

Maple Hill Drive South Sub-Area Plan

OSHTEMO TOWNSHIP MASTER PLAN UPDATE 2017



To engage community members, the Maple Hill Drive South Sub-Area planning process included a Visual Preference Survey. This image was the highest ranked image in the Public Amenities category.

Introduction

This Maple Hill Drive South Sub-Area Plan is hereby incorporated as a sub-area plan of the Oshtemo Township Master Plan. A sub-area plan is an individual component of the overall Master Plan that provides a deeper evaluation of a specific area, such as a local business district or a neighborhood. 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.

The Oshtemo Township Master Plan 2011 specifically calls out the Maple Hill Drive South area as a sub-area (refer to Figure 8.1, Future Land Use) and recommends that a detailed sub-area plan be developed. As noted in the Master Plan 2011, the Maple Hill Drive South area is currently comprised of an existing golf course and smaller adjacent properties, and has strong potential to accommodate new development due to its location near West Main Street and US-131. Although the existing golf course is a “man-made” green space area, it exists as the only significant green space within this heavily developed portion of the Township. Given the strong potential for redevelopment of the site, it is critical to undertake a sub-area study, where a preferred development character can be identified, consistent with community goals and market demand.

Study Area Context

The Maple Hill Drive South Sub-Area is located within the eastern portion of Oshtemo Township along the south side of West Main Street (M-43), between the US-131 interchange and the Township's border with the City of Kalamazoo (Drake Road forms the city-township boundary). More specifically, the sub-area is located to the south of West Main Street at the southern terminus of Maple Hill Drive. US-131 forms the sub-area's western boundary, while existing residential neighborhoods are located adjacent to the south. Existing commercial development, accessed by either West Main Street or Drake Road, is located immediately adjacent to the sub-area to the north and east. The sub-area location is shown on **Map 13**. In total, the Maple Hill Drive South Sub-Area comprises approximately 143 acres of land.

Existing Conditions Assessment

Existing Land Use Pattern

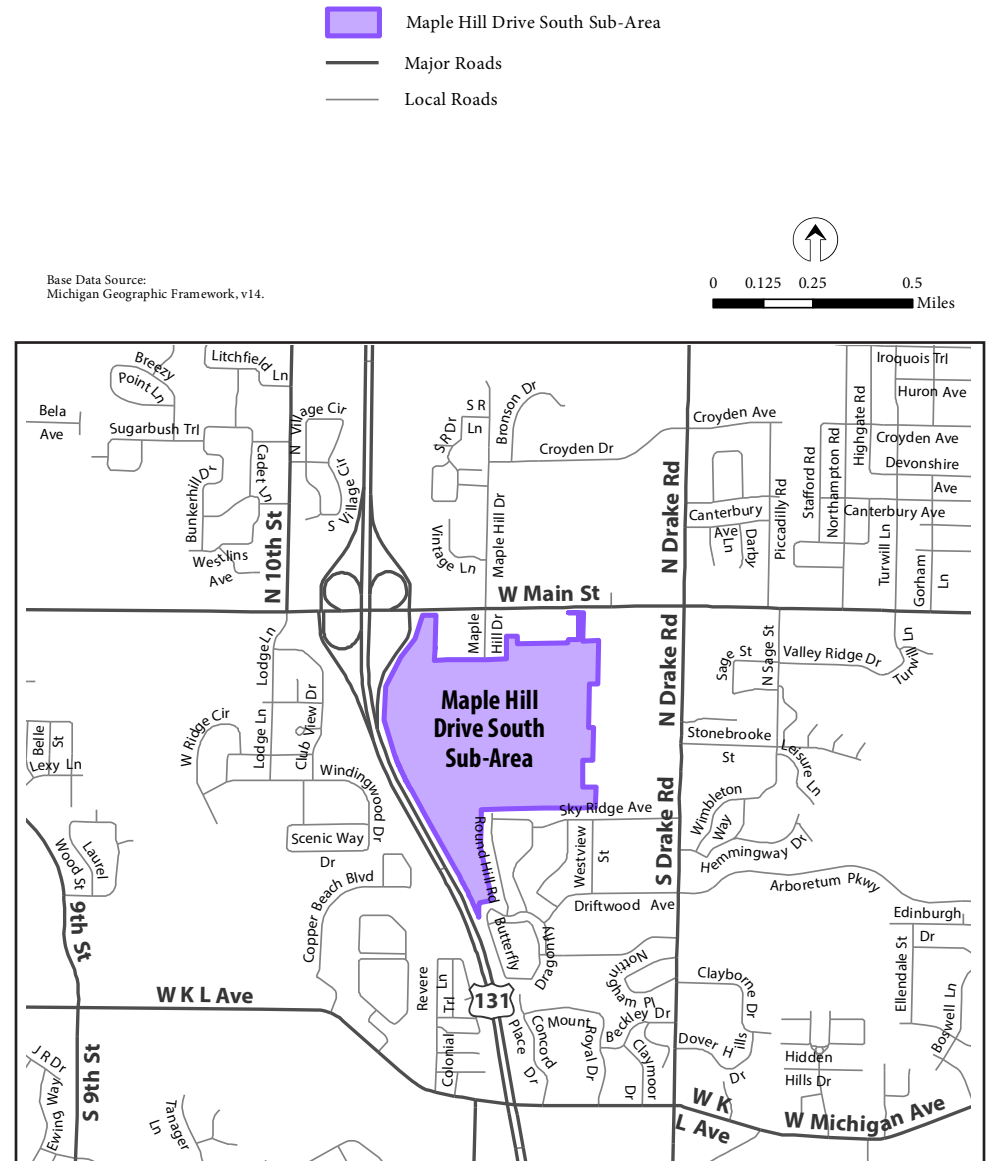
The sub-area consists of six separate parcels of land, including:

