

ADOPTED DECEMBER 7, 2020

MASTER PLAN

**TEXAS
TOMORROW**
Preserve and Enhance



ACKNOWLEDGMENTS

This Master Plan is the result of a collaborative effort of community residents, leaders, staff, and volunteers between the summer of 2019 and the fall of 2020. While numerous Township residents and stakeholders made contributions to this Plan, the leaders of the process are listed below to recognize their important roles.

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1. INTRODUCTION	1
2. GOALS AND OBJECTIVES	7
3. FUTURE LAND USE PLAN	17
The Future Land Use Map	18
Park Target Areas	21
Preservation Boundary	21
10 Year Wellhead Protection Limit	21
Agricultural Preservation 1 Unit / 5 Acres	22
Rural Residential 1 Unit / 3 Acres	23
Conservation Residential 1 Unit / 10 Acres	24
Low Density Residential Up to 4 Units / Acre	25
Medium Density Residential 4-8 Units / Acre	26
High Density Residential 8-10 Units / Acre	27
Business and Technology Park	28
Industrial and Office	29
Neighborhood Commercial	30
General Commercial	31
Educational and Institutional	32
Natural Resource Conservation and Parks	33
Cluster Development Overlay 4-8 Units / Acre (Net)	34
Fire Station Future Planning	35
4. ACTION PLAN	41
Action Plan	43
Zoning Plan	47
5. TEXAS CORNERS SUB-AREA PLAN	51
Development Philosophy	54
Land Use	54
Key Design Elements	54
Texas Corners Zoning Plan	55
6. 9TH STREET EAST SUB-AREA PLAN	67
History	68
9th Street East Zoning Plan	75
7. TRANSPORTATION PLAN	77
Road Commission of Kalamazoo County	78
Future Transportation Plan	82
8. BACKGROUND INFORMATION	91
Community Description	92
Population and Housing Projections	96
Existing Land Use	97
Public Water and Sewer Service	101
Natural Features	107
Public Engagement Survey Results	109
Online Storymap Results	119
Resolution Approving and Adopting Township Master Plan	121

**LIST OF
MAPS**

Map 1. Regional Context.....	3
Map 2. Key Destinations	5
Map 3. Future Land Use.....	19
Map 4. Residential Density and New Community Amenities	35
Map 5. Fire Service Coverage	37
Map 6. Residential Density	39
Map 7. 9th Street East Sub-Area Plan	71
Map 8. Classification of Roadways.....	79
Map 9. Proposed Corridor Improvements.....	83
Map 10. Nonmotorized Network.....	87
Map 11. Existing Land Use	99
Map 12. Existing Sanitary Sewer Network.....	103
Map 13. Existing Water Main Network.....	105





1. **INTRODUCTION**

Texas Charter Township is considered one of Kalamazoo County's premier communities: home to natural beauty, highly desirable neighborhoods, major regional institutions, and an emerging downtown core. This Texas Tomorrow Master Plan provides a roadmap to the Township's future, building on existing assets to create a vibrant, welcoming, sustainable, and prosperous community.

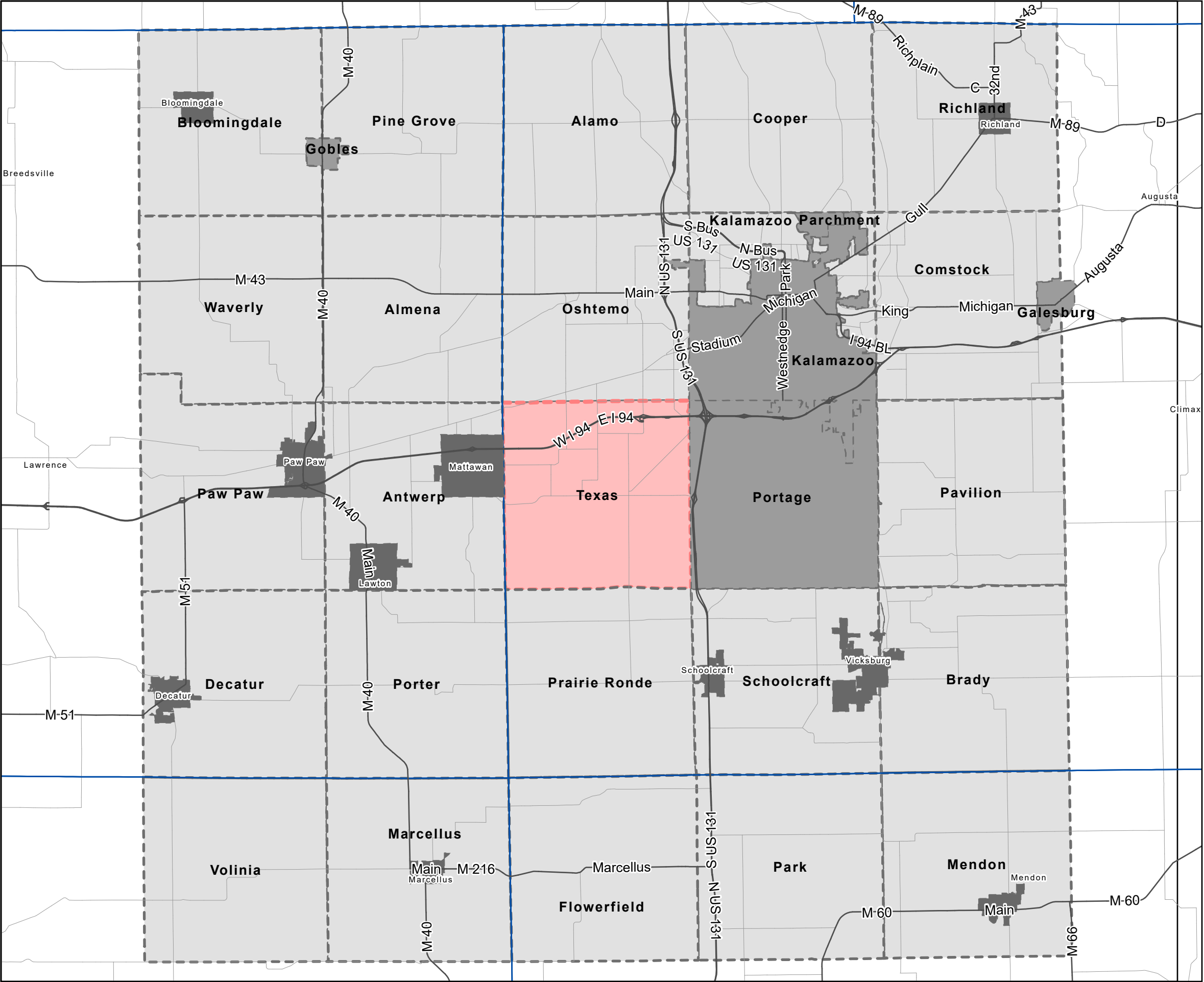
The Texas Tomorrow Master Plan begins with the Township's broad goals and action plan, followed by detailed land use planning, including the two following sub-area plans:

- » Texas Corners.
- » I-94 / 9th Street.

The sub-area plans provide an additional level of detail, which is befitting of two portions of the Township likely to see significant investment and change over the next 20 years.

Following the land use plans, this document includes a vision for the future of transportation in the Township. Finally, the plan ends with the background information used to develop and support the recommendations, including a summary of public comments received during the engagement process.

The Texas Tomorrow Master Plan envisions a prosperous and sustainable Texas Charter Township, designating growth where appropriate, preservation where desired, and high quality of life across the community.



Regional Context

Texas Charter Township, Kalamazoo County, MI

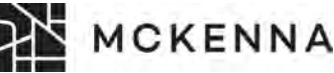
May 13, 2020

LEGEND

- Texas Charter Township
- Surrounding Townships
- Surrounding Cities
- Surrounding Villages
- County Line
- State Thoroughfares
- Other Regional Roads

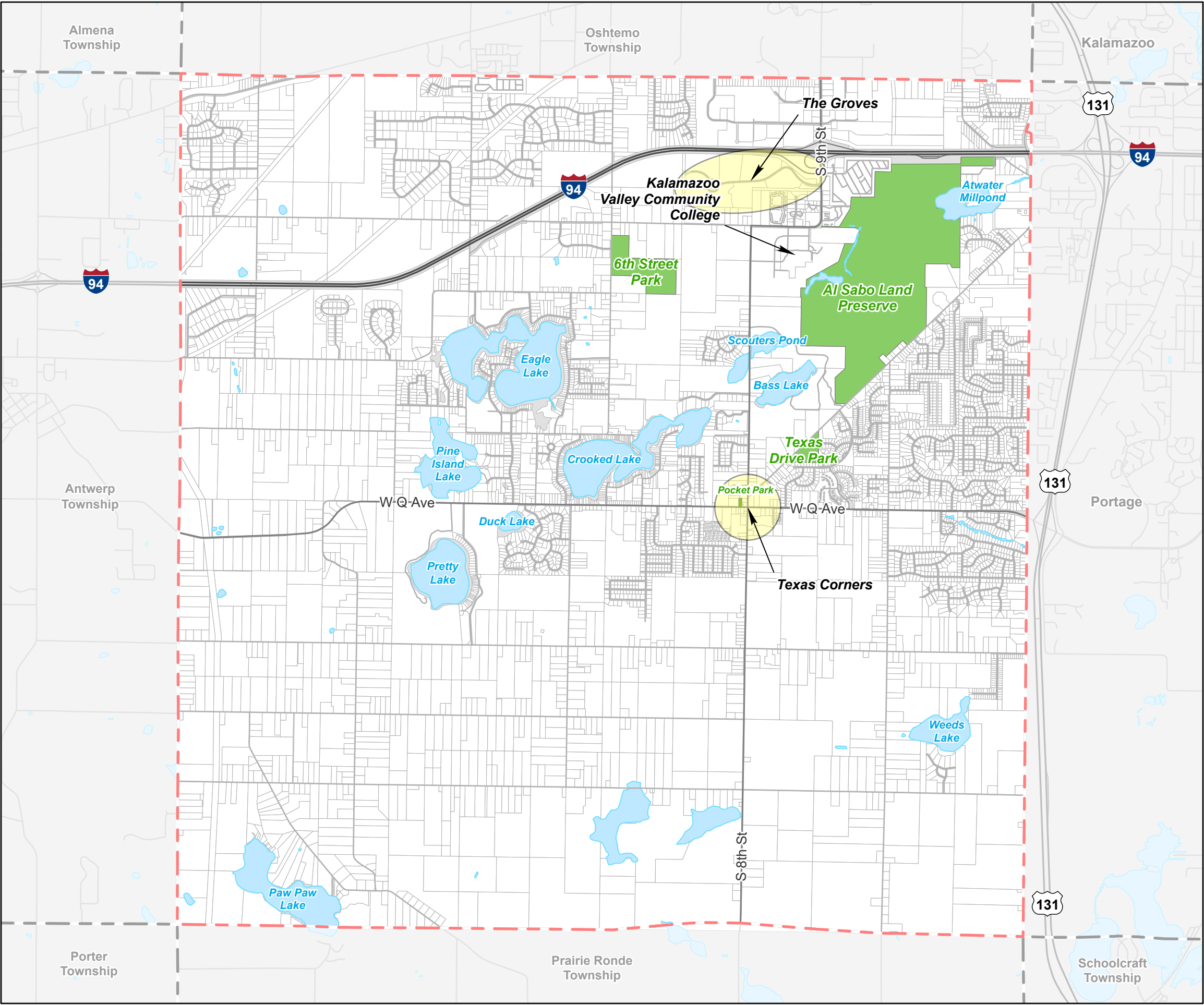


Basemap Source: Michigan Center for Geographic Information, Version 17a.
Data Source: Texas Charter Township 2019. McKenna 2020.



1. Introduction

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Key Destinations

Texas Charter Township, Kalamazoo County, MI

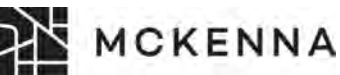
June 15, 2020

LEGEND

- Texas Charter Township Boundary
- Other Municipal Boundaries
- Township Parcels
- Key Destinations
- Township Thoroughfares
- Other Township Roads
- Lakes and Rivers



Basemap Source: Michigan Center for Geographic Information, Version 17a.
Data Source: Texas Charter Township 2020. McKenna 2020.





2. GOALS AND OBJECTIVES

The goals and objectives outline the Township's vision for the next 20 years. Goals are broad and aspirational statements, while objectives are steps taken along the way to achieve the goal.

1. AGRICULTURAL PRESERVATION

Continue to actively preserve agricultural land in the Township and maintain the Township's rural character.

OBJECTIVES

- 1.1** Establish and maintain the proposed Township Preservation Boundary by providing public water and sewer infrastructure only in places designated for development.
- 1.2** Limit development in Agricultural Preservation areas through large minimum lot size requirements, restrictions on the number of permitted uses, and providing economic opportunities for farmers.
- 1.3** Strengthen and maintain relationships with local producers to assist with farmland preservation, agri-business efforts, and succession efforts, as applicable.
- 1.4** Explore opportunities to implement farmland preservation tools in the Township such as a Transfer of Development Rights Program or a Purchase of Development Rights Program.



2. HOUSING AND NEIGHBORHOODS

Maintain the Township's regional position as a community that provides safe, attractive, and vibrant neighborhoods that can accommodate residents at all stages of life.

2

OBJECTIVES

- 2.1** Support a system of organized land uses to provide greater housing choices, where new and redeveloped areas respect existing neighborhoods.
- 2.2** Encourage residential developments that are needed by persons of all ages, incomes, and household sizes.
- 2.3** Encourage diverse types of housing within areas where envisioned densities are consistent with non-single family housing types.
- 2.4** Continue to grow and enhance a variety of residential options within Texas Corners, 9th Street East, and other areas as designated on the Future Land Use map.
- 2.5** Maintain the delicate balance between rural land and residential development.



3. TRANSPORTATION

Invest in improving and maintaining the Township's vehicular and nonmotorized infrastructure to ensure the transportation network provides accessibility and connectivity to community destinations, is designed for people, and responds to advances in transportation technology.

3

Because the Township does not have jurisdiction over rights-of-way within its boundaries, it must partner with other entities to achieve many of its transportation goals.

3.1 Partnerships: Work with partners such as the Road Commission of Kalamazoo County, the Michigan Department of Transportation, the Kalamazoo Area Transportation Study, Metro Transit, homeowner associations, and private developers to do the following:

- 3.1a** Maintain the existing network of highways, roads, and streets to accommodate the safe and efficient movement of vehicles and pedestrians.
- 3.1b** Create new connections and redesign streets as necessary to ease traffic congestion and increase desirability of use by nonmotorized transportation.
- 3.1c** Promote the use of alternative modes of transportation such as ridesharing, bicycling, and walking, throughout the Township.
- 3.1d** Ensure proposed commercial, industrial, and residential developments include well-connected street, pedestrian, and bike networks, including requiring stub streets to connect to future adjacent development.
- 3.1e** For public roads, encourage connectivity between neighborhoods, while still allowing dead end street designs where necessary or desirable. Where dead end street patterns exist, encourage pedestrian and/or bicycle connectivity between neighborhoods.
- 3.1f** Utilize private roads to encourage creativity in residential and commercial development design.
- 3.1g** Prepare for the emergence of new transportation technologies by re-envisioning traditional uses of the transportation network and by investing in new mobility strategies and "smart" infrastructure, such as sensors for driverless vehicles or flex lanes for high traffic volume periods.
- 3.1h** Explore opportunities for future public transit routes and stops as the Township continues to grow.

3.2 Direct Township Action: Utilize Township and Downtown Development Authority (DDA) resources to pursue the following objectives:

- 3.2a** Maintain the Township's existing network of bike trails, and explore opportunities to enhance bike network connectivity whenever feasible.
- 3.2b** Promote the construction of nonmotorized and / or pedestrian infrastructure on both sides of streets to enhance safety and connectivity and implement protected pedestrian crossings when feasible and applicable.
- 3.2c** Implement a comprehensive pedestrian network that focuses on creating safe intersections and crossings, encourages pedestrian-scale streetscapes, and supports walkable land use arrangements—especially in the Texas Corners area.
- 3.2d** Utilize Township zoning authority to encourage pedestrian and bicycle connectivity between residential developments.
- 3.2e** Enhance bike and / or sidewalk infrastructure to connect neighborhoods to one another, as well as to neighboring community nodes, as applicable.
- 3.2f** Leverage DDA resources to improve safety and efficiency along Q Avenue and 8th Street.

4. SUSTAINABILITY AND RESILIENCY

Support land use planning efforts that encourage environmentally-friendly development, including efforts that reduce air pollution and greenhouse gas emissions, as well as promote energy and water conservation.

4

- 4.1** Promote land use patterns that increase sustainability and resiliency in buildings and transportation systems by making sustainability a critical element when developing new zoning regulations and modifying old regulations and the zoning map.
- 4.2** Conserve and, if necessary, restore open spaces, waterways, tree canopies, and other natural resources to increase resiliency, adaptability, and biological integrity, as well as to maintain the Township's rural character.
- 4.3** Consider the short and long term environmental impacts of policy decisions—particularly decisions that lead to new development, such as revisions to the Future Land Use and Zoning Maps, and expansions of water, sewer, and road infrastructure.
- 4.4** Prepare the public and Township staff for emergencies by regularly updating emergency management plans and expanding emergency management initiatives.
- 4.5** Continue to address flooding concerns and continue to support preservation of wetlands and other natural areas.
- 4.6** Expand water and wastewater systems within the designated growth areas of the Township to be a more environmentally sustainable community.



