77% who had an opinion, approximately 59% of respondents thought it was excellent (20%) or good (39%). Approximately 31% thought the public water supply and distribution system was average. Approximately 9% thought it was very poor (8%) or poor (1%).

Springport's wastewater collection system and treatment facility



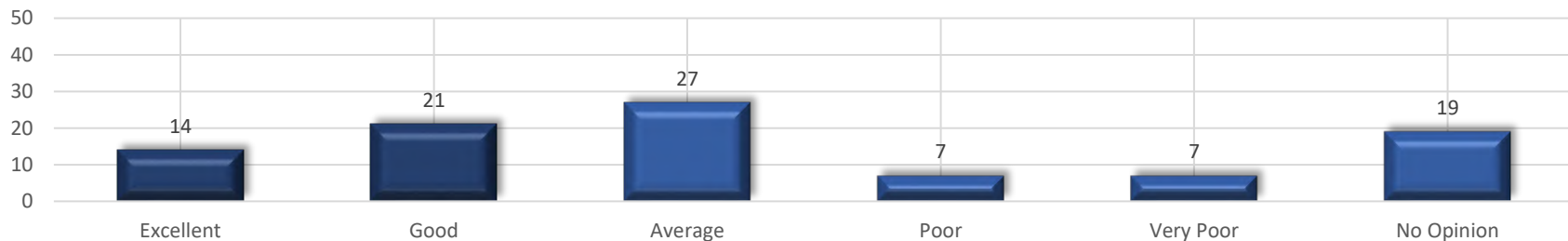
A large number of respondents had no opinion regarding the Village of Springport's wastewater collection system and treatment facility ($n=97$). Of the 72% who had an opinion, approximately 53% of respondents thought they were good (37%) or excellent (16%). Approximately 40% thought the system and facility were average. Approximately 7% thought they were poor (4%) or very poor (3%).

The street and road network in the Springport Area

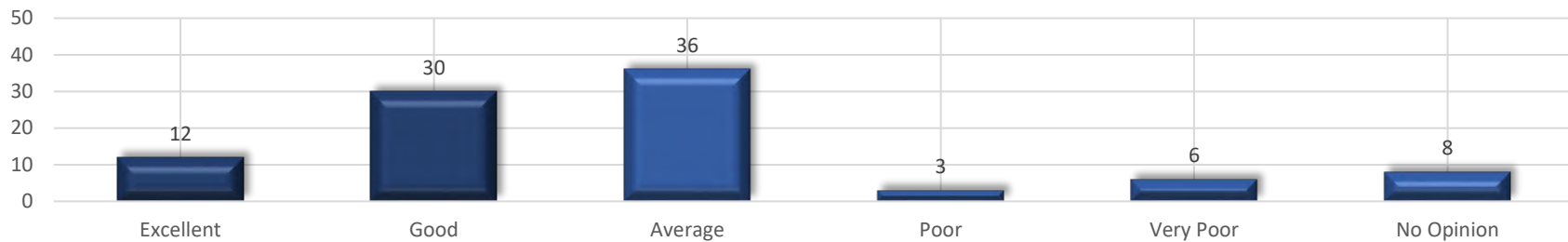


A large number of respondents had no opinion regarding the Springport Area's road and street network ($n=96$). Of the 85% who had an opinion, approximately 49% thought it was good (34%) or excellent (15%). Approximately 35% thought the street/road network was average. Approximately 16% thought it was very poor (11%) or poor (5%).

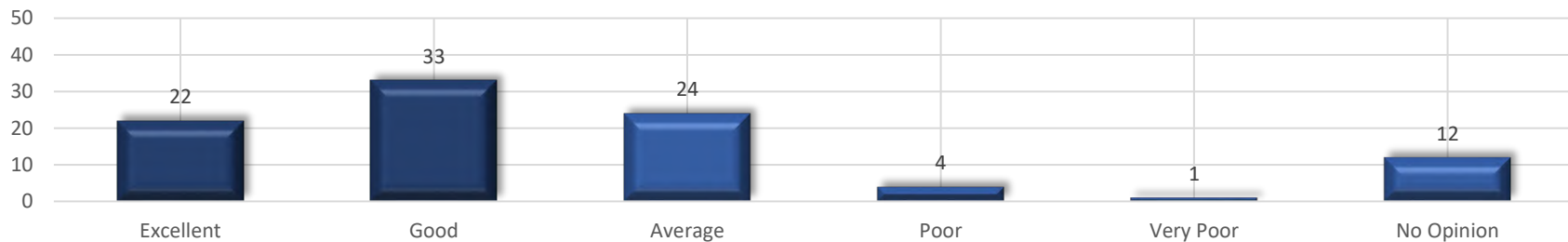
The Village Council and other boards and commissions



A large number of respondents had no opinion regarding the Village of Springport's elected and appointed boards and commissions ($n=95$). Of the 80% who had an opinion, approximately 46% of respondents thought they were good (28%) or excellent (18%). Approximately 36% thought the boards and commissions were average. Approximately 18% thought they were poor (9%) or very poor (9%).

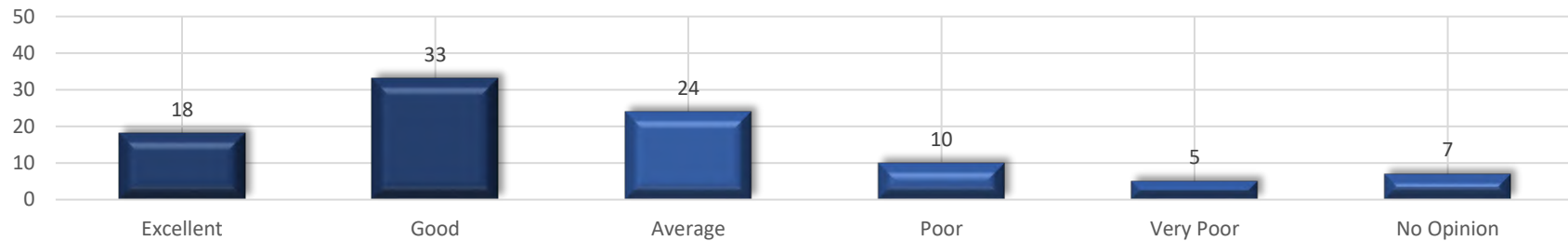
Public sidewalks (e.g., coverage and condition)

A small number of respondents had no opinion regarding Village of Springport's public sidewalks ($n=95$). Of the 92% who had an opinion, approximately 48% thought they were good (34%) or excellent (14%). Approximately 41% thought the sidewalks were average. Approximately 10% thought they were very poor (7%) or poor (3%).

Farmers market, car shows, and other community festivals

A large number of respondents had no opinion regarding the Village of Springport's farmers market, car shows, and other community festivals ($n=96$). Of the 87% who had an opinion, approximately 65% thought they were good (39%) or excellent (26%). Approximately 29% thought the community festivals were average. Approximately 6% thought they were poor (5%) or very poor (1%).

Overall, your opinion of Springport as a place to live

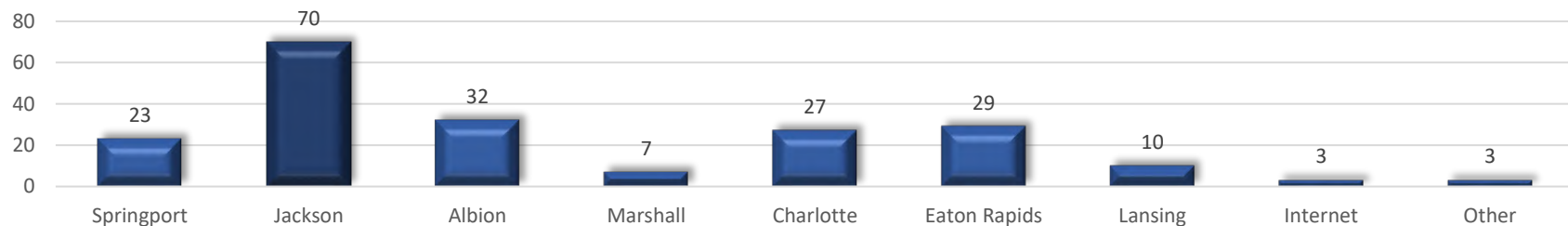


A small number of respondents had no opinion regarding the Village of Springport as a place to live ($n=97$). Of the 93% who had an opinion, approximately 57% of respondents thought it was good (34%) or excellent (19%). Approximately 27% thought the Village was an average place to live. Approximately 17% thought it was poor (11%) or very poor (6%).

Commercial Services

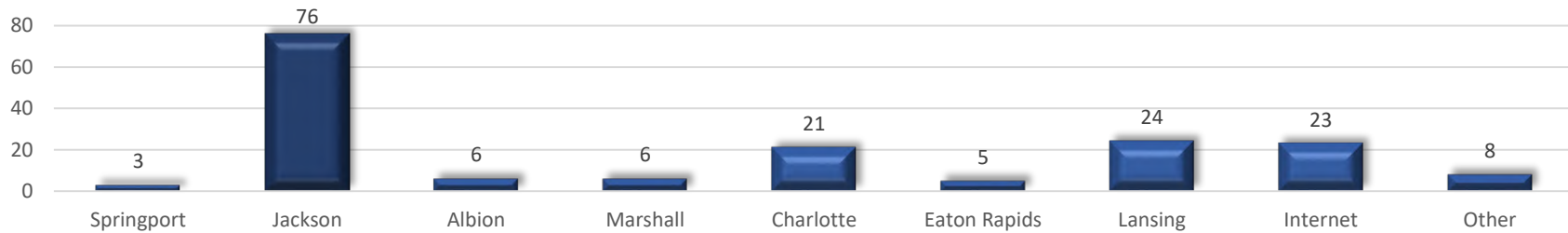
Respondents were asked to identify where they usually purchase the following goods and services (*please note that respondents may have shopped in multiple communities for the same commodity/service*):

Groceries



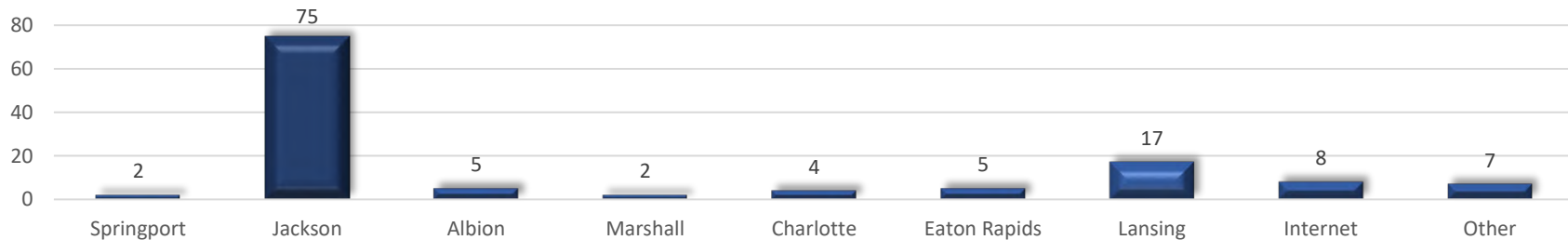
Approximately 71% of respondents purchased groceries in Jackson. Approximately 63% procured them in Albion (33%) and/or Eaton Rapids (30%). Approximately 51% of respondents bought groceries in Charlotte (28%) and/or Springport (23%). Approximately 23% got them in Lansing (10%), Marshall (7%), via the internet (3%), and/or elsewhere (3%) ($n=98$).

Clothing



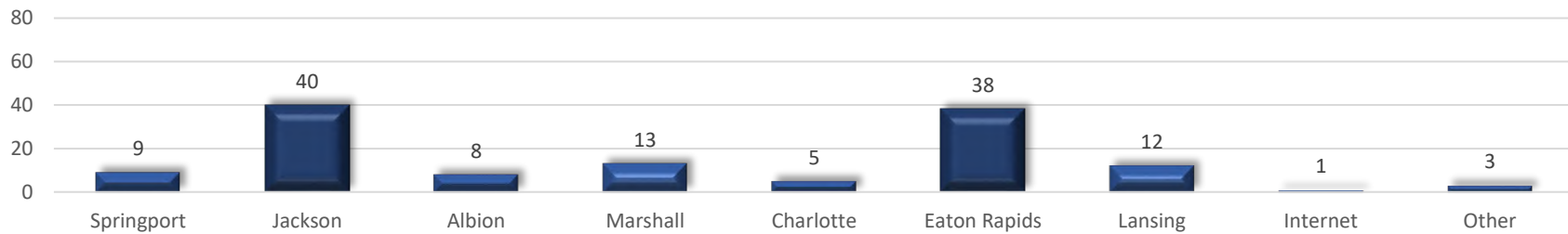
Approximately 79% of respondents purchased clothing in Jackson. Approximately 71% procured them in Lansing (25%), via the internet (24%), and/or in Charlotte (22%). Approximately 28% of respondents bought clothing in Albion (6%), Marshall (6%), Eaton Rapids (5%), Springport (3%), and/or elsewhere (8%) ($n=96$).