- Three parcels which combine to make up the Prairies Golf Club
- Two Consumers Energy electrical utility corridor parcels
- One parcel owned by the Michigan Department of Transportation (MDOT) and used as a maintenance garage

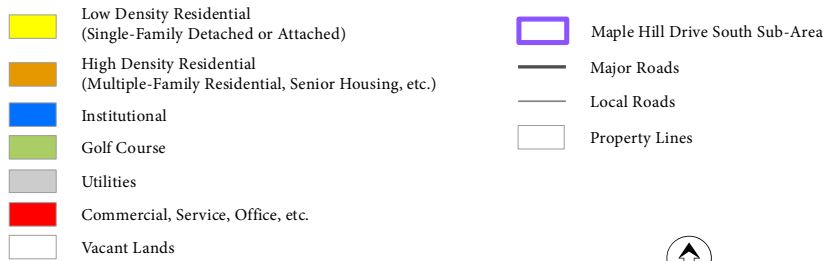
The commercial areas adjacent to the sub-area to the north (fronting West Main Street) and east (fronting Drake Road) include primarily automobile-oriented development, strip centers, and big box retail, along with adjacent outlots developed as service and retail uses. To the south is a mix of established low and medium density residential development. These include single-family detached subdivisions and residential attached condominiums. Multiple-family apartment complexes are slightly further to the south of the sub-area. The existing land use pattern of the sub-area and vicinity is shown on **Map 14**.

Given its close proximity to the sub-area, it is important to note a new commercial development currently under construction. This project, called Westgate, is located just north of the sub-area. Access to the

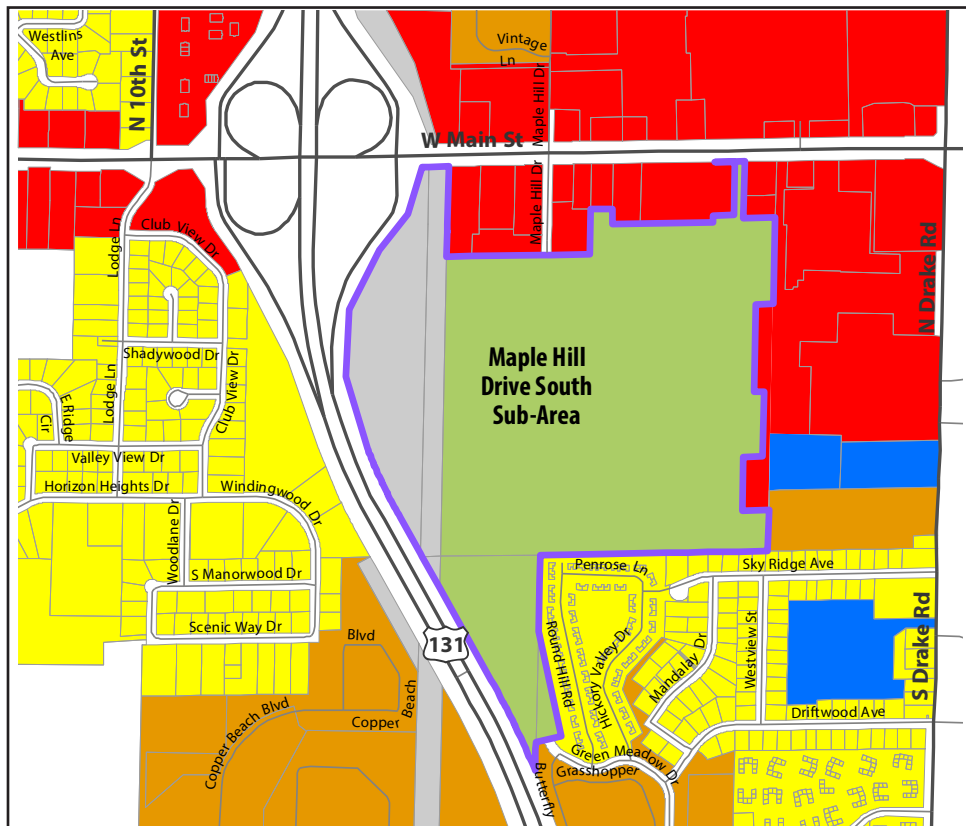
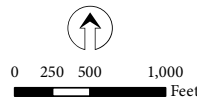
Map 13
Maple Hill Drive South Sub-Area Location Map



Map 14 Existing Land Use Pattern



Data Sources:
Wade Trim, May 2017
Michigan Geographic Framework, v14.



development will be provided by West Main Street and Maple Hill Drive, and the project will also have frontage along US-131. The development will consist of several large big box retail stores, smaller retail stores, offices, three hotels, and several restaurants.

Existing Zoning Pattern

The Maple Hill Drive South Sub-Area is presently zoned a combination of several zoning districts. The largest portion of the sub-area, generally encompassing the central portion of the golf course, is zoned R-2: Residence District, while the southern portion of the golf course is zoned R-4: Residence District. The MDOT maintenance garage site is presently zoned I-1: Industrial District. Finally, small segments of the sub-area near West Main Street are zoned C: Local Business District. **Map 15** shows the existing zoning pattern of the sub-area and vicinity.