5. ECONOMIC DEVELOPMENT

Retain and promote the Township's mix of commercial and industrial uses in defined locations that provide desired employment, goods, and services for residents, visitors, and workers alike.

5

- 5.1** Encourage economic development that positions the Township to enhance its tax base and maintain a stable and diverse revenue source.
- 5.2** Continue to enhance Texas Corners as envisioned by the Sub-Area Plan.
- 5.3** Support the education and business communities, especially Kalamazoo Valley Community College, in developing a competitive workforce to provide job skills demanded by the regional marketplace and provide employment opportunities for local graduates.
- 5.4** Continue working relationships with the Kalamazoo Valley Community College to promote and enhance their presence in the Township.
- 5.5** Partner with regional entities, such as Southwest Michigan First, Kalamazoo Valley Community College, and Western Michigan University to promote economic development in the Township, including retaining existing businesses and industry.
 - 5.5a** Target outreach to innovative companies (knowledge-based and high technology industrial) to ensure a diverse and resilient economic base.
 - 5.5b** Cultivate relationships with medical partners to continue to target opportunities for retention and expansion of the medical industry and medical services within the Township.
- 5.6** Assist existing businesses and encourage economic development by supporting construction of state-of-the-art internet and communication infrastructure.



6. PARKS, TRAILS AND OPEN SPACE

Continue to invest in existing recreation facilities and consider new facilities to provide quality of life benefits for Township residents, including active living, accessibility to recreation, and environmental preservation.

6

- 6.1** Encourage open space and / or recreation areas within all new and retrofitted development.
- 6.2** Preserve and / or incorporate natural drainage and flood plains wherever possible into park and recreation sites.
- 6.3** Pursue funding sources and develop partnerships and identify advocates to manage park needs.
- 6.4** Ensure management and preservation of future nature preserve areas through partnerships with regional and private partners.
- 6.5** Work towards the development and preservation of sufficient open space and recreation facilities that offer a wide variety of recreation opportunities for Township residents.
- 6.6** Continue working relationships with public road agencies to implement paved shoulder projects, where appropriate, that coincide with the Kalamazoo County road improvements schedule.
- 6.7** Continue working relationships with Kalamazoo Area Transportation Study (KATS) to plan and develop a regional bicycle commuter route in the Township.
- 6.8** Target specific areas such as utility corridors to implement nonmotorized infrastructure, especially those that connect to a larger trailway network in neighboring communities.



7. INFRASTRUCTURE

Invest in improving and maintaining Township infrastructure to ensure that services can be available, where appropriate, for current and future development.

7

- 7.1** Implement innovative and effective strategies for maintenance and improvement of the stormwater, wastewater, solid waste, and recycling systems to ensure the health and safety of the Township's residents.
- 7.2** Invest in and implement comprehensive and innovative urban water management, green infrastructure practices, and renewable energy systems.
- 7.3** Continue to implement recommendations identified in the Texas Charter Township Flood Study Report to address lake flooding concerns.
- 7.4** Maintain working relationships with City of Kalamazoo and City of Portage, and explore a partnership with the Village of Mattawan, for planned municipal water / sewer extensions.
- 7.5** Improve the sustainability of the Township's buildings, facilities, and vehicles.
- 7.6** Partner with Kalamazoo Valley Community College, the City of Kalamazoo, the Kalamazoo County Office of the Drain Commissioner, and the private sector for future infrastructure improvements.
- 7.7** Consider the long-term fiscal and environmental impact of infrastructure expansions, especially water and sewer. Weigh the revenue from new development against the long-term maintenance costs of expanded infrastructure, and anticipate additional infrastructure costs (such as expanded roads or new parks) that may accompany growth in the long term.
- 7.8** Ensure all properties within the Texas Corners Business District have access to public water and sewer.
- 7.9** Infill public water and sewer within existing neighborhoods that are not currently served, especially those with higher densities and those along the lakefronts. Public sewer service along the lakefronts could help with long term lake health.
- 7.10** Work with the City of Kalamazoo to ensure high quality of service to Township water and sewer customers by meeting State and Federal regulatory requirements and minimizing service interruptions.
- 7.11** Manage stormwater inflow and minimize pollutants in groundwater infiltration in order to protect groundwater and preserve lake health.
- 7.12** Be consistently planning for the future in the ongoing design and maintenance of the sewer and water infrastructure in the Township to minimize life cycle costs and provide capacity for community growth.
- 7.13** As the community grows, consider the development of a new fire station that supports a response time of four minutes throughout the Township.
- 7.14** Work with telecommunication providers to establish availability of the latest telecommunications technology while also ensuring utilities are located underground.

8. URBAN DESIGN

Achieve a positive and lasting community image by encouraging quality urban design in all developments, including efficient site design, durable and attractive building materials, and a clearly articulated aesthetic character throughout the Township.

8

- 8.1** Encourage and utilize current best practices for human-scale development designed to create a friendly, welcoming, and safe environment for people. Examples include: safe sidewalks, frequent crosswalks, access management on busy corridors, building massing / height / entrances designed with pedestrians in mind, pedestrian-scale lighting, and moderately sized signage.
- 8.2** Strive to incorporate design elements that contribute to a sense of place within the community.
- 8.3** Incorporate unique and functional community design components with all new developments, public spaces, and streetscapes—especially in Texas Corners.
- 8.4** Develop detailed policy guidance, such as form-based codes and pattern books, to ensure the predictable and orderly transition of mixed use districts with a high level of urban design.
- 8.5** Promote landscaping and site design to enhance the sense of place along all corridors.
- 8.6** Reserve underdeveloped land for high-quality development emphasizing the use of superior materials and the establishment of a sense of place, in applicable areas.
- 8.7** Retrofit underutilized parking lots, as applicable, to increase economic development opportunities in Neighborhood Commercial areas and Texas Corners to provide additional services to residents and visitors.







3. FUTURE LAND USE PLAN

The following pages describe the fabric of the Texas Tomorrow Master Plan. The Future Land Use Plan will help guide the Township into a sustainable future by designating specific land uses for development types best-suited for the area.

Future Land Use visions for the Texas Corners and 9th Street East Sub-Areas can be found in Chapters 5 and 6. Zoning and other implementation recommendations for the Sub-Areas are outlined in those chapters.

The Future Land Use Map

The Future Land Use Map is a geographic representation of the Township's vision for future development, investment, and preservation. It should be used to guide decision making by Township officials, especially regarding zoning approvals. The map was developed using input from the public and stakeholders, as well as information regarding market conditions, population projections, sustainability objectives, and infrastructure capacity. Specifically, the various elements of the map were informed by the following:

The Preservation Boundary

As described later in this section, the Preservation Boundary surrounds much of the Township's rural area and is intended to restrict intense urban and suburban development. Specifically, public water and sewer service are not planned within the boundary.

One key factor in the location of the Preservation Boundary was the capacity of Q Avenue to handle additional traffic from new development. Q Avenue currently experiences congestion during rush hour, because it is a direct route to US-131 and employment centers in Portage. Because R and S Avenues do not cross 131, a large number of Texas residents living approximately between PQ and S Avenues use Q Avenue as their primary east-west commuting route. Thus, the Future Land Use Map limits the new development within that band to only areas in the vicinity of existing development.

Other factors, such as existing lot sizes, current (and potential future) provision of public sewer and water, proximity to existing development, environmental factors, and property owner preference for lots on the edge of the Preservation Boundary zone were considered.

Residential Areas

Once the Preservation Boundary was established, the specific pattern of residential growth within the areas outside the boundary needed to be determined. For most undeveloped lots planned for residential, Low Density Residential (1-4 units per acre) is the envisioned development style, to keep a consistent character with the existing single family neighborhoods of the Township. However, near the Texas Corners and 9th Street East Sub-Areas, as well as other nodes of activity, Medium Density and/or High Density Residential are envisioned.

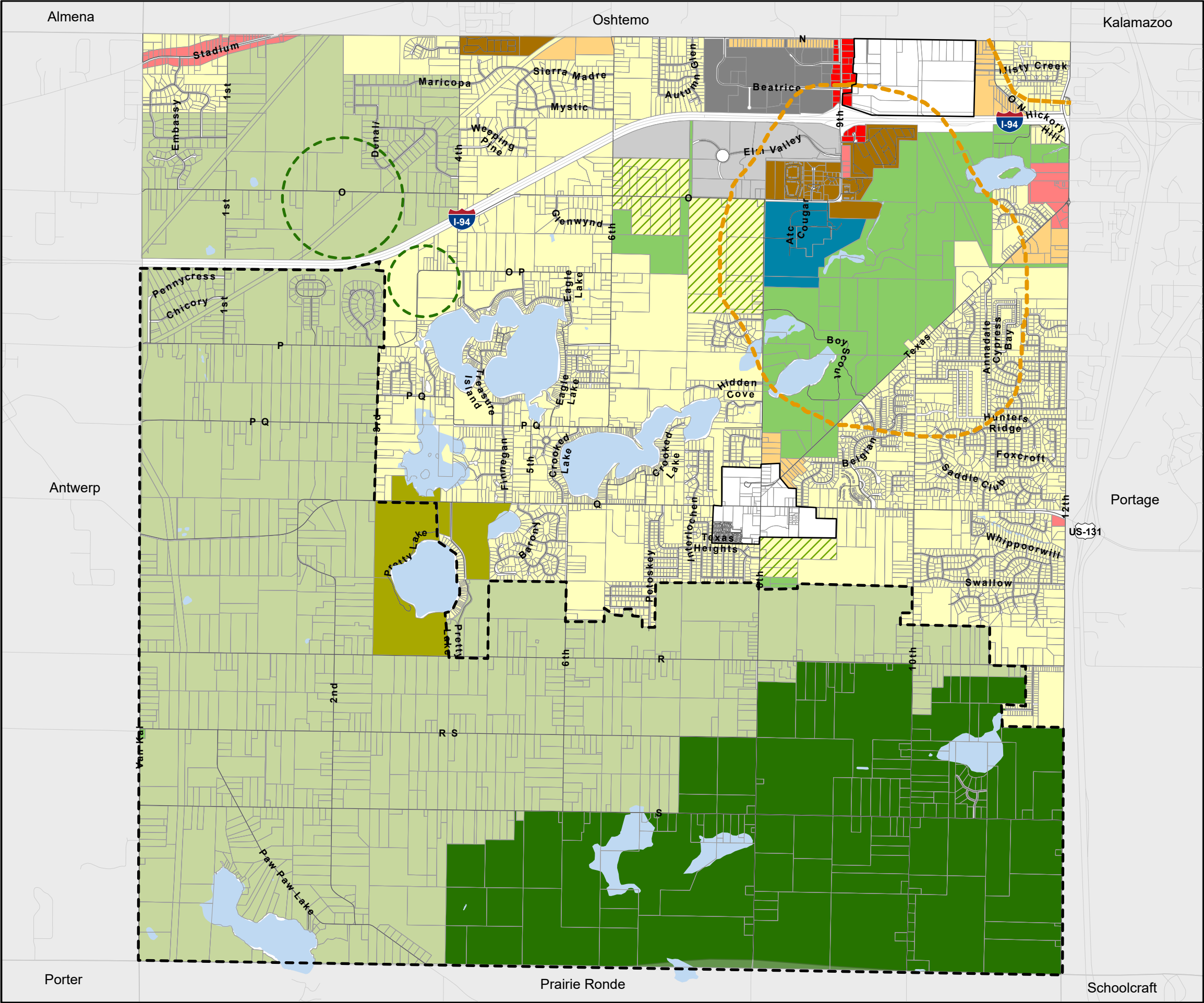
The Rural Residential and Preservation Residential categories exist both inside and outside the Preservation Boundary. However, whether or not they are provided with public water and sewer, those categories are designed to preserve environmentally sensitive and naturally beautiful areas, while allowing for very low density housing.

Business and Institutional Areas

The Future Land Use Map generally envisioned businesses and institutions to expand in the immediate vicinity of their existing footprints, rather than creating new business or institutional areas in other parts of the Township. Thus, The Groves, Kalamazoo Valley Community College campus, 9th Street corridor, Beatrice Drive business park, Stadium Drive, and the intersection of Texas Drive and 12th Street are all planned for businesses and/or institutions.

Sub-Areas

The two Sub-Areas called out for more specific planning (Texas Corners and 9th Street East) were designated because of their potential to become economic and cultural centers for the Township, once developed with a mix of uses in a walkable configuration. Texas Corners already serves that function and this plan envisions additional growth and enhancement. 9th Street East is only now beginning to be developed and this plan serves as a guide for how that should proceed.



Future Land Use

Texas Charter Township, Kalamazoo County, MI

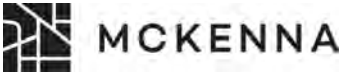
November 13, 2020

LEGEND

- Agricultural Preservation
- Rural Residential
- Conservation Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Business and Technology Park
- Industrial and Office
- Neighborhood Commercial
- General Commercial
- Educational and Institutional
- Natural Resource Conservation and Parks
- Sub-Area Parcels
- Cluster Development Overlay
- Preservation Boundary
- 10 Year Wellhead Protection Limits
- Park Target Area



Basemap Source: Michigan Center for Geographic Information, Version 17a.
Data Source: Texas Charter Township 2019. McKenna 2020.



3. *Future Land Use Plan*

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Park Target Areas

Park Target Areas are general areas where new parks should be located as the Township grows, in order to preserve open space and provide recreational amenities to complement new development. The Township should consider acquisition of land within or near the Park Target Areas. Each Park Target Area corresponds to one envisioned “community park” although recreational and open space needs could be met by a greater number of smaller facilities.



Preservation Boundary

The Preservation Boundary on the Future Land Use Map designates the area that Texas Charter Township envisions for the preservation of rural character, natural features, and agriculture. The extension of public water and sewer systems within the boundary is highly discouraged and any development within the boundary should be low density and designed to preserve natural features.



10 Year Wellhead Protection Limit

The Al-Sabo Land Preserve is the location for a City of Kalamazoo wellfield. Protection of groundwater resources is in the best interest of the entire region. To that end, Texas Charter Township has adopted a Wellhead Protection Ordinance that closely mirrors the regulations of the City of Kalamazoo, including all performance standards. To support that Ordinance, the Future Land Use Map includes the 10 Year Wellhead Protection Limit (otherwise known as the “10 Year Time of Travel Zone”). Development may be approved within the 10 Year Wellhead Protection Limit, consistent with the Future Land Use Map, but must meet the standards of the Wellhead Protection Ordinance.



Agricultural Preservation

1 Unit / 5 Acres

DESIGN GUIDELINES

LOT DIMENSIONS

Recommended Parcel Areas:
Consistent with surrounding character, a minimum of 5 acres.

Recommended Parcel Width:
At least 200 feet.

BUILDING SETBACKS

Minimum / Maximum:
» Front: 60-80 feet.
» Side: 15-25 feet.
» Rear: 40-60 feet.

BUILDING HEIGHT

Minimum:
None.

Maximum:
20-35 feet.

APPROPRIATE ZONING DISTRICTS

Agricultural District (AG).

General Characteristics.

The Agricultural Preservation area is concentrated in the southeast portion of the Township. This area is mostly active farmland, agricultural businesses, or rural single family homes. The goal of the Agricultural Preservation land use category is to preserve farmland, prime agricultural soils for farming or agri-business, and to preserve the rural areas of the Township. Lots associated with the Agricultural Preservation land use are typically larger in size and very low density.

In addition, the Agricultural Preservation land use in the Township is located within the Preservation Boundary. The goal of the Preservation Boundary is to limit sprawl by targeting specific areas for future utility extensions. In doing this, the Township can maintain its rural character and protect resources.

Appropriate Land Uses.

Appropriate uses include farms (including the keeping of animals and growing crops), parks, agri-business, and, when matching the character and density of surrounding uses, single family homes.

Streets and Transportation.

Streets in Agricultural Preservation areas are typically higher in speed and can accommodate larger vehicles transporting equipment needed for agricultural purposes. Many of these streets located in the Agricultural Preservation area in Texas Charter Township are classified as Primary or Secondary Roads.



Rural Residential

1 Unit / 3 Acres

DESIGN GUIDELINES

LOT DIMENSIONS

Recommended Parcel Areas:
Consistent with surrounding character, a minimum of 3 acres.

Recommended Parcel Width:
At least 200 feet.

BUILDING SETBACKS

Minimum / Maximum:
» Front: 30-50 feet.
» Side: At least 10 feet.
» Rear: At least 30 feet.

BUILDING HEIGHT

Minimum:
None.

Maximum:
35 feet.

STREET FRONTAGES

» Lawn / greenscape.
» Trees and landscaping.
» Bike trails or bike lanes.

APPROPRIATE ZONING DISTRICTS

Agricultural District (AG).
Residential District,
Single Family (R-1).

General Characteristics.

Rural Residential areas are typically comprised of very low density single family dwellings on large lots. This area is not connected to municipal water / sewer infrastructure. The Rural Residential land uses are largely concentrated on the west and south sides of the Township.

Appropriate Land Uses.

Low density single family dwellings, agricultural, parks, and / or open space.

Streets and Transportation.

