

CHARTER TOWNSHIP OF OSHTEMO
Growth Happens... Let's Decide How
MASTER PLAN 2011

**CHARTER TOWNSHIP OF OSHTEMO
MASTER PLAN 2011**

Acknowledgments

This document is the result of the ideas, opinions, and research shared by the hundreds of citizens, business owners, and stakeholders who have donated their time to participate in our community survey, workshops, and public meetings as well as review and comment on working drafts posted on our website. Thanks to everyone who participated.

The individuals recognized on this page have made exceptional contributions of their time and resources to make the 2011 Oshtemo Township Master Plan a reality.

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OSHTEMO
TOWNSHIP
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Welcome!

Welcome to the 2011 Oshtemo Charter Township Master Plan – a vision for the future of transportation, land use, the economy, environment, and cultural stewardship of our Township. This Plan document is the result of countless hours and efforts of residents, business owners, Township Officials and staff, and consultants over the past two years. The 2011 Oshtemo Plan represents the hopes and desires of all those involved and based on our knowledge of existing and future conditions in the Township and region.

The 2011 Oshtemo Plan builds upon, but is different from previous Township Master Land Use Plans. The Plan is based on the intertwined relationship between transportation systems, economic market conditions, land uses, environmental systems, and cultural awareness.

There will be more technical planning and support necessary to implement the vision outlined in the following pages, but this Plan presents the big picture of how we want to evolve as a community.

The 2011 Oshtemo Master Plan was developed through an open, public process led by community stakeholders who are committed to making a difference in the Township and creating a community where they can live, work, and relax their entire life. The process allowed for the citizens of the Township to make decisions today that will create the Township of tomorrow. Tomorrow starts here. We understand that change happens, but we want to decide how that change will happen. The 2011 Oshtemo Master Plan helps us decide how to manage that change.

The 2011 Oshtemo Plan not only complies with the requirements of the Michigan Planning Enabling Act, Public Act 33 of 2008, as amended, but it also tells the story of the Township's past, present, and future potential. The Oshtemo story is unique in how it weaves the shared values of the community in and through its recommendations and policies. The story starts with an explanation of how the Township got to where it is today and how that journey has positioned the Township for what it can be tomorrow.

Oshtemo is a community that has a traditionally rural character, unique development patterns and influences, abundant natural features, open space, and proximity to Kalamazoo and Grand Rapids. In addition to the many assets and amenities offered in the Township, the community is ideally situated to take advantage of the abundant historical, cultural, and institutional facilities located in the surrounding communities.

The 2011 Oshtemo Plan is based on the hopes, dreams, concerns, and ideas of those community members that live, work and play in Oshtemo. These hopes, dreams, concerns and ideas represent the values shared by the community and are the basis of the goals and vision presented in the 2011 Oshtemo Plan.

OSHTEMO TOWNSHIP MASTER PLAN 2011

Uses of the Master Plan

A master plan is used for a variety of purposes. At the most basic level, a master plan is used as the basis for a community's zoning ordinance. One of the requirements that make zoning constitutionally valid is that the ordinance be based on a comprehensive plan for the development of the jurisdiction. The Michigan Zoning Enabling Act (P.A. 110 of 2006, as amended) requires that zoning ordinances be based on a plan.

In context of the Michigan Zoning Enabling Act, the master plan is a study of the present and future growth of a municipality that identifies the land needed for various types of activities, including open space, single-family and multi-family residences, commerce, and industry. After a master plan is adopted, a municipality can then adopt a zoning ordinance to assure that land is available and allocated to meet the community's long term needs.

A common use of the master plan is for reference for zoning changes and special use permits. One of the primary considerations in a rezoning is compliance with the master plan and the future land use map.

Another important function of the master plan is giving guidance to developers and potential homeowners in making investment decisions. Consistent and reasonable application of the master plan by the Township reduces risk and uncertainty in the real estate market.

The master plan provides guidance and coordination in the provision of public services. Understanding long-term growth patterns is helpful in making decisions for public investments, such as parks, roads, and water and sewer infrastructure.

A master plan can be the basis for proactive projects and programs to improve a community. A fundamental part of the master planning process is the public involvement that forms the basis for the future land use plan and indicates the community's desires for its future and its long-term vision. The goals and objectives of a master plan reflect desires for physical development.

A master plan presents the vision of a community over the next 20 years and beyond, but also includes a number of specific, short term implementation activities intended to realize the overall vision of the Plan.

This document, then, is the Master Plan that has been developed and adopted by the Oshtemo Charter Township Planning Commission pursuant to the Michigan Planning Enabling Act, Public Act 33 of 2008, as amended.

Organization of the Master Plan

The Oshtemo Master Plan is organized into several chapters describing the existing conditions in the Township, the plan and future vision for the community, and the steps for achieving that vision.

The **Community Profile** chapter is an analysis of the current situation in Oshtemo Township with regards to its population and their demographics. Based in numerical data, this section gives an idea of the trends in the Township and allows some projections about the future.

The **Existing Land Use** chapter is a more subjective analysis of the conditions on the ground in Oshtemo. Including maps, pictures, and text, its purpose is to present the Township as it exists today.

The **Housing** chapter presents a specific analysis of housing trends and conditions in the Township including the number and types of housing units, the cost and value of those units, and the age of housing in the Township. Trends are used to project anticipated development need and demand in the future.

Physical Character & Environment describes the character of the township and the various types of open space that exist in the community. Specific characteristics and qualities of the environmental amenities and natural resources present in the community are also described.

The **Transportation & Community Services** chapter presents an analysis of public services in the Township including the circulation system, public facilities, utilities, and other public services. Maps are used to present current conditions and planned improvements.

The **Public Input** chapter describes the process used to collect input from the public and summarizes the results. A more complete summary of the results is presented in the Appendix.

Goals and Objectives are the vision the citizens of Oshtemo have for themselves in the future. The goals are crafted from the analysis of the existing conditions and utilized to develop the future land use plan.

The **Future Land Use** chapter itself will be the guiding force for development into the future. Using the citizens' stated goals, it will present the way that Oshtemo can achieve the goals and vision established in the Plan.

The **Genesee Prairie Sub-Area Plan** and **West Main Street Sub-Area Plan** are specific sub-area plans conducted on specific areas within the Township. These chapters present the results of those efforts and the specific recommendations to be applied to those areas.

The **Implementation** section will answer the "how" of the Master Plan. With specific programs, ideas, and regulations, it will guide the Township along the path to shaping the Oshtemo of the future.

CHAPTER 1

Community Profile





CHAPTER 1:

Community Profile

Oshtemo Township is located in southwest Michigan in Kalamazoo County. It is located halfway between the cities of Chicago and Detroit, just north of Interstate 94 with US 131 bisecting the eastern end of the township north-to-south. Originally known as an agricultural community, Oshtemo is now predominantly a residential community with a strong commercial area along West Main Street, which generally serves communities in the western and northern parts of the county and beyond, and another commercial area along Stadium Drive serving a more local customer base. As a community with a large residential base, growing and convenient commercial base, low taxes, and Kalamazoo, Mattawan, and Otsego Public Schools, Oshtemo is an attractive place in which to live and work.

As part of the of the greater Kalamazoo metropolitan area, Oshtemo Township and its residents have many ties to the central city and all of its surrounding communities. Township officials collaborate with neighboring communities on regional issues. Residents of Oshtemo often work, shop, or visit the neighboring communities as well.

Oshtemo Township contains almost 36 square miles. It is bordered by the City of and Township of Kalamazoo to the east, Alamo Township to the north, Texas Township to the south, and Almena Township to the west in Van Buren County. Regional accessibility to the Township is provided by a nearby interchange along I-94 and two interchanges along US 131.

History of Oshtemo

In 1795, when the Northwest Territory was opened for settlement, the area around what would become Kalamazoo County was first set aside for an Indian Reservation. Later, the Treaty of 1821 opened the area for settlement by the many people moving west from the eastern seaboard.

Titus Bronson was the first settler of note in the area; he built his first cabin in 1829, replacing it a year later with a more permanent dwelling on what is now the site of Bronson Park. Kalamazoo was first known as the Village of Bronson; its rapid growth caused it to be named the County Seat in 1831. Six years later the first main line railroad station was constructed.

Oshtemo Township was organized as an independent Township in 1839, although the first recorded settlement of the Township was by Benjamin Drake in 1830.

The name of Oshtemo Township is thought to have been suggested by a Mr. Hammond of the Kalamazoo branch of the Bank of Michigan, and was derived from the Potawatomi Indian word for headwaters, referring to the headwaters of Arcadia Creek. The headwaters are located in the vicinity of South 11th Street and West KL Avenue.

At the time of its incorporation in 1839 there were 67 resident tax payers and 86 non-resident tax payers in Oshtemo Township. The first Township meeting was held on the first Monday in April of that year in Section 14, in a shanty owned by A. Buell.

By 1840 a new school was erected in the village of Oshtemo, replacing an earlier one constructed in 1833. This building was replaced in 1870, by which time the Township had experienced significant growth.

Oshtemo has been transformed from an agricultural area to a predominantly suburban township.

The population of Oshtemo hovered around 2,000 persons from 1870 until after World War I when it began to grow rapidly. By 1970, the population had tripled to nearly 6,000. Over the past 50 years, Oshtemo has been transformed from an agricultural area to a predominantly suburban township. Oshtemo Township became a Charter Township in 1979 due to annexation pressures from neighboring City of Kalamazoo among other reasons.

As shown in Table 1.1, from 2000 to 2010, Oshtemo Township experienced the second highest rate of growth of any municipality in Kalamazoo County, with a 28 percent increase in population. At the same time, the population of Kalamazoo County as a whole grew just 5 percent while the state of Michigan lost population.

Figure 1.1 graphically displays the percent change in population that Oshtemo Township saw between 2000 and 2010. Surrounding townships also experienced growth, most notably Texas Township, which grew by 35 percent. Cooper Township grew by 15 percent. Alamo Township, however, saw its population decrease by one percent.

FIGURE 1.1 - Percent Change of Population (2000-2010)
Oshtemo Township, Nearby Townships, Kalamazoo County, and Michigan

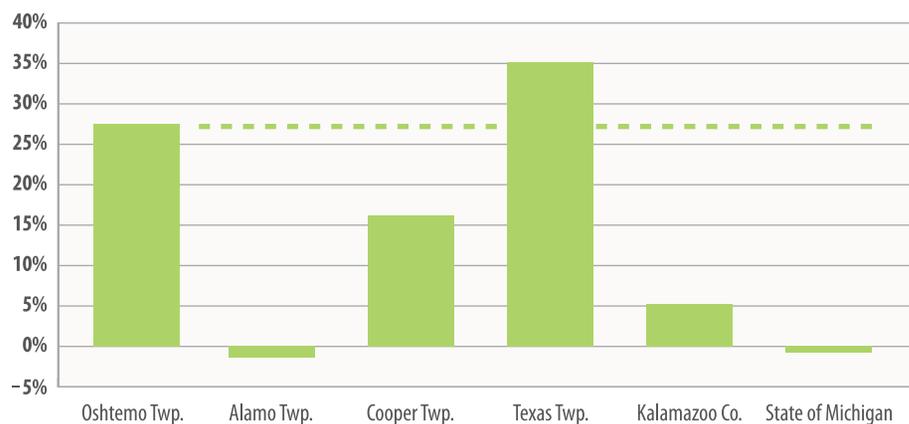


TABLE 1.1 - Population Growth Trends

Oshtemo Township, Kalamazoo County, and Michigan: 1960-2000

UNIT OF GOVERNMENT	1970	1980	1990	2000	2010	% CHANGE 1970-2010	% CHANGE 2000-2010
OSHTEMO TOWNSHIP	6,237	10,958	13,401	17,003	21,705	248	28
Alamo Township	2,413	2,909	3,279	3,820	3,762	56	-1
Cooper Township	7,666	8,434	8,442	8,754	10,111	32	16
Texas Township	3,187	5,643	7,711	10,919	14,697	361	35
Kalamazoo County	201,550	223,411	223,411	238,603	250,331	24	5
State of Michigan (Millions)	8.875	9.262	9.295	9.938	9.883	11	-.6

Source: U.S. Census, 1970-2010 (2010 Data, Table DP-1)

Population Projections

According to the U.S. Census, the 2010 population of Oshtemo Township is 21,705. In order to estimate the future population of the Township, two methods were chosen.

The Methods Used for Population Projections

An arithmetic, or linear projection, extends the historical population increase to future decades. This method assumes a constant increase of 3,867 persons per ten year interval. The average of the ten year growth for each decade between 1970 and 2010 was used to determine that interval and project the population levels forward. This is a conservative projection as the interval assumes an increase in population of 900 less than what occurred in the most recent decade. Therefore, an alternative projection using a consistent increase of 4,702 persons per decade, the growth for 2000-2010, was also included.

A geometric projection reflects the percent of population change for the area over a period of time, and extends this rate of change into the future. Similar to the arithmetic projection, two growth rates are used based on the average of the 10-year rates for 1980 – 2010 and the rate for 2000-2010. (1970 – 1980 was left out because the rate was 75% and was significantly greater than any others.)

The extreme growth rates experienced in the recent past will moderate in the future given the development of vacant land available for multiple family residential development.

The projection methods seen in Table 1.3 can also be seen in Figure 1.2. Figure 1.2 shows that the geometric projection methods give a higher projection while the arithmetic projection methods give a lower projection; the average of the four methods gives a projection in-between the projections of the methods .

TABLE 1.3 Population Projections+

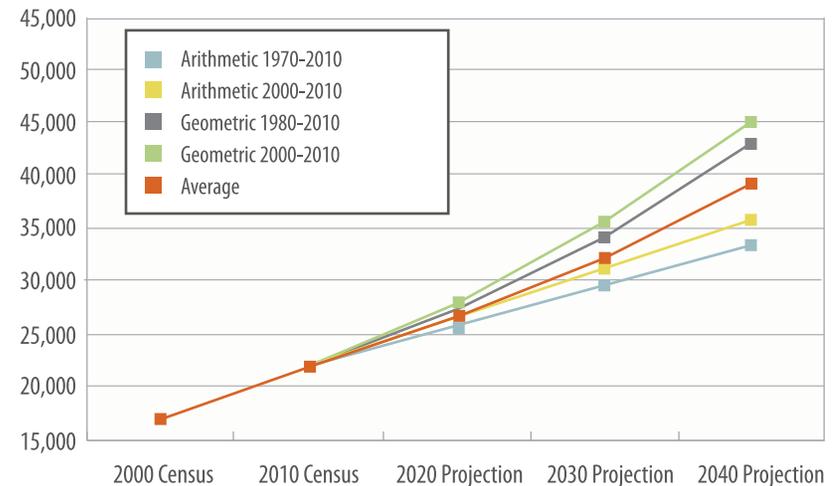
Oshtemo Township: 2000-2040

PROJECTION METHOD	2000 CENSUS	2010 CENSUS	2020	2030	2040	% CHANGE 2010-2040
ARITHMETIC 1970 - 2000	17,003	21,705	25,572	29,439	33,306	53%
Arithmetic 2000-2010	17,003	21,705	26,407	31,109	35,811	65%
GEOMETRIC 1980-2010	17,003	21,705	27,263	32,245	43,015	98%
Geometric 2000-2010	17,003	21,705	27,707	35,369	45,150	108%
AVERAGE	17,003	21,705	26,737	32,041	39,321	81%

Source: U.S. Census, 2000, 2010 and Oshtemo Township
+ Assumes slow growth in multi-family units due to depletion of land zoned R-4

FIGURE 1.2 Population Projections+

Oshtemo Township: 2000-2040



Source: U.S. Census, 2000 & 2010, and Oshtemo Township
+ Assumes slow growth in multi-family units due to depletion of land zoned R-4

Population Forecast

The forecasted population for Oshtemo Township in 2030 is reflected in Table 1.3 and Figure 1.2. The projected population for 2030 ranges from 29,439 to 35,369 persons, the average of that range being 32,041 persons.

General Population Demographics

The demographics of the Township are generally consistent with the rest of Kalamazoo County, see Table 1.5. There are only minor differences in male/female ratios, racial composition, and ages. Oshtemo Township, and Kalamazoo County as a whole, has seen the population become more diverse since 1990; for instance, the Township has seen an increase in the percent of minorities. Further population characteristics for the Township can be found under the subsequent headings in this chapter.

TABLE 1.5 General Population Characteristics - 1990-2010
Oshtemo Township and Kalamazoo County

CHARACTERISTIC	1990		2000		2010	
	OSHTEMO TOWNSHIP	KALAMAZOO COUNTY	OSHTEMO TOWNSHIP	KALAMAZOO COUNTY	OSHTEMO TOWNSHIP	KALAMAZOO COUNTY
SEX						
% Male	47	48	47	48.4	47.6	49
% Female	53	52	53	51.6	52.4	51
RACE						
% White	90.2	88.4	85	84.6	80	81.7
% Black	7.1	8.9	9.4	9.7	12.2	10.9
% Other Race	2.7	2.7	5.6	5.7	7.8	7.4
AGE						
Median Age	31.2	31	32.6	32.7	32	34.1
% Under 20 Years Old	19.1	24.3	23.8	28.7	22.8	26.8
% Age 65 and Over	12.1	10.6	13.3	11.3	15.2	12.3
POPULATION	13,401	223,411	17,003	238,603	21,705	250,331

Source: U.S. Census, 2000 (Table DP-1)

Age of Population

Table 1.6, which shows the Township's population by age cohorts, shows that the 60-74 years cohort experienced the largest percent growth from 2000 to 2010 at 72 percent followed by the 15-24 years cohort which saw growth of 52 percent. The Township has also seen a significant growth in the 75 years and over cohort at 39 percent. Figure 1.3 also shows that the 60-74 years cohort grew as a percentage of the total population greater than any other cohort; this cohort made up 8.9 percent of the population in 2000 and 12 percent in 2010.

In 2010, as this plan is adopted, it should be remembered that the Township has a significant senior population both in terms of total number of seniors as well as the percent of the total population that they comprise. 4,417 persons, or 20.4% of the population, were 60 years or older according to the 2010 Census.

The Baby Boomer generation began reaching age 65 beginning in 2009; this Master Plan should recognize that they, along with existing senior citizens (those already 65 or older), will represent a significant part of the population, larger than at any time in the past, and have changing needs regarding housing and services. As the population of the Township becomes generally older, land-use issues that are pertinent to older citizens need to be considered in this master plan; for instance, the development of creative housing options for an older population base.

As the population of the Township becomes generally older, land-use issues that are pertinent to older citizens need to be considered in this master plan.

Growth in the 15 to 24 year old group can be attributed to increased housing catering to students. Land-use issues related to student-aged population as well as related impacts associated with student oriented housing will also need to be considered in this master plan.

TABLE 1.6 Age of Population

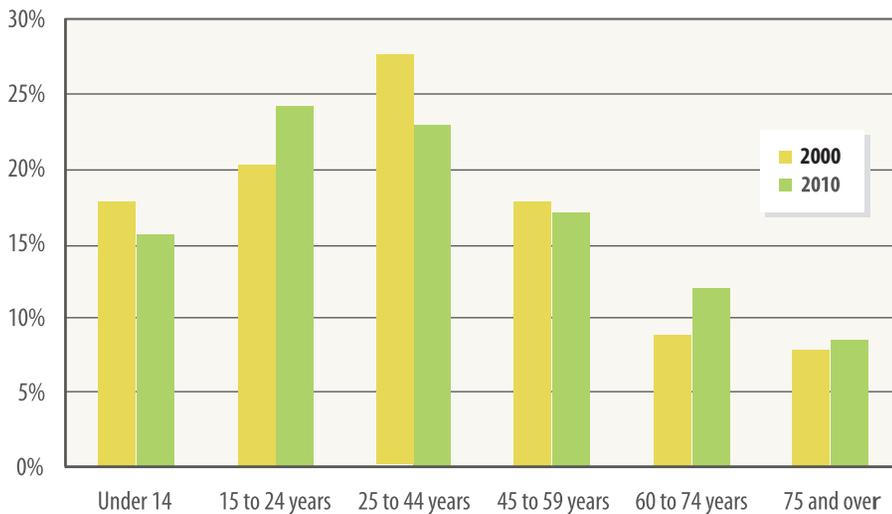
Oshtemo Township: 2000, 2010

COHORT	2000		2010		% CHANGE OF COUNT
	COUNT	PERCENT	COUNT	PERCENT	
Under 15 years	3,026	17.8%	3,375	15.5%	11%
15 to 24 years	3,430	20.2%	5,230	24.1%	52%
25 to 44 years	4,696	27.6%	4,977	22.9%	6%
45 to 59 years	3,030	17.8%	3,706	17.1%	22%
60 to 74 years	1,508	8.9%	2,596	12%	72%
75 and over	1,313	7.7%	1,821	8.4%	39%
TOTAL	17,003	100.0%	21,705	100%	—

Source: U.S. Census, 2010 (Table DP-1)

FIGURE 1.3 Age of Population: Percent of Total Population

Oshtemo Township: 2000, 2010



Source: U.S. Census, 2010 (Table DP-1)

MOBILITY OF POPULATION

Table 1.7 indicates that the Township’s population has a higher level of mobility than the United States as a whole. A greater percent of the population of the Township lived in a different residence one year ago (27.1 percent) than when compared to the population of the United States (14.9 percent). When the number that lived in a different residence is broken down into the subcategories in Table 1.7, a greater percent of Township residents moved from within Kalamazoo County or within the State of Michigan when compared to the United States. Oshtemo Township residents tend to stay within the County or within the State more than the rest of the country. This provides further evidence of the growth that has been experienced in the Township in the last decade something specifically relative to the rest of the County.

TABLE 1.7 Residence One Year Ago (Persons 1 Year and Older)

Oshtemo Township: 2010

RESIDENCE IN 1995	ESTIMATED # PERSONS	% OSHTEMO POPULATION	% UNITED STATES POPULATION
Lived in Same House one year ago	15,253	72.4%	84.5%
Lived in Different House in U.S.	5,701	27.1%	14.9%
Lived in Same County	3,808	18.1%	9.4%
Lived in Different County	1,893	9.0%	5.5%
In Same State	1,664	7.9%	3.2%
In Different State	229	1.1%	2.3%
Lived Abroad	119	.6%	.6%
TOTAL PERSONS	21,073	—	—

Source: 2008-2010 American Community Survey 3-Year Estimates, Selected Social Characteristics in the U.S. (DP02)

Table 1.8 shows the number of households that moved into their unit by year. Over 50% of the residents of the Township moved into their current housing unit in 2005 or later. Few Oshtemo Township residents resided in their current house before 1990, see Figure 1.4. These data include owner-occupied housing units and renter-occupied housing units. Due to this, the data shows a short housing tenure for the Township due to the short-term nature of rental tenancy. It also points to the number of new building housing units that have been constructed in the Township in recent years.

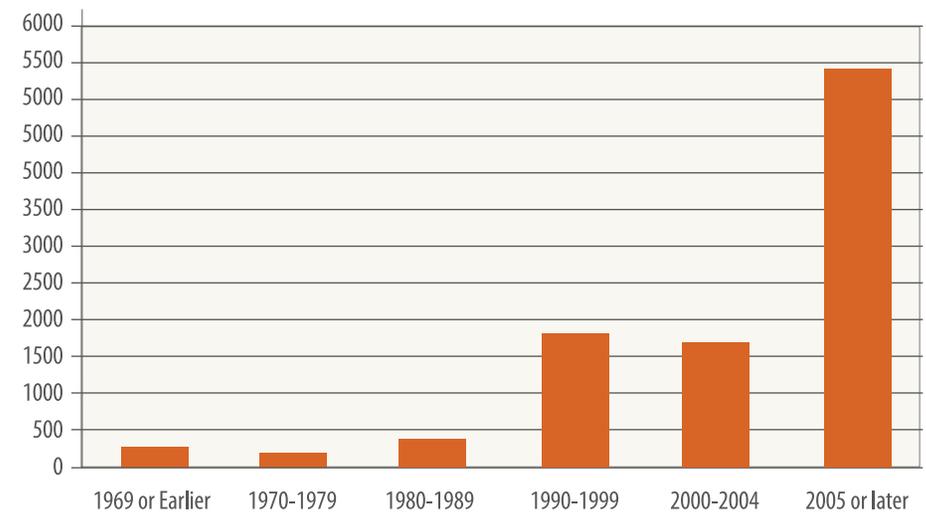
TABLE 1.8 Year Householder Moved into Unit
Oshtemo Township: 2008-2010

YEAR	ESTIMATED # HOUSEHOLDS	ESTIMATED PERCENT OF HOUSEHOLDS
Moved in 2005 or later	5,404	54.7%
Moved in 2000 to 2004	1,718	17.4%
Moved in 1990 to 1999	1,844	18.7%
Moved in 1980 - 1989	401	4.1%
Moved in 1970 - 1979	216	2.2%
Moved in 1969 or Earlier	302	3.1%
TOTAL HOUSEHOLDS	9,885	100%

Source: 2008-2010 American Community Survey 3-Year Estimates, Selected Housing Characteristics (DP04)



FIGURE 1.4 Year Householder Moved into Unit
Oshtemo Township: 2010



Source: U.S. Census, 2010 (Table QT-H7)

Households

Table 1.9 shows that the percentage of occupied and vacant housing units in the Township is consistent with that in the County. It also shows, however, that Oshtemo Township has a higher percentage of renter-occupied units than the county in general. Of the renter-occupied housing units in the Township, 36.8% are in the 15-24 year category for age of householder. (QT-H2)

TABLE 1.9 Housing Occupancy 2010

	OSHTEMO TOWNSHIP NUMBER	OSHTEMO TOWNSHIP PERCENT	KALAMAZOO COUNTY NUMBER	KALAMAZOO COUNTY %
TOTAL HOUSING UNITS	10,657	100	110,007	100%
Occupied housing units	9,708	91.1%	100,610	91.5%
Owner-occupied	4,905	50.5%	64,254	63.9%
Renter-occupied	4,803	49.5%	36,356	36.1%
Vacant housing units	949	8.9%	9,397	8.5%

Educational Demographics of Population

Of the Township population 25 years and older, 95.3 percent have attained a high school diploma or higher and 41.7 percent have attained a bachelors degree or higher, see Table 1.10.

TABLE 1.10 Educational Attainment of Persons 25 Years and Older

Oshtemo Township: 2006 - 2010

EDUCATIONAL ATTAINMENT	ESTIMATE
Less Than 9th Grade	1.4%
Between 9th to 12th Grade, No Diploma	3.3%
High School Graduate (includes equivalency)	19.6%
Some College, No Degree	25.6%
Associate Degree	8.3%
Bachelor's Degree	26.0%
Graduate or Professional Degree	15.7%
TOTAL POPULATION 25 YEARS AND OVER	
High School Graduate or Higher	95.3%
Bachelors Degree or Higher	41.7%

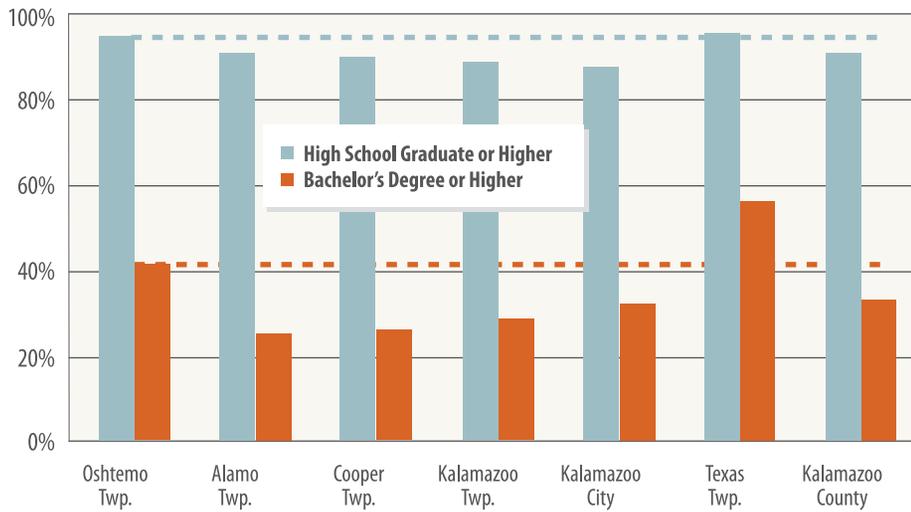
Source: 2006-2010 American Community Survey 5-Year Estimates, Educational Attainment (S1501)

Oshtemo Township has a higher percent of its population 25 years and older with high school diplomas or higher and bachelor's degrees or higher than the neighboring communities, with the exception of Texas Township. The presence of Western Michigan University, Kalamazoo College, Kalamazoo Valley Community College, and other institutions of higher education likely impact this figure significantly.

The Township must maintain a workforce with post-secondary education as these persons will be the driving force of future economic growth of the Township. Employment opportunities for a highly trained and knowledgeable work-force must be encouraged through applicable land-use policies.

FIGURE 1.5 Educational Attainment - Persons 25 Years and Older

Oshtemo Township and Nearby Communities: 2010



Source: U.S. Census Bureau, 2006-2010 American Community Survey, Table S1501

Table 1.11 Household Income and Benefits (In 2010 Inflation Adjusted Dollars)

Oshtemo Township: 2010

INCOME	NUMBER OF HOUSEHOLDS	% OF TOTAL HOUSEHOLDS
Less Than \$10,000	1,367	13.8%
\$10,000 - \$14,999	896	9.1%
\$15,000 - \$24,999	1,352	13.7%
\$25,000 - \$34,999	1,214	12.3%
\$35,000 - \$49,999	1,270	12.8%
\$50,000 - \$74,999	1,187	12.0%
\$75,000 - \$99,999	905	9.2%
\$100,000 - \$149,999	1,187	12.0%
\$150,000 - \$199,999	275	2.8%
\$200,000 or more	232	2.3%
TOTAL		
Median Household Income	\$35,802	—
Mean Household Income	\$54,212	
Median Family Income	\$65,069	
Mean Family Income	\$75,152	
Median non-family income	\$24,252	
Mean non-family income	\$31,396	

Source: 2008-2010 American Community Survey 3-Year Estimates, Selected Economic Characteristics (DP03)

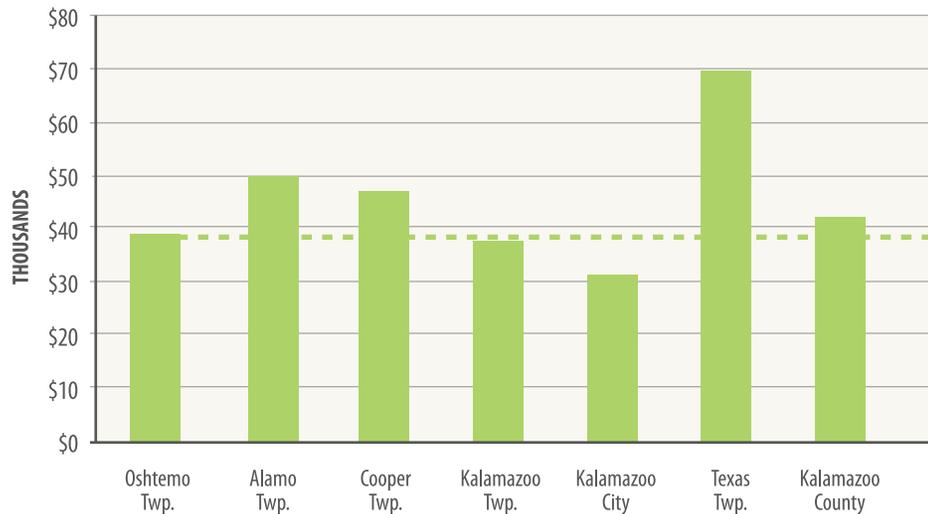
Household Income

Approximately 26 percent of the households in the Township have a household income greater than \$75,000 and about 37 percent of households have a household income less than \$25,000, see Table 1.11. The household incomes reported in Table 1.11 and Chart 1.6 are household specified and may not be accurate as some households may overstate or understate incomes; however, these figures are useful for the purposes of comparing different municipalities in Figure 1.6.

When compared to nearby communities, Oshtemo Township has a lower high median household income. Oshtemo Township's median household income is lower than all other surrounding Townships as well as the County less than Texas Township but greater than the City of Kalamazoo.

FIGURE 1.6 Median Household Income in 1999

Oshtemo Township and Nearby Communities: 2000



Source: U.S. Census, 2000 (Table DP-3)

Economic Analysis

The economic vitality of Oshtemo Township is directly tied to the Kalamazoo metropolitan area and the rest of the State of Michigan, particularly the east side of the state, which is facing unemployment rates and overall job loss much higher than what has been seen locally. The diversity of business and industry in the Kalamazoo region has lessened the impact of the global changes in heavy industry, particularly in automobile manufacturing and related industries which, as a group, are the largest employers in the State. Other industries that are not manufacturing-oriented are experiencing slow growth including the healthcare and other high-tech industries. The Kalamazoo region has also been impacted by the loss of jobs in the pharmaceutical industry in the past years.

The diversity of business and industry in the Kalamazoo region has lessened the impact of the global changes in heavy industry.

According to the Michigan Department of Technology, Management, and Budget, the 2011 annual unemployment rate for Kalamazoo County was 8.1 percent. The State of Michigan had a 2011 annual unemployment rate of 10.4 percent. The State of Michigan exceeded the nation in 2011, which had an average annual unemployment rate of 8.9 percent. While it is anticipated that the Kalamazoo region will continue to fare better than the east side of the State during the current economic challenges, the region is also experiencing slightly lower unemployment than the national average.

Recent public announcements about new companies relocating to the area and expansions at existing local businesses, if come to fruition, would increase the number of jobs in the region significantly; this does not account for any spin-off job creation that would also likely occur. Additionally, the retail industry is expected to continue growing. It is anticipated that the region will continue to fare better than the State of Michigan overall.

Growth of healthcare and high technology industries will be crucial to the overall wellbeing of Oshtemo Township. As the Township would like to encourage the growth of high technology industries, it is appropriate to adopt land use policies that support the growth of these industries and attract them to appropriate areas. Possible locations include areas in proximity to the Business, Technology and Research Park owned by Western Michigan University just across the Township’s eastern border. The area offers easy access to the University, Kalamazoo Valley Community College, and I-94 and US-131.

Growth of healthcare and high technology industries will be crucial to the overall wellbeing of Oshtemo Township.

Labor Force

According to the American Community Survey estimates for 2008 - 2010, there were 11,787 persons in Oshtemo Township in the labor force, or about 67 percent of the population 16 years of age or older. Of those persons, 11.2 percent were listed as unemployed, see Table 1.12.

TABLE 1.12 Employment Status of Persons 16 Years and Over

Oshtemo Township: 2008-2010

LABOR FORCE STATUS	MALE	FEMALE	TOTAL PERSONS
In Labor Force	5,746	6,041	11,787
Civilian Labor Force	5,746	6,041	11,787
Employed	5,072	5,398	10,470
Unemployed	674	643	1,317
Armed Forces	0	0	0
Not in Labor Force	2,296	3,495	5,791
TOTAL PERSONS	8,042	9,536	17,578
Unemployment Rate	11.7%	10.6%	11.2%

Source: 2008-2010 American Community Survey 3-Year Estimates, Selected Economic Characteristics (DP03).

This labor force is employed primarily outside the geographic limits of Oshtemo Township. However, with a significant labor force in the sales and service categories (over 43 percent in 2010) it is reasonable to assume that a high number of Township residents are employed within the Township in the retail and service uses in the community.

The U.S. Census describes the labor force in terms of Employment by Industry and Employment by Occupation. These statistics depict the employment of the residents of the Township; statistics are not presented for employment in the Township.

In 2010, employment by industry in Oshtemo Township was similar to that for Kalamazoo County, except in manufacturing and retail trade, where the County was higher for manufacturing, and the Township higher for retail trade see Table 1.13.

TABLE 1.13 Employment by Industry for Residents 16 Years and Older

Oshtemo Township and Kalamazoo County: 2010

INDUSTRY	TOWNSHIP		COUNTY	
	# PERSONS	% PERSONS	# PERSONS	% PERSONS
Manufacturing	1,299	12.4%	20,272	17.2%
Educational services, and health care and social assistance	3,201	30.6%	31,075	26.4%
Retail Trade	1,555	14.9%	14,030	11.9%
Arts, entertainment, and recreation, and accommodation and food services	1,174	11.2%	12,039	10.2%
Professional, scientific, and management, and administrative, and waste management services	939	9.0%	9,182	7.8%
Finance and insurance, and real estate and rental and leasing	731	7.0%	7,087	6.0%
Construction	245	2.3%	5,287	4.5%
Other services (except public administration)	411	3.9%	5,851	5.0%
Wholesale Trade	216	2.1%	3,069	2.6%
Public administration	209	2.0%	3,069	2.6%
Transportation and warehousing, and utilities	251	2.4%	3,578	3.0%
Information	176	1.7%	1,918	1.6%
Agriculture, forestry, fishing and hunting, and mining	63	.6%	1,378	1.2%
TOTAL	10,470		117,835	

Source: U.S. Census Bureau, 2008-2010 American Community Survey 3-Year Estimates, Selected Economic Characteristics (DP03)

Occupation

Jobs held by Oshtemo Township residents are predominately in professional and sales occupations, see Table 1.14. The Township has more residents in management, business and financial occupations versus Kalamazoo County as a whole, but less in production. Employment in other occupations was fairly comparable between the Township and County.

TABLE 1.14 Employment by Occupation for Residents 16 Years and Older
Oshtemo Township & Kalamazoo County: 2008-2010

OCCUPATION	OSHTEMO TOWNSHIP		KALAMAZOO COUNTY	
	# PERSONS	% OF TOTAL	# PERSONS	% OF TOTAL
Management, business, science, and arts occupations	4,542	43.4%	43,057	36.5%
Sales and office occupations	2,819	26.9%	30,425	25.8%
Production, transportation, and material moving occupations	760	7.3%	14,798	12.6%
Service occupations	1,870	17.9%	21,204	18.0%
Natural resources, construction, and maintenance occupations	479	4.6%	8,351	7.1%
TOTAL	10,470		117,835	

Source: U.S. Census Bureau, 2008-2010 American Community Survey 3-Year Estimates, Selected Economic Characteristics (DP03)

Construction Values

Since 1993, the annual value of new construction in Oshtemo Township has ranged from \$18.2 million to \$100.9 million, see Table 1.15. The Township saw the greatest value of new construction in 2003 due to the construction of two apartment complexes that year. Since 1993 the average annual value of new construction was \$47.8 million. New construction slowed in 2008 and 2009, as indicated by new construction valued at \$32.1 million and \$18.2 million respectively for those two years.

TABLE 1.15 Value of New Construction
Oshtemo Township: 1993-2009

YEAR	VALUE
1993	\$28,355,487
1994	\$24,904,165
1995	\$22,786,133
1996	\$33,951,590
1997	\$35,089,734
1998	\$35,757,355
1999	\$43,876,874
2000	\$75,579,511
2001	\$51,444,840
2002	\$45,896,661
2003	\$100,879,920
2004	\$64,400,203
2005	\$46,689,255
2006	\$84,985,321
2007	\$67,928,067
2008	\$32,100,563
2009	\$18,211,362
2010	\$3,072,600
2011	\$4,894,900
ANNUAL AVERAGE:	\$47,813,944

Source: Oshtemo Township Building Department

State Equalized Value

The state equalized value of property is established by the State, the County Equalization Board, and the Township Assessor. By law this value should be set at 50 percent of the true cash value of the property. Taxes are levied on property value as determined by its SEV; as such, SEV is an indicator of the tax base of a community.

In planning for the financial future of the Township, the Township Board must know the makeup of the tax base. When the Township knows that, decisions on the amount of tax millage needed to generate the operating revenue for the Township services can be determined.

The tax base in Oshtemo Township grew at a greater rate than the population had grown up to 2007, thereby increasing the per capita valuation. Table 1.16 and Figure 1.7 illustrate the growing SEV per capita. From 2007 to 2008, Oshtemo saw a decrease in aggregate SEV by 10 percent as well as a 12 percent decrease in the per capita SEV. This decrease coincides with the overall decrease in the economy starting in 2007. However, between 2008 and 2009 the decrease in SEV and per capita SEV was not as severe. The SEV will continue to be lower than it was in the years leading up to 2008 in the foreseeable future. A lower SEV per capita indicates that the Township may have to decrease the level and/or range of services it offers while an increase in SEV per capita indicates that a higher level and/or greater range of services can be offered by the Township without necessarily increasing the millage rate.

TABLE 1.16 State Equalized Value

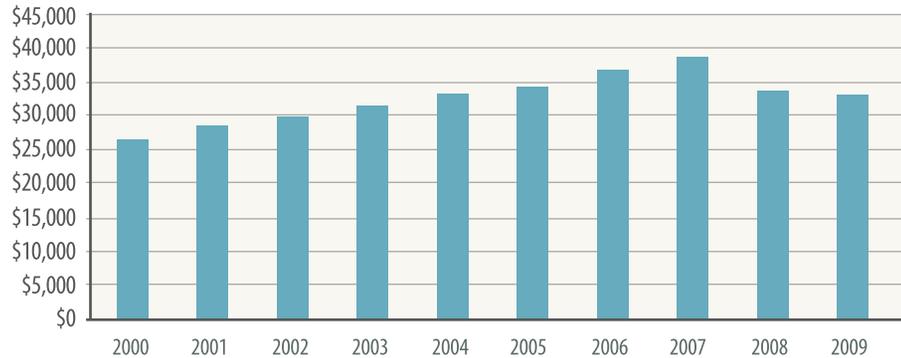
Oshtemo Township: 2000-2009

YEAR	TOTAL		ESTIMATED POPULATION*	PER CAPITA	
	EQUALIZED VALUATION	YEARLY PERCENT CHANGE		EQUALIZED VALUATION	YEARLY PERCENT CHANGE
2000	\$457,126,800	—	17,212	\$26,559	-
2001	\$506,849,000	10.9%	17,853	\$28,390	6.9%
2002	\$551,945,500	8.9%	18,494	\$29,844	5.1%
2003	\$603,378,748	9.3%	19,136	\$31,532	5.7%
2004	\$657,342,000	8.9%	19,777	\$33,238	5.4%
2005	\$702,677,500	6.9%	20,418	\$34,414	3.5%
2006	\$775,055,300	10.3%	21,059	\$36,803	6.9%
2007	\$832,744,852	7.4%	21,701	\$38,374	4.3%
2008	\$751,969,600	-9.7%	22,342	\$33,658	-12.3%
2009	\$758,068,368	0.8%	22,983	\$32,984	-2.0%

* Population estimate based on 2000 Census and estimate of 2009 population.
Source: Oshtemo Township Assessing Department and U.S. Census, 2000

FIGURE 1.6 State Equalized Value per Capita

Oshtemo Township: 2000-2009



Local Finances

Local tax rates are quite low in contrast to many areas on the east side of the State. Within the western area of the State, the tax rates in Oshtemo Township are considered average among Townships. Economic development will occur in those areas offering good accessibility, a skilled or educated labor force, reasonable services, and, in particular, low taxes. If economic development occurs at a faster rate than population growth, the resulting increase in per capita SEV may make additional local services possible for residents without substantial tax increases.

The key to effectively managing growth is to achieve a proper balance between services required and development attracted to generate tax revenue. Excessive growth can create the need for services that cannot be financed by the annual increases in revenue. Too little growth can result in a deterioration of services as the need outstrips the availability of financing.

The tax rates for Oshtemo Township can be found in Table 1.17. The total tax rate, in mils, for the Township depends upon which school district the taxpayer is in. Total tax rates for the Township range from 31.3120 for properties within the Otsego School District and 33.5766 for properties within the Mattawan School District.



TABLE 1.17 Rates Residents Pay in Taxes (Mils) by School District

Oshtemo Township: 2009

DIFFERENT RATES BY SCHOOL DISTRICT	KALAMAZOO	MATTAWAN	OTSEGO
School	5.3500	4.6000	7.0000
Intermediate School	4.8616	5.9728	4.1217
Community College	2.8135	2.8135	0.0000
SAME RATES THROUGHOUT TOWNSHIP			
Township	0.9765	0.9765	0.9765
Fire	2.5000	2.5000	2.5000
Library	3.9583	3.9583	3.9583
County	6.3555	6.3555	6.3555
County Transportation	0.4000	0.4000	0.4000
State Education Tax	6.0000	6.0000	6.0000
TOTAL	33.2154	33.5766	31.3120

Source: Oshtemo Township Assessing Department, 2010

CHAPTER 2

Existing Land Use





CHAPTER 2:

Existing Land Use

Oshtemo Township is located in southwest Michigan in Kalamazoo County. It is located halfway between the cities of Chicago and Detroit, just north of Interstate 94 with US-131 bisecting the eastern end of the township north-to-south. Originally known as an agricultural community, Oshtemo is now predominantly a residential community with a strong commercial area along West Main Street which generally serves communities in the western and northern parts of the county and beyond and another commercial area along Stadium Drive serving a more local customer base. As a community with a large residential base, growing and convenient commercial base, low taxes, and Kalamazoo, Mattawan, and Otsego Public Schools. Oshtemo is an attractive place in which to live and work.

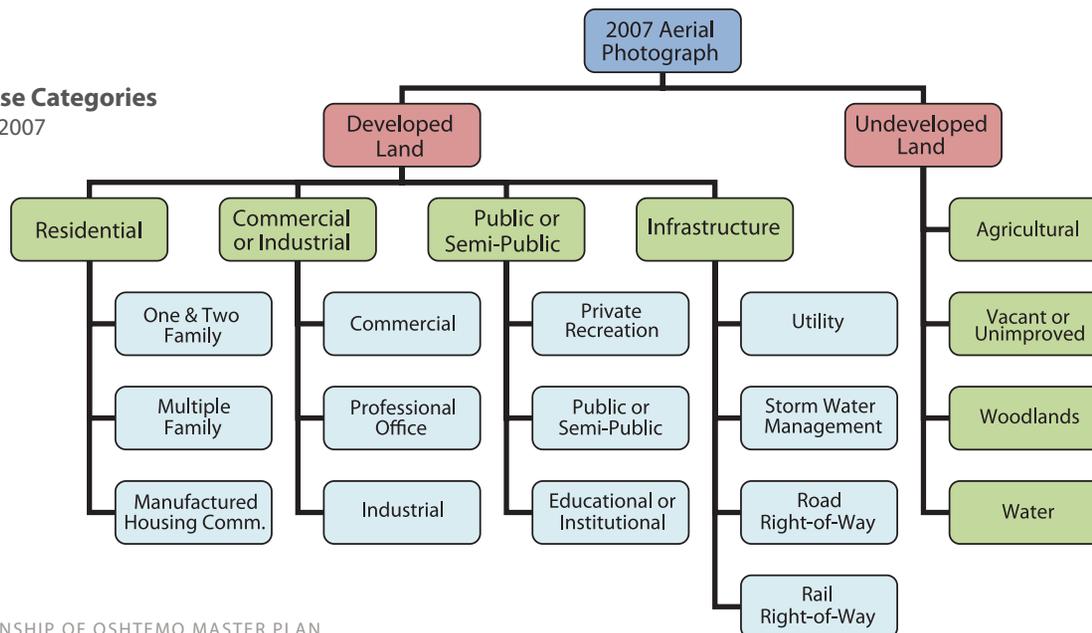
Methodology

Aerial photo interpretation via the Township Geographic Information System (GIS) was used to create a detailed survey of land use in the Township; using a GIS leads to more precise measurements of acreage by land use. In addition to the 2007 aerial photography that served as the backbone of the analysis, zoning maps, parcel maps, a prior land use and land cover survey, and assessing data gave clues as to what was being examined from the air. See figure 2.1 for a chart displaying how land uses were categorized in this survey.

The first step in conducting the survey of land use in Oshtemo was to distinguish between developed land and undeveloped land within the Township; aerial photographs were an important tool in this process. For the purposes of this study, if a property has a building and accessory uses only occupying a fraction of the entire property then only that area is considered developed; the remainder of the parcel, without buildings or other uses on it, is considered undeveloped.

Developed land was then broken down into four categories of land use: residential, commercial/industrial, public/semi-public, and infrastructure. Further divisions were made upon these types of land uses in order to get a more precise survey of land use. Assessor data added to information that could be gathered from aerial photographs in distinguishing between land uses. The same was done for undeveloped land and the following categories were created: agricultural, vacant/undeveloped, woodlands, and water.

Figure 2.1 Land Use Categories
Oshtemo Township: 2007



Existing Land Use

An overview of land uses in Oshtemo reveals that 9,625 acres, or 41 percent of the Township, are developed and 13,419 acres, or 59 percent, are undeveloped. See table 2.1 and figure 2.2 for existing land uses in Oshtemo by developed and undeveloped land.

TABLE 2.1 Existing Land Use by Developed and Undeveloped Land
Oshtemo Township, 2008

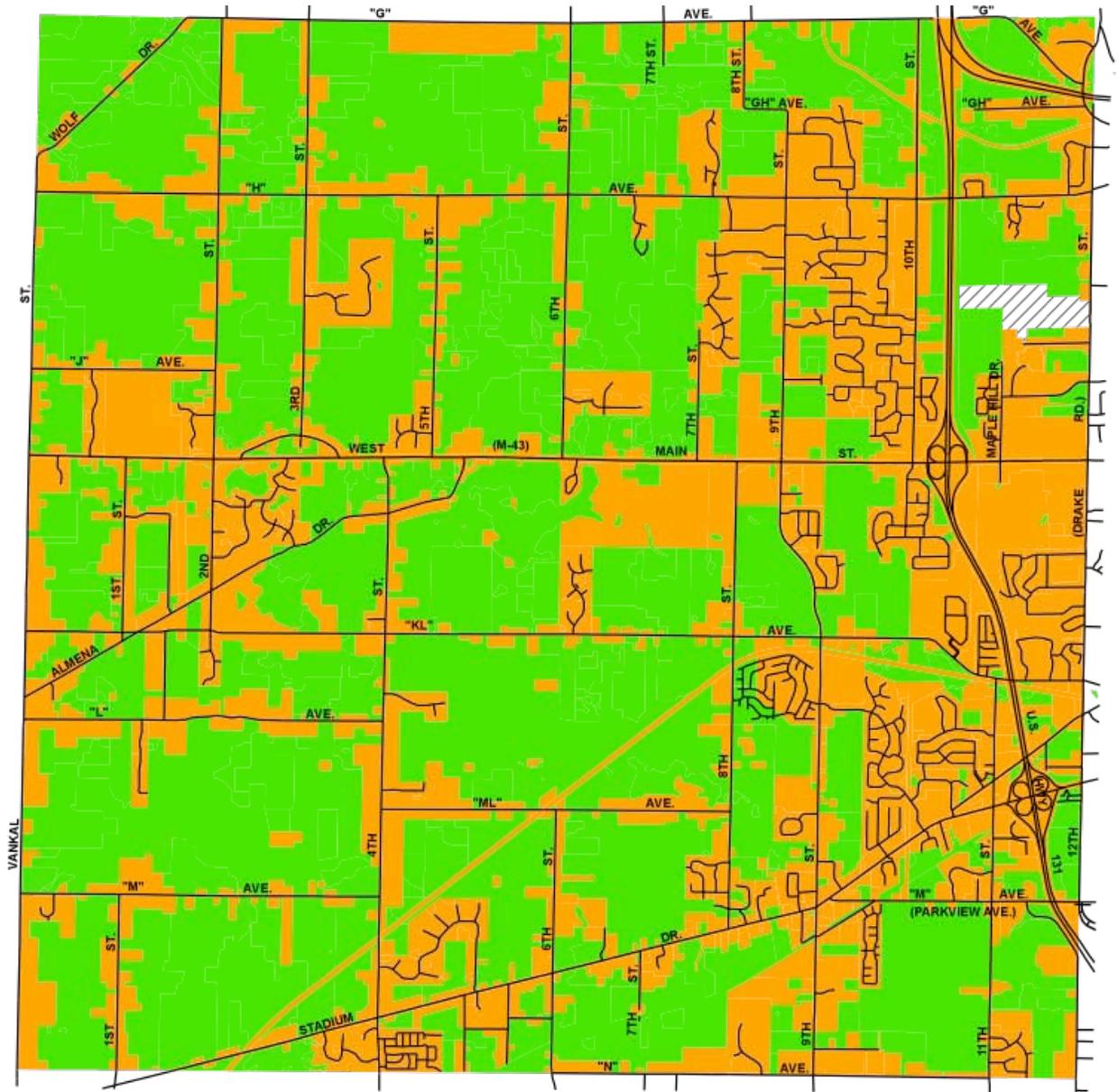
	ACRES	% TOTAL LAND
Total Developed Land	9,625	41.37
Total Undeveloped Land	13,419	58.63
GRAND TOTAL	23,045	100

*The total acreage of the Township found in this land use survey exceeds 36 square miles due to rounding.

Figure 2.2 shows the developed and undeveloped portions of Oshtemo, brown areas represent developed land uses and green areas represent undeveloped land uses. By far, the most developed areas are in the eastern portions of the Township. However, developed areas are also found in the western portions of the Township.

FIGURE 2.2

Existing Land Use – Developed and Undeveloped



Developed Land

Developed land is divided into four categories: residential, commercial/industrial, public/semi public, and infrastructure. These four categories have further subcategories which provide a more detailed look at the nature of the developed land in Oshtemo. See table 2.2 and figures 2.3 and 2.4 for existing land uses in Oshtemo by category and subcategory.

RESIDENTIAL

The Residential land use classification has been broken down into three categories – one & two family residential, multiple-family residential and manufactured housing community. Altogether, residential land uses take up approximately 62 percent of developed land and 26 percent of total land in Oshtemo.

ONE & TWO FAMILY RESIDENTIAL

Any structure intended for occupancy by one or two families including all accessory buildings and uses normally associated with the principal building fall into this category. One & two family residential is the most prevalent land use category at more than half of the developed land in the Township. Single family homes far exceed the number of two family homes within the category making single family homes the predominant land use in Oshtemo.

Platted subdivisions represent the most common form of one & two family residential land use. Other one & two family residential land uses occur as individual parcels along county roads. The most significant concentration of one & two family residential land uses occurs in the eastern parts of the community; this concentration of residences has been, in part, created because of the availability of existing infrastructure and the ability to easily extend it if needed.



Platted subdivisions represent the most common form of one & two family residential development.

Source: Oshtemo Charter Township

MULTIPLE FAMILY RESIDENTIAL

Attached units sharing common walls make up a significant land use category in the Township. Multiple family residential developments vary in size, density, and form. They are designed for occupancy by three or more families. Multiple family residential land use comprises almost six percent of the developed land in the Township. It is important to note that despite occupying only six percent of the developed land in Oshtemo, 47 percent of all housing units in Oshtemo are within multiple family residential developments.

Much of the multiple family land uses occur in the eastern portion of the Township; most of them are east of US-131 and located along Drake Road and KL Avenue. They are also found west of US-131 along Stadium Drive, but to a much lesser extent.

MANUFACTURED HOUSING COMMUNITY

Oshtemo Township has four manufactured housing communities with a combined land area of about 174 acres, with approximately 800 individual units total. The overall density of manufactured housing community use is approximately 4.5 units per acre. Less than two percent of developed land in Oshtemo consists of developed manufactured home parks. The three remaining vacant parcels zoned for this use, consisting of 80 acres, are adjacent to existing manufactured housing communities; development thereon will likely be an expansion of the existing community and not a separate development.

COMMERCIAL/INDUSTRIAL

The Commercial/Industrial land use category has been broken down into three categories – commercial, professional office, and industrial. Altogether, commercial/industrial land uses comprise nine percent of developed land and about four percent of total land in Oshtemo.

COMMERCIAL

Commercial land uses are found primarily east of 8th Street along West Main Street and Stadium Drive. Some limited commercial areas can also be found west of 8th Street; these areas typically consist of a handful of commercial parcels usually surrounded by residential land uses. Commercial land uses occupy five percent of the developed land in the Township.

Commercial land uses are found primarily east of 8th Street along West Main Street and Stadium Drive.

Most commercial land uses contain a diverse range of retail development including freestanding businesses and planned centers of all sizes. The “big-box” retailers serving a regional market area are located along or within close proximity to West Main Street. The commercial businesses along Stadium Drive tend to be of smaller-scale focusing on serving a more local clientele. Additionally,

the 9th Street – Stadium Drive area is considered the village area of the Township; small-scale commercial uses expected in a village setting are found here.

PROFESSIONAL OFFICE

This land use category includes medical and administrative office buildings and financial institutions. With the exception of a few small office parks, there is no large concentration of professional offices in the Township. Professional office land uses occupy less than two percent of the developed land in the township. Many offices occupy stand-alone properties along West Main Street, Stadium Drive, 11th Street and 9th Street. Several office buildings are located appropriately near residential areas and provide a transition between more intense land uses or major roads and the neighborhoods abutting them.

Many office buildings are located near residential areas and provide an appropriate transition between more intense land uses or major roads and the neighborhoods.

INDUSTRIAL

Industrial land uses contain activities associated with the manufacturing, treatment, processing, or bulk storage of goods or materials, as well as contractors, warehouses, and other limited uses typically found in large warehouse-like buildings. Industrial land uses of varying intensity can also be found in Oshtemo. Industrial land uses are primarily found along Stadium Drive between 6th and 7th Streets, KL Avenue between 8th and Drake Road, and the 9th Street corridor south of Stadium Drive. As a whole, industrial land uses comprise nearly three percent of the developed land in Oshtemo.

Public/Semi-Public

Public and semi-public land uses occur throughout Oshtemo. Subcategories of public and semi public land uses are the following: private recreation, public/semi-public, and educational or institutional uses. Approximately eight percent of developed land and 3.4 percent of total land in the Township is occupied by public and semi-public land uses.

PRIVATE RECREATION

The two golf courses, a driving range facility, and an airfield fall in the category of private recreation. Together they occupy 2.9 percent of the developed land in the Township.

PUBLIC OR SEMI-PUBLIC

Publicly owned land or buildings are included in this category such as the library and the Township’s property including buildings, parks, fire stations, and cemeteries. Additionally, semi-public land uses include buildings or property owned by non-profit organizations generally open to public use such as land preserves. Public and semi-public land uses occupy 2.9 percent of the land that is developed in Oshtemo.

EDUCATIONAL OR INSTITUTIONAL

Educational and institutional land uses include buildings or property owned by non-profit organizations generally open to public use such as churches and schools. Educational and institutional land uses comprise 2.5 percent of the total developed land in Oshtemo.

INFRASTRUCTURE

Infrastructure land uses within Oshtemo consist primarily of road rights-of-way but also include utilities, stormwater management, and rail rights-of-way. Infrastructure land uses occupy over 20 percent of the developed land and nearly eight percent of total land in the Township.

Infrastructure land uses occupy over 20 percent of the developed land and nearly eight percent of total land in the Township.

UTILITY

This category includes any power stations or other similar land uses as well as any above-ground improvement that provides public water or sanitary sewer to residents and businesses in Oshtemo. About one percent of developed land in Oshtemo is dedicated to utilities.

STORM WATER MANAGEMENT

Any publicly or privately held land that is used for stormwater management is included in this category. Public stormwater management uses may include retention ponds owned by the Michigan Department of Transportation or the Kalamazoo County Road Commission. Privately held stormwater management includes all retention ponds used to manage stormwater runoff from development sites, including some residential developments. About one percent of developed land in Oshtemo is dedicated to stormwater management.

ROAD RIGHT-OF-WAY

Public and private road rights-of-way make up the largest subcategory under the infrastructure land use occupying 17 percent of the developed land in Oshtemo.

RAIL RIGHT-OF-WAY

Rail rights-of-way make up approximately one percent of developed land in Oshtemo.

Undeveloped Land

Undeveloped land is broken down into four subcategories: agricultural, vacant or unimproved, woodlands, and water. Undeveloped land comprises a majority, 59 percent, of the total Township acreage.

AGRICULTURAL

Found primarily in the central and western half of the Township, Agricultural land uses occupy nearly 2,900 acres comprising 21 percent of undeveloped land and 13 percent of total land in Oshtemo.

VACANT OR UNIMPROVED

Vacant parcels or the rear acreage of developed parcels without buildings, accessory uses, agriculture, water, or woodlands are considered vacant or unimproved. Vacant or unimproved land comprises 19 percent of undeveloped land and nearly 11 percent of total land in Oshtemo.

WOODLANDS

As the largest undeveloped land category, woodlands comprise 57 percent of undeveloped land and over 33 percent of total land. Some large tracts of woodlands can be found within Oshtemo; however, a majority of the woodland areas are smaller areas that have been bisected by roadways or developed land uses. The Character and Environment Chapter of this plan, Chapter 4, expands on the woodlands in Oshtemo.

WATER

Small bodies of water, not including stormwater retention ponds, are considered water. This is the smallest undeveloped land use category comprising three percent of undeveloped land and just over 1.6 percent total land in Oshtemo Township.



Vacant and unimproved land some of which is used for agricultural purposes, make up a majority of the Township.