Public Services/Infrastructure

Vehicular Transportation

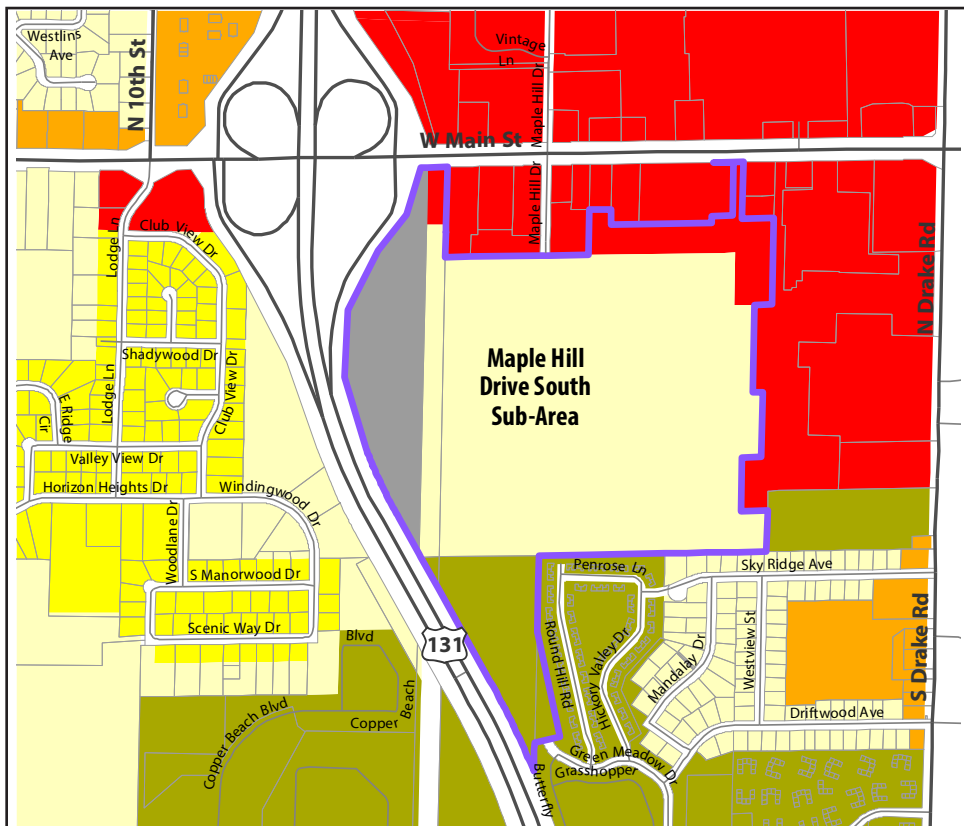
The primary vehicular routes providing access to the sub-area are West Main Street (M-43) to the north and North Drake Road to the east. Immediately to the west of the sub-area is US-131, a limited access interstate freeway with a controlled access interchange at West Main Street. Adjacent to the sub-area, West Main Street is a five-lane road (center turn lane) with a speed limit of 45 miles per hour. In 2015, according to MDOT, West Main Street had an average daily traffic count (AADT) of 29,900 vehicles. According to the Kalamazoo Area Transportation Study 2045 Plan, the segment of West Main Street adjacent to the sub-area is not presently "deficient" (where traffic volume exceeds capacity); however, segments of West Main Street both to the west and east of the sub-area are considered deficient. According to the 2045 Plan, treatment strategies for deficient road segments include: reducing person trips or vehicle miles/hours traveled; shifting automobile trips to other modes; and, improving roadway operations (signal timing, turning lanes, etc.).

Maple Hill Drive intersects West Main Street just to the north of the sub-area (at a signalized intersection) and terminates into a cul-de-sac at the northern edge of the sub-area. To the north, across West Main Street,

Map 15 Existing Zoning Pattern



Data Sources:
Oshtemo Township Zoning Map
Michigan Geographic Framework, v14.



Maple Hill Drive provides access to numerous commercial and residential developments, including the new Westgate development noted earlier.

East of Maple Hill Drive along West Main Street, an existing driveway (unsignalized intersection) provides access to the existing golf course clubhouse. Just beyond that driveway is a signalized intersection with an unnamed service road, which provides access to the commercial properties immediately adjacent to the sub-area to the east.

Approximately one-quarter mile to the east of the sub-area is Drake Road, a County Primary Road. Drake Road is a five-lane road (center turn lane).

Several residential streets are located to the south of the sub-area, including Skyridge Avenue, Penrose Lane, and Green Meadow Road; however, none of these streets extend within, or provide access to, the sub-area.

Public Transit

The sub-area is served by the Metro Transit (KMetro) bus system. Several bus lines serve the sub-area, including: Route 14, West Main; Route 3, West Michigan; and Route 7, Alamo. KMetro's ten year vision (adopted in 2015) includes a recommendation to convert two of these routes into "high frequency fixed routes." According to KMetro, a high frequency fixed route would operate at 15 minute intervals in the busiest travel times. Faster, more predictable service would attract new riders and save all passengers significant amounts of time that they spend waiting for buses (these routes currently operate on 30 minute intervals for trips and have an unpredictable finish time). Riders would be able to make more trips in less time and have a higher level of mobility.

Non-Motorized Transportation

The sub-area is not currently served by non-motorized transportation routes such as trails or sidewalks. Presently, sidewalks are located along both sides of West Main Street to the north of the sub-area. No sidewalks are located on the west side of Drake Road near the sub-area. However, a planned 10-foot wide pathway along Drake Road is expected to be con-

structed in 2018. The existing residential neighborhoods to the south of the sub-area are not served by sidewalks. The nearest regional trail route is the Kal-Haven Trail, which is located approximately 2 miles north of the sub-area.