Some of the thoroughfares within the Township, such as 1st Street, O Avenue, and surrounding the Amtrak line, are located within the Rural Residential land use designation. Streets in this area should be connected to the Township-wide system, discouraging the construction of cul-de-sacs and neighborhood developments. Typically, single family dwellings are located on Secondary Roads with less traffic volumes, but higher speed limits.





Conservation Residential

1 Unit / 10 Acres

DESIGN GUIDELINES

LOT DIMENSIONS

Recommended Lot Areas:
Minimum of 10 acres.

Recommended Lot Width:
As needed to maximize natural preservation.

BUILDING SETBACKS

Minimum / Maximum / Side / Rear:
As needed to maximize natural preservation and rural character.

BUILDING HEIGHT

Minimum:
1 story.

Maximum:
35 feet.

STREET FRONTAGES

- » Lawn / greenscape.
- » Preserved woodlands.

APPROPRIATE ZONING DISTRICTS

Resource Conservation (RC).

General Characteristics.

Conservation Residential areas are comprised of land generally intended to be preserved in a natural state, but where homes on lots of at least 10 acres are permitted.

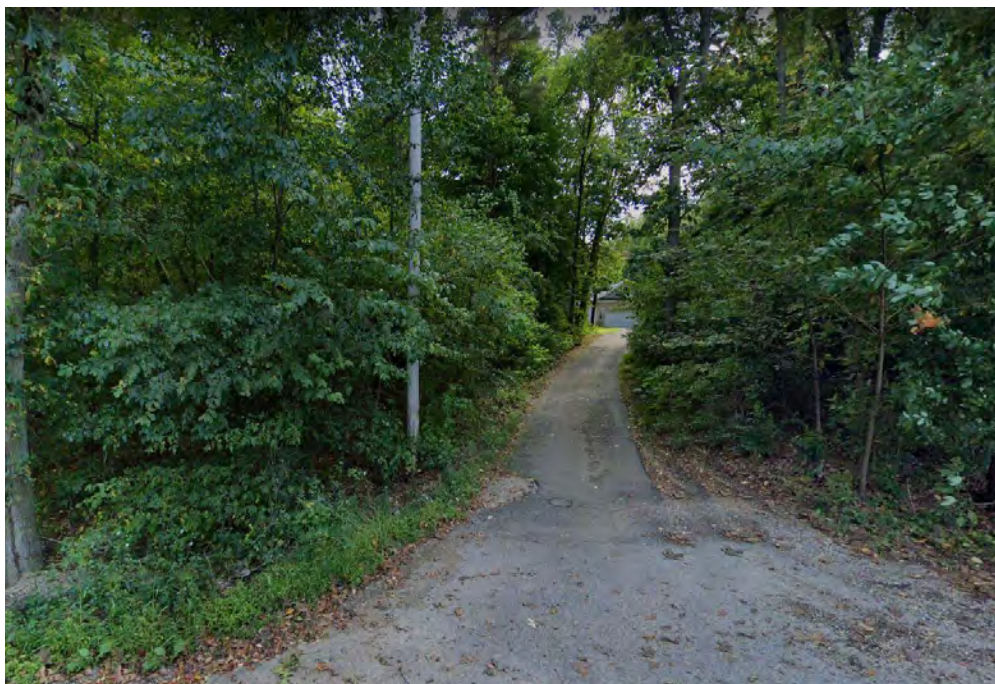
Any homes built should be set back far enough to preserve a wooded buffer between the roadway and the home, but not so far back as to need a private road for access or to interfere with the undisturbed natural space that should cover most of the lot. Woodlands, wetlands, steep slopes, and other natural features should be preserved.

Appropriate Land Uses

Preserved open space or very low density single family housing.

Streets and Transportation

County roads designed for a rural context should serve Conservation Residential areas. Trails may traverse through Conservation Residential areas in order to link areas planned for more intense development. New roads, including private roads to serve development, are highly discouraged. Any homes should take access from existing roadways in order to preserve as much of the land as possible.



Low Density Residential

Up to 4 Units / Acre

DESIGN GUIDELINES

LOT DIMENSIONS

Recommended Lot Areas:

14,500 square foot minimum lot size by right. Quarter acre lots or smaller permissible through a Planned Unit Development.

Recommended Lot Width:

60-165 feet, depending on character of neighborhood and access to public water and sewer.

BUILDING SETBACKS

Minimum / Maximum:

- » Front: 30-50 feet.
- » Side: 8-15 feet (can be wider to accommodate driveway).
- » Rear: 30-50 feet.

BUILDING HEIGHT

Minimum:

None.

Maximum:

35 feet.

STREET FRONTAGES

- » Front porch.
- » Lawn / greenscape.
- » Trees and landscaping.
- » Sidewalk.

APPROPRIATE ZONING DISTRICTS

Residential District, Single Family (R-1A).
Residential District, Single Family (R-2).
Residential District, Single and Two Family (with public utilities only; R-3).

General Characteristics.

This Future Land Use category is characterized by the majority of the existing low density residential neighborhoods in the Township. These areas are typically comprised of detached single family homes in neighborhoods. The vast majority of the housing stock in Texas Charter Township is characterized by this future land use designation, which is located in various areas throughout the entirety of the Township, particularly outside the Preservation Boundary, surrounding the lakes, and on the fringes of Texas Corners. The Low Density Residential areas will be served by existing or planned connections to the public water / sewer system.

Appropriate Land Uses.

Typical uses in Low Density Residential include single family homes, neighborhoods, and parks. Residential densities within this district will be dependent on the availability of water / sewer connections.

Streets and Transportation.

Streets should be well-connected to one another to provide access to Primary or Secondary roads as well as to adjacent neighborhoods. These neighborhood streets have lower traffic volumes and are characterized by slower speeds. Connecting streets should be provided where appropriate, and cul-de-sacs should be short. All streets should have sidewalk or bike path infrastructure accessible on both sides of the street. Neighborhoods should connect to one another via sidewalks or neighborhood trailways.

COTTAGE COURTS

Cottage Courts are a unique configuration of single family neighborhood. Instead of houses fronting on streets, the houses face a communal green space, with rear garages fronting on streets, driveways, or alleys. This configuration allows for reduced maintenance costs and greater social interaction. Cottage Courts could be permitted through the Planned Unit Development process, in order to create lots under 1/4 of an acre in area, while maintaining an overall density of no more than 4 units per acre.





Medium Density Residential

4-8 Units / Acre

DESIGN GUIDELINES

LOT DIMENSIONS

Recommended Lot Areas:

As needed to design a mixed-density neighborhood that respects natural features and includes approximately 4-8 housing units per acre.

Recommended Lot Width:

50-100 feet.

BUILDING SETBACKS

Recommended Front Setbacks:

15-35 feet.

Recommended Side Setbacks:

5-20 feet, with space for a driveway on one side.

Recommended Rear Setbacks:

25-50 feet.

BUILDING HEIGHT

Minimum:

15-20 feet.

Maximum:

35 feet.

STREET FRONTAGES

- » Residential lobby.
- » Front porch.
- » Lawn / greenscape.
- » Trees and landscaping.
- » Sidewalk.

APPROPRIATE ZONING DISTRICTS

Residential District, Single and Two-Family (R-3).

Residential District, Multiple Family (R-4).

General Characteristics.

This designation is characterized by moderate to medium density residential neighborhoods with densities of 4-8 units per gross acre of land, though slightly lower densities may be appropriate. Gross acreage is used to incentivize the creation of compact developments that retain important natural features such as wetlands, woodlands, and topographical changes.

Attached single family housing types such as townhouses, duplexes, quadplexes, and multi-family buildings are all appropriate. New neighborhoods are encouraged to contain a variety of housing types, to allow for a range of price points and to create increased density without impacting the character of existing adjacent neighborhoods.

Appropriate Land Uses.

Typical uses include residential dwelling units, schools, parks, open space, and other compatible municipal or civic uses. Retail uses, schools, and other amenities should be located within easy access.

Streets and Transportation.

Streets should follow a connected pattern that respects topography and natural features, and therefore may not constitute a true “grid.” Streets should feature elements such as sidewalks, pedestrian scale lighting, and a tree canopy.



MISSING MIDDLE HOUSING

For many years, the housing market throughout the United States, especially in the Midwest, has been dominated by single family homes and large apartment complexes. This has resulted in an undersupply of townhomes, duplexes (like the one pictured), and other smaller multi-family housing types. Collectively, these types of housing units are known as “missing middle housing”, because they are neither single family homes nor large multi-family complexes, and thus form the “middle” of the housing type spectrum.



High Density Residential

8-10 Units / Acre

DESIGN GUIDELINES

LOT DIMENSIONS

Recommended Lot Areas:
5,000-10,000 square feet, in order to accommodate 8-10 units per gross acre.

Recommended Lot Width:
50-70 feet.

BUILDING SETBACKS

Recommended Front Setbacks:
15-25 feet.

Recommended Side Setbacks:
5-10 feet.

Recommended Rear Setbacks:
25-40 feet.

BUILDING HEIGHT

Minimum:
15-20 feet.

Maximum:
35-40 feet.

STREET FRONTAGES

- » Residential lobby.
- » Lawn / greenscape.
- » Trees and landscaping.
- » Sidewalks.

APPROPRIATE ZONING DISTRICTS

Residential District,
Multiple Family (R-4).

Residential District,
High Density Multiple Family (R-5).

Mobile Home Park District (R-6).

General Characteristics.

This designation is characterized by residential housing units in neighborhoods with densities of 8-10 units per gross acre of land. Gross acreage is used in order to incentivize the creation of compact developments that retain important natural features such as wetlands, woodlands, and topographical changes. These areas are designated for larger multi-family complexes or other high-density residential developments.

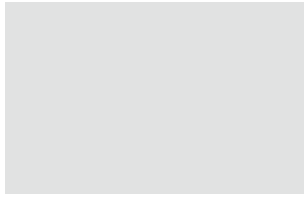
Appropriate Land Uses.

Typical uses include multi-unit residential dwelling units with parks and / or open space areas.

Streets and Transportation.

Streets should follow a connected pattern that respects topography and natural features, and therefore may not constitute a true "grid." Streets should feature elements such as sidewalks, pedestrian scale lighting, and a tree canopy. High Density Residential land uses should be concentrated along Primary or Secondary Roads and located within close proximity to amenities such as schools, large employers, retail centers, and more.





DESIGN GUIDELINES

LOT DIMENSIONS

Recommended Lot Areas:
1-2 acres.

Recommended Lot Width:
150-300 feet, though larger may be necessary for business operations.

BUILDING SETBACKS

Recommended Front Setbacks:
As needed for business operations.

Recommended Side Setbacks:
As needed for business operations.

Recommended Rear Setbacks:
As needed for business operations, without negatively impacting residential.

BUILDING HEIGHT

Minimum:
20-25 feet.

Maximum:
40 feet.

STREET FRONTAGES

- » Welcoming business entrances.
- » Operational space.
- » Parking.

APPROPRIATE ZONING DISTRICTS

Office Service (O-1).
Education Business and Technology (EBT).

Business and Technology Park

General Characteristics.

The Business and Technology Park designation is intended for office, medical, and research business uses that are in close proximity to residential uses as well as nearby highway access. They should be designed and operated to be respectful of their surroundings, with minimal truck traffic, noise, odor, dust, or outdoor storage / operations. Business and Technology Park land use designations can also encompass office space and / or office parks.

Appropriate Land Uses.

Appropriate uses include professional and administrative offices (including medical offices) and research and development uses. Trees, wetlands, and other sensitive environmental features should be preserved where practical, allowing the offices and other facilities to co-exist with natural beauty.

Streets and Transportation.

Streets should be designed in a pattern that allows access from residential areas while discouraging cut-through traffic by employees and trucks. Within the Business and Technology Park designation, the streets should be designed to be sufficient for high levels of commuter traffic. Nonmotorized and transit connections are encouraged, but are only necessary along major corridors.

Areas within the Business and Technology Park designation should have an internal network of bicycle and walking trails that complements and ties into the Township-wide and regional nonmotorized transportation systems.





Industrial and Office

DESIGN GUIDELINES

LOT DIMENSIONS

Recommended Lot Areas:

As needed for business operations.

Recommended Lot Width:

As needed for business operations.

BUILDING SETBACKS

Recommended Front Setbacks:

As needed for business operations.

Recommended Side Setbacks:

As needed for business operations.

Recommended Rear Setbacks:

As needed for business operations, without negatively impacting residential.

BUILDING HEIGHT

Minimum:

15-20 feet.

Maximum:

40 feet.

STREET FRONTAGES

- » Welcoming business entrances.
- » Operational space.
- » Parking.

APPROPRIATE ZONING DISTRICTS

Industrial (I-1).

General Characteristics.

This designation provides an exclusive area for industrial uses, as well as large corporate campuses, which are vital to the Township's economy. Large manufacturing and machine operations are well-supported here. Industrial areas should have heavy buffers and deep setbacks to minimize impacts to adjoining properties.

Appropriate Land Uses.

Examples include industrial facilities, including manufacturing, warehousing, wholesale, and logistics / distribution. Large institutional operations and large corporate campuses such as the PNC facility on Financial Parkway are also encouraged to locate within areas designated Industrial and Office. The Industrial and Office District is also appropriate for large office campuses.

Streets and Transportation.

Roads in planned Industrial and Office areas should be designed to be sufficient for truck traffic, without making them unsafe for pedestrians or bicyclists. New road connections should be built as needed to connect the areas planned for Industrial and Office uses with public roads without disturbing residential areas.





DESIGN GUIDELINES

LOT DIMENSIONS

Recommended Lot Areas:
10,500 square feet, though larger or smaller lots may be appropriate in some areas.

Recommended Lot Width:
90-100 feet.

BUILDING SETBACKS

Recommended Front Setbacks:
0-25 feet.

Recommended Side Setbacks:
0-25 feet, though larger setbacks to allow driveways to rear parking could also be appropriate.

Recommended Rear Setbacks:
As needed for parking and loading.

BUILDING HEIGHT

Minimum:
15-20 feet.

Maximum:
35 feet.

STREET FRONTAGES

- » Welcoming office / institutional entrances.
- » Retail storefronts.
- » Outdoor patio / seating areas.
- » Lawn / greenscape.
- » Sidewalks or bike paths.

APPROPRIATE ZONING DISTRICTS

Office Service District (O-1).
Commercial District, Local (C-1).
Commercial District,
Neighborhood Business (C-3).

Neighborhood Commercial

General Characteristics.

The Neighborhood Commercial area is a low intensity commercial category intended for small-scale retail and amenities. Areas within the Neighborhood Commercial designation should provide opportunities for the surrounding residential areas to access commercial uses at a human scale, meaning sites and buildings should be designed for the pedestrian. Neighborhood Commercial land uses are concentrated in smaller pockets near higher concentrations of residential development.

Appropriate Land Uses.

Low-intensity businesses such as personal services, small offices (including medical offices), and convenience stores, as well as religious institutions, schools, local restaurants, and similar uses. Residential uses, including small multi-family, townhomes, duplexes, and other various and “missing middle” style housing units, are also appropriate.

Near the corner of Q Avenue and 12th Street specifically, office uses are preferred to retail, in order to reduce the traffic demand generated by new uses in an already congested area. Drive through businesses and gas stations are specifically discouraged.

In some cases, residential uses may be appropriate to create a mixed-use character and provide additional housing options in the Township.

Streets and Transportation.

All streets lined with Neighborhood Commercial uses should have sidewalks or bike paths on both sides.





General Commercial

DESIGN GUIDELINES

LOT DIMENSIONS

Recommended Lot Areas:
40,000 square feet, though larger lots featuring multiple buildings with shared parking would also be acceptable.

Recommended Lot Width:
100-200 feet, except as described above.

BUILDING SETBACKS

Recommended Front Setbacks:
50 feet.

Recommended Side Setbacks:
25 feet.

Recommended Rear Setbacks:
As needed for parking and loading.

BUILDING HEIGHT

Minimum:
15-20 feet.

Maximum:
40 feet.

STREET FRONTAGES

- » Welcoming office / institutional entrances.
- » Retail storefronts.
- » Outdoor patio / seating areas.

APPROPRIATE ZONING DISTRICTS

Commercial District, General (C-2)
Commercial District,
Highway (C-4).

General Characteristics.

The General Commercial designation is intended for commercial land uses located adjacent to a major interstate, highway, expressway, or other major thoroughfare. General Commercial land uses are designated for high intensity regional shopping that serve a larger population.

Appropriate land uses

High intensity commercial businesses are located in General Commercial areas. Some of these include retail, restaurants (both sit-down and drive through), office spaces, hotels, medical buildings and facilities, recreation facilities, strip malls, and more.

Streets and Transportation

Streets in the General Commercial planned areas are typically Primary Roads that provide access to nearby highways. These roads can accommodate truck traffic, high traffic volumes, and higher speeds. These roads should also be well-connected and contribute to a regional road network.





Educational and Institutional

DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area:
3 acres.

Minimum Lot Width:
200-250 feet.

BUILDING SETBACKS

Recommended Front Setbacks:
50-75 feet.

Recommended Side Setbacks:
50 feet.

Recommended Rear Setbacks:
50-75 feet.

BUILDING HEIGHT

Minimum:
15-20 feet.

Maximum:
40 feet.