Appliances



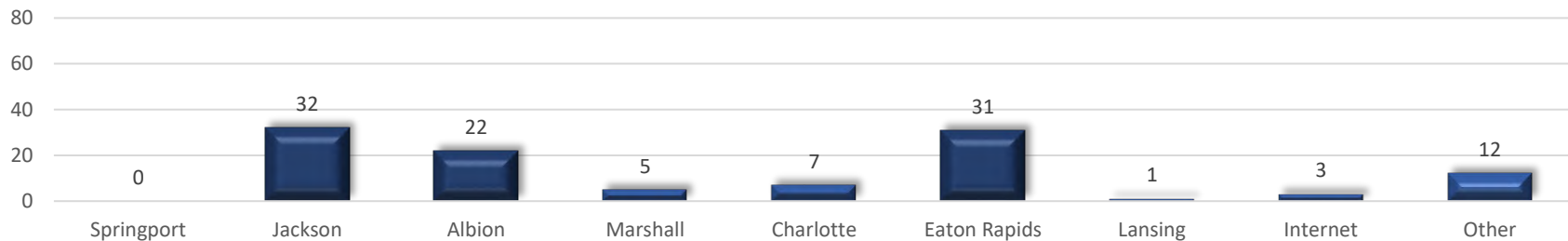
Approximately 79% of respondents purchased appliances in Jackson. Approximately 26% procured them in Lansing (18%) or via the internet (8%). Approximately 25% of respondents bought appliances in Albion (5%), Eaton Rapids (5%), Charlotte (4%), Marshall (2%), Springport (2%), and/or elsewhere (7%) ($n=95$).

Medical



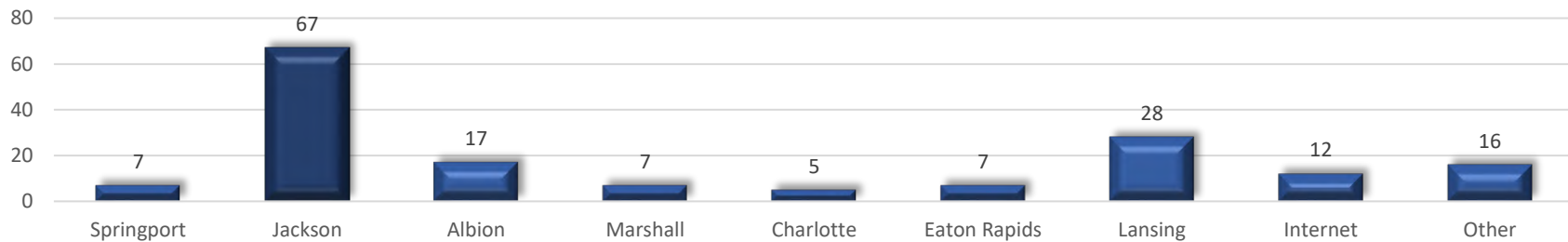
Approximately 80% of respondents had medical appointments in Jackson (41%) and/or Eaton Rapids (39%). Approximately 25% went to Marshall (13%) and/or Lansing (12%). Approximately 17% of respondents had medical appointments in Springport (9%) and/or Albion (8%). Approximately 9% went to Charlotte (5%), via the internet (1%), and/or elsewhere (3%) ($n=97$).

Prescriptions



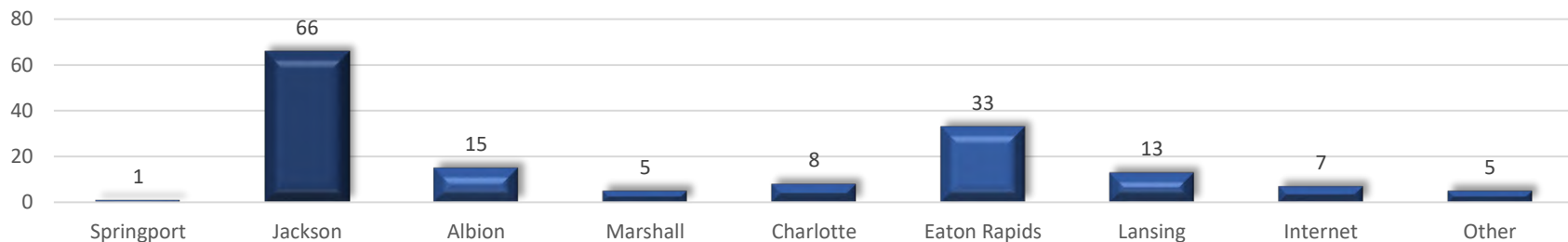
Approximately 90% of respondents purchased prescriptions in Jackson (34%) Eaton Rapids (33%), and/or Albion (23%). Approximately 29% bought them in Charlotte (7%), Marshall (5%), via the internet (3%), Lansing (1%), and/or elsewhere (13%) ($n=95$).

Entertainment



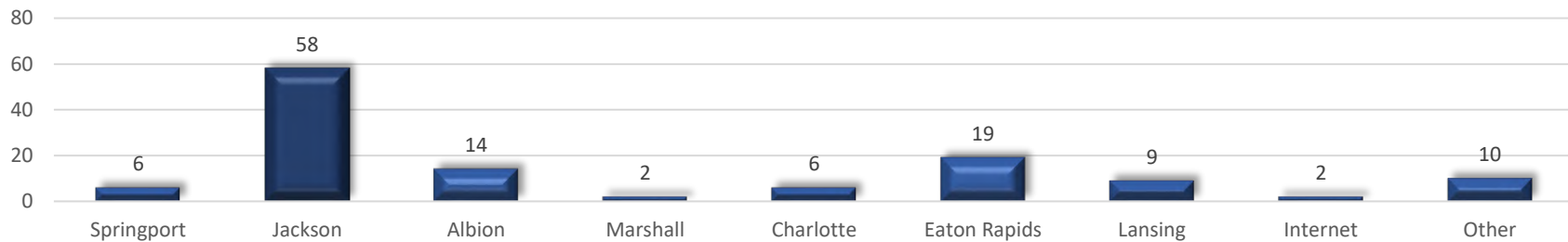
Approximately 71% of respondents purchased entertainment in Jackson. Approximately 65% procured it in Lansing (30%), Albion (18%), and/or via the internet (17%). Approximately 43% of respondents bought it in Springport (7%), Marshall (7%), Eaton Rapids (7%), Charlotte (5%), and/or elsewhere (17%) ($n=94$).

Hardware



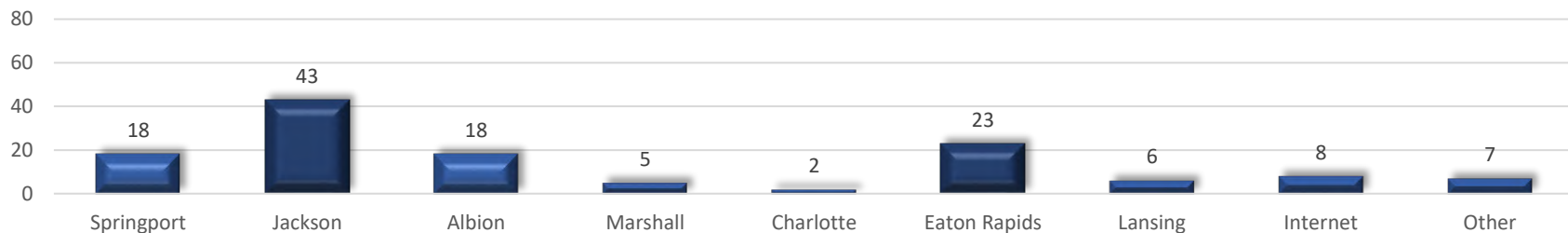
Approximately 68% of respondents purchased hardware in Jackson. Approximately 62% procured it in Eaton Rapids (34%), Albion (15%), and/or Lansing (13%). Approximately 26% of respondents bought hardware in Charlotte (8%), via the internet (7%), in Marshall (5%), Springport (1%), and/or elsewhere (5%) ($n=97$).

Lumber



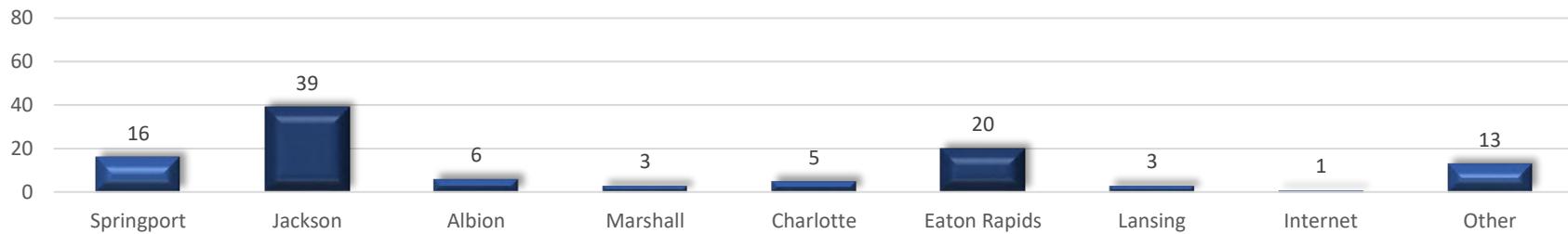
Approximately 62% of respondents purchased lumber in Jackson. Approximately 45% procured it in Eaton Rapids (20%), Albion (15%), and/or Lansing (10%). Approximately 27% of respondents bought lumber in Springport (6%), Charlotte (6%), Marshall (2%), via the internet (2%), and/or elsewhere (11%) ($n=94$).

Banking



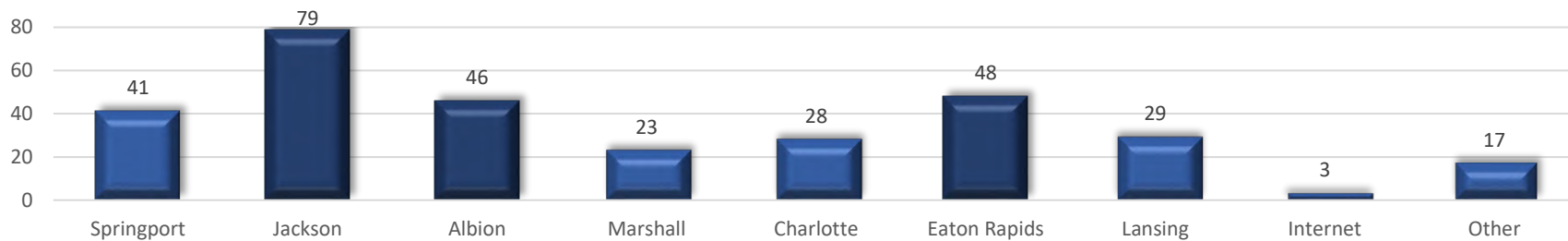
Approximately 67% of respondents banked in Jackson (44%) and/or Eaton Rapids (23%). Approximately 36% went to Springport (18%) and/or Albion (18%). Approximately 28% of respondents banked via the internet (8%), in Lansing (6%), Marshall (5%), Charlotte (2%), or elsewhere (7%) ($n=98$).

Beauty Salon/Barber



Approximately 42% of respondents went to the beauty salon/barber in Jackson. Approximately 39% of respondents went to Eaton Rapids (22%) and/or Springport (17%). Approximately 32% of respondents patronized establishments in Albion (6%), Charlotte (5%), Marshall (3%), Lansing (3%), via the internet (1%), and/or elsewhere (14%) ($n=93$).

Restaurants

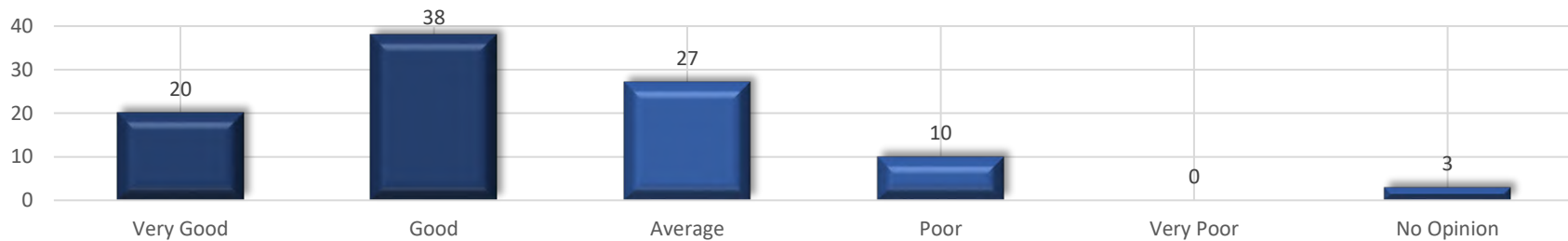


Approximately 96% of respondents went to restaurants in Eaton Rapids (49%) and/or Albion (47%). Approximately 81% went to Jackson. Approximately 72% dined in Springport (42%) and/or Lansing (30%). Approximately 53% of respondents patronized restaurants in Charlotte (29%) and/or Marshall (24%). Approximately 21% of respondents dined via the internet (3%) and/or elsewhere (18%) ($n=97$).