TABLE 2.2 Existing Land Use by Category and Subcategory

Oshtemo Township, 2008

	ACRES	% DEVELOPED LAND	% TOTAL ACRES
DEVELOPED LAND	9,625	100.00	41.37
Residential	6006	62.40	26.11
One & Two Family Residential	5279	54.85	23.05
Multiple Family Residential	552	5.74	2.32
Manufactured Home Park	174	1.81	0.75
COMMERCIAL / INDUSTRIAL	890	9.24	3.90
Commercial	479	4.97	2.18
Office	145	1.51	0.65
Industrial	266	2.76	1.07
PUBLIC / SEMI-PUBLIC	799	8.30	3.43
Private Recreation	280	2.91	1.16
Public or Semi-public	282	2.93	1.22
Educational or Institutional	237	2.46	1.06
INFRASTRUCTURE	1931	20.06	7.92
Utility (Power station, etc)	107	1.12	0.26
Storm Water Management	101	1.05	0.19
Road Right-of-Way	1622	16.85	7.04
Rail Right-of-Way	101	1.05	0.44
UNDEVELOPED LAND	13,419	100.00	58.64
Agricultural	2895	21.43	12.56
Vacant or Undeveloped	2449	18.51	10.85
Woodland	7704	57.29	33.59
Water	371	2.77	1.63



Multiple Family Residential uses have become a significant land use in the Township.



With several commercial centers, the Township is a regional draw in the Kalamazoo market.

FIGURE 2.3

Existing Land Use

By Category

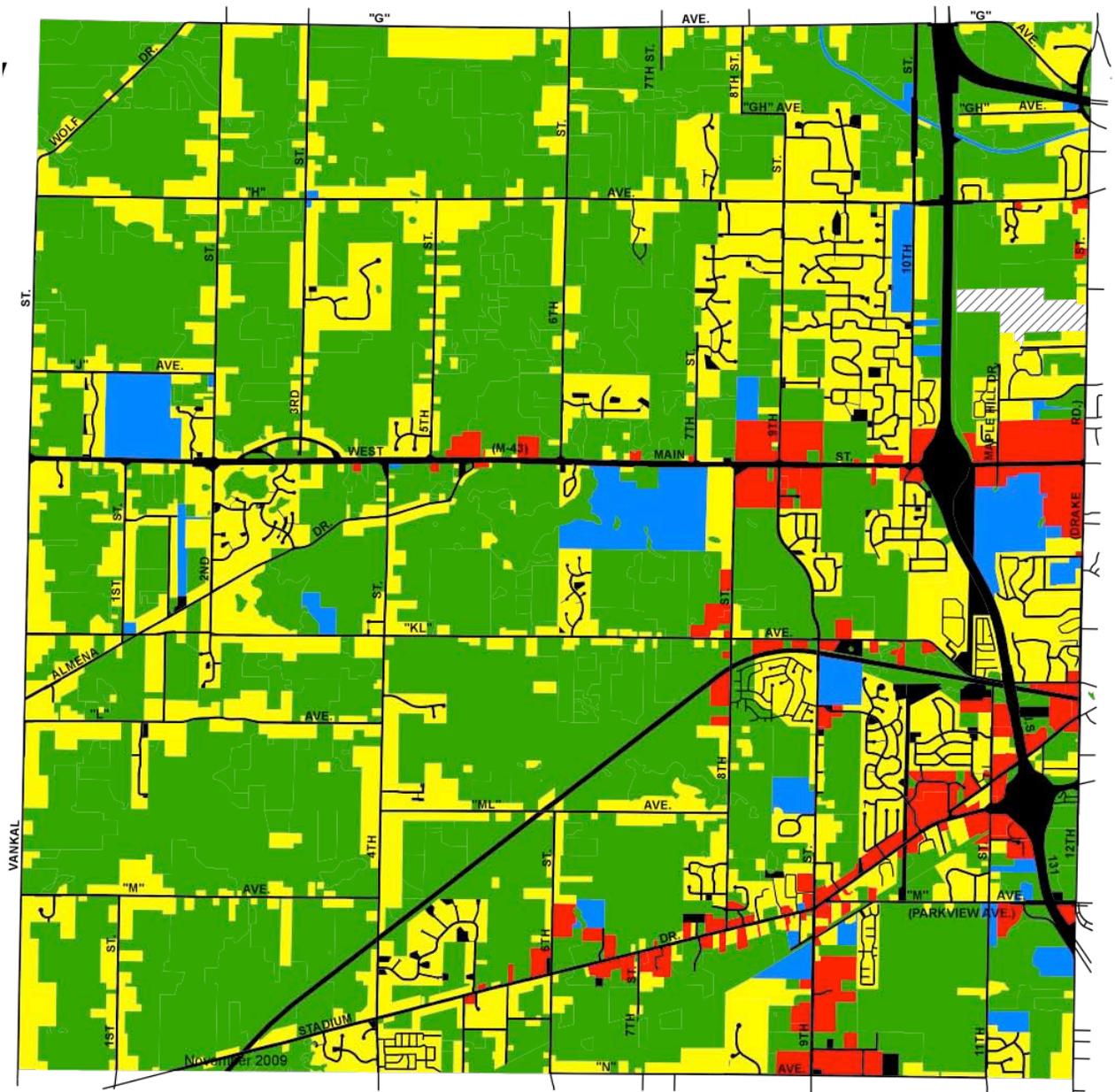
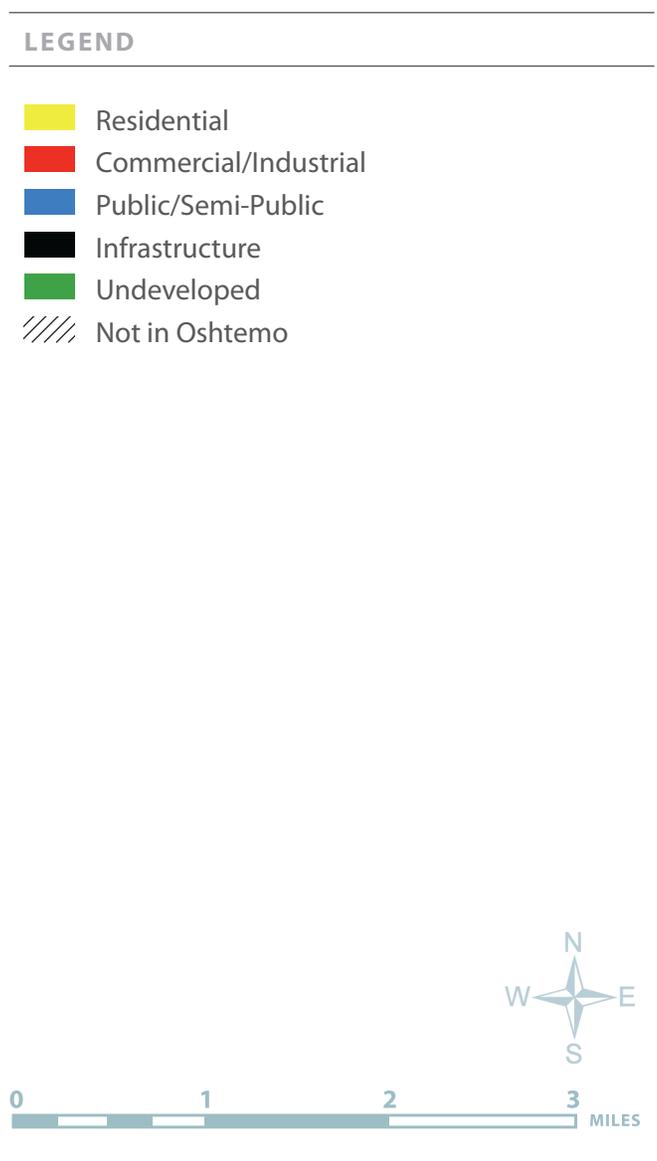


FIGURE 2.4

Existing Land Use

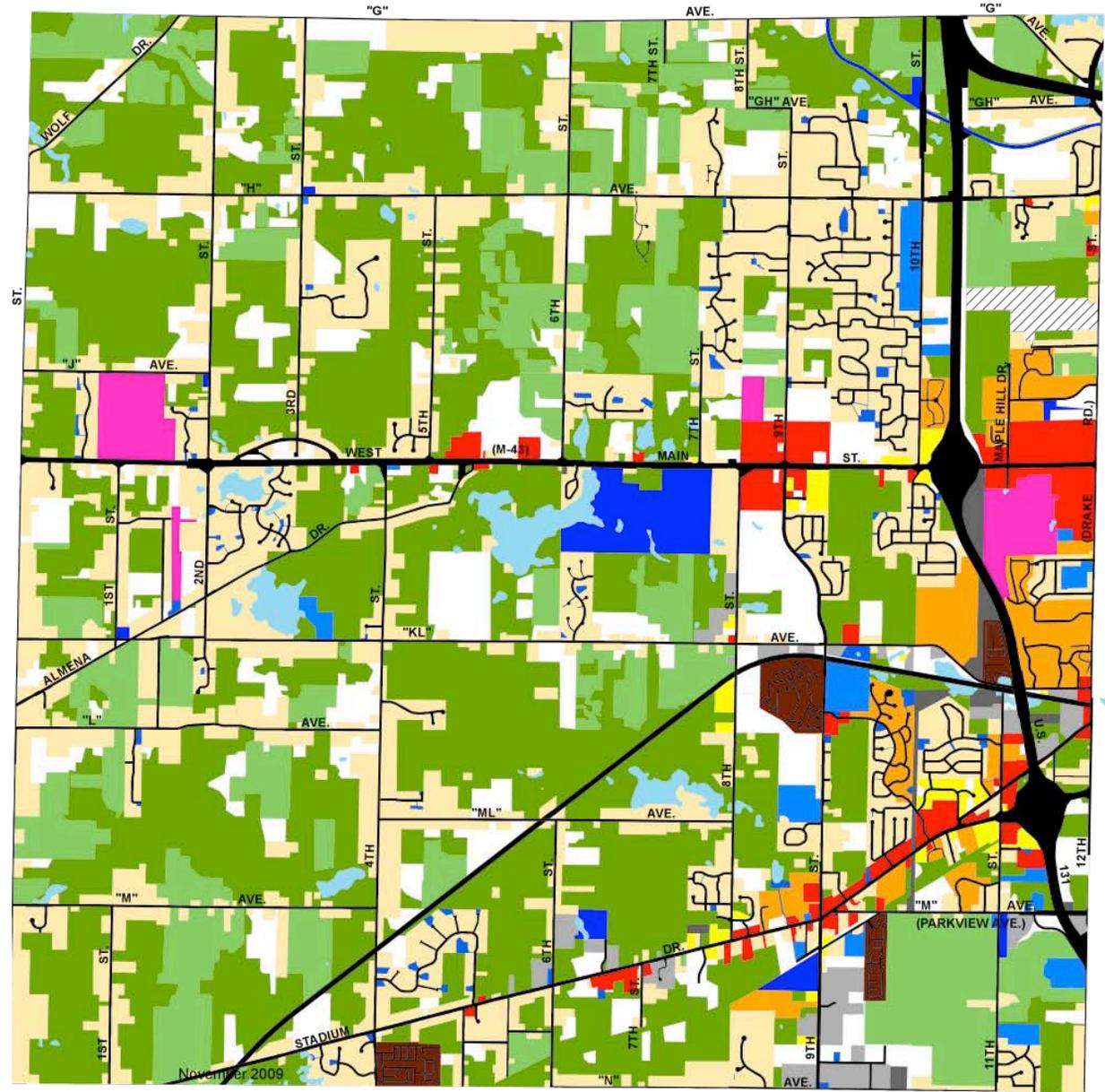
By Subcategory

LEGEND

- Low Density Residential
- High Density Residential
- Mobile Home
- Office
- Commercial
- Industrial
- Institutional
- Private Recreation
- Public or Semi-Public
- Utility
- Water - Stormwater
- Road R.O.W
- Rail R.O.W
- Agriculture
- Vacant or Undeveloped
- Water
- Woodland
- Not in Oshtemo



A north arrow is located to the left of the map, pointing North (N), South (S), East (E), and West (W). Below the north arrow is a scale bar marked from 0 to 3 miles.



Changes in Land Use from 1993 to 2008

Due to different methodologies between the 1993 and 2008 Land Use Surveys, changes in land uses indicated in the following tables do not necessarily indicate actual land use change. How land use categories were classified in 1993 may differ from how the same land was classified in the 2008 land use survey. The use of a GIS for land use calculations in 2008 also leads to more precise measurements. For example, the 1993 survey considered entire manufactured home parcels to be developed whether the entire parcel is developed or not. The 2008 survey distinguishes between developed and undeveloped portions of parcels. The percent change between land use categories from 1993 to 2008 indicates the general trends of growth and development in Oshtemo.

Land use in Oshtemo Township has changed greatly throughout its history. Land uses have become less rural and agricultural-based and more urban/suburban with fewer agricultural land uses. There has also been a decrease in undeveloped land; this decrease can easily be seen when comparing land uses in 1993 to the land uses in 2008.

Over this period of less than two decades the amount of undeveloped land in Oshtemo has decreased by about 23 percent while the amount of developed land has increased by 75 percent, see Table 2.3.

TABLE 2.3
Percent Change of Existing Land Use By Developed and Undeveloped Land

Oshtemo Township, 1993 To 2008

	ACRES		CHANGE IN ACRES	% CHANGE IN ACRES
	1993	2008		
TOTAL UNDEVELOPED LAND	17,457	13,419	-4038	-23.1%
TOTAL DEVELOPED LAND	5,492	9,625	4133	75.3%
GRAND TOTAL	22,949	23,045	—*	—*

* 1993 data is not as precise as 2008 data. Land use data for 1993 was taken from the 1993 Master Plan. The use of aerial imagery in 2008 gives more reliable data regarding land uses.

When developed land and undeveloped land are broken down further the specific land uses that have changed in this period can be more easily seen. A breakdown of the changes in land use categories and subcategories can be found in Table 2.4 and Figure 2.5.

As the percentage of land in Oshtemo that is developed has increased, the percentage of undeveloped land has decreased by about 23 percent. The land occupied by agriculture has decreased by about 50 percent and vacant or unimproved land has decreased by about 54 percent.

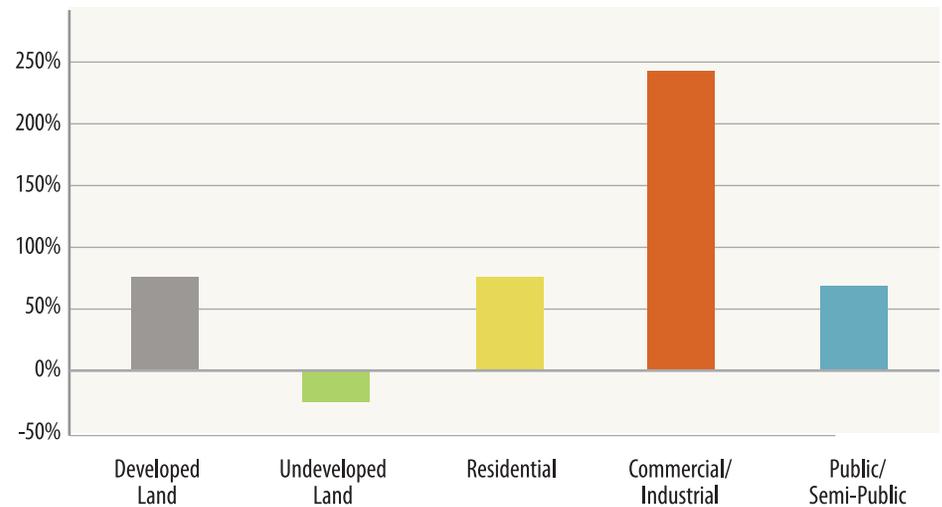
The greatest change in land use between 1993 and 2008 occurred in the commercial and industrial land uses. In all, commercial and industrial land uses increased from 266 total acres in 1993 to 890 total acres in 2008, a change of 234 percent. This change can be seen as more retail, restaurants, big box stores, office buildings, and industrial developments have been built. Most of the growth in commercial and industrial land uses has occurred east of 8th Street along Stadium Drive, West Main Street, 9th Street, and 11th Street south of KL Avenue. Typically this growth has occurred as an extension of existing developed areas. Some pockets of commercial and industrial land uses have also developed throughout the Township not as extensions of existing commercial or industrial areas.

There has also been a great change in the amount of land occupied by residential uses between 1993 and 2008. In 1993, 3,405 acres of Oshtemo consisted of residential land uses while in 2008 this total increased to 6,006 acres, a change of 76 percent. Most of this change can be attributed to the growth of platted subdivisions consisting of one or two family dwelling units as well as the growth of multiple family residential land uses. One & two family residential land use has increased by 84 percent and multiple family residential use has increased by 73 percent.

TABLE 2.4 – Percent Change of Existing Land Use by Category and Subcategory
Oshtemo Township, 1993 to 2008

CATEGORY OF LAND USE	ACRES		% CHANGE OF ACRES
	1993+	2008	
DEVELOPED LAND	5,492	9,625	75.3%
RESIDENTIAL	3,405	6,006	76.4%
One & Two Family Residential	2,863	5,279	84.4%
Multiple Family Residential	320	552	72.6%
Manufactured Home Park	222	174	-21.4%
COMMERCIAL / INDUSTRIAL	266	890	234.4%
Commercial	163	479	193.6%
Office	28	145	418.9%
Industrial	75	266	254.2%
PUBLIC / SEMI-PUBLIC	473	799	68.9%
INFRASTRUCTURE	1,348	1,931	43.3%
Utility (Power station, etc)	*	107	*
Water - Stormwater Management	*	101	*
Road Right-of-Way	1,208	1,622	34.2%
Rail Right-of-Way	140	101	-28.1%
UNDEVELOPED LAND	17,457	13,419	-23.1%
Agricultural	5,549	2,895	-47.8%
Vacant or Unimproved	5,367	2,449	-54.4%
Woodland	6,324	7,704	21.8%
Water	217	371	71.0%

FIGURE 2.5 – Percent Change of Total Acres by Land Use Category
Oshtemo Township, 1993 to 2008



NOTE: Percent change of developed land shown in graph consists of the total percent change of all developed land use categories (i.e. residential, commercial/industrial, public/semi-public, and infrastructure).

Existing Zoning

Zoning is the tool with which the Township manages growth and development in an orderly manner. The overall purpose of zoning is to provide a desirable community in which residents want to live work and play. Through zoning the public seeks assurance of the following:

1. Protection of the current economic base of the community and provisions for its expansion, growth, and development.
2. Provision of buffers that mitigate issues between incompatible land uses.
3. Protection of natural resources, open space, and unique natural features through preservation or integration into development projects.
4. Management of population density.
5. Limiting exposure to adverse influences such as traffic, noise, smoke, dirt, and lack of ventilation and sunlight.

Existing Zoning (cont.)

6. Provision of convenient areas for commercial and industrial land uses as well as other service facilities.
7. Ensuring efficient use of municipal services, transportation, and public utilities (i.e. water, sanitary sewer, gas, and electricity) which reduces the cost of providing and maintaining these services.
8. Maintenance of aesthetic harmony in land and building development.
9. Management of potentially hazardous areas, such as flood plains

Table 2.5 lists the total acreage by zoning district in Oshtemo and the amount of zoned land that is currently developed by zoning district. Analyzing the total acreage by zoning district and the percent of those acres that are developed gives Oshtemo policy makers greater knowledge about how built-out the Township is.

The amount of commercial and industrial zoned land that is available for development within Oshtemo is important to note. Of the current commercial and industrial zoned areas, 33 percent and 58 percent respectively are not developed. There are 160 acres zoned for commercial use (not including 59 acres within the village overlay district, which is zoned Village Commercial) and 489 acres zoned for industrial use that have not yet been developed. Creating new commercial and industrial zoned areas, not currently designated as such, should only be done so when it is in keeping with the findings of this Master Land Use Plan and the Future Land Use map.

Almost two-thirds of the acres zoned for residential uses are not developed. Rural Residential (RR) and one & two family (R-2) zoned districts have more than half of their zoned acres undeveloped, while low/medium density (R-3) and manufactured home park (R-5) districts have about one third of their zoned acres undeveloped. Much of the undeveloped land consists of the rearages of developed properties and may not be readily developed. Expanding residential zones or changing existing residential zones to higher levels of use should only be done if similar zoned areas are unavailable and the change would be in keeping with this Master Plan and the Future Land Use Map.

Table 2.5 Acres Zoned And Developed By Zoning Classification

Oshtemo Township, 2008

ZONING DISTRICT	ACRES ZONED	ACRES DEVELOPED	% ZONED ACRES DEVELOPED	% ZONED ACRES UNDEVELOPED
RESIDENTIAL	17,683	6,787	38.4%	61.6%
RR - Rural Residential	12,520	3,866	30.9%	69.1%
R-1 - One Family	195	195	100.0%	0.0%
R-2 - One & Two Family	3,689	1,781	48.3%	51.7%
R-3 - Low Density Residential, Medium Density Residential, Transitional Uses	408	265	64.9%	35.1%
R-4 - Multiple Family	598	506	84.6%	15.4%
R-5 - Manufactured Home Park	272	174	64.0%	36.0%
VILLAGE COMMERCIAL	162	103	63.8%	36.2%
VC - Mixed Use Commercial and Residential	162	103	63.8%	36.2%
COMMERCIAL	703	543	77.2%	22.8%
C - Local Business District	691	535	77.4%	22.6%
CR - Local Bus. Restricted	12	7	62.2%	37.8%
INDUSTRIAL	845	356	42.1%	57.9%
I-R - Restricted Industrial	240	108	45.1%	54.9%
I-1 - Manufacturing/Service	600	242	40.4%	59.6%
I-2 - Manufacturing/Service	5	5	100.0%	0.0%
AGRICULTURAL	1,866	1,193	63.9%	36.1%
AG - Farming Operations, Low Density Residential	1,866	1,193	63.9%	36.1%

Source: Oshtemo Township Zoning Map, 2008

CHAPTER 3

Housing





CHAPTER 3:

Housing

An essential resource, the type and number of dwelling units within any community reveals much about land use trends and desires, and about the lifestyle preferences of the local residents. The ability to project the need for dwelling units, both amount and type, will assist in determining future land needs for housing.

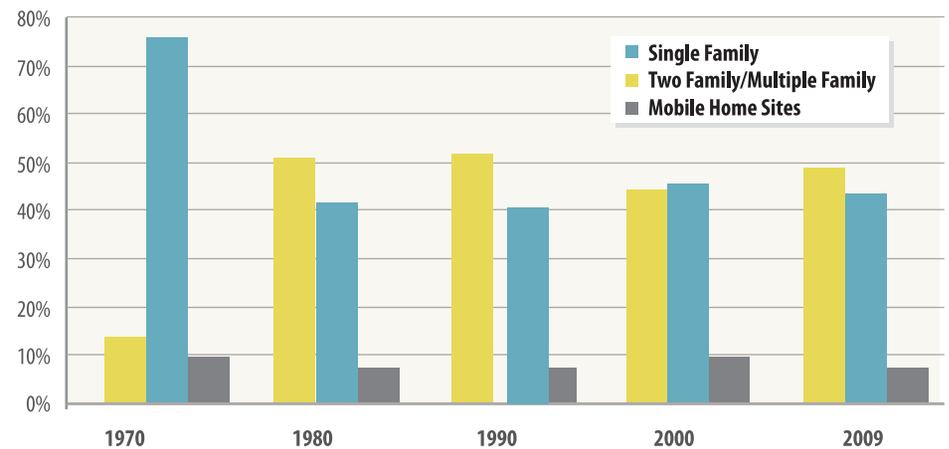
Current Housing Types

Oshtemo Township provides a wide range of housing opportunities including single family residential, attached condominiums, multiple-family residential of all densities and varieties from senior citizen to college student, and manufactured housing communities. Retention of high quality residential areas and creation of new housing opportunities for various demographic groups should be a goal in any master plan. The nature of housing has changed dramatically in the Township since 1970. In 1970, 76 percent of all housing units were single family. From 1970 to 1980 there was a boom in multiple family housing, and by 1980 multiple family housing made up 51 percent of total housing in the Township. By 2000, single family as a percentage of all housing units had decreased to 45 percent; the 2009 estimate is slightly lower than that at 44 percent. During the same period, two-family and multiple family units increased from 14 percent in 1970 to 45 percent in 2000 and are estimated at 49 percent of all housing units in 2009. Table 3.1 shows that the prevalent housing type in the Township in 1970 was single family residences while current makeup of housing types in Oshtemo includes a more diverse range of housing types.

Retention of high quality residential areas and creation of new housing.

Figure 3.1 shows how the housing types in Oshtemo Township have changed since 1970, particularly the increase in multi-family housing. Figure 3.1, along with Table 3.1, reflect that in 2009 the number of multiple-family dwelling units exceeds the number of single family dwelling units. This is an important consideration in the setting of a variety of policies such as whether to designate additional areas for future multiple-family developments and how to distinguish between the types of multiple-family dwelling units; senior housing units are an example of a unique type of multi-family dwelling unit.

FIGURE 3.1 Housing Units by Type
Oshtemo Township: 1970 – 2007



Source: U.S. Census, 2000 (Table DP-4) and Oshtemo Township Assessing and Building Departments

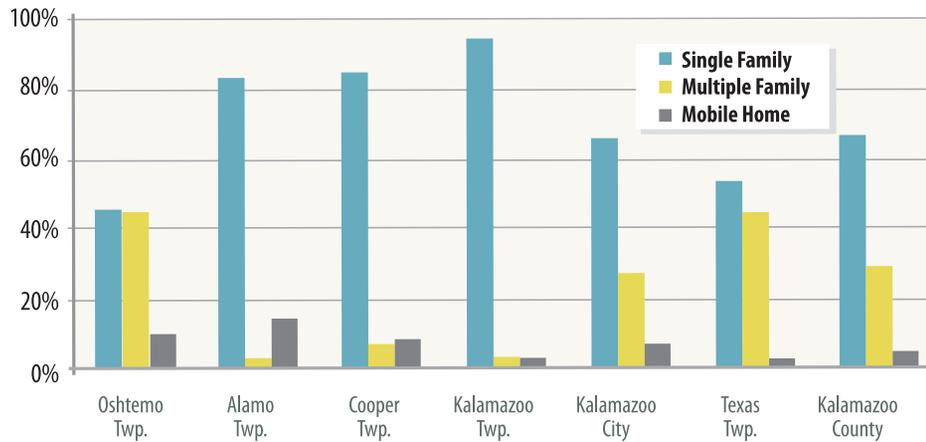
TABLE 3.1 – Housing Units By Type Oshtemo Township: 1970 – 2007

TYPE	1970		1980		1990		2000		2009*	
	UNIT	% TOTAL	UNITS	%TOTAL	UNITS	%TOTAL	UNITS	%TOTAL	UNITS	%TOTAL
Single Family	1,473	75.85	2,080	41.54	2,665	40.84	3,627	45.41	4,904	43.56
Two family/Multiple family	272	14.01	2,551	50.95	3,399	52.09	3,570	44.69	5,530	49.12
Mobile Home Sites	197	10.14	376	7.51	461	7.06	791	9.90	824	7.32
TOTAL	1,942	100	5,007	100	6,525	100	7,988	100	11,258	100

Source: U.S. Census, 2000 (Table DP-4) * Township estimate as of 12/31/2009 based upon available information from Assessing and Building Departments and 2010 Census preparation efforts and includes permit issued in 2009 that may have not been completed in 2009.

FIGURE 3.2 Percent of Total Housing Type

Oshtemo Township, Nearby Municipalities, and Kalamazoo County: 2000



Source: U.S. Census, 2000 (Table DP-4)

The dramatic change in the number of multiple family dwelling units was caused by a boom in apartment construction during the 1970's which then slowed in the 1980s. However, since the 2000 Census, the Township has experienced a new surge in the number of multiple family dwelling units oriented to students. While there has been a modest amount of senior and/or assisted-living units built, nearly all the multiple family dwelling units constructed since the 2000 Census are within developments oriented specifically toward college students offering the popular amenities college students desire.

To meet the future housing need ... senior-oriented developments ... should be directed to areas beyond the high density districts when public utilities are available.

Additionally, the new student housing developments tend to have three to four bedrooms per apartment which reflects the current trend of renting by the bedroom versus the entire apartment. In the past, a typical apartment unit had only one or two bedrooms.

Adopted in 2000, Western Michigan University's Master Plan includes a Housing Master Plan goal of incrementally increasing the number of students residing on campus by 6,000 in the next 20 years to a total of 10,000. Toward this effort, older dormitories have been or will be rebuilt or remodeled to create the type of residences today's students want. There are many positive benefits

to both the student in their college experience and to the university itself by housing students in an on-campus dwelling unit versus an off-site, privately owned apartment complex or rental home. Additionally, Downtown Kalamazoo, Incorporated (DKI) also envisions an increase in the number of students residing downtown in the future. In support of the goals of the Western Michigan University and DKI, Oshtemo Township should consider policies that reduce the rate of growth of student-oriented multiple family residential developments by allowing expansion of land zoned of multi-family dwellings only when in keeping with this Master Plan and the Future Land Use Map.

The older multiple family dwelling units built in the 1970s and 1980s are part of an aging housing inventory. The Township should consider policies that encourage redevelopment and rehabilitation of the older apartment complexes in the community before the expansion of multi-family zoned areas.

The percent of total housing units that are single family units has slightly decreased from 45 percent to less than 44 percent since 2000. This is mostly due to the growth of multiple family units in the past decade; this trend is unlikely to continue in the future, as such, the percentage of total housing units that are single family homes will increase.

The next three decades will see a tremendous increase in the size of the senior population as the Baby Boom generation ages and the lifespan of Americans increases; the senior population is defined as those persons who are 65 and over. A 2004 Commission on Affordable Housing and Health Facility Needs for Seniors In the 21st Century found that the senior population was 12.4% and by 2030 is estimated to be 20% of the total U.S. population.

By 2020, the Commission projects that the number of senior households is expected to grow by nearly 53% and that more than 80% of senior householders will be homeowners. To meet the future housing need, empty-nester and/or senior-oriented developments, although often constructed at densities similar to that of traditional multiple family developments, should be directed to areas beyond the high density districts when public utilities are available. The use of an overlay zoning district or special exception use review could allow senior-oriented housing developments to be located in less dense residential areas without being detrimental to neighbors.

In support of the goals of the WMU and DKI, Oshtemo Township should consider policies that reduce the rate of growth in student-oriented multiple family residential development.

Home Ownership and Occupancy

The 2000 Census revealed that Oshtemo Township had 7,988 housing units, 7,551 of which were occupied, for a vacancy rate of 9.4 percent. Of the occupied units, 55 percent were owner-occupied and 45 percent were renter-occupied, see Table 3.2.

TABLE 3.2 – Owner and Renter Occupied Rates
Oshtemo Township and Kalamazoo County: 1990-2007

	1990	2000	1990-2000 % POINTS CHANGE
OWNER OCCUPIED UNITS			
Oshtemo Township	49%	54.5%	5.5%
Kalamazoo County	64.4%	65.7%	1.3%
RENTER OCCUPIED UNITS			
Oshtemo Township	51%	45.5%	-5.5%
Kalamazoo County	35.6%	34.3%	-1.3%

Source: U.S. Census 1990, 2000

The high number of renter-occupied units, compared to the County, is also reflected in the low persons per household count of the 2000 Census. Oshtemo Township had an average household size of 2.25 persons, compared with adjacent townships which were in the 2.7 and 2.8 range and the county which was 2.5 persons per household, see Table 3.3.



During the 2000s, Oshtemo Township saw growth in multiple family dwelling units oriented to students.

Source: Oshtemo Charter Township

TABLE 3.3 Housing Characteristics

Oshtemo Township and Area Townships: 2000

	POPULATION	HOUSING UNITS	PERSONS PER HOUSEHOLD
OSHTEMO TWP.	17,003	7,988	2.25
Alamo Twp.	3,820	1,424	2.77
Texas Twp.	10,919	4,053	2.81
Cooper Twp.	8,754	3,269	2.75
Kalamazoo County	238,603	99,250	2.55

Source: U.S. Census, 2000 (Table DP-1)

In 2000, the average household size of owner-occupied dwelling units in Oshtemo Township was 2.54 persons and the average household size of renter-occupied units was 1.77 persons. Given the increase in the number of three and four-bedroom apartment units built in Oshtemo since the 2000 Census, the equivalent of 2,360 individually-rented bedrooms in 812 apartments, it is estimated that presently the average persons per household is likely greater than 2.2. Senior households, however, tend to have lower household sizes. The anticipated growth in senior households described above may balance out the increase in student-occupied housing units resulting in a comparable average household size in future Census taking periods as found in 2000.

Between 1990 and 2000, there was a 5.5 percent point increase in the amount of housing units that are owner occupied with the same decrease in the number of housing units occupied by renters.

The owner occupied rate for Kalamazoo County is higher than both Oshtemo Township and the City of Kalamazoo; this is due to the significant presence of college students in both communities and the type of housing they occupy. The Township should consider long-term impacts of a housing base (and population) that is more than half renter-occupied and the importance of continued enforcement of the Rental Housing Ordinance. Promoting land use policies that encourage home ownership should be implemented.

Results from the public opinion survey conducted for this master plan reveal that the response rates from the areas of the Township encompassing the apartment complexes was significantly lower than in other areas. This confirms other national studies that indicate renters tend to be less socially active in their community than owners. This is due, in part, to their mobility and the relatively short duration that they occupy their dwelling unit. The short term rental tendency of residents in apartment complexes is also discussed in the Community Profile Chapter.

The presence of a significant renter-occupied housing base does not have to detract from the sense of community and property values in Oshtemo Township if the units are kept in good to excellent condition and managed well by the owners. Additionally, existing apartments will retain more value if establishment of additional apartments is minimized thereby preventing expansion of the number of rental housing units beyond the current demand in the community. Sound land-use decision making and policies will promote high quality multi-family housing in the community.

A significant renter-occupied housing base and population does not have to detract from the sense of community and property values ... if the units are kept in good to excellent condition.

Housing Values

Housing values obtained through the U.S. Census are not objective indicators of present costs, particularly since the values expressed are those listed by the owner. However, within a particular region the relative values between communities are considered comparable, since homeowners tend to use many of the same factors when listing their home's value. The greatest number of Oshtemo housing unit owners specified that the value of their home was between \$150,000 and \$199,999 (27 percent of homeowners) and about half of the homeowners specified that the value of their home was greater than \$150,000; see Table 3.4 and Figure 3.3.

TABLE 3.4 Owner Specified Value of Owner-Occupied Housing Units

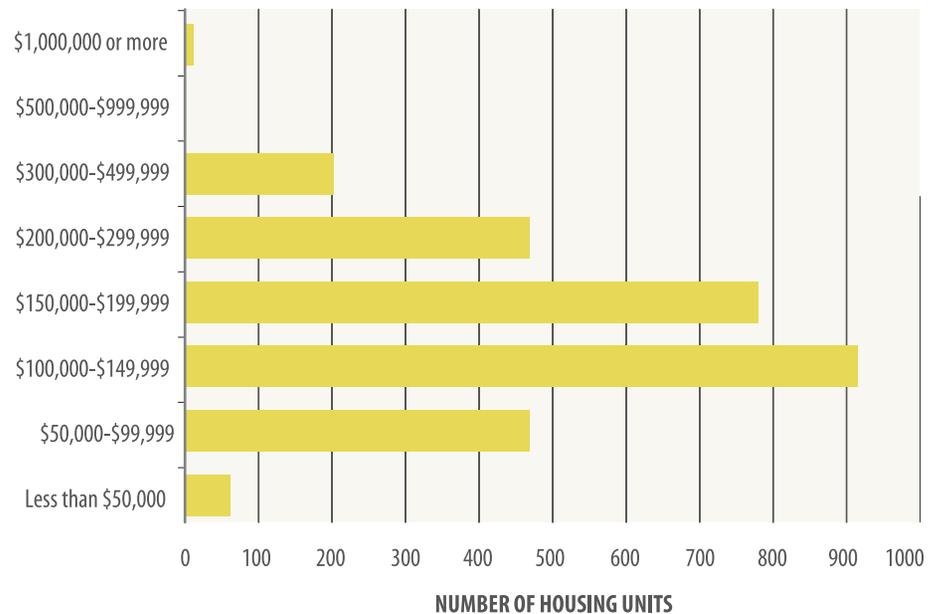
Oshtemo Township: 2000

OWNER-SPECIFIED VALUE	# OF HOUSING UNITS	% OF TOTAL*
Less Than \$50,000	61	2.1
\$50,000 - \$99,999	469	16.2
\$100,000 - \$149,999	915	31.5
\$150,000 - \$199,999	780	26.9
\$200,000 - \$299,999	468	16.1
\$300,000 - \$499,999	202	7.0
\$500,000 - \$999,999	0	0.0
\$1,000,000 or more	8	0.3

* Percentages are rounded and may add up to slightly more than 100% Source: U.S. Census, 2000 (Table DP-4)

FIGURE 3.3 Owner Specified Value of Owner-Occupied Housing Units

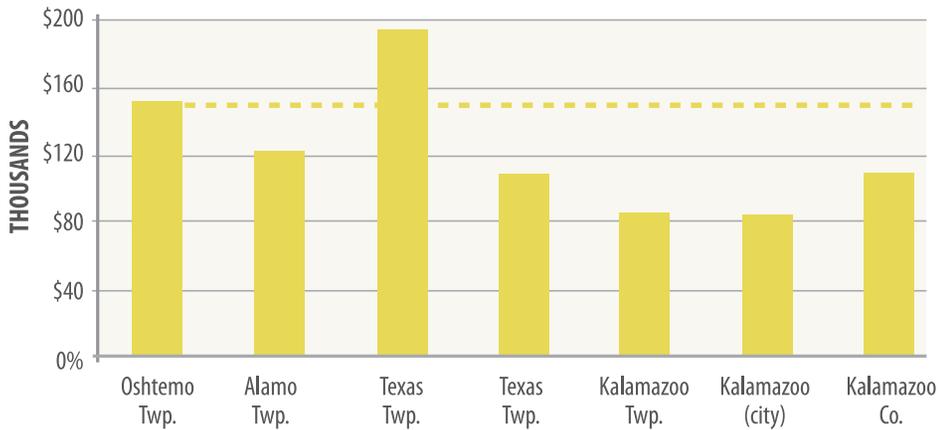
Oshtemo Township: 2000



Source: U.S. Census, 2000 (Table DP-4)

Oshtemo Township had a relatively high owner specified median value, \$150,300, compared with several other area communities with values in the \$80,000 to \$100,000 range. Texas Township had a value of \$193,000, which was the highest of any Township, and the county as a whole has a median value of \$108,000, see Figure 3.4. Land-use policies that protect housing values will benefit residents and the Township as a whole.

FIGURE 3.4 Median Owner Specified Value of Owner-Occupied Housing Units
Oshtemo Township, nearby Municipalities, and Kalamazoo County: 2000



New Construction

Between January 1999 and December of 2009, permits have been issued for 3,055 housing units in the Township. Of these, 1,149 were attached or detached homes/condominiums, 298 were mobile homes mostly in manufactured housing communities, and 1,608 were new apartment units, see Table 3.5.

TABLE 3.5 Building Permits Issued Per Year by Housing Type

Oshtemo Township: 1999-2007

YEAR	HOMES (DETACHED OR ATTACHED)	MOBILE HOMES	APARTMENTS (# OF UNITS)	TOTAL DWELLING UNITS
1999	103	102	0	205
2000	115	50	0	165
2001	130	32	336	498
2002	108	37	150	295
2003	102	9	444	555
2004	103	12	0	115
2005	127	15	0	142
2006	138	12	256	406
2007	94	13	224	406
2008	84	8	108	200
2009	45	8	90	143
TOTAL	1,149	298	1,608	3,055

Other Characteristics

More homes are connected to public water than the public sewer system. The public water system is more widely available in the Township than is public sewer. Per the Kalamazoo County Environmental Health Bureau's permit records and the City of Kalamazoo's utility billing records, more than two-thirds of the homes in the Township are connected to the public water supply.

Per City and County records, only 29% of homes are served by public sewer. The dispersal of single family homes throughout the Township, particularly in the western, rural part of the community, means that it is unlikely that an extension of public sanitary sewer system would be economically feasible to all dwellings within the foreseeable future.

In order to adequately protect groundwater sources it will be important that land uses creating additional population concentrations or a need for services such as sanitary sewer be directed toward areas where public utilities are available. Where services are not available, private systems must be protected through proper site regulations. Chapter 5 addresses the capital improvement program for the Township identifying the present and planned locations of public water and sewer mains.

Future Housing Needs

Projecting housing demand is an uncertain undertaking. Traditional housing preferences may shift rapidly due to changes in economic conditions or lifestyles. Apart from land use planning and zoning, little can be done by the Township to control shifts in housing preferences. Even when complex zoning regulations discourage certain types of housing, their popularity in the marketplace can create pressure on local government to accommodate the demand. Effective planning allows the community to anticipate and adapt to change. If the population of the Township grows at the projected rate, to between 27,800 and 37,800 by 2030, the housing supply will have to increase proportionately.

As noted earlier, Oshtemo Township has experienced a dramatic shift from the dominant single family home tradition of 30 years ago to more of a balance between single family and rental apartments. Although the overall socio-economic impact of

To adequately protect groundwater... land uses creating additional population concentrations or a need for...sanitary sewer be directed toward areas where public utilities are available.

this shift is not known, the impact on land use planning can readily be seen.

Higher density, multiple family housing concentrates a greater number of people into small areas. While these concentrations can be more easily receive local services, they also result in land use patterns which require different treatment than lower density, single family neighborhoods, particularly with respect to the intensity of traffic, size of utilities, and other community services. Anticipated growth in the senior population will result in more residents living in group quarters such as assisted living centers as well as in empty-nester oriented condominium developments which tend to be built at densities greater than traditional single-family neighborhoods.

There are two major factors which will influence housing demand. One is household size, which has declined dramatically since 1970, and the other is household preference, as determined by economic conditions and lifestyle changes. As this Plan is written, Michigan's economy is in poor condition with unemployment leading the nation and new housing starts at or near record lows. It is unknown how current economic conditions will impact the future growth in dwelling units in Oshtemo Township and in occupancy rates of existing units. The Kalamazoo Promise scholarship program is also going to have an impact on growth and occupancy in the future.

For purposes of this plan, the low and high population projections in Table 3A were utilized to project a range of new dwelling units that will be built in the next 10 to 20 years. Using those population projections, it is forecasted that there will be between 12,000 – 15,000 dwelling units in the Township in 2020; an increase of

If the population of the township grows at the projected rate... the housing supply will have to increase proportionately.

10% to 40% over 2010 estimates. In 2030, it is forecasted that there will be 14,000 to 17,000 dwelling units; an increase of 29% to 75% over 2010 estimates. Table 3.6 uses the average population figures of Table 1.3 from Chapter 1 Community Profile, to estimate the number of households in 2010 and to project for 2020 and 2030.

Anticipated growth in the senior population will result in more residents living in group quarters such as assisted living centers as well as in empty-nester oriented condominium developments.

TABLE 3.6 Household/Housing Projections

Oshtemo Township: 2010-2030

	10,774*	TOTAL HOUSEHOLDS
2010 ESTIMATE	2,049	# of senior households (1.4 persons per household)
	8,725	# of non-senior households (2.2 persons per household)
	22,064 total population 2,868 senior population at 13% senior 19,196 non-senior population at 87% non-senior	
	13,562	TOTAL HOUSEHOLDS
2020 PROJECTION	3,302	# of senior households (1.4 persons per household)
	10,262	# of non-senior households (2.2 persons per household)
	27,200 total population 4,624 senior population at 17% senior 22,576 non-senior population at 83% non-senior	
	16,916	TOTAL HOUSEHOLDS
2030 PROJECTION	4,771	# of senior households (1.4 persons per household)
	12,145	# of non-senior households (2.2 persons per household)
	33,400 total population 6,680 senior population at 20% senior 26,720 non-senior population at 80% non-senior	

Source: Oshtemo Township Planning Department * This household estimate is based upon the average 2010 population identified in Table 1.3 in the Community Profile Chapter and does not match the estimated number of dwelling units identified in 2010 Census preparation efforts found in Table 3.1 in this chapter.

The above housing projections utilize estimates regarding senior and non-senior population and assumptions about the number of persons per household from published studies by the Census Bureau and the Commission on *Affordable Housing and Health Facility Needs for Seniors in the 21st Century*.

Other, more traditional housing projection methods result in unlikely scenarios of future housing units because they assume the rate of growth in multiple-family dwelling units will mirror the growth in single/two family dwelling units which is not possible due to limitations on the amount of land zoned for multiple family use. They also assume that mobile homes will continue to represent 7-10% of the overall housing stock which current housing trends do not reflect; within existing mobile home developments, many lots are vacant and there is also limited acreage zoned, planned and available for the creation of additional lots.

Because existing projection methods do not account for the many variables that will impact population and household growth, the above housing projections will be revisited in the future once 2010 Census data is available and the state of the economy both regionally and nationally improves.

CHAPTER 4

Physical Character and Environment





CHAPTER 4:

Physical Character and Environment

The natural and built environments each contribute to a community's physical character and sense of place. As growth occurs throughout Oshtemo Township, preservation of existing elements of physical character and improving upon them should be a top priority. This chapter describes elements that make Oshtemo a desirable place to work, live, and play, and identifies a series of strategies to preserve and enhance physical character and environmental quality as the Township grows and matures.

Physical Character

History

Historically used by Native Americans for hunting and farming, the area took a step toward farmstead settlement in the 1830s when the Potawatomi tribe signed a treaty with the federal government that ceded most Native American land south of the Grand River¹. Agriculture quickly became the dominant activity in the township, and homesteads in a variety of architectural styles still dot the Township's landscape. The past half century has seen agricultural activity decline and Oshtemo has become a more suburban community. Oshtemo's history is discussed more in the *Community Profile Chapter*.

Rural Landscape

Many residents state that the rural feel of Oshtemo is one of the primary reasons why they enjoy living here. Results from the Public Input Survey conducted prior to the adoption of this Master Plan support this position as nearly half of the respondents want future commercial development to be directed to West Main Street east of 9th Street while only a quarter indicated that growth of commercial development should occur west of 8th Street. In other words, residents have stated that they would not want future development to take away from the rural landscape of Oshtemo.

Open land, wooded areas, agricultural uses, natural features, and rolling hillsides contribute to the rural feel. The protection of the rural landscape of the Township need not hinder the growth and development of the community; as the residents have stated, it is important for future commercial and industrial development and most residential growth to be positioned primarily in the eastern parts of the Township. Also, focusing development in the east will lead to the natural extension of existing development, especially in areas that have necessary utilities readily available or easily extended to. The protection of the rural landscape is important to the residents as well as to the attractiveness of the community to future residents and businesses and must be a major part of the future planning efforts in the Township.

Natural Features

Natural features are a predominant characteristic of the Township. Oshtemo's significant natural features include rolling hillsides, wetlands, wooded areas, native plantings, and undeveloped open space. The pre-settlement vegetation of the

township included oak savanna, prairie, and oak, beech, and maple forests. Natural features should be protected and enhanced as a vital part of the Township's visual quality. These natural features maintain the rural feeling of the Township which is considered to be one of its highlights.

According to the Public Input Survey, increased preservation of the natural environment through regulation and land acquisition as well as the adoption of ordinances requiring new development to be designed to reduce its impact on the natural environment should be important priorities for the Township. This plan needs to identify the high priority or highly sensitive areas and place an importance on the preservation of the natural features in the aforementioned areas. To that end, the 5 Year Parks and Recreation Master Plan identifies a goal of preserving natural and cultural resources and the completion of a natural features inventory to identify high priority sensitive areas; these are also goals of this Master Plan.

Quality of Life

The location of Oshtemo Township, in particular its proximity to both natural and built environments in the region, lends to the high quality of life in the Township. The natural features enjoyed by the residents are fully described later in this chapter. The proximity of shopping, cultural arts and employment to residents adds to the quality of life, as is indicated by respondents to the public input survey. U.S. Route 131 bisects the east side of the Township and Interstate 94 runs just to the south; the proximity of both highways connects Oshtemo residents to employment and other major metropolitan areas outside southwest Michigan.

The mix of land uses in Oshtemo also contributes to the quality of life in the Township. A variety of housing choices at all income levels is available to residents. The assortment of housing choices also caters to residents with different housing type preferences; single-family, multiple-family, senior, and manufactured housing options are available. A variety of commercial as well as industrial uses varying in intensity is also available. Maintaining a diverse range of land uses will be important in future planning efforts and land-use policy making.

Depending on where they live, parents have schooling options for their children. Three quality public school districts (Kalamazoo, Mattawan, and Otsego) extend into

¹ Ferraro, Sharon. "Oshtemo Township Reconnaissance Level Historic Resources Survey. Kalamazoo, Michigan, 1999.

² Western Michigan University. (1981). Pre-settlement Vegetation of Kalamazoo County, Michigan. (map) Kalamazoo, Michigan: Hodler et. al.

the Township. Nearby private options are available as well. The proximity of post-secondary education institutions, including but not limited to Western Michigan University, Kalamazoo College, and Kalamazoo Valley Community College, within the Kalamazoo area also add to the quality of life here.

The above mentioned factors contributing to quality of life are among the top reasons that residents like living in Oshtemo Township. The residents have noted their interest in preserving and enhancing the quality of life; therefore, it should continue to be an important part of future planning efforts.

Open Space

The Public Input Survey results indicate that the open spaces in the Township are the second most important characteristic that residents like about living in Oshtemo, surpassed only by shopping opportunities and proximity to downtown Kalamazoo. Most of the open spaces that lend to the charm of Oshtemo are privately owned large parcels. Some of these privately-owned lands have a single house on several acres; while others are undeveloped. As most of these open spaces have development potential, the manner in which they develop will either maintain the rural character of the community or detract from it. For instance, developing a large, rural parcel and cutting down the trees along adjacent county roads would severely detract from the rural character of Oshtemo. The residents have noted, in the public input survey, their interest in preserving open spaces, including support for a nominal dedicated millage, open space preservation should therefore be an important part of future planning efforts.

Parks and Public Facilities

Oshtemo Township Park and Flesher Field offer opportunities for both active and passive recreation activities. Park users enjoy miles of nature trails, an 18-hole disc golf course, a wiffleball field, a picnic shelter, and playground at the 70-acre Township Park on West Main Street. At the 24-acre Flesher Field on South 9th Street, park users can take part in soccer, baseball, wiffleball, walk on the unpaved nature trails, lunch in the covered picnic shelter, and many other activities. A playground is also available. See Figure 4.1 for a map of Oshtemo Township Park and Flesher Field.

Additional parks are planned on township-owned properties on KL Avenue and Stadium Park Way, and in 2009 a 5-year Parks and Recreation Plan was adopted to guide parks and recreation development for years to come. As described in the Five-Year Parks and Recreation Plan, the goals for the next five years include:

- Increasing connectivity between parks, neighborhoods, and commercial areas.
- Encouraging passive and active recreational activities.
- Improvement of existing facilities.
- Development of more parks.
- Protection of natural resources.
- Increasing access to parks for residents throughout the Township.

A number of other recreational facilities are also readily accessible to Township residents. Directly abutting the Township Park on West Main Street is the Lillian Anderson Arboretum, a 136-acre facility offering miles of unpaved paths for nature watching and hiking. Though the arboretum is a private facility owned by Kalamazoo College, it is open to the public with the expectation that it is respectfully used.

The trailhead to the 34.5 mile long Kal-Haven Trail is in the northeastern corner of the Township, providing residents with a direct non-motorized connection to the lakeshore community of South Haven. Heading east from 10th Street is the Kalamazoo River Valley Trail, a non-motorized route that currently connects Oshtemo with downtown Kalamazoo. The eventual goal of the Kalamazoo River Valley Trail is to connect Kalamazoo County to the trail networks in the City of Battle Creek and Calhoun County. These pathways offer miles of trails and non-motorized access to numerous county and city parks. Connecting Oshtemo residents to these regional trail systems will be an important goal for future planning efforts.

***The Kal-Haven Trail
is an all-season
trail located along
North 10th Street in
Oshtemo Township.***

Source: Oshtemo Charter Township

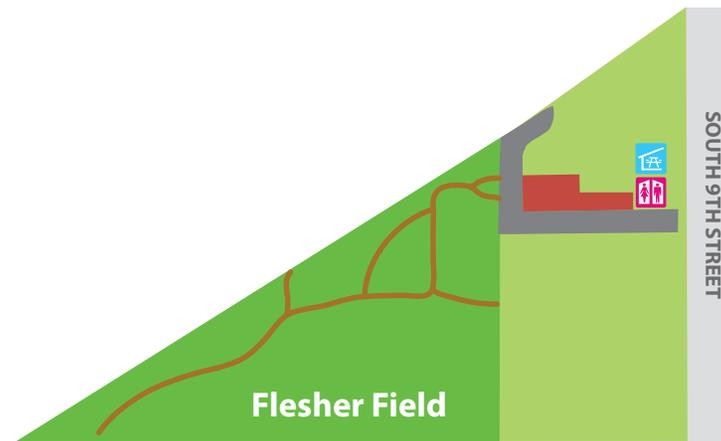


FIGURE 4.1 Township Park Facilities



Township Park

Township Park, left, is a 70-acre facility behind the Township Hall on West Main Street with unpaved nature trails, an 18 hole disc golf course, picnic shelter, playground, and open fields.



Flesher Field

Flesher Field is a 24-acre facility off of 9th Street with unpaved nature trails, playground, picnic shelter, and sport fields.

LEGEND

- Disc Golf Tee
- 🚩 Disc Golf Basket
- 🛖 Picnic Shelter
- 🚻 Restrooms
- Nature Path
- Paved Path
- 🟡 Disc Golf
- 🟢 Open Space
- 🔴 Playground
- ⬛ Road/Parking
- 🟩 Wooded

Preservation, Promotion and Improvement of Physical Character

As shown in the previous paragraphs, the character (natural and built) of Oshtemo Township is an asset that residents value greatly. The existing character of the Township was mentioned often in the Public Input Survey as an important asset to residents; for instance, when asked what the Township will look like in 20 years, respondents stated that they see Oshtemo Township as a community with rural character, green space and parks, non-motorized transportation, and controlled growth.

It is important for the Township overall and for its residents that future planning efforts focus on the preservation, promotion, and improvement of the physical character of Oshtemo.

Open Space Preservation

Open spaces provide residents with the opportunity for active and passive recreational activities as well as adding to the rural character of the Township. Small open space areas are important for passive recreational activities and should be valued; pocket parks may be an example of how small open spaces can be utilized. Larger open space areas are better suited for active recreational activities as these types of activities tend to have greater space requirements. Contiguous open spaces may be connected through greenways or green corridors to create larger open spaces. Open spaces can also be left as-is, with no activities upon or within them to preserve viewsheds, sensitive lands like wetlands, steep slopes, etc.

Open space preservation and the establishment of dedicated open spaces will be important in the future as the Township continues to grow. Oshtemo should plan to increase and/or preserve open space through acquisition, securing of easements, deed restrictions, public/private partnerships and/or other methods. As over half of the Public Input Survey respondents agreed or strongly agreed that they would

Open Space
Preservation
Open Space
Communities
Mixed-Use
Development
Traditional
Neighborhood Design
Sustainable
Development
Woodland Preservation
Tree-lined Roads

consider a nominal millage for the acquisition of land for open space and natural features preservation; this should be considered by the Township as a method for open space preservation.

Open Space Community Residential Development

Open space community residential development is a means of permanently protecting open space, wooded areas, viewsheds, or environmentally sensitive areas while allowing landowners the opportunity to develop their land and providing homeowners with an alternative to the traditional plat. Rather than a development pattern utilizing the entirety of the available land, homes are grouped on a portion of that available land, with the remainder permanently set aside as protected open space. The density of an open space community would not be greater than in traditional developments but larger open space areas would be created due to the clustering of homes on smaller lots.

Open space communities should be designed to preserve the environmental integrity of the site by protecting features such as wetlands, steep slopes, streams, natural vegetation, or other features. They should also be designed in order to preserve on-site and/or off-site viewsheds.

The Public Input Survey results show strong support for enacting standards that preserve natural areas in new developments and that smaller lot sizes should be allowed in exchange for setting aside and preserving natural features. Also, three out of four respondents think it is important to adopt ordinances requiring new development to be designed to reduce its impact on the natural environment.

Developers can be encouraged through sound planning principles to create new open space communities rather than traditional developments. As noted earlier, the overall density of the development site remains the same. However, slight density increases should be considered as an incentive to developers to consider this type of residential development. Other incentives to promote open space residential development include alternative design standards and narrower roads (as long as emergency services are not adversely affected), allowing developers and/or landowners to decide how open space will be owned and maintained, and the waiving of various provisions as deemed appropriate during the review process. See Figure 4.2 for an example of an open space community residential development compared to a traditionally platted residential subdivision.

³ A viewshed is an area of particular scenic or historic value that is deemed worthy of preservation against development or other change. Viewsheds are typically visible from areas such as roadways, sidewalks, or other public areas.

Figure 4.2 Example of Open Space Community Residential Development

138 Units



Open Space Community Residential Development

- Houses clustered together to preserve open space
- Promotes the rural character of the Township
- Environmentally sensitive and aesthetically pleasing areas are preserved
- Undeveloped land supports natural stormwater management
- Open space is jointly owned and maintained
- Lesser impact on natural environment
- Denser layout allows for more affordable provision of sanitary sewer

127 Units



Traditionally Platted Residential Development

- No dedicated open space
- Development encompasses entirety of available land
- Greater need for built stormwater management system
- Greater impact on natural environment

LEGEND

-  Dedicated Open Space
-  Parcels
-  Streets in Development

Mixed Use Development

Mixed-use developments provide many benefits and can be designed to build upon the existing character of a community as well as create new character. These types of developments connect residents with the essential services and amenities that they need such as retail, employment, and public spaces. Mixed-use developments may, but do not always, include a residential element. They also connect business owners with each other and their customers. When public space is incorporated, mixed-use developments can become gathering places thereby building a greater sense of community.

Mixed-use developments are laid-out at a pedestrian-scale rather than automobile-scale to decrease the importance of cars and increase walking between uses. As various uses are positioned in proximity to each other, open-space can be preserved in other areas of the development.

Having a variety of uses is crucial in promoting mixed use developments. Development that incorporates a variety of complementary and different uses will, along with many other things, do the following:

- Manage problems that occur when conflicting uses abut each other.
- Create public spaces and spur strong communities and social interaction.
- Promote fiscally sound development patterns.
- Encourage alternative transportation options.
- Reduce the effects of urban sprawl and preserve open space and natural features.

Not all areas of the Township are suitable for mixed-use development. As such, it is important to identify areas where mixed-use development is most suitable.

Traditional Neighborhood Design

Traditional Neighborhood Design (TND) is an option for creating new physical character in Oshtemo. TND relies on the creation of complete neighborhoods or communities that contain residential units, quality public spaces, commercial development, and/or other amenities needed for residents. Built at a human scale, the various segments of the development are placed in close proximity to each other so as to make pedestrian travel between different parts of the development easy and unencumbered by automobiles. Sidewalks and bike paths within the neighborhoods are crucial in this type of neighborhood. Recent real estate trends show that prospective home buyers are generally inclined to want to buy homes within neighborhoods that offer the types of amenities typically found within TND-like communities.

The geographic and cultural center of a TND community should be an easily discernible public space; for instance, a TND community may be developed around a park or other public open space. Buildings, regardless of use, are often oriented towards this discernible public space.

A TND community may include any of these design principles:

- Provide a mix of uses, including residential, commercial, civic, and open space.
- Provide a mix of housing styles, types, and sizes to accommodate all demographic groups.
- Incorporate a street system of interconnected streets with non-motorized transportation facilities built into the street system.
- Retain the current aesthetic character of the community.
- Minimize the destruction of existing natural features.
- Placement of parking lots, driveways, and other automobile parking areas away from main roads, often behind buildings, to encourage pedestrian travel.
- Reduced front setbacks in order to create a safe and walkable community.

Traditional Neighborhood Development may not be applicable in all areas of the Township. Specific areas of the Township that would be most appropriate for this type of development need to be identified.

Sustainable Development

Sustainable development practices should be encouraged in new development as well as in renovation of older, existing developments; sustainable development should be promoted for all uses. The benefits to the community as well as residents and businesses are great when sustainable development practices are utilized. Some of its benefits are listed below:

- Residents and businesses can decrease their utility bills.
- Pollution emissions decrease.
- Soil and water quality can increase.
- Development designs complement the natural surroundings.

In order to promote the use of sustainable development practices and to encourage developers to use them, it is important for the Township to set a good example. Township-owned sites should, to the extent possible, be developed or redeveloped according to sustainable development practices.

SUSTAINABLE BUILDINGS

Buildings and sites meeting Leadership in Energy and Environmental Design (LEED) standards, or other comparable sustainable building standards, should be promoted by the Township. LEED facilities are certified by the United States Green Building Council (USGBC) through the application of a variety of different criteria such as energy efficiency, non-intrusive site design, connection with alternative modes of transportation, and the use of renewable or recycled materials among others. New development and renovation of existing sites should be encouraged to meet sustainable standards such as those for the LEED program. The Township should also encourage sustainable building standards through the implementation of incentives or other measures and promote various state and national tax credits and programs that are available to developers who build according to sustainable standards.

LEED FOR NEIGHBORHOOD DEVELOPMENT

The USGBC is currently conducting a trial program for entire neighborhoods. LEED for Neighborhood Development (LEED for ND) certification recognizes development projects that successfully protect and enhance the health, environment, and quality of life in communities. LEED for ND certified projects must satisfy a number of criteria including smart location of development, reduced impact on natural environments,

connectivity to existing development, green buildings and infrastructure on site, and commitment to regional priorities, among other criteria.