STREET FRONTAGES

- » Welcoming entrances or lobbies.
- » Recreational amenities.
- » Lawn / greenscape.
- » Preserved trees.
- » Parking lots.

APPROPRIATE ZONING DISTRICTS

Educational and Business Technology District (EBT).

General Characteristics

This future land use designation identifies areas owned and operated by the Kalamazoo Valley Community College (KVCC). This area encompasses educational institutions, research establishments, and office facilities.

Appropriate Land Uses.

Appropriate land uses in this category include educational facilities such as classrooms and research centers, administrative offices, athletic fields, and other developments with a principal function of advancing general education and training for professional or technical fields.

Streets and Transportation.

Streets within this future land use category should be well-connected to the Township network. They should provide both pedestrian and nonmotorized connectivity, especially to adjacent residential areas. These streets should also provide facilitated access to the highway and Primary Roads to prevent traffic congestion during peak hours.





Natural Resource Conservation and Parks

DESIGN GUIDELINES

LOT DIMENSIONS

Minimum Lot Area:
n/a.

Minimum Lot Width:
10 acres.

BUILDING SETBACKS

**Minimum / Maximum /
Side / Rear:**
As necessary for park amenities.

BUILDING HEIGHT

Minimum:
15-20 feet.

Maximum:
As necessary to accommodate use.

STREET FRONTAGES

- » Recreational amenities.
- » Lawn / greenscape.
- » Preserved trees.

APPROPRIATE ZONING DISTRICTS

Resource Conservation District (RC).

General Characteristics.

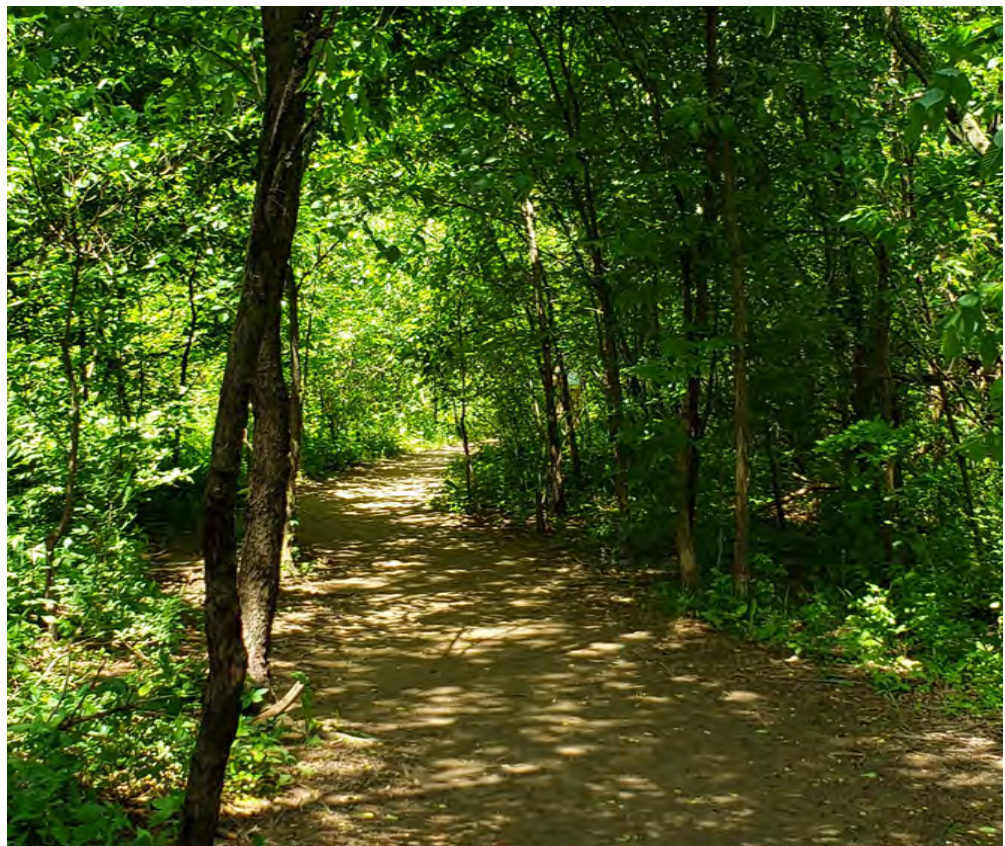
This designation identifies park land and open space as well as land not owned by the Township that could be used for private outdoor recreation. Areas within this designation can be used for both passive and active recreation. Natural features and developed parklands should be compatible with the surrounding landscape and neighborhoods.

Appropriate Land Uses.

All areas should maintain uses which promote the inclusion of the public and provide recreational and gathering opportunities. Single family residential homes, on lots of at least 10 acres, should only be permitted on private property.

Streets and Transportation.

Existing pedestrian and cyclist trails should be maintained. Additional pathways and associated amenities (i.e. bicycle racks, water fountains, wayfinding signage, lighting, etc.) should be constructed as needed. The connection of such pathways to link the parks is strongly encouraged.





Cluster Development Overlay

4-8 Units / Acre (Net)

DESIGN GUIDELINES

LOT DIMENSIONS

Recommended Lot Areas:

As needed to design a neighborhood that preserves natural features while maintaining a net density of 4-8 units per acre.

Recommended Lot Width:

As needed to design a neighborhood that preserves natural features while maintaining a net density of 4-8 units per acre.

BUILDING SETBACKS

Recommended Front Setbacks:

15-35 feet, possibly smaller in order to preserve natural features behind the building.

Recommended Side Setbacks:

5-20 feet, possibly larger if parking is provided in the rear.

Recommended Rear Setbacks:

Very large, in order to preserve natural features.

BUILDING HEIGHT

Minimum:

15-20 feet.

Maximum:

30-40 feet.

STREET FRONTAGES

- » Residential lobby.
- » Front porch.
- » Lawn / greenscape.
- » Trees and landscaping.
- » Sidewalk.

APPROPRIATE ZONING DISTRICTS

Achieve desired character through a Planned Unit Development.

General Characteristics.

This overlay is found in areas of the Township where important natural features render traditional subdivision developments undesirable. In these locations, attached housing types and multi-family buildings should be considered to allow woodlands, wetlands, flood plains, steep slopes, and natural viewsheds to be preserved.

Neighborhoods should be designed with connected street patterns, but need not be designed with grids. Roads should follow natural contours and allow for contiguous natural space. Walking and biking paths should be constructed to allow for mobility and recreation through the natural space, and should connect to surrounding neighborhoods, amenities, retail, parks, and institutions.

Appropriate Land Uses.

Typical uses include residential dwelling units, schools, parks, open space, and other compatible municipal or civic uses.

Streets and Transportation.

Streets should follow a connected pattern that respects topography and natural features. In some situations, a street for automobile traffic may be unnecessary or undesirable to traverse a preserved natural area and connect to a nearby destination. In these cases, walking or biking paths should be substituted to preserve nonmotorized connectivity.

Streets should feature elements such as sidewalks, pedestrian scale lighting, and a tree canopy. All developments must have access to a Primary or Secondary Road.



One development option that meets the intent of the Cluster Development Overlay is locating multi-family buildings within a wooded or natural setting.



Fire Station Future Planning

The Texas Charter Township Fire Department has one fire station, which is in Texas Corners at 8th Street and Q Avenue. All apparatus, equipment, and staffing are managed from this facility to provide fire services to the 36 square miles of the Township, as well as support to surrounding communities.

Texas Charter Township has a mutual aid agreement with neighboring communities, including the City of Portage, Oshtemo Charter Township, and the Village of Mattawan. In addition, there is an agreement with the South Kalamazoo County Fire Authority, which has a fire station in the Village of Schoolcraft. These mutual aid contracts ensure emergency response coverage across jurisdictional boundaries.

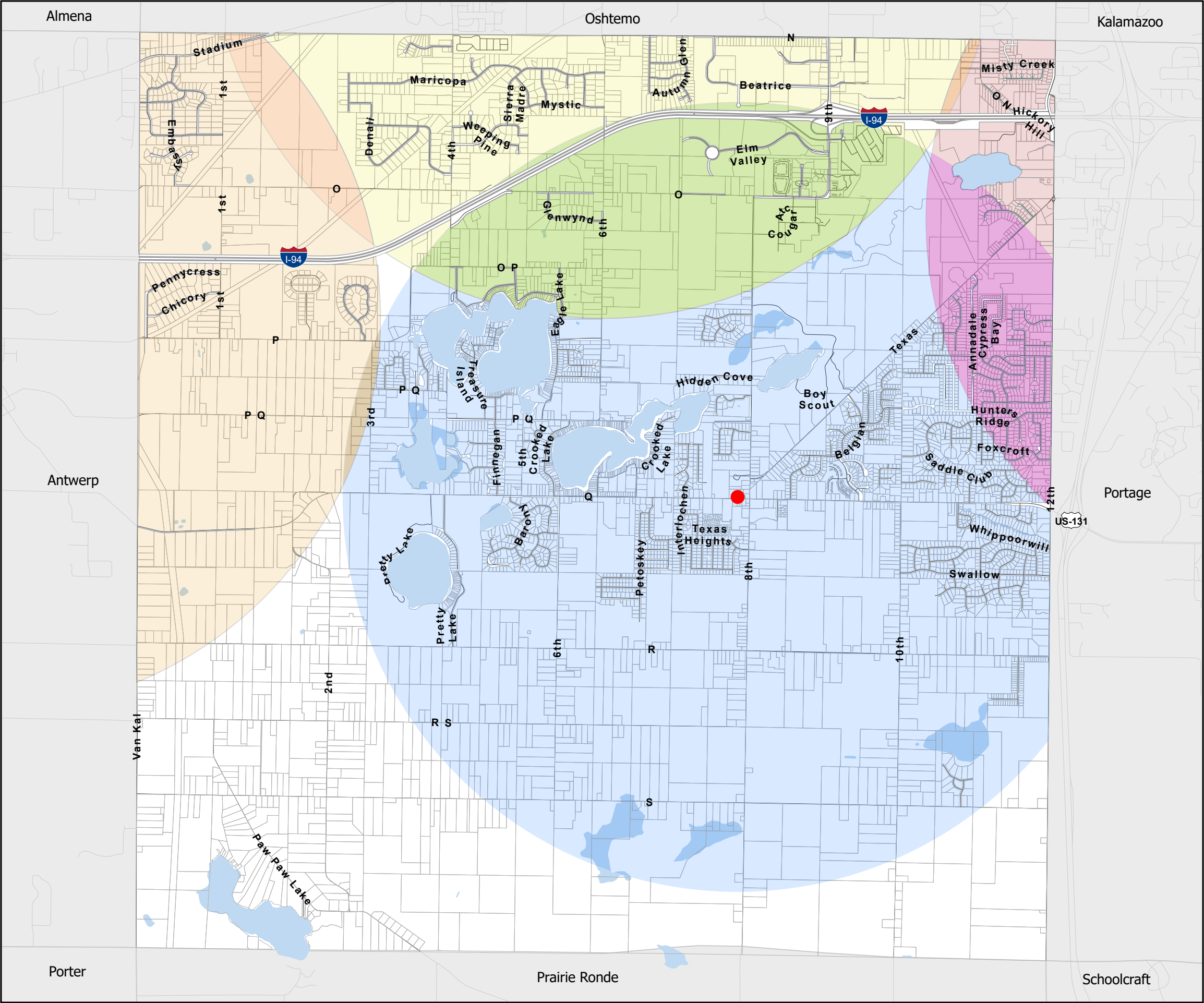
Population projections and the Future Land Use Map anticipate continued growth within the Township.

As can be seen from the Residential Density Map, population density is expected to increase predominately in the north and east sections of the Township. This will be a critical factor in any future planning for a new fire station within the Township. In addition, the National Fire Protection Association standards for deployment indicate the first engine to arrive on scene should occur within four minutes of the alarm. The 4-Minute Drive Time Radius Map outlines this four-minute response time for both Texas Township and the mutual aid communities. While the South Kalamazoo County Fire Authority provides mutual aid, their four-minute drive time ends just south of the Township.

As can be seen, there are areas of the Township where mutual aid from neighboring communities may currently be the best approach for emergency response. While an important component for fire safety, the Township would like to plan for a future where more of the Township is fully covered by the Texas Fire Department. As growth continues within the Township, decisions will need to be made regarding placement of a new fire station. Based on the 4-Minute Drive Time Radius Map and the Residential Density Map, potential target areas for a new fire station begin to emerge for future consideration. For example, a location in the northwest section of the Township may warrant further analysis. This area would address portions of the Township where mutual aid is currently provided and could offer additional support to the commercial and industrial uses along 9th Street and Beatrice Drive.

3. *Future Land Use Plan*

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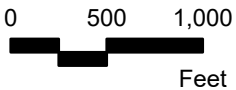
Fire Station Service Coverage

Texas Charter Township, Kalamazoo County, MI

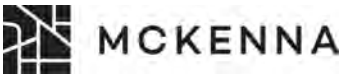
July 30, 2020

LEGEND

- Existing 4 Minute Drive Time Radius (Approx.)
- Portage 4 Minute Drive Response Time (Approx.)
- Mattawan 4 Minute Drive Response Time (Approx.)
- Oshtemo 4 Minute Drive Response Time (Approx.)
- Parcels
- Existing Fire Station



Basemap Source: Michigan Center for Geographic Information, Version 17a.
Data Source: Texas Charter Township 2020. McKenna 2020.



3. *Future Land Use Plan*

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4. ACTION PLAN

This chapter identifies and describes the actions and tools available to implement the vision created in this Plan.

Action items are identified with a priority level and a timeline, but should be reviewed on an annual basis and adjusted to respond to updated community needs and funding opportunities. Key partners and potential funding sources are identified, although those might change by the time of implementation. Overall, this chapter provides a guidebook for the implementation of the Texas Tomorrow Master Plan vision. The projects listed here may be acted upon over the life of this plan, with implementation evaluated based on the community's needs, opportunities, and available resources.

Action Plan

This section identifies and describes the actions and tools available to implement the vision created in this Plan.

KEY					
Priority		Timeframe		Responsibility (Color)	
A	Most Important	1	Within 5 years		Project Lead
B	Very Important	2	5-10 years		Key Participant
C	Important	3	10+ years		Contributor

RESPONSIBILITY	
BO	Business Owners
CM	Community Members
DEV	Developers
EGLE	Michigan Department of Environment, Great Lakes, and Energy
HO	Home Owners
KATS	Kalamazoo Area Transportation Study
KC	Kalamazoo County
KVCC	Kalamazoo Valley Community College
MDNR	Michigan Department of Natural Resources
MDOT	Michigan Department of Transportation
MET	Metro Transit
NC	Neighboring Communities
PC	Planning Commission
RCKC	Road Commission of Kalamazoo County
SM	State of Michigan
TB	Township Board
TE	Township Engineers
TS	Township Staff

FUNDING	
Public	Includes public funds from the Township operating budget, County, and State funding. May also include local government bonds and grants.
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. Please refer to the summary of economic development tools.

4. Action Plan

1. INFRASTRUCTURE AND COMMUNITY SERVICES ACTION PLAN								
PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			TOWNSHIP	OTHER GOV'T	PRIVATE	PUBLIC	PRIVATE	TIF / DDA
A) Extend public water and sewer to all underserved properties within the Texas Corners Sub-Area.	A	1	TS TE TB	DDA	DEV CM	•	•	•
B) Continue to implement both the short-term and long-term mitigation and preventative measures for flooding in the Township's lakes.	A	1	TS TE TB	EGLE	CM	•	•	
C) Upgrade, improve, and expand (as necessary) the Township's cemeteries.	A	1	TS TB		CM	•	•	
D) Coordinate with the Road Commission to ensure road improvement investments are done in conjunction with desired water and sewer investments, and that road improvement priorities match the development vision of this plan.	B	1	TS TE TB	RCKC		•		
E) Determine the feasibility of extending public water and sewer to developed neighborhoods that are not currently served.	B	2	TS TE TB	KC EGLE		•		
F) Regularly update the Township's Emergency Response Plan.	B	2	TS TE TB	KC		•	•	•
G) Maintain and upgrade the existing Township Fire Station as necessary.	B	2	TS TB			•		
H) As the Township grows, study the need for a new fire station.	B	3	TS TB			•		

2. MOBILITY AND TRAILS ACTION PLAN								
PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			TOWNSHIP	OTHER GOV'T	PRIVATE	PUBLIC	PRIVATE	TIF / DDA
A) Continually update the Township's Capital Improvement Plan.	A	1	TB TS TE			•		
B) Explore opportunities for traffic congestion relief, future road design, and safety improvements on Q Avenue, especially the Q Avenue / 12th Street intersection.*	A	1	TB TS TE	MDOT RCKC	CM	•		
C) Study and determine routes for a triangular trail network that connects KVCC, Texas Corners, and 6th Street Park.	A	1	TB PC TS	MDNR RCKC KVCC		•		
D) Work with the Road Commission to re-align the intersection of 9th Street and Beatrice Drive.*	A	1	TB PC TS	RCKC		•		
E) Work with Metro to extend transit Route 11 to Texas Corners.	A	2	TB PC TS	MET KVCC	DEV	•	•	•
F) Study and determine routes for trails through existing residential neighborhoods along Q Avenue to connect parks, existing trails, Texas Corners, and neighboring communities.	A	2	TB PC TS	MDNR RCKC	CM	•	•	•
G) Work with the Road Commission of Kalamazoo County to plan and develop the series of widened shoulders and bike paths envisioned by this Plan.*	B	2	TS	RCKC	CM MDOT	•	•	
H) Work with the Road Commission of Kalamazoo County to develop road connections for new residential developments.*	B	2	TS	RCKC	CM DEV	•		
I) Work with the Road Commission to construct improvements to Q Avenue and 8th Street to anticipate and respond to growth and increased traffic.*	B	2	TB TS TE	MDOT RCKC	CM	•		
J) Construct a trail network connecting Texas Corners, 6th Street Park, and KVCC.	B	2	TB PC TS	MDNR RCKC KVCC	CM	•	•	•
K) Work with the Road Commission and MDOT to realign severe road curves that have been determined, through objective study, to need re-alignment.*	B	2	TB TS TE	RCKC	CM	•		
L) Work with KATS to plan and implement the bike commuter route system.*	B	2	TS	KATS NC RCKC		•		

*For these Action Items, work with the RCKC to ensure Township priorities are included in the Road Commission's Capital Improvement Plan.