Utilities

The Maple Hill Drive South Sub-Area and properties in the vicinity are presently served by a network of public water and sewer utilities (see **Map 16**).

Public water mains run along both West Main Street and Drake Road near the sub-area. A 12-inch diameter water main extends to the north edge of the sub-area along Maple Hill Drive, and an 8-inch water main extends into the sub-area along the golf course clubhouse driveway. An 8-inch water main also extends near the southern edge of the sub-area along Round Hill Road.







Public sanitary sewer mains run along both West Main Street and Drake Road near the sub-area. An 8-inch diameter sanitary sewer main extends to the north edge of the sub-area along Maple Hill Drive. An 8-inch sanitary sewer main also extends to the southern edge of the sub-area along Round Hill Road.

Natural Features

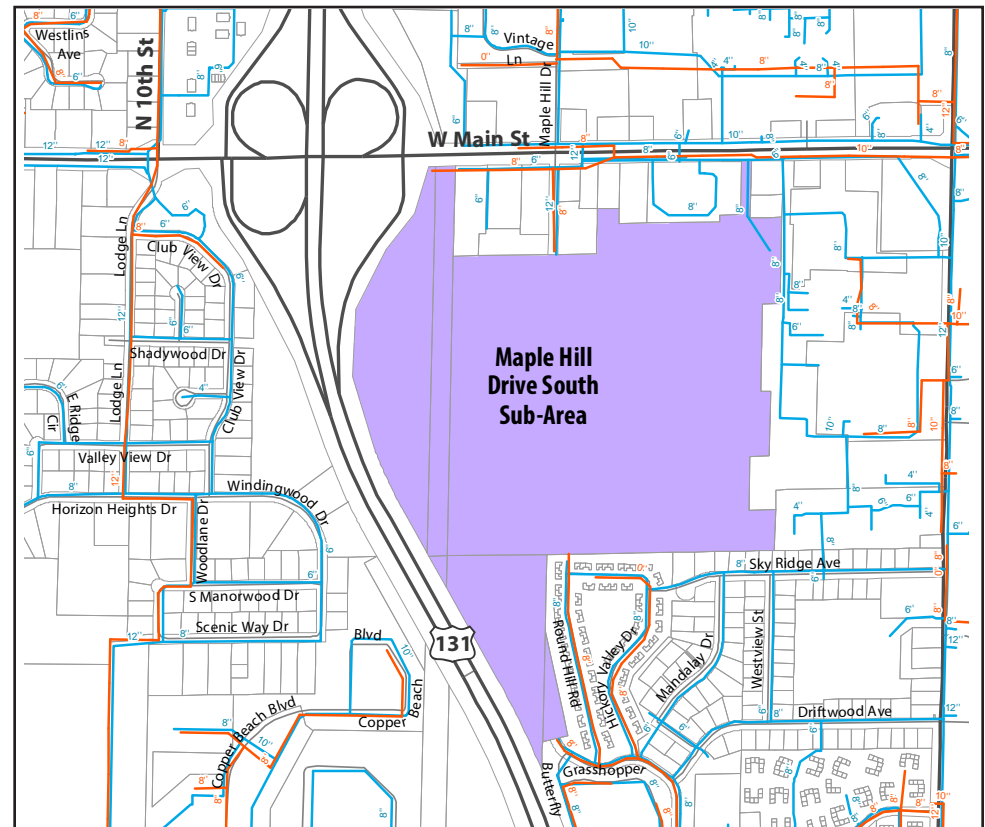
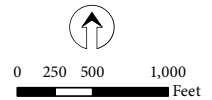
An existing golf course occupies much of the sub-area and features open space, trees and vegetation. Because of its significant size, the golf course is an important green space area. Further, it is one of the few large green space areas in this portion of the Township.

In terms of development constraints, the Maple Hill Drive South Sub-Area does not presently contain natural features that would prohibit or significantly hinder construction activity. The site is generally flat, with a few small ponds and some tree rows (part of the existing golf course). No streams or creeks extend through or near the sub-area. According to the National Wetlands Inventory, no wetlands are found in the sub-area. According to FEMA, no portion of the sub-area is within a 100-year floodplain.

Map 16 Public Utilities

-  8" Public Water Mains
-  8" Public Sewer Mains
-  Maple Hill Drive South Sub-Area
-  Major Roads
-  Local Roads
-  Property Lines

Data Sources:
Oshtemo Township, December 2016
Michigan Geographic Framework, v14.



Community Input

The primary means of community input in the Maple Hill Drive South Sub-Area planning process was a workshop held in March 2017. The purpose of the workshop was to inform and engage community members as part of the planning process to craft development preferences for the Maple Hill Drive South Sub-Area. In total, more than 50 interested citizens attended the workshop. Later in the planning process, an open house was held, where the draft plan was presented to the public for review and comment.

Visual Preference Survey

One key element of the workshop was a visual preference survey, a technique for obtaining feedback related to physical design character through the ranking of a series of representative images. **Table 6** provides a snapshot of the average score for each photo, as voted by the workshop attendees. Additionally, image sheets displaying the ranked images for each category are included in this section.

In general, the visual preference survey results revealed a clear preference for lower-density residential development as opposed to higher-density residential development. Most preferred was single-family attached or detached development with densities of less than 8 units per acre. There was a general distaste for conventional multiple family development (apartments) and multi-story (3+ stories) high density residential development.