LEED for ND and projects built to comparable standards relate to other portions of this Master Plan - mixed-use development and Traditional Neighborhood Development for example - and they provide similar benefits to the Township. LEED for ND and similar projects provide the following benefits to communities:

- Encourage healthy living through compact, walkable communities.
- Reduce urban sprawl by smart locations for development near existing development or on previously developed properties.
- Reduce the negative impact on the environment.

LEED for ND standards are in-line with the goals of the Township. New residential and mixed-use developments should be encouraged to meet the LEED for ND or comparable design criteria. The Township should consider certain aspects of LEED for ND in site plan design for new residential development including sustainable site design and connectivity with existing neighborhoods.

LOW IMPACT DEVELOPMENT

Low impact development practices can also be used in new and existing developments to promote the natural character of the Township. Alternative stormwater management designs, including rain gardens that are aesthetically pleasing while still fulfilling the stormwater management needs for the development should be encouraged. Decreasing the amount of impervious surfaces and collecting runoff to reuse for irrigation purposes within the development will also reduce the impact of development on the natural environment.



Decreasing the amount of impervious surface, especially in parking lots, reduces the impact of development on the natural environment.

Source: McKenna Associates

WIND, SOLAR, AND OTHER ALTERNATIVE ENERGY SYSTEMS

The Township has a wind energy ordinance. Utilization of wind power as an alternative energy source for residents and businesses should be encouraged. Additionally, the Township should study solar power and consider policies to address the installation and use of solar panels and/or solar hot water heating systems as well as solar access. Wind and solar energy systems should be designed and located so as to minimize any negative aesthetic impact on neighboring properties.

Oshtemo Pre-Settlement Tree and Vegetation Preservation and Restoration

Native, or Pre-Settlement, vegetation areas lend to the environmental, economic, and aesthetic values of the Township and add to residents' quality of life. Pre-settlement vegetation is adapted to the particulars of Oshtemo soil types, topographic slopes, and amount of rainfall. Once these plants are established, although not exclusive in their suitability to the area, generally require less supplemental watering even in Oshtemo's sandy soils, because of their deep root systems. These deep roots also work to prevent soil erosion, thus preserving water quality, especially in steeply sloped areas. It is important to create a set of objectives and strategies to minimize the impact of development on existing native vegetation and to also restore pre-settlement vegetation areas. To preserve native tree species a tree preservation ordinance should be considered. To restore vegetation, the landscape ordinance should be revisited using data gathered through a Natural Features Inventory study. From this study, specific goals and strategies should be defined for various plant community sub-areas, such as the Beech-Maple area in the northeast area of the township, the widespread Oak Savanna areas, and the Oak Barrens. Once defined, these goals should also be communicated to citizens through educational materials.

The question is not whether or not native woodlands and savannas should be preserved and also restored but rather how that will occur in conjunction with development. Incorporating existing trees into parking areas and along roadways reduces the visual impact of development and provides shade to reduce glare and heat radiation. Additionally, it may be less expensive to preserve a mature, high-quality tree than to install new nursery stock to satisfy the township's landscaping requirements. Selective cutting of native vegetation species should be done only for the health of the trees and to allow specific views into the property, where needed.

Any policy on preservation and restoration must take into account such factors as the overall goal for preservation and restoration for that sub-area, the quality of

the existing vegetation, and the ability to reasonably develop the property. It is important for mature, pre-settlement tree species in the Township to be preserved and for savanna forb and grass species to be planted.

Tree-lined Roads

Similar to what is described above, the tree lines along the county roads add to the rural atmosphere and aesthetics of the community, even in the more developed areas. The pleasing views into properties and along the traveled roadway can be lost as properties develop. In order to preserve these viewsheds, the Township should consider a buffer requirement for new residential developments imposing a greater setback on the homes built on the lots abutting the adjacent county road that borders the neighborhood. This buffer would allow more trees to be preserved along county roadways.

Additionally, a street tree requirement whereby each new home has a tree planted between the sidewalk and street would begin to build new viewsheds within neighborhoods as the trees mature. New policies such as these should be added to the landscaping ordinance and would complement the existing ordinance well. A study should be conducted that considers how these types of programs would be implemented. See Figure 4.3 for an example of tree-lined roads within a residential development.



FIGURE 4.3 Example of Tree Lined Roads in Residential Development

Existing Road
in Residential Development



Frontage of a residential lot is not currently required to be landscaped further than a lawn

Roads without trees and other plantings detract from rural character of Oshtemo

Tree Lined Road
in Residential Development



Street trees will build new viewsheds within neighborhoods when trees mature

Environment

The rural character and environmental features of Oshtemo are highly valued by residents. It is important to review the environmental features of the Township and describe how policies will be formed to help protect them. The Township's natural features including geology, soils, topography, water resources, native plant species, and wildlife are described below.

Geology

The surface materials and landscape of Kalamazoo County are results of glaciers, the last of which passed through the area about 15,000 years ago. As they receded, these glaciers left deposits consisting largely of sands and gravels, which range from 200 to 600 feet in depth. Oshtemo Township is one of the areas which received the deepest deposits, with depths averaging nearly 400 feet. The surface features which resulted from the glacial movement and the deposits which remained influenced the location and quality of the Township's groundwater supply, sand and gravel deposits, and topography.

A major glacial landform, the Kalamazoo Moraine, transcends the middle of the Township consisting mostly of coarse, sandy till with lenses and pockets of stratified sand and clay intermixed. Gravel and boulders are common on and near the surface. The western two thirds of the Township consist of coarse sand and gravel collapsed outwash. The southeastern portion of the Township is comprised of outwash plain. Gravely sand, pebble to cobble gravel and fine sand predominate.

Generalized groundwater flow in the western half of the Township is in a west to northwest direction, flowing from the Kalamazoo Moraine to lower areas of outwash. Groundwater flow in the eastern half of the Township is of a lesser gradient and in an easterly direction, also flowing from the Kalamazoo Moraine to lower areas of outwash.

Soils

The management of development on particular sites depends largely on the soil types present. The soil type map, Figure 4.4, gives a broad overview of soil characteristics in Oshtemo as found in a soil survey of the Township. The four most common soil types, in order of percent of land they are found on, are Coloma, Oshtemo, Spinks, and Kalamazoo. The fifth most common soil type in the Township is urban fill. Table 4.1 below summarizes the percent of land that the common soils

makeup as well as the location of these soils throughout the Township and Figure 4.4 is a map of these soils types. Generally, the soil in Oshtemo is deep and drains well.

TABLE 4.1: Common Soil Types
Oshtemo Charter Township

SOIL TYPE	DESCRIPTION	PERCENT OF TOWNSHIP LAND	LOCATION IN TOWNSHIP
Coloma	Deep, excessively drained, sandy	42%	West
Oshtemo	Deep, well drained, loamy and sandy	22%	East
Spinks	Deep, well drained, sandy	13%	Throughout
Kalamazoo	Deep, well drained, sandy and gravelly	11%	East
Urban Fill	—	7%	Developed Areas
Other	—	5%	Throughout

Source: U.S. Soil Conservation Service

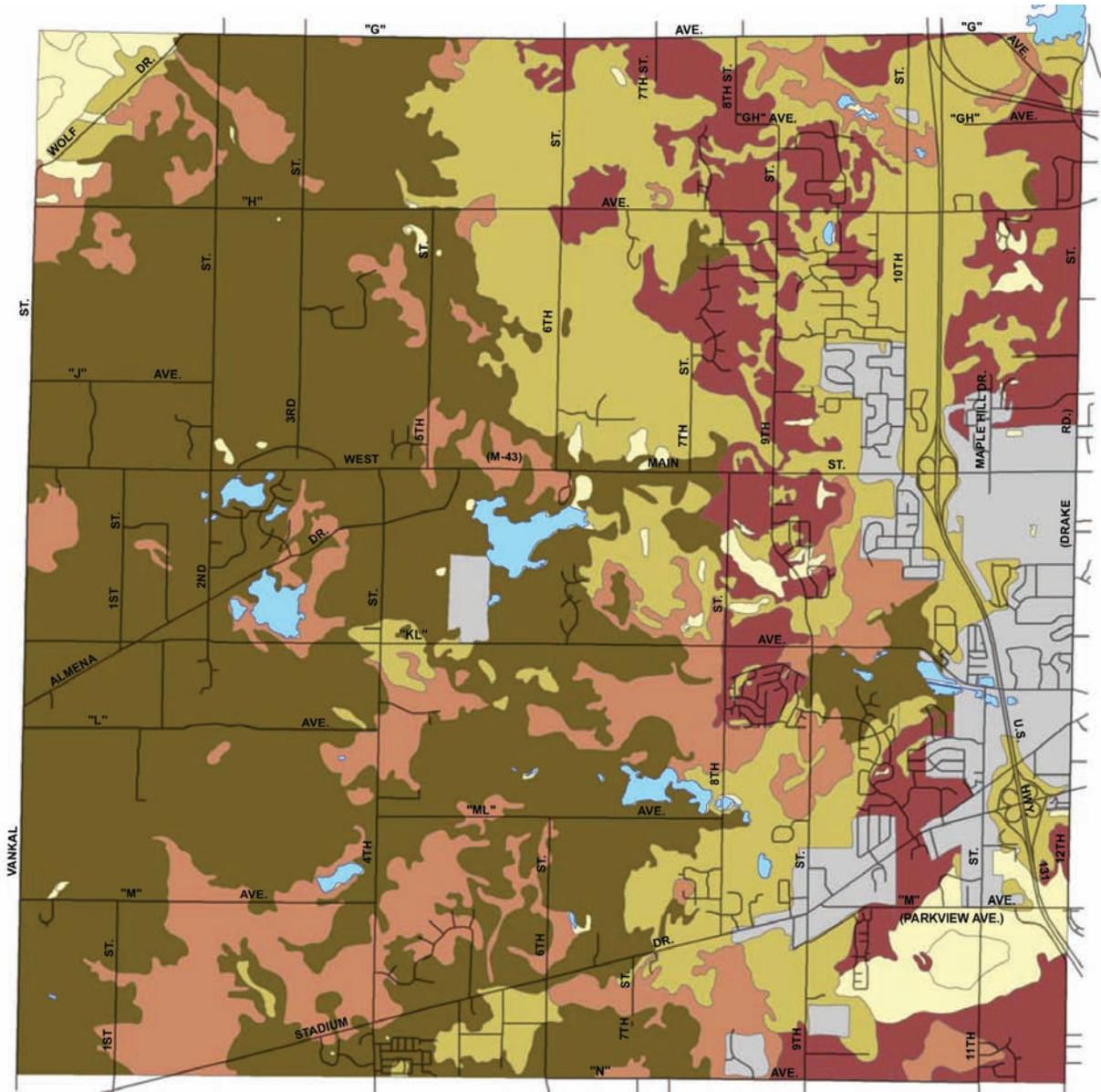
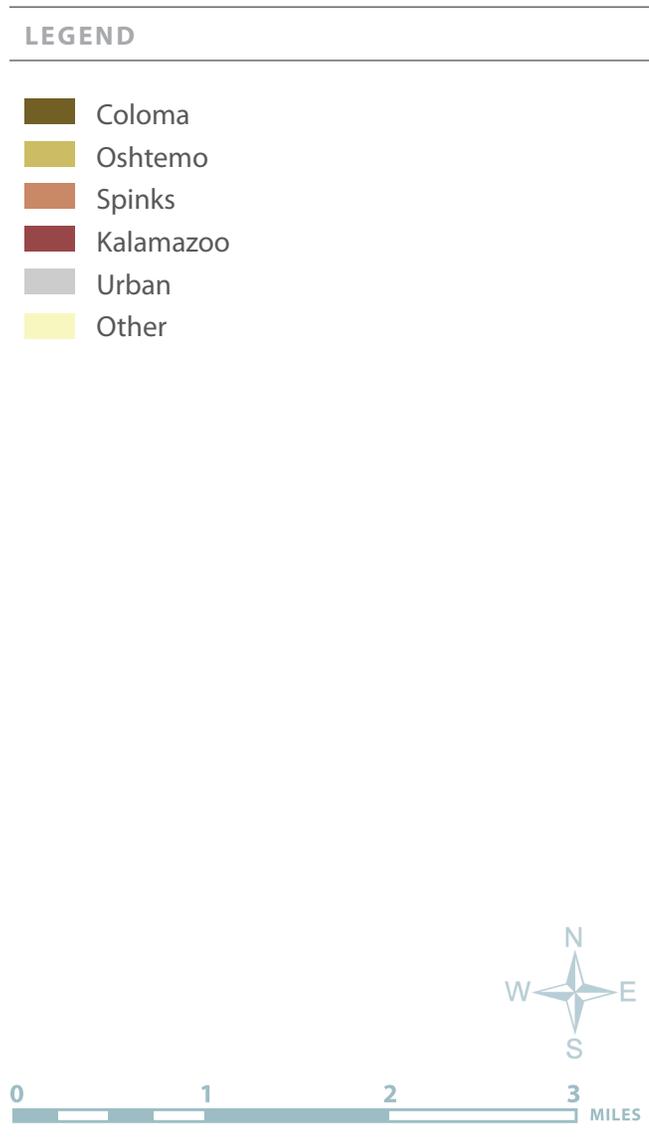
Although these soil surveys are available for broad-scale planning, they should not be relied upon to determine the development potential of a specific site. Additionally, as there have been unusual findings on some sites in the Township as they developed, specific soil investigations are needed prior to development on all sites. Normally, this will not be controlled by the Township, but will depend on the individual property owner or developer.

Most of the soil in Oshtemo is well drained and highly permeable; it is important for developers to conduct soil surveys to address potential problems that may occur when developing on these soil types. Developers need to choose appropriate sites for their projects as well as design and construct development in such a manner that will not have negative effects on land. When possible, development should occur in areas that do not have natural soil, i.e. areas with urban fill, in order to preserve the natural soil conditions.

Specific soil investigations are needed prior to development on all sites.

FIGURE 4.4

Soil Types Oshtemo Charter Township



Topography

Topography in Oshtemo ranges from 730 feet to 1,000 feet above sea level with most of the Township within the range of 910-960 feet above sea level. The steepest slopes are generally located in the central and western portions of the Township. A significant north-to-south ridge of high ground runs through the Township, from which drainage flows east and west. This acts as a barrier to the extension of sanitary sewer west of the ridge, since these systems generally function by gravity flow. A series of lift stations could be constructed to accommodate flows over the ridge to the east, however it would be at great expense to the Township and developers.

Since the elevation differences found within the Township are not generally severe, preservation of existing topography during development should be readily accommodated. When preparing individual site development proposals, the topography of the site should be respected.

The uniformity of the topography tends to highlight the areas where some variety of elevation exists, making their preservation all the more important. Elevation changes will occasionally create restrictions to development. Where elevation differences occur, site modifications may be necessary to accommodate drainage, traffic circulation, erosion control, and grading. When possible, sites should be arranged as to prevent any drastic elevation changes of the site.

... sites should be arranged as to prevent any drastic elevation changes of the site.

Grading and terracing should be avoided and building sites should blend into the existing topographic and drainage patterns of the site. Grading should be restricted to that necessary for the requirements of the building, parking, and other developed areas of the site. Other land configurations may be used to soften the impact of the architecture and screen objectionable views.

Water Resources

The name Oshtemo was created by combining elements of the Ojibwa words for 'head' and 'source, spring'. Those that named the area Oshtemo recognized that water resources are important and their value is still appreciated today. As such, it is of great importance to protect the water resources within the Township – both on the surface and below ground.

In Oshtemo, the greatest sources of non-point contamination are agriculture, lawn chemicals, and soil erosion.

SURFACE WATER

A few water features are located in the Township: small lakes include Wyman Lake, Dustin Lake, Bonnie Castle Lake, South Lake, Mud Lake, and other smaller water bodies. Water features are generally valued for their views and the sense of tranquility they provide.

One of the greatest threats to surface water is non-point source pollution, or runoff from precipitation. As runoff moves, it picks up and carries away sediment and pollutants, finally depositing them into lakes, rivers, and wetlands. In Oshtemo, the greatest sources of non-point contamination are agriculture, lawn chemicals, and soil erosion.

Kalamazoo County Environmental Health Division records indicate high levels of contaminants above acceptable levels for drinking water in a few areas of the Township where agriculture activities are conducted. Fortunately, soil erosion control measures and conscientious agricultural and earth change practices can do much to eliminate non-point source contamination. Non-point source pollution can be mitigated through the modification of a variety of activities, especially those activities related to farming and land development.

One of the most effective means of preventing non-point source contamination is through the protection of the water's edge. Buffer zones should be established around surface waters to prevent erosion. Clearing of vegetation should be prohibited in these areas. The width of the buffer zone will vary according to local site conditions, such as slope, floodplains, wetlands, soils, and vegetative cover. Efforts to curtail erosion during site construction must be taken by developers in order to prevent runoff pollution.

STORMWATER

Any stormwater runoff exiting a developed site should not exceed the runoff which occurred prior to development. However, the stormwater capacity of a building site must be maintained after development occurs to prevent soil erosion, excessive sedimentation, flooding, and groundwater contamination.

All stormwater management systems should be designed to provide natural pretreatment of runoff.

Where desirable and permitted, and where existing ecosystems would not be endangered, natural wetlands should be used as stormwater retention areas. If no natural wetlands are present on the site, wetlands adjacent to the site should then be considered. If these alternatives are not feasible, consideration should then be given to alternative means, such as constructed

detention basins or other overland flow systems. All stormwater management systems should be designed to provide natural pretreatment of runoff.

The traditional method used to mitigate stormwater runoff on developed sites has been to create large retention ponds in which the runoff from the development accumulates. These methods are effective but do not contribute to the aesthetics of the community; they are often merely deep, fenced holes.

Another method for stormwater management that has been proven effective is the creation of swales or other features that mimic the stormwater runoff in natural ecologies. Swales typically consist of a low tract of moist and marshy land designed to slow and capture runoff by spreading it horizontally across the landscape; this facilitates natural infiltration into the soil. Appropriate landscaping can be added within swales to add to the aesthetics of the swale and to meet site plan landscaping requirements. These, and other similar types of stormwater management, not only provide more aesthetically pleasing landscapes but are less intrusive on the natural environment.

WETLANDS

'Wetland' is the collective term for marshes, swamps, bogs, and similar areas often found between open water and upland areas. The historical negative views of wetlands as wastelands combined with the demand for more developable land, resulted in the destruction of large areas of wetlands. Owners and developers have drained their wetlands, and converted them to farmland, filled them for housing developments or industrial facilities, and used them as dumping grounds. In Michigan, of the estimated 11 million acres of wetlands that existed 150 years ago, only 3 million acres remain.

Attitudes toward wetlands have changed. Scientists have discovered that wetlands are valuable natural resources that provide many important benefits to people and the natural environment.

Benefits of wetlands include the following:

- Reducing flooding by absorbing runoff and slowly releasing water into rivers and lakes.
- Filtering pollutants from runoff and serving as nutrient traps when adjacent to inland lakes.
- Recharging groundwater supplies when connected to underground aquifers.
- Contributing to natural nutrient and water cycles, and producing vital atmospheric gases, including oxygen.
- Providing commercial, recreational, and ecological value; all of which have positive effects on quality of life and economic prosperity.

In Michigan, the Goemaere-Anderson Wetland Protection Act (part 303 of Public Act 451 of 1994) provides for the statewide regulation of wetlands greater than 5 acres and all wetlands, regardless of size, that are contiguous to a lake, stream, or other body of water. The Act specifies that activities such as filling, dredging and draining require a permit from the Department of Natural Resources (DNR). The Act also provides a plan for the preservation, management, protection, and use of wetlands and provides remedies and penalties. Federal laws also pertain to the preservation of wetland areas.

WATERSHEDS

A watershed is an area of land in which all of the water that is under it or that drains off of it goes to the same collection place. Common collectors of the water from a watershed are rivers, lakes, reservoirs, and wetlands. Portions of two watersheds can be found within Oshtemo Township. The west side of the Township is within the Paw Paw River Watershed; this watershed also runs through portions of Van Buren and Berrien Counties. The east side of the Township is within the Kalamazoo River Watershed; this watershed also runs through Allegan, Barry, Calhoun, Eaton, Hillsdale, and Jackson Counties. Figure 4.5 shows the watersheds in Oshtemo Township.

Because all of the water within a watershed eventually drains into the same area, all water resources within the geographic boundaries of a watershed are connected. As watersheds do not conform to geopolitical boundaries, watershed management is an inter-jurisdictional issue. Watershed management across geopolitical boundaries has been important in Michigan and the Michigan Department of Environmental Quality, the MSU Institute of Water Research, and the Michigan Environmental Council have been championed the proper managers of Michigan's water resources.

As watersheds do not conform to geopolitical boundaries, watershed management is an inter-jurisdictional issue.

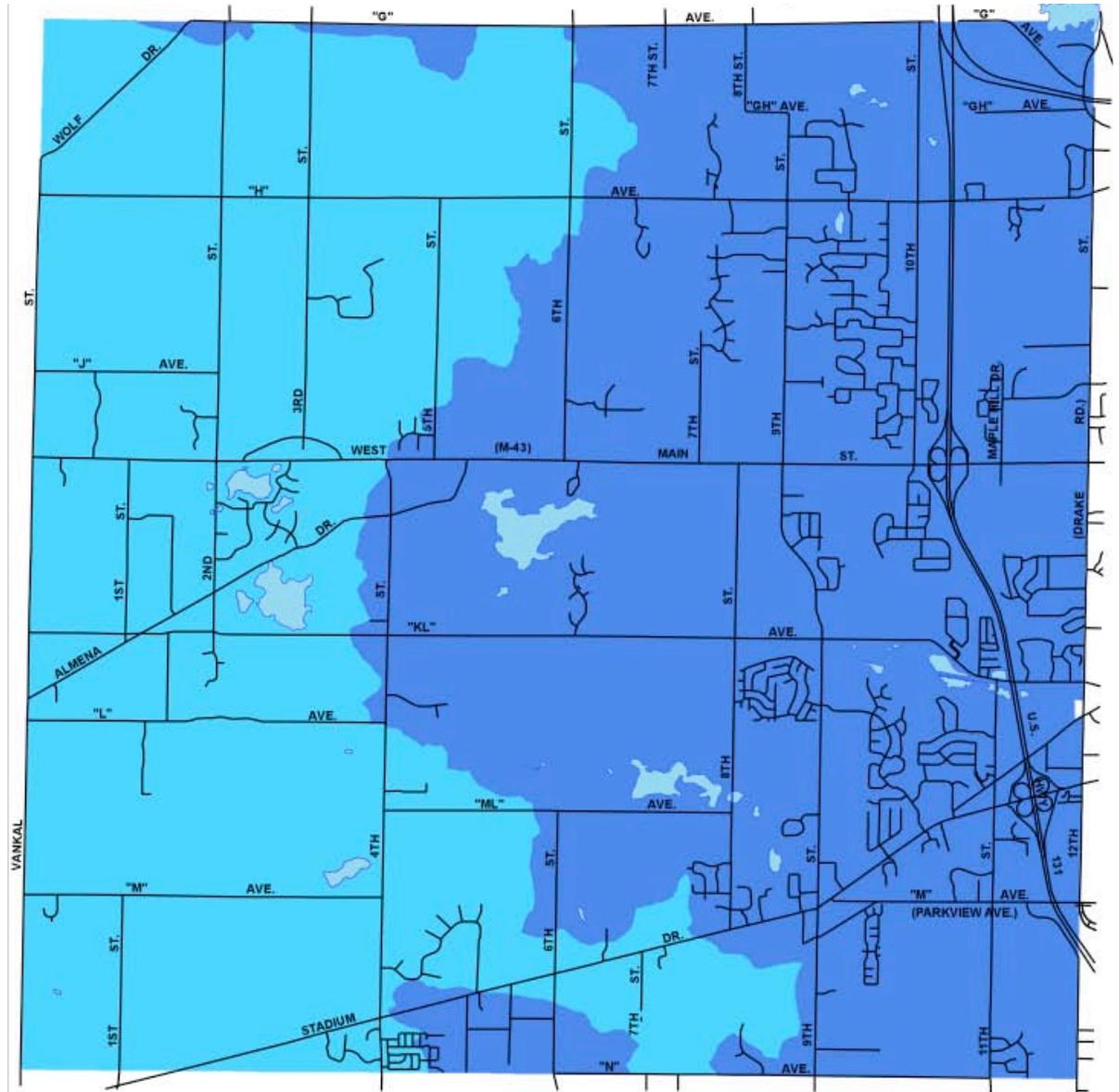
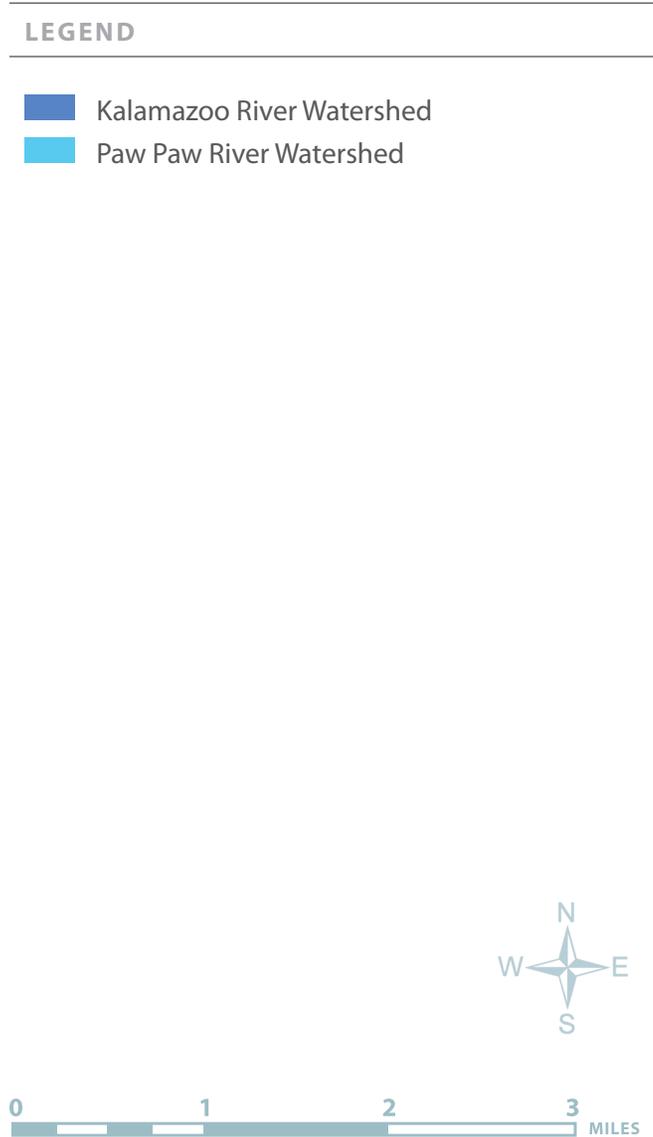


Retention ponds are the dominant form of stormwater management but are often not aesthetically pleasing.

Source: Oshtemo Charter Township

FIGURE 4.5

Watersheds Oshtemo Charter Township



GROUNDWATER

Groundwater is the primary source of potable water, farm irrigation, and replenishing surface water in the Kalamazoo area. Groundwater is also used in industrial and commercial settings. Groundwater, like surface water, is affected by the various human land uses that occur above it. Everyone in Kalamazoo County drinks and bathes in groundwater, both public water customers and private well users. Because of the danger that human land uses pose to clean groundwater, it is important for this Master Plan to affirm the importance of groundwater protection.

Like most other natural resources, groundwater is more vulnerable in some areas than in others. Vulnerability is determined by three main factors: soils, depth to the aquifer (where the water collects), and general aquifer condition and type. Sandy soils offer considerably less protection than heavier clay soils. Confined aquifers are safer than unconfined aquifers.

Groundwater is the primary source of potable water, farm irrigation, and replenishing surface water in the Kalamazoo area.

Those residents not connected to public water rely on private wells for clean, potable water. The average depth of residential wells in Oshtemo Township (125 feet) is greater than the rest of Kalamazoo County (89 feet) due to topographic and soil conditions found here. The greater depth of wells

in Oshtemo should provide some protection of the groundwater supply, but the sandy soils found throughout the Township allow contaminants to easily filter down to the aquifers. Increasing development pressures combined with limited sanitary sewer access has resulted in increased contaminants reaching valuable groundwater resources. These contaminants originate from a variety of surface and subsurface land uses.

Groundwater drawn from shallow aquifers composed mainly of sand and gravels serve as the primary source of drinking water for all Township residents. At the same time, only one-quarter of Township residences are currently serviced by a sanitary sewer system. The majority of residents and businesses rely upon on-site methods of sewage disposal, i.e. septic systems. The protection of groundwater from septic systems is important and, consequently, large developments of any land use type should be directed towards areas that are serviced by sanitary sewer systems or can have sanitary sewer easily extended to them. Furthermore, the Township should be progressive and follow the Capital Improvement Plan which identifies

planned sanitary sewer and water main extensions. The Capital Improvement Plan is discussed in more detail in Chapter 5.

Unfortunately, groundwater contamination has occurred in Oshtemo Township. The largest and widely publicized site of known contamination in the Township is the former County landfill located on KL Avenue near 4th Street. The KL Avenue landfill operated from the early 1960's to June 1979, when volatile hydrocarbons were detected in nearby residential wells. On the Federal Superfund list, the KL Avenue landfill has been an enormous environmental and financial burden on the entire community and led to the extension of public water to hundreds of residences and the capping of the existing wells serving them. However, future uses for the now-capped landfill are being explored by the Township Park Committee. Other sites in the Township have been identified by the Kalamazoo County Environmental Health Division as contaminated and are constantly monitored by the Michigan Department of Environmental Quality; cleanup on these sites is also ongoing.

GROUNDWATER PROTECTION

Oshtemo Township has recognized the importance of protecting its groundwater and adopted a Groundwater Protection Strategy in 1991. The Strategy contains three major goals: increase public awareness for groundwater protection, revise or amend the Township's Master Land Use Plan to recognize groundwater protection in an official policy statement, and develop and adopt groundwater protection standards for inclusion in the Township's Zoning Ordinance and Site Plan Review Procedures. Most of these goals have been accomplished.

... large developments of any land use type should be directed towards areas that are serviced by sanitary sewer systems.

The following groundwater protection policies should be followed by Oshtemo Township:

- Ensure the health, safety, and general welfare of residents and patrons, both now and in the future.
- Adopt a wellhead protection ordinance.
- Protect the groundwater for a wide variety of uses, including drinking water supplies, irrigation, industrial supplies, and groundwater which replenishes lakes and wetlands.

- Protect the groundwater quality and availability so as to minimize public costs for groundwater contamination clean up and utility extensions.
- Coordinate the projected growth in the Township with the Capital Improvement Plan and availability of public sewer and water services and/or the suitability and character of the land.
- Direct land uses which pose hazards for groundwater contamination, such as chemical spills, to areas outside wellhead protection areas.
- Develop and adopt comprehensive land use standards and site plan review procedures which require the use of best management practices for groundwater protection strategy.
- Maintain a working and cooperative relationship with the State and local agencies responsible for groundwater protection to obtain technical assistance and ensure intergovernmental coordination.

WELLHEAD PROTECTION

The quality of the surface and the groundwater supply for Oshtemo Township depends on the ability of the Township and other levels of government to minimize the amount of contaminants that enter into each system. One such way in which both of these water resources are protected in Michigan is through the Michigan Wellhead Protection Program (MWPP). MWPP is a voluntary program enacted by the State to protect the water resources used by residential, commercial, industrial, and agricultural uses from contamination. This program is implemented by local governmental units.

The purpose of wellhead protection is to protect drinking water supply systems from potential contamination sources. Plugging abandoned water wells, preventing pollution at small commercial and industrial facilities, and raising public awareness about groundwater protection through community based information and education are goals of wellhead protection aimed to minimize potential contaminants.

A wellhead protection program locally would accomplish the following:

- Identify the areas in the community that contribute to groundwater; i.e. streams, lakes, springs, etc.
- Identify possible sources that contribute to groundwater contamination.
- Develop methods to manage the contaminated areas and minimize threats from contamination, such as ordinances.
- Educate the public on the importance of clean groundwater through informational and outreach programs.

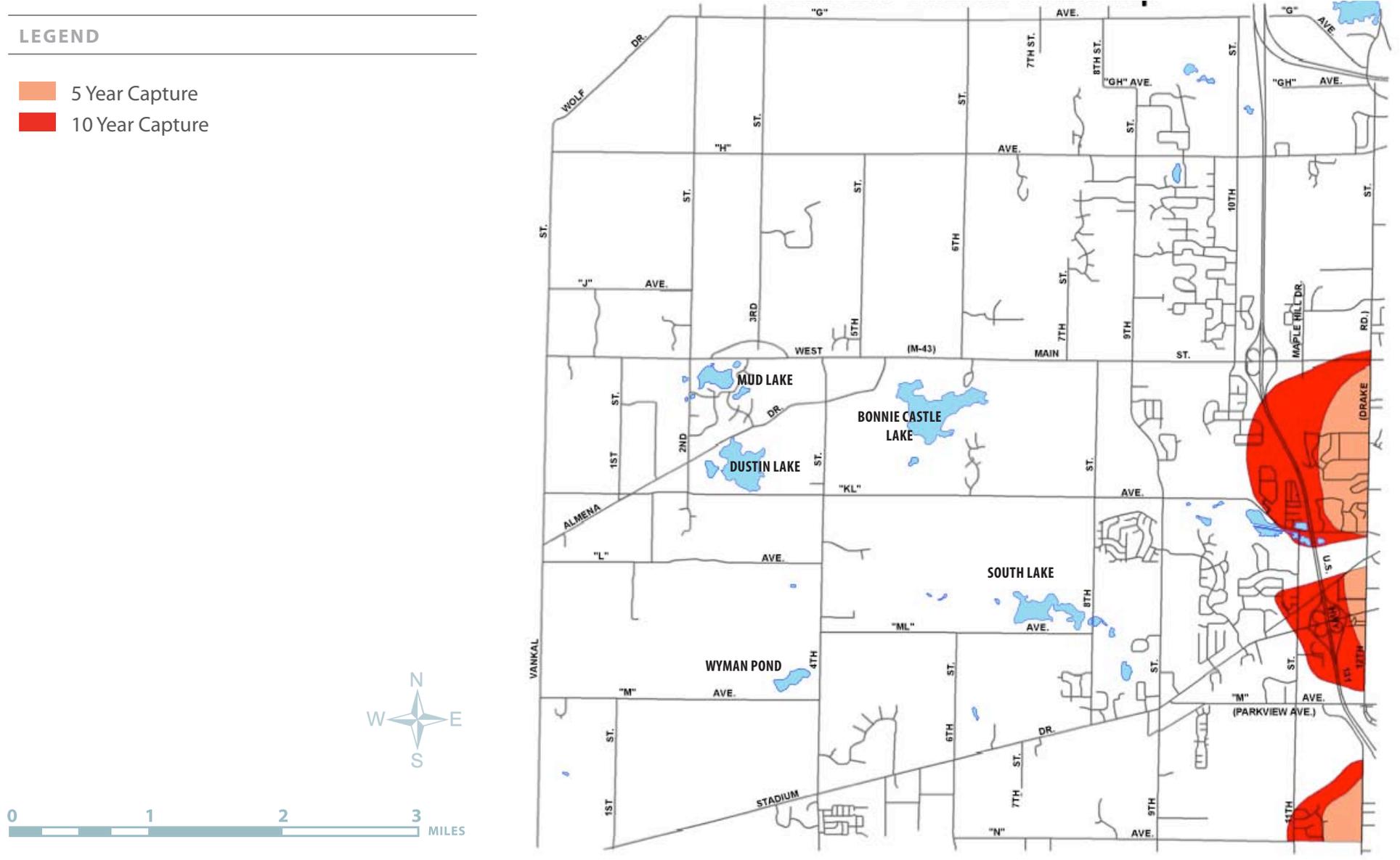
The City of Kalamazoo has a Wellhead Protection Program in place within the city limits and is working with area townships where wellheads supplying public water are located. There are three wellheads in the City of Kalamazoo that have capture zones that extend into Oshtemo on the east border. The Township should prepare a wellhead protection ordinance to help protect these wellheads from contamination by activities occurring on the ground within the capture zones areas. Figure 4.6 depicts the five and ten-year time of travel for the capture zones for the three City of Kalamazoo wellheads. The capture zones reflect that area through which water travels below the surface and reaches the city's well or wellfield within the time specified (i.e., five years or ten years).

The quality of the surface and the groundwater supply for Oshtemo Township depends on the ability. . . to minimize the amount of contaminants that enter into each system.

FIGURE 4.6

Wellhead Capture Zone

Oshtemo Charter Township



Native Plant Species and Invasive Species

There are numerous native plant species that can be found naturally occurring in Oshtemo Township. Various types of native wildflowers, non-flowering plants and fungi, grasses, shrubs, and trees can be found throughout the Township.

The existence and numerous varieties of naturally occurring native plant species in the Township create biodiversity within the ecosystems that is beneficial to these ecosystems on many levels. Naturally occurring native plants provide storm water management, prevent erosion, maintain water quality, and preserve general ecosystem quality along with many other functions. As the township has become more developed, the naturally occurring native plant species have decreased.

Native plant species are also planted throughout the Township by many residents and developers. Establishing native plants in developed areas has many of the same benefits provided by naturally occurring native plants. Native plant species planted in developed areas can replace food and habitat for wildlife that have been lost to development, contribute to biodiversity, and provide increased water quality. Native plants also have benefits to the people that plant them as they are easy to care for and have evolved to withstand the extremes of Michigan weather. Native plants also flourish without fertilizer and chemical pesticides and rarely need watering. Oshtemo should continue to encourage the use of native plants as part of the landscaping requirements for developed sites and on township-owned properties.

Along with the destruction of native plant species due to development, one of the greatest threats to the native plant species in Oshtemo as well as the entire state is the introduction of non-indigenous plant species and invasive plant species, to the environment. According to Michigan State University, about 950 invasive plant species can be found in Michigan.

Invasive plant species disturb natural ecosystems by competing with native plant species and can, in worst case scenarios, overtake an entire ecosystem. Invasive species can also negatively impact agriculture, tourism and recreation, and the economy of a community as a whole. The Township should discourage the use of non-native plant species.

Wildlife

The diverse ecosystems found in Oshtemo are perfect natural habitats for wildlife. Wooded areas, wetlands, and open fields provide habitats for various species of mammals, songbirds, birds of prey, fish, and many other types of animals. The many open spaces in the Township also provide corridors that allow for wildlife movement.

As with other natural features, the wildlife in the Township have been affected by the development of land and the division of natural habitats that occurs when roads are constructed. Natural habitats in the eastern portions of the Township have especially been affected within the past century due to the urbanization of the area; however, there are still many natural habitats for wildlife that exist in the western portions of the Township. Development can still occur in areas that are natural habitats for wildlife, but care must be taken to protect these habitats and to minimize the impact that development has on wildlife populations.

CHAPTER 5

Transportation and Community Services





CHAPTER 5:

Transportation and Community Services

Oshtemo Township has responsibilities, either directly or indirectly, in many facility service areas. The areas related to land use issues are transportation, public sanitary sewer, public water, solid waste disposal, and stormwater management.

Roads classified under the Michigan Highway System are operated and maintained by the Michigan Department of Transportation (MDOT), the remainder of the public roads are built and maintained by the Kalamazoo County Road Commission (KCRC). However, the County Road Commission's authority is limited and subject to the broader police power granted to Oshtemo Charter Township under Article 7, Section 29 of the 1963 Michigan Constitution. Oshtemo Township contributes to road funding, and while it does not have direct control over road classification or maintenance, it retains its police authority over the road right-of-way, having adopted the Uniform Traffic Code. Even though the transportation network is not directly operated by the Township, it is important for transportation to be planned in a manner that is complementary to and within context of existing and planned land uses in the Township and in consideration of Complete Streets philosophy.

Certain areas of the Township (mostly to the east) are provided with public sanitary sewer and/or public water through contracted services with the City of Kalamazoo. Those outside of the sanitary sewer and water service areas must rely on private wells and/or septic systems. Solid waste disposal must be contracted with private companies by residents and businesses in the Township; however, a few solid waste disposal services are offered by the Township.

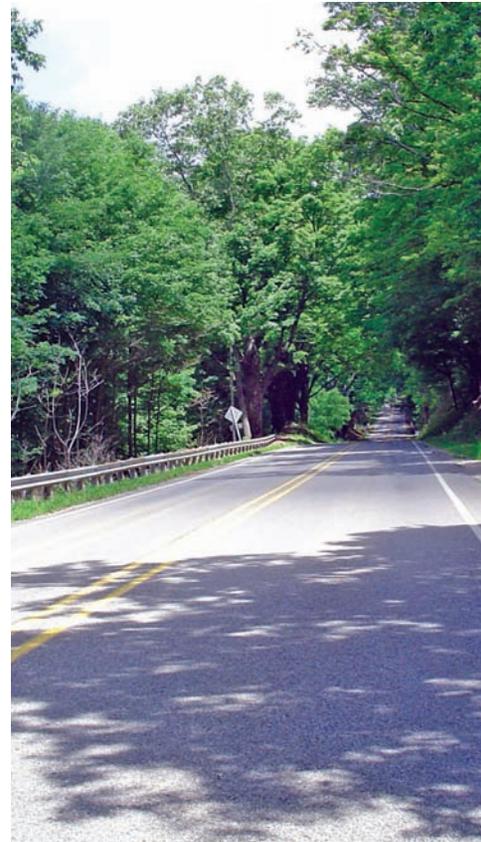
Other community services, such as police and fire services, public schools, and library are provided to Oshtemo residents; however these services have a negligible impact on land use planning and therefore do not fit into the framework of this Master Plan. Oshtemo Township does maintain a parks and recreation system; this is discussed within Chapter Four: Physical Character and Environment, as well as in the Five Year Parks and Recreation Master Plan. The Community Facilities map, Figure 5.1, illustrates the location of public facilities and services, including parks, cemeteries, public buildings, fire houses, the library, and school.

As growth occurs in Oshtemo, expansion of community services will be necessary. The transportation and public utility networks within the Township must be managed to accommodate planned and anticipated growth. This chapter details the current condition of the community services in Oshtemo and identifies a series of policies related to these services.

It is important for transportation to be planned in a manner that is complementary to existing and planned land uses.



Flesher Field is one of two large, developed parks in the Township.



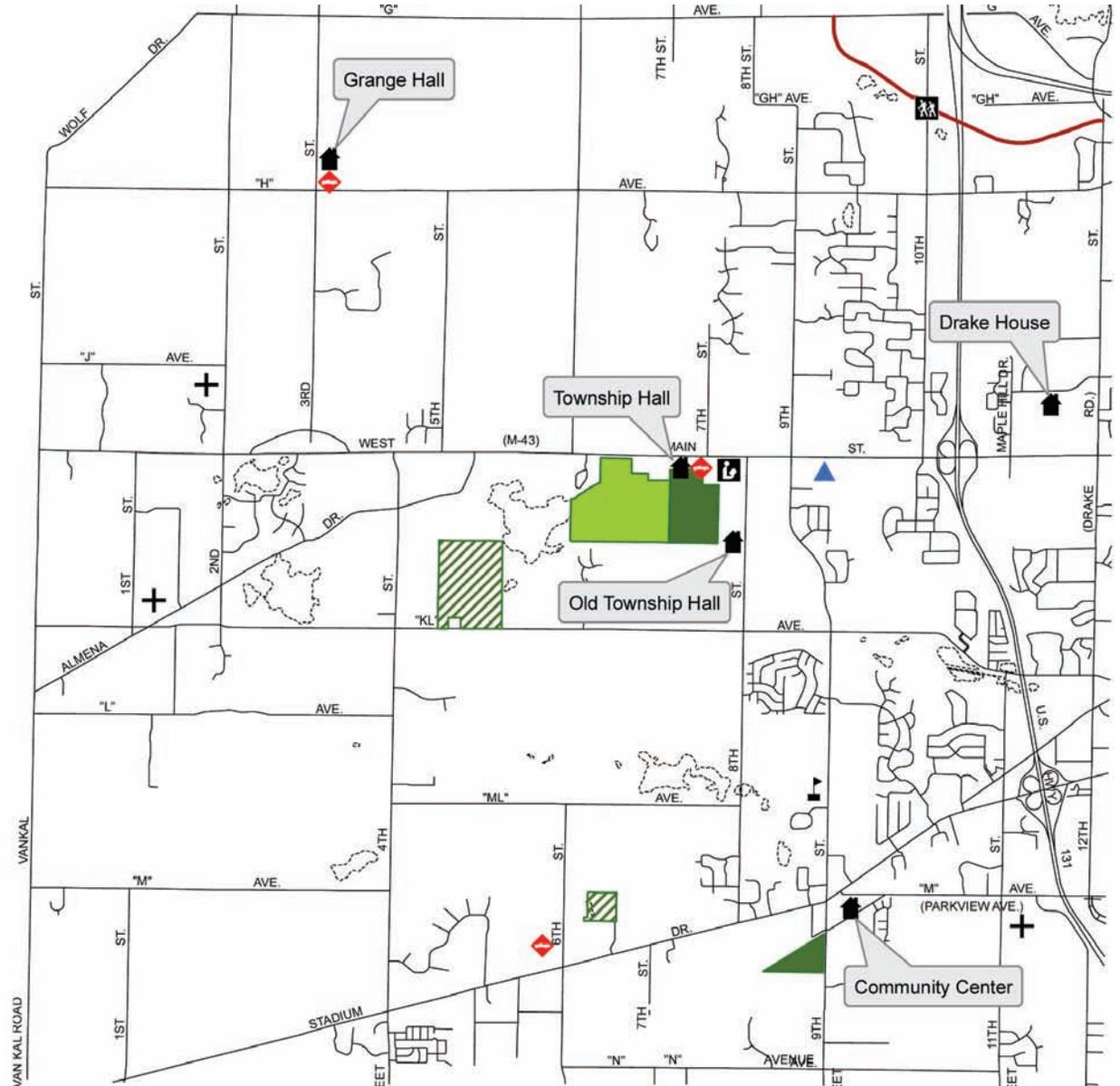
The circulation system not only allows for growth and use in the Township, but also helps establish the character of the Township.

FIGURE 5.1

Community Facilities

LEGEND

-  Firehouses
-  Cemetery
-  Community Buildings
-  Library
-  Immediate Care Center
-  School
-  Trailhead
-  Park
-  Future Park
-  Arboretum
-  Regional Trail



Motorized Transportation

Convenience for residents and businesses and the economic strength of Oshtemo Township can be linked to the efficiency and connectivity of its transportation system. As such, the motorized transportation system within Oshtemo should connect residents to areas within the Township boundaries and outside of them. Most of the transportation network consists of facilities geared towards motorized transportation (i.e. automobiles). As non-motorized transportation has increased in importance and popularity, it is discussed separately, in detail, in the following section. However, given the new emphasis in Michigan on Complete Streets, this Master Land Use Plan recognizes that an effective transportation network accommodates all users whether on foot or bicycle or in a private vehicle or utilizing public transportation.

Traffic Patterns and Access Management

Many Oshtemo residents work and conduct business in the City of Kalamazoo to the east, the City of Portage to the southeast, and the lakeshore communities to the west. As such, major traffic flow on the Township's arterials and collectors is in an east-to-west direction. These major east-west streets are West Main Street and Stadium Drive; traffic counts indicate the highest traffic volumes are found along these routes increasing within the more developed areas to the east.

There is also an increasing north-south flow of traffic along 9th Street, especially south of West Main Street. The 9th Street corridor connects the commercial and industrial uses in the central and southern parts of Oshtemo to I-94, Kalamazoo Valley Community College, and other destinations. Commercial development near the intersection of West Main Street and 9th Street has led to increased traffic volumes in a north-south pattern on 9th Street. Drake Road, serving as the eastern boundary of the Township, is also a primary north-south route and will continue to see high traffic volumes due to its proximity to the City of Kalamazoo, Western Michigan University, and the large commercial area near West Main Street and Drake Road.

Uncontrolled access, especially on heavily traveled corridors such as those described above, can serve to decrease the street's capacity and degrade its ability to move traffic safely and efficiently. Access management is intended to minimize conflicts between land access and traffic movement. The Access Management Plan, originally adopted in 1991 along with Access Management Guidelines in the Zoning Ordinance, was updated by the Township in 2003. The Access Management Plan

identifies improvement needs in existing or potential traffic problem areas, proposes general policies in response to those needs, and suggests access management guidelines to implement the policies. In addition, Oshtemo Charter Township has the authority to appoint a traffic engineer to conduct engineering investigations of traffic conditions and to make appropriate orders to control and regulate traffic movement within the Township. The Access Management Plan also speaks to the importance of shared/cross access arrangements between commercial properties, the consolidation of existing driveways in congested areas, and identifying areas for service drives and frontage roads.

In order to preserve the function of the roadways and to deliver basic public safety, efficiency, and convenience, the Oshtemo Township Access Management Plan must continue to be implemented.

The Township must also consider the impact of large traffic-generating land uses on the abutting street and the functioning of the corridor; these uses will be directed to the appropriate areas pursuant to the Future Land Use Map and Zoning Map. When proposed in appropriate locations, the Access Management Plan and consultation with the traffic engineer will guide the Township's decision making process to fully assess and mitigate any negative impacts of these land uses.

Neighborhood Connectivity

Connectivity and cross-access between residential developments has long been required in Oshtemo Township. A large percentage of housing built in Oshtemo since the 1960s would not have been possible if outlots for future street extension and stub streets were not provided and utilized. Outlots and stub streets have served an important role in the function of the street network, the provision of services, and overall neighborhood design.

BENEFITS OF CONNECTIVITY

It can be unpopular with nearby long-time residents and homeowners when a historically unused outlot or stub-street is developed for its original intent and design. However, the Township must consider the greater public benefit of an interconnected street network versus any perceived hardship on a developer or property owner. In order to achieve the greater public benefit, outlots and stub streets need to be utilized as originally intended; that is, as a mechanism to increase connectivity of public roads now and in the future. The benefits of neighborhood connectivity are numerous, and include the following:

- Improved response time and accessibility for emergency vehicles.
- Shorter trips whether by car, bike, or foot.
- More efficient extension of public utilities and infrastructure.
- Reduced traffic congestion on streets abutting and streets within the neighborhood.
- Decreased cost in providing public services such as waste collection, school bus routing, snow removal, and mail service.
- Provision for alternate evacuation routes in the event of an emergency.

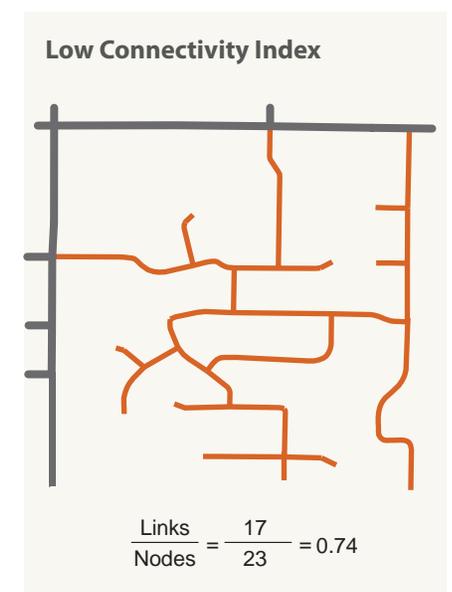
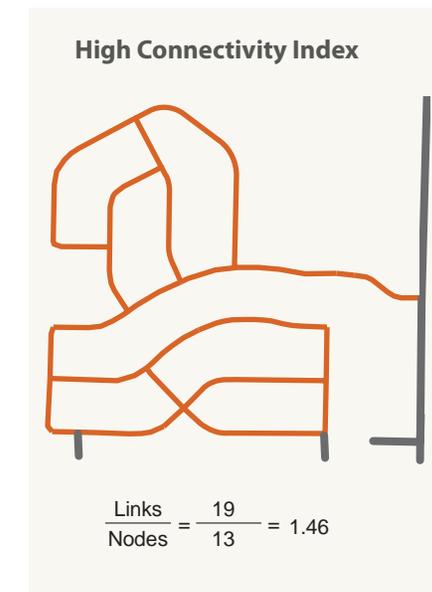
CONNECTIVITY INDEX

As neighborhoods and subdivisions have developed in Oshtemo, cul-de-sacs have often been part of the design. Some of these are the result of developing a parcel with topographic restrictions and others are by intentional design. Despite current ordinances strictly limiting the use of cul-de-sacs, there remains interest among homebuyers and developers to include cul-de-sacs within some developments.

A compromise is the implementation of a connectivity index. A connectivity index measures the degree of connectivity within a proposed neighborhood. It is determined by dividing the number of links (street segments) by the number of nodes (cul-de-sacs and intersections). A developer must meet or exceed a minimum index amount, which typically ranges from 1.2 to 1.5. A higher index indicates greater street connectivity.

$$\text{Connectivity Index} = \frac{\text{Links (street segments)}}{\text{Nodes (intersections or cul-de-sacs)}}$$

- Streets within Study Area
- Streets outside of Study Area



The maps in this section illustrate two existing neighborhoods in Oshtemo; one neighborhood was chosen because it has a high connectivity index and the other was chosen because it has a low connectivity index.

The neighborhood pictured on the left below, (Whitegate Farms, Oshtemo Woods, and Oshtemo Ridge) is an example of a neighborhood with a high connectivity index; it has an index of 1.46. This neighborhood does not have any cul-de-sacs and has many links (streets) that connect residents to the different parts of the neighborhood. The streets in this neighborhood were also designed to deter through traffic; it is important for future local streets to be designed in a manner that does not promote the use of the street as a thoroughfare.

The neighborhood on the right below, with the low index (the northwest portion of Westport) is an example of a neighborhood with a low connectivity index; it has an index of 0.74. The local street network in this neighborhood was designed through multiple phases and as such many of these phases were designed with cul-de-sacs not intended to connect with future development. These cul-de-sacs not only limit the connectivity within but also make it difficult to expand the neighborhood onto the vacant land surrounding it.

Regional Connectivity and Funding

US-131 is the only freeway in the Township and has limited value for Oshtemo residents' local transportation needs except as it provides efficient access to commercial centers and employment in the Kalamazoo area. It serves primarily as a link for Oshtemo residents to destinations throughout the state and major cities outside of the Kalamazoo region. The two exits for US-131 within Oshtemo are located at West Main Street and at Stadium Drive. There is a high volume of traffic entering and exiting US-131 at these interchanges.

The interchange of US-131 and Business Route 131 is also located in the northeast corner of the Township. This is not a complete interchange as westbound traffic on BR 131 cannot merge onto southbound US-131 and northbound US-131 traffic cannot merge onto BR 131. The Township has long supported the creation of a full interchange of US-131 and BR 131. I-94 is also located just south of the Township boundary.

US-131, West Main Street, and Stadium Drive east of 11th Street are classified on the Michigan State Highway System. The majority of the traffic on US-131 has its origin and destination outside of the Township; in other words, this road is primarily used by motorists to travel through Oshtemo. West Main Street and Stadium Drive are used as through streets as well as for local traffic. The remainder of the public street system within the Township is operated by the Kalamazoo County Road Commission which is responsible for repair, maintenance, and approval of new roads to the system.

Funding for public streets comes from local, state, and federal sources depending on the classification of the street (see the Street System Classification section later in this chapter). Traffic on the County operated street system primarily has its origin and destination within Oshtemo. There are also private streets in Oshtemo; these streets are maintained by private parties.

Truck Traffic

The surface transportation system in Oshtemo is not only used for personal transportation purposes but also for commercial and industrial purposes. Truck traffic has increased in volume on Oshtemo Township roads over the years due to economic growth. It has also significantly increased due to mining operations in neighboring communities. Responses to the Public Input Survey confirm previously and frequently expressed public-sentiment that the impacts of the truck traffic associated with nearby gravel mines are of great importance and concern to future

land use planning and existing land uses in Oshtemo. It is important for this Master Plan to recognize the impact of truck traffic on land use and the residents' interest and concern in directing truck traffic without an origin or a destination in Oshtemo – through truck traffic – to appropriate roads.

The 2030 Metropolitan Transportation Plan, published in 2007 by the Kalamazoo Area Transportation Study, states that county roadways should “accommodate freight movers in transporting materials and finished products while *minimizing adverse impacts to residential areas*” (emphasis added). Trucks traveling through residential areas threaten the safety of those that live in neighborhoods abutting and adjacent to the routes used. Other routes that run through less dense areas are more appropriate for through truck traffic.

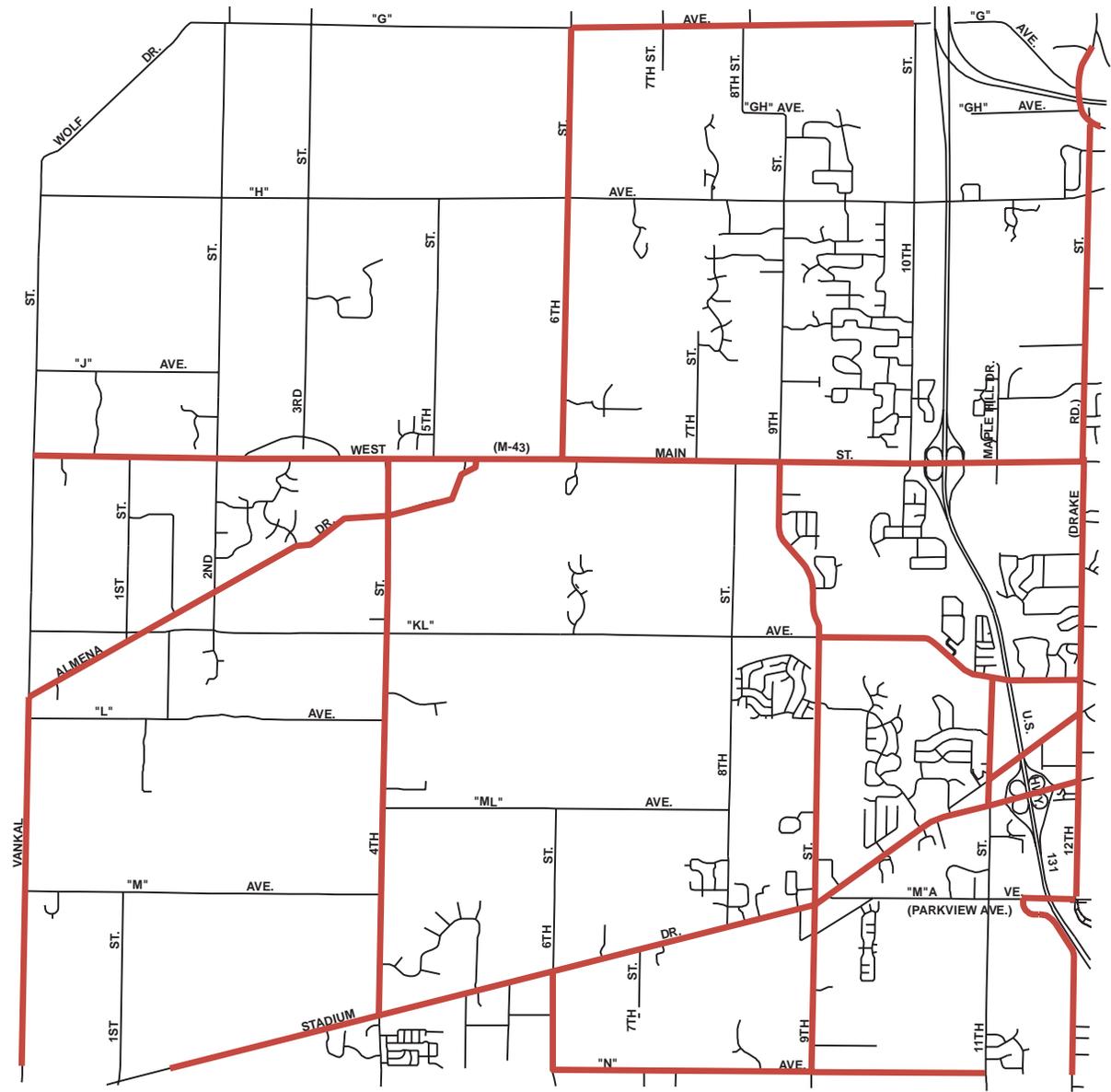
In 2007, the Township Board, in response to citizens' comments and complaints expressed over many years and after much study and consideration, adopted a Truck Route Ordinance. While allowing for local deliveries where trucks may depart from the designated routes in the most direct manner to reach a local destination, through truck traffic is provided for on roads designated as truck routes. Figure 5.2 shows the roads in Oshtemo that have been designated as appropriate for truck traffic after careful consideration by the Township.

Truck traffic will continue to be accommodated on roads in Oshtemo but must be managed to coincide with the objectives set forth in this Master Plan, the KATS 2030 Metropolitan Transportation Plan, and the Oshtemo Charter Township Truck Route Ordinance. In addition, the Township has the authority to appoint a traffic engineer to assist with the management of traffic within the confines of Oshtemo Charter Township.

It is important for this Master Plan to recognize the impact of truck traffic and the residents' interest and concern in directing it to appropriate roads.