Downtown Springport

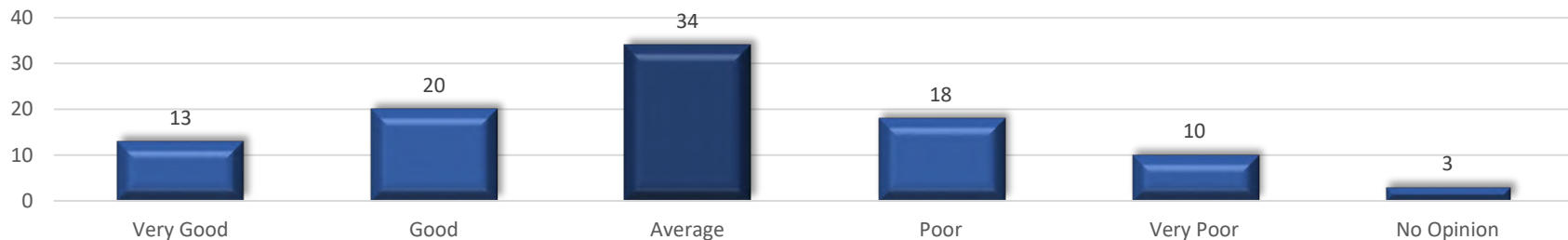
Respondents were asked their opinions of the following aspects of Downtown Springport:

Street and pedestrian lighting in Downtown



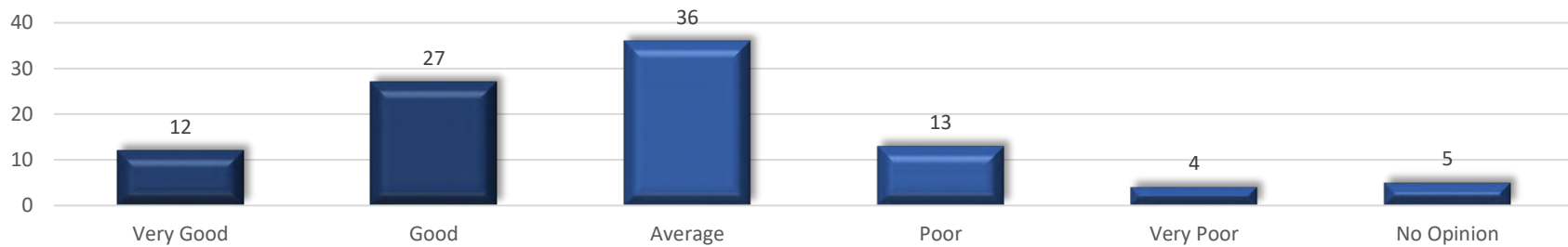
A few respondents had no opinion regarding Downtown street and pedestrian lighting ($n=98$). Of the 97% with an opinion, approximately 61% thought it was good (40%) or very good (21%). Approximately 28% thought the lighting was average. Approximately 11% thought it was poor and no one thought it was very poor.

Visual Appearance of Downtown



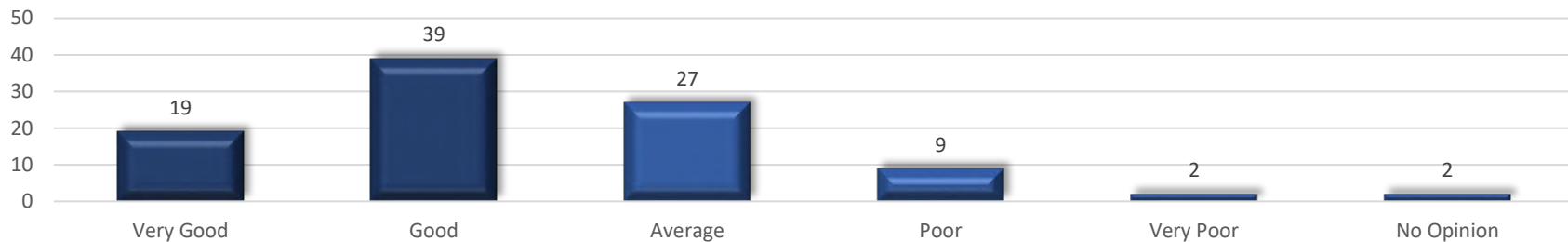
Several respondents had no opinion regarding the visual appearance of Downtown Springport ($n=98$). Of the 97% with an opinion, approximately 35% thought it was good (14%) or very good (21%). Approximately 36% thought the appearance of Downtown was average. Approximately 30% thought it was poor (19%) or very poor (11%).

Parking in Downtown



A small number of respondents had no opinion regarding parking in Downtown Springport ($n=97$). Of the 95% with an opinion, approximately 42% of respondents thought it was good (29%) or very good (13%). Approximately 39% think parking Downtown is average. Approximately 18% think it is poor (14%) or very poor (4%).

Visibility of Directional Signs Downtown



A small number of respondents had no opinion regarding the visibility of Downtown Springport's directional signs ($n=98$). Of the 95% with an opinion, approximately 61% of respondents think it is good (41%) or very good (20%). Approximately 28% think the visibility is average. Approximately 11% think it is poor (9%) or very poor (2%).

This was an open-ended question with 48 responses, represented by the adjacent word cloud.¹ Collectively, many responses were in reference to vacant buildings and the need for a wider variety of businesses (e.g., gas station/carwash; barber, sporting goods, candy, and second hand shops; dentist; banking; etc.). Repeated requests for a hardware store, restaurants, and a grocery store are important to highlight. There were also various requests for physical improvements to the Downtown (e.g., building renovations, repairs/improvements regarding streets and parking facilities, public art, etc.) Dissatisfaction with Village government and other institutions was also voiced, as well as the need for facilities that support children/youth (see *page B-25 for a listing of all of the responses*).



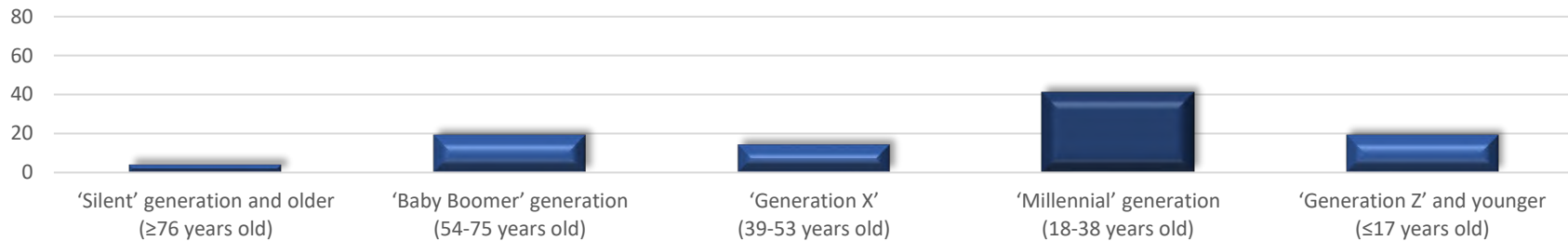
Respondents were asked to provide the following information about themselves:

A bar chart with five categories on the x-axis and a percentage scale on the y-axis. The y-axis ranges from 0 to 80 in increments of 20. The bars are dark blue with a 3D effect. The values for each category are: Springport resident (58), Employed in Springport (14), Owner of Springport property (35), Springport business owner (8), and Student in Springport (51).

Springport Connection	Percentage
Springport resident	58
Employed in Springport	14
Owner of Springport property	35
Springport business owner	8
Student in Springport	51

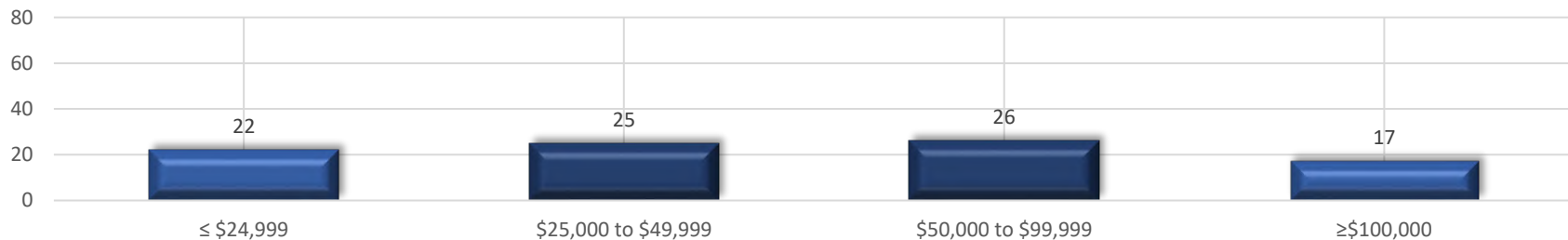
¹ A word cloud is a visual representation of common words contained in the various comments provided in response to the question. The more common the word, the larger it is represented in the word cloud.

Generation (i.e., Age)



Approximately 42% of respondents were members of the 'Millennial' generation. Approximately 40% were from the 'Baby Boomer' (20%) and the 'Generation Z' or younger (20%) generations. Approximately 18% were from 'Generation X' (14%) and the 'Silent' generation or older (4%) generations ($n=97$).

Annual Household Income



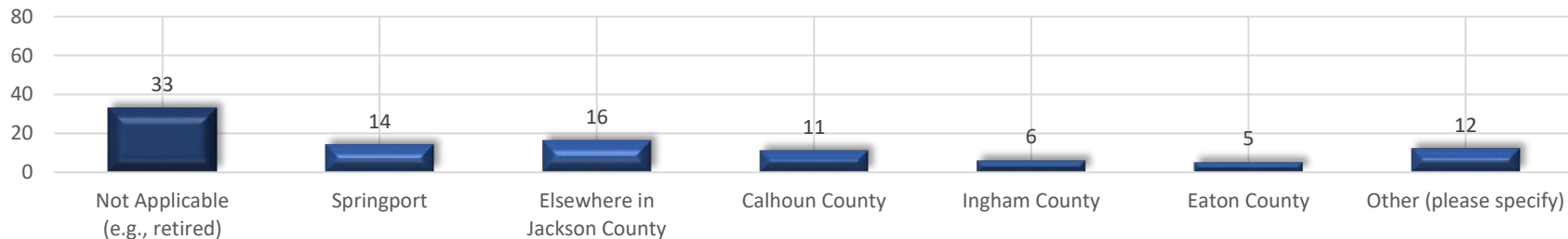
Approximately 57% of respondents had an annual household (HH) income of \$50,000-\$99,999 (29%) or \$25,000-\$49,999 (28%). Approximately 24% had an income of less than \$25,000. Approximately 19% had an annual HH income of at least \$100,000 ($n=90$).

Given the large number of students who took the survey, the results are also displayed filtering them out.



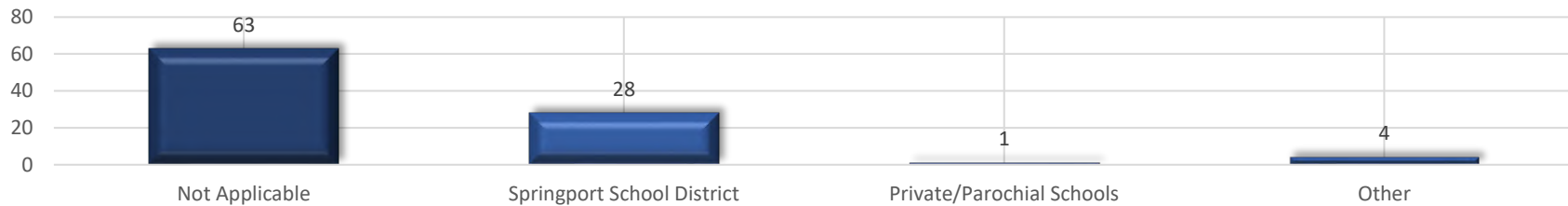
Approximately 58% of respondents who did not identify themselves as students had an annual household (HH) income of \$50,000-\$99,999 (29%) or \$25,000-\$49,999 (29%). Approximately 19% had an income of less than \$25,000. Approximately 24% had an annual HH income of at least \$100,000 ($n=42$).