Mixed-use development that scored well included those that exhibited high quality building architecture and site amenities, were 2-3 stories in height, and had ground level retail with upper story residential/office. The most favored commercial images were those that featured local commercial establishments with high quality building architecture, site amenities, and landscaping. Big-box and strip commercial development was less preferred. Streets that incorporated pedestrian, bicycle and non-motorized amenities were most preferred. Images which featured public amenities, such as sidewalk cafes and community green space, were overwhelmingly preferred. The detailed results of the visual preference survey are provided in the **Appendix**.

Table 6
Visual Preference Survey Image Scores by Category

Residential		Mixed Use		Commercial	
Photo Number	Photo Avg. Score	Photo Number	Photo Avg. Score	Photo Number	Photo Avg. Score
R-2	1.2	MU-4	1.2	C-7	0.9
R-4	0.5	MU-3	1.0	C-8	0.8
R-10	0.3	MU-2	0.2	C-2	0.1
R-1	0.1	MU-6	0.1	C-5	0.0
R-8	-0.2	MU-1	-0.1	C-1	0.0
R-9	-0.5	MU-7	-0.2	C-3	-0.3
R-7	-0.5	MU-5	-0.3	C-9	-0.3
R-3	-0.7	MU-10	-0.4	C-10	-0.4
R-5	-1.1	MU-9	-0.5	C-6	-0.8
R-6	-1.3	MU-8	-0.7	C-4	-1.5

Office		Streets/Sidewalks /Transit		Public Amenities	
Photo Number	Photo Avg. Score	Photo Number	Photo Avg. Score	Photo Number	Photo Avg. Score
O-5	1.0	S-2	2.1	PA-4	1.9
O-6	0.5	S-4	1.1	PA-6	1.6
O-2	0.4	S-7	0.9	PA-9	1.4
O-3	0.0	S-6	0.5	PA-1	1.4
O-10	-0.1	S-9	0.5	PA-8	1.2
O-9	-0.2	S-8	0.4	PA-2	0.9
O-8	-0.7	S-5	-0.2	PA-3	0.9
O-4	-0.8	S-10	-0.2	PA-7	0.3
O-7	-0.8	S-3	-0.4	PA-10	-0.5
O-1	-1.8	S-1	-0.5	PA-5	-0.6

While the visual preference survey revealed a preference for lower-density single-family development, the location of the sub-area (along major transportation routes and in close proximity to established commercial and higher intensity development) supports a denser residential product. Also, the Township Future Land Use Map directs higher intensity development toward this eastern edge of the Township, nearest the City of Kalamazoo. Given these factors, there is an opportunity to allow for increased residential densities within the sub-area.

Residential Development

Photo R-2: Rank #1 - Score 1.2



Photo R-4: Rank #2 - Score 0.5



Photo R-10: Rank #3 - Score 0.3



Photo R-1: Rank #4 - Score 0.1



Photo R-8: Rank #5 - Score -0.2



Mixed-Use Development

Photo MU-4: Rank #1 - Score 1.2



Photo MU-3: Rank #2 - Score 1.0



Photo MU-2: Rank #3 - Score 0.2



Photo MU-6: Rank #4 - Score 0.1



Photo MU-1: Rank #5 - Score -0.1



Commercial Development

Photo C-7: Rank #1 - Score 0.9



Photo C-8: Rank #2 - Score 0.8



Photo C-2: Rank #3 - Score 0.1



Photo C-5: Rank #4 - Score 0.0



Photo C-1: Rank #5 - Score 0.0



Office Development

Photo O-5: Rank #1 - Score 1.0



Photo O-6: Rank #2 - Score 0.5



Photo O-2: Rank #3 - Score 0.4



Photo O-3: Rank #4 - Score 0.0



Photo O-10: Rank #5 - Score -0.1



Streets/Sidewalks/Transit

Photo S-2: Rank #1 - Score 2.1



Photo S-4: Rank #2 - Score 1.1



Photo S-7: Rank #3 - Score 0.9



Photo S-6: Rank #4 - Score 0.5



Photo S-9: Rank #5 - Score 0.5



Public Amenities

Photo PA-4: Rank #1 - Score 1.9



Photo PA-6: Rank #2 - Score 1.6



Photo PA-9: Rank #3 - Score 1.4



Photo PA-1: Rank #4 - Score 1.4



Photo PA-8: Rank #5 - Score 1.2



However, sufficient protections would need to be implemented, such as a transition scheme consisting of the establishment of low-density uses and/or open space buffers, to ensure an appropriate relationship with adjacent low-density residential development to the south. Both the establishment of lower-density residential uses within the sub-area and the protection of existing low-density residential uses adjacent to the sub-area were highly desired by visual preference survey participants.

Design Exercise

A second key component of the community workshop was a design exercise, where small groups (eight total) were formed and asked to identify design concepts and ideas for future development within the study area. To support this effort, small groups were given large aerial photographs of the study area, along with pre-established categories with precedent descriptions/imagery for land use types, building types and circulation route types. Below is a summary of the key themes or “shared values” that emerged as a result of this exercise.

Land Uses

While the details of each group’s site design plan differed in the layout and scale of development on the site, overall, the plans had the following in common:

- A buffer consisting of open space and complimentary recreational uses, e.g. playgrounds, parks, trails, etc. should be located along the south property line between the site and the neighborhoods to the south
- Commercial and retail uses, including mixed-use buildings, should be located along the north property line (which is consistent with existing land uses on Main Street)
- A mixture of office and mixed-use buildings should be located to the west, adjacent to US-131



One of the small group concept plans prepared during the design exercise.