FIGURE 5.2

Designated Truck Routes



Automobile Ownership Rates

Oshtemo is primarily a commuter community; however, the percentage of households that do not have a vehicle available to them has increased since 1980. In 1980, there were no households without a vehicle available to them; but in 2000, more than eight (8) percent of all households did not have a vehicle available, see Table 5.1. Residents living in multi-family housing may choose to not own automobiles due to nearby public transportation options; this includes, but is not limited to, the many college students who live in Oshtemo and may not own an automobile. Trends since the 2000 Census will likely show an increase in households without access to automobiles as the number of multi-family households has increased since 2000; see Chapter 5, Housing. Planning for those that do not have access to automobiles will be an important factor in land use policy making.

TABLE 5.1 Vehicles Available by Occupied Housing Unit
Oshtemo Township, 1990

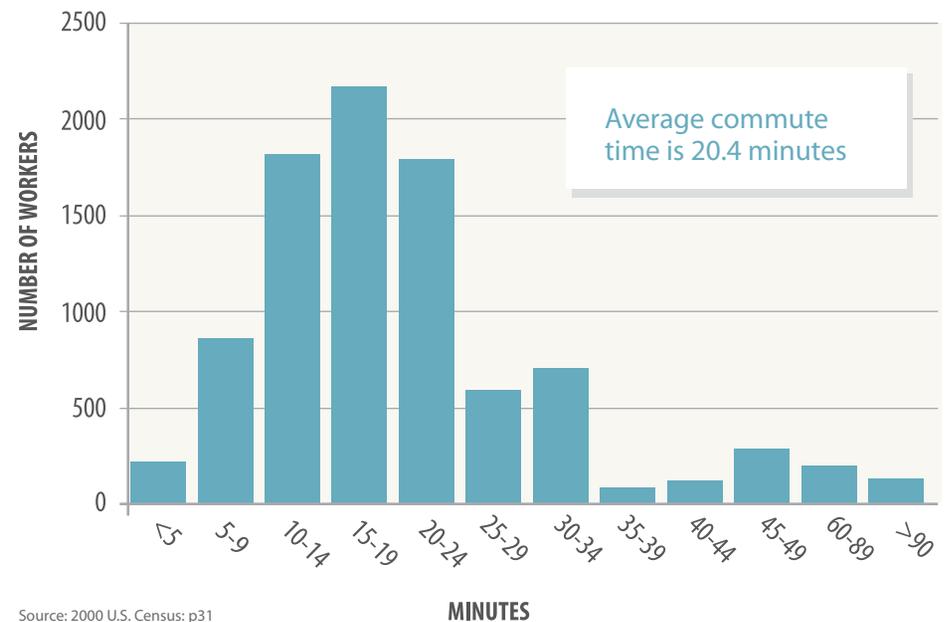
VEHICLES AVAILABLE	# OF HOUSING UNITS WITH VEHICLES			% OF TOTAL		
	1980	1990	2000	1980	1990	2000
None	0	350	631	0.00	6.00	8.36
1 Vehicle	1,926	2,239	2,894	43.27	38.37	38.32
2 Vehicle	1,760	2,232	2,927	39.54	38.25	38.76
3 or more Vehicles	765	1,014	1,100	17.19	17.39	13.43
TOTAL HOUSING UNITS	4,451	5,835	7,552	100	100	100

Source: U.S. Census Bureau (DP-5 1990, DP-4 2000)

Commute Time for Township Residents

The street network should be viewed in a regional context as Oshtemo residents are typically employed and conduct much of their personal business outside of the Township. Figure 5.3 shows the travel time to work for Oshtemo commuters 16 and over; most residents have travel times ranging from 10 to 24 minutes. According to the United States Census Bureau, the average commute time for Township residents 16 and over increased from 17.6 minutes in 1990 to 20.4 minutes in 2000; this average commute time indicates that many residents commute outside of the Township. Commute times may decrease in the future as many of the commercial and industrial areas in the Township develop and employment opportunities are created closer to where Oshtemo residents live.

FIGURE 5.3 Travel Time to Work for Workers 16 and Over
Oshtemo Township, 2000



Source: 2000 U.S. Census: p31

Public Transportation

Public transportation is provided in the greater Kalamazoo area by Metro Transit, which is operated by the City of Kalamazoo. In Oshtemo, public bus transportation currently services portions of West Main Street, KL Avenue, Stadium Drive, Drake Road, South 9th Street, and South 11th Street. These streets serviced by public transportation have a concentrated population density and/or high levels of economic activity. Public transportation connects Oshtemo residents to employment, shopping, and other services in the greater Kalamazoo area including the Kalamazoo Valley Community College and Western Michigan University campuses.

There are other areas in Oshtemo that have experienced growth in population density and economic activity in recent years yet are not connected to existing public bus transportation options. Areas that experience increases in residential and commercial development will have a greater need for access to public transportation in the future. Also, a growing number of residents without access to automobiles will increase the demand for public transportation options available in more areas of the township. The Township and Metro Transit should work together to increase the accessibility of public transportation in Oshtemo.

Metro Transit also provides an on-demand public transportation service called Metro County Connect. Individuals throughout Kalamazoo County who are unable to use the regular accessible bus service some or all of the time due to disability or other reasons may use this curb-to-curb service. Ridership fees are charged for all public transportation services offered by Metro Transit.

Street System Classification

An effective street system classification plan should develop a street network that will support land use objectives and provide safe and efficient traffic circulation. A street system classification plan provides a functional description of roadways by developing categories based upon the following:

1. Access needs of abutting land uses.
2. Volume and speed of through traffic movement.
3. Location of traffic generators along the roadway.

The Michigan Department of Transportation in conjunction with the Kalamazoo Area Transportation Study, comprised of state, county, and local officials, has

classified the street system in Oshtemo Township following the National Functional Classification system (NFC). The NFC is a street classification scheme recommended by the National Committee on Urban Transportation. The Township street classification is shown in the Road Classifications Map, Figure 5.5. The street system in Oshtemo consists of local roads, collectors (rural and urban), minor arterials (rural and urban), urban principal arterials, and freeways. There are also many miles of private roads/drives in Oshtemo; however, these are not classified under the National Classification System. A description of each classification is found in table 5.2.

TABLE 5.2 - Street System Classification Scheme for Public Roads
Oshtemo Township, 1990

CLASSIFICATION	FUNCTION	MINIMUM RIGHT-OF-WAY WIDTH	NUMBER OF LANES	DAILY TRAFFIC VOLUME	ACCESS CONTROL LEVEL
Local	Direct access to abutting properties	66 feet	2	< 1,000	none
Collector (Rural Major/Urban)	Movement of local traffic, links arterials	100 feet	2	1,500 to 10,000	Partial; curb cuts minimized
Urban Principal Arterial	Through traffic movement and access to abutting residential land use	120 feet	2 to 5	10,000 to 25,000	Partial; curb cuts minimized
Urban Principal Arterial	Through traffic movement with little facing commercial or residential property	300 feet	4 to 6	25,000 to 40,000	Partial; curb cuts minimized
Freeway	Through traffic at high speeds and volumes to and from freeway	300 feet	4 to 8	Greater than 40,000	Full; no crossings at grade

* Minimum Right-of-Way width pertains to new construction. Existing right-of way on Township roads may have different widths.
Note: All street classifications require lanes with a width of 12 feet.
Sources: Oshtemo Township Access Management Plan and KATS

The current classification system has weaknesses with respect to considering both existing and planned land uses along the streets as it has been laid out by transportation officials focused solely on the efficient movement of vehicles and trucks. Oshtemo Township will continue to review and challenge the current classification system as found to be appropriate by Township Officials and in accordance with commonly accepted land use transportation planning principles which consider context. Streets or segments thereof in the Township that should be reclassified from Arterial to Collector include the following:

- H Avenue (Drake to 9th Street);
- 9th Street (H Avenue to West Main Street);
- Parkview Avenue (Drake Road to Stadium Drive); and,
- 11th Street (KL Avenue to Parkview Avenue).

There are approximately 153 miles of public roadways in Oshtemo; and approximately 20 miles of private roads. A breakdown of the total miles by classification type can be found in Table 5.3 and Figure 5.4. Generally, a township would have more miles of the lower order classifications than the higher order; in other words, there are typically more local roads than other classifications. Oshtemo Township generally conforms to this rule of thumb.

Other Transportation

AIR

The only airport within Oshtemo Township is Newman's Airport, a small, private, grass airstrip located within the Skyview Estates Subdivision Plat. It is between 1st and 2nd Streets north of Almena Drive. It is a small airport primarily used by the property owners immediately surrounding the airstrip (it is shown in Figure 5.5 and more information is provided in the Supporting Documents). Kalamazoo-Battle Creek International Airport is located approximately 8 miles to the southeast of the Township and provides both private and commercial air service.

RAIL

One railroad line crosses through the Township. Owned and operated by Amtrak, the line carries both passenger and freight trains. Amtrak trains stop in downtown Kalamazoo and provide daily service to Chicago as well as Jackson / Detroit / Pontiac (Wolverine Route) or East Lansing / Flint / Port Huron (Blue Water Route).

FIGURE 5.3 Public Road Mileage by Classification

Oshtemo Township, 2009

TYPE OF ROAD	MILES	PERCENT
Freeway	16.9	11.1%
Urban Principal Arterial	9.7	6.4%
Urban Minor Arterial	18.9	12.4%
Rural Minor Arterial	3.0	2.0%
Urban Collector	9.4	6.2%
Rural Major Collector	13.2	8.6%
Local	81.4	53.4%
TOTAL	152.6	100%

NOTE: There are approximately 20 miles of private roads/drives in Oshtemo Township.

FIGURE 5.4 Public Road Mileage by Classification

Oshtemo Township, 2009

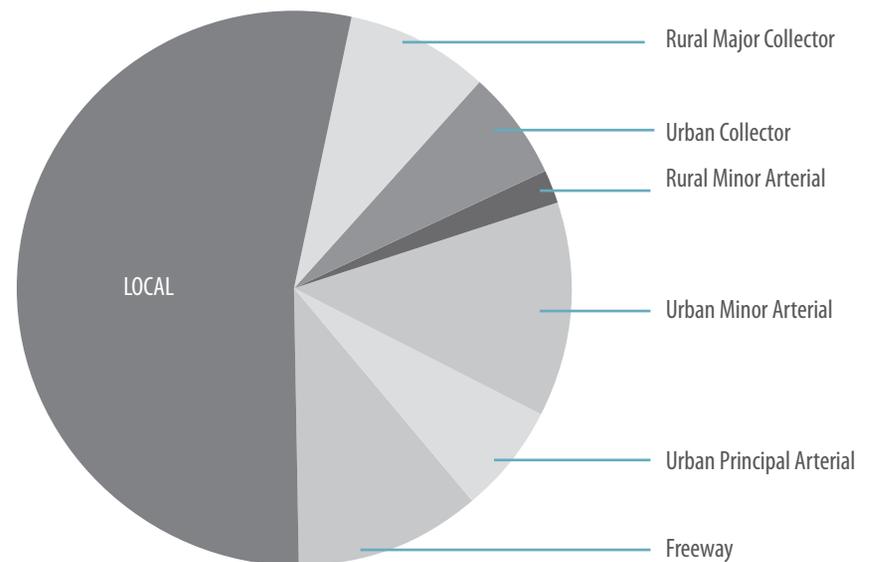
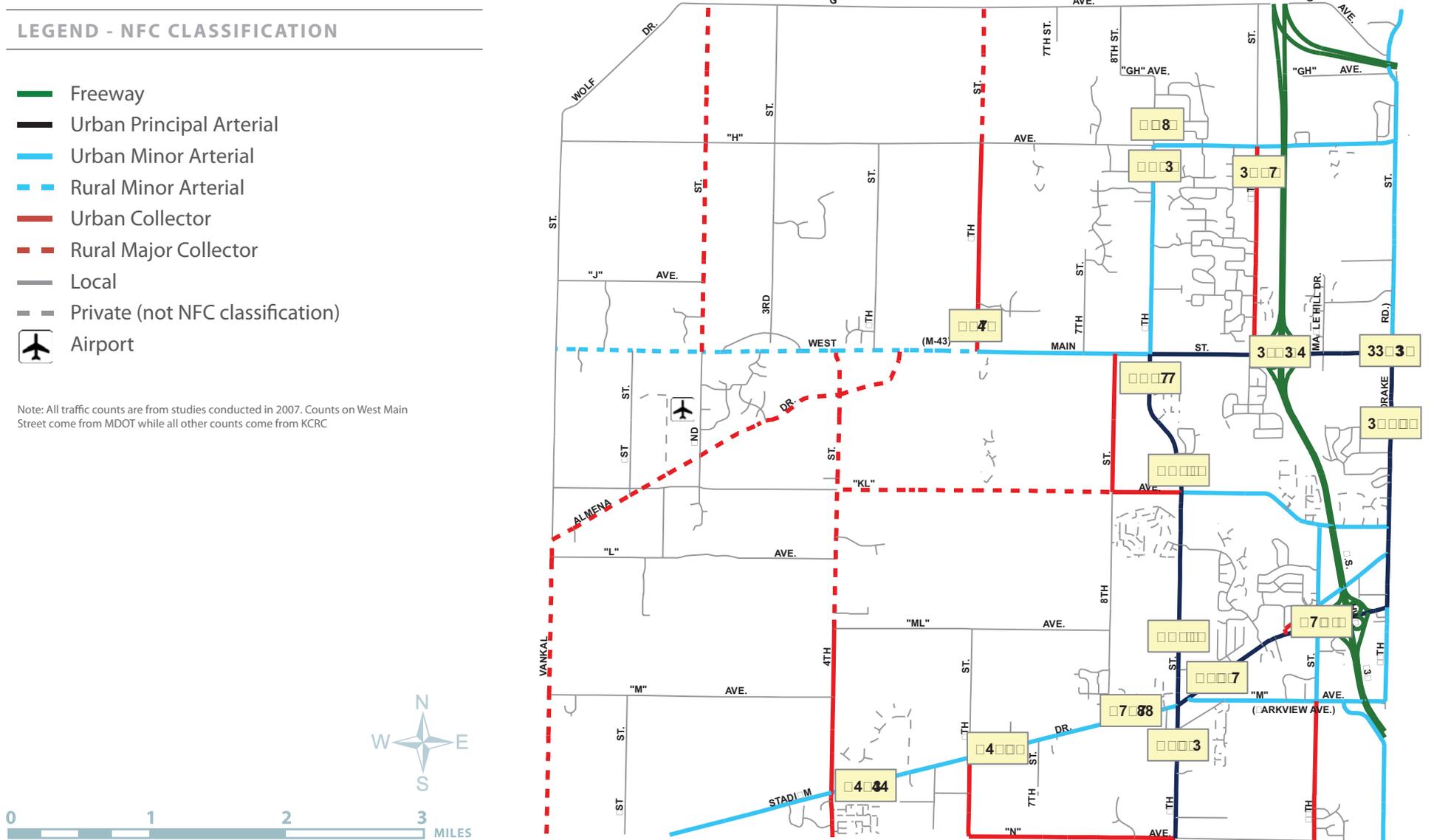


FIGURE 5.5

Road Classifications and Traffic Counts



Street Network and Signalization Improvements

As described earlier, there has been a high level of growth in Oshtemo in the past and the Township will continue to see more growth. This growth will necessitate further improvements to the street network as well as improved signalization.

Street Network improvements that are needed in Oshtemo include widening of certain roads, creation of boulevards, increasing connectivity, and general road surface improvements. Future street network developments and improvements as noted by Oshtemo Township, the Kalamazoo County Road Commission, and the Michigan Department of Transportation are shown in Figure 5.6 and include the following:

1. Improving Stadium Drive within the village area to incorporate the ideas of The Village Theme Development Plan and Conceptual Streetscape Master Plan.
2. Improving West Main Street between 8th Street and 10th Street to include boulevard design.
3. Creation of an east-west route connecting Maple Hill Drive (north of West Main) to Drake Road.
4. Creation of a north-south route connecting Maple Hill Drive to H Avenue.
5. Extension of Maple Hill Drive south to connect with Green Meadow Drive.
6. Widening of North Drake Road from Ravine Road south to Sunnydale Avenue to a three-lane road.
7. Widening South 9th Street from Seeco Drive south to KL Avenue to a three-lane road.
8. Widening of KL Avenue from Drake Road to 9th Street to a three-lane road.
9. Improving Maple Hill Drive north of West Main Street to include lane delineation and boulevard design.
10. Widening of South 11th Street between Stadium Drive and N Avenue to three lanes.



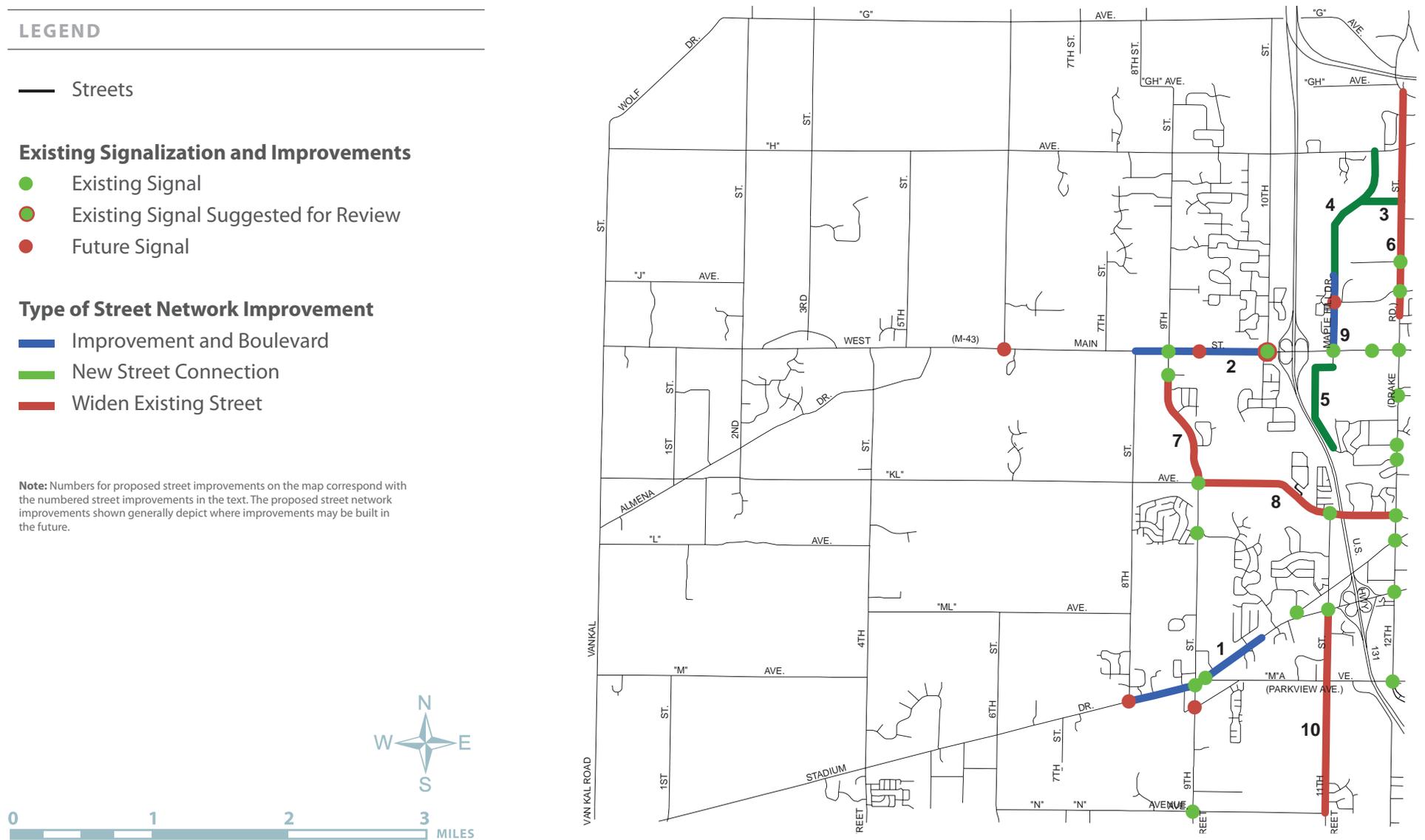
In 2010, the Township's street network included 23 existing traffic signals. A majority of these signals are found in the eastern part of the Township on West Main Street, Stadium Drive, or Drake Road; Figure 5.6 shows existing traffic signals in green. Based on future land use plans, projected road improvements, and increased traffic volumes, five new traffic signal locations have been identified. The following locations, shown in Figure 5.6 in red, have been identified for future signalization review:

1. West Main Street near existing commercial properties east of 9th Street.
2. Maple Hill Drive north of West Main Street.
3. Atlantic Avenue at 9th Street.
4. Stadium Drive at 8th Street.
5. West Main Street at 6th Street.

In addition, the signalization at 10th Street and West Main Street should be reviewed; this is shown in Figure 5.6 in green with a red halo. Adjustment of signal queue length and/or addition of protected left-turn phases at this location may be warranted to accommodate the increased traffic volumes and left-turn movements resulting from existing and anticipated land development nearby. Other areas in which development has increased and intensified in recent years could also be candidates for signalization improvement or establishment.

FIGURE 5.6

Proposed Street Network and Signalization Improvements



Non-Motorized Transportation

A high quality non-motorized transportation system may consist of a series of interconnected sidewalks, trails, bike paths, and other means by which the public can travel without using automobiles. This system provides not only alternative transportation options for the public but also provides many recreational opportunities. Recent real estate trends also indicate that prospective home buyers generally prefer to live in communities with nearby sidewalks, bike paths, or other similar facilities.

The Township recognizes its residents' desire to have high quality non-motorized facilities that provide access to goods and services, connect to and between recreational and residential areas, and increase opportunities for physical activity to promote healthy lifestyles. Results from the Public Input Survey indicate that residents would use paths and other non-motorized transportation options if more were available in the Township. The results from the survey also indicate that improvement of existing and provision for additional non-motorized transportation facilities should be a priority for the Township.

Census data also shows approximately eight (8) percent of Oshtemo households do not have access to automobiles (see Table 5.1). As this percentage increases, need and desire for a high quality non-motorized transportation system will grow.

The current Five Year Parks and Recreation Master Plan also reflects the residents' desire for increased non-motorized transportation options in the Township.

Benefits of Non-Motorized Transportation

An improved non-motorized transportation system will have many benefits for the residents of Oshtemo that utilize the system including the following:

- Increased ability for those without a driver's license or a vehicle to access areas inside and outside the Township that would otherwise be inaccessible.
- Increased safety for those, young and old, who rely on non-motorized transportation.
- Increased transportation alternatives.
- Encouragement of healthy lifestyles for residents.

Beyond benefiting the non-motorized users, an improved non-motorized transportation system would benefit the Township as a whole. Some of these benefits include the following:

- Improvement of the economic sustainability of Oshtemo by increasing quality of life amenities which encourage businesses to locate in and residents to live in the Township.
- Decreased traffic and congestion; due to the high level of local driving that occurs on the roads, an improvement to the non-motorized transportation system could eliminate some local automobile trips.
- Improving the aesthetics of local roadways through the establishment of landscaped shoulders and medians that improve safety of pedestrians and other non-motorized users and encourage utilization of the non-motorized system.

Existing Non-Motorized Transportation Facilities

The current non-motorized transportation system in Oshtemo consists of a series of sidewalks, bike paths, bike lanes, and unpaved trails scattered throughout the Township. Currently, there are approximately 2.3 miles of paved bike paths and 7.7 miles of paved sidewalks in the Township; however, future installation of each type is planned. The total length of non-motorized transportation facilities in Oshtemo (approximately 10 miles) is dwarfed by the more than 170 miles of roadways.

Figure 5.8 shows the existing non-motorized transportation facilities. The only portions of the Township that have continuous stretches of bike paths and/or sidewalks are on 9th Street south of Stadium Drive, West Main Street between 8th and 10th Streets, and a portion of Stadium Drive between 9th and 11th Streets.

Multi-purpose bike paths along roads offer safe alternatives to automobile travel.



Source: Oshtemo Charter Township

It is difficult for residents to fully utilize the existing non-motorized transportation system due to its many non-continuous stretches. Figure 5.7 shows the existing sidewalk segments along West Main Street between US-131 and Drake Road prior to the fall of 2010. This area is a highly developed commercial corridor in the Township but did not have a contiguous sidewalk system within it. In the fall of 2010, Oshtemo Township, through an Energy Efficient and Conservation Block Grant, constructed the segments of sidewalk in between those shown in Figure 5.7. Since the completion of the missing segments of sidewalk along West Main Street, it has been easier for pedestrians to travel between the commercial establishments on this road. Lack of continuous non-motorized facilities was not unique to this location as many areas of the Township lack connectivity between non-motorized facilities. The Township must make it a priority to complete the non-continuous sections of the non-motorized network.

The value of the non-motorized transportation system in Oshtemo is greatly diminished due to the lack of connectivity between its various components. When these components are connected with implementation of a Complete Streets Policy by the KCRC or other means, Oshtemo residents will be able to travel safely to employment, shopping, and other destinations primarily through non-motorized facilities. Also, connectivity between various areas of the Township will be enhanced

greatly when non-motorized facilities connect the east and west sides of US-131; proposed non-motorized facility crossings of the highway can be seen in Figure 5.9 at H Avenue, West Main Street, and Stadium Drive.

Newer residential developments contain sidewalks; however these sidewalk systems are often contained solely within the neighborhoods and are not yet connected to non-motorized facilities outside them. Newly constructed commercial sites are also required to construct non-motorized facilities along their road frontages; this also causes lack of connectivity between existing non-motorized facilities.

The trailhead of the Kal-Haven Trail is located in Oshtemo, connecting the Kalamazoo area to South Haven, as is the west trailhead of the Kalamazoo River Valley Trail, connecting to downtown Kalamazoo. These trails are great resources for residents as they provide non-motorized transportation and recreation facilities that connect Oshtemo to the Kalamazoo region and beyond. Like most non-motorized

The total length of non-motorized transportation facilities in Oshtemo (approximately 10 miles) is dwarfed by the more than 170 miles of roadways.

FIGURE 5.7 Example of the Lack of Connectivity of Non-Motorized Transportation Facilities West Main Street between US-131 and Drake Road



Note: These sidewalk segments are connected as of October 2010.

transportation in Oshtemo, these trails are not connected to local non-motorized networks; i.e. bike paths or sidewalks. However, efforts are being made to connect the Kal-Haven Trail and the Kalamazoo River Valley Trail to West Main Street with a non-motorized facility along 10th Street.

Oshtemo Township must continue its efforts to provide non-motorized facilities to its residents. Aesthetically pleasing networks should connect residents to all areas of the Township and fit in with the current roadway system; i.e. through complete street development. Creative funding sources must be sought by the Township as well as partnerships and collaborative efforts with transportation agencies in order to construct a first-class non-motorized network in Oshtemo Township. Opportunities for partnering with the KCRC and MDOT (with respect to M-43 and the bridges over US-131) will be more frequent in the future as recent amendments to Act 51 of 1951 which determines how many dollars the road agencies in Michigan receive now requires that the road agencies adopt a Complete Streets Policy and consider all users of the roadway in planning projects on federal-aid eligible roads (those other than local and private). This Master Land Use Plan and the Five Year Parks and Recreation Plan will be useful tools in working with the KCRC to determine what non-motorized facilities are appropriate as roads are scheduled for road work.

Figure 5.9, 2008 Non-Motorized Plan, indicates where bike paths, sidewalks, regional trails, and bike lanes are planned to be constructed in Oshtemo Township. This map was originally published in the Five Year Parks and Recreation Plan.

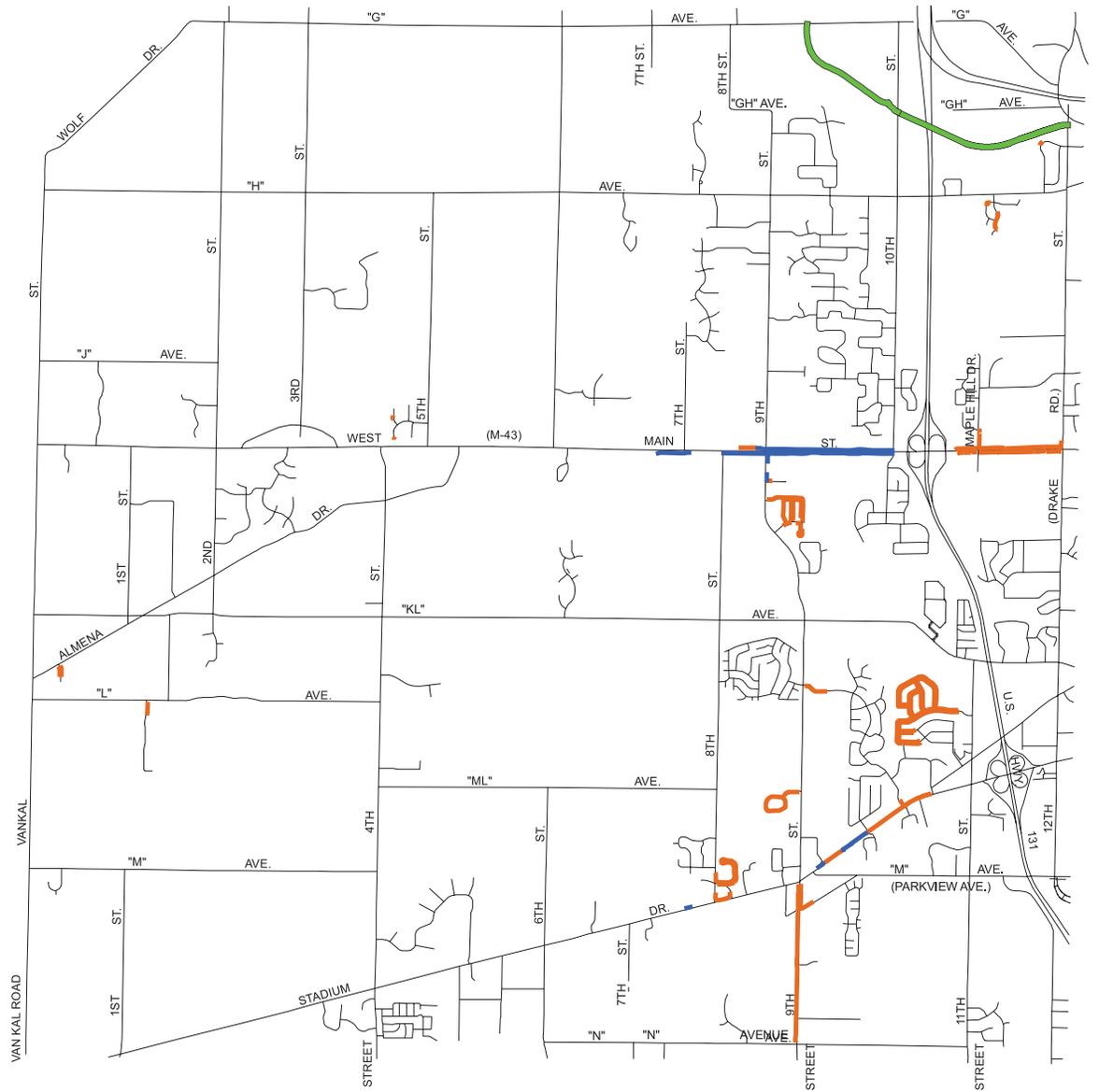
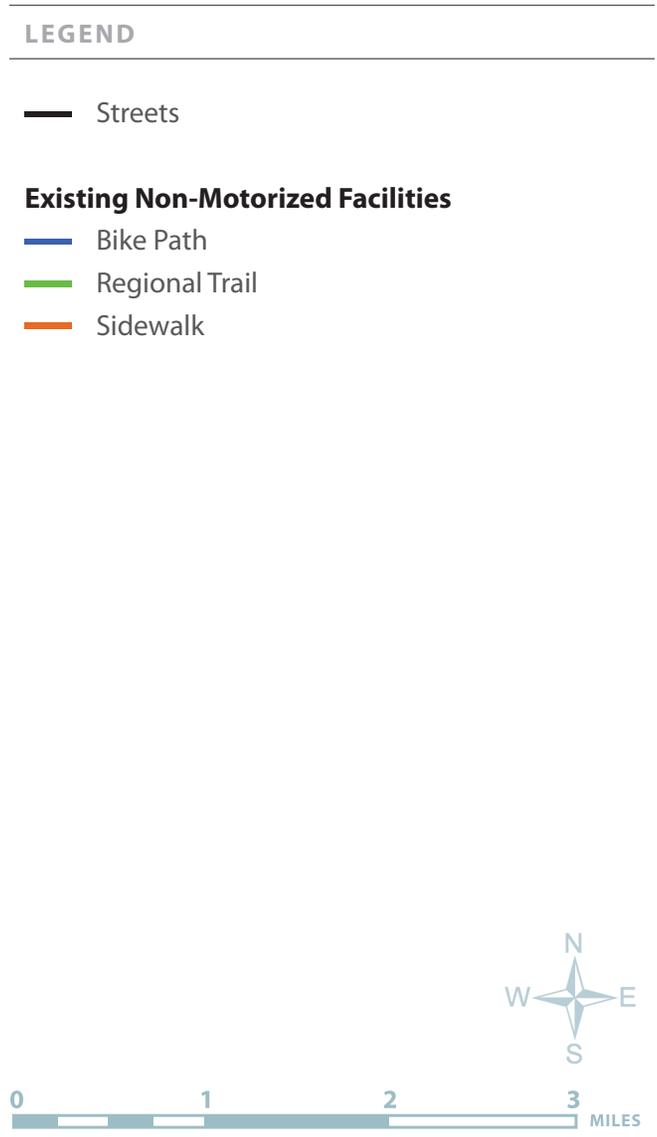


The trailhead for the Kalamazoo River Valley Trail is in the northeast corner of Oshtemo.

Source: Oshtemo Charter Township

FIGURE 5.8

Existing Non-Motorized Transportation Facilities



Community Services

Sanitary Sewer

Sewage treatment is provided to Township residents on a contractual basis with the City of Kalamazoo. Those residents not served by public sewer utilize on-site septic system. Sanitary sewer lines presently serve almost all of the area east of US-131 as well as most of the eastern part of Oshtemo south of West Main Street. Sewer trunk-lines have crossed US-131 at KL Avenue and near N Avenue. See Figure 5.10, Existing Sanitary Sewer System, for locations of existing sanitary sewer lines in Oshtemo Township.

Future extensions of sanitary sewer will be concentrated in the eastern one-third of the Township to service areas that are beginning to experience problems with older on-site sewage systems and areas in which growth is expected. Topography in the western portions of the Township would require the installation of lift stations and pumps for future sewer extension, thus significantly increasing installation and maintenance costs. The extension of sanitary sewer lines outside areas of expected growth is not economically feasible due to lower population densities and topography. As such, proposed developments with densities that would require connection to sanitary sewer service should be located in the eastern portions of the Township where development is already present, existing sanitary sewer infrastructure exists, and the topography would not require expensive lift stations.

The Township's Sewer and Water Committee has prepared a Capital Improvement Program with various planned sewer projects and a general time period within which each project is anticipated to be accomplished. Figure 5.11 reflects the Sanitary Sewer Capital Improvement Program.

In areas where sanitary sewer service is not readily available but is planned for extension in a reasonable period of time, dry sewer mains should be installed in new developments. The dry sewer mains will make connection of the development to public sanitary sewer less expensive and disruptive to the residents once it is available.

More about the limitations for sanitary sewer extension can be found in Chapter 4, Physical Character and Environment.

Investment in Township infrastructure has allowed for quality development to occur.

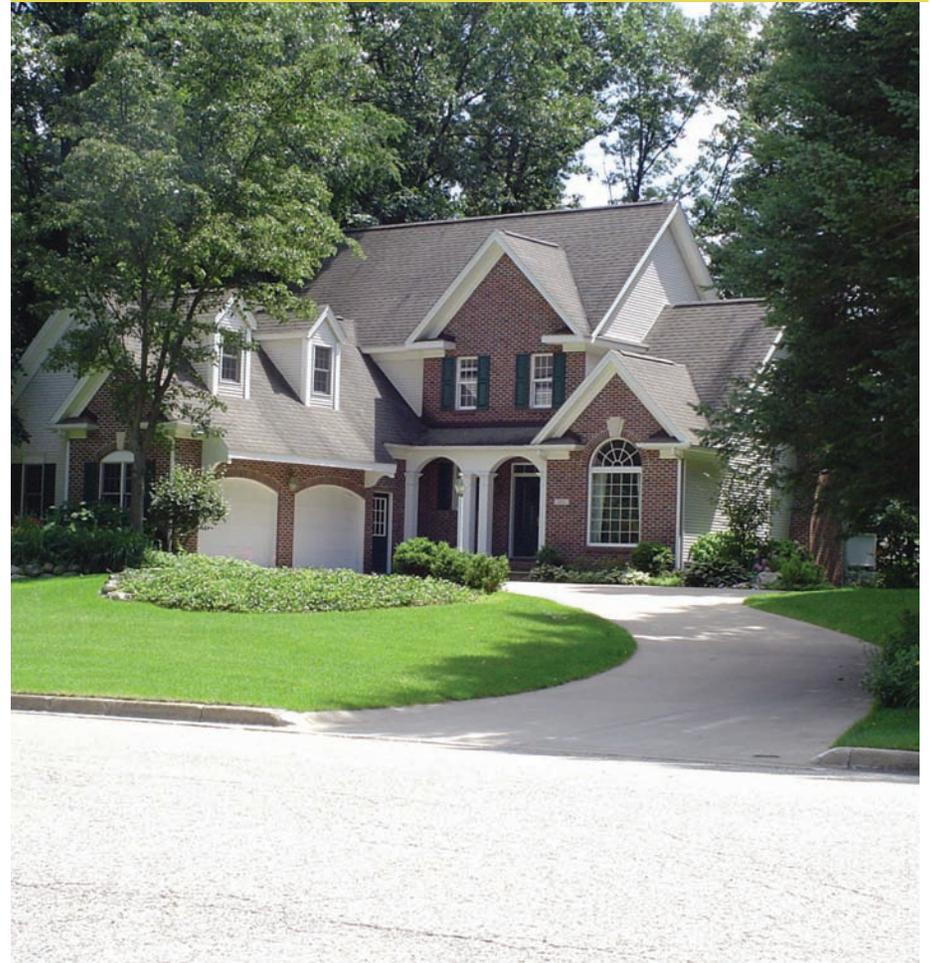
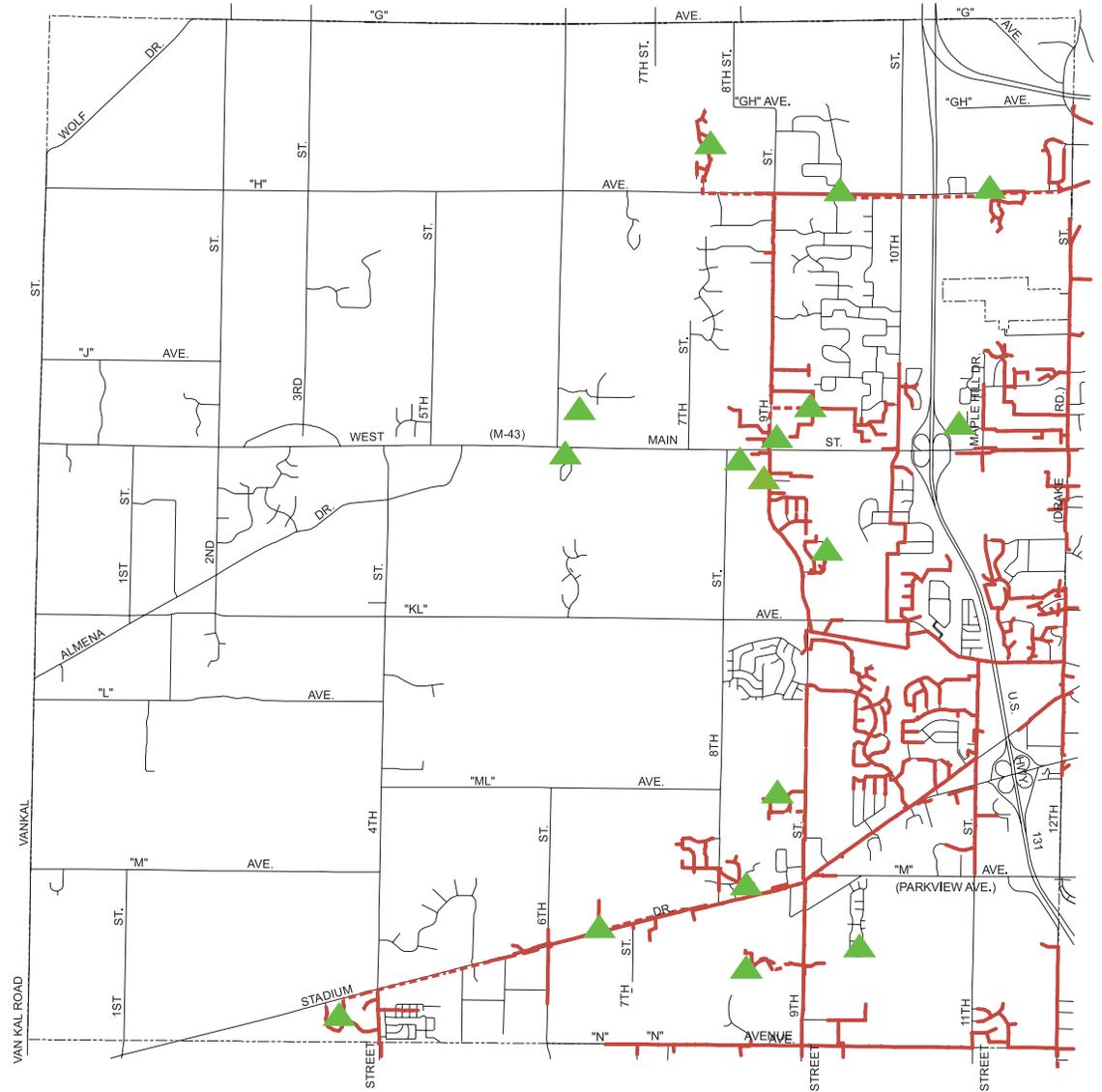
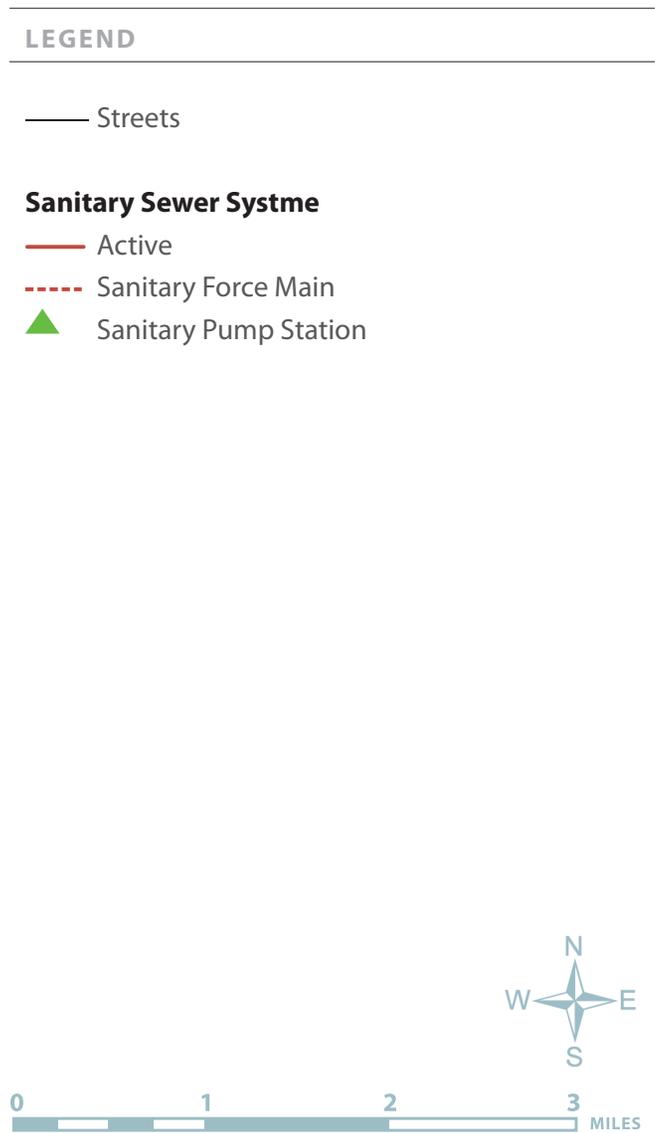


FIGURE 5.10
Existing Community Sewer System



Water Supply

Public water in Oshtemo Township is contracted with the City of Kalamazoo. Most of the eastern half of the Township is served with public water. The extension of public water service into the western portions of the Township has occurred primarily due to groundwater contamination related to the KL Avenue landfill.

Also, just as with sanitary sewer, low density issues make the extension of water service away from areas of dense development not economically feasible. It is important that developments requiring public water service be located in areas where public water is available thereby minimizing the cost to the developer as well as the Township.

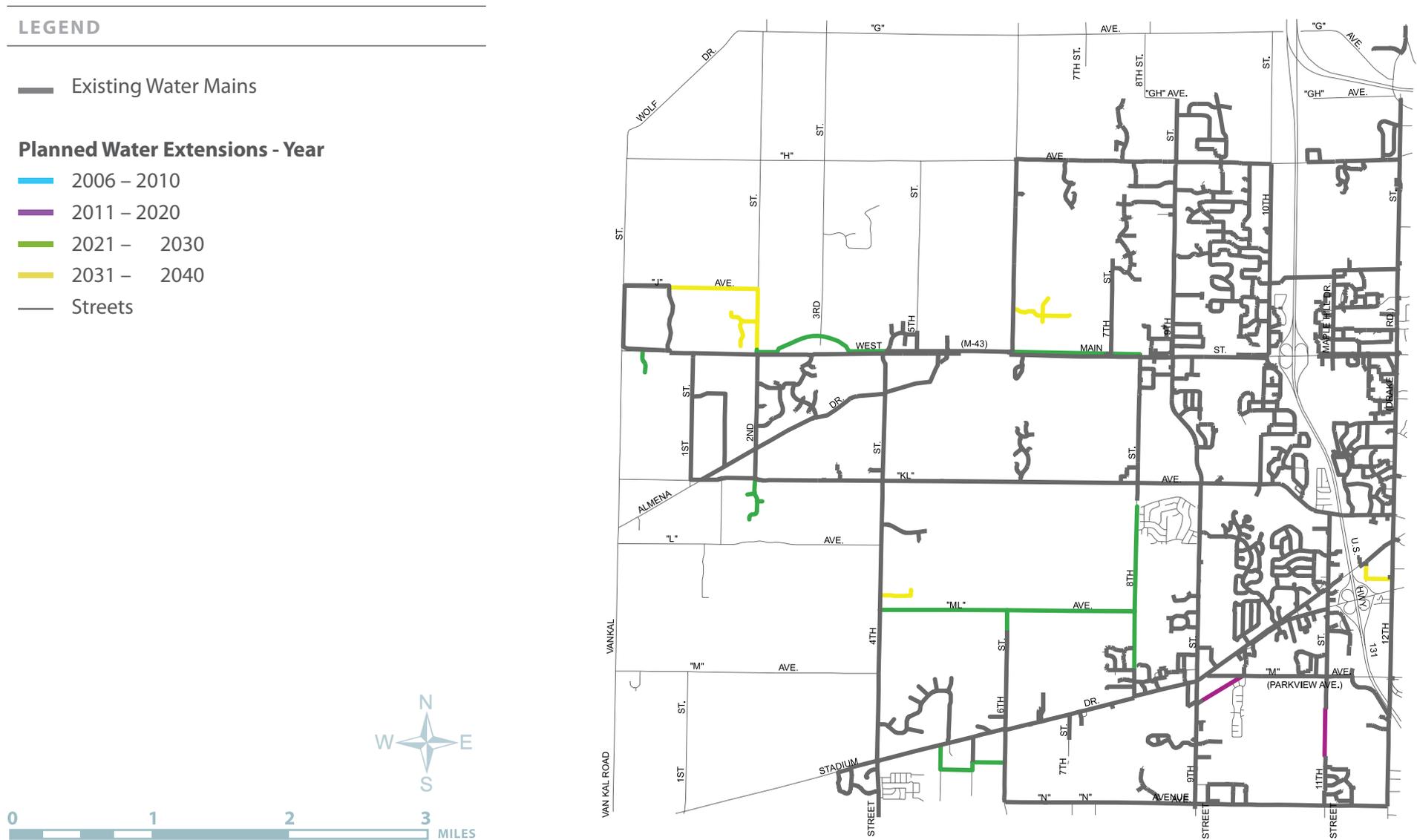
See figure 5.12, Existing Public Water Service, for the existing public water service areas. A greater portion of the Township has access to public water service than has access to sanitary sewer service.

Similar to the Sanitary Sewer Capital Improvement Plan, the Sewer and Water Committee has prepared a Water Capital Improvement Program. Although an important document, the extension of public water tends to be more the result of new development than a Township-initiated project. The planned water extensions can be seen in Figure 5.13, Capital Improvement Plan: Planned Water Extensions.

“It is important that developments which would require public water service be located in areas where public water is available.”

FIGURE 5.11

Capital Improvement Plan: Planned Water Extensions



Storm Drainage

Oshtemo Township does not have an established network of storm drains. The Township Zoning Ordinance and a lack of public storm sewer system requires that all surface water runoff be retained on the same site as the development or off-site on a nearby or adjacent private property with appropriate easements in place. The Township encourages natural storm water management techniques and preservation of natural features to help control stormwater. See Chapter 4, Character and Environment for more on stormwater management.

Solid Waste Disposal

Oshtemo Township falls under the jurisdiction of the Kalamazoo County Solid Waste Management Plan, as required under Public Act 641 of the Michigan Public Acts of 1978. This Plan defined goals and objectives, inventoried existing facilities, conducted a waste stream analysis, and analyzed local plans for growth projections. A series of alternatives were developed and analyzed, and then a plan was selected for a short and long-range solid waste disposal system. Strategies and implementation steps were developed for waste reduction, recycling, composting, collections, transportation, energy and material recovery, disposal, and Plan updates.

In 1991, the Kalamazoo County Solid Waste Management Plan was updated and approved by the County Board of Commissioners. The Oshtemo Township Board approved the updated plan with limited exceptions. The two primary exceptions being: 1) the Township did not believe Kalamazoo County needed a landfill, based on the availability of landfills in other counties; and 2) given the vulnerable groundwater resources and geological make-up, it does not have a suitable location for a landfill within its borders.

A site for drop-off trash collection service operates once a month from March through November in Oshtemo. Along with this drop-off trash collection, two drop-off dates are offered by the Township for the disposal of yard waste including leaves, lawn clippings, and small branches. These services are currently funded through Township tax revenues. In addition to the drop-off trash and yard waste services, private transfer stations and curbside pick-up services are available. Private yard waste pickup services are also available.

Curbside recycling services are provided to Oshtemo homeowners and occupants who contract curbside trash pickup. However, residents living in condominiums and multi-family housing do not currently have recycling services; including these residents in this service should be required by the Township. Furthermore, Oshtemo

Residents living in condominiums and multi-family housing do not currently have recycling services; including these residents in this service should be explored.

participates in the Kalamazoo County Household Hazardous Waste Program. This program offers an opportunity for Township residents to dispose of hazardous materials (e.g. paint, cleaners, and pesticides). Hazardous waste disposal is operated and maintained by Kalamazoo County Health and Community Services.

CHAPTER 6

Community Visioning and Expectations



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CHAPTER 6:

Community Visioning and Expectations

In order to be able to accurately establish a vision for the future of the community, the Township must gauge the thoughts and opinions of the public on the current state of the Township and its desires for the future. Because a comprehensive effort of this type had not been done since an opinion survey that was conducted in 2001 (that confirmed the results of a previous opinion survey in 1993), this was a major emphasis of the Master Planning process. Three methods were used to solicit input from the community.

Oshtemo Community Visioning Session

October 23, 2008

Approximately 50 residents, business owners, community members, and Township officials interested in voicing their ideas about the Oshtemo community participated in the visioning process on October 23, 2008. The session consisted of a series of brainstorming exercises in which participants worked both individually and in groups to formulate ideas about the future of the community.

During the workshop, participants outlined some of the issues concerning the future of the Township. They focused on particular areas of concern, then recorded their ideas and established priorities by voting for those most important to them. For each exercise, results were shared and discussed with the entire audience. The ideas that came from each exercise were diverse, but from these ideas, common themes emerged.

A complete summary of the results from each of the exercises completed at the Community Visioning Session is included in the separate supporting documents. A brief summary of the results and their implications for the Plan is provided here.

Visual Preference Turningpoint Survey

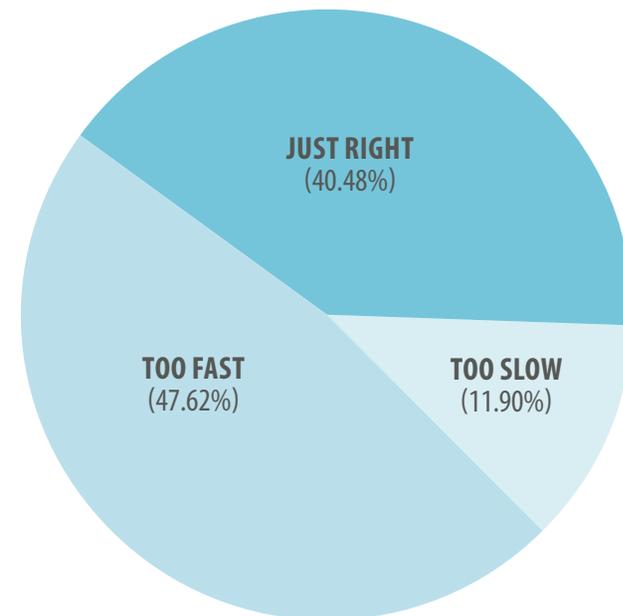
The first exercise engaged participants in an interactive activity responding to questions via remote as they were presented on a screen. Some of the questions were multiple-choice questions while others asked them to choose from images on the screen. Through the use of the remotes and related technology, participants were able to immediately see the results. This enabled the group to then discuss any interesting results and provide feedback to the Commission.

The questions started with simple demographic questions in order to gain an understanding of the audience and to be able to do further analysis of the data. Then, questions explored the participants' views on the character of the Township, their goals for the future of the Township, and their vision for future development in the community. The following are some of the most significant findings from this activity. (Again, a full report on the results is available in separate supporting documents.)

Township Character

- The highest percentage of participants felt the Township was growing too fast (47.62%) compared to just right (40.48%) or too slow (11.90%).
- When asked to select a word to describe Oshtemo Township – suburban, commercial, rural, progressive, or growing/changing – over two-thirds chose growing/changing. Rural was a distant second with about 14% of votes.
- Four images were provided of different types of development in the Township – commercial, new residential development, rural, and multi-family residential. Nearly half of participants selected the new residential development as best describing the Township with around 20% selecting the both the rural and commercial images.

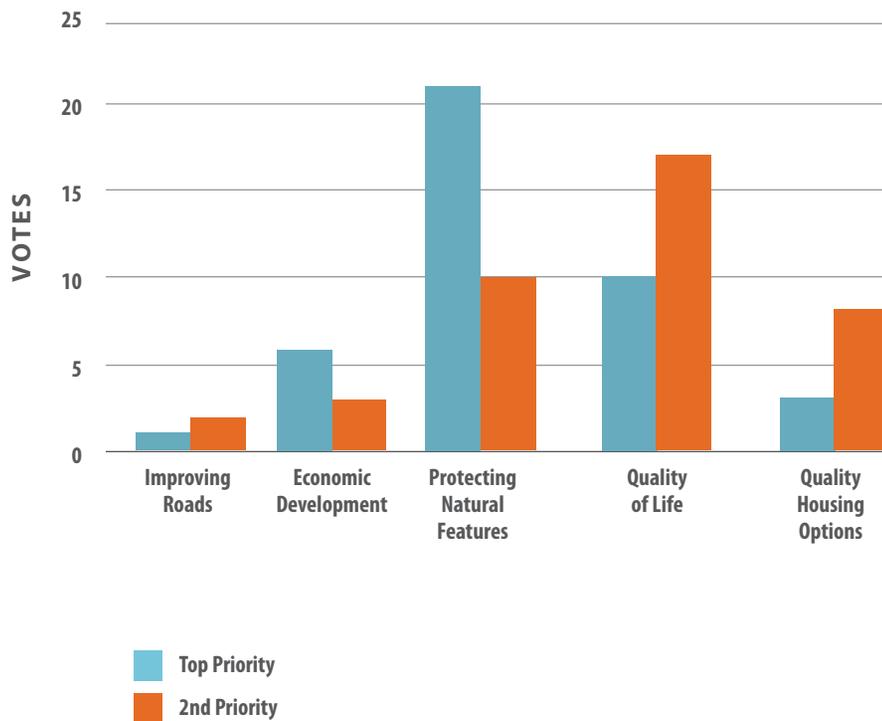
Participants Opinions on the Growth Rate of Oshtemo Township.



Township Priorities

- To better understand how the group views the priorities for the Township for the next 10-20 years, we asked them to evaluate five basic priorities: improving roads and infrastructure, economic development, protecting natural features, improving quality of life (i.e. parks, trails, sidewalks), and ensuring quality housing options. We showed the list twice and asked first what they felt the top priority for the Township should be and then what they felt the second priority should be. They were not to vote for the same item twice.
- Protecting Natural Features and Quality of Life are clearly the top two priorities for participants. Over 50% voted for Protecting Natural Features as their top priority. Improving Roads and Infrastructure received the fewest votes. The results of this question are shown in Figure 6.1 below.

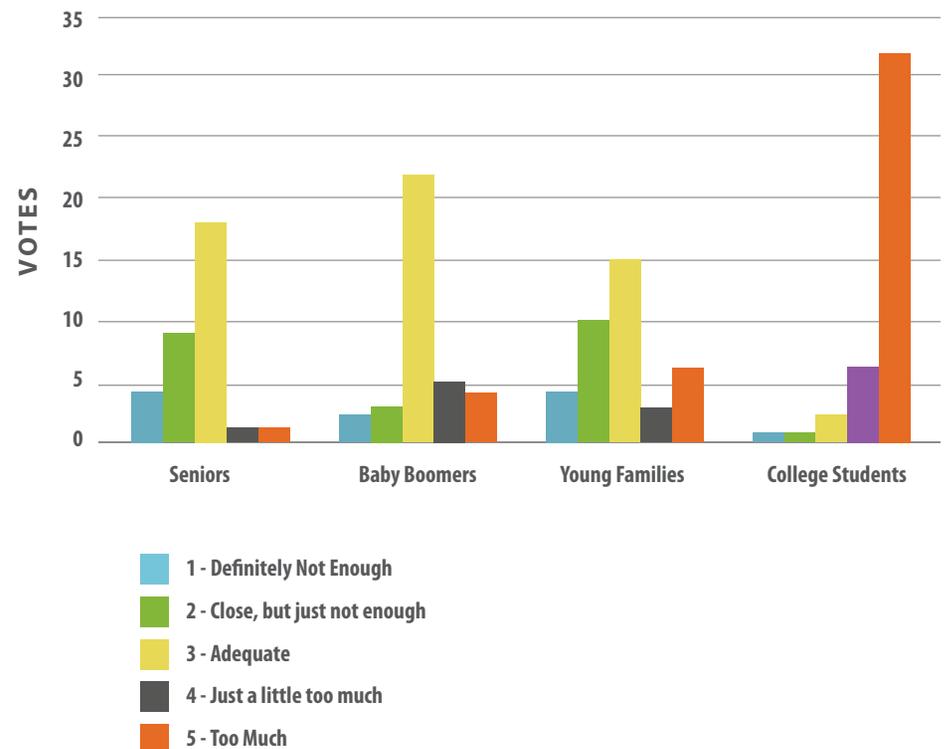
FIGURE 6.1 Rating top two priorities for the next 10–20 years.



Township Development

- Participants were then asked about different types of development and whether or not there was an adequate amount of each type of development present in the community and where any additional development of each type should be directed. The purpose was to begin to understand the community’s tolerance for growth and development of different land uses and the areas of the community where such growth should occur. The results are shown in Figure 6.2 below.
- Participants were asked about housing for four different population groups – seniors, baby boomers, young families, and college students. The response for senior housing was the only category that participants felt more housing may be needed. For college student housing, a hot topic in the community, over 75% of participants indicated there was “too much” of this housing type and no one indicated there was not enough. The results from these questions are shown here.

FIGURE 6.2 Is there enough housing for each of the age groups?



- Respondents were asked where they would locate future high density residential development in the Township. Out of four options, nearly two-thirds preferred redevelopment of older higher density development to new development in various locations.
- Similarly, when asked where future commercial development should occur, results were evenly distributed. The highest percentage was for it to occur on Stadium Drive (30%) with other choices being near Drake Road and Main Street (25%) and along West Main Street east of 9th Street (22.5%).
- In terms of industrial development, over 35% of participants indicated there was “adequate” space (a response of “3”) available in the Township. However, the second most popular response was “1- definitely not enough” with nearly 25% respondents. The average score indicates overall there is a perceived need for more industrial space in the Township.
- When asked where new industrial development should be directed, nearly two-thirds of participants indicated that it should be located in proximity to WMU’s BTR Park near Parkview and 11th.
- Participants were also shown four images of different development types and asked what type of industrial development was preferred: corporate campus/business park; research & development; warehouse & distribution; or manufacturing. Over two-thirds chose research & development with nearly a quarter of the remaining choosing corporate campus & business park. This is consistent with the development occurring at the BTR Park.
- The implications of these findings are that participants understand there will continue to be non-residential development in the future as demand will continue to grow for these uses. However, participants had strong opinions as to the type of development that should occur and where it should be located, and it is likely that significant variances from those preferences would be met with resistance.