4. Action Plan

2. MOBILITY AND TRAILS ACTION PLAN (CONTINUED)								
PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			TOWNSHIP	OTHER GOV'T	PRIVATE	PUBLIC	PRIVATE	TIF / DDA
M) Work with Metro to re-route an existing route, or create a new route, serving Q Avenue and 8th Street, to connect Texas Corners and KVCC directly to Portage via transit.	B	3	TB TS TE	MET KVCC	DEV	•	•	•
N) Conduct an analysis of the OP / 3rd / P corridor to determine needed upgrades due to growth in the area.	B	3	TB TS TE	MDNR RCKC		•		
O) Expand the 10th Street bikeway south of Q Avenue.	C	3	TB PC TS	MDNR RCKC	CM	•	•	•
P) Work with the Road Commission for Kalamazoo County to upgrade the OP / 3rd / P corridor to respond to growth in the area.	C	3	TB PC TS	MDNR RCKC	DEV	•	•	
Q) Work with Metro to identify future transit stop locations as needed.	C	3	TS	DDA KVCC	MET	•	•	•

3. PARKS ACTION PLAN								
PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			TOWNSHIP	OTHER GOV'T	PRIVATE	PUBLIC	PRIVATE	TIF / DDA
A) Implement a Sensory Garden at Texas Drive Park.	A	1	TB TS	MDNR	CM	•	•	
B) Complete the construction of Phase I of 6th Street Park.	A	1	TB TS			•		
C) Replace playground equipment and construct a connector walking path with upgraded exercise equipment at Texas Drive Park.	A	2	TB TS	MDNR	CM	•	•	
D) Construct restroom building, park signage, playground, and picnic shelter at 6th Street Park.	B	2	TB TS	MDNR	CM	•	•	
E) Upgrade restrooms and picnic shelters at Texas Drive Park.	B	3	TB TS	MDNR	CM	•	•	
F) Construct splash pad at Texas Drive Park.	B	3	TB TS	MDNR	CM	•	•	
G) Construct sports court, drainage improvements, and landscaping at Texas Drive Park.	C	3	TB TS	MDNR	CM	•	•	
H) Construct additional athletic courts and play fields at 6th Street Park.	C	3	TB TS	MDNR	CM	•	•	

Zoning Plan

Relationship Between Future Land Use and Zoning Categories

The table below shows the Texas Charter Township Zoning Districts that would appropriately implement the vision of the Future Land Use designations. Rezoning requests should be reviewed against this table to determine whether the requested district is supported by this Plan. In some cases, a new zoning district may be the most effective way to implement the vision of the Future Land Use Plan.

FUTURE LAND USE CATEGORIES	ZONING DISTRICTS	
Agricultural Preservation 1 Unit / 5 Acres	AG	Agricultural
Rural Residential 1 Unit / 3 Acres	AG R-1	Agricultural Residential District, Single Family
Conservation Residential 1 Unit / 10 Acres	RC PUD	Resource Conservation Planned Unit Development ⁽¹⁾
Low Density Residential Up to 4 Units / Acre	R-1A R-2 R-3 PUD	Residential District, Single Family Residential District, Single Family Residential District, Single and Two Family ⁽²⁾ Planned Unit Development ⁽¹⁾
Cluster Development Overlay 4-8 Units / Acre (Net)	PUD	Planned Unit Development ⁽¹⁾ Open Space Preservation Overlay
Medium Density Residential 4-8 Units / Acre	R-3 R-4 PUD	Residential District, Single and Two Family Residential District, Multiple Family Planned Unit Development ⁽¹⁾
High Density Residential 8-10 Units / Acre	R-4 R-5 R-6 PUD	Residential District, Multiple Family Residential District, High Density Multiple Family Mobile Home Park District Planned Unit Development ⁽¹⁾
Business and Technology Park	O-1 EBT PUD	Office Service District Educational and Business Technology Park Planned Unit Development ⁽¹⁾
Industrial and Office	I-1 PUD	Industrial Planned Unit Development
Neighborhood Commercial	O-1 C-1 C-3 PUD	Office Service District Commercial District, Local Commercial District, Neighborhood Business Planned Unit Development ⁽¹⁾
General Commercial	C-2 C-4 PUD	Commercial District, General Commercial District, Highway Planned Unit Development ⁽¹⁾
Educational and Institutional	EBT	Educational and Business Technology
Natural Resource Conservation and Parks	RC	Resource Conservation

4. Action Plan

Footnotes:

- 1) *Planned Unit Developments should only be approved if they meet the character description of the Future Land Use designation for the site, including being within the envisioned residential density limits.*
- 2) *Rezoning to R-3 within the Low Density Residential Future Land Use Category should only be approved on lots with access to public water and sewer. The density of R-3 developments in the Low Density Residential Future Land Use Category should not exceed four units per acre. Conditional rezoning is recommended as a tool to achieve the desired density.*

Recommended Changes to the Zoning Ordinance

To implement the vision of this Plan, the following changes to the Zoning Ordinance are recommended:

1. Revise the minimum lot sizes of the AG, R-1, R-1A, R-2, and R-3 districts to match the residential densities envisioned by this Plan.
2. Prohibit Planned Unit Developments within the Preservation Boundary.
3. Examine the C-1, C-2, C-3, and C-4 Districts for potential consolidation into two districts, matching the intent of the Neighborhood Commercial and General Commercial Future Land Use designations.
4. Consider the status of waterfront lots and establish specific regulations for their unique circumstances.
5. Review the access management standards in the Zoning Ordinance to determine if revisions could improve the efficiency and safety of access to businesses on 9th Street north of I-94. Consider regulations explicitly for that area, if necessary. Specifically, the standards for “Access Connectors” could be broadened to allow their use in more situations. The current Zoning Ordinance language restricts them to “Mixed Use Site Condominium Developments” (Section 36-5.9.5). Allowing them in purely commercial or residential developments would allow more flexibility.
6. Consider possibilities for allowing Accessory Dwelling Units in appropriate locations with design standards that promote a high quality community aesthetic.
7. Develop a woodlands protection ordinance, including potentially a tree removal permit process.
8. Reduce the minimum size for single family dwellings to reflect increased construction costs and current housing preference trends, while ensuring that new homes are consistent with the existing character of the Township.
9. Create an I-2 District for intensive industrial uses that have the potential to create significant noise, air pollution, truck traffic, or other negative impacts. The I-2 District would not correspond to a specific future land use category. Rezoning to I-2 should only take place on lots that meet the following criteria:
 - a) The lot is within one mile of the I-94 / 9th Street interchange.
 - b) There is a clear truck route from the lot to the I-94 / 9th Street interchange that will not cause congestion, inefficiency, or safety concerns along any corridor, or at any intersection.
 - c) The route from the lot in question to the interchange does not pass through any residential areas.
 - d) The lot in question is at least 500 feet from the nearest residential zoning district.
 - e) The lot in question is large enough to hold an intensive industrial use as well as the parking and landscaping required under the Zoning Ordinance.

TEXAS CORNERS AND 9TH STREET EAST SUB-AREAS

Future Land Use visions, zoning recommendations (including those for the Corners Business District), and other implementation actions for the Texas Corners and 9th Street Sub-Areas can be found in Chapters 5 and 6.

ZONING ACTION PLAN								
PROJECT	PRIORITY	TIMEFRAME	RESPONSIBILITY			FUNDING		
			TOWNSHIP	OTHER GOV'T	PRIVATE	PUBLIC	PRIVATE	TIF / DDA
A) Revise the minimum lot size of the AG, R-1, R-1A, R-2, and R-3 districts to match the densities envisioned by this Plan.	A	1	TB PC TS			•		
B) Prohibit Planned Unit Developments in the area of the Township designated as the Preservation Boundary.	A	1	TB PC TS			•		
C) Examine the C-1, C-2, C-3, and C-4 Districts for potential consolidation into two districts.	A	1	TB PC TS			•		
D) Create an I-2 District for intensive industrial uses.	A	1	TB PC TS			•		
E) Create a new TCMU District (or districts) to implement the vision of the 9th Street East Mixed Use Future Land Use Category OR adopt a phased Planned Unit Development for the 9th Street East Mixed Use Future Land Use Category, in partnership with landowners in that area, to guide development over time.	A	1	TB PC TS			•		
F) Review the Access Management standards in the Zoning Ordinance. Consider adding additional regulations for 9th Street north of I-94.	B	1	TB PC TS			•		
G) Consider possibilities for Accessory Dwelling Units in appropriate locations, with high-quality design standards.	B	1	TB PC TS			•		
H) Develop a Form Based Code to enhance the CBD District.	B	2	TB PC TS			•		
I) Develop a Woodlands Protection Ordinance.	B	2	TB PC TS			•		
J) Revisit the minimum size for single family homes.	B	2	TB PC TS			•		





5. **TEXAS CORNERS SUB-AREA PLAN**

Texas Corners is the social and economic heart of the Township. The Corners area, which has grown substantially since the creation of the Downtown Development Authority in 2000, has the potential to be built-out into a vibrant, mixed use, walkable village center. The vision described in this Plan is designed to be accomplished by creating alliances between stakeholders in public investment and private development, in addition to partnerships between community organizations.



History

Civic life arrived at the corner of Q Avenue and 8th Street in 1876. That year, local members of the National Grange of the Order of Patrons of Husbandry—or simply, The Grange—opened a community hall on the northeast corner of Q and 8th Street. Township functions were held at the hall from the 1870s onward. In succeeding years, the intersection became the de facto center of community in a predominantly agricultural Texas Charter Township. By 1910, a small grouping of stores, houses, and a church had been built—the latter building surviving today as a brewery and restaurant.

The “Texas Corners” name appears on maps as early as 1890, as this was the official name given to the post office located on the southwest corner of Q and 8th. Texas Corners remained a small, hamlet-like center of agricultural life through most of the 20th Century. By the 1950s, a group of small commercial buildings and a service station lined Q on the west side of 8th Street. By the early 1980s, these were supplemented by a new Township Hall building and several other commercial structures.

The growth of single family housing in the Texas Corners area during the 1990s created demand for greater retail options in the area. By 1999, strip retail centers designed for automobile users had been constructed at Texas Corners along Q Avenue: Texas Square on the west side of 8th Street and Texas Corners Plaza on the southeast corner of Q and 8th.

In the first two decades of the 21st Century, Texas Corners had become established as the social, cultural, and commercial center of a growing community. Civic amenities including a Farmers’ Market pavilion and expanded Township facilities enhanced the area. By the late 2010s, new commercial, medical, and office buildings had been constructed north and south of Q Avenue on the east side of 8th Street.



Previous Planning Efforts

Development and adoption of a “sub-regional plan” for Texas Corners was a stated Objective in the Charter Township of Texas 1999 Comprehensive Plan. It was anticipated at that time such a plan would provide for, “...a mix of uses including neighborhood commercial, single family and potentially multifamily development.” It was further anticipated that the plan would, “...incorporate complimentary architectural and design standards as well as pedestrian linkages.”

The Texas Corners Sub-Area Plan was completed in March 2000 and was updated in conjunction with the 2006 Master Plan. A Corners Business District (CBD) Future Land Use category and zoning district were adopted to facilitate a mix of uses and shared parking in the area.

A Downtown Master Plan for Texas Corners was commissioned by the Texas Charter Township DDA in 2012 and adopted in February 2013. The planning process heavily involved Township Board and Commission members, staff, and local stakeholders. It created a future vision for the area defined by key guiding principles, among them:

- » Texas Corners should become a walkable destination and a reinvigorated downtown area for the community it serves.
- » Diverse housing choices should be integrated into the area.
- » Texas Corners should be connected to surrounding development, both physically and visually.
- » Sufficient parking should be allocated in a discrete, non-dominating manner.

- » Texas Corners should grow to become a “fully functional mixed use, sustainable downtown environment”.

The 2013 Downtown Master Plan included a schematic plan for future development in Texas Corners. It envisioned a dense, neo-traditional downtown, with mixed use buildings lining rectilinear blocks and parking in the center of each block. Two large retail anchor developments were proposed along 8th Street at western and eastern gateway locations. Amenities including a village green, pedestrian greenways, and a Township park were illustrated.

While the 2013 schematic plan clearly illustrated the guiding principles for Texas Corners, which generally remain fixed today, the vision has grown incompatible with the successive waves of new development in the district. It would be infeasible, for example, to create an infill grid of rectilinear streets, given that quality development including the Belle Meade neighborhood and the Bronson Primary Care facility now stand in their envisioned paths. The vision of connected streets is still viable and remains a recommendation of this Plan. However, the streets will need to curve and the network will be less grid-like, compared to the previous plan.

Furthermore, a 2018 Downtown Market Assessment for Texas Corners concluded that the dual “grocery store” anchor concept outlined in the 2013 Plan would not be feasible; rather, a selection of smaller niche retail and restaurant concepts would be supportable if anchored by a smaller grocery store.

Development Philosophy

As a component of the Texas Tomorrow Master Plan planning process, Texas Corners was studied in light of the immense effort taken over the past two decades to create a vision for a sustainable, vibrant downtown. While this vision has remained constant, care has been taken to develop the Texas Corners Future Land Use Vision on Page 57 that reflects the physical changes that have taken place in Texas Corners since 2013, the desires of local stakeholders to retain as much of the existing built fabric in the area as possible, and the realities of the local market for retail and housing in the Township.

The Texas Corners Future Land Use Vision intends to build gently off of and around the existing built environment, while retrofitting key areas as necessary to enhance pedestrian connectivity and a vibrant street life. The intended character of future development will be scaled to the village-like character of the district, though it will contain a mix of uses and of housing types at a variety of price points. It will create pedestrian connections to adjacent neighborhoods while allowing a smooth change in intensity from the surrounding single family residential character to a more active and walkable center.

Land Use

The Texas Corners Future Land Use Vision on Page 57 serves as the future land use plan for the Sub-Area.

The Vision is built on a flexible land use framework that encourages mixed use and a community and business center that develops organically. However, there is a pattern that should be implemented as more development occurs.

At the core of the Corners, near the Q Avenue and 8th Street intersection, there should be a focus on commercial uses to create a critical mass of shopping and dining and attract customers and visitors. Further away from that intersection, mixed use developments as well as office, civic, and residential uses should be more prominent. At the edges of the Sub-Area, especially adjacent to existing residential areas, residential uses should dominate, although mixed uses may still be allowed.

Residential densities should be higher near the Q/8th intersection and lower on the edges of the Corners.

The future land use development typologies that are planned, from most intense to least intense, include:

- » **Mixed-Use Buildings**, which would allow a variety of commercial, retail, personal service, and office uses on the first floor with opportunities for residential development on upper stories.
- » **Transition Residential**, offering a variety of attached housing styles that offer a transition from the existing single-family development at the edge of the Corners. Multi-story row houses, town houses, live-work units, mid-rise apartments, fourplexes, or attached condominiums would all be permitted. The density of these residential buildings would generally be 12-18 dwelling units per acre with a height of two to three stories.
- » **Single-Family Residential**, located only where existing single-family exists near the Corners.
- » **Preserved Open Space or Parks**, which is an important component of the Texas Corners area, providing green and landscape spaces where residents and visitors can enjoy the natural environs, recreate, and have social interaction. It also assists with storm water management, creating a more sustainable environment.

Key Design Elements

The Texas Corners Future Land Use Vision on page 57 incorporates the above future land use designations into a design scheme that integrates existing development, built in successive periods, into a cohesive whole. It provides for future growth in a manner that, if adhered to, can create a captivating village environment that achieves the goals desired by Township stakeholders for their center of civic life.

The intent behind the Texas Corners Conceptual Build-Out Vision Plan on page 59 is to convey the potential development pattern within the Corners and is not a specific representation of required site design. Pedestrian trails and vehicular roadways may need to follow curvilinear patterns due to topography and natural features. Except for the ring road, other envisioned thoroughfares could be developed as either roads or nonmotorized pathways depending on future needs; And additional modifications to green spaces and pedestrian crossings may be considered. However, the key concepts, connections, and vision of the Texas Corners Conceptual Build-Out Plan should be supported as the Corners continues to grow.

Texas Corners Zoning Plan

Relationship Between Future Land Use and Zoning Categories

Rezoning in the Texas Corners Sub-Area are discouraged because the CBD Corners Business District zoning category is designed to meet the mixed use vision for the Sub-Area.