Connections and Mobility

While the plans differed in how the site should be accessed or how the street network should traverse the site, several themes came out of the design process. The following provides a summary of how the design proposals dealt with connections and mobility.

- All eight groups suggested a street connection to the site from the north (Main Street) through an extension of existing streets and driveways into the site
- While three plans proposed extending the street network to make a connection to the existing neighborhoods south of the site, the majority of the plans proposed the creation of a large buffer area along the southern border
- Half of the plans proposed a street connection to the existing commercial area (and ultimately Drake Road) to the east
- Several plans suggested the creation of pedestrian trails and bicycle lanes on the site, potentially connecting into the existing street network of the neighborhoods to the south

The detailed results of the design exercise are provided in the **Appendix**.

Vision, Goals, and Principles

The Oshtemo Township Master Plan 2011 contains Goals and Objectives to describe the vision for the Township as a whole and how to achieve them. These overall goals also apply to the Maple Hill Drive South Sub-Area and will help shape the development that occurs. However, due to the unique circumstances in this sub-area, the vision, goals, and principles established herein for the sub-area will further guide future land use and development.

The vision, goals, and policies established herein depict the ideal future of the Maple Hill Drive South Sub-Area. The vision is forward-looking, anticipating that development or redevelopment will not occur immediately, but rather, will occur in line with market demand over a longer period of time, five to ten years into the future, or beyond. This plan recognizes that the existing uses currently present within the sub-area,

including the Prairies Golf Club and the MDOT maintenance garage, remain viable at the present time. However, the plan is proactive and seeks to guide future development or redevelopment of the sub-area if and when it occurs.

Vision for the Sub-Area

The long-term vision for the Maple Hill Drive South Sub-Area is to develop as an attractive and economically vibrant mixed-use district, consisting of a planned mixture of commercial, office and technology, residential, and public use, which features high quality and uniform building and site design standards, and which complements and is compatible with adjacent uses. Further, the sub-area will provide residents and visitors with a unique opportunity to meet their needs for housing, employment, services, entertainment, and recreation.

Without standards or controls, this area would likely develop at an elevated intensity due to the high traffic levels on West Main Street and the amount and success of surrounding commercial development. Uncontrolled development would likely be detrimental to the Township, especially to those residents who live south of this area. Therefore, clearly stating a vision for future land use and establishing goals and standards for improvement in this area is critical to the success of the Township's overall plan for growth and development.

Goals and Principles for the Sub-Area

Goals and principles have been established for this sub-area which describe in greater detail how the vision for future development will be accomplished. The goals and principles are organized into overarching categories: Community Life, Physical Character, Land Use, and Access.

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 goals and principles -- they will ensure that this sub-area develops consistently with the vision outlined by the community.

Community Life Goal and Principles

Development in the Maple Hill Drive South Sub-Area will occur in a manner that enhances the existing quality of life of all those who live, work, and play in Oshtemo Township.

- Protect the integrity and quality of life of existing and future neighborhoods and surrounding residential areas through land use transitions and open space buffers.
- Open spaces and community gathering spaces should be provided within the sub-area to be used as locations to stimulate social interaction, civic events, and recreational activity.
- A distinct identity should be developed for the sub-area to promote a sense of place for the new community.
- Public spaces, such as parks and non-motorized facilities, will be encouraged within the sub-area. The use of Zoning incentives will be considered to foster the development of public spaces.

Physical Character Goal and Principles

Site and architectural design within the Maple Hill Drive South Sub-Area shall follow exceptional and complementary standards to ensure long-term appeal, and create a unique and memorable experience for visitors and residents. Form and character standards shall be established so that appearance becomes as important as the specific uses established in this area. However, such standards must be flexible enough to allow for various aesthetic interpretations.

- Building design shall be elevated with varied building heights, architectural character, and high-quality building materials that provide visual interest at a pedestrian scale.
- The physical height and bulk of buildings shall reduce in size from north to south, providing compatibility in size to the adjacent residential neighborhoods or a substantial open space buffer that helps to mitigate impacts.
- Varied styles of residential development are encouraged to attract residents of diverse ages, incomes, and lifestyles.



High-quality site and architectural design will ensure long-term appeal, and create a unique and memorable experience for visitors and residents.

- The design, layout, and amenities provided within the development shall balance both pedestrian and vehicular needs, and shall work to enhance aesthetic appeal and the overall experience for both residents and visitors.
- A streetscape aesthetic shall be designed that includes public elements and integrated signage within the sub-area.
- Sustainable development principles, such as the use of storm water best management practices and the incorporation of “green” building design, will be encouraged and incentivized, in order to enhance the quality of the natural environment and limit off-site impacts.
- The western portion of the sub-area, with high visibility from US-131 and West Main Street, shall showcase strong unified design and architectural standards, with the potential for the incorporation of gateway features highlighting entry into Oshtemo Township.