Strengths and Weaknesses

Having discussed the Township vision on a broad level, the next activity asked participants to dig a little deeper into the community. Within small groups, participants identified the strengths and weaknesses of the Township. Each group developed lists that they then shared with the rest of the group. Once the ideas were all brought together, participants voted on their favorites in order to identify the highest priority items in each list.

The complete list of all of the items submitted by the participants is provided in the separate supporting documents. The items identified in Table 6.1 each received more than one vote in the prioritization process.

The top three strengths are consistent with the results from the earlier exercise and throughout the public input process. The greatest strength for people living here is the rural character – feeling like they are living in the country – while having convenient access to urban services. The Kal-Haven Trail is an important part of that as it provides an urban amenity with access to both the rural countryside and the City.

The top three weaknesses and threats are further support of these strengths and conclusions: A lack of pedestrian connections reduces the convenience and makes it more challenging to live in the country; loss of rural character is perceived as a threat; and, the number of apartments is both a weakness and a threat.

TABLE 6.1 The following items each received more than one vote in the prioritization process

STRENGTH / OPPORTUNITY	VOTES	WEAKNESS / THREAT	VOTES
Rural character, visual beauty, topography, woodlands, open land, greenspace, sheep	22	Lack of pedestrian connection at/access over US-131 at M43	15
Access and convenience to: shopping, highways, commercial areas. A self-sufficient community	15	Loss of natural heritage and rural character	8
Kal-Haven Trail	8	Number of apartments	7
Places for business to grow; opportunity for upscale restaurants	5	No downtown (central area), identity	4
Non-motorized trails, sidewalks / connectivity	5	Density / blight	4
Concerned / active residents; proactive	3	Parking lots – too big too much asphalt	4
Landscaping	3	Lack of water / sewer services	4
Better buffering from large commercial to residential	2	Overbuilding of commercial	3
Better control around existing airport (MDOT guidelines)	2	Loss of natural beauty of roadways	3
Disregard of community input in planning and development	2	Ordinance regulation (too much)	2
Native plants (lack of)	2	Not pedestrian friendly, lack of sidewalks	2

Community Land Use Preference

The final exercise asked the participants to go one step deeper and, utilizing the information on strengths and weaknesses and overall Township priorities evaluated in the first two exercises, engaged the participants in a land use exercise where they would consider locations in the Township to steer future development. The small groups were given a large map of the Township that illustrated existing land uses including low and high density residential, park and public land, office or commercial, industrial, right of way, and agricultural or undeveloped land. The groups were asked to review the information on the map to gain an understanding of the extent and locations of development in the Township.

The participants were then each given colored dots to represent the different types of development. Each individual was given one dot for each of the following development types: low to medium density residential, high density residential, park or public area, office or commercial, and industrial. Participants were instructed to place their dots on the map in any white area – undeveloped land – to represent the area of the Township that they felt would be most appropriate for future growth of the particular land use type represented by that dot.

As group members conducted this exercise, they discussed their preferences and decisions with each other. Differences among group members were compared and rationalized, although they were not required to make changes.

After the session, a consolidated map was prepared on GIS combining the results of all of the individual groups. The results presented in Figure 6.3 shows a fairly wide distribution of dots across the Township, although there is a healthy concentration in the eastern third of the community near the existing development. Clearly the preference shown here is that if there is going to be new development, the participants would prefer for it to occur near existing development. This is consistent with sound planning principles as it limits the need for significant new infrastructure and curtails sprawl.

Concentrations of dots applied by the participants can be seen in the following areas:

- High density residential east of 131 and west of Maple Hill Drive north of Main Street.
- Both high density residential and park / public area east of 131 and south of Main Street (site of Prairies Golf Course), showing various opinions on the future of this facility.
- Commercial or office south of Main Street between 9th and 10th Streets.
- Industrial between 9th St. and 12th St. south of Parkview Ave.
- Low density residential between 6th and 9th Streets and between Main Street and H Ave.

This process again illustrated that participants were not against growth and had an understanding of the complex character of the Township. However, they are not interested in this growth if it is at the expense of the primary strength of the Township, which is the rural character. Notice that the vast majority of dots west of 8th Street are blue (low density residential) or green (park or public area).

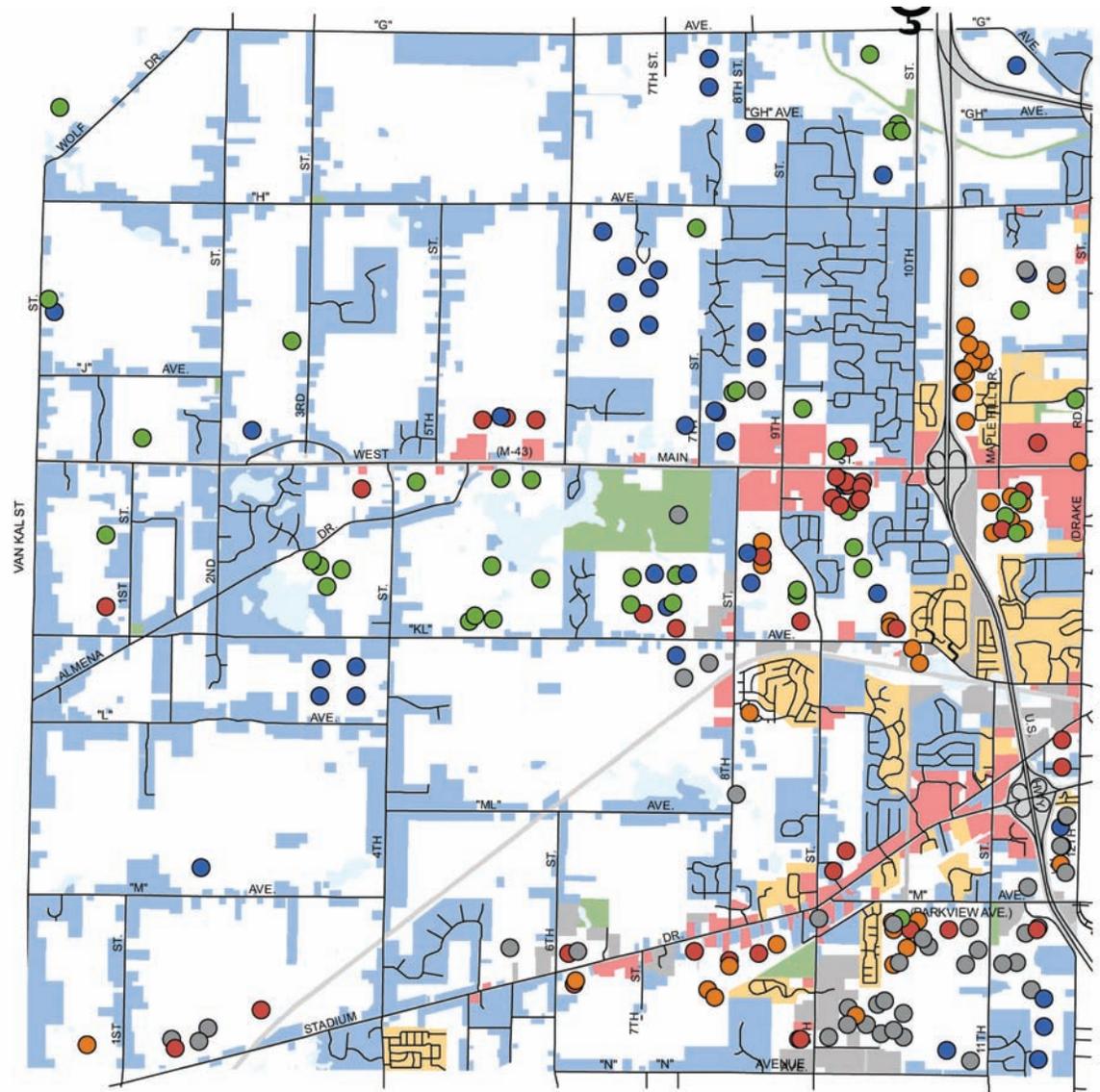
FIGURE 6.3

Community Land Use Preference Exercise

EXISTING LAND USE KEY:

- **Low to Medium Density Residential or Institutional** (church, school, etc)
- **High Density Residential** (apartment, senior housing, mobile home park, etc)
- **Park or Public/Semi-Public Area**
- **Office or Commercial**
- **Industry or Public Service Utility**

- Farmed, Wooded, and/or Undeveloped Land
- Low to Medium Density Residential or Institutional (church, school, etc)
- High Density Residential (apartment, senior housing, mobile home park, etc)
- Park or Public/Semi-Public Area
- Office or Commercial
- Industry or Public Service Utility



Master Plan Public Input Survey

Following the Community Visioning Session, the Planning Commission went to work preparing a Public Input Survey to further explore additional issues and gather input from a broader spectrum of the population. A total of 1,390 surveys were distributed to a randomly selected sample of the population in March of 2009. A total of 468 surveys were returned for a response rate of 33.7%, which is excellent. It also allows us to be statistically 95% confident ($\pm 2.5\%$) that our results are representative of the community as a whole even though we just surveyed a sample of the population. (A full summary of the results and procedure that was followed as well as a copy of the survey is contained in the separate supporting documents.)

The results of the survey largely support what was found in the Community Visioning Session:

- When asked what they liked about living in Oshtemo Twp (an open ended question), over 60% of respondents included something about shopping, services, convenience, and being close to the City. Nearly 40% of respondents included something in their responses about rural, open space, and small town. The dual themes of “rural character” and “close to the city” were consistent throughout the results.
- “Family friendly”, “wooded/rolling/natural”, “neighborhoods”, and “open spaces threatened” were the top four terms from a list of 16 that were selected by respondents to describe the character of Oshtemo Township today. When the results were compared based on the region from which the respondent was from, there were some significant and interesting variations reflective of the diverse conditions in the Township. (More description is provided in the separate supporting documents.)
- Respondents were asked about various priorities and whether they should be important for the Township. Requiring new development to reduce its impact on the environment and increasing preservation of the natural environment received the highest votes. On a 1-5 scale with 5 indicating it is an important priority, over 50% of respondents indicated “5” for each of these. Conversely, expanding commercial development and encouraging development of housing for first time homeowners were viewed as not important. The highest percentage of responses for each of these was “1-Not Important”.

- When asked where they would like commercial development to occur over the next 10-20 years, the top two responses were West Main Street, east of 9th Street and the West Main Street / Drake Road area.
- When asked what types of industrial development was desired, the top three responses were Research & Development, High Technology / Life Sciences, and Corporate Campus / Business Park.
- The vast majority of respondents indicated that they felt this industrial development should be directed to the area in proximity to WMU’s BTR Park (Parkview / 11th Street).
- Respondents were asked to describe what they would like the Township to be like in 20 years, and many did so in a variety of ways. Some of the more consistent themes included keeping it the same as it is today, green space, parks, controlled growth, rural character, bike paths, family friendly/safe, quiet, and peaceful.

As demonstrated, these results largely confirmed the results from the Community Visioning Session and provided a broader base of support for the conclusions that were drawn at that time.

Growth Happens. Let's Decide How.

Oshtemo Township Master Plan Public Input Survey

The Oshtemo Charter Township Planning Commission is in the process of preparing a new Master Plan to help guide the future growth and development of Oshtemo. We have sent this survey to a randomly selected, anonymous group of residents and stakeholders like you in order to understand the community's preferences for the future development of Oshtemo. Because the sample size is limited, your input and response is VERY IMPORTANT to the future of Oshtemo Township!

Please take 10-15 minutes to complete this survey and help us in this effort. When you are finished, please return it to the Township in the enclosed, self-addressed, stamped envelope as soon as possible. All surveys must be received by **April 10, 2009**. For more information on the Plan, please check out our website – www.mcka.com/oshtemo. If you have any questions, please feel free to call the Township Planning Department at (269) 216-5223. We greatly appreciate your valuable time in completing this survey.

1. Please indicate your age as well as the age of the members of your household. (For your age, circle the age group that you fall into. Then, indicate the number of other persons in your home in each age group on the line below the category.)

YOU (circle one): Under 25 25-34 35-44 45-54 55-64 65-74 75 & Over

OTHERS in HOME: _____

2. Please circle the term that best describes your current, primary residence in Oshtemo Township (circle one for your primary residence)

Single family or duplex (1+ acre lot)	Single family or duplex (less than 1 acre lot)	Condominium
Apartment Complex	Manufactured Housing Community (i.e. Woodland Estates, Fountain Springs)	Other:

3. Do you own or rent your current, primary residence? (Circle one): **Rent** **Own**

4. What do you like about living in Oshtemo Township? (please identify specific qualities of the Township or specific items here):

5. What would you improve about living in Oshtemo Township? (please identify a few specific qualities of the Township or specific items here):

Oshtemo Charter Township Master Plan: Public Opinion Survey

Page 1

Master Plan Website

In addition to the survey and visioning workshop, a dedicated website was created for the Master Plan project with a prominent link placed on the Township's home page. The Master Plan website provided updates on progress throughout the planning project and reminders / notices about upcoming meetings. As results or reports were available, they were posted on the site for review by the public. Drafts of the Master Plan chapters were also posted on the website for review as they were prepared as well.

The website address was publicized in an article in the Kalamazoo Gazette shortly after the site was created. It was also publicized in the Township newsletter and at all public input sessions. It received steady traffic during the planning process.

Preferred Future

Through a variety of public input mechanisms, a significant amount of input was received from the community for this process. All of the information was reviewed, analyzed, and evaluated by the Planning Commission and Staff. In the process, a few common themes from these various platforms emerged. These themes are described below in no particular order. They help shape the vision of the Oshtemo community for the next 20 years.

Preserve Rural Character

Various parts of the Township have more of a rural character than others, but generally, residents desire development that is lower density, protects open space, and preserves rural viewsheds. This is particularly true west of 8th Street. East of 8th Street where there are pockets of development that is not rural, residents would direct new development to occur adjacent to similar existing areas as opposed to in a more open area.



Manage Growth & Development

Residents feel the Township has grown too quickly and it is threatening the qualities of the community they love. They are not necessarily against growth, but feel it needs to be properly managed.



Protect Natural Features and Environment

One of the key concerns of the community is the protection of surface water, ground water, wetlands, woodlands, open space, and other natural features in the community. Various methods of protection received support through the public input process.

Provide Open / Green Space for Residents

In addition to protecting open space and natural features, providing access to these areas adds to the quality of life for residents, and in some instances, provides a neighborhood amenity and lowers the perceived density of the neighborhood.



Establish Connections (Paths and Sidewalks)

Pedestrian friendly and non-motorized amenities like sidewalks and bike paths will make the Township more convenient and increase quality of life. It will also provide better connections between neighborhoods and nearby commercial areas.

Ensure Quality Development

Although residents do not appear to be against growth, results demonstrate that there are types of development and places where it is more or less acceptable. Guided architectural design and maintenance, preservation, and/or installation of landscape features improves the character of the development and will reduce resistance.

Maintain Quality Services and Infrastructure

Residents enjoy living in Oshtemo for the ability to receive City services – utilities, good roads, snow plowing, trash pick up – while living outside the City. These services and systems should be maintained at a high quality to ensure continued satisfaction.

Provide Safe and Convenient Access in and around Township

While residents enjoy living outside the City, they like having convenient access to the City. This convenient access is preserved through the access management standards implemented as areas are developed. It is also preserved through maintaining connections between developments to expand the street network and provide greater connections throughout the community.



CHAPTER 7

Goals and Objectives



Goals and Objectives

The goals and objectives of the *Oshtemo Township Master Land Use Plan – Growth Happens, Let’s Decide How*, are designed to ensure the present and future quality of life and character of the community for the residents and patrons while still accommodating anticipated growth within the vision the community has set for itself. The goals, objectives and correlating strategies are crafted according to important issues identified by the community and from policy statements made throughout the chapters and form the foundation of this Master Land Use Plan.

It is important that the goals, corresponding objectives and strategies identified below are viewed collectively when development proposals, zoning and policy changes are being considered.

WHAT ARE GOALS, OBJECTIVES AND STRATEGIES?

Goals are broad descriptions based on the community's desires for its future. Goals are long-term ends toward which programs, policies and activities are directed.

Objectives are the specific and intermediate means to make progress toward achieving the goals and as a result achieve the community vision.

Strategies are the initially identified actions to achieve the objective and makes progress toward the goal. These strategies are not all inclusive and different strategies may be implemented than those specifically listed.

COMMUNITY CHARACTER AND ENVIRONMENT

One of the greatest assets that Oshtemo has is the balance between the its rural and built environments. As shown in the public input elements of the Master Plan process, residents want to live in a Community that has a tree-lined country roads, open space, and protected natural features but also has developed areas nearby to shop, work, and play. As such, it is important for this Master Plan to outline goals and objectives that will promote development of land within the community that takes into account the importance of protecting the rural character, natural features, and quality of life the residents have come to expect.



Preserve, promote, protect and improve Oshtemo's rural character, natural features and quality of life.

OBJECTIVE A: Preserve open space within Oshtemo.

Strategy: Acquire land, seek conservation easements, pursue adoption of a nominal millage, or use a combination of methods.

Strategy: Craft incentives that encourage developers to utilize open space conservation design techniques when new residential developments are proposed.

Strategy: Require new development to include provisions for open space.

OBJECTIVE B: Protect the natural features found within Oshtemo.

Strategy: Adopt ordinances and/or policies that require developers to maintain as much of the natural features of previously undeveloped sites by arranging the site in a manner that is complementary to existing conditions.

Strategy: Enact a tree-protection ordinance that minimizes the impact of development and protects existing viewsheds along county roads.

Strategy: Identify natural features present in Oshtemo that should be targeted for protection by conducting Natural Features Inventories on publicly-owned lands and private lands when possible.

Strategy: Require a natural features inventory as part of the site plan approval process.

OBJECTIVE C: Protect surface and ground water resources from negative impacts associated with development.

Strategy: Continue to enforce the existing stormwater and erosion control ordinance.

Strategy: Require pre-treatment of stormwater runoff.

Strategy: Implement a wellhead protection program and adopt a wellhead protection ordinance.

Strategy: Follow and, as funding becomes available, implement the Sanitary Sewer Extensions Capital Improvement Plan and the Water Extensions Capital Improvement Plan.

HOUSING

According to population forecasts prepared for this Master Plan, it is anticipated that over 11,000 new residents will make their homes in Oshtemo by the year 2030. Result of this population increase will likely be the construction of nearly 5,000 new homes. The Existing Land Use Chapter indicates that there is a great deal of residentially zoned land that could be developed to meet the housing needs of the Township.

The growing population combined with an aging population will require the Township to adopt innovative and forward thinking housing policies that provide quality housing opportunities that do not deride from the rural nature and character.

HOUSING

GOAL 2

Protect existing and encourage growth of single family neighborhoods in keeping with the Future Land Use Map.

OBJECTIVE A: Allow single family residential growth as a natural extension of existing neighborhoods.

Strategy: Utilize existing stub streets and outlots when developing new residential neighborhoods.

Strategy: Require provision of stub streets in new development for extension into future residential developments.

Strategy: Allow residential development at densities similar to abutting neighborhoods.

OBJECTIVE B: Maintain values of existing homes and neighborhoods.

Strategy: Enact policies that encourage home ownership in existing neighborhoods and new developments.

Strategy: Continue to enforce the Property Maintenance Code.

Strategy: Address the potential impacts of student-oriented housing on nearby neighborhoods.

GOAL 3

Direct residential growth to areas where public utilities are available or can be reasonably extended.

OBJECTIVE A: Development will be located in a manner that avoids the need for costly utility extensions, “leapfrogging” vacant land, and other expensive infrastructure improvements.

Strategy: Require new residential developments to install dry sewers when sanitary sewer extension is planned to be available in the foreseeable future.

Strategy: Follow and as funding becomes available, implement the Sanitary Sewer Extensions Capital Improvement Plan and the Water Extensions Capital Improvement Plan.



Promote a diverse range of quality housing choices.

OBJECTIVE A: Encourage traditional design and other innovative neighborhood layouts in the village area and other appropriate areas in the Township.

Strategy: Implement form-based code design standards for the layout of single and two-family neighborhoods.

OBJECTIVE B: The maintenance, redevelopment, and rehabilitation of older multiple family housing developments will be encouraged in lieu of expanding or designating new areas for new multiple family housing.

Strategy: Requests for rezoning of land to accommodate new multiple family developments will be considered only when in keeping with the Future Land Use Map.

Strategy: Continue to enforce the Property Maintenance Code.

OBJECTIVE C: Meet the needs of the growing senior-citizen population base.

Strategy: Pursue zoning ordinance amendments that allow senior-oriented housing outside traditional multiple family zoning districts.

Strategy: Implement policies that allow residents to “age-in-place”.

OBJECTIVE D: Allow the replacement and rehabilitation of existing homes within and extension of existing manufactured home communities in designated areas.

Strategy: Requests for rezoning of land to accommodate new or expansions to existing manufactured housing developments will be considered only when in keeping with the Future Land Use Map.

Strategy: Continue to enforce the Property Maintenance Code.

OFFICE AND COMMERCIAL DEVELOPMENT

Commercial and office development in Oshtemo has historically been concentrated in three strategic areas: West Main Street between US 131 and Drake Road, West Main Street and 9th Street, and along Stadium Drive. However, the Township has experienced a demand to expand these commercial areas. Instead of prematurely expanding commercial areas, these historic commercial centers should be maintained and rehabilitation of existing properties encouraged. Less intense uses, such as office buildings, can act as a buffer between commercial and residential areas as well.



Direct new commercial development, including office uses, to appropriate locations in the Township; encourage innovation in design.

OBJECTIVE A: The growth and expansion of commercial areas should be planned as a natural extension of existing development.

Strategy: Promote the redevelopment, rehabilitation, and adaptive re-use of existing commercial sites and buildings within existing commercial areas.

Strategy: Study underutilized commercially zoned sites outside the main commercial areas to determine appropriate future land use designation.

Strategy: Requests for rezoning of land to commercial will be considered only when in keeping with the Future Land Use Map.

OBJECTIVE B: Small-scale commercial land uses serving nearby residents should be encouraged within or near new development.

Strategy: Study, identify and promote areas appropriate for small-scale commercial land uses.

Strategy: Study, identify, and promote areas of the Township best suited to have mixed-use development with walk-able commercial areas.

OBJECTIVE C: Recognize the transitional nature of office land uses between residential areas and those of greater intensity and/or density.

Strategy: Continue to allow office uses in the R-3, Residential District to buffer between residential uses and those of greater intensity or density.

Strategy: Study, identify and promote areas appropriate for office land uses.

INDUSTRIAL DEVELOPMENT

The Existing Land Use chapter indicates that the amount of land zoned for industrial development is approximately 40 percent built out; in other words, 60 percent of industrially zone land in Oshtemo is available for development. The zoning designation of these current industrial areas must be revisited to determine whether they are underutilized and/or appropriately zoned.

Additionally, in order to maintain the economic stability of Oshtemo, policies that encourage the development of high technology, life science, and knowledge based industries are desired.



Encourage the growth of high technology, life science, and knowledge-based industries through land use policies.

OBJECTIVE A: Identify and promote areas where high technology, life science, and knowledge-based industries would be most appropriate.

Strategy: Study areas in proximity to the Business, Technology and Research Park owned by Western Michigan University for high technology, life science and knowledge-based industry growth.

Strategy: Study the appropriateness of the South 9th Street industrial corridor for high technology, life science and knowledge-based industry growth.

Strategy: Create zoning ordinance language to accommodate and encourage high technology, life science, and knowledge-based industry growth.



Determine appropriate locations in the Township for industrial land uses.

OBJECTIVE A: Evaluate the appropriateness of existing industrial areas.

Strategy: Study underutilized industrially zoned sites outside the main industrial areas to determine appropriate future land use designation.

Strategy: Study the nodes of industrially zoned land to determine appropriate future land use for those areas.

OBJECTIVE B: The growth and expansion of industrial areas should be planned as a natural extension of existing development.

Strategy: Promote the redevelopment, rehabilitation, and adaptive re-use of existing industrial sites and buildings.

Strategy: Requests for rezoning of land to industrial will be considered only when in keeping with the Future Land Use Map.

MOTORIZED TRANSPORTATION AND CONNECTIVITY

The Township must champion the interrelated nature of land use and transportation planning. Access management and street connectivity policies must take into account land use and transportation planning aspects when future road projects occur. Officials must continue to foster desirable relationships with local and state transportation agencies in order to preserve the quality of life and well planned transportation network in Oshtemo Township.



Promote and encourage connectivity and efficient design of the local street network.

OBJECTIVE A: Design streets within new developments in a manner which allows the most efficient and least expensive extension of infrastructure and provision of services.

Strategy: Require new local streets to accommodate future extensions for the planned, natural extension of local streets as nearby new development occurs.

Strategy: Disallow private roads, land acquisitions, and other barriers to connectivity of the local street network.

Strategy: Minimize local street intersections with abutting arterials and collectors.

Strategy: Apply a connectivity index to all new residential developments.



Increase recognition of the interrelated nature of land use and transportation.

OBJECTIVE A: Elevate the importance of the land use and transportation relationship among local decision makers.

Strategy: Continue to foster professional relationships with all transportation officials and agencies to increase Oshtemo's role in future transportation decisions impacting land use in the Township.

OBJECTIVE B: Decrease the negative impacts of through truck traffic on land uses and residents in the Township.

Strategy: With input from the Township Traffic Engineer, utilize this Master Land Use Plan, the KATS 2035 Metropolitan Transportation Plan, and the Oshtemo Charter Township Truck Route Ordinance as the foundation for all efforts.

NON-MOTORIZED TRANSPORTATION

Oshtemo is developing a network of bike paths, sidewalks, and other non-motorized facilities. This network will connect Oshtemo residents to surrounding communities, parks, regional trail networks, and retail areas throughout the Township. Residents have stated that trail development should be a priority and that continued expansion of the trail network is an investment in the future of the Township.

The Parks and Recreation Plan includes a Non-Motorized Facilities Plan designating the locations of the township-wide non-motorized network. This Plan will guide the development of the non-motorized system.



Preserve the function of the roadways to deliver basic public safety, efficiency and convenience to all users both motorized and non-motorized.

OBJECTIVE A: Continue to implement the Access Management Plan and enforce the Access Management Guidelines in a fair and consistent manner.

Strategy: Require shared access and cross access between non-residential properties. Strategy: Pursue the completion of the recommended street network and signalization improvements which are identified in this Master Plan.

Strategy: As opportunities arise, implement the Access Management Plan and this Master Land Use Plan.



Increase the length, quality, and accessibility of the non-motorized transportation network within the Township.

OBJECTIVE A: Increase non-motorized connectivity between residential neighborhoods and nearby non-motorized facilities to connect residents to commercial areas, employment, recreation and public transportation.

Strategy: Connect existing non-motorized segments by filling the gaps between them.

Strategy: Place an emphasis on connecting the east and west sides of the Township bisected by US 131 via bike paths and/or sidewalks, especially through coordination with MDOT when the bridges crossing US 131 are rehabilitated or replaced.

OBJECTIVE B: Extend bike paths and bike lanes pursuant to the Non-Motorized Plan.

Strategy: Continue to pursue grant funding and consider dedication of Township funds and/or the creation of special assessment districts in order to improve the non-motorized network.

Strategy: Continue to require provisions for non-motorized transportation facilities with site plan approval and seek appropriate easements when necessary.

IMPLEMENTATION

This Master Plan is only going to be a useful tool in guiding the growth of the Township if it is implemented to the greatest extent possible. Implementation will occur through special plans, studies, policies, ordinances, and other Township actions.

IMPLEMENTATION



Provide for complete streets on all Oshtemo roadways that emphasize safe, attractive, and comfortable access and travel to all users of roadways.

OBJECTIVE A: Include sidewalks, bicycle lanes/paths, wider shoulders, street trees and other landscaping elements to complement the roadway in projects.

Strategy: When road reconstruction occurs, coordinate efforts with all involved road agencies to install sidewalks, bicycle paths/lanes, streetscapes, and any other related improvements to maximize both efficiency and cost effectiveness.

Strategy: Provide well-designed crosswalks to increase motorist awareness and pedestrian safety.



Implement the Future Land Use Chapter of this Master Land Use Plan.

OBJECTIVE A: Review the zoning ordinance and zoning map to identify areas where amendments are necessary to implement and/or more fully achieve the goals of the master land use plan.

Strategy: Draft zoning ordinance amendments to implement this Maser Land Use Plan.

OBJECTIVE B: Prepare sub-area land use plans for the geographically specific areas identified in the Future Land Use Chapter.

Strategy: Draft zoning ordinance amendments to implement the sub-area plans as they are adopted.

SUB-AREA PLANS

This Master Plan designates specific areas for additional study and analysis. As these areas are evaluated and the Plan is amended to include the text of each Sub-Area plan, these objectives will be refined.

SUB-AREA PLANS



Prepare sub-area plans for the geographically specific areas of Oshtemo Township with land use policies tailored to the vision of each sub area.

OBJECTIVE A: Genesee Prairie sub-area plan to allow BTR-like expansion, including CFO property (high technology, life science, knowledge-based industry)

OBJECTIVE B: West Main Street, west of US 131, sub-area plan to allow for mix of uses in keeping with the character of Oshtemo, inter-connectivity of the neighborhoods.

OBJECTIVE C: Maple Hill Drive south sub-area plan to allow for mix of uses, street extensions, etc.

OBJECTIVE D: Century-Highfield sub-area plan.

OBJECTIVE E: North Drake Road sub-area plan for mix of uses, street extensions, etc.

OBJECTIVE F: 9th Street sub-area plan

OBJECTIVE G: Continue to implement and follow the Village Focus Area Theme Development Plan and Form Based Code Overlay Zoning District.

CHAPTER 8

Future Land Use

Office DEPOT





CHAPTER 8

Future Land Use

The Future Land Use Plan and Map define the future land development vision for Oshtemo Township based on sound planning principles and the community's desires for the future. It builds on the historic development patterns of the community, factoring in the unique environmental features and the desire to protect the rural character of the community. At the same time, it provides for anticipated growth and development into a vibrant community while maintaining and building upon the quality of life of the residents. The future land use plan and map will assist Oshtemo decision makers in both achieving the harmonious, efficient, and economical use of land, and promoting the public health, safety and general welfare of the community.

Future Land Use Designations

Twelve future land use designations have been created for use on the Township Future Land Use Map and to describe the future vision of the Township. Each of the designations is described in more detail below, and they are summarized in the following Future Land Use Matrix. The Future Land Use Matrix compares each of the designations based on several criteria of concern to this Plan.

Development Potential – Utilizing aerial photography and tours of the community, the potential for new development was evaluated. In some areas, such as the majority of the eastern portion of the Township, the potential for new development is very limited due to the amount of build-out. In other areas within the Township development potential varies with the greatest potential in the “Rural Residential” and “Low Density Residential” areas. This does not mean that this is where development should occur; only that this is where there is potential for development to occur.

Connectivity – The future vision to have walkable and connected neighborhoods and commercial areas will likely have its greatest success in the more highly concentrated areas of the Township. In some locations, topography and natural features further complicate the opportunity to make pedestrian connections. As a result, the implementation of walkable land use and design strategies should be focused in the areas that possess the highest potential for success.

Futures Matrix – At the end of the Community Visioning and Expectations chapter, several themes were identified that summarized the primary issues that were raised by the public through the various input platforms. The Future Land Use Matrix (Table 8.1) identifies by land use designation where these issues or concerns are of highest priority. For example, the protection of natural features is an issue germane to all of the land use designations. However, providing open / green space for residents is primarily a concern for the residential areas.

Table 8.1 Future Land Use Matrix

FUTURE LAND USE AREA	RURAL RESIDENTIAL	LOW DENSITY RESIDENTIAL	MEDIUM DENSITY RESIDENTIAL	HIGH DENSITY RESIDENTIAL	MANUFACTURED RESIDENTIAL	TRANSITIONAL MIXED USE	LOCAL COMMERCIAL	GENERAL COMMERCIAL	VILLAGE MIXED USE	RESEARCH OFFICE
Character	Rural countryside, open, natural, residential	Traditional residential development, neighborhoods	Residential communities, mix of densities	Coordinated developments of apartments and townhouses	Manufactured Housing Park	Mix of residential, local commercial, and office creating a transition between areas of incompatible land use	Distinct commercial units serving primarily local market including offices and services	Commercial centers dependent on road frontage	Mix of land uses, increased density commercial and residential	Research and development, office and office park, indoor recreation, financial and health care institutions, and similar uses in coordinated development
Form	Rural and estate residential, agricultural, and undeveloped open space	Established low density neighborhoods, new neighborhoods	Two to four family dwelling units, senior-oriented communities	Apartments, townhouses, and associated community amenities	Manufactured homes in coordinated development with associated amenities	Individual, distinct units, matching character of surrounding area	Individual units, not automobile oriented	Regional shopping centers, big box stores, corridor commercial	Reduced parking and setbacks, mix of commercial and residential	Corporate campus / park development or individual units with increased setbacks and landscaping
Development Potential	High	High	Moderate	Low	Low	High	Moderate	Low	Moderate	Moderate
Connectivity	Low	High	High	High	High	High	Moderate	High	High	Moderate
"FUTURES" MATRIX										
Preserve Rural Character	*	*	*			*	*			
Manage Growth & Development	*	*	*	*	*	*	*	*	*	*
Protect Natural Features & Environment	*	*	*	*	*	*	*	*	*	*
Provide Open/Green Space for Residents		*	*	*	*	*			*	
Establish Connections (Paths & Sidewalks)	*	*	*	*	*	*	*	*	*	*
Ensure Quality Development		*	*	*		*		*	*	*
Maintain Quality Services & Infrastructure	*	*	*	*	*	*	*	*	*	*
Provide Safe & Convenient Access in and Around Township	*	*	*	*	*	*	*	*	*	*

Rural Residential (14,827 acres)

Development Intensity: *Low*

The Rural Residential land use designation is the largest designation in the Township. In many ways, it is also the most diverse and the most important.

The Rural Residential designation includes residential, agricultural, and pre-existing limited commercial land uses. Low density subdivision / neighborhood development is permitted and is encouraged to utilize open space cluster development practices in order to protect and preserve the natural features in this area and the rural character it defines. Other residential use consists of scattered-site development at low density. Units typically are served by private wells and septic systems. (Although public utilities have been extended west into portions of the Rural Residential area, this was done to address environmental concerns and not facilitate development.)

Small agricultural uses are scattered throughout this area and are an important part of the rural character of the community. These include family farms, orchards and fruit farms, and other similar operations. Because the Township does not have many significantly sized parcels and due to the value of the land, agriculture will not expand significantly in the future. But it is an important part of the Township's history and rural character, and pre-existing farms are encouraged to continue.

There are also a number of small commercial properties scattered throughout this area that are well-established and have been located at these sites for many years. They are important to the community, many are zoned appropriately, and the Plan does not desire to remove them. These include farm stands as well as commercial uses serving the local and regional market. Besides these pre-existing uses however, the Plan does not call for any additional commercial uses in this area.

DESIRED FUTURE DEVELOPMENT PATTERNS

- Low density residential development
- Utilization of conservation / open space subdivisions to protect sensitive landscapes
- Utilization of programs available – purchase of development rights, transfer of development rights, conservation easements – to protect natural features
- Setback from natural features (surface waters, wetlands)
- Building pad site selection based on minimal disturbance to natural features
- Tree lines and other vegetation along road frontages selectively cleared if at all to minimize impact on rural character along County Roads
- Maintenance of existing agricultural and commercial uses with no new agricultural or commercial development



Low density residential development sensitive to natural features may occur in the rural residential designation.

NATURAL FEATURE PROTECTION

Natural Feature Protection

In order to ensure continued protection of the valuable rural and natural environments in the Township, the pressure to develop these areas must be reduced. This will occur in a number of ways including some new and innovative techniques. The Township will be a leader in the creation and implementation of programs to protect natural features. This will include Transfer of Development Rights (TDR), Purchase of Development Rights (PDR), and conservation easements, among other tools.

Transfer of Development Rights (TDR)

TDR is the allocation of development rights assigned to a parcel of land to another parcel. A TDR program in Oshtemo will be used to preserve areas that have identified natural features worth preserving and transfer their development rights to targeted development areas. As part of the TDR program the landowner may receive compensation for the development rights that are being transferred away. This program is effective in protecting open space and natural areas from potential development and directing it to more appropriate areas in the Township.

Developments shall incorporate natural features and open space into the design.



Purchase of Development Rights (PDR)

A PDR program is similar to a TDR program in that it is a method for compensating landowners for selling their property's development rights in order to limit future development of the land. Landowners are compensated for the fair market value of their land, typically based on the difference between what it could be sold for in the open market without restrictions and what it can be sold for once an easement restricting development is placed on the land. The development rights are typically sold to a land trust or conservation agency.

Low Density Residential (2,738 acres)

Development Intensity: Low

This designation represents the majority of the neighborhoods in the Township as well as those areas planned for future neighborhood development. Development will be single-family residential in nature. In time, it is envisioned that all portions of this designation will be served by public water and sewer service. Presently, portions of this area are provided with such services while other areas are served with private well and/or septic service.

In addition to new Low Density Residential (LDR) developments, many LDR areas were developed quite a few years ago. In some instances, new development has occurred around these neighborhoods that is not consistent with single family development. When this occurs, it is essential that adequate buffers and protection are provided to ensure the neighborhood is insulated from the effects of the adjacent uses. Examples of such buffers include enhanced setbacks, berms, landscaped green space, natural or artificial screening, or a more moderate intensity development / land use serving as a transition (such as an office or senior housing). Of course where the adjacent new development is a LDR neighborhood, such measures are not necessary. In other instances of older LDR areas, housing and property maintenance must be monitored and enforced so as to maintain property values in the neighborhood and not detract from the quality of the surrounding community.

As development continues in the Township and neighborhoods are built on the available parcels in and amongst the existing neighborhoods, an interconnected street network should be established and/or maintained. Many of the existing developments have stub streets or outlots extending to undeveloped parcels providing opportunities for such a network to be established. By using these stub streets and outlots, providing for additional access points, and applying the street connectivity index, the Township will ensure a safer, more efficient transportation system for its residents. As these neighborhoods connect and a street network is created, the Township's responsibility will be to ensure the network design is safe for neighborhood residents and does not become a popular, high-speed bypass or convenient short-cut for the general population. This is accomplished through site layout, transportation planning, and, as necessary, traffic calming measures (i.e. speed bumps, bump-outs, traffic circles, etc.).



Many of the existing neighborhoods in the township are in the low density residential designation.

DESIRED FUTURE DEVELOPMENT PATTERNS

- Low density residential development
- Single family residential development in connected, coordinated neighborhoods
- Preservation and protection of existing neighborhoods and residential developments from incompatible land uses
- Integration of new development into an interconnected street network
- Residential areas connected with trails and walkways
- Reduced lot width requirements to allow for deeper lots and larger rear yards while still maintaining density limits
- Parks and open space included with neighborhood development to provide small recreation areas for residents

A Success Story of Connectivity Between Neighborhoods *Whitegate Farms, Oshtemo Woods, and Oshtemo Ridge*

Developed over a span of 40+ years in an area surrounded by higher intensity land uses, these neighborhoods are an illustration of both the importance and benefits of connectivity between neighborhoods and the protection of quality residential areas. With a single access to West Michigan Avenue, the Whitegate Farms development occurred first. Outlots were provided to allow for connections into adjacent then-vacant land. Nearly 30 years later, Oshtemo Woods developed on the north and west sides of Whitegate Farms and capitalized on these outlot connections. In addition to connecting to the streets within Whitegate Farms, a connection was also provided to the south into the Venture Park office / light industrial development as well as to Stadium Drive via Quail Run Drive and to 11th Street via long-time dead-end Coddington Lane. Finally, the Oshtemo Ridge development was added spurring north from stub streets provided in the Oshtemo Woods development.

Anti-sprawl Technique – Without the outlots that were originally provided, the subsequent development could not have occurred. That development would have occurred elsewhere, likely further out in the Township, and this land would remain vacant and practically unusable due to the lack of access.

Efficient Connectivity – This is a great example of connectivity because it demonstrates how residents in these neighborhoods are provided many more options for ingress and egress than if the neighborhoods were not connected. However, these additional connections are provided in a manner that is not conducive to cut-through traffic or short cuts by other Township residents.

Mix of Land Uses – This single family enclave is surrounded by a variety of different land uses including apartments, light industry, offices, and commercial. Many of these areas operate adjacent to each other in harmony and can continue to do so in the future. Other areas are likely to redevelop in this planning period. As this occurs, attention shall be paid to the efforts taken to mitigate any potential impacts of these incompatible uses on the residential neighborhoods.

Recommendations for All Neighborhoods

Many of the older neighborhoods in the Township have seen significant changes to the landscape surrounding them since they were first constructed. As change has occurred, the neighborhoods remain vibrant and well established; they continue to be a quality place to raise a family.

The established, older neighborhoods in the Township are no longer developing but may be confronted by the challenges of development on surrounding lands. Looking at a few of them has led to the following recommendations that should be considered when development is proposed near any existing neighborhood, regardless of age.

Smart Connections – When deemed appropriate, connections should be provided to the existing stub streets and outlots to provide an interconnected street network as residential development occurs around an existing neighborhood. While this will provide opportunities for additional access points to the residents for their convenience, the provision of public and semi-public services, and in the event of an emergency, when required, street connections must be carefully designed so as to avoid creating a thoroughfare through the neighborhood.

Enhanced Screening, Berms, Natural Screening, and Enhanced Setbacks from Incompatible Land Uses – As the abutting lands develop into nonresidential land uses or where more intense corridors are present, protection will be necessary due to the proximity to the neighborhood.

Buffer Maintenance – When incompatible, nonresidential land uses occur on abutting lands, the natural buffers between the existing neighborhood and these newer developments should be maintained.

Medium Density Residential (281 acres)

Development Intensity: Medium

The Medium Density Residential designation is very similar to the Low Density Residential designation. It is intended for residential development and includes areas of existing and potential future development. Development will be served by public water and sewer. The primary differences between the Low Density Residential designation and the Medium Density Residential designation are the increased density and the inclusion of two-family to four-family dwelling units and senior-oriented housing.

Like the Low Density Residential designation, concerns about adjacent development and interconnectivity within and between developments remain strong here as well. In many instances, Medium Density Residential is used as a buffer between higher intensity development and lower density residential neighborhoods. This only increases the need for sufficient buffers between uses to minimize impacts.

Also, with increased density comes increased traffic. Providing and maintaining connections within and between neighborhoods is therefore a key priority here as well.

DESIRED FUTURE DEVELOPMENT PATTERN

- Medium density residential development
- Two to four family residential development in coordinated communities
- Senior-oriented housing
- Preservation and protection of existing neighborhoods and residential developments
- Integration of new development into an interconnected street network
- Residential areas to be connected with trails and walkways
- Reduced lot width requirements to allow for deeper lots and larger rear yards
- Parks and open space included with neighborhood development to provide small recreation areas for residents



Duplex condominium units provide alternative residential options for township residents.

High Density Residential (246 acres)

Development Intensity: High

High Density Residential development in Oshtemo Township includes primarily apartment complexes of various configurations and sizes. All areas are on public water and sewer. Although these complexes vary in age, there was a significant increase in the number of these units in the past 10 years. Due to the significant amount of this development already present in the community, little additional land is set aside for this designation. Redevelopment and rehabilitation of the existing High Density Residential areas is envisioned.

For some of the older complexes, property maintenance is an issue that the Township needs to continue monitoring closely. These properties shall be maintained and kept up so as not to become blighting influences and detract from the quality of the community. (This is a priority for all areas in the Township but is of greatest concern where there is a high concentration of renters.) In addition, this ensures that the housing units remain compliant with code standards and provide quality housing conditions as residents move in and out.

Where new development encroaches on lower density residential developments, adequate buffers must be provided to ensure any impacts from the proposed development are not a detriment to the adjacent properties.



High density residential units in the Township provide living options predominantly for students and seniors.

Manufactured Residential (254 acres)

Development Intensity: High

The Manufactured Residential designation represents the existing Manufactured Home Parks in the Township. Four such parks currently exist in the Township. Two are fully developed, and two have not built the entire facility that was originally proposed and approved. None of the four parks are at full capacity. Because of the significant number of parks already in the Township, the fact that there is space available for expansion at two of them and the lack of demand currently for existing space, no additional land has been designated for this use.

DESIRED FUTURE DEVELOPMENT PATTERN

- High density residential development
- Apartment complexes, duplexes, townhomes, and similar developments in well-designed, coordinated communities
- Complexes buffered from adjacent development to prevent impacts from adjacent properties
- Well maintained and monitored properties providing quality housing options to residents of community
- Open space, parks, and community amenities providing recreational opportunities to residents
- Connections to pedestrian and trail network as well as to public transit system

DESIRED FUTURE DEVELOPMENT PATTERN

- Continued maintenance and upkeep of parks consistent with original approvals and Michigan Manufactured Housing Commission standards
- Open space, parks, and community amenities providing recreational opportunities to residents
- Connections to pedestrian and trail network as well as to public transit system, as available

Transitional Mixed Use (478 acres)

Development Intensity: Medium

There are several areas in the Township that contain a mix of uses and are located along busy corridors. Most are also located between areas of very high intensity development and areas of lower intensity development. Because of the standards established and the mix of uses, these areas are envisioned as providing smooth transitions between the areas of development on either side. Some of the areas may accomplish this by acting as a type of buffer between the areas. In other instances, this may mean serving as a respite of lower intensity development along a corridor of high intensity uses.

Uses envisioned for the Transitional Mixed Use areas include primarily office, local commercial (see Local Commercial designation for a description of applicable uses), and institutional uses. It may also include medium density residential uses, such as duplexes and senior-oriented complexes.

For all areas carrying this designation, access management will be a high priority, especially along the primary roadways of the Township. In addition, ensuring that development is coordinated and consistent, such as through the Planned Unit Development (PUD) process, will ensure the level of quality, design, and function that is desired for these areas. Eight areas in the Township carry this designation, and there are additional items to highlight specific to each one:

- **Drake Road Corridor** There are three areas designated Transitional Mixed Use along the Drake Road corridor. In these instances, the designation and intended development shall serve to buffer the adjacent lower density neighborhoods from either the adjacent right-of-way or nearby higher intensity development.
- **West Main Street just west of US-131** This is an area that is currently developed with office uses. It serves as a transition between the Main Street corridor and the neighborhoods to the north and south. It also serves as a gateway to the Township as from US-131. Any future development / redevelopment in this area should retain the current character with attention paid to the design, buffers and protection for adjacent neighborhoods (particularly to the south), and access management (considering the proximity to the US-131 ramps).
- **West Main Street just west of 8th Street** This area is located just to the west of the heavily developed commercial corners West Main Street and 9th Street. It currently consists of single family residential uses (both owner-occupied and rental), and vacant land. Transitional Mixed Use development would help ease

the transition from the intense development to the east to the rural countryside to the west and the five-lane West Main Street corridor and nearby residences especially along South 8th Street.

- **Southeast of KL Avenue / 9th Street intersection** Portions of this area were included as part of a mixed use PUD. It includes a credit union and a school designed in harmony with the natural surroundings with limited land available for additional development. Future development should be consistent in use and design with the current uses on site and should tie into the existing road network as opposed to adding driveways to 9th Street, and to take advantage of the new signal that has been installed at 9th Street and Quail Run Drive. Any future development should be designed so as to protect the surrounding natural features.
- **11th Street south of KL Avenue** This area currently contains a mix of uses including residential, light industrial, and local commercial. It is adjacent to the railroad and the freeway as well as industrial and high density residential development to the north and commercial to the south. Development in this area will create a smooth transition in land uses along 11th Street and provide a buffer from the high intensity land uses and transportation corridors to the low density neighborhood to the west.
- **Stadium Drive west of 11th Street** This area is outside of the Village Area and therefore does not fall under the plan or guidelines associated with the Village. It already includes a mix of land uses, some of which may be prime for redevelopment. Located between the intense development near the interchange and the density of the Village area, this Transitional Mixed Use area is envisioned as providing a needed respite from the intensity of development along the Stadium Drive corridor. Through access management, increased setbacks, and lower intensity uses, the area will provide a break from the intensity of the corridor and allow for the establishment of true development nodes to the east and west.
- **Parkview Avenue. / 11th Street Area** This area currently contains a mix of residential, commercial, and institutional uses with undeveloped space. However, with higher intensity and higher value development occurring to the north, east, and west, redevelopment of this area is envisioned. This Transitional Mixed Use area is envisioned as a location for office use, low intensity commercial to support

adjacent development, and/or medium density residential. Because Parkview and 11th Street are not major commercial corridors, site design, layout, building design, signage, lighting, access, parking, and other elements of the layout shall be completed to limit the impacts on the rural character of the area.

- **South 9th Street north of N Avenue** This area along South 9th Street is a mix of land uses that reflects its surroundings. To the north is the Village area; to the south is highway commercial development adjacent to the freeway interchange; and to the east is office / light industrial development. The corridor is included within the DDA district and represents a key gateway into the Township.

This transitional mixed use area is envisioned to continue to have a mix of uses as it serves as a transition between these various areas of higher intensity development. Although it is not envisioned that new residential development will be included, office, institutional, health care, financial, research and development, studio, and similar type uses would be considered appropriate. The intent is to serve as a lower intensity transition between the commercial areas to the north and south while providing a reflective, attractive gateway to the community.

Village Mixed Use (338 acres)

Development Intensity: High

The Village Mixed Use designation corresponds with the boundary of the majority of the Downtown Development Authority (DDA) for Oshtemo Township. Also referred to as the Oshtemo Village Area, this area has been subject of a considerable amount of evaluation and analysis in the past 10 years. In that time, the DDA was created and a Development Plan prepared, a Character Plan crafted to establish a vision for the future character of the area, a Form Based Code prepared to implement that vision, and a Streetscape Plan prepared for streetscape improvements within the district.

The work of the DDA has just begun. It is their hope, and the Township's as well, that properties in this area will redevelop, and the Village Area will become a unique place, identifiable with Oshtemo. This area was the site of the original settlement in the Township and served for many years as the heart of the community. By creating a walkable, mixed use, compact village center, it is desired for this area to once again serve this role.

The Master Plan supports the findings and conclusions of these documents, and incorporates them by reference here. It is envisioned that as sites redevelop within this area, it will be done consistent with these documents.

DESIRED FUTURE DEVELOPMENT PATTERN

- Office, local commercial, institutional, and/or medium density residential development located in well-planned developments
- Protection of the existing character of the area in which it is located through design, layout, and operation
- Incorporation of access management standards
- Successful buffers and/or transitions between adjacent land uses

DESIRED FUTURE DEVELOPMENT PATTERN

- Development consistent with the goals and requirements of the Village Theme Development Plan and the Village Form Based Code Overlay District
- Compact development including zero setbacks in portions of the Village Core
- Mixed uses with incentives for higher density residential if integrated appropriately with commercial uses
- Minimal vehicular-dependent business within the core of the area in order to create a more pedestrian environment
- Uniform streetscape improvements and sidewalks
- Coordination with Kalamazoo County Road Commission on roadway improvements, new roadways, speed limits, parking, and management / administration



The DDA has created a Form Based Code to implement the vision of the Village Mixed Use designation.

Local Commercial (72 acres)

Development Intensity: Low

Controlling the pattern of commercial development is a critical step toward eliminating the sprawling tendencies of many commercial strip malls and big box retail establishments. The desire to curb commercial sprawl was identified through the public input process. In order to differentiate between the types of commercial development present in the Township, two specific commercial designations were created, including the Local Commercial designation.

The purpose of the Local Commercial designation is to provide low volume commercial businesses that mix well with a variety of land uses including residential, industrial, and general commercial. These uses are not high-volume / high-traffic uses with a significant number of cars coming and going, drive-through service, and/or automobile service. (These elements or characteristics can detract from the rural character or pedestrian orientation of the surrounding area and are therefore not present in the Local Commercial designation). Examples of uses that could be found in a Local Commercial designation include professional offices, unique shops such as antique shops and specialty food shops, and generally low volume enterprises that do not operate 24 hours a day.

Only one such Local Commercial area is currently designated on the Plan – on Stadium Drive just west of 8th Street. However, the commercial uses considered appropriate for the Transitional Mixed Use designation are uses consistent with the Local Commercial designation as well. In addition, it is possible that future areas could be added to the Local Commercial designation. Therefore, it was crafted with the consideration of future implementation and use and not just the uses currently in existence.



Individual units and converted residences make up the Local Commercial designation

DESIRED FUTURE DEVELOPMENT PATTERN

- Low intensity, small scale commercial uses such as offices or specialty/destination stores
- Shared parking and access, particularly along primary roads and highways
- Adequate buffers and screening from adjacent development, as necessary to protect adjacent properties

General Commercial (572 acres)

Development Intensity: High

The intent of the General Commercial areas is to serve both the residents of the community as well as the regional market and transient customers. While large areas within this designation are developed, some areas have land remaining for additional development. (Focus areas on West Main Street east of 9th Street and south of West Main Street east of US-131 may include expansion of this area but require additional evaluation.)

Despite the very high intensity present throughout this designation, the sites have been well managed and maintained to minimize the impacts of that intensity. Maintenance of these sites is paramount. Maintaining and improving on existing access management issues is also a primary concern due to the high traffic volumes and turning conflicts created by the multiple driveways onto the abutting roads. As sites develop and redevelop, opportunities to improve access situations and address other issues of concern must be taken through driveway consolidations and closures among other means.

As the Township works to become more pedestrian friendly, convenient, and accessible, these are areas that fall short and require attention. As possible and practical, the Township should work with property owners and developers to integrate sidewalks, pathways, and other pedestrian friendly measures into plans for these designated areas in order to better balance the needs of the pedestrian with those of the motorist.

Use of the Planned Unit Development (PUD) mechanism shall be encouraged in this area to ensure coordinated and integrated developments.



The General Commercial areas in the township serve both the local and regional markets.

Neighborhood Commercial Nodes

Development Intensity: Medium

As was done on the 1993 Land Use Plan, Neighborhood Commercial nodes have been illustrated on the Future Land Use Map. Rather than indicating specific sites, the Future Land Use Map identifies general locations where neighborhood related business and services may be established. These uses will be compatible with nearby residential development. Approval of specific properties proposed for this land use and/or designation of additional neighborhood commercial areas on the Future Land Use Map will be governed by the Location Standards for Neighborhood Centers.

DESIRED FUTURE DEVELOPMENT PATTERN

- Commercial uses serving local and regional markets
- Use of the Planned Unit Development (PUD) technique to ensure consistent, cohesive development
- Implementation of the Access Management Plan as sites are developed and redeveloped
- Sidewalks, pathways, and other considerations for pedestrians internal to sites
- Use of creative/innovative stormwater management techniques and practices

DESIRED FUTURE DEVELOPMENT PATTERN

Neighborhood Centers should meet the following location standards:

1. Be located on an arterial or a major collector street, or on a minor collector street in close proximity to an intersection with an arterial street.
2. Be located a minimum of one mile from existing/planned neighborhood commercial centers as reflected on the future land use map.
3. Be located in close proximity to and designated to primarily serve nearby residential neighborhoods.
4. Be compatible with adjacent land uses in building site scale.
5. Utilize access management techniques in accordance with the Access Management Plan.

Research Office (196 acres)

Development Intensity: Medium

The Research Office designation is located on 9th Street at the southern gateway to the Township. It is partially within the DDA district, includes several recent developments, and has land available for further development / redevelopment. This portion of the Township has traditionally provided many important jobs to the Township, and it is important that this remain an employment center for the Township. It is envisioned that development in this area will continue to provide high quality employment opportunities to residents. Uses might include offices, research and development, life science, corporate center, light industrial with limited impact outside the building, indoor recreation facilities, public or quasi-public institutions, financial institutions, and health care facilities.

As large parcels are developed, it is encouraged that the Planned Unit Development (PUD) tool be used. This will result in coordinated, consistent development addressing issues such as site layout, drainage, access, parking, utilities, lighting, design, signage, screening, and landscaping consistent with the desires for premier development as expressed during the public input process. Because the South 9th Street corridor is both an important gateway into the Township and also leads into the village area from the south, special attention should be paid to the design and layout of properties adjacent to 9th Street.

Access management principles should be applied along 9th Street as well to limit access points and encourage shared driveways and development of service drives and a local street network.

DESIRED FUTURE DEVELOPMENT PATTERN

- Low intensity development of employment centers including offices, research and development, life science, corporate centers, light industrial uses with limited impact outside the building, indoor recreation facilities, public and quasi-public institutions, financial institutions, and health care facilities.
- Use of the Planned Unit Development (PUD) technique on larger sites ensure consistent, cohesive development
- Enhanced setbacks, landscaping, and design along 9th Street frontage
- Use of shared access points and service drives to limit driveways on 9th Street and other primary roads, as applicable
- Screening and/or buffers provided to prevent impacts on adjacent residences



A mix of technology, research, office, recreation, and industrial uses exist in the Research Office designation.

General Industrial (462 acres)

Development Intensity: Medium

The General Industrial designation is the primary designation for industrial development in the Township and a source for many important higher wage jobs in the community. The designation includes both light and general industrial uses (including those industrial uses described in the Research Office Industrial designation above), warehouse and distribution facilities, and heavy commercial and storage facilities. They are located in various locations around the Township where such development has already occurred, such as along KL Avenue, Stadium Drive, and 8th Street. It is intended that future development be consistent with the development that already exists.

DESIRED FUTURE DEVELOPMENT PATTERN

- Industrial development at a low to moderate intensity consistent with surrounding character and uses bringing jobs and employees to the community
- Heavy commercial (such as auto repair and contractor yards) and industrial uses on large lots with generous setbacks to maintain the rural character
- Where large parcels are developed into multiple uses, use of the PUD technique to ensure coordinated development and application of access management standards
- Providing sufficient buffers and screening to prevent impacts on adjacent property owners

Sub-Areas

The Future Land Use Map also identifies a few areas that have been identified for additional analysis. Through the public input process and the subsequent evaluation of those results, it was determined that these areas require a closer look. This is because the current vision of the Township is different from what was present in the last Master Plan, development has occurred in the area since the last Plan was completed, or because it represents an area where the Township has put in significant effort to achieve a goal, and the Plan should work in concert with those efforts.

These areas are identified on Figure 8.1. Then, through a process of either sub-area planning or detailed review by the Planning Commission, these areas will receive the level of analysis necessary to ensure the proper vision and development plan is established for each.

What is a Sub-Area Plan?

A Sub-Area plan is an individual component of the overall Township Master Land Use Plan. A sub-area is an area requiring a deeper evaluation and further public input before establishing a plan for future development. A Sub-Area plan includes a vision, goals, principles, and future land use map just like the overall Master Plan, although in more detail than the Township-wide Plan.

1. GENESSEE PRAIRIE

Western Michigan University's Business Technology & Research (BTR) Park is located in the City of Kalamazoo directly across from Oshtemo Township at the southeast corner of Drake Road and Parkview Avenue. This area in the Township is historically known as the Genessee Prairie area. A significant consensus from the public input was to encourage development similar to the BTR Park in this area of the Township following the BTR Park model.

The Genessee Prairie area and Colony Farm Orchards were subjects of a sub-area plan in the last Master Plan calling primarily for low density residential development, office parks, and open space protection. However, the development and success of the BTR Park, the input from the community, and infrastructure improvements in the community demand further evaluation of this area.



2. WEST MAIN STREET BETWEEN 9TH STREET AND US-131

As commercial development continues to succeed and grow at the four corners of 9th Street and West Main Street, pressure to expand east toward the US-131 interchange mounts. This stretch of the corridor has avoided significant commercial development based upon the Township's close adherence to the former Master Plan and includes offices, single-family homes, and open space. However, as room for further commercial development is limited, the road access/frontage and location adjacent to existing similar development make this an excellent location for such uses in the future.

A more thorough understanding and review of this issue is necessary before assigning a land use designation to the area. In particular, an understanding of the market needs, transportation issues, land constraints, and most importantly, the opinions and concerns of the public on this issue are needed.



3. MAPLE HILL DRIVE SOUTH

Since the last Master Plan was completed, significant commercial development has occurred around the West Main Street / Drake Road intersection. This development has surrounded the Prairies Golf Course, located south of Main Street between US-131 and Drake Road. The Course, owned by the Elks, has recently acknowledged some financial challenges and an interest in relocating to another golf course property if the right buyer approached them. Thus, it is prudent to anticipate possible redevelopment of the course and desired use of the site, particularly considering the 20-30 year time frame of the Plan. Evaluation and understanding of market conditions, proposed transportation enhancements (extension of Maple Hill Drive to the south), and natural features is necessary to establish a reasonable use for the site.

4. CENTURY HIGHFIELD

This area off of Drake Road, just north of Stadium Drive, is a mix of residences, commercial uses, industrial uses, and vacant land. Most of the parcels in this area are not being used to their highest potential. A closer look at the parcels involved in this area, the existing uses, and the surrounding area is necessary to determine the most appropriate future vision and plan for this area.