The CBD Zoning District should be continually evaluated to ensure that development occurring under its regulations is consistent with this Sub-Area Plan.

Potential Form Based Standards in CBD Zoning District

The Township may consider developing form based standards within the existing CBD Zoning District using this vision as a guide. The Form Based Code could include:

- » Site design standards, including ensuring a consistent building line along major thoroughfares and an appropriate height for all buildings.
- » Revisiting and enhancing the existing architectural standards to ensure they create a unified character.
- » Building types, including residential building typologies, in appropriate locations relative to each other, existing development in the Corners, and the surrounding neighborhoods.
- » Incentives to provide easements for future roads and pathways for public use.

Planned Unit Developments Discouraged

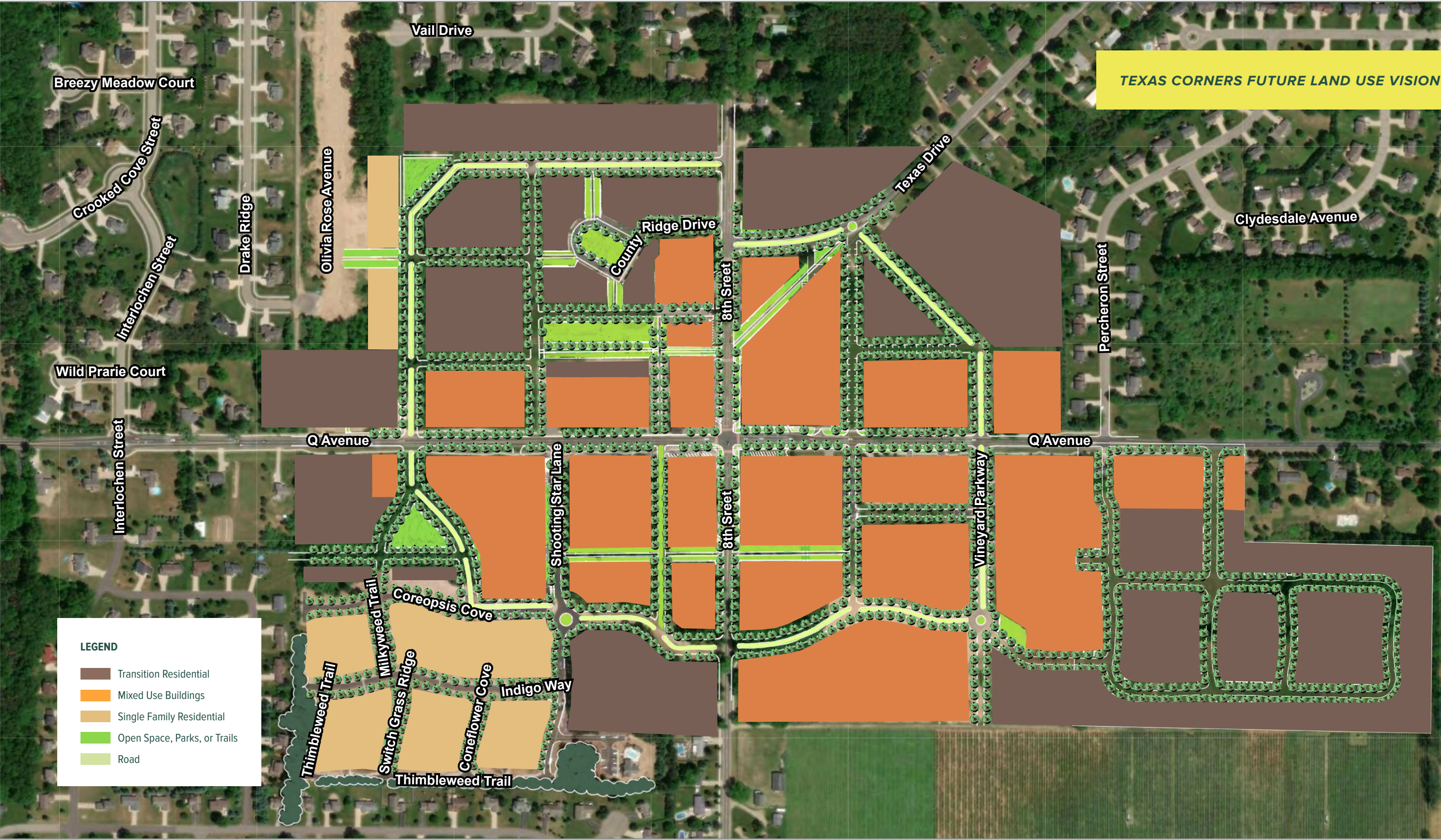
Planned Unit Developments within the Texas Corners Sub-Area are highly discouraged. Developments should follow the requirements of the CBD Zoning District. Planned Unit Developments should only be approved if they clearly and specifically implement the vision of this Sub-Area Plan—and the Master Plan as whole—more effectively than strictly adhering to the requirements of the CBD Zoning District.



5. *Texas Corners Sub-Area Plan*

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TEXAS CORNERS FUTURE LAND USE VISION



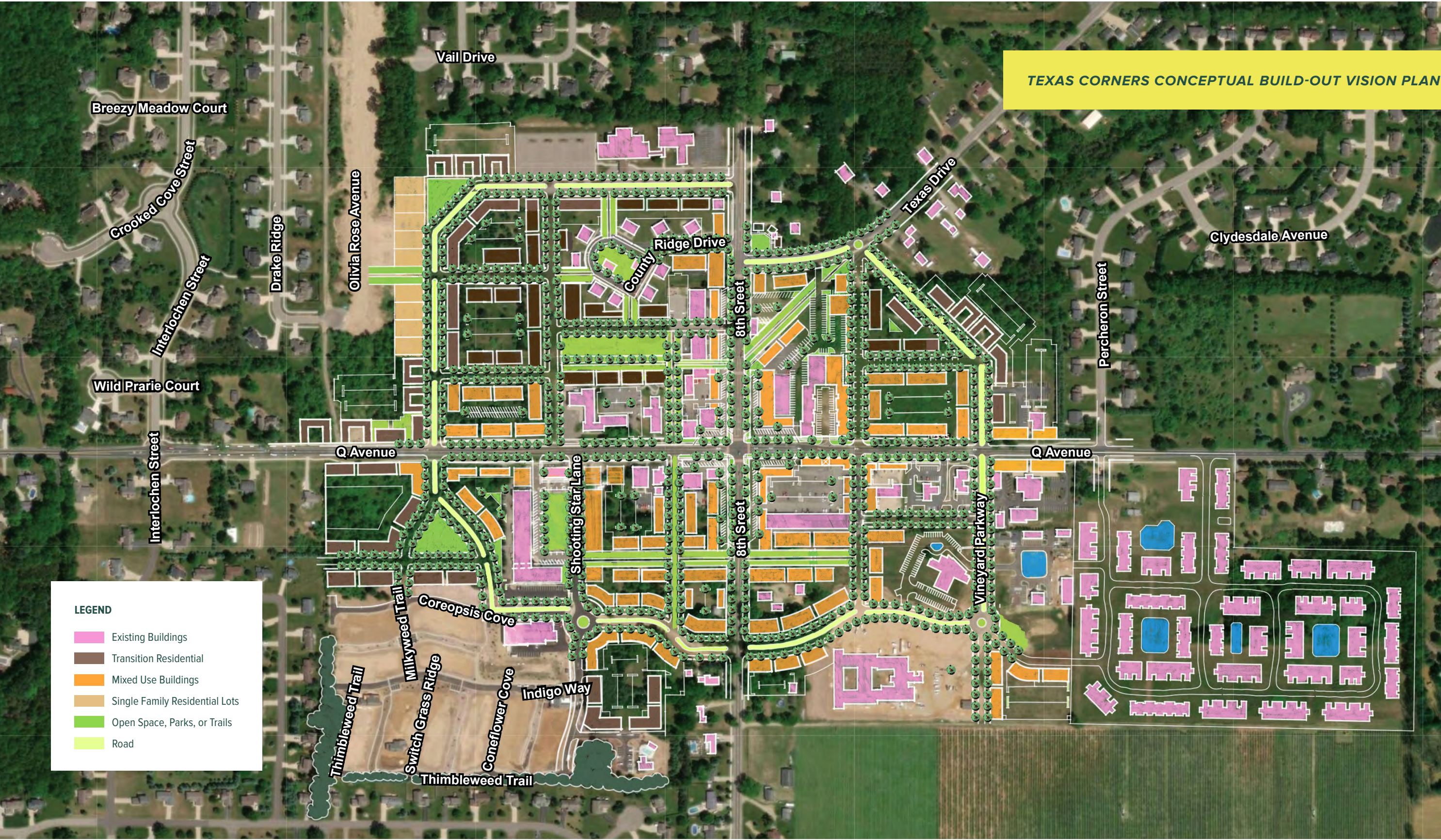
LEGEND

- Transition Residential
- Mixed Use Buildings
- Single Family Residential
- Open Space, Parks, or Trails
- Road

5. *Texas Corners Sub-Area Plan*

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TEXAS CORNERS CONCEPTUAL BUILD-OUT VISION PLAN



5. *Texas Corners Sub-Area Plan*

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**PRECEDENT:
CAMBRIDGE BOULEVARD,
EAST GRAND RAPIDS, MI**

East Grand Rapids was designed in the era of the "Garden Suburb", which persisted between the 1850s and 1940s. Garden Suburbs emphasized promenade-like streets showcasing larger homes with distinctive architecture. Cambridge Boulevard is designed to incorporate beautiful landscaping while maintaining slow traffic and is comfortable for pedestrians and nonmotorized users.



**PRECEDENT:
LARCHMERE BOULEVARD,
SHAKER HEIGHTS, OH**

Shaker Heights was developed as a planned "streetcar suburb" of Cleveland, OH in the early 20th Century. Also a product of Garden Suburb design philosophy, it contains many promenades that connect to sites of civic importance and commercial nodes. Larchmere Boulevard contains townhouses and duplex homes on its northern side and is lined by larger single family homes on its southern side.



Ring Road / Promenade

A promenade-like boulevard is envisioned ringing Texas Corners, creating new axes of movement through the district while serving as a transitional feature separating less intense land uses at the edges from more intense uses toward the center. Rather than serving as a conduit for traffic to bypass the district altogether, the boulevard is envisioned as a promenade: a wider street with a landscaped median with missing middle housing lining the road on both sides. The boulevard's design should encourage slow traffic while inspiring users with lush landscaping and buildings with high quality, traditional architecture.



**PRECEDENT:
MARKET SQUARE,
LAKE FOREST, IL**

Designed in 1916 by architect Howard Van Doren Shaw, Market Square was considered the first purpose-built shopping center in the United States. It occupies a site perpendicular to the town's main street, and is capped by a commuter railroad station. High-quality architecture and landscaping create the experience of a town green surrounded by successful commercial development.

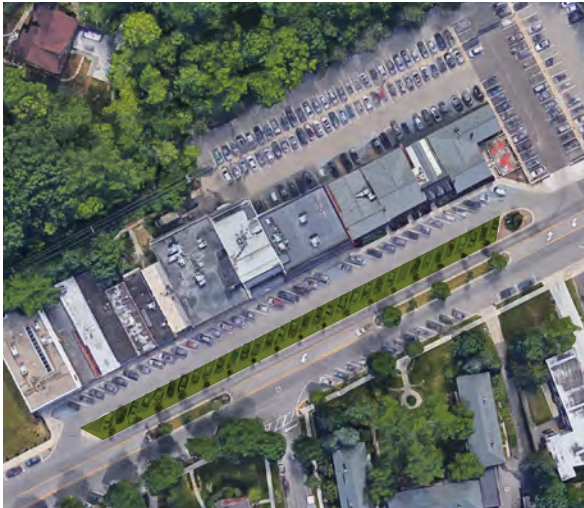


Texas Square Shopping Center

The existing shopping center, while oriented around people arriving by car, has several features that make it a wonderful potential "retrofit" of a suburban development. Its orientation 90 degrees perpendicular to Q Avenue and its two-sided configuration have created the potential to become two sides of a civic square, although retaining sufficient parking for the surrounding businesses is an important consideration. The new restaurant / bakery building fronting Q Avenue is high-quality and provides enclosure and a distinctive street frontage. Lining the east side of Shooting Star Lane with one block of attractive commercial development would create a fourth "wall" to this outdoor "room".

Township Civic Center

The Township Civic Center has been a successful feature of Texas Corners and is expected to remain as the area around it develops. Positioned nearly at the head of the village green created by retrofitting Texas Square Shopping Center, the location of the Farmers' Market Pavilion will be reinforced as an important civic place. There is potential to add a row of townhomes along the rear of the existing Township property while enhancing the current detention facility with natural landscaping and a raised boardwalk to create a linear pedestrian connection.



PRECEDENT:

SLIP STREETS, BIRMINGHAM, MI

Several neighborhood shopping districts in suburban Birmingham, MI were designed after the mass adoption of the automobile but before post-World War II standards requiring large expanses of parking in front. These commercial blocks employ a “slip street”, a parallel, one-way lane where cars can park in angled spaced directly in front of stores. These areas have remained pleasant and walkable for neighborhood residents while preserving convenient parking options for motorists.



PRECEDENT:

SOUTH SHORE VILLAGE, HOLLAND, MI

As part of a plan to reimagine the neighborhood adjacent to the Heinz Pickle plant as a walkable destination with a mix of housing, the frontage of existing commercial buildings on West 17th Street in Holland was reconstructed into a slip street configuration. The original front-loaded parking lots were redesigned to accommodate one-way westbound traffic with perpendicular parking spaces. Walkability was enhanced while vehicular access to stores was not sacrificed.



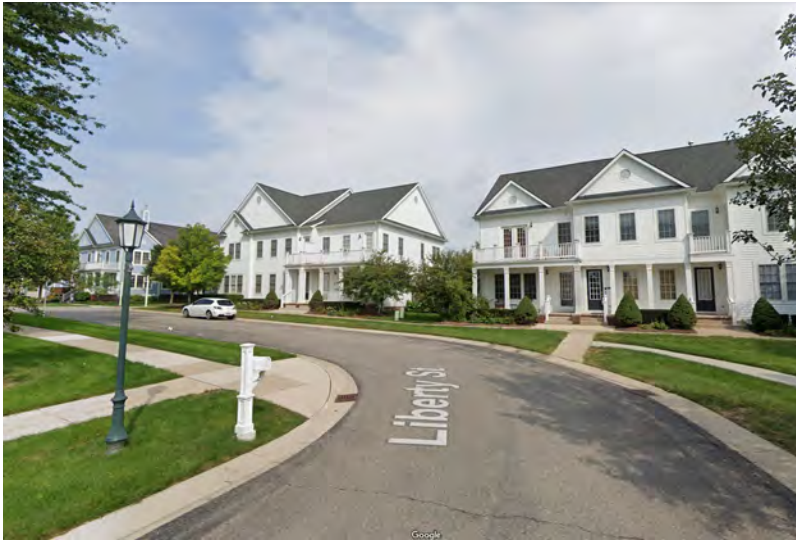
Commercial Infill with Slip Streets

Infill commercial buildings are envisioned fronting Q Avenue and 8th Street adjacent to their intersection. These buildings will supplement those that exist today and create a linear frontage along each street. Such buildings will be smaller and have a village-like character.

Parking in the immediate vicinity of the intersection of Q Avenue and 8th Street would be in a “slip street” configuration. Such a configuration would allow parking directly in front of buildings in lieu of reconfiguring the existing roadways to accommodate on-street parking. This configuration also preserves an enjoyable and safe pedestrian experience adjacent to the storefronts. It is very similar in principle to what currently exists in an informal manner on the south side of Q Avenue immediately west of 8th Street; there is a precedent for formalizing it and extending it to the adjacent blocks. The slip street could also help eliminate unsafe curb cuts near the Q/8th intersection.

Green space and landscaping in conjunction with slip streets are crucial to maintaining the character of the Corners and preventing the creation of large areas of uninterrupted pavement. Street trees should be located between the slip street and the public right-of-way. Flowers and shrubs should be planted along the building frontage, and side setbacks should be maintained between buildings, to ensure sufficient green and permeable space.

5. Texas Corners Sub-Area Plan



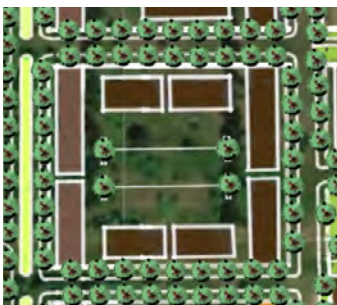
PRECEDENT:
**CHERRY HILL VILLAGE,
CANTON, MI**

The Cherry Hill Village development successfully mixed a range of housing types, from single family to townhomes, in a walkable neighborhood with high-quality architecture. The buildings shown here resemble large, single family homes, though each incorporates three or four individual residential units.