Place of Work



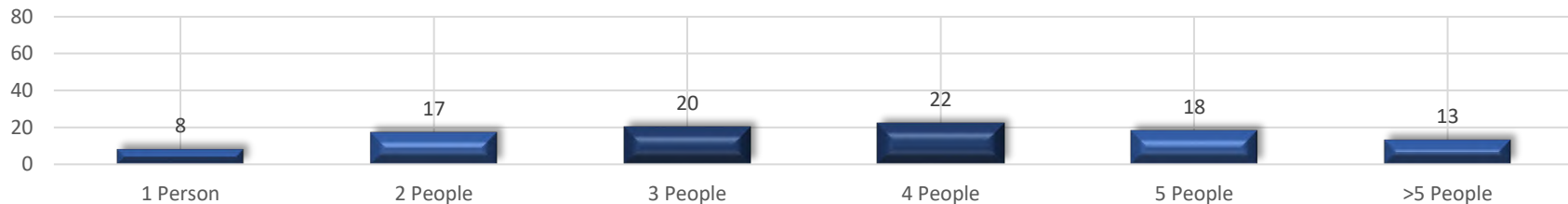
A large number of respondents indicated the question was not applicable. Of the 66% who were employed, approximately 47% worked in Springport (22%) or elsewhere in Jackson County (25%). Approximately 34% worked in the counties of Calhoun (17%), Ingham (9%), or Eaton (8%). Approximately 19% worked elsewhere ($n=97$ - see page B-27 for the 'other' responses.).

School Attendance



A majority of the respondents indicated the question was not applicable. Of the 34% with children attending school, approximately 85% sent their kids to the Springport School District. Approximately 15% enrolled their children in a private/parochial school (3%) or elsewhere (12%) ($n=96$ - see page B-27 for all of the 'other' responses).

People per Household



Approximately 42% of respondents lived in a 3-person (20%) or 4-person (22%) household. Approximately 31% lived in a 5-person (18%) or >5-person (13%) household. Approximately 25% lived in a 1-person (8%) or 2-person (17%) household ($n=98$).

General Comments

Respondents were given the opportunity to provide general comments:

This was an open-ended question with responses from 38 people, represented by the adjacent word cloud. The largest grouping of comments concerned Village government (i.e., mostly con, but some pro). The dilapidated look of the Village (e.g., the condition of housing and vacant buildings, etc.) was also commented on frequently, including concerns regarding traffic, parking, and street conditions. Respondents pointed out the need to attract new businesses and support existing enterprises. Appreciation of the Village was also stated, along with requests for trails and sidewalks (*see page B-27 for all of the responses*).



Responses to Open-Ended Questions

What other uses would you like to see in Downtown Springport?

1.	Fixing all the ugly houses or at least making the homeowners fix them.
2.	Strip club.
3.	More stores.
4.	Something, maybe a sign.
5.	Fresh food.
6.	Fix these pot holes and water holes in the road.
7.	People need to fix their houses and quit just putting junk in their yard.
8.	Fast Food
9.	[Redacted]
10.	Better roads and no stop light.
11.	No answer.
12.	More art and murals around downtown.
13.	Open a marijuana dispensary in order to drive out all of the drug dealers. Allow the introduction of another internet provider to break Springcom's monopoly.
14.	More food places and a dispensary.
15.	The removal of Springcom as it is a monopoly and that is against the law.
16.	The removal of Springcom because it is a monopoly and the introduction of a marijuana dispensary to stop the unlawful sale by independent "entrepreneurs"
17.	Revitalize the rundown houses and do something about the closed down stores in town.
18.	Sporting good

19.	Nothing
20.	More small business.
21.	Better parking
22.	Strip club.
23.	It would be nice to have more parking than just the street. Also, we need to make the gas station better to pull out of because it dangerous the way it is.
24.	Coffee/Candy Shop.
25.	I would like to see Jennifer Naylor fired and the DPW workers. They do nothing but kill cats, try to get local businesses shut down by filing false claims with the states, there is a felon on the city Council (which should not be allowed). The manager of the village should have a degree and should actually want to improve the village. If you start from there I'm sure the village would flourish and more people would come to local businesses
26.	More storefronts put to use.
27.	Pharmacy, dentist, hardware, coffee shop, year round grocery store with fresh produce, fitness/wellness center, walking/biking path, child care center for infants and up.
28.	Groceries, coffee shop.
29.	Hardware and/or second hand store.
30.	The old laundromat and general store buildings on either side of [Chubby's Café] need to either be renovated, demolished or completely boarded off. Only a matter of time before a fire occurs taking out that whole strip.
31.	More for youth.
32.	Grocery/hardware (auto store).
33.	Barber shop for men and young people (not Connie's one cut style. She should retire her styles are very old school. Her days are numbered serving the elderly.
34.	Needs a grocery store, and a hardware store!!
35.	Need hardware-grocery store.
36.	Hardware, gas station, entertainment, sit down dining, banking.
37.	hardware, eat, drink, socialize.
38.	Bike trails, pizza local, fresh groceries.
39.	Hardware reopened, cafe/coffee shop.
40.	Hardware, car wash.
41.	Hardware, car wash, equipment repair shop.
42.	There needs to be parking lines in front of the library and post office. People park every which way and in some case causes a safety hazard. Example [sketch showing a car blocking the alley way and a car sticking out into the road in front of the post office].
43.	Coffee shop, youth center.
44.	Hardware store.
45.	Hardware, better gas station.
46.	Some-one move-in to hardware.
47.	Hardware.
48.	Hardware store.

Place of Work

1.	Springport and Jackson
2.	Anything
3.	Albion
4.	Lansing
5.	Self-employed
6.	Lenawee County
7.	Albion
8.	I do not work yet because I am a student
9.	Albion
10.	-
11.	Retired
12.	-

School Attendance

1.	I don't have kids
2.	-
3.	Eaton Rapids
4.	-

General Comments:

1.	There is nothing to do here. Your only landmark is the [T&N] Dairy Kreme and it's service is terrible.
2.	N/A
3.	Overall Springport is a nice little town, but steps need to be taken to improve the look of Springport (mainly the houses). Also, we need to attract more businesses and entertainment.
4.	Idk
5.	N/A
6.	Stop trying to get rid of the good restaurants, stop killing the stray cats that run around town, start being nicer to the people in the village, stop having private meetings and involves us in the changes.
7.	No answer.
8.	None.
9.	The only good thing about Springport is the FFA community and even that doesn't matter that much.
10.	Springport could very well be a wonderful vibrant town such as the like of Eaton Rapids just up M-99 but sadly we as a town are so resistant to change that the first new store that we got was a dollar general and even that was met with fear and speculation at its construction. We as well allow eyesores such as the old hardware store to stay empty and neglected. We could be so much more in this town if we just fixed a few things here and there.

11.	Springport is a small town where everything is walking distance nothing to do but it's a somewhat safe town just don't walk at night.
12.	I am the guy who runs around Springport so more trails for bicycling and running would be nice.
13.	Stop trying to get local businesses shut down! It's [sic]. We should be supporting each other, not trying to bring each other down.
14.	Appreciate the dedication of Village Council and Village Manager.
15.	Paying the water/sewer bill online would be amazing :)
16.	Our Village has made some great improvements. I think there is room for so much more growth. We need investors!
17.	Note that [as] survey is being filled out, at the Village Supervisor's request, from the standpoint of Jackson District Library as a system - some of the above answers are not applicable.
18.	Please set up water and sewer bills so that the balance can [be] checked online and it can be paid online. We need better internet options, better lighting on some of the side streets in town, and better cell coverage.
19.	Springport is a great place with good people. But some of the town needs to be renovated to beautify the area. The two buildings, abandoned and crumbling, next to Chubbys [Café] need removed. The library needs an upgrade. We need to remove the "grandfather" law ordinance that prohibits ATT and Comcast from entering the area. We need to introduce more industry and business.
20.	The alley behind Chubby's [Café [sic]] the dilapidated building in this town are a real eye sore. You let people park the wrong way on streets [sic] really bad at post office. When I learned to drive we learned which way to park and on what side of street. Our 4 way is terrible. I've nearly go hit twice crossing the street (in the crosswalk) people hardly ever even come to a complete stop and our police do nothing about it. Now let's go on to those super loud motorcycles that if my car was that loud I would be pulled over in a second. Why do you let them disturb everyone with the racket they make? I've even seen our bus drivers roll right through the corner stop ... Someone is going to Die!
21.	I don't want to see people treating each other in the Village bad. [Nobody] likes a hater. I don't want to see the local drunks sitting on the Village benches drinking beer while the Village police just drives by and waves. I don't like bikes on the sidewalks. Have bikes ride on the street. I don't like the open drug use here in the Village. We all know how these people are. On a positive side [sic] people doing the cemetery looks great. Dollar general is great. The bar and Chubby's [Café] are all great. I hope it stays that way. The flowers are very pretty. The [T&N Diary Kreme] not so much, the owners of that place should run it [themselves]. The young people that work there are very slow. We really love the Village. Please everyone, keep up the good works. Let's everyone try to get along with each and the [sic] about the pizza place needs to stop. Who cares if he's here, or a farmer or what, he's a good man that works hard. That [is] all I can say.
22.	[Redacted.]
23.	N/A
24.	Needs new Village Council and other boards and commissions. Get new building inspector !!
25.	Need new Village Council and other boards and commissions, building inspection.
26.	Very few [I am satisfied with the mix of business types within Downtown Springport]. ? [the Village has many historic structures that should be preserved].
27.	The old railroad right-of-way was once a functioning useable trail. Maybe it should be relooked into as to who or why the Village entrances to the trail was closed before any time or \$\$ is spent to re-open/develop the trail.
28.	There are some properties that are in bad need of repair or demolition. The old Springport Steel building is a fire trap, and a horrible eyesore!!! Residents are throwing their household trash in there and like 500 old tires are stored in there. We have kids partying and hanging out there. I have not made official complaints but I'm very concerned at my property next door.
29.	Springport is a very nice community. It is difficult to bring in new sustainable businesses. I think the addition of the Dollar General is a HUGE benefit to our community and to people who visit here.

30.	Prefer a small town atmosphere. If I wished all the amenities of a large city, I would move to one.
31.	Not sure what you guys can do about it but the back roads (like Mechanic-Holibaugh) are terrible. Shoveling loose asphalt into the potholes does absolutely nothing besides wasting tax payer money.
32.	Sidewalk to Dollar General. Pearl Street paved. Sidewalks to city limits on Mechanic Street. Sidewalks on Ayer Street. Pothole on Pearl by bank needs fixed. Like to see more businesses open in downtown. Need more living space - apartments etc. Too many empty buildings in downtown. We have a nice community. Great place to live and raise children. Need some place for kids to hang out and occupy their time.
33.	Hi everyone. You are all Great :)
34.	No kids [where your children attend school]. Hope to see empty buildings filled, but with what kind of business. just don't know what kind of business would all you to make a living in Springport.
35.	Too late [the Village has many historic structures that should be preserved]. Too much [traffic enforcement by the Springport Twp. Police Dept.]. Used to have farm implementation dealer, used cars, 5&10 cent store, fairgrounds, [sic] products, county garage, book binders, lumber yard, coal sales, RR tracks, itinerant housing, drug stores, 2 grocery stores, radio repair, appliance sales, hotel, body shop, propane dealer, pinball machines, phone booth, popcorn stand, saw mill, barber shop. All are gone that made this a town to live in. Time has passed us by. You can no longer name everyone in town and the buildings are all gone. Many of the things not mentioned are here in different forms. You are to be commended for trying to make a difference, but small town America is a thing of the past.
36.	1. Need to fix the concrete bump by the C store entering Main Street from E. Rapids direction (east end and section by [T&N Dairy Kreme] going towards the schools). 2. Miss having a hardware store.
37.	To many vacant home and upkeep.
38.	If we have any neighborhood watch signs, I would like one for my right-of-way in front of my vacant lot. Just my opinion, the historical buildings for the most part from my view, (ex: the rear of the Hotel) look like crap and should be torn down or fixed up. The metal posts across my back property are crooked. When the guys are downtown with the backhoe I could use help straightening them and I will paint and continue upkeep as needed. Love our DPW.