5. 9TH STREET

Since the last Master Plan was completed, a significant amount of development has occurred along the 9th Street corridor. Considerable commercial development has occurred at the intersection of West Main and 9th Street and a new elementary school has been built north of the intersection with Stadium Drive. These significant developments and the traffic they have generated have led to road improvements along 9th Street and have driven subsequent residential and mixed-use development along the corridor.

Opportunities remain for infill development along the corridor as well as development of a few larger parcels that play an important role in establishing a strong rural character in this area. However, considering the road improvements that have been completed and adjacent development on surrounding parcels, it is likely that the owners of these parcels will seek development approval in the future as well. Further evaluation of the area will ensure such requests are consistent with the community's vision and a focused plan for the future of this area.



FIGURE 8.1

Future Land Use

Oshtemo Charter Township, Kalamazoo County, Michigan

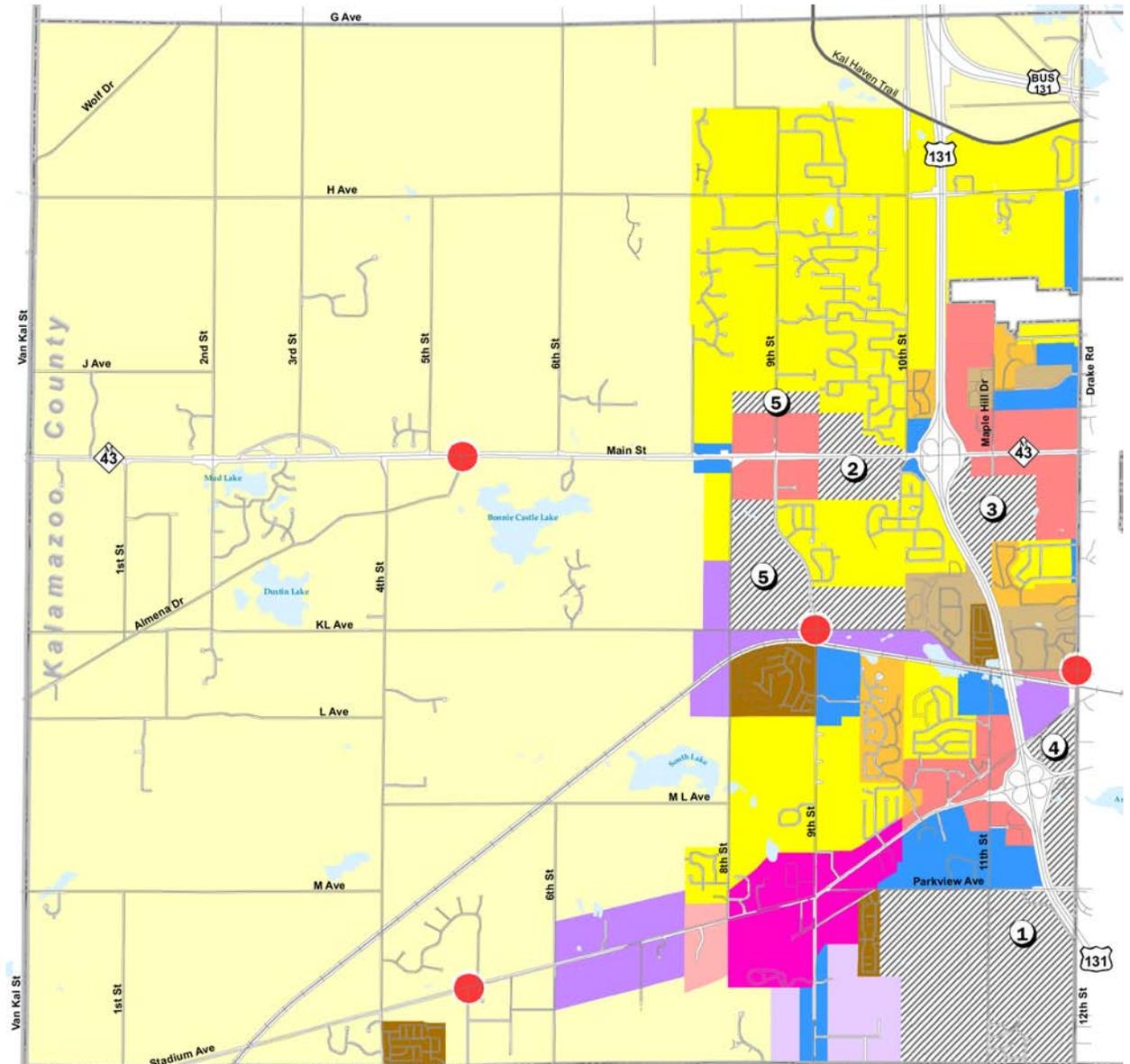
LEGEND

- Rural Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Manufactured Residential
- Transitional Mixed Use
- Local Commercial
- General Commercial
- Village Commercial
- Research Office
- General Industrial
- Sub Area
- Neighborhood Commercial Nodes

Sub-Areas

- ① Genesee Prairie
- ② West Main Street
- ③ Maple Hill Drive South
- ④ Century Highfield
- ⑤ 9th Street

Base map Source: MiGCI v6b & v7b
 Data Source: Oshtemo Township, 2008;
 McKenna Associates, 2012



CHAPTER 9

Genesee Prairie Sub-Area Plan





CHAPTER 9

Genesee Prairie Sub-Area Plan

The Genesee Prairie Sub-Area Plan provides additional analysis and evaluation necessary to conduct in-depth planning. This key sector of remaining open space and undeveloped land in the Township faces a variety of development pressures in this planning period. A large portion of the planning area contains significant prairie and agricultural lands that are important for both their contributions to the natural environment as well as the rural character of the Township. Also included is the Colony Farm Orchard property, owned by Western Michigan University.

Although there has been little new development in this area since the last Plan, there has been significant new development surrounding the designated sub-area as well as substantial planning activity that will prompt additional development in the future. Recognizing this, the Township met with stakeholders, property owners, neighbors, and other interested parties to develop a deeper understanding of the area and a specific plan for the future.

Genesee Prairie Sub-Area Plan

The Genesee Prairie Sub-Area Plan was prepared to allow for an in-depth look at an area of the Township facing increasing development and likely to see land use change in the near future. While there have not been many changes in the area since the last Sub-Area plan was completed in 1997, much has changed in the areas that surround it:

- Kalamazoo Valley Community College and development along the 9th Street corridor continue to grow.
- Oshtemo continues to focus energy into revitalizing the village area centered at 9th Street and Stadium Drive.
- New offices and residential conversions have occurred along South 11th Street and are approaching Parkview Avenue.
- Western Michigan University (WMU) developed the Business, Technology, and Research Park at Drake Road and Parkview Avenue, and it is nearing capacity.
- The State of Michigan lifted the deed restriction on the Colony Farm Orchard allowing WMU significantly greater flexibility in the use of this land.
- The WMU Foundation purchased the land at the southwest corner of Stadium Drive and Drake Road and has removed the trailer park.
- Parkview Avenue was improved between Drake Road and Stadium Drive including a widened bridge over US-131 and signalization of the intersection with Stadium Drive.

The 1997 Genesee Prairie Focus Area Plan called for this area to have low-density residential uses with areas set aside for open space preservation (primarily the Colony Farm Orchard), agriculture, and minor office and commercial use. Considering the surrounding development pressures and increased inquiries regarding development potential of this area, it was therefore prudent to take a new look at this area and how it should develop in the future.

Existing Conditions

Regional Location

The Genesee Prairie Sub-Area, approximately 700 acres, is located in the southeast portion of the Township. It consists of two study segments. The primary Genesee Prairie study segment is Section 36 of the Township. It is bounded by 12th Street to the east, N Avenue to the south, generally the utility corridor to the west, and Parkview Avenue to the north. The other study segment of the Sub-Area consists of the Colony Farm Orchard (CFO) located across US-131 and the ten acre property north of the CFO. These properties are bounded by US-131 to the west, Stadium Drive to the north, Drake Road to the east, and Parkview Avenue to the south.

The Genesee Prairie Sub-Area represents the largest concentration of undeveloped land in the eastern portion of Oshtemo; the eastern portion of Oshtemo has historically experienced more development pressure than the other parts of the community.

- To the north, there is a mix of commercial, single family, and multi-family residential uses influenced by the Stadium Drive corridor and the village area.
- To the west is the South 9th Street corridor, which primarily includes industrial and commercial uses.
- To the south lies Texas Township. Given the 9th Street interchange with I-94, there are many highway-oriented commercial uses, with plans indicating potential for more in the future. The Texas Township Master Plan calls for Regional Commercial uses from 9th Street east to the gas/electric corridor with office uses extending east from there, with the exception of the existing residences along N Avenue.
- To the east is the City of Kalamazoo. The Genesee Prairie portion of the Sub-Area abuts a residential area of the City west of the US-131 freeway. The Colony Farm Orchard and abutting ten acres are on the other side of the freeway and immediately adjacent to the City. South of the Orchard is WMU's BTR Park and to the east is the Asylum Lake Preserve, also owned by WMU.

Regionally, there has been a shift in development to the west and south with the greatest increase occurring in Oshtemo and Texas Townships as well as the Mattawan area. With this shift, growing enrollment at KVCC, further development along 9th Street (at I-94, the village area, and at West Main Street), and the establishment of the BTR Park, traffic levels have increased in this area, stressing the current infrastructure. These trends add to the pressure to develop the large parcels within the Sub-Area.

Natural Resources

It is important to evaluate the Genesee Prairie Sub-Area because of the potential for future land use changes, but also due to the value of its open space and natural areas. This area has a rich natural history that has influenced its current land use and will influence future land use planning. Due to the unique nature of the two study segments of the Sub-Area, they are described separately.

GENESEE PRAIRIE

The Genesee Prairie was a mesic or tall grass prairie. It was the first land settled in Oshemo and has almost entirely been plowed over and farmed. It contains some of the most fertile soils in the area, which attracted settlers to the site and continues to provide excellent farming conditions. Few, if any, remnants of the mesic prairie remain.

In July of 2010, the Kalamazoo Nature Center completed a Natural Features Inventory Planning Process report, the first of many steps toward a Natural Features Inventory of the entire Township. In this report, the area in the southeast corner of the Genesee Prairie was noted as an undeveloped, forested area with little additional information available. It was identified as a priority area worthy of on-site evaluation to determine exactly what is present.

The southeast portion of the Genesee Prairie area is within the wellhead capture area of the City of Kalamazoo's station 22 which feeds the public water supply. Refer to Chapter 4 of this Master Land Use Plan which provides more detail about wellhead capture areas.

COLONY FARM ORCHARD (CFO)

The Colony Farm Orchard (CFO) was part of the working farm and orchard for the state mental hospital formerly located across Drake Road, on what is now the Asylum Lake Preserve. The 54-acre CFO was deeded to WMU by the State with the restriction that it be used only for public park and recreation uses or left as open space unless the legislature, by statute, modifies the restriction to allow for some other public purpose. In 2009, the State passed a bill lifting the deed restriction and allowing WMU to use the Orchard property for another public purpose.

Since its use as a working farm, the CFO has mostly lied fallow. For the past 50 years, Michigan State University used portions of the property for insect research. The property is mostly overgrown; the orchard section is a combination of fruit trees and grape vines that are slowly being taken over by invasive box elders. The orchard is surrounded on the north and south by large wooded areas, which are buffered by small grass lands. Interspersed throughout are relics of the site's past history as a working farm and association with the Asylum.

For the purposes of this Sub-Area plan, the ten acre property immediately north of the CFO will be included in the CFO segment. This property was once a trailer park and had a house upon it as well. The WMU Foundation has since purchased the property and removed the trailer park and house.

This section is part of the Asylum Lake Watershed; the north boundary of the Orchard is adjacent to a spring-fed pond and stream that feeds into Asylum Lake. Groundwater, stormwater, and runoff from the CFO property, as well as from nearby public right-of-ways, flow directly into this watershed and into Asylum Lake. Unfortunately, the Lake is already experiencing challenges due to runoff from development on Stadium Drive and the US-131 interchange.

The entire area is within the wellhead capture area of the City of Kalamazoo's station 12 which feeds the public water supply. Refer to Chapter 4 of this Master Land Use Plan which provides more detail about wellhead capture areas.

Due to its location near existing development and the sensitive resources that could be identified on the site, the Kalamazoo Nature Center identified the Orchard property as a high priority in the Natural Features Inventory Planning Process Report.

Existing Land Uses

Genesee Prairie has experienced some development, although significantly less than other portions of the Township. Most of the area remains predominately agricultural row crops. Residents and property owners pointed out the fertile soil and prime farmland as strengths of the area needing preservation. Nonetheless, this is the only significant farming in the eastern third of the Township and is isolated from other agricultural uses by nonagricultural development. This makes it increasingly difficult to move equipment and farm vehicles between this land and other farms and increases pressure to develop the land. The farmland is surrounded by predominately single family residences on individual lots lining the roads. One subdivision, Rose Arbor, exists within the area as well as a church, school, cemetery, day care center, and National Guard Armory.

This plan sets forth the future vision for this area before development occurs to minimize conflicts with existing uses and to ensure adequate services and infrastructure are provided to support it.

Public Services / Infrastructure

TRANSPORTATION

The Genesee Prairie Sub-Area is served by several major roadways that provide access to the area, to adjacent activity centers, and to nearby highways. However, connectivity within and throughout the Sub-Area is lacking.

The Colony Farm Orchard (CFO) is bordered on the north by Stadium Drive, on the east by Drake Road, and on the south by Parkview Avenue. Drake Road is a boulevard maintained by the City of Kalamazoo with public transit available along it. Parkview Avenue, from Drake Road west, is maintained by the Kalamazoo County Road Commission (KCRC). Both are classified as Urban Minor Arterials, primary roads, and truck routes (Parkview east of 12th Street only) providing quick access to US-131 via Stadium Drive to the north. Any development of this land will have access off of Drake Road due to the limited frontage on Parkview Avenue and Stadium Drive.

The roads in the Genesee Prairie area are all maintained by the KCRC. Public transit is available on Parkview Avenue as well as on Stadium Drive and 9th Street just outside the study area. Through truck traffic is permitted on 12th Street, N Avenue and Parkview Avenue (east of 12th Street only). With the development and growth that has occurred nearby, traffic has increased significantly on these roads, particularly on 11th and 12th Streets. During the public input session, residents were concerned

about the amount of through traffic on these roads. The intersections within the Sub-Area, particularly the 11th street intersections at Parkview Avenue and N Avenue, were cited as unsafe and congested.

Another concern is the lack of east-west connectivity and an internal road network within the Sub-Area. This is largely due to the lack of development that has occurred to date and the large agricultural parcels that remain. As these parcels develop, provisions must be made to create an interconnected local road network that provides increased east-west connectivity. This will reduce conflicts on the primary road network, reduce congestion at the intersections, and allow for safer travel within the area.

UTILITIES

Public water and sanitary sewer service are available to the CFO section. A sanitary sewer connection is available at the southern end of Drake Road and a water line extends along all of Drake Road within this section.

Although public water and sanitary sewer service are present in the Genesee Prairie section, not all parcels are served. Services have not been extended throughout the area but are planned and could be extended as development occurs. Sanitary sewer is currently available along N. Avenue and 12th Street and public water lines extend along N Avenue, 12th Street, Parkview Avenue, and partially along 11th Street.

FIGURE 9.1

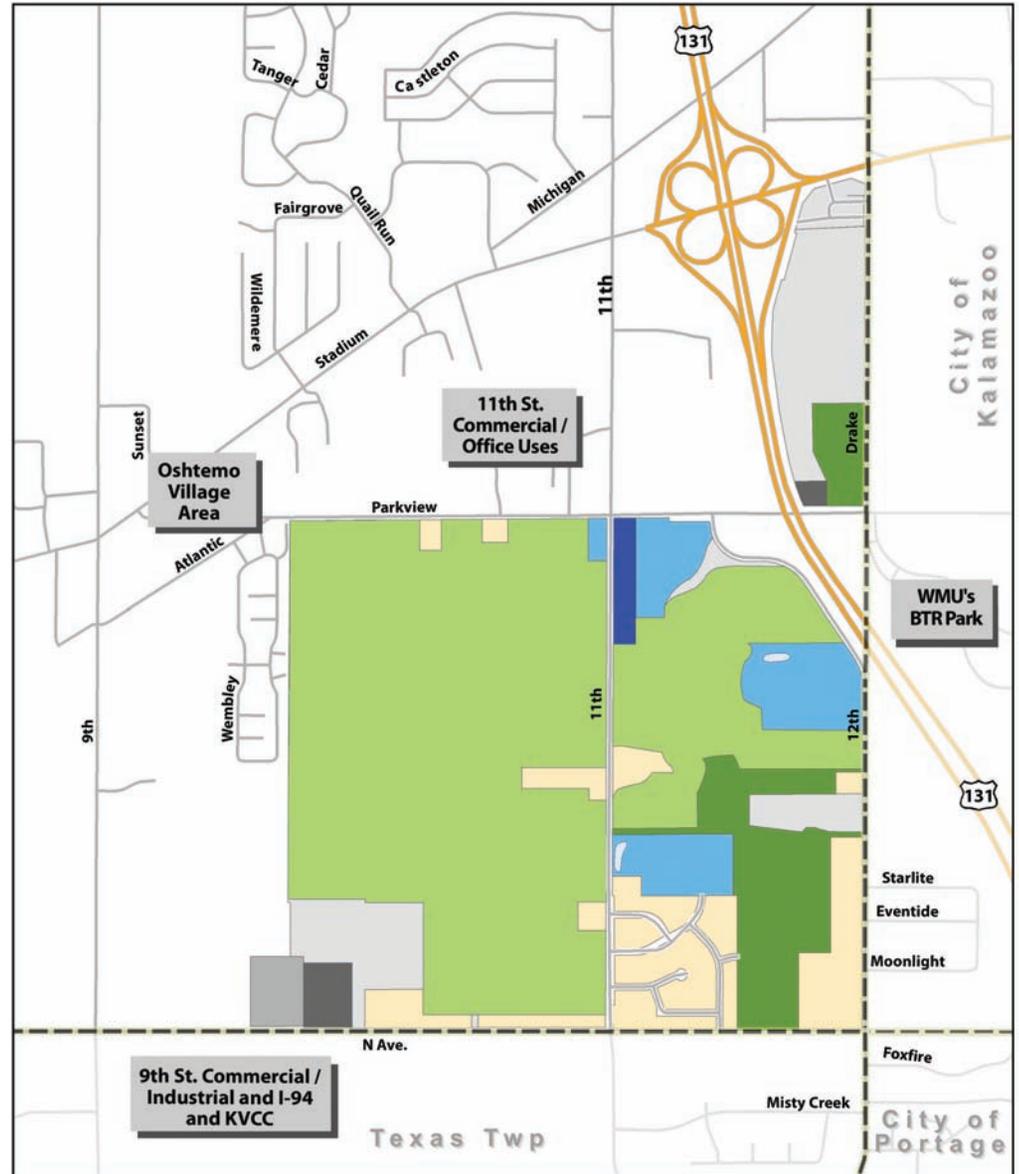
Genesee Prairie Sub-Area Existing Land Use

Oshtemo Charter Township, Kalamazoo County, Michigan

LEGEND

- Agricultural
- Low Density Residential
- Institutional
- Public / Semi-Public
- Woodland
- Vacant or Undeveloped
- Industrial
- Utility
- Water

Base map Source: MIGCI v6b & v7b
Data Source: Oshtemo Township, 2008;
McKenna Associates, 2010



Public Input

Overall Public Input

Township-wide public input was gathered for the Master Plan in general. Because this comprehensive effort was well-received and involved the entire Township, the results still carry weight for individual parts of the community. A review of these results provides some guidance for this particular area as well.

In the fall of 2008, Oshtemo Township conducted a visioning workshop consisting of several different exercises. This was followed in the spring of 2009 with a Township-wide survey. The Master Plan provides an overall description of the process and results as well as a detailed summary of the full results are provided in the Appendix. Below are some specific items that are relevant to the Genesee Prairie Sub-Area Plan:

- Visioning session participants indicated that “protecting natural features” was the top priority for the Township and “improving quality of life” was the second.
- Responses from the visioning session participants indicated a perceived need for more industrial land in Oshtemo.
- The visioning session and opinion survey responses indicated that residents prefer industrial development focused on “research and development” and “high-tech /life sciences”. Responses also indicated a preference for industrial development as a “corporate campus and business park” rather than as stand-alone parcels.
- Approximately two-thirds of visioning session participants and opinion survey respondents indicated industrial development should be located in proximity to WMU’s BTR Park.
- Visioning session participants indicated that Genesee Prairie should have industrial land uses, particularly on the west side of the area. High density residential (adjacent to mobile home park), low density residential (adjacent to Rose Arbor), and commercial (along Parkview Avenue) land uses were also indicated in the area.
- Preservation and requiring development to reduce its impact on the environment were most important among those who participated in all of the public input formats.

Design Workshop

To focus on the vision for the Genesee Prairie Sub-Area, a design workshop was held in September, 2010. The program included a driving tour of the Sub-Area, four focus group stakeholder meetings, a design session, and an evening presentation to the Joint Meeting of the Township Board, Planning Commission, and Zoning Board of Appeals.

The tour allowed the design team, consisting of the Township staff and consultants, to directly observe the Sub-Area and its current uses. Opportunities and existing uses were inventoried.

Focus group sessions were scheduled with four groups of stakeholders:

- Western Michigan University
- Neighbors and Residents
- Natural Resources and Transportation
- Government

Although the discussion at each session was allowed to wander depending on the comments received, a similar format was used for each discussion in order to ensure consistent information was collected for each group. Attendees were asked to identify the positive attributes of the area, the challenges that exist there, and the principles that should be applied to future development. The results of these discussions are provided in the appendix of the Master Plan.

Neighbors and residents were also asked to allocate future land uses on a map of the sub- area in accordance with their vision for the future. Working in small groups, the participants discussed the best layout for future uses and illustrated their ideas on the map. This allowed them to understand the challenges faced by the Township and the Planning Commission and also gave them direct input in the planning process.

All of the information gathered was used by the design team to formulate a preliminary draft plan for the Sub-Area. The preliminary plan included principles for development and a draft land use map. The preliminary plan was presented at the Joint Meeting that evening where feedback was collected from board members and the public.

Vision, Goals, & Principles

The Master Plan has Goals and Objectives that apply to the Township as a whole; see the Goals and Objectives Chapter of the Master Plan. These overall goals and objectives apply to the Genesee Prairie Sub-Area and will shape the development here, However, due to the unique circumstances in this Sub-Area, a specific vision and set of goals have been crafted that will shape its development.

As indicated in the vision for the Genesee Prairie Sub-Area above, there are three components to sustainability. Instead of looking at sustainability solely as an environmental issue, it is important to account for all three components of sustainability when this Sub- Area develops.

Due to the mix of uses surrounding this Sub-Area, the undeveloped nature of the area currently, and the potential length of time before anything happens, there are a wide variety of possibilities for development and how it occurs. However, the one vision for this area that was consistent throughout all of the public input and discussions was sustainability.

Vision for the Sub-Area Future development within the Genesee Prairie Sub-Area will occur in a manner that has a net positive impact on the overall sustainability of the area and will respect all three components of sustainability: environment, economy, and community.

Goals for the Sub-Area

Three goals have been established for this Sub-Area following the three components of sustainability. Principles have also been established that will guide the future use and development of the Genesee Prairie Sub-Area. The development principles have been sorted and placed under the appropriate goal.

Future market conditions may change, development trends may evolve, and new ideas may emerge that were not anticipated; this plan is flexible enough to accept such changes. Regardless of the type of development, the consistency will be in these principles of development and they will guide development and ensure that this Sub-Area is consistent with the vision presented by the community.

GOAL ONE

Environment: Future development in the Genesee Prairie Sub-Area will respect the current and historic natural features and occur in such a manner that has little to no negative impact on the environment.

- Utilize best management practices in development particularly in storm water management.
- Seek opportunities to reestablish prairie plantings and tall grass prairie lands as stand-alone parcels and within developments, regardless of land use.
- Create net positive impact on the Asylum Lake, Asylum Lake Watershed and wellhead capture areas.
- Coordinate with property owners, farmers, and developers to maintain agricultural uses at some scale and open space in the area.
- Establish incentives and mechanisms to encourage protection of open spaces as development occurs within campus-like settings for the nonresidential areas.

GOAL TWO

Economy: Future development in the Genesee Prairie Sub-Area will promote the economic viability of Oshtemo and the greater Kalamazoo region.

- Foster regional collaboration with neighboring communities and the development of industries complementary to those nearby.
- Create opportunities through programs, infrastructure, and regulations that foster appropriate and desired development in designated areas.
- Create and retain jobs in the community.
- Build Township tax base.

GOAL THREE

Community: Future development in the Genesee Prairie Sub-Area will occur in a manner that enhances the existing quality of life of all those who live, work, and play in the Sub-Area.

- Protect the integrity and quality of life of existing neighborhoods.
- Promote new low-density residential development in quality neighborhoods with provisions for the protection of the natural environment.
- Work with Western Michigan University to ensure development of Colony Farm Orchard is consistent with principles of this Sub-Area Plan.
- Create an internal street network that provides transportation outlets, reduces traffic speeds, limits impacts on residential areas and improves intersections.
- Work with the Kalamazoo County Road Commission on a Complete Streets design philosophy that integrates pedestrians and bicycles into the road network.
- Provide trails and connections within the Sub-Area and with existing networks and activity centers outside the Sub-Area.
- Provide buffers that allow different land uses adjacent to each other to coexist.

Future Land Use

The future land use for the Genesee Prairie and Colony Farm Orchard portions of this Sub- Area differ; as such, they will be described individually. Following these individual descriptions is a future land use map of the entire Sub-Area with descriptions of each of the designations illustrated on the map.

Colony Farm Orchard and Adjacent Acreage

The Colony Farm Orchard property is owned by Western Michigan University (WMU); a state land grant university. WMU has stated on many occasions that they desire to work with the Township as the land develops. With the amendment to the deed restrictions approved by the State Legislature in 2009, the opportunities available to WMU are broad.

The University has also stated, both publicly and privately, that they intend to develop their property similar to how the BTR Park is developed. The BTR Park is home to the College of Engineering and Applied Sciences and a number of research, development, biotechnology, engineering, and related companies. It is near capacity, and WMU is preparing for the time when expansion is necessary.

During the 1970s, the property was transferred to WMU as open space. This was noted in the Sub-Area plan adopted by Oshtemo in 1997. However, much has occurred since that time, not the least of which is the economic and environmental success of the BTR Park. The Park has attracted jobs and increased the tax base for the City of Kalamazoo. At the same time, it has utilized innovative stormwater management systems and erosion control techniques to ensure there are no negative impacts on adjacent properties and to improve the quality of the water moving through the site.

It is envisioned that the same approach to stormwater management will occur on the CFO property as well. Numerous natural areas with native plantings were created on the BTR campus and this is also anticipated on the Orchard property.

“WMU’s intention would be to utilize similar principles of sustainable design and development. As has been the case with the original BTR Park, the University would seek to recruit, retain and create high technology companies willing to partner with the University in its core missions of research and instruction.”¹

Recognizing the University’s intentions to develop the Colony Farm Orchard similar to the BTR Park, the Township will work with WMU before and during the development of the CFO property to ensure the principles of development for the

Genesee Prairie Sub-Area are integrated into future development. The Township will also work with the WMU Foundation and future owners of the ten acres north of the Colony Farm Orchard to ensure that the principles of development defined earlier are integrated into this site.

Genesee Prairie

The public input process presented two distinct statements regarding how the Genesee Prairie section should be developed, shown below:

1. This area should be used for low density residential development with provisions for the protection of open space and prime agricultural land.
2. This area should be used for campus-style industrial development particularly in the fields of research, development, and high technology.

Most stakeholders believe these two statements are not mutually exclusive. According to input received during the design workshop and the presentation of the draft Sub-Area plan it was concluded that development can include residential and non-residential uses that are not detrimental to each other. This allows for expansion of the Research Office designation on the Township-wide Future Land Use Map as well as the BTR Park. However, critical to this is the protection of the existing residential neighborhoods and stand-alone parcels as well as respecting the heritage and natural resources of the area. This was once prairie land, and as a result contains prime soils and fertile farmland. While there are challenges to farming in this area, it must be noted that this farmland is highly productive.

This has always been an area of productivity. In time, that productivity may shift from food production to more durable goods. Regardless of the particular use or arrangement, growth in this area will integrate the principles of development defined in this plan to ensure sustainability and will be consistent with the overall vision for the Sub-Area.

Sub-Area Plan

The following map illustrates the desired future land use for the Genesee Prairie Sub-Area. It is a supplement to the Township wide Future Land Use Map.

Also illustrated in the Sub-Area Map are a variety of opportunities and constraints that exist in the area. These are issues that can be capitalized on as the area grows and must be addressed in order to improve the quality of life and remain consistent with the plan’s principles of development.

¹ Robert Miller, Associate Vice President, Community Outreach, Western Michigan University, 1 November 2010.

FIGURE 9.2

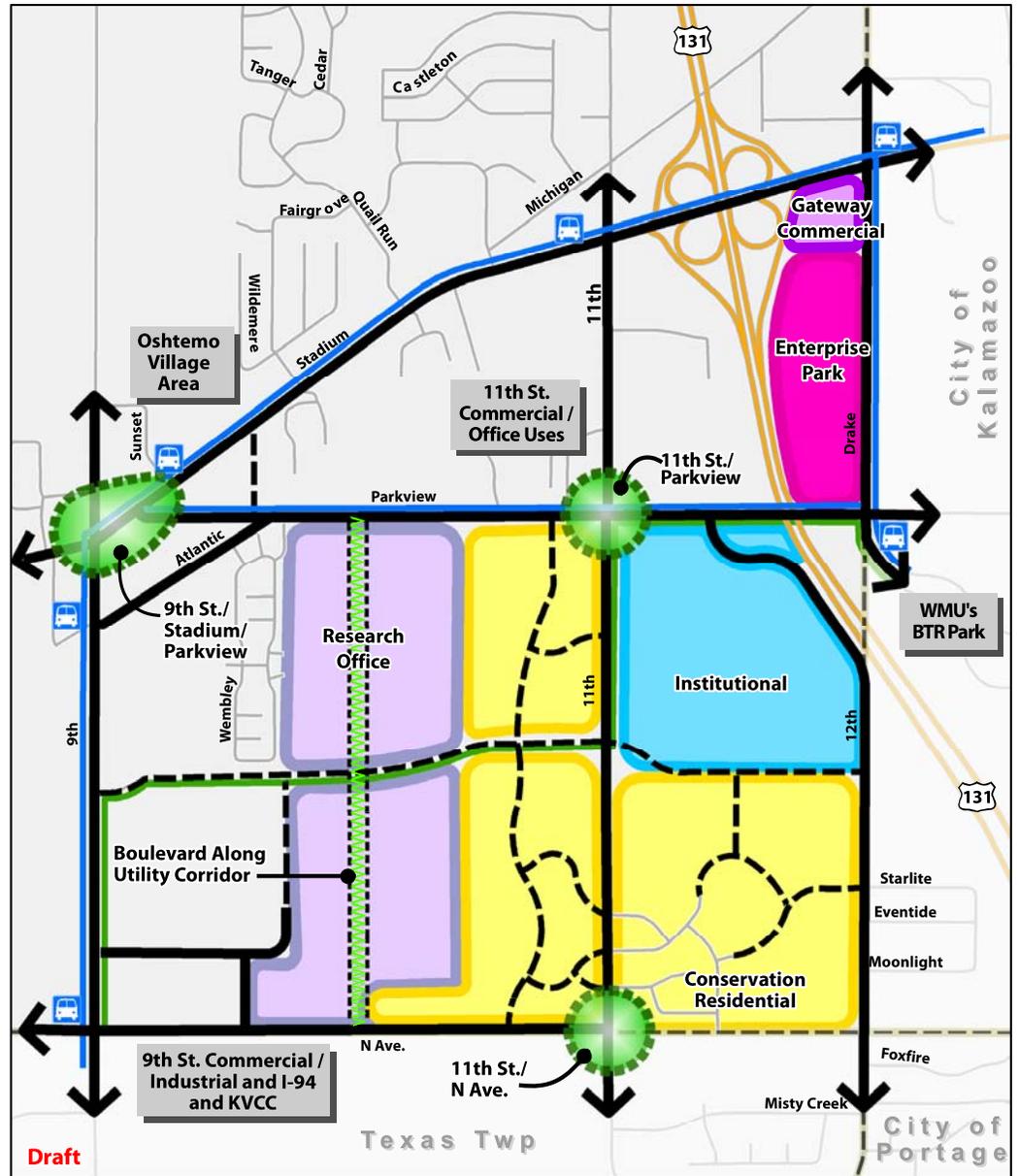
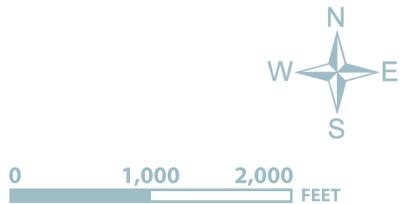
Genesee Prairie Sub Area Plan

Osthtemo Charter Township, Kalamazoo County, Michigan

LEGEND

-  Non-motorized connection from KVCC to BTR Park
-  Public Transit Routes
-  Proposed Roadways
-  Intersection needing attention

Base Map Source: MiGDL v6b & v7b
 Data Source: Osthtemo Township, 2008;
 McKenna Associates, 2008



McKenna ASSOCIATES

Sub-Area Plan Designations

Conservation Residential

Areas designated Conservation Residential will remain much as they are currently. This includes a mix of agriculture, open space, rural residential and low density residential neighborhoods. As development occurs, it must be consistent with the principles of the Sub-Area. As large scale agriculture becomes less viable, small organic or community- supported farms may be established in conjunction with low density residential development to capitalize on the prime soils and provide a local food supply.

Opportunities will be sought to re-establish portions of the former prairie through tall grass prairie restoration efforts as either stand-alone parcels or within residential neighborhoods. Open space, rights of way, public lands, and common areas will be used to create continuous corridors and adjacent pieces of prairie restoration.

Preservation of open space will be important in the conservation residential designation. There are a variety of ways open space preservation can be achieved, including:

- Purchase of land by the community, a foundation, or a conservancy.
- Conservation easements placed on the land by the owner limiting development.
- Purchase of development rights from property owners, their transfer to another area where development is intended, and their use to increase the allowable density in the receiving area.
- Clustered development onto a portion of a site with the remainder of the property set aside as permanent open space.

These tools are anticipated to allow future low density residential development while conserving the character of the nearby land and natural resources. However, formal policies regarding these tools will be necessary.

Transportation improvements to support additional vehicles, non-motorized users, and residents will be critical as development occurs. Interconnection of the local street network needs to be established to reduce conflicts and reliance on 11th Street and 12th Street. Intersection improvements, particularly at 11th & Parkview and 11th & N Avenue will be considered to ensure safe and efficient traffic flow. Finally, bicycle and pedestrian amenities are needed to reduce potential for accidents and improve the quality of life for residents and their mobility options.



ZONING / IMPLEMENTATION

The Conservation Residential designation may be implemented in the following ways:

- Creation of a new conservation residential zoning district
- Establishment of proper mechanisms and incentives to protect open space and agricultural land and to restore prairie areas
- Coordination with property owners and farmers
- Inclusion of transportation and infrastructure improvements in Township CIP

Research Office

The Research Office designation is located on 9th Street at the southern gateway to the Township; see the Township-wide Future Land Use map. This portion of the Township traditionally provided many valuable jobs and it is important that it remains an employment center for Oshtemo. This designation has been extended east from 9th Street to encompass land along both sides of the utility corridor where a future boulevard is envisioned. It is also envisioned that development in this designation will provide high quality employment opportunities to residents. Uses may include offices, research and development, life science, corporate center, light industrial with limited impact outside the building, indoor recreation facilities, public or quasi-public institutions, financial institutions, and health care facilities.

As sites develop, care must be taken to minimize impacts on adjacent properties. Increased setbacks, buffers, and/or screening will be used to provide adequate separation for sites adjacent to residential or open space uses. Where practical, buffer areas should integrate tall grass prairie plantings as part of broader prairie restoration efforts.

As large parcels develop, use of the Planned Unit Development (PUD) will be encouraged. This will result in coordinated and consistent development addressing issues such as site layout, drainage, access, parking, utilities, lighting, design, signage, screening, and landscaping.

Access management principles will be applied along the new boulevard and internal street network as well as Parkview Avenue and N Avenue to limit access points and encourage shared driveways and development of service drives.

ZONING / IMPLEMENTATION

The Research Office designation may be implemented in the following ways:

- Rezoning to IR
- Establishment of a new zoning district or an amendment to the IR zoning to guide development consistent with principles of Sub-Area
- Establish TIF district or other funding mechanisms to finance infrastructure and road improvements
- Seek public / private partnerships to coordinate development

Enterprise Park

The Enterprise Park designation is envisioned as an expansion of the BTR Park to the southeast. It provides space for expansion consistent with the principles of development for the Sub-Area.

Due to the evolving nature of the economy, technology, and industry in general, it is challenging to pinpoint specific uses that may develop in this area. The current vision supports research, technology, office, life science, and similar employment-based uses. Uses with primarily a more traditional industrial focus are not appropriate for this designation and are directed to those areas of the Township designated as General Industrial on the Future Land Use Map. It is intended that, regardless of the uses, this designation be developed in a coordinated fashion with similar design, infrastructure, and operational characteristics. This will lead to the development of campus or park-like settings that improve the appeal of the site and make it easier to coordinate other issues like stormwater management and groundwater protection.

Further, where adjacent to sensitive natural areas, such as Asylum Lake, best management practices must be used to ensure development will not negatively impact these adjacent areas and possibly make a positive impact.



ZONING / IMPLEMENTATION

The Enterprise Park designation may be implemented in the following ways:

- Establishment of a new zoning district to guide development consistent with principles of Sub- Area
- Working with WMU to ensure principles of this plan are integrated into development
- Establish TIF district or other funding mechanisms to finance infrastructure and road improvements
- Seek public / private partnerships to coordinate development

Gateway Commercial

North of the Colony Farm Orchard, at the southwest corner of Drake Road and Stadium Drive, is a small parcel of land currently owned by the WMU Foundation. The Foundation purchased the land as a real estate investment several years ago.

Located on a major transportation artery, this property acts as a gateway to the Township to the west and north, the City of Kalamazoo to the east, and Western Michigan University's property to the south. South of this site, Western Michigan owns all of the land on both the east and west side of Drake Road down to the BTR Park and its College of Engineering and Applied Sciences. This property marks the entry into Western's Parkview Campus. Therefore, it is important for this site to develop as a gateway for the Township, the City of Kalamazoo, and WMU.

Considerable attention must be paid to the stream on the south side of the property that feeds into Asylum Lake and the wellhead capture area encompassing this land. Development must integrate the principles of the Genesee Prairie Sub-Area and create no negative impact on Asylum Lake.

Because of the stream and sharp topography separating this site from the Colony Farm Orchard, it is unlikely this will be used as an extension of any development on the Orchard property. Due to its prominent location on a busy intersection near a freeway, a more commercially-oriented use is envisioned.

ZONING / IMPLEMENTATION

The Gateway Commercial designation may be implemented in the following ways:

- CR Zoning
- Working with WMU Foundation to ensure planned development is consistent with desired gateway for University and Township

Institutional

The Institutional area covers three properties; the Genesee Prairie Cemetery, the National Guard Armory, and Kalamazoo Christian West Elementary (and the remaining property owned by Kalamazoo Christian Schools). All of these uses are quasi-public uses, and are located at 12th Street and Parkview Avenue. Due to the likelihood that these properties will remain under current ownership and use for the foreseeable future, they were given a separate designation.

Much of the land within this designation is undeveloped and leased to farmers creating a rural/agricultural character and vista when crossing US-131 via the Parkview Avenue bridge. If the agricultural use ceases, the open space on these properties will be excellent opportunities for tall grass prairie restoration efforts.

The Armory is one of the highest intensity uses in the Sub-Area due to the outdoor storage of the trucks and other large vehicles. Screening the outdoor storage will help to minimize its impact on adjacent properties, public rights-of-way, and the overall rural character of the area.

ZONING / IMPLEMENTATION

The Institutional designation may be implemented in the following ways:

- Establishment of proper mechanisms to create incentives to protect open space and agricultural land
- Coordination with property owners on future plans

CHAPTER 10

West Main Street Sub-Area Plan



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CHAPTER 10

West Main Street Sub-Area Plan

This West Main Street Sub-Area Plan provides the opportunity to address questions regarding future development along a critical corridor within Oshtemo. Since the last Master Plan was prepared in the late 1990's, significant commercial development has occurred at the intersection of West Main and 9th Street as well as east of US-131 along West Main Street. This plan focuses on the portion of West Main Street between 9th Street and US-131; this area was part of a larger focus area in the previous Master Plan which called for office uses along the frontage of West Main Street. However, since the previous plan, there has been little development of this nature. Rather, in that time period, the Township has denied several applications and development requests for other types of commercial uses because they were not in keeping with the Master Plan, along with other reasons. The result is a difference between what is allowed, what is desired, and what has been requested. This difference and the development of nearby areas have prompted the closer look at this section of West Main Street.

What is a Sub-Area Plan?

A sub-area plan is an individual component of the overall Township Master Land Use Plan. A sub-area is an area with unique circumstances that requires a deeper evaluation and further public input before establishing a plan for future development. This Sub-Area Plan includes a vision, goals, principles of development, and a future land use map just like the overall Master Plan, although in more detail than the Township-wide Plan.

Existing Conditions

Regional Location

The West Main Street Sub-Area is located in the eastern portion of the Township. The sub-area is located along West Main Street (M-43) between US-131 and 9th Street and includes the immediately adjacent lands to the north and south. While the sub-area is focused primarily on the parcels fronting on West Main Street, the plan recognizes that some of the issues relevant to the discussion of this area – such as transportation – extend beyond these frontage parcels.

The West Main Street Sub-Area, particularly on the south side, is an island of undeveloped land bounded by areas of intense commercial development and residential neighborhoods.

- To the west, the intersection of 9th Street and West Main Street has experienced significant commercial development, primarily in the form of big box commercial retail with adjacent outlots developed as service and retail uses.
- To the east is the interchange of US-131 and West Main Street. To the east of the interchange is existing commercial development including restaurants, strip malls, and big box retail development.
- To the north, southeast, and southwest are established single family residential neighborhoods with the most recent development occurring to the southwest.

The commercial development at 9th Street and West Main Street and the residential neighborhoods adjacent to this corridor represent the growth that has occurred and will continue to occur in Oshtemo Township. As this growth continues, pressure and demand for development of the vacant parcels within the sub-area will increase as well.

Existing Land Uses

Although much of the West Main Street corridor is highly developed, the sub-area remains largely undeveloped. On the north side of the highway, just to the east of the Meijer store and its associated outlots, is a large vacant parcel surrounding a few smaller homes and/or offices. Further to the east, developed parcels include several stand-alone office and financial institutions. The land that remains undeveloped is fairly flat with wooded areas mixed with open grasslands.

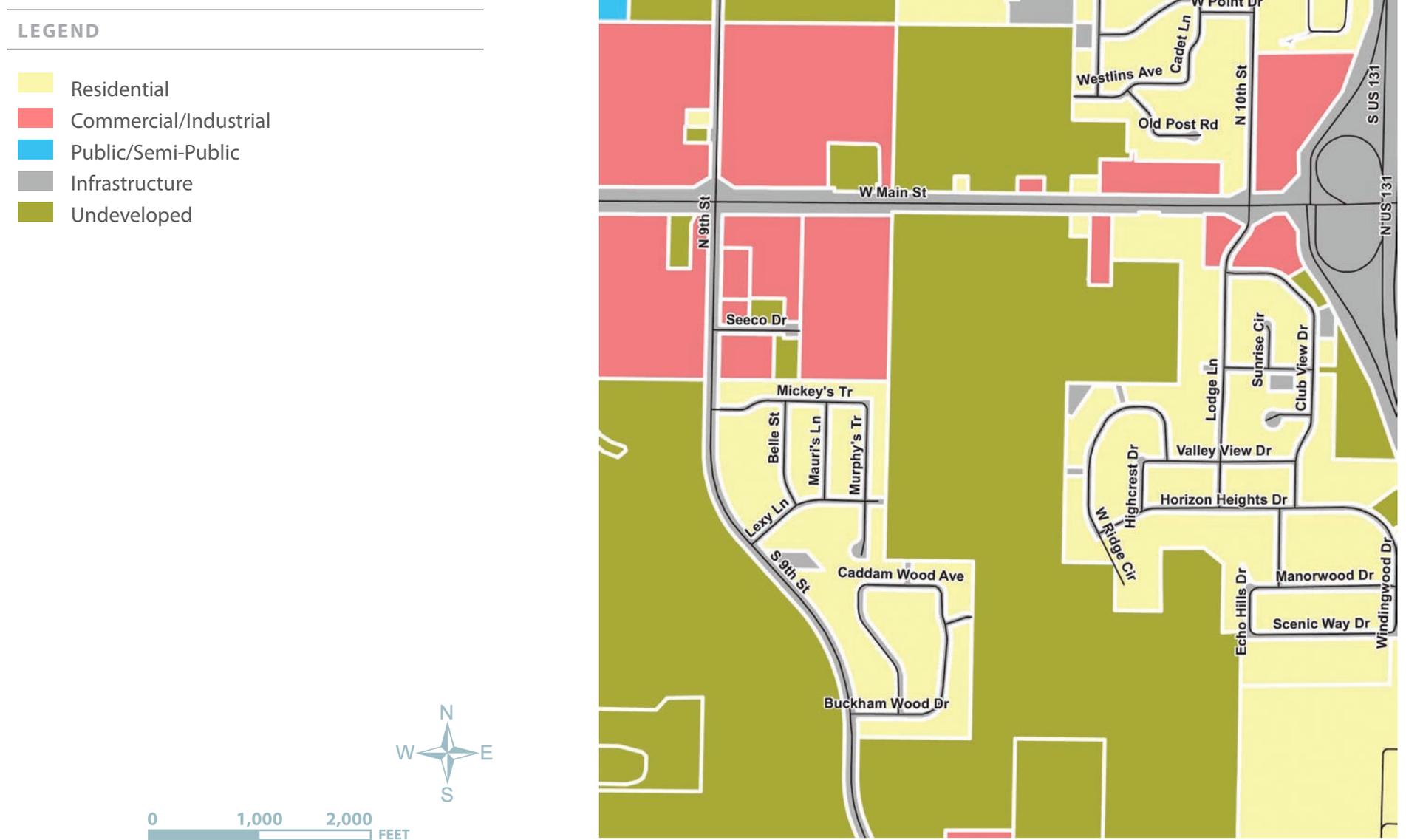
On the south side of the road, the corridor is more undeveloped and natural in character and appearance. Immediately to the west of Lodge Lane are several individual uses including commercial uses and single family residences. The rest of the land consists of large, vacant parcels. These parcels are mostly wooded and marked by areas of steep topography that may impact development potential.

Zoning

Most of this area is located in the R-2 Residence district with the south frontage of West Main Street also located within the 9th Street Overlay Zone. Participants raised several concerns during the focus group sessions about the existing zoning requirements, including difficulty working with the current PUD standards and procedures. As the Township implements the vision, goals, and development principles of this Plan and develops new zoning standards, the Planning Commission must review these concerns to ensure the zoning policies of the Township will achieve the vision of the community.

FIGURE 10.1

West Main Street Sub-Area – Existing Land Use



Public Services / Infrastructure

TRANSPORTATION

The West Main Street Sub-Area is located along West Main Street (M-43). West Main Street is a five-lane road (center turn lane) with a speed limit of 50 miles per hour. It has an average daily traffic count of 28,500 vehicles; it is currently the second busiest corridor in the County. Estimates by MDOT indicate only one percent of daily vehicles are commercial traffic. The roadway was improved in 2007; at that time bike paths were established along the north and south sides of the roadway. Immediately to the east is US-131, a limited access interstate freeway. To the west is 9th Street, a County Primary Road; a signal exists at the intersection with West Main Street. A signalized intersection also exists at the intersection of West Main Street and 10th Street/Lodge Lane just west of the US-131 interchange. MDOT maintains West Main Street and US-131 while the Kalamazoo County Road Commission maintains 9th Street, 10th Street, and Lodge Lane. Public transit extends west along West Main Street to 9th Street.

One of the primary assets of the West Main Street Sub-Area is its core transportation system and the access it provides to the surrounding community, adjacent activity centers, and nearby highways. Due to the undeveloped nature of the area, there are currently few internal streets or inter-connections. The vacant parcels represent opportunities to provide east-west links across this area and create the missing local street network similar to what exists between 9th and 10th Streets north of West Main Street, i.e. the Westport Neighborhood. The surrounding neighborhoods provide outlots and stub streets that create opportunities for interconnectivity through the creation of a local street network. As development occurs, outlots and stub streets will be utilized as appropriate to create this connected local street network. The network that results will allow for efficient movement of local vehicles, but would be designed to minimize opportunities for shortcuts and safety issues. This will be achieved through proper design, proper routing, and/or the introduction of traffic calming mechanisms.

Participants in the focus group sessions identified traffic along West Main Street several times as an influence on the potential development that can and should occur along the corridor. The high traffic counts and intensity of the highway create an environment that is not conducive to residential development. However, the number of vehicles is attractive to commercial development.

Currently, the West Main Street corridor operates at a service level of B (on a scale

of A-F), which is good. The addition of several driveways will quickly decrease this service level and increase the risk for accidents and injuries, if not properly located and designed. Proper design may include the installation of a central signalized intersection, minimal new curb cuts, and/or the creation of a boulevard with associated median to prevent left-turns. Compliance with the Township's access management plan will be important as development occurs along the corridor.

UTILITIES

Currently, only public water service is available along the entire West Main Street Sub-Area. Development in this area would be able to tap into the water supply and access public water.

On the south side of West Main Street, public sanitary sewer service is available for extension at both the east and west sides of the sub-area but does not extend across the area. This is due to both the lack of development that has occurred as well as the topography. The topography will make it more challenging to design and engineer the future sewer service, but as development occurs, it is accessible. Sewer is available across the study area on the north side.

STORMWATER MANAGEMENT

While the management and treatment of stormwater is important for any newly developing area, it is of particular concern in this area due to the existing soil conditions. In this area there are known conditions of a heavy clay layer that hinders ground water infiltration.

The plan encourages the use of natural, low-impact mitigation techniques, such as swales and rain gardens, designed to provide adequate capacity to make up for potential and existing soil conditions, in order to provide for effective, on-site management of stormwater. Shared systems are encouraged, particularly in areas with existing topographic conditions that encourage stormwater flow to continue its natural pattern or where other aspects of the development are already being coordinated. See the Physical Character and Environment chapter of this Master Plan for a more detailed discussion of stormwater management techniques.

PUBLIC INPUT

Township-Wide Public Input

Township-wide public input was gathered for the Master Plan in general. Because this comprehensive effort was well-received and involved the entire Township the results still carry weight for individual parts of the community. A review of these results provides some guidance for this particular area as well.

In the fall of 2008, Oshtemo Township conducted a visioning workshop consisting of several different exercises. This was followed in the spring of 2009 with an opinion survey of randomly selected residents throughout the Township. The opinion survey had a response rate of 34 percent, well above expectations and typical response rates for similar surveys. The Master Plan provides an overall description of the process and results; a detailed summary of the full results is provided in the Appendix. Below are some specific items that are relevant to the West Main Street Sub-Area:

- On the Township survey, when asked to select terms that describe the portion of the Township between Drake Road and 8th Street, the top four terms selected by respondents were “commercial”, “congested”, “high density,” and “open spaces threatened.”
- The survey asked respondents where future commercial development should occur and indicated that they could select two choices from a list of six (including “other”). “West Main Street, East of 9th Street” and “West Main Street / Drake Road” were the top two choices with about 44% of responses each.
- The majority of visioning session participants indicated that future development on vacant parcels along the corridor should be commercial.

Design Workshop

To focus on the vision for the West Main Street Sub-Area, a design workshop was held in November 2010. The workshop included four focus group stakeholder meetings. The sessions were held with the following groups of stakeholders:

- Government
- Vacant and non-residential land owners
- Transportation and public utilities Neighbors and residents

Attendees identified the positive attributes of the area, the challenges that exist there, and the principles the Township should apply to future development. The results of these discussions are provided in the appendix.

In the next exercise, land owners, neighbors, and residents allocated future land uses on a map of the sub-area in accordance with their vision for the future. Working in small groups, the participants discussed the best layout for future uses and illustrated their ideas on the map. This allowed them to understand the challenges faced by the Township and the Planning Commission and also gave them direct input in the planning process.

All of the information gathered was used by the design team to formulate a preliminary draft plan for the Sub-Area. The preliminary plan included principles for development and a draft land use map.

Vision, Goals, and Principles

The Master Plan contains Goals and Objectives to describe the vision for the Township as a whole and how to achieve them; see the Goals and Objectives Chapter of the Master Plan. These overall goals and objectives also apply to the West Main Street Sub-Area and will help shape the development that occurs along this corridor. However, due to the unique circumstances in this Sub-Area, a specific vision and set of goals developed for the Sub-Area will further guide development in this area.

Vision for the Sub-Area The West Main Street Sub-Area will develop in a manner that maintains the rural character of the Township and integrity and function of the transportation system while allowing for low-impact commercial and office uses.

Without standards or controls, this area would likely develop at a high intensity due to the high traffic levels, surrounding development, and success of the adjacent commercial development. Uncontrolled development would likely be detrimental to the Township, especially to those residents who live near this area. Therefore, clearly stating this vision and the corresponding goals is critical for establishing standards for development in this area consistent with the plan.

Goals for the Sub-Area

Goals for this Sub-Area describe how the vision for future development will be accomplished in greater detail. Principles have also been established that will guide future land use and development of the West Main Street Sub-Area. The development principles have been sorted and placed under the appropriate goal.

Future market conditions may change, development trends may evolve, and new ideas may emerge that were not anticipated; this plan is flexible enough to accommodate such changes. Regardless of the different uses developed in this area, the consistency will be in these principles of development and they will guide development and ensure that this Sub- Area is consistent with the vision presented by the community.

GOAL ONE

Character: Future development in the West Main Street Sub-Area will reflect the rural character of the Township and be respectful of surrounding development.

- Uses along the corridor will maintain the existing landscape and utilize the topography to provide screening and enhanced setbacks, as appropriate.
- Uses along the frontage of the corridor are envisioned to include low-intensity uses such as offices and low-intensity commercial development.
- Form and character standards will be established so that appearance becomes as important as the specific uses established in this area.

High intensity retail development exists just to the west of the designated sub-area.



GOAL TWO

Access: Future development in the West Main Street Sub-Area will limit access to West Main Street and provide interconnections with adjacent development to establish a safe and efficient local transportation network.

- Ensure all future development complies with the Township's Access Management Plan.
- Require interconnections between developments where reasonable and efficient.
- Design the local transportation network in a manner that discourages the direct connection between commercial development and adjacent neighborhoods and prevents commercial traffic from driving through the neighborhoods.
- Install a central, signalized intersection along West Main Street and/or construct a boulevard with medians designed to limit left-turns.
- Coordinate with MDOT and Kalamazoo County Road Commission to ensure future road improvements are consistent with this and other plans of the Township, including the Non-Motorized Facilities Plan.

GOAL THREE

Community: Future development in the West Main Street Sub-Area will occur in a manner that enhances the existing quality of life of all those who live, work, and play in Oshtemo.

- Protect the integrity and quality of life of existing and future neighborhoods including the dedication of public greenspace within new development.
- Promote use of Planned Unit Development to ensure development is coordinated and consistent across large parcels, particularly in regards to access, parking, and design.
- Work with the Kalamazoo County Road Commission on a Complete Streets design philosophy that integrates pedestrians and bicyclist into the road network.
- Provide trails and connections within the Sub-Area and with existing networks and activity centers outside the Sub-Area.
- Provide appropriate buffers that allow different land uses adjacent to each other to coexist.

FUTURE LAND USE

The following map illustrates the desired future land use for the West Main Street Sub-Area. It is a supplement to the Township-wide Future Land Use Map.

Also illustrated in the Sub-Area Map are a variety of opportunities and constraints that exist in the area. These are issues that can be capitalized on as the area grows and must be addressed in order to preserve and improve the quality of life and to remain consistent with the plan's principles of development.

Note that this sub-area map is preliminary and the exact location of features on it will not necessarily dictate where development and infrastructure improvements will be implemented. This map is a guideline to be consulted with when future development occurs.

FIGURE 10.2

West Main Street Sub-Area Plan

Oshtemo Charter Township, Kalamazoo County, Michigan

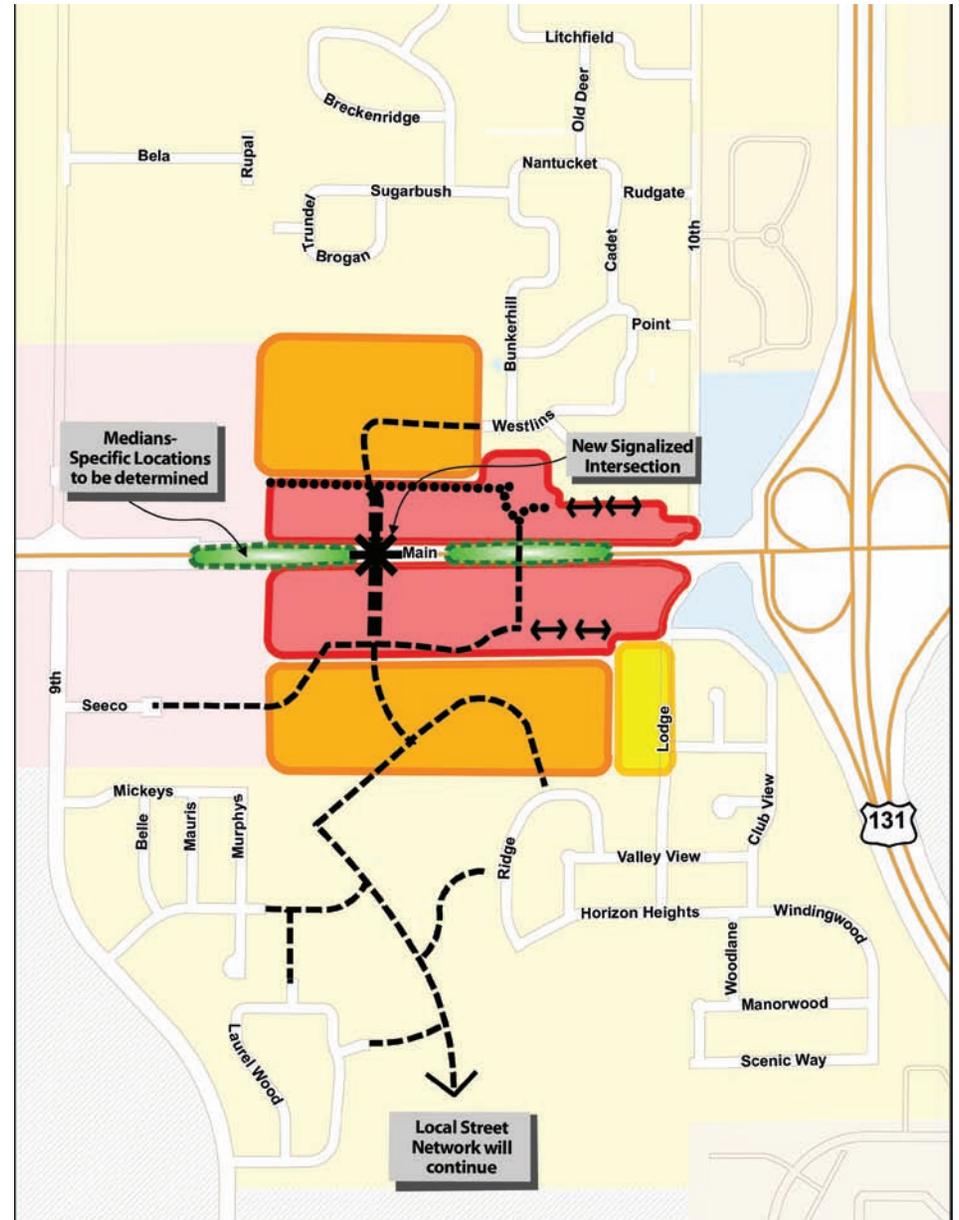
LEGEND

- Low Density Residential
- Transitional Residential
- West main Commercial
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Transitional Mixed Use
- General Commercial
- Sub Area

- * New Intersection
- Proposed Service Road
- Proposed Local Road
- Proposed Local Collector
- Interconnected Parking Lots



Base map Source: MiGCI v6b & v7b
 Data Source: Oshtemo Township, 2008;
 McKenna Associates, 2010



Transportation Network Improvements

The West Main Street Sub Area Plan indicates several proposed new streets, the extension of existing streets, and development of shared driveways and service drives. As this is a plan, they are drawn as generalities for now. Future studies and development patterns will dictate where and how the local street network will be developed as well as where shared parking and access drives and service drives will be located.