Land Use Goal and Principles

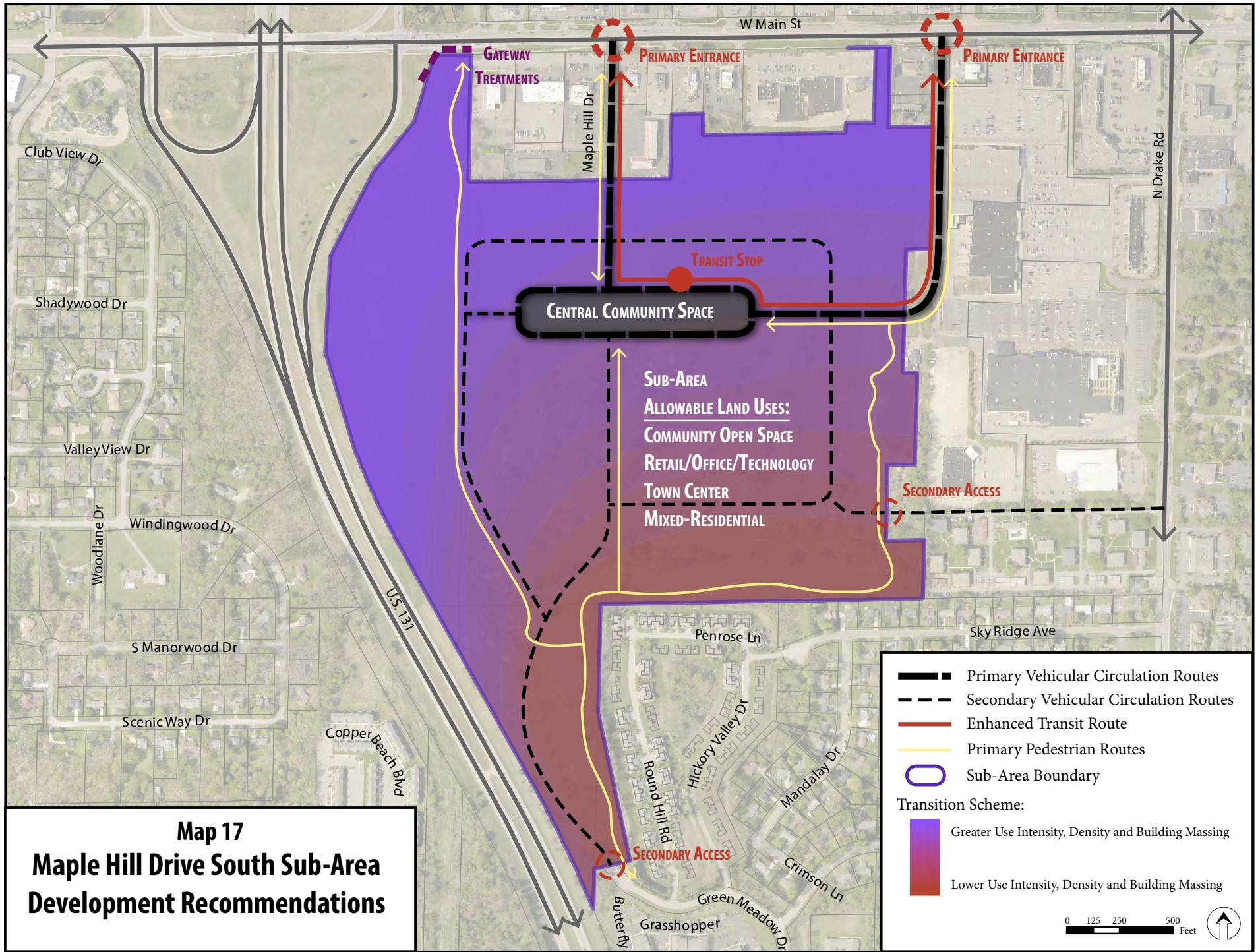
Future development in the Maple Hill South Sub-Area will include a mix of uses, complementing the commercial character of the area while respecting adjacent residential development.

- Uses in the sub-area will include a compatible mix of residential, non-residential and public space.
- Development in the sub-area shall include passive open spaces, and will be designed to be reflective of the existing landscape and natural features (tree rows, ponds, etc.) of the site. Active plazas and civic spaces shall also be integrated into the overall development.
- To ensure compatibility with adjacent development, a transitional land use scheme shall be employed, with the least intensive and lowest density land uses to be located along the southern edge of the sub-area (adjacent to established residential areas), transitioning to more intensive and higher density land uses where adjacent to the freeway and existing commercial areas.
- The southern edge of the sub-area shall be exclusively occupied by residential land uses, to ensure compatibility with adjacent established residential areas. Further, if the height and bulk of any proposed residential construction is not equivalent to the existing development, a natural greenspace buffer/ vegetative screen shall be provided.

Access Goal and Principles

A safe, efficient, and balanced multi-modal transportation network will be established within the Maple Hill Drive South Sub-Area. The primary vehicular access to the sub-area will be provided from West Main Street; however, local connections to adjacent development should also be established.

- Ensure future development complies with the Township’s Access Management Plan.
- Require efficient vehicular and pedestrian interconnections between the varied development sites within the sub-area.



- Design the local transportation network in a manner that discourages direct connections between commercial development and adjacent neighborhoods limiting through traffic.
- Coordinate with MDOT and the Road Commission of Kalamazoo County to ensure future road improvements are consistent with this and other plans of the Township, including the Non-Motorized Facilities Plan.
- Opportunities for enhanced transit service within the sub-area should be explored and accommodated.
- Facilitate the establishment of a pedestrian and bicycle transportation network within the sub-area, with strategic connections to the broader non-motorized transportation network.
- Parking areas should be designed and located with care, to avoid overparking the site and to ensure the focus remains on the buildings and not the parking areas. Shared parking will be strongly encouraged.
- Sidewalks should be provided on every street to promote safe and efficient pedestrian routes within the development.

Development Recommendations

Development recommendations for the sub-area, related to land use, density, circulation and connections, are further described below and are illustrated on **Map 17**.