APPENDIX C
MAPPING

Table of Contents

Base

Base Map	C-3
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Natural Resources

Topography	C-4
Surface Waters	C-5
Hydric Soils	C-6
Agricultural Soils	C-7

Community Facilities and Services

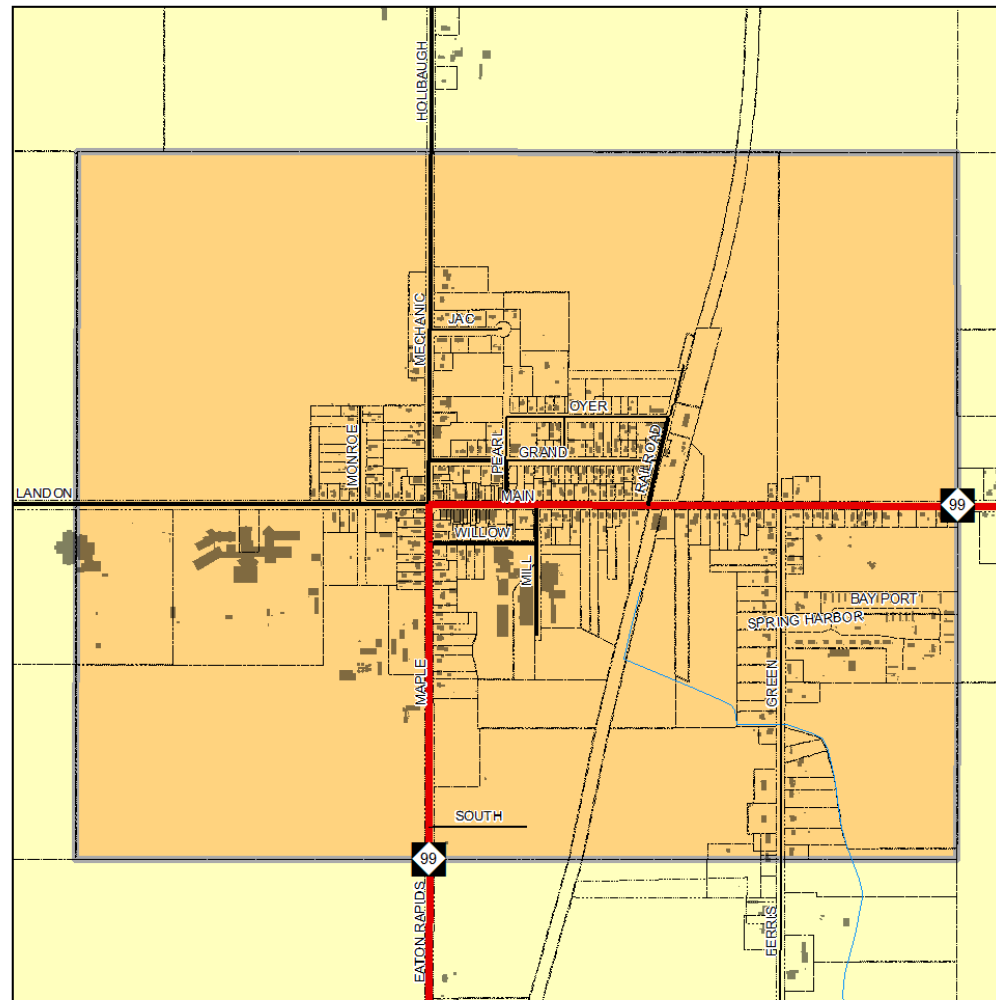
Community Facilities	C-8
Central Business District	C-10
Downtown Development Authority	C-11
Springport Community Park	C-12
Sykes Memorial Park	C-13

Transportation Facilities and Utilities

Street Network	C-14
Surface Conditions: <i>Federal-Aid Eligible Streets</i>	C-15
Wellhead Protection Areas	C-16

Land Use










Property Assessment	C-17
Aerial Photography	C-18
Future Land Use	C-19
Downtown Plan	C-20
Zoning Districts	C-21

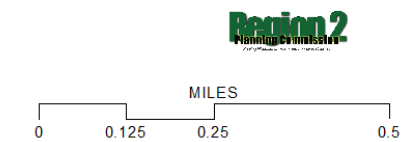


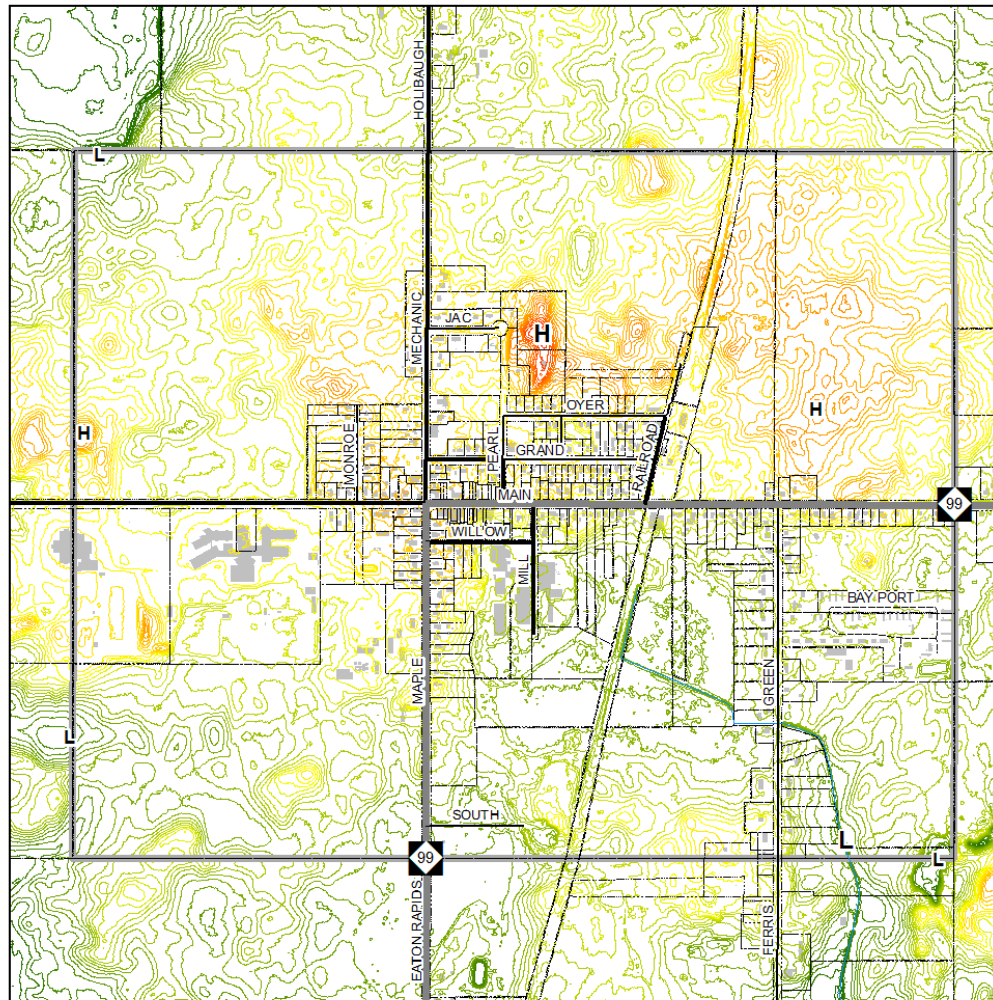
VILLAGE OF SPRINGPORT 2019 MASTER PLAN

BASE MAP

LEGEND

-  VILLAGE OF SPRINGPORT
-  SPRINGPORT TOWNSHIP
-  PROPERTIES
-  STATE HIGHWAY
-  VILLAGE MAJOR STREETS
COUNTY PRIMARY ROADS
-  VILLAGE MINOR STREETS
COUNTY LOCAL ROADS
-  PRIVATE STREETS AND ROADS
-  COUNTY DRAINS
-  BUILDING FOOTPRINTS

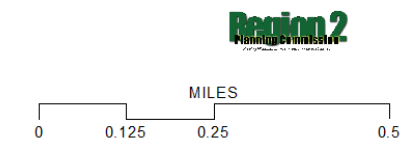
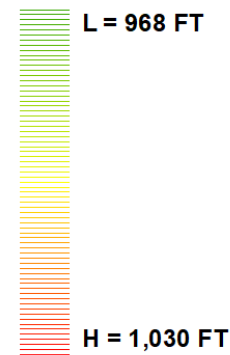