West Main Street

West Main Street is the second busiest corridor in Kalamazoo County; as such, improvements will be needed to accommodate the planned growth within the West Main Street Sub-Area while providing a safe and efficient way to access new development.

One improvement to the roadway may include the installation of medians placed at specific locations along this stretch of West Main Street or the installation of a boulevard between 9th and 10th Streets. Medians or a boulevard would serve to limit points of conflict by not allowing motorists to make left turns when entering or exiting a property.

Another improvement may include the installation of a central signalized intersection between 9th and 10th Streets. A new signalized intersection would allow motorists to make a protected left turn. A signalized intersection, and medians to a lesser extent, would allow for greater pedestrian and non-motorized connections between the north and south side of West Main Street. A signalized intersection would not necessarily be the only access point that new development would have on West Main Street; however, other access points should be limited to right-turn movements as much as reasonably possible.

Local Transportation Networks

The West Main Street Sub-Area Plan Map indicates several local transportation elements envisioned for the sub-area. Local streets, thin dashed lines, are envisioned to have new residential and commercial development fronting on them within the appropriate land use designations. Local streets will also provide connectivity between existing and new neighborhoods as well as between existing and new commercial developments. Local streets must be designed in such a manner so as to deter cut-through traffic.

Local streets will connect to the local collectors, thick dashed lines, intersecting with West Main Street at appropriate locations. Local collectors will also serve as the primary entrances off of West Main Street for new commercial development along West Main Street.

Service drives and shared access and parking between developments are also envisioned within the local transportation network. Service drives will be developed behind new commercial developments in order to reduce the number of West Main Street driveways. This network will be similar to the existing arrangement between Meijer and its outlots and will provide rear access to new commercial development. Shared access and parking will also be encouraged to reduce West Main Street curb cuts by connecting new and existing parking lots.

Sub Area Plan Designations

West Main Commercial

The frontage of the corridor has been designated as West Main Commercial. This designation reflects a commercial and non-residential vision along West Main Street that would complement the rural nature of the Township as a whole.

Uses in this land use designation may consist of office buildings and low intensity commercial, similar to what has already developed along the West Main Street frontage between 9th and 10th Streets. Big box type retail is not envisioned in this land use designation. The Planned Unit Development tool will be promoted in this land use designation as a means to effectively and efficiently accommodate commercial development while keeping with the goals of this Master Plan.

Along the north side of the corridor, the future development pattern will likely mimic the pattern of development that has already started to the east and west ends of the Sub-Area. This pattern includes primarily smaller developments of an office or service nature with parking located to the rear. The exception to this pattern is that unlike the lots developed to the east where each unit has a separate drive onto West Main Street, a shared access system would be required. A shared access system on this side of West Main Street would logically entail the extension of the service drive between Meijer and its outlots. This shared access system would also have a properly designed shared access point along West Main Street.

Along the south side of the corridor, although no development pattern has yet established itself, the pattern of development will be similar to that proposed for the north side as areas of West Main Commercial have been designated along the frontage. To control access and create interconnections, the plan proposes a shared access system with connections to the west; connections to the east should be designed in order to prevent commercial traffic flowing into neighborhoods. Although the exact location of the shared access drive may shift when future development is proposed, it should largely mirror what is demonstrated here. The shared access driveway for parcels on the south side of West Main Street would align with the shared access drive for parcels on the north side with the potential for a signalized intersection.

The primary differences on the south side, compared to the north, are that the majority of the parcels are deep with steep topography along some of the frontage and are also heavily wooded. These characteristics lend themselves to the creation of an enhanced setback in this area with a requirement that the development maintain the existing landscape within the setback, as appropriate. This will serve to screen the new development that occurs and maintain the natural look of the corridor, both of which will further complement the rural character of the Township. The deeper West Main Commercial land use along this side of West Main Street is not intended to allow for a second tier of commercial development but to give developers more flexibility to design sites that respect the existing natural features. As there is not a specific open space land use designation in the Sub-Area, it is appropriate to note that the deeper parcels will allow for the creation and preservation of open space within a development.

ZONING / IMPLEMENTATION

The West Main Commercial designation may be implemented in the following ways:

- Creation of a West Main Commercial zoning district with form based code design standards
- Amendment of Local Business zoning district standards to incorporate intent of this plan, at least as it would apply here
- Compliance with Township Access Management Plan
- Inclusion of transportation and infrastructure improvements in Township CIP

Transitional Residential

Transitional Residential areas will serve as buffers between the traffic and non-residential uses along West Main Street and the adjacent neighborhoods and residential uses. Because of the infrastructure and surrounding development, this is an appropriate location for residential development as an extension of existing neighborhoods to the east and west. However, as development occurs along the corridor, the surrounding neighborhoods should be appropriately protected as necessary from any proposed development.

The Transitional Residential designation anticipates a mix of residential uses consistent with the goals and principles of the Sub-Area Plan:

- Development laid out to protect significant natural features
- Single family and two family residences
- Senior and/or empty-nester residential uses
- An interconnected local street network that discourages cut-through traffic
- Dedication of portions of developments to open space

Through the use of the Planned Unit Development tool, development standards can be applied flexibly to accommodate access issues, road interconnections, and to preserve natural features and open space. PUD developments may also incorporate commercial development, especially within the West Main Commercial land use designation. The inclusion of commercial uses in a PUD will take into account issues of access and traffic circulation between the residential and commercial uses. All development within the Transitional Residential land use designation must be designed carefully to limit through traffic and minimize negative impacts on surrounding neighborhoods.

ZONING / IMPLEMENTATION

The Transitional Residential designation may be implemented in the following ways:

- Creation of a new residential zoning district
- Establishment of overlay standards consistent with the intent of this area
- Review of PUD standards and ordinance to ensure it satisfies intent of Sub-Area Plan
- Compliance with Township Access Management Plan

CHAPTER 11

9th Street Sub-Area Plan



9th Street Sub-Area Plan

In the 1990's, when the Township prepared the last Master Plan, the 9th Street corridor was studied as part of a larger 9th Street Focus Area that included the West Main Street Sub-Area. Since that time, significant development has occurred along 9th Street. The intersection of West Main Street and 9th Street has become a major commercial node for the western Kalamazoo market, and new residential neighborhoods have been developed along 9th Street and in the area surrounding that node.

Despite the drop-off in development between 2007 and 2011, traffic levels and development interest has remained steady along 9th Street and West Main Street. There remain several large vacant parcels within the area prime for development. Due to the large undeveloped parcels, the proximity of the new residential neighborhoods, and the important rural corridor that connects them all, the 9th Street Sub-Area deserved its own analysis separate from West Main Street.

Previous plans have called for low density, residential development and preservation of the rural character and natural features captured by these large parcels. However, as times and conditions change, it is reasonable to ask whether this is still practical, or whether the limit of commercial development at the 9th Street and West Main Street intersection should be allowed to expand. Exploring this issue, among others, was the purpose of the sub-area study.

What is a Sub-Area Plan?

A Sub-Area Plan is an individual component of the overall Township Master Plan. A Sub-Area is an area with unique circumstances that requires a deeper evaluation and further public input before establishing a plan for future development. This Sub-Area Plan includes a vision, goals, principles of development, and a future land use map just like the overall Master Plan, although in more detail than the Township-wide Plan. Completed after adoption of the Master Plan, the Township has amended the Plan to add this Sub-Area Plan as an appendix.



Both of these structures exist along the 9th Street Corridor. They represent the changing dynamics of the corridor and the rural character that remains despite the development that has occurred.



Existing Conditions

Regional Location

The 9th Street Sub-Area is located in the eastern portion of the Township. The Sub-Area is located along 9th Street extending from just north of Meijer and Menards south to KL Avenue. The Sub-Area extends from 8th Street to the parcels east of 9th Street but also includes parcels fronting on KL Avenue from 9th Street to the existing apartment developments.

The 9th Street Sub-Area is also influenced by the development that has occurred on the land surrounding it:

- To the north, in addition to the intense commercial development occurring at West Main Street and 9th Street, significant residential development has occurred in the Westport neighborhoods.
- To the east, West Main Street and Drake Road have become major commercial and high density residential corridors, particularly east of US-131, providing services and conveniences to residents in the Township and region.
- To the south, the Oshtemo Village area has plans for redevelopment, a new elementary school has been constructed, and 9th Street has been improved (and will continue to be improved as discussed later) providing a better link to growing residential centers in the County and I-94.

In the past decade, Oshtemo Township and Texas Township have seen the highest levels of growth in the County showing that the centers of population growth and development are in the west side of the region. With the new commercial development and the infrastructure improvements that have been made, 9th Street has become a significant link in the regional transportation network.

Existing Land Uses

Unlike some of the previous Sub-Areas that have been studied, the 9th Street Sub-Area contains a significant amount of development in addition to large undeveloped areas.

- The commercial development at West Main Street and 9th Street is nearly built-out and has a strong influence on the Sub-Area. The intersection contains a combination of retail, service, and office development, including a few big box retailers.
- South of this area and on the east side of 9th Street are two single-family residential neighborhoods. The northernmost was developed through the Planned Unit Development (PUD) process, which allows limited commercial development along the 9th Street frontage. One such unit has already been developed (Hannapel Home Center).
- Uses along the south side of KL Avenue are a mixture of heavy commercial and light industrial uses. Similar uses are also found at the northwest corner of 8th Street and KL Avenue.
- There are a few rural residential homes fronting on KL Avenue east of 8th Street.
- The character on 8th Street is primarily residential / rural residential with several homes of various styles and ages located along the road.
- The large vacant parcels are predominately located between 8th Street and 9th Street north of KL Avenue. The parcels include rolling hills, woodlands, a few open water areas, and fields.

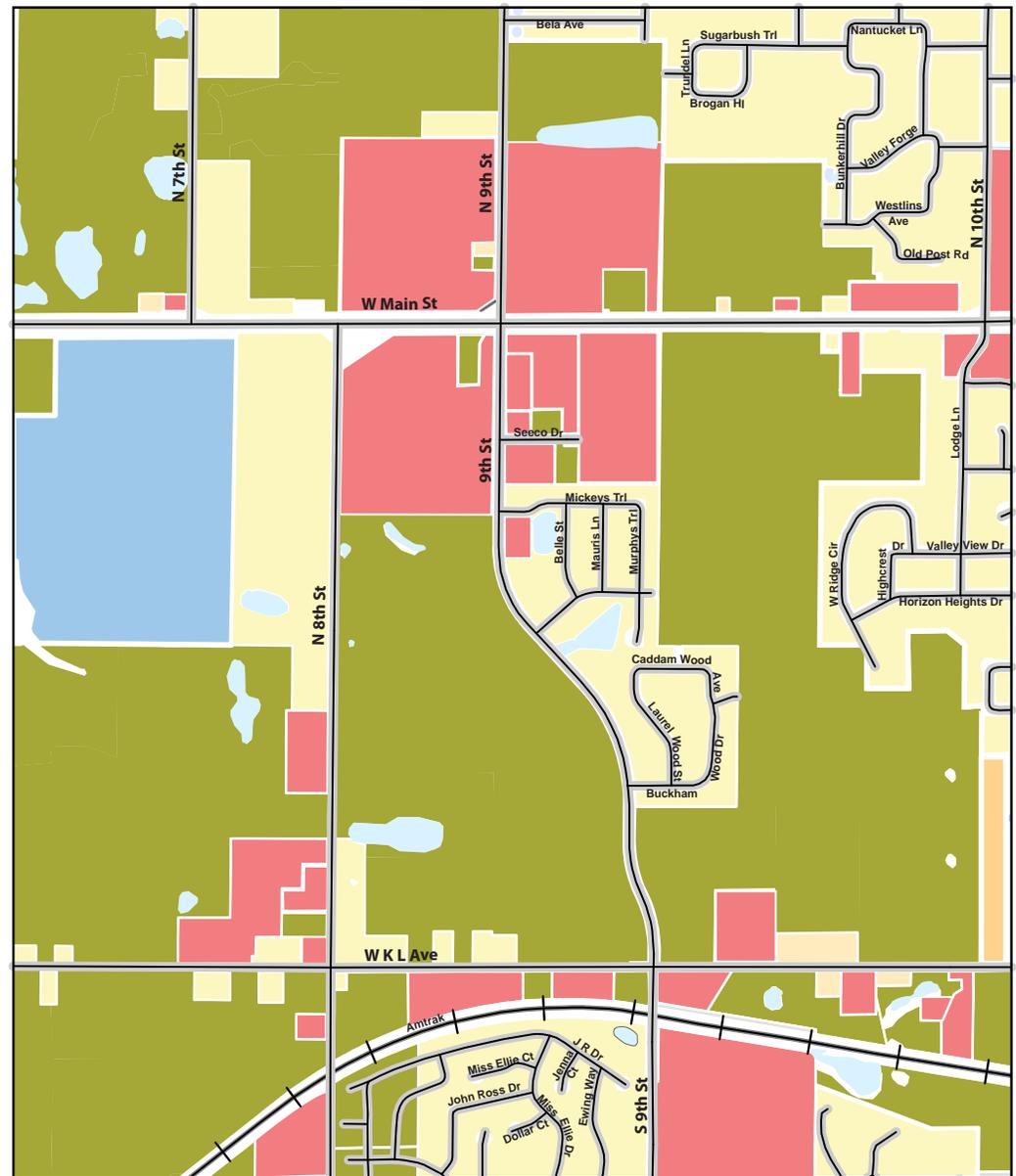
FIGURE 13.1

9th Street – Existing Land Use

Oshtemo Charter Township, Kalamazoo County, Michigan

LEGEND

- Low Density Residential
- High Density Residential
- Commercial
- Public / Semi-Public
- Infrastructure
- Undeveloped



Base map Source: MIGCI v6b & v7b
 Data Source: Oshtemo Township, 2008;
 McKenna Associates, 2010

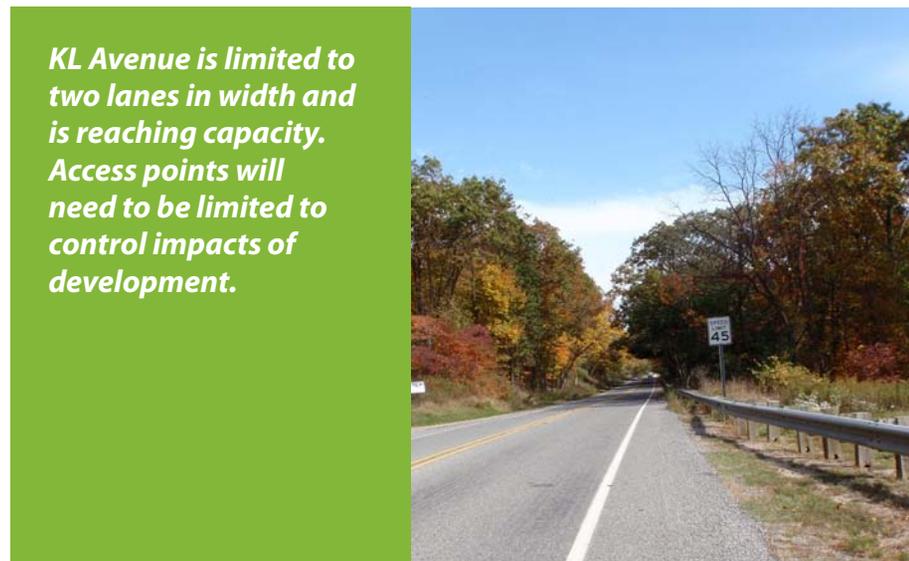


Zoning

The sub-area is divided primarily between the R-2 Residence district, the C Local Business district, and the I-1 Industrial District Manufacturing & Service district. The 9th Street Focus Area Overlay Zone is also within the sub-area. The C district is located at the corner of 9th Street and West Main Street and is inclusive of the existing commercial development at that location. (A small strip of C zoning also exists on the north side of KL Avenue east of 8th Street.) The I-1 district is located on the south side of KL Avenue extending from west of 8th Street east to 11th Street. It also includes several parcels on the west side of 8th Street north of KL Avenue.

The remainder of the sub-area is in the R-2 district. The R-2 district is a single and two family residential district. However, use of the PUD development process within this area does allow for limited commercial development. The Sky King Meadows development was developed as a PUD and allows limited nonresidential uses along the 9th Street frontage. One use has been developed and was consistently used as an example of the type of development envisioned on the vacant land within the Sub-Area.

The parcels on the north side of KL Avenue east of 9th Street are also included in the 9th Street Overlay Zone in addition to being zoned R-2. This overlay also allows for office development as a special exception use under certain conditions, in addition to the uses permitted in the underlying zoning district.



Public Services / Infrastructure

Transportation

The 9th Street Sub-Area includes several key transportation routes for this immediate area and the Township in general. 9th Street is a two-lane road at the northern border of the Sub-Area. Travelling south and approaching the West Main Street intersection, the roadway expands to five lanes wide with the addition of access lanes for the shopping centers and turn lanes at the intersection. South of the intersection, the roadway is five lanes wide before reducing back to two-lanes south of the commercial development. A turn-lane is provided at the Buckham Wood Drive access point. Limited transit service is available along 9th Street (based at the commercial centers). There are no sidewalks or non-motorized facilities along 9th Street although there are some facilities provided within the neighborhoods and some commercial developments. Signalized intersections are located at both KL Avenue and West Main Street as well as at Seeco Drive.

The Kalamazoo County Road Commission (KCRC) is planning to improve 9th Street in 2012. Although the design plans are not finalized, the plans tentatively include widening the two-lane portion of the roadway from KL Avenue north to three lanes with curb and gutter and drainage improvements. An extended shoulder (five feet) is anticipated to provide some space for pedestrian or non-motorized use. The Township Non-motorized Pathway Plan calls for a separated pathway (10' asphalt) along 9th Street in this area. It is unlikely that this will be installed at this time during this project due to lack of funding.

Both 8th Street and KL Avenue are two lane roads with large trees and tree canopies along the roads. Neither road has transit access or any pedestrian or non-motorized facilities. Although anecdotes and comments from the public input session indicate that traffic levels are increasing along these roadways, the KCRC has no plans at this time for major improvements to either roadway. 8th Street is a designated collector road, and any improvements would rely heavily on local funds. Therefore, KCRC has focused its efforts and federal funding on 9th Street, an arterial. KL Avenue likely has a sufficient amount of non-residential development and access points as well as existing traffic to warrant improvement and redevelopment. However, due to the sharp topography to the south, significant underground utility lines that exist there, and groundwater in the area, it would be very challenging and likely cost prohibitive to undertake an expansion of KL Avenue to three lanes.

Because KL Avenue and 9th Street are key transportation corridors in the Township,

not only in the Sub-Area but for transportation throughout the Township, the capacity and efficiency along these corridors must be protected as the vacant parcels are developed. Access points to these roadways will be limited and strategically located based upon existing access points across the road and the topography and natural features. Internal roadways will be developed to provide access to developed parcels and parking facilities and minimize drives and access points onto the adjacent roadways. These internal roadways will also improve the local street network in this area between neighborhoods and provide opportunities for interconnectivity to residents allowing for more efficient movement and travel. Use of stub streets and connection to existing development will create a seamless network throughout the Sub-Area. Through proper design, routing, and traffic calming mechanisms, the network will limit use of the local street network by outside vehicles as a shortcut opportunity.

During the Design Workshop, several comments were made by members of the public attending the session about the transportation system and specifically the 9th Street corridor. Concerns included the speed and amount of traffic on 9th Street, delays at the intersections at both KL Avenue and West Main Street, the lack of pedestrian and non-motorized facilities, and challenges posed by the curves and hills along the roadway. Workshop participants identified the importance of the corridor and emphasized the existing character and rural / natural aesthetic that exists along 9th Street (as well as KL Avenue and 8th Street). Ensuring these issues are addressed as the roadway is improved is a primary goal of this Sub-Area Plan. As development occurs and the roads are improved, the existing vistas and character of the roadway should be maintained.

Utilities

Currently, only public water service is available throughout the entire 9th Street Sub-Area. Development in this area would be able to tap into the water supply and access public water.

Public sanitary sewer service is available in portions of the Sub-Area. A public sewer main is located along 9th Street and provides public sewer service to the development along 9th Street. The sewer extends east of 9th Street south of KL Avenue along the existing Amtrak right of way. There is currently no public sewer service west of 9th Street (other than at the intersection of West Main Street). As development occurs, it can be extended from 9th Street.

All other utilities are available to the property as well.

Stormwater Management

Stormwater management is a concern in any rapidly developing area. However, this area has developed particularly quickly, especially at the intersection of West Main Street and 9th Street, and this development has included a significant amount of impervious surface. Although all development has included stormwater provisions, surrounding property owners discussed rising groundwater levels and increasing water levels within retention ponds, particularly during rain events.

The Plan encourages the use of natural, low-impact mitigation techniques, such as swales and rain gardens, designed to provide for effective management of stormwater. Shared systems are encouraged, particularly in areas where existing topographic conditions encourage stormwater flow to continue its natural pattern or where other aspects of the development are already being coordinated. See the Physical Character and Environment chapter of the Master Plan (Chapter 4) for a more detailed discussion of stormwater management techniques. The KCRC will be utilizing similar techniques when improving 9th Street and addressing drainage issues along this corridor and associated with the widened roadway.

As the area rapidly develops, stormwater management must be a key part of any development review.



Township-Wide Public Input

Township-wide public input was gathered for the Master Plan in general. Because this comprehensive effort was well-received and involved the entire Township, the results still carry weight for the sub-areas, too. A review of these results provides some guidance for this particular area as well.

In the fall of 2008, Oshtemo Township conducted a visioning workshop consisting of several different exercises. This was followed in the spring of 2009 with an opinion survey of randomly selected residents throughout the Township. The opinion survey had a response rate of 34 percent, well above the typical response rate for similar surveys. The Master Plan provides an overall description of the process and results; a detailed summary of the full results is provided in the Appendix. Below are some specific items that are relevant to the 9th Street Sub-Area:

- On the Township survey, when asked to select terms that describe the portion of the Township between Drake Road and 8th Street, the top four terms selected by respondents were “commercial”, “congested”, “high density,” and “open spaces threatened.”
- When asked whether expanding commercial development was important, respondents were split. About one quarter (26.6%) indicated it was “not important” (1 on a 1-5 scale) while 35.6% indicated it was “somewhat important” or “important” (4 or 5 on a 1-5 scale).
- When asked what they liked about living in the Township, the most often indicated items were “shopping, services, convenience, close to city” (60%); “rural, open, small town” (38.8%); and “roads, freeways, convenient access to...” (17.7%). When asked for items they would improve, respondents most often indicated “roads (snow removal, maintenance, signals, etc.)” (23.1%); “sidewalks, pathways” (12.5%); and “growth, development, control and management of...” (11.7%).
- The survey asked respondents where future commercial development should occur and indicated that they could select two choices from a list of six (including “other”). “West Main Street, East of 9th Street” (44.4%) and “9th Street, South of West Main Street” (34.4%) were two of the top three choices.

Design Workshop

To focus on the vision for the 9th Street Sub-Area, a design workshop was held in October 2011. The workshop included four focus group stakeholder meetings. The sessions were held with the following groups of stakeholders:

- Property Owners
- Transportation and Utilities
- Neighbors and Natural Resources
- Government

Attendees engaged in a thorough discussion of the Sub-Area, past and current use of the area and surrounding property, and their vision for the future of the Sub-Area. Attendees identified the positive attributes of the area, the challenges that exist there, and the principles the Township should apply to future development. The results of these discussions are provided in the appendix.

In the next exercise, land owners, neighbors, and residents allocated future land uses on a map of the sub-area in accordance with their vision for the future. Working in small groups, the participants discussed the best layout for future uses and illustrated their ideas on individual maps. This allowed them to understand the challenges faced by the Township and the Planning Commission and also gave them direct input in the planning process.

All of the information gathered was used by the design team to formulate a preliminary draft plan for the Sub-Area. The preliminary plan included principles for development and a draft land use map.

Vision, Goals, and Principles

The Master Plan contains Goals and Objectives to describe the vision for the Township as a whole and how to achieve them. (See the Goals and Objectives Chapter of the Master Plan – Chapter 7). These overall goals and objectives also apply to the 9th Street Sub-Area and will help shape the development that occurs along this corridor.

However, due to the unique circumstances in this Sub-Area, a specific vision and set of goals developed for the Sub-Area will further guide development in this area.

Vision for the Sub-Area

The 9th Street Sub-Area is very much representative of Oshtemo Township. Primarily a rural corridor, much of the corridor is flanked by open spaces, wild flowers, and large trees. An important corridor for transportation in the Township, many residents and visitors pass this area on a daily basis, and it is therefore important that the corridor not only continue to function efficiently in this role, but that it also presents the appropriate image and character for the Township. As market conditions improve and interest in developing the large vacant parcels grows, the form and intensity of the development must be such to maintain the capacity and function of the corridor as well as maintain the existing, rural character of the area.

Goals for the Sub-Area

Goals for this Sub-Area describe how the vision for future development will be accomplished in greater detail. Principles have also been established that will guide future land use and development of the 9th Street Sub-Area. The development principles have been sorted and placed under the appropriate goal.

Future market conditions may change, development trends may evolve, and new ideas may emerge that were not anticipated. Regardless, the following goals and objectives will apply irrespective of the type of development that is proposed in the future.



Corridor

Future development in the 9th Street Sub-Area will recognize its location along a significant rural corridor in the Township and shall ensure future development presents the appropriate character for the Township.

- A green corridor with enhanced building and parking setbacks must be provided along 9th Street, the north side of KL Avenue and the east side of 8th Street to maintain the rural character of these roads and this area as development occurs.
- Uses within the Sub-Area will utilize quality design and materials consistent with the character of the Township and be coordinated throughout the larger development area.
- Form and character standards will be established so that appearance becomes as important as the specific uses established in this area.
- Use of Planned Unit Development will be promoted to ensure development is coordinated and consistent across large parcels, particularly in regards to access, parking, and design.
- Development will incorporate existing landscape and topography into site layout and design to provide screening and natural setbacks and enhance the rural character of the development.
- Low intensity office and commercial developments will be allowed along the frontage of 9th Street and along KL Avenue.

CORRIDOR



Transportation / Infrastructure

Future development within the 9th Street Sub-Area will maintain the efficiency of the existing transportation system and provide a safe and efficient local transportation network within new development along with other necessary infrastructure and utility improvements.

- Ensure future development complies with the Township's Access Management Plan.
- Require interconnections between developments where reasonable and efficient.
- Coordinate with MDOT and KCRC to ensure future road improvements are consistent with Complete Streets policies, this sub-area plan and other plans of the Township, including the Non-Motorized Facilities Plan.
- Complete or install non-motorized facilities on 9th Street and KL Avenue.
- Direct access points for new development to strategic, coordinated locations aligned with existing access points across the street with the potential for a signalized intersection at Buckham Wood Drive.
- As development occurs, provide Sub-Area with public water and sanitary sewer utility service.



Quality of Life

Future development in the 9th Street Sub-Area will provide for a high quality of life for residents in and around the Sub-Area, including the protection of existing natural features.

- Protect the integrity and quality of life of existing and future neighborhoods and surrounding residential areas through buffers, location of land uses, dedication of open / green space, and incorporation of institutional uses.
- Provide trails and connections within the Sub-Area and with existing networks and activity centers outside the Sub-area, including a connection to the Township Park and the Library.
- Include a natural setback / buffer from 9th Street and KL Avenue to match the character of the Township.
- Integrate stormwater best management practices into development to limit off-site impacts of development.

TRANSPORTATION

QUALITY OF LIFE

Future Land Use

The following map illustrates the desired future land use for the 9th Street Sub-Area. It is a supplement to the Township-wide Future Land Use Map. Also illustrated on the Sub-Area Map are a variety of transportation improvements that would be consistent with the Plan. These are not mandates, but as development occurs and road networks are developed, these should be used to guide the development and approval of such plans.



Large, vacant, undeveloped parcels constitute a significant portion of the Sub-Area.

Opportunities & Constraints

Several characteristics of the Sub-Area and the facilities and properties surrounding the area will ultimately guide the development of the land. The opportunities and constraints identified here summarize several of the important issues that will factor into future development decisions.

- There are several large, vacant parcels in the Sub-Area that create an opportunity for development. These parcels contain a variety of different vegetation along with unique topography, which create an amenity for residential development.
- Future development will require creation of an internal circulation system, including the necessary access points on the adjacent roads.
- The area has limited transit service and there are no pedestrian or non-motorized facilities along the corridor. Non-motorized facilities will be needed in the future, particularly along 9th Street, and a transit stop should be added with new development.
- 9th Street will be widened to three lanes in 2012 along with improvements to the 9th Street / KL Avenue intersections.
- Western Michigan University (WMU) owns a large, vacant parcel in the Sub-Area with a significant amount of frontage on 9th Street. However, University officials indicate that the future use of this land is undetermined at this time.

Note that this Sub-Area map is generalized and the exact location of features on it will not necessarily dictate where development and infrastructure improvements will be implemented. This map is a guideline to be consulted when future development occurs.

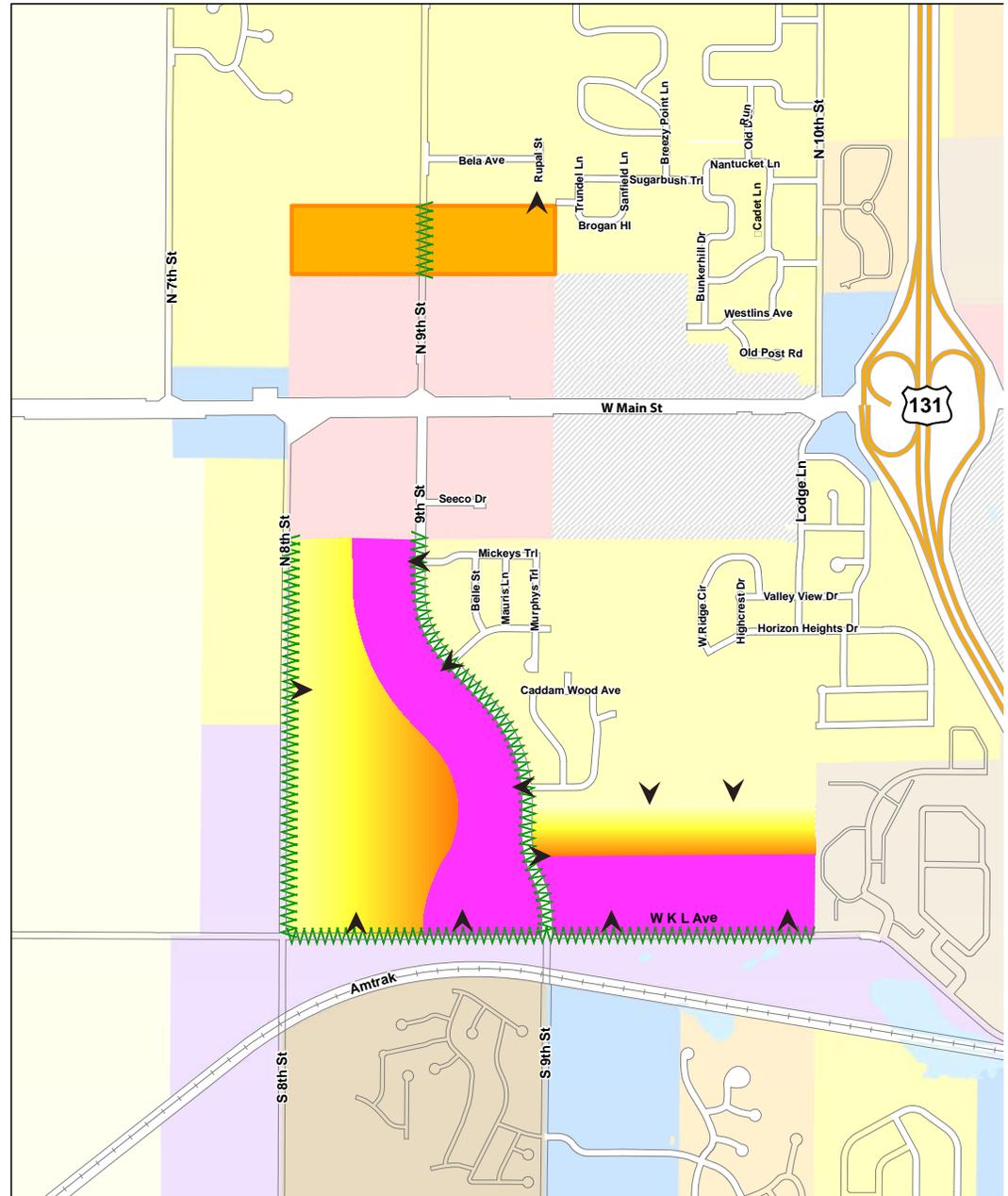
FIGURE 12.2

9th Street – Future Land Use

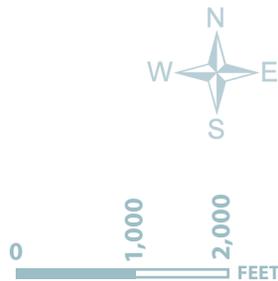
Oshtemo Charter Township, Kalamazoo County, Michigan

LEGEND

- Transitional Residential
- Medium Density Residential
- 9th Street Commercial
- Green Corridor
- Access Points
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Transitional / Mixed Use
- General Commercial
- Sub-Area



Data Source: Michigan Geographic Framework, Michigan Chapter for Geographic Information, Version 10a.
 Aerial Source: Kalamazoo County, 2009
 Data Source: Oshtemo Township, 2008;
 McKenna Associates, 2011



Sub-Area Plan Designations



9th Street Commercial

The majority of the 9th Street and KL Avenue frontage has been designated as 9th Street Commercial. This designation reflects a commercial and non-residential vision along 9th Street that complements the rural nature of the Township as a whole.

Uses in this land use designation may consist of office buildings and low intensity commercial, similar to the use and intensity of the commercial development existing as part of the Sky King Meadows PUD (Hannapel Home Center). Auto-oriented and big box type retail are not envisioned in this land use designation. The Planned Unit Development tool will be promoted in this land use designation as a means to effectively and efficiently accommodate limited commercial development while

keeping with the goals of this Sub-Area Plan.

To maintain the function and capacity of 9th Street and KL Avenue, uses will front on and gain access via an internal road network and shared access system. An enhanced setback from 9th Street is included as well with existing landscaping protected or other greenbelt plantings provided to further maintain the current rural character of the community.

Transitional Residential

Areas designated Transitional Residential will allow for residential development primarily through PUD or cluster development processes in order to allow for innovative neighborhoods while protecting existing natural resources and open space areas. Where the development is adjacent to the 9th Street Commercial designation, medium density residential uses such as condominiums, senior housing, and 2-4 family units would be appropriate. As the development area transitions away from the adjacent commercial use towards existing residential neighborhoods (either along 8th Street or to the north), the density and intensity of development shall decrease. Uses here shall include low density, single-family uses as well as parks and institutional uses. Through a coordinated plan, the overall development area shall provide a smooth transition from the non-residential development allowed along 9th Street and KL Avenue to the existing rural and low density residential neighborhoods.

Development should incorporate the existing natural resources and elements of the natural landscape (such as the topography and vistas) into the site layout and development design. The existing topography and open spaces create natural areas for development. As this is done, natural corridors will be created throughout the development creating habitat areas for wildlife and providing means for wildlife to navigate through the development. This will also provide trail, pathway, and recreation opportunities for residents.

Clearly, preservation of open space will be important in the Transitional Residential designation. There are a variety of ways open space preservation can be achieved, including:

- Purchase of land by the community, a foundation, or a conservancy.
- Conservation easements placed on the land by the owner limiting development.

ZONING IMPLEMENTATION

The 9th Street Commercial designation may be implemented in the following ways:

- Creation of a 9th Street Commercial zoning district with form based code standards.
- Amendment of existing 9th Street overlay district.
- Review and potential amendment of PUD standards, particularly provisions regarding allowance for non-residential uses.
- Compliance with Township Access Management Plan.
- Inclusion of transportation and infrastructure improvements in Township Capital Improvement Plan (CIP).

- Purchase of development rights from property owners, their transfer to another area where development is intended, and their use to increase the allowable density in the receiving area.
- Clustered development onto a portion of a site with the remainder of the property set aside as permanent open space.

These tools are anticipated to allow future residential development while protecting the character of the nearby land and natural resources. The density of the future development shall be the same as would be otherwise permitted under conventional low to medium density residential development with provisions made to encourage clustering of these lots or otherwise setting aside open space and natural features. Formal policies implementing these tools and policies will be necessary.

Transportation improvements to support additional vehicles, non-motorized users, and residents will be critical as development occurs. Interconnection of the local street network needs to be established as limited access points will be permitted on 8th or 9th Streets. With additional residents along the corridor, bicycle and pedestrian amenities are needed on 9th Street and KL Avenue to reduce potential for accidents and improve the quality of life for residents and their mobility options.



Medium Density Residential

The northern portion of the Sub-Area quickly changes from a commercial character to a suburban / rural residential character. Nonetheless, the lands immediately to the north of the commercial development are adjacent to the large, unattractive stormwater retention ponds for Meijer and Menards and face the rear of these facilities and their loading docks. This is not a good neighbor for single-family or rural residential development. Water and sewer are available in this area. Therefore, the plan calls for a thin band of a transitional use – medium density residential – to provide a buffer between the intense commercial development to the south and the existing residential development to the north.

The medium density residential category includes single, double, and four-family dwelling units as well as senior-oriented housing. Due to increased density, development should include open space and proper stormwater management techniques. Circulation between adjacent developments must be provided, as applicable.

ZONING / IMPLEMENTATION

The Transitional Residential designation may be implemented in the following ways:

- Creation of a new Transitional Residential zoning district
- Creation of a Transitional Residential overlay district requiring use of open space preservation development
- Establishment of proper mechanisms and incentives to protect open space and natural features
- Coordination with property owners
- Inclusion of transportation and infrastructure improvements in Township Capital Improvement Plan (CIP)

ZONING / IMPLEMENTATION

- Review and update / amendment of current R-3 zoning district standards
- Establishment of overlay standards consistent with the intent of this area
- Compliance with Township Access Management Plan

Century Highfield Sub-Area Plan





CHAPTER 12

Century Highfield Sub-Area Plan

The Century Highfield Sub-Area Plan provides an opportunity to re-evaluate the vision that was set forth for this area when the Township conducted a similar planning exercise over 15 years ago. As a large, mostly undeveloped tract under primarily single ownership adjacent to a freeway interchange, the Township should have a clearly described vision for this area to ensure development occurs appropriately on the site. Although very little has changed on the property itself since that time, much has occurred in the immediate vicinity. In addition, over the course of 15 years, plans and intentions of property owners and communities may also change. Because the economic conditions and surrounding context have changed, the vision for the property needs to be reviewed and may need to change as well



What is a Sub-Area Plan?

A Sub-Area Plan is an individual component of the overall Township Master Plan. A Sub-Area is an area with unique circumstances that requires a deeper evaluation and further public input before establishing a plan for future development. This Sub-Area Plan includes a vision, goals, principles of development, and a future land use map just like the overall Master Plan, although in more detail than the Township-wide Plan. Completed after adoption of the Master Plan, the Township has amended the Plan to add this Sub-Area Plan as an appendix.

Existing Conditions

1996 Focus Area Plan

Following the completion of the last Master Plan, the Township completed several focus area plans, including one for the Century Highfield Focus Area. This Plan included goals and objectives to drive future development and zoning in this area. Land use goals for the area included signature gateway development such as a hotel, convention center, restaurants, and/or offices. The Plan also speaks to recognizing the benefits of the interchange location while complementing the surrounding land uses and topography.

Transportation and natural features were other key considerations raised in the 1996 Focus Area Plan. Transportation elements included maintaining the capacity and function along Stadium Drive, Drake Road, and West Michigan Avenue; minimizing conflicts between access and traffic movement; and improving the aesthetics along the Stadium Drive and Drake Road corridors. Other Plan elements included protecting the area's groundwater resources, preserving woodland areas to provide for erosion control, and maintaining the topography within the area.

The Plan additionally notes the role of the focus area as a gateway into the Township and the importance of coordinated, distinctive development to portray the appropriate character for the Township.

Regional Location

The Century Highfield Sub-Area is located along the eastern boundary of the Township. The Sub-Area is bounded by Drake Road on the east (Township boundary), West Michigan Avenue to the north, US-131 to the west, and Stadium Drive to the south. It is located immediately to the northeast of the Stadium Drive and US-131 interchange.

During the design workshop conducted as part of this planning exercise, the Sub-Area was described as a “residential enclave” surrounded by commercial development tucked against the highway. Indeed, significant commercial development is occurring on all sides of the Sub-Area:

- To the south, Western Michigan has developed the Business Technology and Research Park (BTR) and discussed possible expansion of the BTR Park onto the Colony Farm Orchard across Stadium Drive from the study area. Immediately at the southwest corner of Drake Road and Stadium Drive, the Western Michigan University Foundation owns the property with plans to develop support facilities – hotel, restaurant, etc. – in coordination with the adjacent BTR Park.
- To the east along Stadium Drive, new commercial development has occurred and/or is proposed including several car dealerships, restaurants, and retail centers.
- To the west, plans have developed for improvements in the Oshtemo Village area.
- To the north, offices and outlots have developed along Drake Road extending south from West Main Street and a new middle school has been built.

In addition, hotel and convention center development has expanded downtown and a new development of this type has been proposed near the Westnedge Avenue / I-94 interchange. Also, the Kalamazoo County Expo Center has expanded to accommodate smaller trade shows and events.

Ownership

The majority of the Sub-Area is owned by the same entity. This includes all of the large, vacant parcels and many of the residential parcels along Century Avenue and Highfield Street. Parcels not owned by this same entity include the two offices near the West Michigan Avenue intersection, two single family homes west of Highfield Street, and a few residential parcels along Century Avenue and Highfield Street.

Existing Land Uses

The Century Highfield Sub-Area is largely undeveloped. Two roads cut through the middle of the area – Highfield Street and Century Avenue. These roads contain approximately 26 single and two-family residential uses. These are primarily rental units. Two additional single family rental homes exist west of Highfield Street along West Michigan Avenue. Three single-tenant office buildings have developed along Drake Road; two clustered near the intersection at West Michigan Avenue. The remainder of the Sub-Area is filled with heavy woods and rolling topography.



The majority of the existing structures within the Sub-Area are single or two-family residential dwellings.

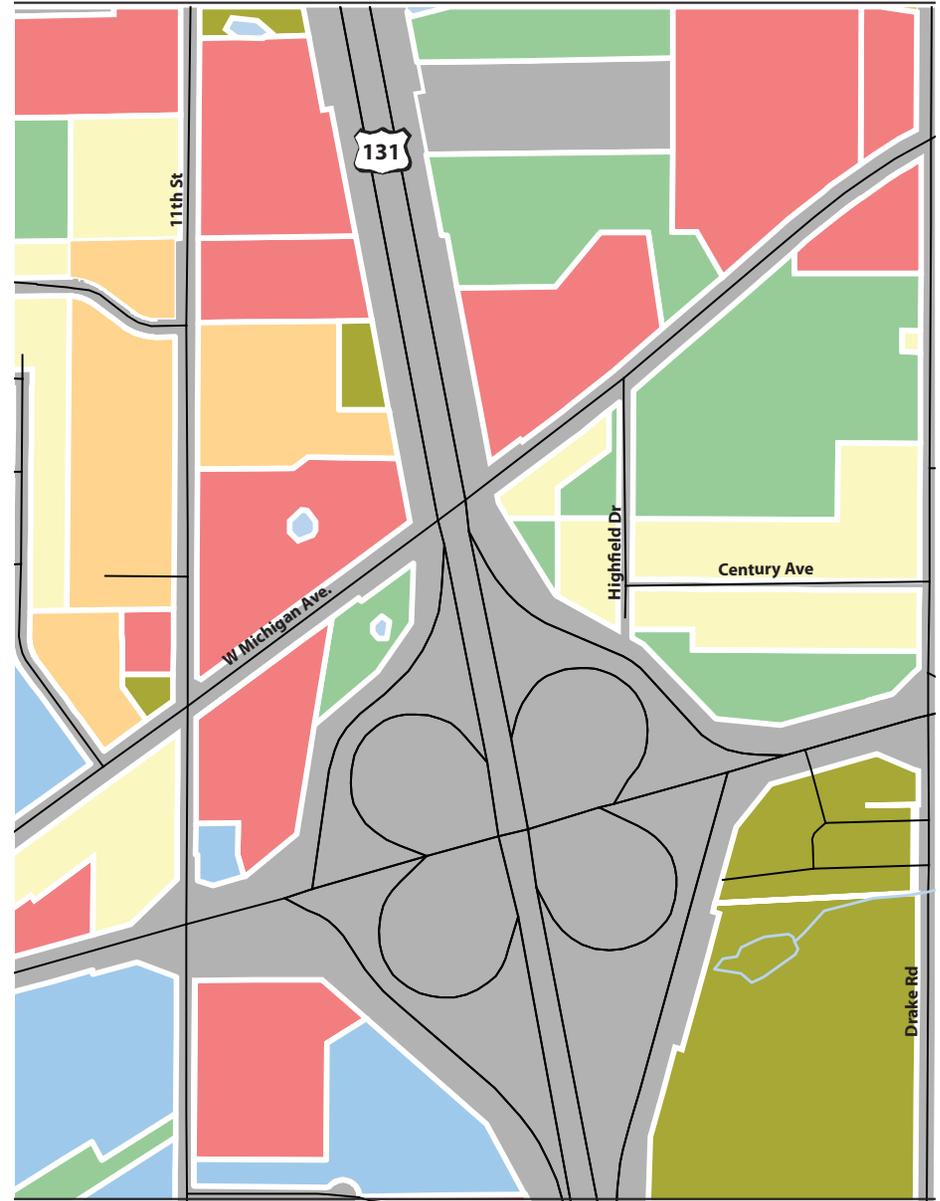
FIGURE 13.1

Century Highfield – Existing Land Use

Oshtemo Charter Township, Kalamazoo County, Michigan

LEGEND

- Low Density Residential
- High Density Residential
- Commercial / Industrial
- Office
- Utility
- Undeveloped
- Woodland



Base map Source: MiGCI v6b & v7b
Data Source: Oshtemo Township, 2008;
McKenna Associates, 2008

Zoning

The sub-area is divided primarily between the R-2 Residence district and the R-3 Residence district. The southern portion of the Sub-Area including the parcels along Century Avenue are located in the R-2 district. The northern portion of the Sub-Area, including the larger undeveloped parcels, are zoned R-3 Residential. Although it is a residential district, the R-3 district does allow for limited office development. There is a small area of C-R Local Business Restricted zoning in the northern part of the Sub-Area as well.



The heavily congested Stadium and Drake intersection will undergo significant improvements in 2014 to ease congestion, provide non-motorized amenities, and increase capacity to the circulation system.

Public Services / Infrastructure

Transportation

The Century Highfield Sub-Area is bounded by Stadium Drive and Drake Road, two key arterials in the Kalamazoo region. Both of these are five-lane roads (center turn lane) with a speed limit of 45 miles per hour. A signalized intersection exists at Stadium Drive and Drake Road. Transit service is available along both Stadium Drive and Drake Road. A sidewalk is provided on the east side of Drake Road only but ends at Ridgeway Lane (just north of the vacant K-Mart). There is presently no sidewalk on the west side of Drake Road from Stadium Drive north to Ridgeway Lane, although this may be included as part of the Michigan Department of Transportation (MDOT) improvements to the Stadium Drive and Drake Road intersection planned for 2014 (see below). Presently, non-motorized facilities are not available along the Stadium Drive frontage.

In order to preserve the capacity of these important and highly traveled roadways, additional access points from new development within the Sub-Area are unlikely to be approved. On Stadium Drive, there simply is not enough distance between the on-ramp to US-131 and the Drake Road intersection to allow for a safe, functional access point, particularly if that access point served a development of significant size. Access points onto Drake Road will be limited by the width of the existing roadway as well as the topography that limits clear visibility for ingress and egress into the Sub-Area. The location of limited access along Drake Road should be strategically located considering the topography and the existing access points and roadways on the east side of Drake Road to maintain maximum efficiency of the road system.

One of the key issues along these two roadways is the vegetation that exists in the right of way immediately adjacent to the travel lanes. Particularly along Drake Road, the vegetation has grown so thick that it is not uncommon for greenery to be in the lane of travel as vehicles go by. The intersection of Century Avenue and Drake Road—already challenging for vehicles to use due to the speed of traffic and the grade change on Drake Road—is made even more challenging by the vegetation. In addition, the vegetation overgrowth takes away from the aesthetic qualities of the corridor and the Sub-Area as a whole.

West Michigan Avenue is a two-lane road that also has a signalized intersection at Drake Road. No transit service is available along West Michigan Avenue. On-street bike lanes are available on both sides of the street. However, the bridge across US-131 is not wide enough to accommodate the bike lanes.

During the Design Workshop, the majority property owner within the Sub-Area indicated they had once visualized the possibility of realigning West Michigan Avenue from its current location where it crosses US-131 straight to the east so it would intersect with Drake Road south of the current intersection. This would provide better access to the large parcels in the Sub-Area and provide a public road and access point on to Drake Road at the top of the ridge likely aligned with Ridgeway Lane. The current alignment of West Michigan Avenue could be preserved as a local road to serve the existing businesses, or a new road network developed around these businesses and the existing intersection at Drake Road. Although West Michigan Avenue may never be realigned, the idea addresses enough of the identified concerns within the Sub-Area that it is worthy of evaluation.

Immediately to the west of the Sub-Area runs US-131 and the Stadium Drive interchange. This interchange is scheduled for major improvement and redesign in 2014. This project will also include improvement and redesign of the Stadium Drive and Drake Road intersection. The redesign of both the interchange and the intersection will increase the efficiency and capacity of the network in this area, particularly at peak periods. In addition, drainage improvements incorporated into the project will improve the treatment and handling of stormwater from the roads and parking lots in the area that have had a detrimental impact on the adjacent Asylum Lake Preserve and its watershed. MDOT also confirmed that the interchange design calls for 10 foot wide non-motorized pathways on both sides of Stadium Drive crossing the freeway. Another component of the project will be the location of a car pool lot in the southwest quadrant of the interchange.

Although not built to typical County standards, Highfield Street and Century Avenue are public roads. They are narrower than most public roads within narrow right of ways. The Kalamazoo County Road Commission (KCRC) has indicated that the access point of Century Avenue onto Drake Road is unsafe, and they will not consider additional access points within this area without a change to the Century Avenue access point or roadway (i.e. closure, cul-de-sac, realignment, etc.). In addition, it is possible that the Century Avenue access point will be compromised by the MDOT improvement project and the associated widening of Drake Road that will occur in 2014.

Utilities

Currently, there is no public water or sanitary sewer service available within the Century Highfield Sub-Area. Existing properties are served by private water (well) and septic services.

Public water and sewer service is immediately available for extension into the Sub-Area when desired. A water main runs along the east side of Drake Road, and a gravity sanitary sewer line runs under the center of Drake Road. Although it has not been confirmed, it is generally believed that the capacity of both the water and sewer at this location is adequate for reasonable development within the Sub-Area.

All other utilities are available to the property as well.

Stormwater Management

While the management and treatment of stormwater is important for any newly developing area, it is of particular concern in this area due to its proximity to the Asylum Lake Preserve to the south. This is a sensitive natural area that has been negatively impacted for many years by runoff from parking lots, Stadium Drive, and the US-131 interchange. Drainage to the north is also an issue as the Arcadia Creek and Arcadia neighborhood have been prone to flooding. Additional development and untreated stormwater runoff will only exacerbate negative trends already present in these areas.

The Plan encourages the use of natural, low-impact mitigation techniques, such as swales and rain gardens, designed to provide adequate capacity to provide for effective management of stormwater. Shared systems are encouraged, particularly in areas where existing topographic conditions encourage stormwater flow to continue its natural pattern or where other aspects of the development are already being coordinated. See the Physical Character and Environment chapter of the Master Plan (Chapter 4) for a more detailed discussion of stormwater management techniques.

In addition, the Township is encouraged by MDOT's plans to incorporate significant drainage and stormwater improvements into their 2014 project along Stadium Drive. As described during the Design Workshop, these improvements will capture all of the runoff from the interchange as well as some from Stadium Drive east of the Drake Road intersection and route it toward a large detention and treatment area near the redesigned interchange prior to release into the Asylum Lake Preserve. This should significantly reduce the amount of untreated runoff that goes into the preserve by allowing for the filtering of any pollutants and other materials from those waters.

Public Input

Township-Wide Public Input

Township-wide public input was gathered for the Master Plan in general. Because this comprehensive effort was well-received and involved the entire Township, the results still carry weight for individual parts of the community. A review of these results provides some guidance for this particular area as well.

In the fall of 2008, Oshtemo Township conducted a visioning workshop consisting of several different exercises. This was followed in the spring of 2009 with an opinion survey of randomly selected residents throughout the Township. The opinion survey had a response rate of 34 percent, well above expectations and typical response rates for similar surveys. The Master Plan provides an overall description of the process and results; a detailed summary of the full results is provided in the Appendix. Below are some specific items that are relevant to the Century Highfield Sub-Area:

- On the Township survey, when asked to select terms that describe the portion of the Township between Drake Road and 8th Street, the top four terms selected by respondents were “commercial”, “congested”, “high density,” and “open spaces threatened.”
- When asked what they liked about living in the Township, the most often indicated items were “shopping, services, convenience, close to city” (60%); “rural, open, small town” (38.8%); and “roads, freeways, convenient access to...” (17.7%). When asked for items they would improve, respondents most often indicated “roads (snow removal, maintenance, signals, etc.)” (23.1%); “sidewalks, pathways” (12.5%); and “growth, development, control and management of...” (11.7%).
- The majority of visioning session participants indicated that future development on vacant parcels within the Sub-Area should be commercial.

Design Workshop

To focus on the vision for the Century Highfield Sub-Area, a design workshop was held in June 2011. The workshop included four focus group stakeholder meetings. The sessions were held with the following groups of stakeholders:

- Property Owners
- Transportation and Utilities
- Neighbors and Natural Resources
- Government

Attendees engaged in a thorough discussion of the Sub-Area, past and current use of the area and surrounding property, and their vision for the future of the Sub-Area. Attendees identified the positive attributes of the area, the challenges that exist there, and the principles the Township should apply to future development.

All of the information gathered was used by the design team to formulate a preliminary draft plan for the Sub-Area. The preliminary plan included principles for development and a draft land use map.



Vision, Goals, and Principles

The Master Plan contains Goals and Objectives to describe the vision for the Township as a whole and how to achieve them. (See the Goals and Objectives Chapter of the Master Plan – Chapter 7). These overall goals and objectives also apply to the Century Highfield Sub-Area and will help shape the development that occurs along this corridor.

However, due to the unique circumstances in this Sub-Area, a specific vision and set of goals developed for the Sub-Area will further guide development in this area.

Vision for the Sub-Area

The Century Highfield Sub-Area represents a significant opportunity for future development in the Township due to its location adjacent to a freeway interchange as well as at a primary gateway into the Township to the west and City of Kalamazoo and Western Michigan University to the east. Any future development that occurs within the Sub-Area will need to recognize the significance of its location, contain an appropriate mix of uses, and present the character and quality of development representative of the Township as a whole. Keeping these tenets in mind, the use of the area will remain somewhat flexible in order to be responsive to the fluctuations of the market.

Goals for the Sub-Area

Goals for this Sub-Area describe how the vision for future development will be accomplished in greater detail. Principles have also been established that will guide future land use and development of the Century Highfield Sub-Area. The development principles have been sorted and placed under the appropriate goal.

Future market conditions may change, development trends may evolve, and new ideas may emerge that were not anticipated; as this occurs, it will become clear what the vision for the area should be. Regardless, the following goals and objectives are universal and shall apply irrespective of the type of development that is proposed.



Gateway

Future development in the Century Highfield Sub-Area will recognize the significant place it holds as a gateway to the community and the Oshtemo Village area as well as due to its location adjacent to a freeway interchange.

- Form and character standards will be established so that appearance becomes as important as the specific uses established in this area.
- Township will work with the property owner(s) and MDOT to provide a sign or entry feature marking an appropriate gateway into Oshtemo Township.
- Standards shall allow for a flexible mix of uses but will emphasize that the desired future use is non-residential or mixed use with a higher density residential component.
- Promote use of Planned Unit Development to ensure development is coordinated and consistent across large parcels, particularly in regards to access, parking, and design.

GATEWAY



Transportation / Infrastructure

Future development within the Century Highfield Sub-Area will include infrastructure improvements to the transportation and utility systems to increase safety and quality of life for residents in and around the Sub-Area.

- Ensure future development complies with the Township's Access Management Plan.
- Prohibit access from future development onto Stadium Drive. Relocate and/or close existing Century Avenue access point onto Drake Road. Provide limited access points onto Drake Road.
- Consider realignment of West Michigan Avenue to run east-west from US-131 to Drake Road and develop an internal road network.
- Coordinate with MDOT and KCRC to ensure future road improvements are consistent with this and other plans of the Township, including the Non-Motorized Facilities Plan. Complete or install non-motorized facilities on Drake Road and Stadium Drive adjacent to Sub-Area.
- As development occurs, provide Sub-Area with public water and sanitary sewer utility service.

TRANSPORTATION



Natural Features

Natural Features: Ensure future development in the Century Highfield Sub-Area respects the existing natural features in and around the area and does not detrimentally impact the natural systems or patterns.

- Include a natural setback / buffer from Stadium Drive and Drake Road to match the character of the Township, in contrast to the commercial development to the east on Stadium Drive.
- Integrate stormwater best management practices into development to limit off-site impacts of development, particularly on adjacent Asylum Lake Preserve.
- Coordinate with property owners and developers to maintain trees and topography within the Sub-Area to the extent possible as property is developed.
- Provide appropriate buffers by utilizing natural features allowing different land uses adjacent to each other to coexist.

NATURAL FEATURES

Future Land Use

The following map illustrates the desired future land use for the Century Highfield Sub-Area. It is a supplement to the Township-wide Future Land Use Map. Also illustrated on the Sub-Area Map are a variety of opportunities and constraints that exist in the area. These are issues that can be capitalized on as the area grows. They should be addressed in order to preserve and improve the quality of life within the Sub-Area and to remain consistent with the Plan's principles of development.

Note that this Sub-Area map is generalized and the exact location of features on it will not necessarily dictate where development and infrastructure improvements will be implemented. This map is a guideline to be consulted when future development occurs.



Opportunities & Constraints

Several characteristics of the Sub-Area and the facilities and properties surrounding the area will ultimately guide the development of the land. The opportunities and constraints illustrated on this map summarize several of the important issues that will factor into future development decisions.

- There are several large, vacant parcels in the Sub-Area that are under common ownership and create an opportunity for development. These parcels are heavily wooded and have unique topography, which create an amenity for residential development but an obstacle for most non-residential development.
- The existing circulation system is poor with narrow, modestly maintained roads and limited access onto Drake Road. Future development will require improvement of the existing system, including addressing (likely through elimination) the access point of Century Avenue onto Drake Road.
- The area is already served by transit lines and there is a sidewalk on Drake Road, although on the east side of the road only. Additional non-motorized facilities will be needed in the future, particularly along Stadium Drive.
- The US-131 interchange and the Drake Road / Stadium Drive intersection are both slated to be significantly improved in 2014. This will create inconvenience during the project but ultimately result in upgraded capacity along both corridors and at this key intersection.
- Western Michigan University (WMU) plays a key role in the development of this part of the Township. The Business Technology and Research (BTR) Park is located to the south of the Sub-Area and is expanding north along Drake Road almost to Stadium Drive, and the University owns other property to the west of the Sub-Area. Having a stable neighbor like the University is an asset for the Sub-Area.
- The WMU Foundation owns the property immediately across Stadium Drive.
- Other neighboring uses include apartments and growing commercial areas to the north and east.