Land Use Types

To allow flexibility in future development of the site, this sub-area plan does not specifically delineate the geographical extent of land uses that would comprise the overall mixed-use development. However, consistent with the previously listed Land Use Goals and Principles, the following specific land use types would be encouraged:

Community/Open Space

The integration of community and open space uses within the development is critical to ensure an exceptional environment for visitors and



Mixed-use buildings could contain first-floor commercial, retail, and/or office uses, with upper floor office and/or residential uses.

residents. A central community space area is recommended as a sub-area focal point; this space would be designed to accommodate more active community functions, such as civic events, recreation, and entertainment. Passive open space areas are also recommended to serve as buffers and places to experience and enjoy nature.

Retail/Office/Technology

Particularly given its high visibility from US-131 and West Main Street, the sub-area is highly suitable to accommodate mixed-use or stand-alone buildings that would include retail, restaurant, entertainment, office, and technology use.

Town Center

A “town center” is envisioned as a central focal point, with compact, mixed-uses that will provide a nucleus to attract future growth. Development will allow for a mix of uses both vertically within buildings and horizontally within blocks. For example, mixed-use buildings could contain first-floor commercial, retail, and/or office uses, with upper floor office and/or residential uses. Mixed-use blocks allow for single-use buildings in a range of land uses within one block. Commercial uses, professional offices, entertainment facilities and cultural centers are encouraged. Pedestrian-oriented design is of paramount importance to create a sense of place.

Mixed Residential

The sub-area is anticipated to accommodate a wide variety of residential styles. This could include higher density residential land uses within the town center and/or where adjacent to the existing commercial development on West Main Street. Such high density residential use could be accommodated within the upper levels of mixed-use buildings or stand-alone buildings. Or, more traditional residential uses that will serve as a buffer between mixed-uses within the sub-area and the adjacent neighborhoods south of the sub-area. Varied styles and types of residential use, from small lot detached homes to attached dwelling units, are expected to be accommodated, in a coordinated, pedestrian-oriented setting.

Density

The overall recommended net density for the Maple Hill Drive South Sub-Area is 6 dwelling units per acre. Where extraordinary public benefit is provided, such as the inclusion of significant open space or civic amenities, the granting of a density bonus may be considered by the Township. Implementation of density bonuses will likely be devised on a sliding scale based on either the amount of land dedicated to a public purpose or the complexity of the public use.

Building Scale

Within the sub-area, the scale of mixed-use or stand-alone buildings is proposed to be the greatest where adjacent to established commercial areas along West Main Street and along the US-131 frontage. Within the town center component of the development, buildings should maintain a massing similar to traditional small-town downtowns. A building scale transition scheme should be employed throughout the sub-area, with the scale of buildings in the southern edge being similar to and compatible with adjacent residential development to the south.

Circulation and Connections

A conceptual internal circulation plan for the sub-area with proposed connections to adjacent properties is shown on **Map 17**. These recommendations are further summarized below.

Vehicular Circulation and Connections

The primary vehicular access to the sub-area would occur through two entrances from West Main Street. Coordination with MDOT would need to occur to ensure safe and efficient access to the site through appropriate intersection design and signalization. Additionally, the eastern-most of the two proposed primary access drives extends beyond the sub-area into an adjacent private property. Coordination with this adjacent property owner would need to occur, and consideration should be given to making this a public road that would be dedicated to the Road Commission of Kalamazoo County.

Secondary vehicular access to the sub-area is recommended to occur from the south via Green Meadow Drive. In addition to providing access to the sub-area itself, this secondary vehicular access would serve an added benefit of offering access to West Main Street for the residents to the south, including the Canterbury House Apartments. Once this access through the sub-area to West Main Street is established, the Township will work with the Road Commission of Kalamazoo County to close the connection between Green Meadow Drive and Driftwood Avenue, a local residential street, which is commonly used as a cut-through to Drake Avenue.

Secondary vehicular access into the sub-area is also recommended from Drake Road to the east, via an existing, privately owned access drive serving an adjacent apartment complex. Coordination with the adjacent property owner would need to occur, and consideration should be given to making this a public road that would be dedicated to the Road Commission of Kalamazoo County.

Transit Connection

Map 17 shows a recommended transit route extending into the sub-area via West Main Street, with a transit stop near the central community green space. This is likely to be a KMetro bus route extension/modification of its current Route 14 along West Main Street.

Non-Motorized Circulation and Connections

The establishment of an interconnected non-motorized circulation system, consisting of sidewalks, multi-use trails, crosswalks and pedestrian amenities (benches, bicycle racks, etc.), is critical for the success of the sub-area. Primary pedestrian routes recommended for the sub-area are conceptually identified in **Map 17**. Connections to existing and planned pedestrian networks outside of the sub-area, such as to the neighborhoods to the south, will be required.

Implementation/Zoning Plan

To implement the Maple Hill Drive South Sub-Area Plan, an overlay zone with design guidelines related to building form within the sub-area is recommended to be developed and adopted by the Township. The overlay zone would provide guidance on uses, densities, and other bulk requirements for the sub-area. The overlay zone would likely include regulations pertaining to the following:

- Applicability of overlay zone
- Uses permitted
- Development standards, including building and site orientation, setbacks, minimum/maximum heights, required open space, parking, etc.
- Private/common open space standards
- Incentives for public spaces/uses, through residential density and commercial square foot bonuses
- Review and approval procedures and standards

Design guidelines would also be included as part of the overlay zone, which would provide direction on more subjective issues such as the general aesthetics of architectural character, building materials, signage, and landscape elements.

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