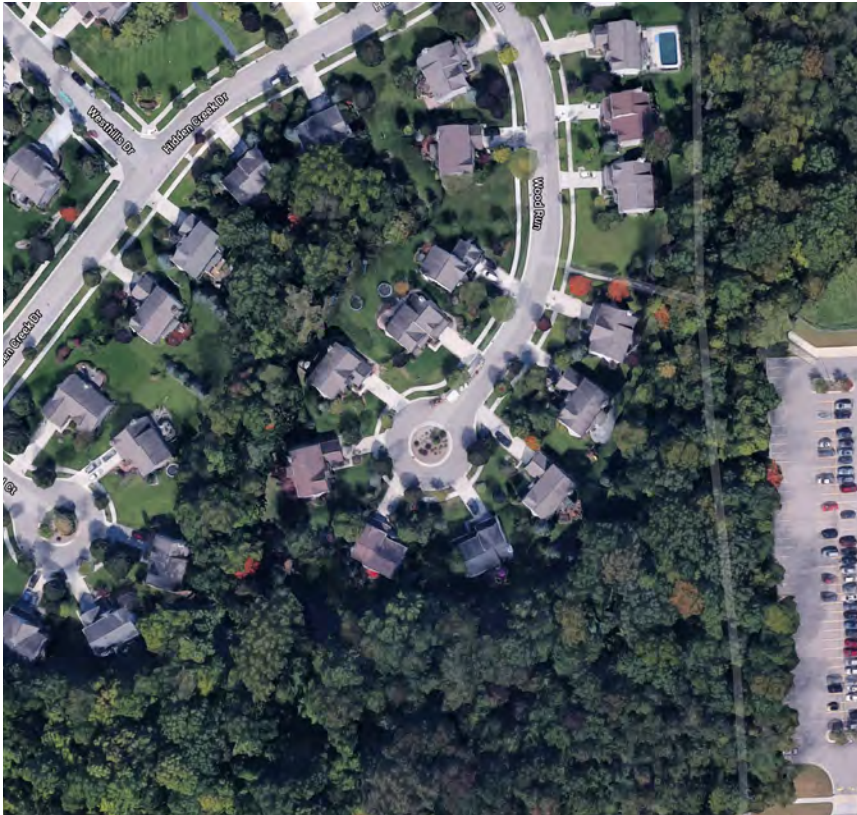
PRECEDENT:
**EDDY STREET COMMONS,
SOUTH BEND, IN**

The Eddy Street Commons neighborhood is located immediately south of the Notre Dame campus in South Bend, IN. It brings a variety of housing types to an area with high demand, but previously few housing choices. Streets of single family homes are capped with townhomes and small multiplexes, used as a transition between the less dense areas and the commercial core of the neighborhood, which directly interfaces with the university's campus.



New Residential Typologies

The vision incorporates several “missing middle” housing types, including duplexes, townhomes, brownstones, and live-work units.



**PRECEDENT:
HIDDEN CREEK,
SOUTH LYON, MI**

The Hidden Creek subdivision is similar in character to those single family neighborhoods that border Texas Corners. This pedestrian connection links the neighborhood to a regional trail system, South Lyon's Middle School, and to adjacent single family neighborhoods. The connection has greatly enhanced walkability among neighborhood residents by giving them destinations outside of their neighbors' homes and has added value to the two houses immediately adjacent to it.



Walking Trails and Green Space

A system of linear pedestrian greenways is envisioned to utilize new and/or existing rights-of-way to create direct pedestrian connections into existing neighborhoods adjacent to Texas Corners. Additional greenways traverse the district, making use of gaps in the built fabric, as well as along the former path of Texas Drive.



6. 9TH STREET EAST SUB-AREA PLAN

The land east of 9th Street is among the land most ripe for development in the Township. This plan envisions an internally-walkable, mixed use center, anchored by existing recreational and medical institutions, but also featuring a variety of housing types and some retail.



History

9th Street in the northern portion of Texas Charter Township began as a rural road serving adjacent farms. It historically had greater importance to Township residents than other roads in the area, as it connected directly to the Oshtemo village center, one mile north of the Texas / Oshtemo Charter Township border. Oshtemo village was located on the Territorial Road, the main regional east-west route connecting to Kalamazoo to Paw Paw—known today as Stadium Drive.

Territorial Road was incorporated into the route of US Highway 12 in the 1920s. Though land use in the northern portion of Texas Charter Township was still agricultural at this time, 9th Street became part of the Township's principal road network, forming part of a direct route from the Texas Corners area to Oshtemo and the state-maintained highway network.

The development of the Interstate Highway System, beginning in the 1950s, gave the State of Michigan the impetus for constructing a limited access freeway connecting Chicago and Detroit. Though several routes had been studied for this freeway dating to before World War II, it was decided to use federal Interstate funds to upgrade or bypass the existing US 12 route connecting Kalamazoo, Detroit, and Chicago, to create I-94 (the US 12 designation was then reassigned to the southern route connecting Detroit to Chicago via Coldwater and Niles).

The segment of I-94 traversing Texas Charter Township, including the interchange with 9th Street, was opened on December 7, 1959. This segment extended from the Westnedge Avenue interchange in Kalamazoo west to the interchange with the route today known as M-40 near Paw

Paw. Between the Interstate's opening in 1959 and 1963, the 9th Street interchange was signed as Business Loop 94: traffic heading for downtown Kalamazoo from the west was directed north on 9th Street to Oshtemo, then east toward Kalamazoo on Stadium Drive.

The availability of Interstate access opened western Kalamazoo County to new potential residents and an expanded pool of through traffic seeking quick places to eat or spend the night. The 9th Street interchange area hosted a small service station by 1965, and by the late 1970s a small cluster of service stations and restaurants had developed there. Development of the Kalamazoo Valley Community College (KVCC) campus occurred in 1968, immediately to the south of the interchange. Access to the Interstate drove demand for industrial uses to locate in close proximity to the interchange and the first phase of the Corporate Woods Complex along Beatrice Drive was complete by 1978.

The intensity of the 9th Street / I-94 area changed further during the 1990s with the completion of the large facility today known as the PNC Bank Operations Center within Corporate Woods. A new generation of restaurants, service stations, and hotels was added to 9th Street to serve the several markets that created new demand in the area: Interstate through traffic seeking respite, daytime employees of the new corporate and industrial facilities, the student population at the growing KVCC Campus, and the full-time Township residents inhabiting new single and multi-family developments in the immediate area.



Development Philosophy

Identified as an area of the Township that is likely to absorb demand for more intense development in the years ahead, local stakeholders stated the need to reconcile development in the 9th Street East area with several principles in mind:

- » The growing number of individual businesses along 9th Street, from the I-94 interchange north to N Avenue, has created areas with potentially dangerous turning conflicts along the corridor. Accommodating new growth must take into account an access management strategy along 9th Street.
- » Further development in the area east of 9th Street should aim to achieve the principles compatible with walkable town centers and downtowns.
- » New residential development should achieve a mix of single family houses and other, missing middle housing types that are underrepresented in the Township. Such development should aspire to provide attainably priced housing choices for residents of all age cohorts. Furthermore, the rhythm of street patterns in residential neighborhoods should be compatible with the pattern of existing residential lots along N Avenue and 11th Street.



Land Use

The Sub-Area Plan is predicated on the Future Land Use categories as depicted on the East 9th Street Sub-Area Plan Map. These are summarized below:

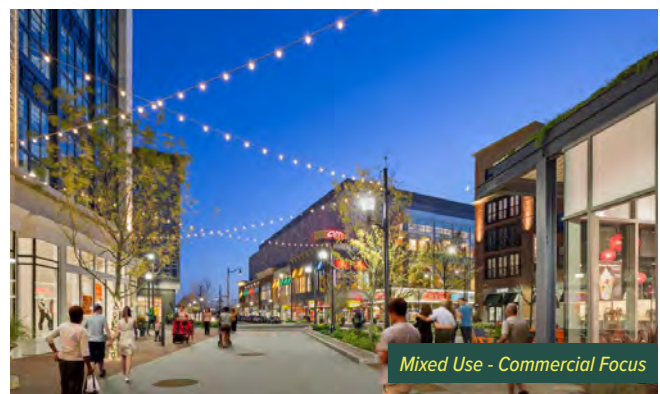
- » **Mixed Use - Residential Focus.** This category is intended to accommodate larger, single family homes occupying the easternmost blocks of the district. It may also accommodate smaller commercial and office buildings in a “live-work” format.
- » **Mixed Use - Flexible.** This category is intended to include residential developments varying in density, smaller commercial developments, and small office buildings. The character of future development should be mixed use in nature, allowing for multiple types of uses in the same area such as residential development accompanied by commercial storefronts or office spaces. This category is intended for the blocks surrounding the north central portion of the district. Mid-sized multiplex developments may be appropriate for this portion of the district, near the transition to Mixed Use - Commercial Focus areas.
- » **Mixed Use - Commercial Focus.** This category will be the center of the district, most closely related to a traditional downtown. The Mixed Use – Commercial Focus future land use designation will result in developments that include live/work/play elements that promote a walkable downtown atmosphere and thriving community hub. Multi-story mixed use buildings would be appropriate in this area, as would larger hotels in an urban-style configuration. A green commons area will exist at the center of this planned area as a civic gathering place.
- » **9th Street Corridor – General Commercial.** General Commercial areas are intended to accommodate commercial land uses located adjacent to major interstates, highways, expressways, or other major thoroughfares. General Commercial land uses are designated for higher-intensity commercial uses that serve a larger population, such as through traffic not otherwise destined for the Township or region. On the east side of 9th Street, future general commercial uses should be served by a rear access lane to remove turning conflicts from 9th Street. Access to 9th Street would be provided at the eastward extension of Financial Parkway and at Beatrice Drive.



Mixed Use - Residential Focus



Mixed Use - Flexible

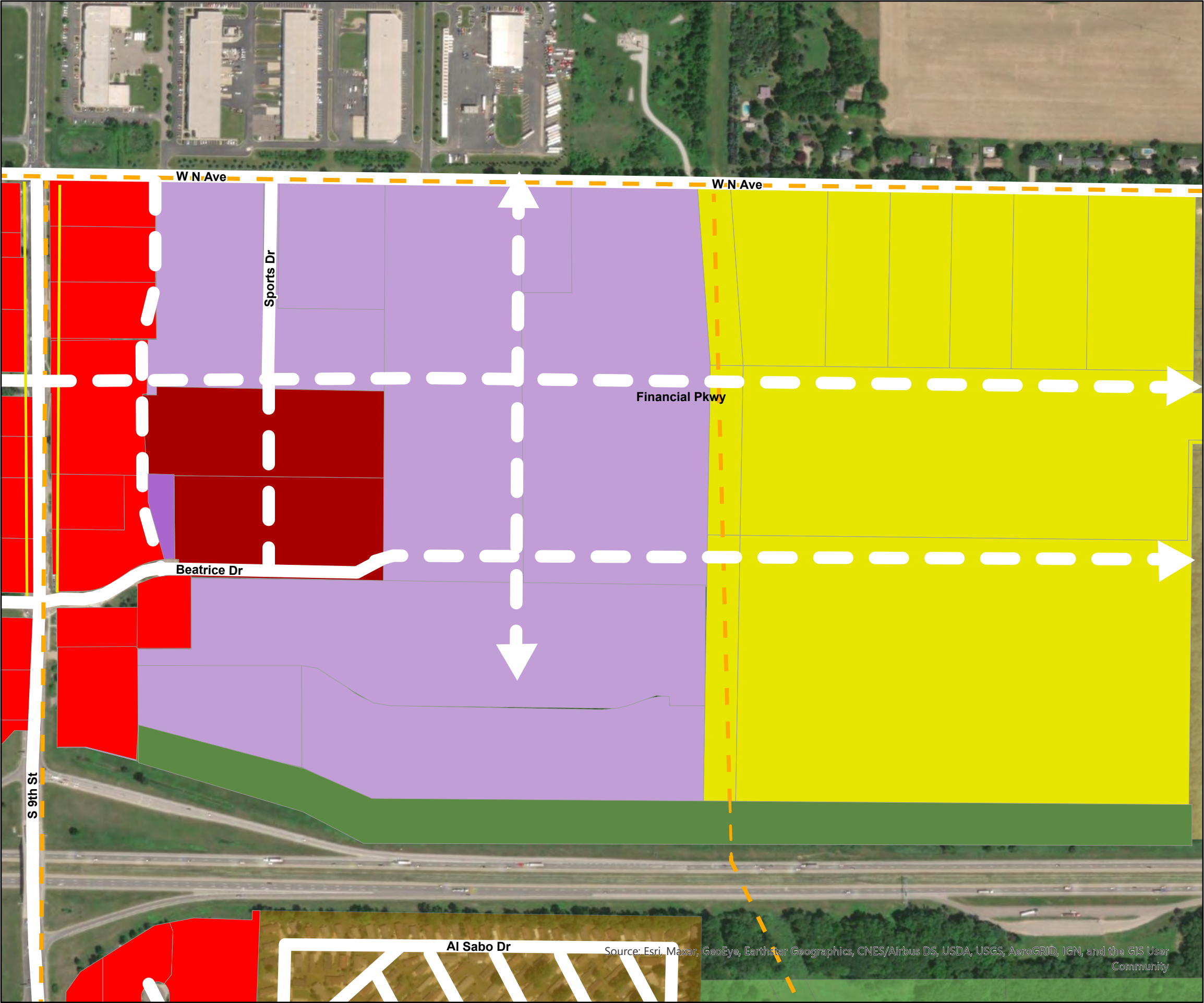


Mixed Use - Commercial Focus

9th Street East Sub-Area Plan

Texas Charter Township, Kalamazoo County, MI

July 16, 2020

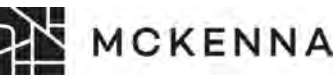


LEGEND

- Mixed Use - Residential Focus
- Mixed Use - Flexible
- Mixed Use - Commercial Focus
- General Commercial
- Greenbelt or Buffer
- Existing Trailway
- Proposed Trailway
- Existing Sidewalk



Basemap Source: Michigan Center for Geographic Information, Version 17a.
Data Source: Texas Charter Township 2019. McKenna 2020.



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

6. 9th Street East Sub-Area Plan

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PRECEDENT:

MISSION STREET CORRIDOR, MT. PLEASANT, MI

Mission Street is a busy corridor serving the Central Michigan University (CMU) campus, as well as a mixture of local and through traffic. It has developed over several decades with predominantly auto-oriented businesses, many with drive-through facilities. To remediate the many turning conflicts along the corridor, the City of Mt. Pleasant, in partnership with CMU, has been incrementally building a system of rear access drives to provide ingress and egress to these businesses, alleviating safety issues along Mission Street.

6. 9th Street East Sub-Area Plan



PRECEDENT:
**NORTON COMMONS,
LOUISVILLE, KY**

Norton Commons is a New Urbanist development which contains a variety of neighborhood intensities and housing types. Outer blocks contain traditional single family homes similar to the intent of the Mixed Use - Residential Focus land use category, whereas inner blocks contain a mixture of housing types and commercial uses, similar to the intent of the Neighborhood General category.



PRECEDENT:
**JOHN CARLYLE SQUARE,
ALEXANDRIA, VA**

This infill development of a former industrial district is designed around several common greens. The highest intensities of development exist adjacent to the greens, which are programmed for recreation and entertainment.

9th Street East Zoning Plan

Relationship Between Future Land Use and Zoning Categories

The adjacent table shows the Texas Charter Township zoning districts that would appropriately implement the vision of the 9th Street East Sub-Area Plan. Rezoning requests should be reviewed against this table to determine whether the requested district is supported by this Plan. In some cases, a new zoning district may be the most effective way to implement the vision of this Plan.

Additionally, as noted in the table, Planned Unit Developments (PUDs) are a recommended zoning implementation method in the 9th Street East planning area. **Following the adoption of this Plan, the Township should consider adopting a “master” PUD for the entire 9th Street East area, with land uses and right-of-way corridors consistent with the Sub-Area Plan.** However, if the Township desires a more incremental approach to the development of this Sub-Area, the recommended zoning districts should be considered consistent with the Master Plan in the event of a rezoning request.

The Planning Commission should also consider developing architectural standards for the 9th Street corridor and the 9th Street East planning area, to be implemented in a similar fashion to the Texas Corners architectural standards, although the actual standards may differ.

FUTURE LAND USE CATEGORIES	ZONING DISTRICTS	
Mixed Use - Commercial Focus	C-1 C-3 PUD (New)	Commercial District, Local Commercial District, Neighborhood Business Planned Unit Development New Zoning District ⁽¹⁾
Mixed Use - Flexible	R-3 R-4 R-5 O-1 C-1 PUD (New)	Residential District, Single and Two Family Residential District, Multiple Family Residential District, High Density Multiple Family Office Service District Commercial District, Local Planned Unit Development New Zoning District ⁽¹⁾
Mixed Use - Residential Focus	R-1A R-2 R-3 R-4 C-1 O-1 PUD (New)	Residential District, Single Family Residential District, Single Family Residential District, Single and Two Family Residential District, Multiple Family Commercial District, Local ⁽²⁾ Office Service District ⁽²⁾ Planned Unit Development New Zoning District ⁽¹⁾
General Commercial	C-2 C-4 PUD	Commercial District, General Commercial District, Highway Planned Unit Development
Greenbelt or Buffer ⁽³⁾	RC PUD (New)	Resource Conservation Planned Unit Development New Zoning District ⁽¹⁾

Footnotes:

- 1) New zoning districts in the 9th Street East area could be created and designated “TCMU Town Center Mixed Use” Districts to implement the vision of the Sub-Area Plan. There may be multiple TCMU District, to implement Mixed Use - Commercial Focus (TCMU-1), Mixed Use - Flexible (TCMU-2), and Mixed Use - Residential Focus (TCMU-3). The TCMU Districts could have form based elements.
- 2) In the Mixed Use - Residential Focus category, rezonings to C-1 or O-1 should only be approved on parcels adjacent to N Avenue.
- 3) The precise geographic boundaries of the Greenbelt / Buffer area are subject to change. It is the intent of this Plan to preserve a natural, wooded buffer (potentially including trails or other recreational amenities) between new development in the 9th Street East Sub-Area and I-94. However, the buffer may differ in shape and size from what is shown on the Sub-Area Plan and rezonings may be appropriate based on the adjacent Sub-Area Plan category, rather than Greenbelt or Buffer, to be determined on a case by case basis.