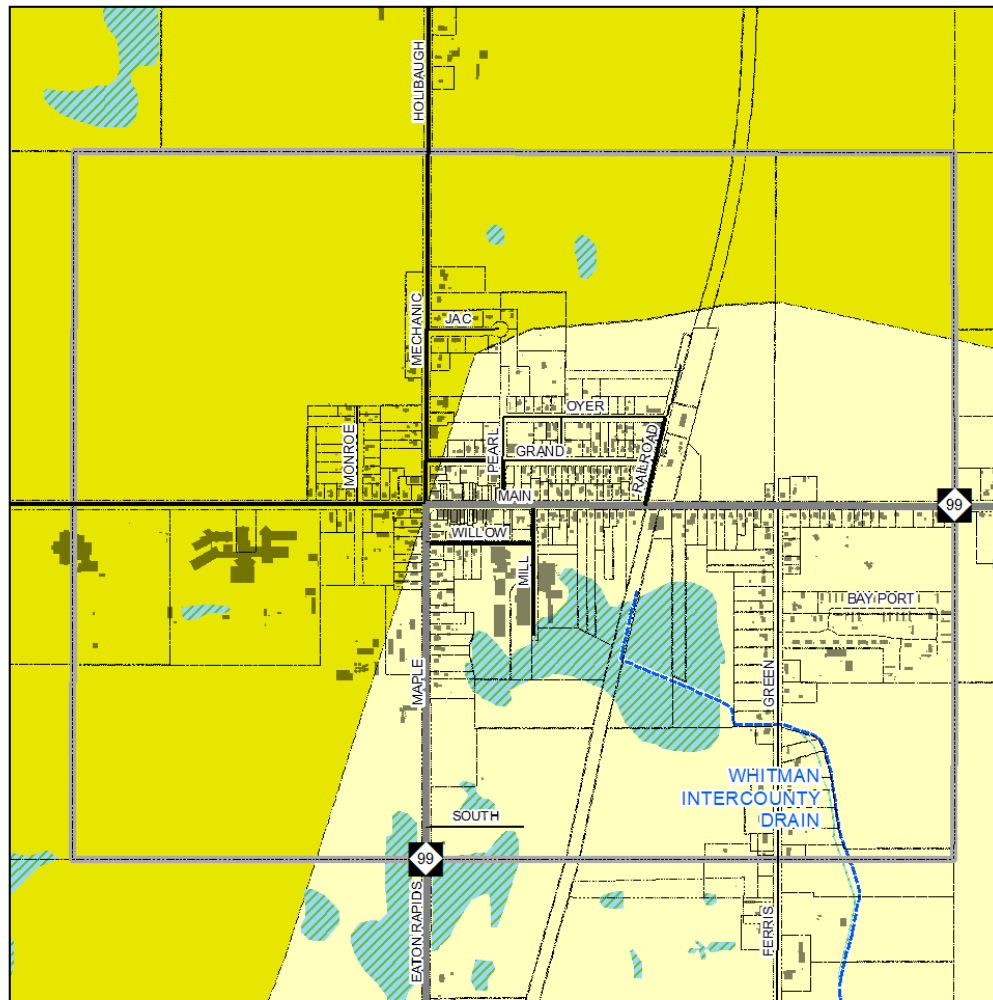


VILLAGE OF SPRINGPORT 2021 MASTER PLAN

TOPOGRAPHY

LEGEND



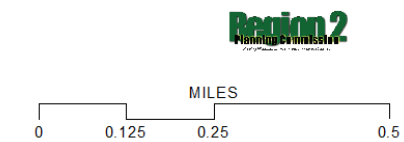


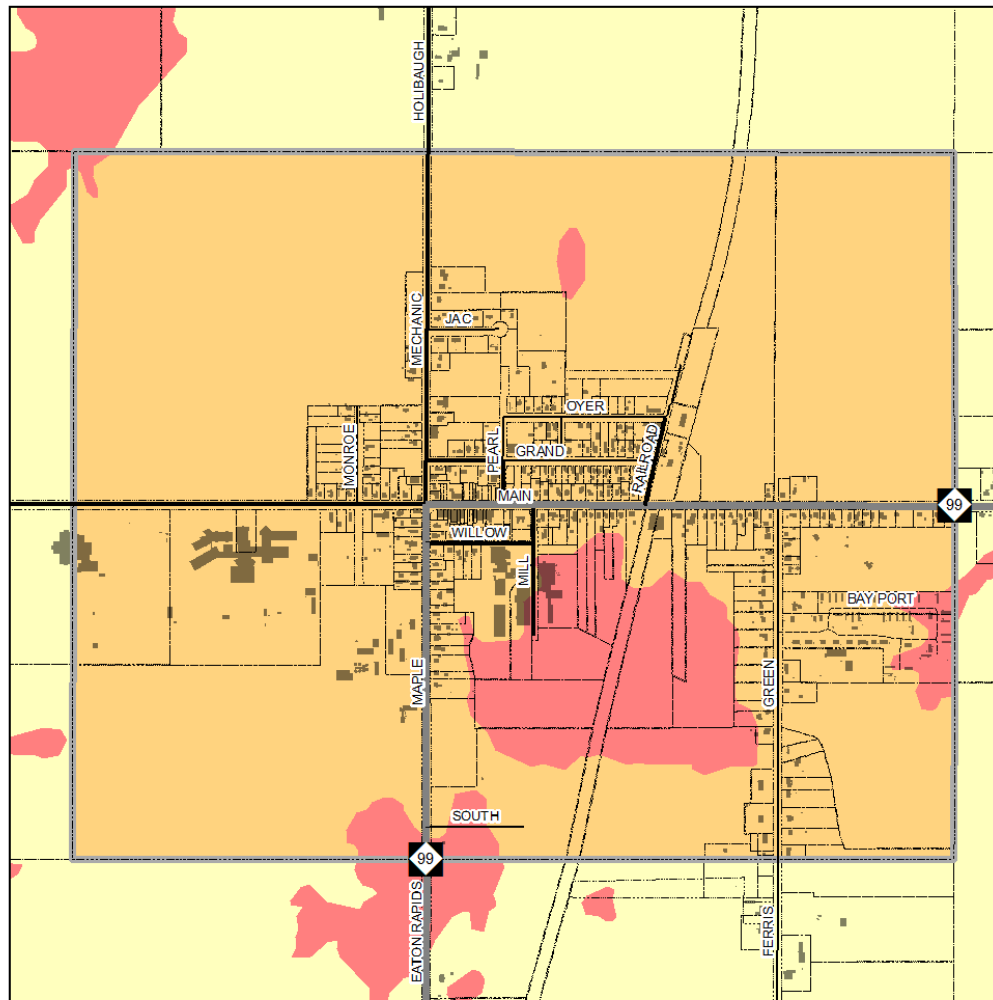
VILLAGE OF SPRINGPORT 2021 MASTER PLAN

SURFACE WATERS

LEGEND

- UPPER GRAND RIVER WATERSHED
- KALAMAZOO RIVER WATERSHED
- WETLANDS
- COUNTY DRAINS




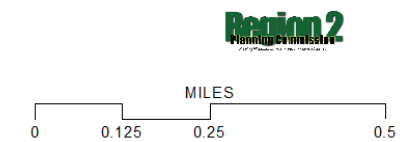


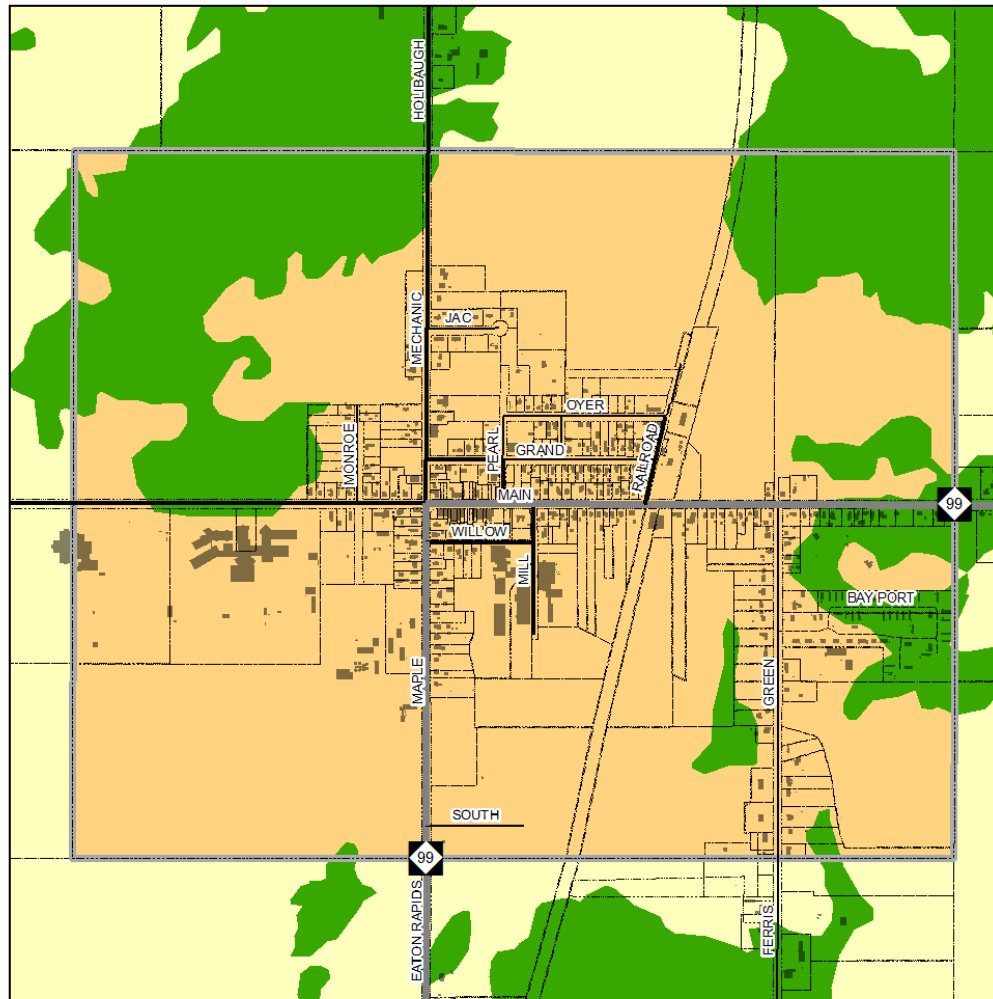
VILLAGE OF SPRINGPORT
2021 MASTER PLAN

HYDRIC SOILS

LEGEND

 HYDRIC SOILS



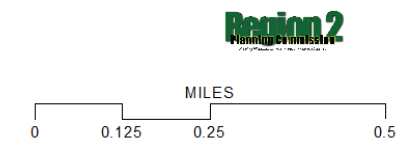


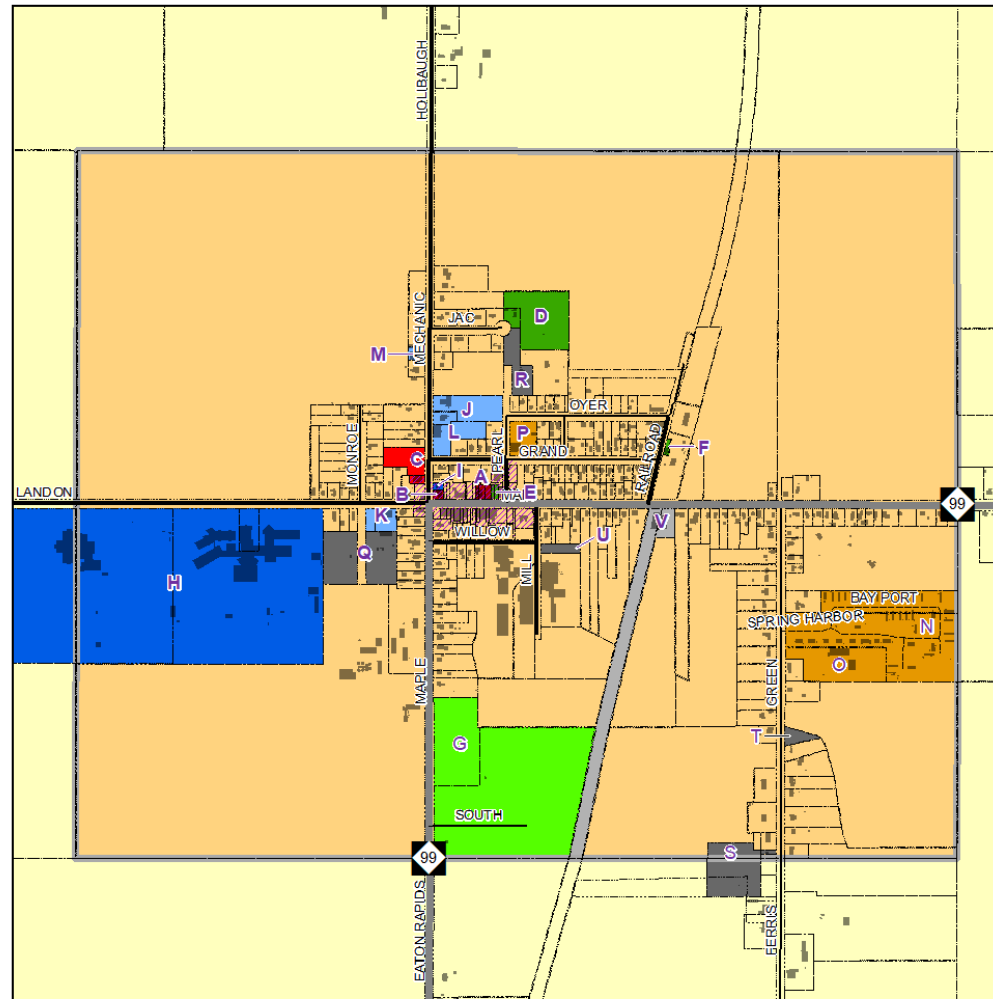
VILLAGE OF SPRINGPORT 2021 MASTER PLAN

AGRICULTURAL SOILS

LEGEND

MOST PRODUCTIVE AGRICULTURAL SOILS





VILLAGE OF SPRINGPORT 2021 MASTER PLAN

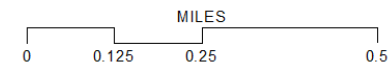
COMMUNITY FACILITIES

LEGEND

- SPRINGPORT VILLAGE AND TOWNSHIP HALLS
- SPRINGPORT CLARENCE REG. FIRE DEPT.
- PUBLIC PARKS AND HISTORIC STRUCTURES
- SPRINGPORT VILLAGE CEMETERY
- PUBLIC SCHOOLS AND LIBRARIES
- CHURCHES AND CIVIC CLUBS
- APARTMENTS AND MOBILE HOME PARKS
- VILLAGE DEPARTMENT OF PUBLIC WORKS (DPW)
- PRIVATE UTILITIES
- CENTRAL BUSINESS DISTRICT (CBD)

PLEASE SEE THE KEY FOR FACILITY NAMES

Region 2
Planning Commission



Community Facilities Key

Public Institutions

- **Municipal Halls and Police and Fire Departments**
A = Springport Village Hall and Springport Township Police Department
B = Springport Township Hall
C = Springport Clarence Regional Fire Department
- **Parks and Cemeteries**
D = Springport Community Park
E = Sykes Memorial Park
F = Springport Depot building
G = Springport Cemetery

Private Institutions

- **Schools and Libraries**
H = Springport Public Schools
I = Springport Branch of the Jackson District Library
- **Churches and Civic Clubs**
J = Springport Bible Church
K = Springport United Methodist Church
L = VFW Post 6056
M = Masonic Temple

- **Apartments and Mobile Home Parks**

N = Springport Mobile Home Park
O = Green Meadows Apartments
P = 201 Grand Street Apartments

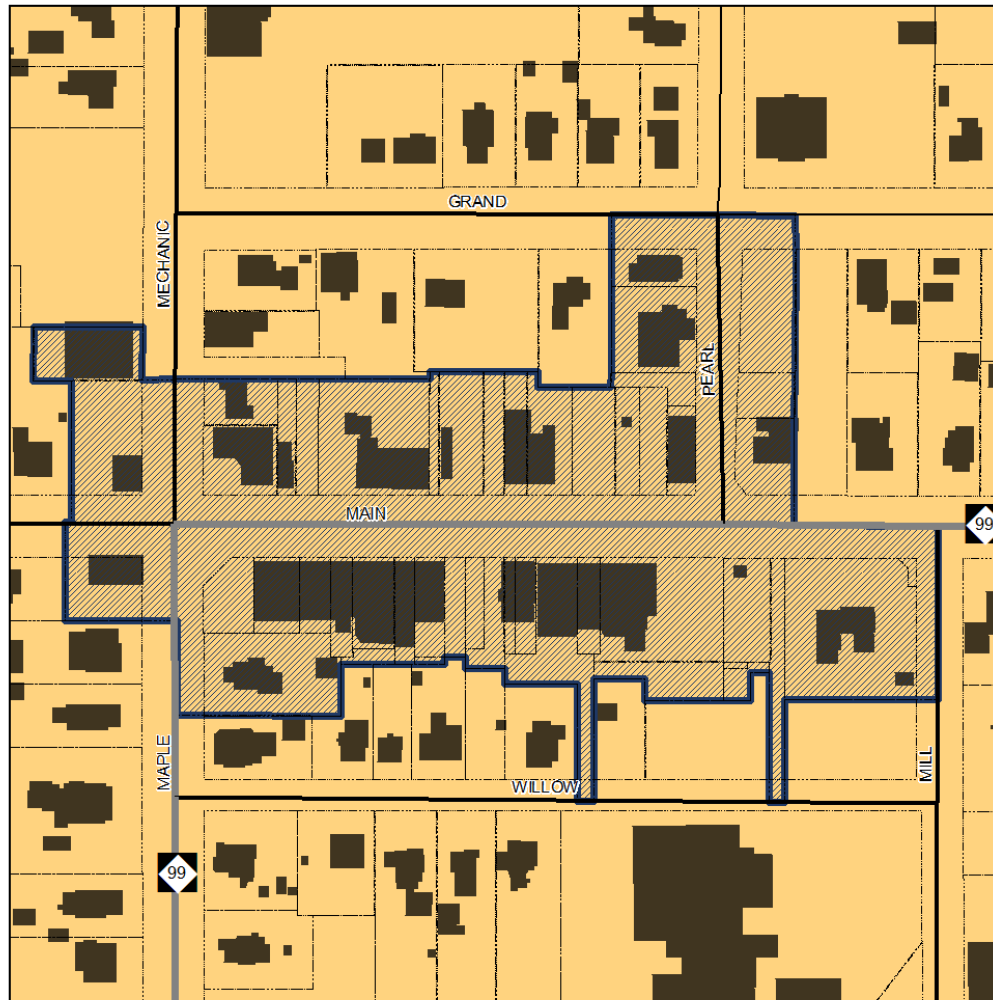
Utilities

- **Springport DPW**

Q = DPW Compound
R = Water Tower
S = Well House
T = Sewer Lift Station
U = Storm Sewers

- **Private Utilities**


V = Springcom Inc. Office (Springport Telephone Co.)