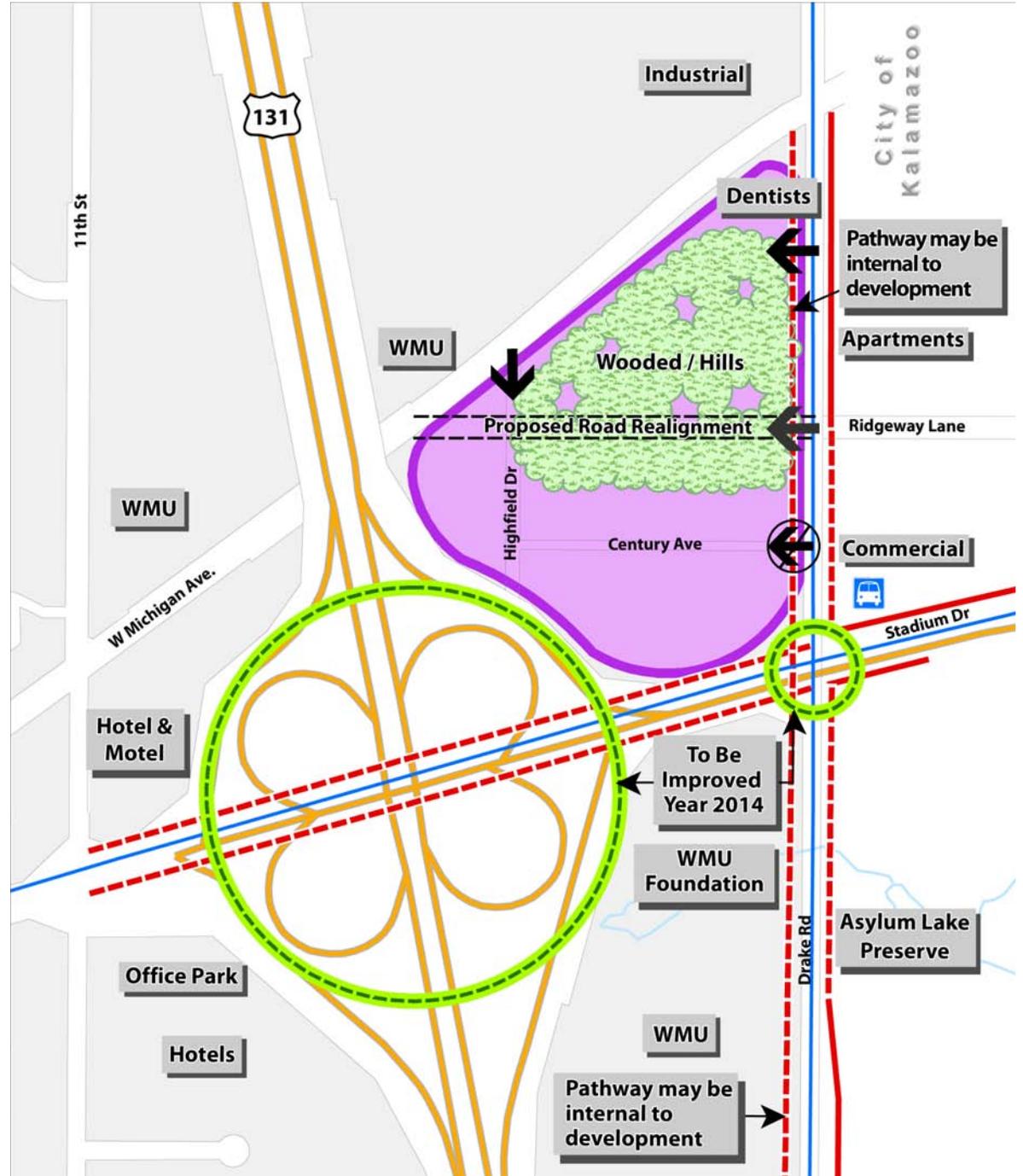
FIGURE 13.1

Century Highfield – Future Land Use

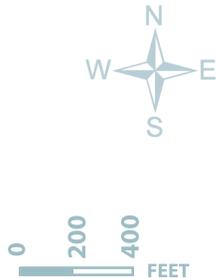
Oshtemo Charter Township, Kalamazoo County, Michigan

LEGEND

- Public Transit Routes
- - - Proposed Non-motorized Pathway
- Existing Non-motorized Pathway
- Gateway Commercial North
- ➔ Access Management
- 🚌 Bus Stop



Base map Source: MiGCI v6b & v7b
 Data Source: Oshtemo Township, 2008;
 McKenna Associates, 2008



Sub-Area Plan Designation

Gateway Commercial North

The entirety of the Sub-Area has been designated Gateway Commercial North. This designation is consistent with the designation given the property immediately to the south in the Genesee Prairie Sub-Area Plan. However, because it is much larger and was the focus of this planning exercise, it is provided the unique identifier “North” to separate it from its southern partner. It is important that there be consistency between these two properties along this corridor. However, there are a couple of areas where the plan must reflect the different characteristics and vision for the larger area to the north.

Low-density residential use is not the long-term, envisioned use of the Sub-Area considering its adjacency to the freeway and abutting arterials. The previous focus area plan conducted more than 15 years ago called for the area to include hotels, convention centers, and associated commercial uses. Considering recent development in and around the region, this no longer seems appropriate. A “lifestyle center” type development would be ideal under perfect conditions, but this also does not appear likely at present due to economic and lending conditions. A mix of commercial and residential uses at a density greater than presently exists is envisioned in the future and is therefore included in the Gateway Commercial North designation.

The zoning will remain unchanged until a rezoning request is made. However, when the time comes that a development proposal is submitted for this area, this Plan will guide its review and implementation understanding that the specific future use(s) of the area cannot be determined at this time.

For the Gateway Commercial area on the south side of Stadium Drive, the current zoning (CR, Commercial District Restricted) provides an excellent starting point for implementation. However, this may not be totally appropriate for the Gateway Commercial North area simply due to the restricted uses stated in this district. This zoning district focuses primarily on hotels, restaurants, and similar highway related commercial uses. As stated previously, that may no longer be practical for the Century Highfield Sub-Area due to the number of similar uses existing or proposed in the community and also due to the size of the Sub-Area, which can accommodate more development.

To allow for more flexibility in the area, it is intended that development here will occur through the Planned Unit Development (PUD) process, with proposals for construction being reviewed against the goals and objectives presented previously for the Sub-Area. Whether development includes a lifestyle center, senior housing, office park, or some combination of the above, the Plan is flexible as to the particular uses to be developed, but the result must be consistent with the established goals and objectives stated in this Sub-Area Plan.

ZONING / IMPLEMENTATION

The Gateway Commercial North designation may be implemented in the following ways:

- Use of the PUD to develop in the Sub-Area.
- Compliance with Township Access Management Plan.
- Inclusion of transportation and infrastructure improvements.
- Coordination with MDOT, KCRC, and City of Kalamazoo during improvements to US-131 interchange and Drake Road / Stadium Drive interchange to ensure non-motorized and Sub-Area goals are satisfied.

CHAPTER 13

Implementation



ECON





CHAPTER 13

Implementation

The Master Plan represents a vision for the future of Oshtemo Township – a vision to preserve and enhance the best characteristics of Oshtemo while making the most of opportunities that come with new development. The Plan provides goals and objectives that should be considered in daily decision-making by the Township. Successful implementation of the Plan will be the result of actions taken by elected and appointed officials, Township staff, public sector agencies, and private citizens and organizations.

This chapter includes a chart summarizing the recommended actions or strategies along with the entities primarily responsible for implementing each action or strategy; a zoning plan presenting short-term zoning implementation actions; and a brief description of implementation tools that can be used to implement the Plan.

Summary of Recommendations

This chapter identifies and describes actions and tools available to implement the vision created in this Master Plan. Broadly stated, the Plan will be implemented through the following methods:

PLANNING AND ZONING CHANGES:

Evaluation of the Zoning Ordinance, and if necessary, amendments to Township regulations as necessary to implement the recommendations of this Plan. Evaluation of the recommendations of this Plan must occur at regular intervals to ensure that the overall vision for the future of Oshtemo remains relevant.

CIVIC IMPROVEMENTS:

Improvements such as parks, public spaces, and utility systems fall into this category. Civic improvements are generally funded through public funds and are tangible “bricks and mortar” projects.

CIRCULATION IMPROVEMENTS:

Improvements to the Township’s motorized and non-motorized circulation system fall into this category.

ECONOMIC DEVELOPMENT:

This category includes the economic and physical development of the Township. These improvements include a wide range of activities from physical development activity to promotion and marketing, and may be completed by public or private entities, or some combination thereof.

Implementation Program

The chart on the following pages presents a detailed summary of all of the recommended implementation activities, responsibility for completing the activity, and possible funding resources for each activity. A key explaining the table can be found immediately below.

PRIORITY	
A	Most Important
B	Very Important
C	Important
RESPONSIBILITY (COLOR)	
(Dark Green)	Project Lead
(Light Green)	Key Participant
(Very Light Green)	Contributor
RESPONSIBILITY (ABBREVIATION)	
DDA	Downtown Development Authority
TB	Township Board of Trustees
PC	Planning Commission
TS	Township Staff
PR	Park Committee
KC	Kalamazoo County
BRA	Brownfield Redevelopment Authority
KCRC	Kalamazoo County Road Commission
PO	Property Owners
MDOT	Michigan Department of Transportation
FUNDING	
Public	Includes public funds from the Township operating budget, County, and State funding. May also include local government bonds.
Private	Includes funds from private sources such as grant monies, corporate funding, or property owners.
DDA/TIF	Tax increment financing provided by an authorized body.

PLANNING AND ZONING METHODS

PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			TWP	OTHER GOV'T	PRIVATE	PUBLIC	PRIVATE	TIF/DDA
Revise the Zoning Ordinance and other Township Ordinances to be consistent with this Plan, especially with the Goals and Objectives	A	ongoing	PC/TS				●	
Revise the permitted uses in zoning districts to coincide with the future land use designation descriptions	A	ongoing	PC/TS				●	
Make a concerted effort to involve residents of the community in planning and zoning activities and decision making	A	ongoing	PC/TB/TS				●	●
Carefully evaluate development proposals to ensure adequate protection of adjacent properties	A	ongoing	PC/TS				●	
Allow clustering as a permitted use in single family residential districts to preserve natural features	A	1-3 years	PC/TS				●	
Complete Sub Area Plans remaining on Master Plan	B	1-3 years	PC				●	
Pursue policies to allow for Transfer and Purchase of Development Rights	B	1-3 years	PC				●	
Incorporate design controls into the Zoning Ordinance to create a well-designed community	B	1-3 years	PC/TS	DDA			●	
Adopt/Update Parks and Recreation Plan every 5 years.	B	1-3 years	PR				●	
Rezone properties consistent with the recommendations of this plan	B	1-3 years	PC/TB/TS		PO		●	●
Coordinate with adjacent municipalities regarding land use decisions	B	ongoing	PC/TB/TS				●	
Raise awareness of the benefits of green building standards	C	ongoing	PC/TS				●	
Review this Master Plan every 5 years, and when necessary, update the plan	C	ongoing	PC/TS				●	
Encourage LEED/Energy Star compliance for new or renovated buildings	C	ongoing	PC/TS				●	

QUALITY OF LIFE IMPROVEMENTS

PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			TWP	OTHER GOV'T	PRIVATE	PUBLIC	PRIVATE	TIF/DDA
Develop non-motorized pathways, trails, and sidewalks when appropriate and consistent with Township plans including connection to the Kal-Haven Trail	A	1-3 years	PC/TS	KCRC/PR	PO	●	●	●
Expand water and sewer services in Township consistent with Capital Improvement Plans	B	3+ years	PC			●	●	
Enforce property maintenance codes	B	ongoing	TS			●	●	
Identify and secure for protection valuable open spaces	C	ongoing	TB/PC	PR	PO			

CIRCULATION IMPROVEMENTS

PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			TWP	OTHER GOV'T	PRIVATE	PUBLIC	PRIVATE	TIF/DDA
Develop non-motorized pathway system to connect key segments of the Township	A	1-3 years	TB/TS	KCRC/PR	PO	●	●	
Connect missing pieces of the non-motorized system	A	as available	TS		PO	●	●	●
Develop integrated street network between new and existing development as vacant parcels are developed	A	as available	PC/TB		PO	●	●	
Maintain street tree canopy as roadways are improved	A	ongoing	TB/TS	KCRC	PO	●	●	
Enforce and implement the Township Access Management Plan requirements	A	ongoing	TS	MDOT KCRC		●		
Adopt a Complete Streets policy considering needs of motorists, bicyclists, and pedestrians equally	B	1-3 years	PC/TS	MDOT KCRC		●	●	

ECONOMIC DEVELOPMENT

PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			TWP	OTHER GOV'T	PRIVATE	PUBLIC	PRIVATE	TIF/DDA
Create/promote a façade program or similar to fund building improvements to properties in DDA area	B	1-3 years	TS	DDA	PO		●	●
Develop and promote community events, festivals, and activities	B	ongoing	TB/PR	DDA		●	●	●
Collaborate with regional organizations on the marketing of sites in the township	C	3+ years	TB/TS	DDA		●	●	●
Work with County Brownfield Authority to encourage redevelopment of designated sites and eligible properties	C	ongoing	PC/TB	BRA/DDA	PO	●	●	

Financing Tools

There are many great ideas identified in the tables above. However, completion of all of the physical projects will require resources. Grants and private donations are always sources to be pursued to generate these funds. However, in a tough, competitive economy, they cannot always be relied upon as resources to complete necessary projects. There are a number of different financing tools that may be available to implement various portions of the Master Plan involving physical improvements.

Tax Increment Financing

Tax Increment Financing (TIF) is a funding method that authorized bodies may use for public purposes. This tool is often implemented through the creation of TIF district with the goal of improving infrastructure; however, some TIF tools can do more than just infrastructure improvements.

DOWNTOWN DEVELOPMENT AUTHORITY *(Public Act 197 of 1975)*

A Downtown Development Authority (DDA) is a non-profit development corporation which exists for the purpose of promoting a desirable environment for businesses and residents as well as implementing economic development projects and preventing blight. A variety of financing techniques are available to DDAs, including bond issues, Tax Increment Financing (TIF), and public and private contributions. A DDA exists in the Oshtemo Village Area.

CORRIDOR IMPROVEMENT AUTHORITY *(Public Act 280 of 2005)*

This is a relatively new method of improving older commercial corridors. The Corridor Improvement Authority Act allows local governments to create one or more Corridor Improvement Authorities (CIA) to address established, deteriorating commercial corridors located outside their downtown areas. This tool gives local governments the option to use TIF for improvements in the district and to undertake a wide range of activities to promote economic development and redevelopment in commercial areas.

Key commercial corridors in Oshtemo along West Main Street and Stadium Drive may be good candidates for a CIA. Further research and study would have to be done to ensure these areas are eligible, businesses and residents are in favor, and that existing zoning language would meet the requirements of a CIA.

BROWNFIELD REDEVELOPMENT AUTHORITY *(Public Acts 381, 382, and 383 of 1996)*

Communities are authorized to create one or more Brownfield Redevelopment Authorities (BRA). BRAs may be used to finance the cleanup and reuse of contaminated property. A BRA may cover some costs of redevelopment including the demolition of buildings necessary to remove hazardous substances and new construction if needed to protect against exposure to hazardous substances that are to remain. The Township is included in the Kalamazoo County Brownfield Authority, so this tool can be useful in the redevelopment of sites where contamination is discovered.

Other Financing Tools

PRINCIPAL SHOPPING DISTRICT/BUSINESS IMPROVEMENT DISTRICT *(Public Act 120 of 1961)*

A Principal Shopping District (PSD) or Business Improvement District (BID) provides for the implementation of certain activities within these districts. Municipalities may implement street and pedestrian improvements, acquire property for and construct parking lots or garages, and other facilities that “serve the public interest.” Through a Downtown Management Board, the Township may assist in ongoing activities including initiatives to promote economic development (i.e. market studies, public relations campaigns, and retail and institutional promotions). The maintenance, security, and operation of the principal shopping district may be carried out through this board.

PSD’s do not, however, possess the authority to conduct broad redevelopment or public infrastructure development activities. It also does not have access to a dedicated property tax millage or the ability to undertake TIF.

The implementation of a PSD/BID may be used in conjunction with a Corridor Improvement Authority as each tool can achieve different goals within a commercial area. A PSD/BID may be funded through a special assessment within the district, grants, and/or donations.

COMMERCIAL REHABILITATION ACT *(Public Act 210 of 2005)*

The Commercial Rehabilitation Act enables local units of government to create one or more rehabilitation districts in which rehabilitated commercial property may receive property tax reductions for one to 10 years from the municipality (excluding personal property and the land upon which the rehabilitated facility is located).

These tax reductions or abatements may be used to encourage redevelopment in the community; however, they do reduce the amount of tax revenues collected by the Township and other taxing entities that would approve the reductions or abatements. Therefore, this tool should be used judiciously.

LOCAL DEVELOPMENT FINANCING AUTHORITY *(Public Act 281 of 1986)*

A Local Development Financing Authority (LDFA) is intended to assist industrial development, promote economic growth, and prevent conditions of unemployment. Eligible activities include the support of business investment in districts where the primary activity is the manufacture of goods or materials, agricultural processing, or high-tech activities such as product development, engineering, product testing, or research and development. A LDFA may also use TIF. Only one LDFA may be created in a community.

Zoning Plan

A “Zoning Plan” is required by the Michigan planning and zoning enabling acts. Section 33(d) of the Michigan Planning Enabling Act, PA 33 of 2008, as amended, requires that the master land use plan prepared under this act serve as the basis for this zoning plan. The Michigan Zoning Enabling Act, PA 110 of 2006, as amended, requires a zoning plan be prepared as the basis for the Zoning Ordinance. It must be based on an inventory of conditions pertinent to zoning in the municipality, such as vacant land available and/or underutilized land by zoning category, and the purposes for which zoning may be adopted (as described in Section 201 of the Michigan Zoning Enabling Act).

The zoning plan is a key implementation tool to achieve the vision of the Master Plan. In order to realize that vision, the Township must ensure that ordinances and regulations permit and direct the type and style of development recommended by the Master Plan.

Relationship to the Master Plan

The Master Plan establishes the vision, goals, objectives, and strategies for Oshtemo Township for the next twenty years and beyond. It includes a specific strategy for managing growth and change in land use and infrastructure over this period as well as the physical character of development. This zoning plan is intended to guide the implementation of these strategies through future changes to the Township Zoning Ordinance.

Future Land Use Designation Correlation to Zoning Districts

The following table summarizes the existing zoning districts that most closely correspond with each of the Land Use designations found in the Future Land Use chapter of this plan. However, recommendations for changes to height, area, bulk, and location requirements for various zoning districts are described in the Future Land Use chapter.

TABLE 11.1- Future Land Use Designation Correlation to Zoning Districts

LAND USE DESIGNATION	CORRESPONDING ZONING DISTRICTS
Rural Residential	AG, RR
Low Density Residential	R-1, R-2
Medium Density Residential	R-3
High Density Residential	R-4
Manufactured Residential	R-5
Transitional Mixed Use	---
Local Commercial	---
General Commercial	C
Village Mixed Use	VC
Enterprise	I-R
General Industrial	I-1, I-2, I-3
SUB AREAS	
Genesee Prairie	See previous text and discussions on each sub area.
West Main Street	
Maple Hill Drive South	
Century Highfield	
9th Street	

The Township will need to reconcile the land use designation descriptions, found in the Future Land Use Chapter, with the existing zoning districts. This may include amendments to uses allowed within the existing zoning districts as well as development standards for specific uses.

LAND USE DESIGNATIONS WITH NO CORRESPONDING ZONING DISTRICT *(including Sub Areas)*

Implementation of this plan will require a decision on the part of the Township regarding the best way to implement the land use designations in the above Table 11.1 that do not have a corresponding zoning district. The Township can address these areas in a variety of ways:

- **Adopt New Zoning Districts and Zoning Map:** This option for implementing the future land use plan would be the most comprehensive and time-consuming up-front as it would require a major amendment to the Zoning Map and Ordinance. However, it will provide the most certainty in the future. Adopting new zoning districts corresponding to the future land use designations will ensure that development and redevelopment is consistent with the goals and objectives of this plan. This method would provide a greater level of certainty to the Township regarding what kind of development will occur. It is therefore recommended for a majority of the areas where the existing zoning district is inconsistent with the Future Land Use Map.
- **Planned Unit Development:** This choice would likely require the Township to adopt new PUD language in the Zoning Ordinance to make the existing PUD tool more inclusive and flexible. The existing PUD tool may also have to be amended to fit the goals and objectives of this Master Plan. If the Township chooses this method of implementation, a piecemeal development pattern may occur as the use of the PUD tool would be optional; in other words, developers may choose to forego the PUD process and develop properties individually using the standards set forth in the ordinance. The PUD process as is would likely be a disincentive to developers because it can be a lengthy, difficult, and uncertain process. To address this, the PUD standards should be reviewed and amended as necessary to better address the goals and strategies of this Plan and the concerns of the community.
- **Overlay Districts:** Creating overlay districts would allow the Township to more easily permit development that is consistent with the future land use recommendations by eliminating the PUD negotiation process. An overlay district would give the uses permitted and development standards required within the district. However, developing under the overlay district would be optional. Owners may opt to develop their property using the conventional zoning standards applicable to the underlying zoning district; in this way, piecemeal development would still be a possibility.

TRANSITIONAL MIXED USE AREA

The zoning within the Transitional Mixed Use areas must be carefully reviewed based on existing and potential land uses to determine appropriate zoning categories and use of lands in the future. It is likely that new zoning districts would need to be created in these areas. The transitional mixed land use areas are anticipated to experience change in land use within the next 20 years likely the result of nearby existing land uses among other factors. Further analysis may reveal a specific use or character desired for the particular areas or areas. Each of the transitional mixed use areas has its own distinct characteristics and different land use approaches may be warranted within separate areas.

Future Land Use/Zoning Map Comparison

A modified version of the Future Land Use Map is attached following this section. This map identifies areas of Oshtemo where the Future Land Use Map differs from the current zoning map. The purpose of this map is to indicate areas where there are inconsistencies between the two maps and identify possible changes to the Zoning Map that could be implemented to reconcile the two maps. It is important to note that the changes shown on the following map are not intended as a mandate for future zoning changes but are intended as a tool to help future zoning decisions. Also, the inconsistencies shown on the map are not intended to limit future zoning changes; in other words, future decision makers are not bound to only make the zoning changes that are explicitly shown on the map. It is important to use the future land use designations as described in the Future Land Use chapter of this Master Plan when considering any of the zoning changes as described below.

The bubbled areas on the map show parts of the Township in which the current zoning district does not correspond with the Future Land Use Map. The red bubbles show areas where the Future Land Use Map indicates a Rural Residential Land Use designation while the Zoning Map does not correspond with that designation. It may be appropriate to consider rezoning these areas to RR, Rural Residential District.

The blue bubbles show areas where the Future Land Use Map indicates a Transitional Mixed Use designation while the Zoning Map does not correspond with that designation. These areas need to be studied independently as each area has unique attributes and conditions that affect zoning decisions. It may be appropriate to consider rezoning these areas or amending the current zoning to coincide with the Transitional Mixed Use designation description.

The green bubble shows an area where the Future Land Use Map indicates a Local Commercial land use designation while the Zoning Map does not correspond with that designation. This area is currently zoned C, Local Business District and the Local Commercial land use designation description differs from that zoning district. Rezoning this area or amending the C, Local Business District may be appropriate within this area.

The purple bubble shows an area where the Future Land Use Map indicates an Research Office land use designation while the Zoning Map indicates I-R, Industrial District Restricted. The uses and form requirements called for in the Research Office land use description differ from the I-R, Industrial District Restricted. It may be appropriate to amend the I-R, Industrial District Restricted to coincide with the Research Office land use designation description.

The triangles on the map indicate areas throughout the Township where a single property is zoned differently than its neighbors. These situations have occurred over time and this Master Plan calls for these parcels to be zoned similarly to the adjacent parcels. It may be appropriate to consider rezoning parcels that do not correspond to adjacent parcels.

The sub-area plans, individually numbered and indicated on the map should be implemented according to each sub-area plan. The sub-area plans will be implemented as the individual sub-area plans are adopted.

The zoning changes prescribed in the zoning plan above should be implemented on a case-by-case basis and the distinct characteristics of each area of the Township should be taken into consideration when a zoning change is made.

FIGURE 11.1

Future Zoning Comparison

Oshtemo Charter Township, Kalamazoo County, Michigan

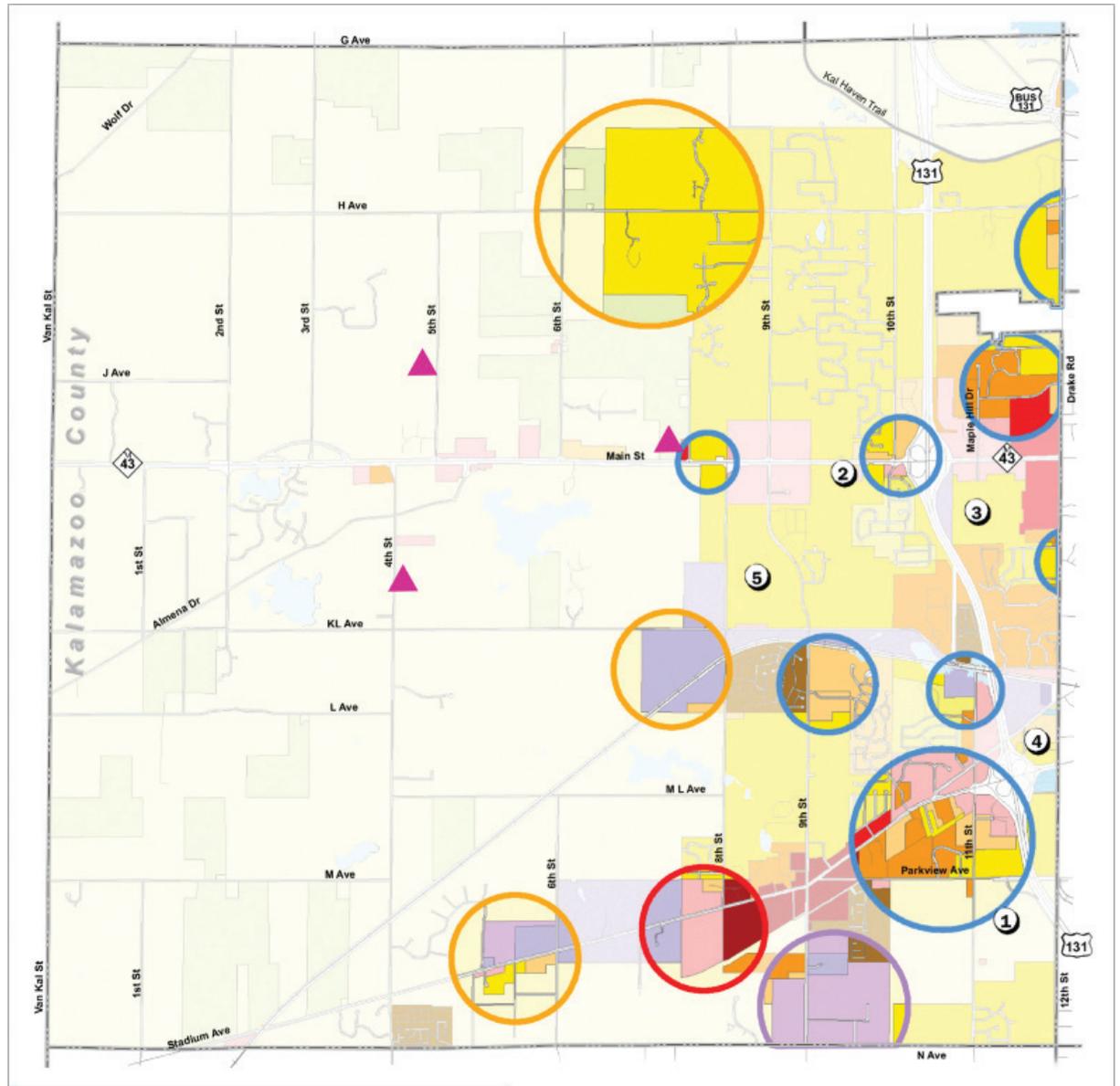
LEGEND

-  Explore changing zoning specific parcel
-  Explore Enterprise Zoning
-  Explore Local Commercial Zoning
-  Explore Rural Residential Zoning
-  Explore Transitional Mixed Use Zoning

Implement Sub-Area Plans

- ① Genesee Prairie
- ② West Main Street
- ③ Maple Hill Drive South
- ④ Century Highfield
- ⑤ 9th Street

Base map Source: MiGCI v6b & v7b
Data Source: Oshtemo Township, 2008;
McKenna Associates, 2010



OSHTEMO
TOWNSHIP
MASTER
PLAN
2011

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Carrie Wakulat — *Senior Graphic Designer*
Kacy Smith — *Senior Administrative Assistant*

Appendix

Appendix

1. Public Hearing Minutes
2. Resolution of Adoption

Supporting Documents *(available in separate document)*

1. Results of Community Visioning Session
 - a. Notes from Small Group Discussions
 - b. Map from Future Land Use Exercise
 - c. Turning Point Results Summary
2. Community Survey
 - a. Survey Instrument
 - b. Results Summary
 - c. Survey Comments
3. Genesee Prairie Sub-Area Focus Group Results
4. West Main Street Sub-Area Focus Group Results
5. 9th Street Sub-Area Focus Group Results
6. Century Highfield Sub-Area Focus Group Results
7. Airport Plans
8. Other Correspondence

CHARTER TOWNSHIP OF OSHTEMO
KALAMAZOO COUNTY, MICHIGAN

Resolution of the Oshtemo Charter Township Planning Commission
Approving and Recommending for Final Approval the
Oshtemo Charter Township Master Plan – 2011

May 12, 2011

WHEREAS, the Planning Commission, pursuant to Section 39 of the Act, sent notices by first class mail of its intent to prepare a new Master Plan to the designated entities listed in Section 39 of the Act on or about July 25, 2008 and August 5, 2008; and

WHEREAS, the Oshtemo Charter Township Planning Commission sought and received the Township Board's approval to commence development of the new Master Plan under the Michigan Planning Enabling Act, located at MCL 125.3801 et seq (hereinafter referred to as the "Act"), on or about August 26, 2008; and

WHEREAS, the Planning Commission completed a proposed Master Plan and submitted the same to the Township Board seeking authorization to distribute the same on or about February 10, 2011, and the Township Board at a special Board meeting of February 15, 2011, pursuant to Section 41 of the Act, approved the distribution of the Plan, in the manner prescribed by Section 39 of the Act, to the designated entities listed under Section 41 of the Act for comment; and

WHEREAS, the proposed Master Plan was distributed, a notice of public hearing was prepared pursuant to Section 43 of the Act, and the same was served upon all of the designated entities in a manner prescribed by Section 39 of the Act, and the same

IT IS FURTHER RESOLVED AND RECOMMENDED to the Oshtemo Charter Township Board that the Oshtemo Charter Township Master Plan 2011 be given final approval by the Oshtemo Charter Township Board, which reserved to itself the right to approve or reject the Master Plan pursuant to Section 43 of the Act as implemented under Section 81.010 of the Township's Planning Commission Enabling Ordinance effective October 16, 2009.

A motion was made by Kitty Gelling, seconded by Richard Skalski, to adopt the foregoing Resolution.

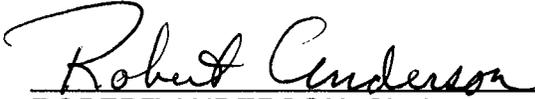
Upon a roll call vote, the following voted "Aye":

Bob Anderson, Kitty Gelling, Carl Benson, Dave Bushouse,
Fred Gould, Millard Loy and Richard Skalski

The following voted "Nay": None

The following "Abstained": None

The Planning Commission Chairman declared that the Resolution has been adopted.



ROBERT ANDERSON, Chairman
Oshtemo Charter Township Planning Commission

CERTIFICATE

I hereby certify that the foregoing constitutes a true and complete copy of an Excerpt of the Minutes of a meeting of the Oshtemo Charter Planning Commission, held on May 12, 2011, at which meeting all members were present and voted upon the same as indicated in said Minutes; that said meeting was held in accordance with the Open Meetings Act of the State of Michigan.



ROBERT ANDERSON
Planning Commission Chairman

**CHARTER TOWNSHIP OF OSHTEMO
KALAMAZOO COUNTY, MICHIGAN**

**CLERK'S CERTIFICATE RECORDING THE TOWNSHIP'S APPROVAL
OF THE OSHTEMO CHARTER TOWNSHIP MASTER PLAN 2011**

**Excerpts of Minutes of a Regular Meeting of the Township Board
Held at the Township Hall on Tuesday, June 28, 2011**

Members Present: Elizabeth Heiny-Cogswell
Deborah Everett
Nancy Culp
Dave Bushouse
James Grace
Grace Borgfjord
Lee Larson

Members Absent: None

The Supervisor indicated the next item on the agenda was consideration of the Oshtemo Charter Township Master Plan 2011.

A recommendation from the Planning Commission to adopt the Oshtemo Charter Township Master Plan 2011 was before the Board. Planning Director Stefforia noted the Planning Commission had begun work on updating the Master Land Use Plan in the fall of 2008, conducted a community opinion survey, published numerous public notices and articles, held focused sub area workshops, numerous public meetings, and conducted a public hearing on the final proposed document on May 12, 2011 and recommend approval.

Greg Milliken, consultant from McKenna & Associates, provided an overall view of the plan, the various chapters, and work which resulted in the goals and objectives of the plan and formation of the Future Land Use Plan.

Matt O'Connor, representing Midwest Realty, commented he had been hired by the Longjohn family who own 36 acres on West Main east of Meijer, and feels the highest and best use would be commercial.

Steven Hayward, principal of Authenticity Livewire, commented he also represents the Longjohn/Stanton property, the family has owned the property for 50 years, it has been in limbo for a decade in the focus area, there is a disconnect between the input survey and the proposed plan, and multifamily would be developed in the transitional zoning which is what the community survey indicated was not wanted.

Tim Stoker, representing the estate of William Longjohn, commented there was a disconnect between the 2004 and 2011 master plans, the three areas recognized as

prime commercial include his client's property and the community survey supports commercial.

Matt Longjohn, property owner, commented good plans can have bad pieces and asked that the process be slowed for further consideration.

Earl Dalzell, commented he owns property on the south side of West Main, plans are subject to change, the plan will not satisfy everyone, progress to one is obstruction to another.

Pat Lennon, advised he represents the owners of the property behind T.G.I. Friday's and commented they feel their property is ideal for commercial use, this area may have been overlooked, and they would encourage more analysis.

Dale Shugars, Executive Vice President of the Homebuilders of Greater Kalamazoo, commented the proposed plan will make the Township the last choice for developers; they and builders were not consulted, the process should be slowed down.

Jeff Eckert, commented he is an architect but not representing any one property owner, feels the economic sustainability has not been adequately considered, the Planning Commission should take more time and listen to the input.

Trustee James Grace commented he appreciates the work of the Planning Commission, asked for clarification on transitional zoning being understood as multi-family, could the designated commercial on West Main be deeper, still has concerns regarding required connectivity.

Ms. Stefforia advised residential use in the transitional zoning in the West Main Street Sub Area is envisioned as single and two family or senior multifamily such as assisted living, the depth of the commercial should reflect protection for abutting neighborhoods, and the plan is meant to be flexible for considering connectivity on a case by case basis.

Trustee Borgfjord inquired how the property on West Main came to be a sub area and were all affected owners notified of the process. Ms. Stefforia advised there had been rezoning requests in the past for commercial on some of the parcels on West Main which were denied as not consistent with the existing Master Land Use Plan, the plan process afforded an opportunity to consider what scale of commercial should be allowed, if any, the conclusion was not big box retail, and to provide protection of older neighborhoods. She also advised all affected property owners were notified and invited to the workshop.

Trustee Larson commented this is a vision plan not meant to have the details which comes in the ordinance drafting step, it recognizes what residents have envisioned.

Supervisor Heiny-Cogswell commented she felt the West Main sub area plan represents the consistency of the sentiments developed over time to not have another Westnedge; there is still vacant commercial in the Township and surrounding areas. She also commented she would like to see a bit of 9th Street north of West Main considered as part of the upcoming 9th Street sub area study, and inquired if data in the plan could be updated to reflect the 2010 census information now available.

Ms. Stefforia suggested the data be updated through a future amendment to come when the additional sub area plans are added; Attorney Porter confirmed the entire plan would have to be returned to the Planning Commission for any changes.

Clerk Everett commented most of her questions had been addressed, felt overall it is a good plan and would like to see the Planning Commission establish a timeline for completing the plan and make the implementation language a priority.

Treasurer Culp thanked the Planning Commission and Planning Department for their efforts and commented she concurred with the previous comments.

Trustee Bushouse commented the plan is a guide, a tremendous amount of work has gone into it, it can be amended the appropriate process when circumstances warrant.

After a discussion on the foregoing, it was moved by Grace Borgfjord, supported by Nancy Culp, to adopt the Master Plan 2011.

The following voted yes:

Elizabeth Heiny-Cogswell, Deborah Everett, Nancy Culp, Dave Bushouse, James Grace, Grace Borgfjord and Lee Larson

The following voted no: None

The following abstained: None

The Supervisor declared the motion carried and the Oshtemo Charter Township Master Plan 2011 was approved by the Township Board on June 28, 2011.

Deborah L. Everett
Deborah L. Everett, Township Clerk

CERTIFICATE

I, DEBORAH L. EVERETT, Clerk of the Charter Township of Oshtemo, hereby certify that the foregoing constitutes a true copy of an Excerpt of the minutes of a regular meeting of the Oshtemo Charter Township Board held on June 28, 2011, at which meeting all members were present as indicated said minutes and voted thereon as set forth, that said meeting was held in accordance of the Open Meetings Act of the State of Michigan.

Deborah L. Everett
Deborah L. Everett, Township Clerk

OSHTEMO CHARTER TOWNSHIP
PLANNING COMMISSION

MINUTES OF A MEETING HELD MAY 12, 2011

Agenda

MASTER PLAN PUBLIC HEARING

A meeting of the Oshtemo Charter Township Planning Commission was held on Thursday, May 12, 2011, commencing at approximately 7:00 p.m. at the Oshtemo Charter Township Hall.

MEMBERS PRESENT: Bob Anderson, Chairman
Kitty Gelling
Carl Benson
Dave Bushouse
Fred Gould
Millard Loy
Richard Skalski

MEMBERS ABSENT: None

Also present were Jodi Stefforia, Planning Director; Greg Milliken, Attorney Porter and about 30-35 other interested persons.

Call to Order and Pledge of Allegiance

The meeting was called to order at about 7:00 p.m. and the "Pledge of Allegiance" was cited.

Agenda

Ms. Gelling made a motion to accept the Agenda as submitted. Mr. Skalski seconded the motion. Upon vote, the motion carried unanimously.

Public Comment on Non-Agenda Items

None.

Minutes

The Chairman asked what the pleasure of the Commission was concerning the April 28, 2011 minutes. There being no changes, Ms. Gelling made a motion to approve the minutes, as submitted. Mr. Loy seconded the motion. The Chairperson called for a vote on the motion, and the motion passed unanimously.

MASTER PLAN PUBLIC HEARING

The Chairperson indicated the next item on the Agenda was the Master Plan Public Hearing. He asked that Staff introduce the guest speaker. Ms. Stefforia explained to those in attendance that the Planning Department had done many of the background chapters of the Master Plan, but then had worked cooperatively with McKenna & Associates to work on the visioning process and various chapters, including the Future Land Use Chapter and the Sub-Area Plans as set forth in the Master Plan. She then introduced Mr. Milliken from McKenna & Associates.

Greg Milliken thanked Ms. Stefforia for her introduction. He thanked the Planning Commission, the Staff, the Township Board and the public for all of their input and cooperation in developing the Master Plan. Mr. Milliken then proceeded to take the members of the audience and the Planning Commission through an overview of how the Master Plan was developed.

Mr. Milliken began asking the question, "How did we get here?" He explained that there were community visioning sessions commencing in the fall of 2008, a review of existing conditions and analysis by Staff, and then they worked on future land uses and sub-area plans. He explained how the community profile was developed and then explained the existing land use, showing what was developed and undeveloped. He said, while there had been a significant increase in commercial development, much of the land was still considered undeveloped within the Township.

Mr. Milliken reviewed the housing trends with those in attendance and explained how the Planning Commission looked at the physical character and environment of the overall Township, with an emphasis on trying to maintain the rural character and open space. He then focused on the Commission's analysis of the transportation and community services. Taking that all into account, he explained how the Township took extensive public input and then developed the Master Plan. He said the key was the Planning Commission members' distillation of the information they received from the public, culminating in 14 goals, 31 objectives and 56 strategies which were incorporated into the Master Plan.

Mr. Milliken then explained what changes were made since the last Land Use Plan, showing how those changes were mapped out within the community and presenting the future Master Plan to those in attendance. He explained that the future land use matrix and the Sub-Area Plans, which he described as the Genesee Prairie

Sub-Area, the West Main Street Sub-Area, Maple Hill Drive South, Century Highfield and 9th Street. Mr. Milliken said the first two Sub-Areas were completed, and the other three should be completed within the next 9 to 12 months. He then proceeded to give some additional detail on each of these proposed Sub-Areas. Ultimately, Mr. Milliken said the implementation would require amendments to the Zoning Ordinance which would then connect the Master Plan to the Zoning Ordinance and existing Township maps.

Mr. Milliken again thanked the Planning Commission and the audience for their attention.

Public Comments

Sheri Mohmand introduced herself to the Planning Commission, saying she lived on Old Log Trail. She stated that she and her husband owned property on 9th Street and felt that the present 9th Street Focus Area should not be eliminated. She said she thought the current West Main Focus Area should include their property which is south of Walmart on 9th Street. She said the same criteria which applied to the West Main Focus Area also applied to their property, and their property should be attached to the West Main Focus Area.

Ms. Mohmand said that she thought because there are wealthy individuals who own property on West Main, they were getting preferential treatment as opposed to the property owners on S. 9th Street. She said three of the four property owners on S. 9th Street were Muslims, and she thought they were being discriminated against. She then gave a copy of her letter to the Planning Commission and asked that it be attached to the Planning Commission minutes.

Mr. Hoffman introduced himself and said he lived on Aberdeen Drive. He said he liked the Master Plan and thought it was very detailed, similar to the City Plan which he had participated in preparing when he was on the City Planning Commission. He told the Planning Commission he thought they did a very nice job. However, he did express concern about the development of the Colony Orchard Farm. He said he hoped when the Board looked at that development, they did what they could to protect the Asylum Lake area, its waterhead and wellhead areas. He proposed a buffer on the east side of the project to protect the ecosystem in Asylum Lake.

Mr. Rick DeKam introduced himself to the Planning Commission. He said he was with Midwest Realty in Portage, representing the Longjohn family. He explained the Longjohn family had 40 acres on West Main and that they wanted to develop the property for its highest and best use. He said he also brought in a planner to provide a different perspective on the use of the property. He explained that they were at the visioning session but not sure that what people were asking for was actually taken into account. He said that the Planning Commission should slow down and delay taking action on the Plan. He added that there were two national retailers looking at this

property which he thought would be a windfall for the community creating jobs and taxes, and he urged the Commission not to approve the Master Plan in its current form.

Mr. Steve Hayward introduced himself to the Commission. He said he was the planner for Lansing Township and also worked as a consultant. He said he had presented a letter to the Commission with alternatives. He said ~~thought~~ that his client's voice was not being heard, and he wanted the Planning Commission to slow down to consider some other alternatives. He said he thought if the Master Plan was approved in the form it was proposed, there would be no rezonings on M-43 and that it would severely impede development. He stated that the area on West Main was identified in the survey as the primary area for commercial development, and he did not believe what the Township was proposing, in the way of strip commercial, would really help benefit the community. He also expressed concern that it would hinder the development in such a way as to not preserve the natural resources of the community and suggested a more holistic view for the area.

Mr. Longjohn introduced himself. He said that he lived in Portage, but his family had purchased property on M-43 more than 43 years ago. He explained that he had paid taxes on the property all these years and that he had been a good Township resident. He explained that his dad helped to secure the property upon which the Township Hall currently sits. He also said that the family had cooperated in allowing the installation of sewer and water lines on the property, and expressed a desire to allow his family to be able to develop the property.

Mr. Ken Bertolissi introduced himself. He said he owned property on West Main Street. He said his family had purchased property on West Main 72 years ago. He stated that he was not sure what the proposed ingress and egress roads where attempting to show in the West Main Sub-Area, and he was against any access road traveling along the rear portion of his property. He said he thought he would lose parking if an access road were installed. He also said he was confused by the roads going north and south and who would pay for them. He raised a question as to whether the Planning Commission wanted to eliminate driveways on West Main.

Ms. Patricia Kline introduced herself to the Planning Commission. She said she was very interested in the Old Colony Orchard and wanted to protect Asylum Lake. She said this was a natural, beautiful, open area and hoped that whatever happened at the Old Colony Orchard, it was developed in such a way as to not negatively impact Asylum Lake.

Mr. Terry Schley introduced himself to the Planning Commission. He said he was an architect in Oshtemo Township and owned commercial and residential properties in the Township. He said, as an architect, he generally applauded the Master Plan. However, he said he had concerns about the Genesee Prairie Sub-Area design. He said he did not think that it would develop in the way it was laid out and thought that the

Commission needed to give the matter further consideration and possibly revise the same.

Mr. Pat Lennon introduced himself. He said he was an attorney with Honigman Miller representing Steve Parker. He said his client owned property on M-43 near the Marathon gas station, and he said, while he thought the Plan was a quality plan, he and his client did not agree with the Plan 100%. He suggested allowing further commercial development in the area of the commercial node on West Main so that his client's property could be more fully developed. He suggested expanding commercial all along M-43 because it was a five-lane highway. He said the road was there; the infrastructure was there; and he said he thought the Township needed to honor the commitments made to those who owned land in the area for so long. He said he thought the Plan unnecessarily limited commercial on West Main and encouraged the Planning Commission not to rush to make a final decision.

Mr. Kadir Mohmand introduced himself to the Planning Commission. He said he owned property on 9th Street between West Main Street and KL Avenue. He said he thought removing the current 9th Street Focus Area which is provided in the current Land Use Plan was wrong. He felt that discrimination was taking place and asked that the Planning Commission prove that there was justice for all in Oshtemo Township. He also suggested that the Township follow the Constitution.

Ms. Helen Brodasky introduced herself to the Planning Commission. She said it was quite difficult to hear all the references and requests for additional commercialization on M-43. She stated, when the Township originally developed commercial property, she was told it would keep the development east of U.S. 131. She said she did not want to see all of M-43 or the Township surrounded by commercialization.

Mr. Al Laaksonen said he also had some concerns about the drawings showing planned access drives on the property near Ethan Allan. He said he had concerns similar to those expressed by Mr. Bertolissi and asked that the Commission ensure that whatever developed did not have a negative effect on the smaller property owners in the area.

Ms. Pam Larson introduced herself to the Planning Commission. She told the Planning Commission she thought the Master Plan was very thorough and that she was very glad for the opportunity to participate in the visioning sessions. She thanked the Commission for taking into account native plants and dealing with invasive species on page 74 of the Plan. She did question the reference to undeveloped land as it is was a bad thing and questioned whether it should be referred to as woodland which is a positive thing.

Matthew O'Connor introduced himself to the Commission. He said he also worked with Midwest Realty, and on behalf of the Longjohn family, he encouraged the Commission to take more time. He said he thought they should have additional sessions

to take additional public comment. He questioned whether the people had full participation in the land-planning process.

Mr. Dale Shugars introduced himself on behalf of the Kalamazoo and Grand Rapids Home Builders Association. He explained how dire the situation was in the housing field and even pointed out the limited number of housing starts in the first quarter of 2011 versus the first quarter in the previous four years. He said he was not sure that there was growth in the area and thought there were continuing decreases in home values. He said, because of the slow-down, many builders have lost their jobs, and he cautioned the Township about creating additional regulations that would burden the smaller builders because to do so would put some quality builders out of business.

The Chairman asked if there were further comments. Hearing none, he closed the public portion of the meeting at 8:10 p.m. and called for Commission deliberations.

The Chairman thanked the public for their comments and asked Ms. Stefforia if she had any comments. Ms. Stefforia said she would like to answer a couple of questions which were raised. She said the question raised about the road in the West Main Sub-Area was easily answered. She noted that those individuals who thought that there was a rear service drive being proposed misunderstood the drawings. She said all the drawings showed were connections between individual parking lots, not active service drives. She said, with regard to the streets identified within the Sub-Areas, that the roads would be built by developers, not Township, because of the Township's limited resources.

With regard to public notice, Ms. Stefforia said she did not understand the concerns expressed that the public was unaware of the Master Plan. She said this Master Plan has been worked on for over two years, and every newsletter had references to the Master Plan. She also noted that the Township had a web page, which was updated on a regular basis, allowing anyone to see the progress taking place. She said there were numerous planning sessions and public input sessions, with ample public notice. She also said there were e-mail blasts regularly delivered to anybody who wanted to have notice of what was taking place with regard to the Master Plan. In addition, she said there were two publications of the present public hearing, one of which was published over a month and a half ago, and anyone could have sought and obtained the Master Plan and then provided input well in advance of the actual public hearing.

The Chairman asked if there were any comments from Mr. Milliken. Hearing nothing, he called for Planning Commission deliberations.

The Chairman said most of the technical aspects (typos and pictures) had been worked out, and he thanked the Commission members for their input.

Ms. Stefforia also thanked Mr. Benson, Mr. Gould and Ms. Gelling for their comments, and she said perhaps some of the issues which Mr. Gould raised should be

addressed. Ms. Stefforia mentioned that Mr. Gould had raised a question which she thought was substantive regarding Item 8 on page 124 of the Plan. She indicated that Mr. Gould was suggesting changing the word "Require" to "Encourage" in the first strategy under Objective A, and changing the word "Disallow" in the second strategy to "Discourage." She said that these references were made regarding connectivity.

Mr. Gould said that he understood the need for connectivity, but he said it had to be used judiciously otherwise it would ruin the rural character of the community. He said he was not saying that the Township should not have connectivity, but to be very careful in how it is used. He said he has particularly understood some of the concerns raised by those persons living in Country Club Village.

The Chairman said his goal was to see if he could get a motion to move this matter forward.

Mr. Gould then raised a question regarding form-based code on page 121 of the Plan document. Mr. Milliken said that form-based code reference was only in the Village Area. He said it could be applied to other appropriate areas, but was not sure exactly where that would be at the present time.

Ms. Stefforia said Mr. Gould had also made a reference about the need for sewer in reference to page 60 of the Plan. Mr. Gould said he was concerned that if you had the types of development, i.e., the open space communities, whether there would be adequate location for septic systems. Ms. Stefforia said she thought that was an appropriate concern. Mr. Gould said he was not saying that there needed to be a change in the Master Plan, but developments of this kind should be encouraged to have sewer in order to serve the open space community. Ms. Stefforia suggested that these types of developments only be located in those areas where public sewer was available.

Mr. Gould then asked if anyone had had a chance to digest the document received from Mr. DeKam and Mr. Hayward. The Chairman said he had and that he did not necessarily agree with the assertions set forth in the letter. He said if he lived in that neighborhood, he would not want to see another big box store next to his home, and therefore, he had to respectfully disagree with what the expert was recommending. He said he thought the expert was trying to say the Plan was inconsistent with the rest of what is happening in America, but what he felt he was attempting to do was push the Planning Commission into opening up the entire area to commercial development. He also noted he was not pleased with having received the letter only three hours before the public hearing. The Chairman said frankly he would not give the letter much credit.

The Chairman asked if there were other comments by Planning Commission members, and if not, he said he would entertain a motion. Ms. Gelling made a motion to adopt the Resolution of the Oshtemo Charter Township Planning Commission Approving and Recommending for Final Approval the Oshtemo Charter Township Master Plan –

2011. The motion was seconded by Mr. Skalski. Upon roll call vote, the motion passed unanimously.

Other Business

Ms. Stefforia asked the Planning Commission members what their desires were with regard to the three remaining Sub-Areas. Mr. Gould proposed doing them in the order in which they were introduced to the Planning Commission. Mr. Benson said he thought they should be handled in the order in which they arose. Mr. Bushouse said, given the recent activities by Western Michigan University, that Century-Highfield should be the primary one to be dealt with at this time. Ms. Gelling said she agreed that it should be Century-Highfield. Ms. Stefforia said she only had funding to commence the first study, at this point in time and, with the consensus of the Planning Commission, would commence work on the Century-Highfield Sub-Area work.

Ms. Stefforia said that they would start with a workshop regarding Century-Highfield in June.

Ms. Stefforia stated that the Master Plan would move on to the Township Board and be considered for adoption at its meeting of June 28, 2011.

Planning Commissioner Comments

Mr. Bushouse said he thought that the Master Plan which they approved was a good step forward

Ms. Gelling said she thought that the Commission had done a wonderful job, and they could not please all of the people all of the time. She said the comments that the people were not informed were totally untrue, and that the Commission and the Township had gone above and beyond what was required by statute to provide public notice and public input. She also said the claims that there was discrimination in the preparation of the Plan are totally unfounded.

Mr. Bushouse informed the Planning Commission members that he was invited to the Chamber to discuss the new Master Plan next Monday, May 16, 2011.

Mr. Benson said he took exception to the document which they received from Mr. DeKam with Midwest Realty just shortly before the meeting. He said that the Planning Commission had been working on the Plan for two and a half years and to come in at the last minute to try to delay the process when they had notice of planning sessions, an opportunity to be heard numerous times before, was inconsiderate.

The Chairman said he thought the attempts by some to stall the Plan were unfounded, and anyone who wanted to have input into the Master Plan up to this point had numerous opportunities.

Mr. Loy said he thought the Plan was a good document.

Mr. Skalski said he supported what Ms. Gelling had said with regard to notice and opportunity to be heard by the people.

Mr. Gould then concluded by asking about the medical marihuana information. Attorney Porter suggested that they read all available information which was provided to them and prepare for the public hearing on May 26, 2011.

Adjournment

There being no further comments, the meeting was adjourned at approximately 9:00 p.m.

Minutes Prepared:
May 16, 2011

Minutes Approved:
May 26, 2011

CHARTER TOWNSHIP OF OSHTEMO
KALAMAZOO COUNTY, MICHIGAN

Resolution of the Oshtemo Charter Township Planning Commission
Approving and Recommending for Final Approval the
Oshtemo Charter Township Master Plan Amendment 2012-1

August 23, 2012

WHEREAS, the Planning Commission, pursuant to Section 39 of the Act, sent notices by first class mail of its intent to prepare Master Plan Amendment 2012-1 to the designated entities listed in Section 39 of the Act on or about May 25, 2012; and

WHEREAS, the Planning Commission completed proposed Master Plan Amendment 2012-1 and submitted the same to the Township Board seeking authorization to distribute the same on or about May 24, 2012, and

WHEREAS, the Township Board at a regular Board meeting of June 12, 2012, pursuant to Section 41 of the Act, approved the distribution of Master Plan Amendment 2012-1, in the manner prescribed by Section 39 of the Act, to the designated entities listed under Section 41 of the Act for comment; and

WHEREAS, Notice of Transmittal of Master Plan Amendment 2012-1 and Request for Comment was distributed on June 19, 2012, and a notice of public hearing was prepared, pursuant to Section 43 of the Act, and the same was served upon all of the designated entities in a manner prescribed by Section 39 of the Act, on July 17, 2012; and

WHEREAS, the notice of public hearing was properly published in a newspaper of general circulation on or about July 31, 2012, and August 7, 2012, pursuant to Section 43 of the Act; and

WHEREAS, the Planning Commission has held the public hearing on Master Plan Amendment 2012-1 as required by Section 43 of the Act.

NOW, THEREFORE, BE IT HEREBY RESOLVED by the Planning Commission for Oshtemo Charter Township that Master Plan Amendment 2012-1, including the following:

The 9th Street Sub-Area Plan
The Century Highfield Sub-Area Plan
An Update to the Community Profile Chapter Based on the 2011 Census
Amendments to the Future Land Use Map
An Airport Plan for Newman Field
Limited Text Amendments
Change north half of parcel 05-12-380-010 to General Commercial

is hereby approved; and

IT IS FURTHER RESOLVED AND RECOMMENDED to the Oshtemo Charter Township Board that Oshtemo Charter Township Master Plan Amendment 2012-1 be given final approval by the Oshtemo Charter Township Board, which reserved to itself the right to approve or reject Master Plan Amendment 2012-1, pursuant to Section 43 of the Act as implemented under Section 81.010 of the Township's Planning Commission Enabling Ordinance effective October 16, 2009.

A motion was made by Kitty Gelling, seconded by Carl Benson, to adopt the foregoing Resolution.

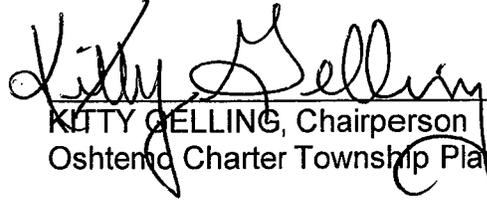
Upon a roll call vote, the following voted "Aye":

Kitty Gelling, Bob Anderson, Dave Bushouse, Carl Benson,
Millard Loy, Richard Skalski and Wiley Boulding, Sr.

The following voted "Nay": None

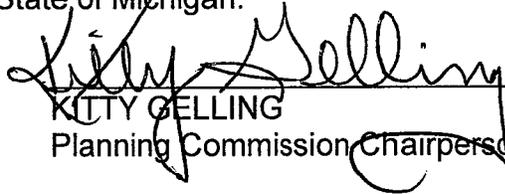
The following "Abstained": None

The Planning Commission Chairman declared that the Resolution has been adopted.


KITY GELLING, Chairperson
Oshtemo Charter Township Planning Commission

CERTIFICATE

I hereby certify that the foregoing constitutes a true and complete copy of an Excerpt of the Minutes of a meeting of the Oshtemo Charter Planning Commission, held on August 23, 2012, at which meeting all members were present and voted upon the same as indicated in said Minutes; that said meeting was held in accordance with the Open Meetings Act of the State of Michigan.


KITY GELLING
Planning Commission Chairperson

CHARTER TOWNSHIP OF OSHTEMO
KALAMAZOO COUNTY, MICHIGAN

Resolution of the Oshtemo Charter Township Board
Approving the Recommendation of the Planning Commission
for Final Approval the
Oshtemo Charter Township Master Plan Amendment 2012-1

September 11, 2012

WHEREAS, the Planning Commission completed proposed Master Plan Amendment 2012-1 and submitted the same to the Township Board seeking authorization to distribute the same on or about May 24, 2012, and

WHEREAS, the Township Board at a regular Board meeting of June 12, 2012, pursuant to Section 41 of the Act, approved the distribution of Master Plan Amendment 2012-1, in the manner prescribed by Section 39 of the Act, to the designated entities listed under Section 41 of the Act for comment; and

WHEREAS, Notice of Transmittal of Master Plan Amendment 2012-1 and Request for Comment was distributed on June 19, 2012, and a notice of public hearing was prepared, pursuant to Section 43 of the Act, and the same was served upon all of the designated entities in a manner prescribed by Section 39 of the Act, on July 17, 2012; and

WHEREAS, the notice of public hearing was properly published in a newspaper of general circulation on or about July 31, 2012, and August 7, 2012, pursuant to Section 43 of the Act; and

WHEREAS, the Planning Commission held the public hearing on Master Plan Amendment 2012-1 as required by Section 43 of the Act; and

CERTIFICATE

I hereby certify that the foregoing constitutes a true and complete copy of a Resolution of the Oshtemo Charter Township Board adopted at the regular meeting held on September 11, 2012, at which meeting six members were present and voted upon the same as indicated in said Minutes; that said meeting was held in accordance with the Open Meetings Act of the State of Michigan.

Deborah L. Everett
DEBORAH L. EVERETT, Clerk

**CHARTER TOWNSHIP OF OSHTEMO
KALAMAZOO COUNTY, MICHIGAN**

**CLERK'S CERTIFICATE RECORDING THE TOWNSHIP'S APPROVAL
OF THE OSHTEMO CHARTER TOWNSHIP MASTER PLAN AMENDMENT 2012-1**

**Excerpts of Minutes of a Regular Meeting of the Township Board
Held at the Township Hall on Tuesday, September 11, 2012**

Members Present: Elizabeth Heiny-Cogswell
Deborah Everett
Nancy Culp
Dave Bushouse
Grace Borgfjord
Lee Larson

Member Absent: Scott Ernstes

The Supervisor indicated the next item on the agenda was consideration of the Oshtemo Charter Township Master Plan Amendment 2012-1.

Planning Director Greg Milliken presented amendments to the Master Land Use Plan that have been approved by the Planning Commission and were also distributed to all surrounding jurisdictions, the County and other required entities. He noted the changes are the same as those outlined at the June 12th Board meeting and included the 9th Street Sub-Area Plan, Century Highfield Sub-Area Plan, update of the Community Profile Chapter to include 2010 Census information, and addition of an Airport Plan as required by the Zoning Enabling Act. He also noted there was a wording change referencing student housing, and amendments to the future land use map to reflect extending commercial use in the Maple Hill Drive north area.

There was discussion that any further commercial development in the Maple Hill Drive area would need to recognize the nearby and adjacent residential uses.

Motion by Larson, second by Borgfjord to adopt a resolution approving Master Plan Amendment 2012-1. Roll call showed Larson-yes, Bushouse-yes, Everett-yes, Culp-yes, Borgfjord-yes, Heiny-Cogswell-yes.

After a discussion on the foregoing, it was moved by Lee Larson, supported by Grace Borgfjord, to adopt the Master Plan Amendment 2012-1.

The following voted yes:

Elizabeth Heiny-Cogswell, Deborah Everett, Nancy Culp, Dave Bushouse,
Grace Borgfjord and Lee Larson

The following voted no: None

The following abstained: None

The Supervisor declared the motion carried and the Oshtemo Charter Township Master Plan Amendment 2012-1 was approved by the Township Board on September 11, 2012.

Deborah L. Everett
Deborah L. Everett, Township Clerk

CERTIFICATE

I, DEBORAH L. EVERETT, Clerk of the Charter Township of Oshtemo, hereby certify that the foregoing constitutes a true copy of an Excerpt of the minutes of a regular meeting of the Oshtemo Charter Township Board held on September 11, 2012, at which meeting six members were present as indicated said minutes and voted thereon as set forth, that said meeting was held in accordance of the Open Meetings Act of the State of Michigan.

Deborah L. Everett
Deborah L. Everett, Township Clerk

CHARTER TOWNSHIP OF OSHTEMO
www.oshtemo.org
MASTER PLAN 2011