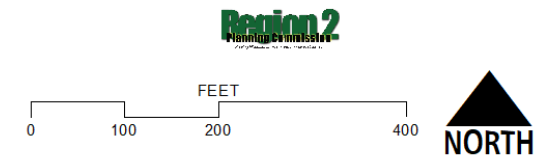


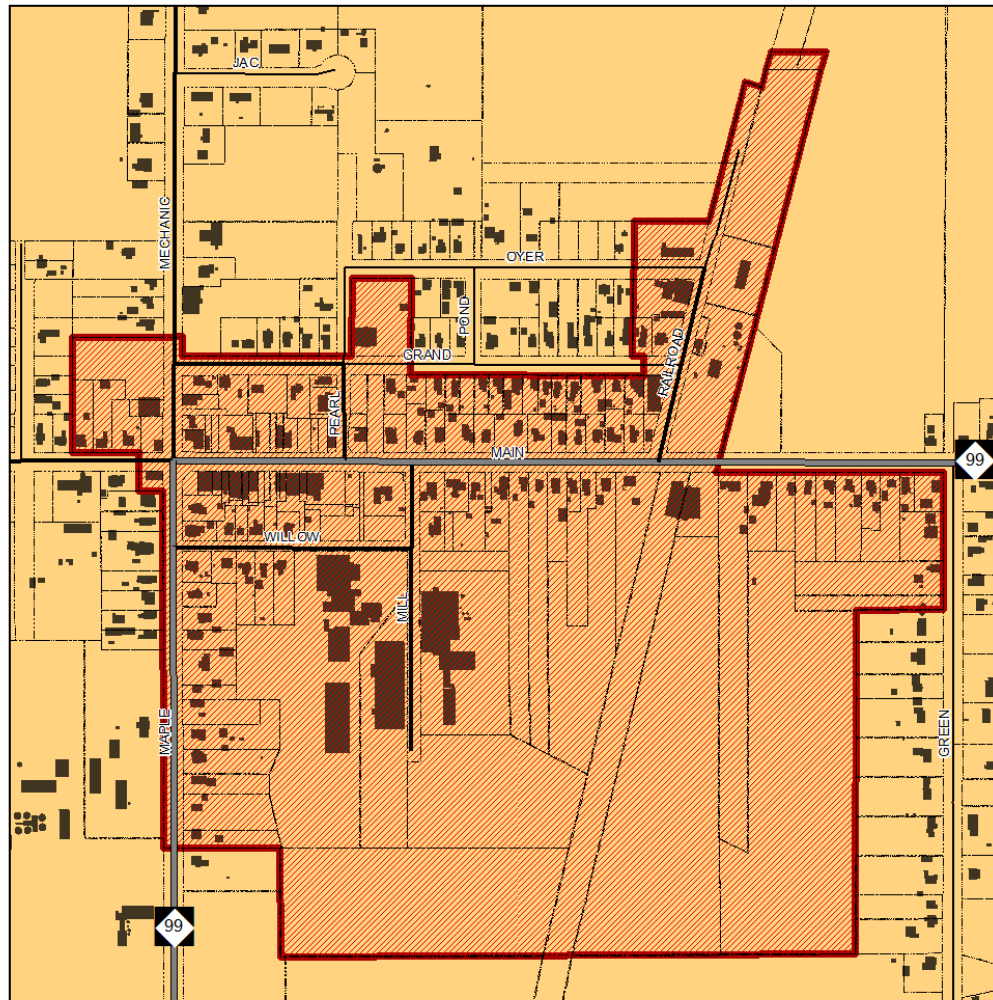
VILLAGE OF SPRINGPORT
2021 MASTER PLAN

**DOWNTOWN
SPRINGPORT**

LEGEND

 DOWNTOWN SPRINGPORT




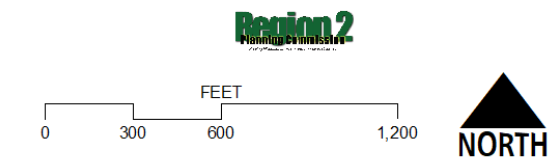


VILLAGE OF SPRINGPORT
2021 MASTER PLAN

**DOWNTOWN
DEVELOPMENT
AUTHORITY (DDA)**

LEGEND

 SPRINGPORT DOWNTOWN
DEVELOPMENT AUTHORITY (DDA)



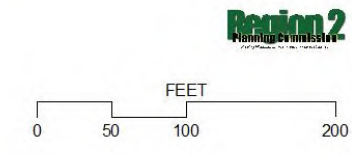


VILLAGE OF SPRINGPORT
2021 MASTER PLAN

**SPRINGPORT
COMMUNITY PARK**

LEGEND

 SPRINGPORT COMMUNITY PARK




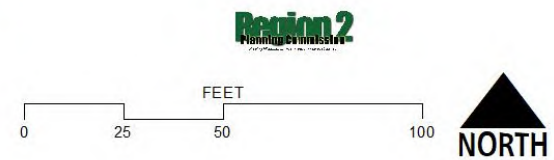


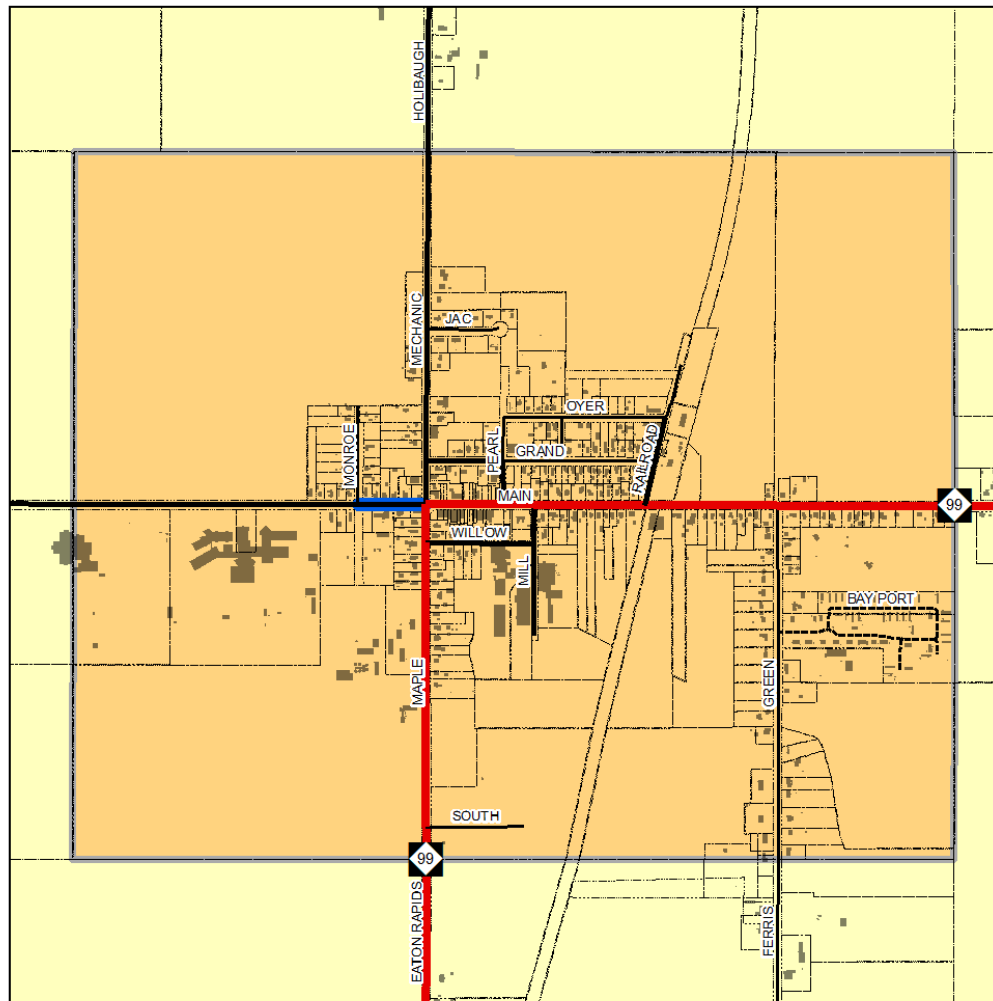
VILLAGE OF SPRINGPORT
2021 MASTER PLAN

**SYKES
MEMORIAL PARK**

LEGEND

 SYKES MEMORIAL PARK








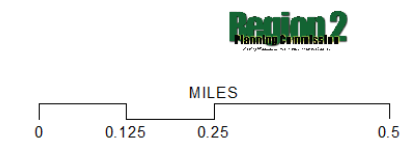


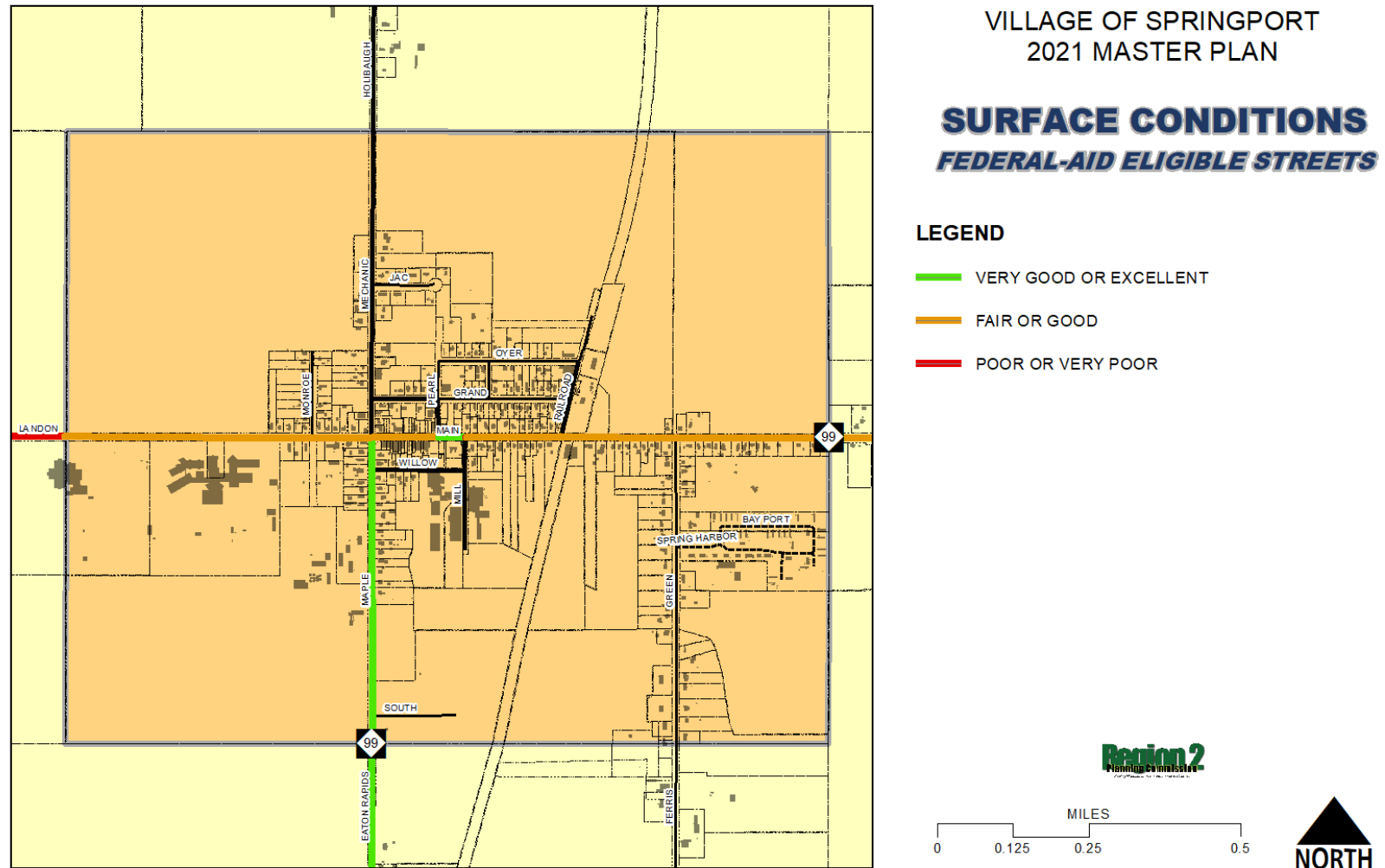
VILLAGE OF SPRINGPORT 2021 MASTER PLAN

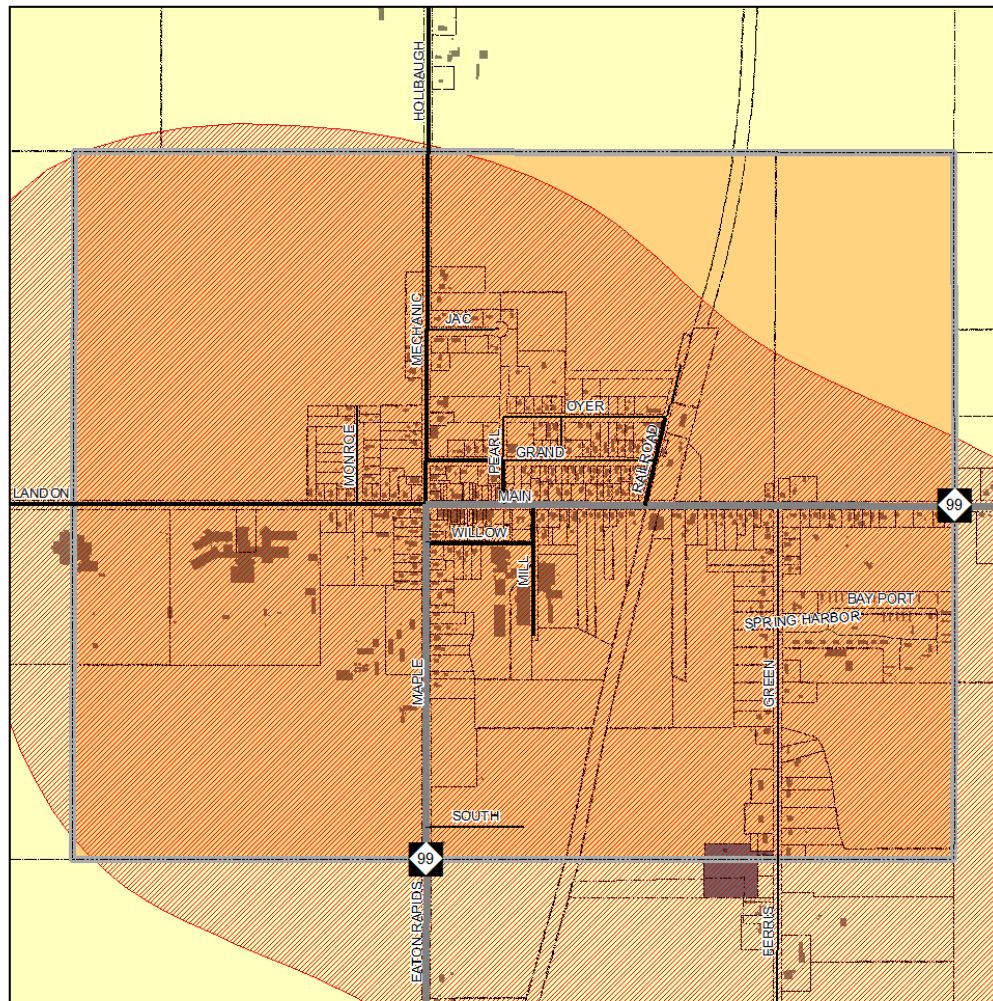
STREET NETWORK

LEGEND

-  STATE HIGHWAYS
-  MAJOR STREETS AND PRIMARY ROADS
-  MINOR STREETS AND ROADS
-  ALL SEASON ROADS
-  PRIVATE STREETS AND ROADS





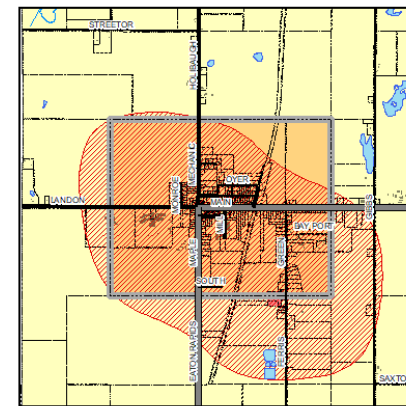


VILLAGE OF SPRINGPORT 2021 MASTER PLAN

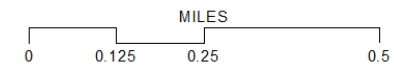
MUNICIPAL WELLHEAD PROTECTION AREA

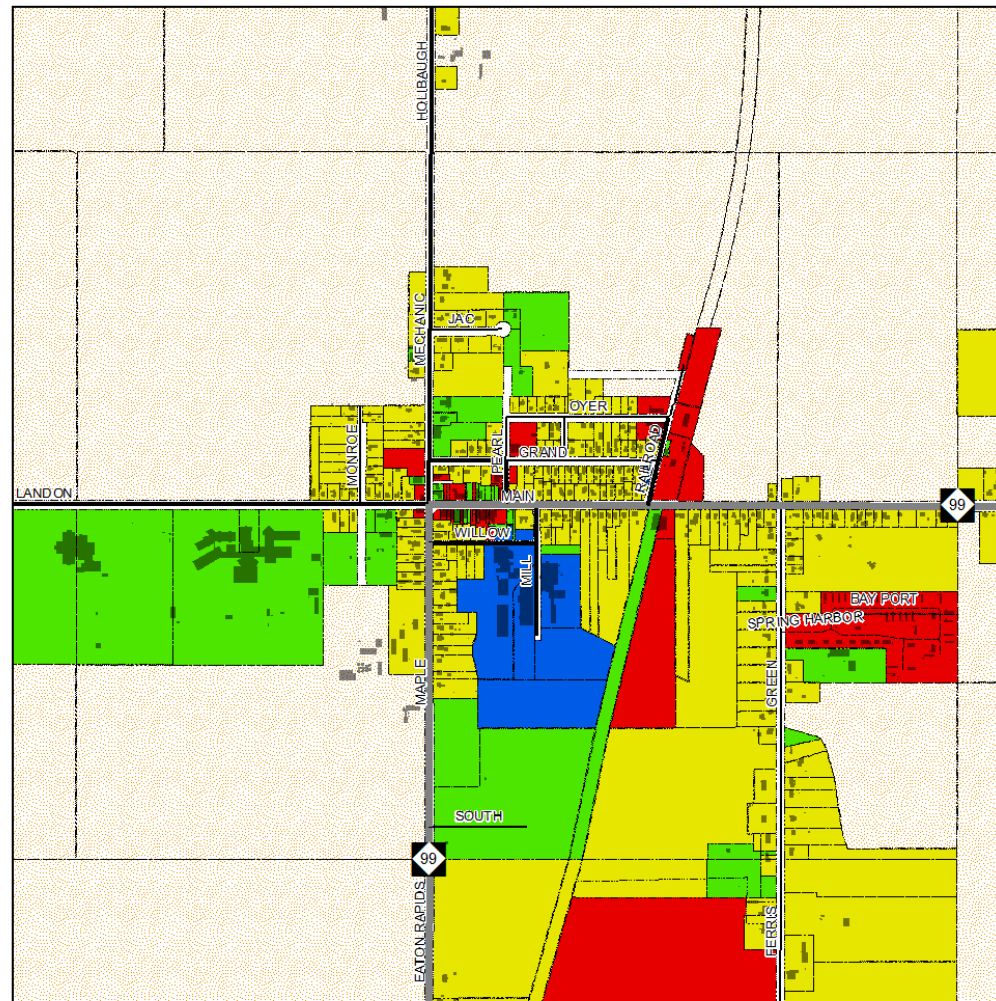
LEGEND

- MUNICIPAL WELLHEAD PROTECTION AREA
- SPRINGPORT WELL HOUSE PROPERTY



Region 2
Planning Consultants










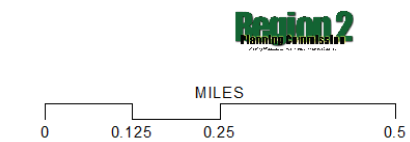


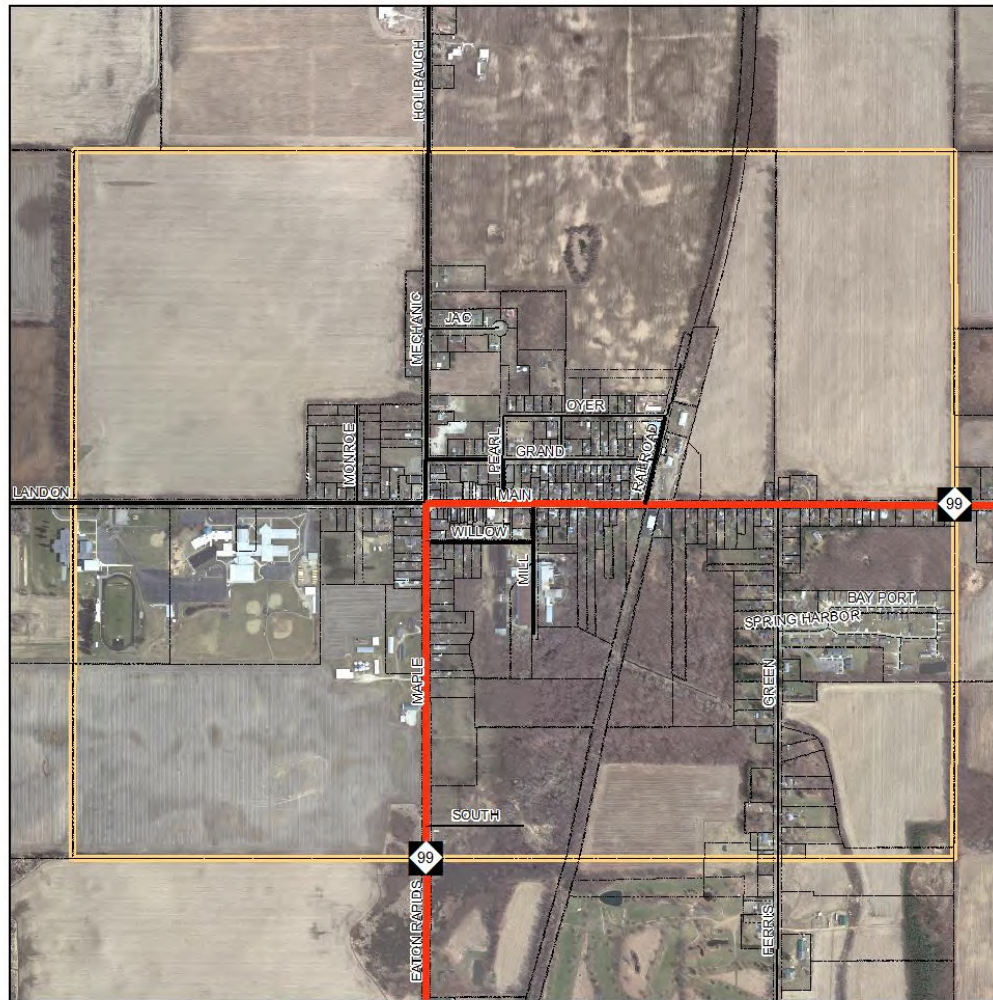
VILLAGE OF SPRINGPORT 2019 MASTER PLAN

PROPERTY ASSESSMENT

LEGEND

- AGRICULTURAL**
-  AGRICULTURAL
- LOW INTENSITY DEVELOPMENT**
-  LARGE LOT RESIDENTIAL
- HIGH INTENSITY DEVELOPMENT**
-  COMPACT RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  INSTITUTIONAL
-  INSTITUTIONAL (EXEMPT)



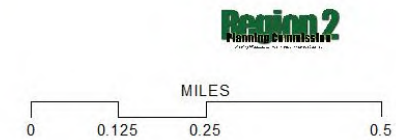


VILLAGE OF SPRINGPORT 2021 MASTER PLAN

AERIAL PHOTOGRAPHY

LEGEND

- VILLAGE OF SPRINGPORT
- PROPERTIES
- STATE HIGHWAY
- VILLAGE MAJOR STREETS
COUNTY PRIMARY ROADS
- VILLAGE MINOR STREETS
COUNTY LOCAL ROADS
- PRIVATE STREETS AND ROADS



Region 2
Planning Commission