7. TRANSPORTATION PLAN

Land use patterns and transportation systems are inherently interconnected. Proximity to efficient and connected transportation networks is a primary factor in determining where new development occurs. However, the traffic generated from new development often exceeds the capacity of transportation systems and traffic becomes more congested. Traffic congestion is often the largest complaint of residents in growing urban fringe communities such as Texas Charter Township, so it is important for land use planning and transportation planning to be coordinated and for the transportation system to allow individuals to get around not only by car, but also by walking, bicycling, or riding public transportation. This section is an analysis of the current transportation system in the Township with recommendations for future improvements.

Road Commission of Kalamazoo County

The Road Commission of Kalamazoo County (RCKC) maintains all public roads in the Township that are not under the jurisdiction of the Michigan Department of Transportation. A map of public roads in Texas Charter Township is on the next page.

Road Classifications

This plan classifies the roads in Texas Charter Township within their jurisdiction as Primary, Secondary, or Neighborhood Road. These classifications inform the transportation and future land use recommendations of this Plan and are also used in the Township's Zoning Ordinance to designate types of roadways.

Primary Roads: Primary Roads are the heaviest traveled routes in the Township and are designed to connect communities and business districts together throughout the County and surrounding region. The following are designated by this plan as Primary Roads within Texas Charter Township:

- » N Avenue
- » ON Avenue
- » O Avenue (East of 6th Street)
- » OP Avenue
- » P Avenue
- » PQ Avenue (East of 5th Street)
- » Q Avenue
- » S Avenue (West of 8th Street)
- » 3rd Street
- » 4th Street
- » 5th Street
- » 6th Street (North of PQ Avenue)
- » 9th Street
- » 11th Street
- » 12th Street
- » Stadium Drive
- » Texas Drive
- » 8th Street

Secondary Roads: Secondary Roads are less heavily traveled than Primary Roads and are designed to connect neighborhoods to each other and to nearby business districts. The following are designated as Secondary Roads within Texas Charter Township:

- » O Avenue (West of 6th Street)
- » PQ Avenue (West of 5th Street)
- » R Avenue
- » RS Avenue
- » Van Kal Street

- » 1st Street
- » 2nd Street
- » 10th Street
- » Hickory Hill Lane
- » Paw Paw Lake Drive
- » Financial Parkway
- » Beatrice Drive
- » Corporate Woods Drive
- » Cracker Barrel Boulevard

Neighborhood Roads: Neighborhood Roads are designed to provide access within residential areas, primarily to the residents of those neighborhoods. Public roads within subdivisions have this classification.

Private Roads: Private roads are used in some contexts, mostly residential neighborhoods with homeowner associations or other entities in place to maintain the roadway long term.

County Road Improvements

The basic source of revenue for public road maintenance and improvements is the gas and weight tax collected by the State through Act 51. Most of these funds are collected through gas/diesel fuel purchases and vehicle registration fees. MDOT is ultimately responsible for routine maintenance on all state highways. The RCKC currently inventories the capacity and classification schedules of all public roads and conducts maintenance and reconstruction based on road condition, traffic safety, and congestion data.

Most of the RCKC road improvement projects involve basic repairs and maintenance including paving, patching, sealing, and drainage improvements. Some of the road projects in Texas Charter Township, as defined by the RCKC Capital Improvements Plan, include various surface maintenance projects for collector roads, shoulder widenings on several minor arterials, and constructing left turn lanes.

7. *Transportation Plan*

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Kalamazoo Area Transportation Study

Texas Charter Township is also served by the Kalamazoo Area Transportation Study (KATS), which is a federally designated metropolitan planning organization (MPO). MPOs are required by federal legislation to assist with providing coordinated transportation planning processes in urban areas with populations greater than 50,000 people. KATS works collaboratively with area transportation authorities to select road improvement projects, allocate funding, and identify future projects.

Walking and Biking

Texas Charter Township has a number of existing bike and pedestrian facilities located in the northeast portion of the Township. The majority of the existing nonmotorized network is comprised of sidewalks, mostly surrounding the Texas Corners area, but also in the 9th Street corridor, both near Kalamazoo Valley Community College (KVCC) and north of I-94. Additionally, a network of sidewalk infrastructure exists in some neighborhood developments, especially those located:

- » Along Texas Drive.
- » South of Q Avenue, East of 6th Street.
- » Along P Avenue, West of Eagle Lake.

In addition to the sidewalks in the Township, a number of trailways have been constructed to connect parkland to nearby residential areas and Texas Corners. The trailways located within Texas Charter Township include those located within the Al Sabo Land Preserve, along 9th Avenue near the I-94 ramp, and along Texas Drive, connecting Texas Drive Park with the adjacent residential developments. The Texas Drive trail also connects to a spur along 12th Street, which connects to the trail system for the City of Portage, providing regional connectivity.

Additionally, several neighborhoods located within the Township are connected to one another via “neighborhood trailways,” which are implemented and maintained mainly by neighborhood associations.

Along major corridors outside of the areas designated for sidewalks or bike paths, widened shoulders may be utilized to improve safety for bicyclists. To date, Texas Charter Township has a few segments of widened shoulders along 12th Street, 10th Street from Texas Drive to Q Avenue, and 8th Street from Q Avenue to R Avenue.

While the Township is working on expanding the nonmotorized system, the overall bike and pedestrian network within Texas is disconnected. Additions to the nonmotorized infrastructure should be considered as opportunities arise, especially during the reconstruction of roadways, to provide nonmotorized access to popular destinations and create a more connected system.

Public Transportation

Texas Charter Township is served by Metro, a fixed-route public transit bus system that provides service to the Kalamazoo area. Service is provided within the Township through a contract between Metro, KVCC, and Texas Charter Township. Currently, the only bus route that is available in Texas Charter Township is Bus Route 11, which runs along 9th Street from the Township boundary with Oshtemo Charter Township to the Groves and the KVCC campus, with regularly spaced stops along the way.

Railroads

One major rail route, the Amtrak, passes through Texas Charter Township at the northwest corner. The Amtrak is perhaps the largest connected railroad system in the United States, with access to stops in almost every major city. Although the Amtrak line passes through Texas Charter Township, the nearest stops are located in the City of Kalamazoo and Dowagiac.

Future Transportation Plan



Road Network

Although the road network in much of Texas Charter Township generally functions efficiently, various enhancements can be considered to create a well-connected and safe system. The Township will continue its support of the RCKC and KATS in its ongoing review of the condition of the Township's roads and in the maintenance and rehabilitation of the roads as necessary.

Based on the input and data collected for this Plan, the Township will work with RCKC and MDOT to focus improvement efforts on the following corridors, which are designated on the Proposed Corridor Improvements Map:

- » Q Avenue, particularly between 8th and 12th Streets.
- » P Avenue / 3rd Street / OP Avenue, which form a continuous corridor from the Kalamazoo County Line to 6th Street.
- » Beatrice Drive, which will play an important role in the implementation of the 9th Street East Sub-Area Plan.

The Township will also work with RCKC and MDOT to determine appropriate improvements to the following intersections, which are also designated on the Proposed Corridor Improvements Map.

- » 9th Street / Beatrice Drive.
- » 8th Street / O Avenue.
- » 8th Street / Q Avenue.
- » 12th Street / Q Avenue.

Traffic volume, crash data, and other studies of high-volume arterial roads would help justify needed improvements in objective terms and could help identify opportunities for traffic congestion relief, safety improvements, or other enhancements.

With the exception of small pockets located along Texas Drive, the residential areas within the Township are not connected to one another. The majority of the single family residential neighborhoods in the Township have cul-de-sac designs, which discourages connectivity to adjacent neighborhoods as well as to other streets in the Township. For future network enhancements, the Township should encourage connection between neighborhoods with new proposed residential developments and explore opportunities to implement connections to existing neighborhoods.

In addition to enhancing road network connectivity, the Township should also explore opportunities to work alongside KATS, MDOT, and the RCKC to assess areas where speed limits can be re-evaluated. High speed limits in most of the Township can lead to unsafe conditions for both pedestrians and other motorists—especially when traveling around streets with frequent curves, such as P Avenue, OP Avenue, O Avenue, and 9th Street.

7. *Transportation Plan*

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Nonmotorized Transportation

Texas Charter Township will employ a multi-pronged approach to connecting and completing its vision for nonmotorized transportation, as shown on the Nonmotorized Network map, and as described below.

Complete Streets Philosophy

Texas Charter Township subscribes to the philosophy that public streets should be safe and efficient for all legal users, a concept known as “Complete Streets.” It is further the Township’s philosophy that Complete Streets improvements should be implemented in a fashion that is consistent with the surrounding character of an area. In urban areas, wide sidewalks, on-street parking, and dedicated transit lanes are appropriate, while in suburban areas, separated bike-paths and off-street transit stops are more practical. In rural areas, simple interventions like widened shoulders can make traveling by bicycle safer and more appealing, but expensive infrastructure installations are not practical given the low number of non-automobile trips.

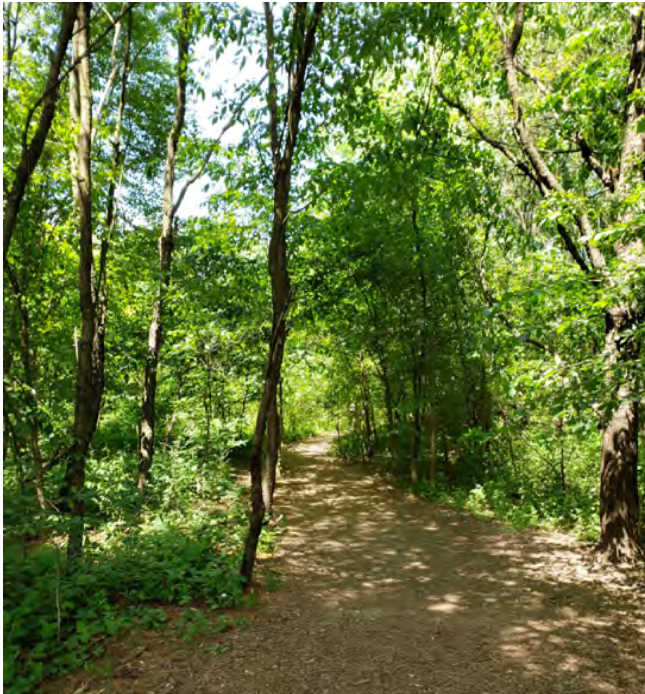
Texas Charter Township seeks to implement its Complete Streets philosophy across the Township in ways that are appropriate and practical for each particular roadway and its surroundings.

Sidewalks

The Township has almost no sidewalks outside of a few neighborhoods and Texas Corners. This plan recommends updating the Zoning Ordinance to require sidewalks in front of all new developments within Texas Corners and other Neighborhood Commercial corridors.

The Township will also utilize opportunities to expand the nonmotorized network by working alongside developers to include sidewalks (or bike infrastructure) in proposed site plans for residential or commercial developments, through the requirements in the Zoning Ordinance and the specifications outlined in the Sidewalk Ordinance.

7. Transportation Plan



Trailways

Bike paths are typically eight feet wide (or wider), compared to five feet for a sidewalk, and are designed to carry cyclists traveling several miles, rather than pedestrians walking only a few blocks. However, they are also an asset for pedestrians. Because bike paths envision longer distance travel and more cyclists than walkers, they are more practical along suburban thoroughfares than sidewalks. This plan envisions bike paths in the following locations:

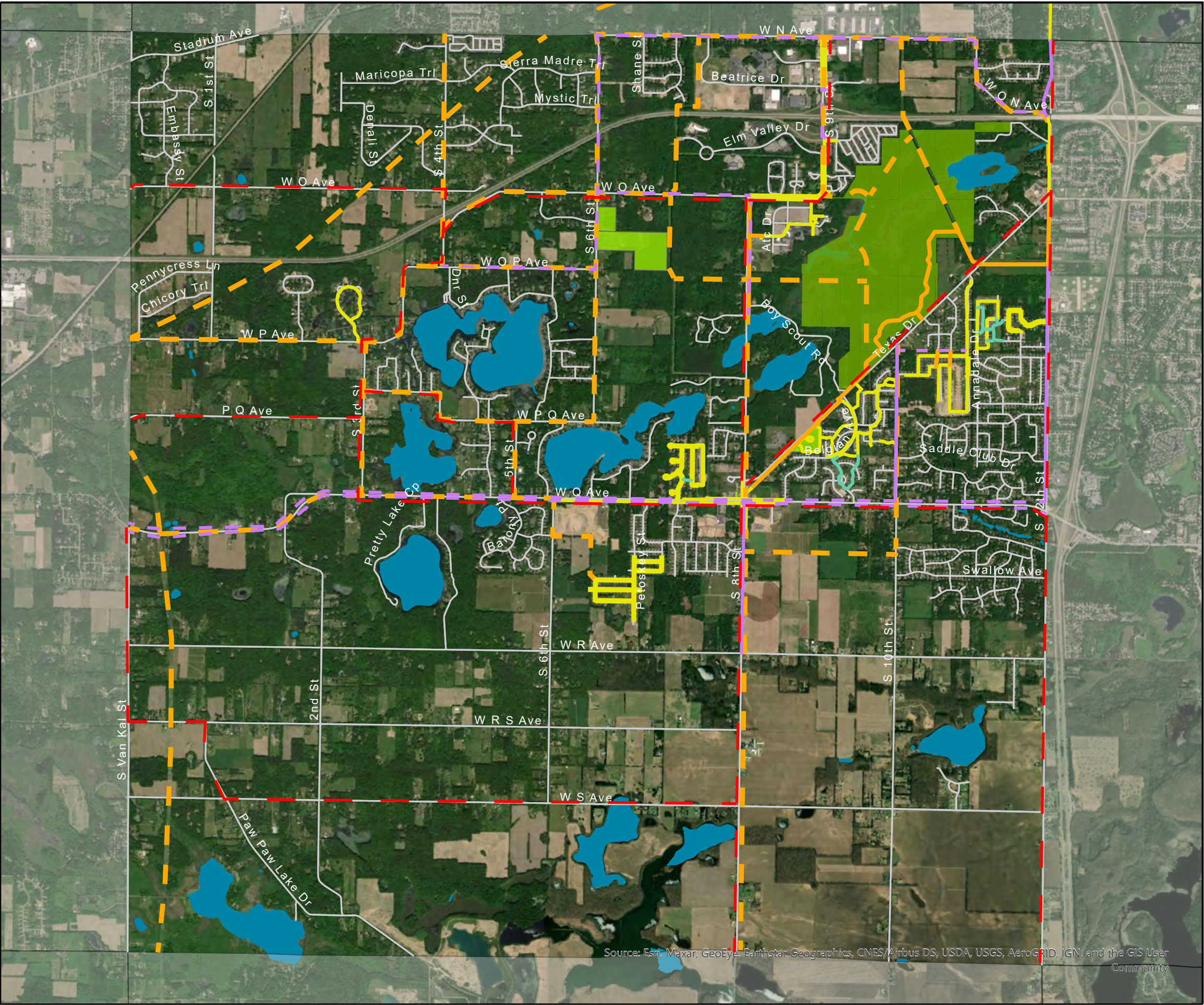
- » Connecting 6th Street Park and Texas Corners.
The exact route of this trailway has not yet been determined, but it may follow the Consumer's Energy power corridor; it may follow 8th Street; or it may take some other path.
- » P Avenue.
- » OP Avenue.
- » 4th Street*.
- » 6th Street*.
- » 5th Street.
- » 8th Street from Q Avenue to the Township boundary.
- » Q Avenue from 5th Street to the western Township boundary.
- » N Avenue through Al Sabo Preserve to 12th Street.
- » Utilizing Consumers Energy utility corridor east of Van Kal Street.

*When the overpasses for 4th Street and 6th Street over I-94 need to be rebuilt, they should be widened to accommodate space for a bike path.



Widened Shoulders

Widened shoulders, whether paved or unpaved, are a common method of improving safety for pedestrians and cyclists in rural areas by providing an accommodation for nonmotorized travel. This is particularly true in areas where sidewalks and trailways are either not planned or would occur far in the future. Some roads in the Township already have widened shoulders for some or all their lengths, as previously noted. As road improvements are planned, the Township will consider the overall nonmotorized network, as well as the location of the road to determine if widened shoulders are the best approach for future connectivity.



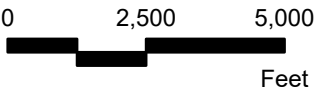
Nonmotorized Network

Texas Charter Township, Kalamazoo County, MI

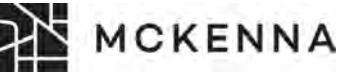
November 2, 2020

LEGEND

- Texas Charter Township Parks
- Al Sabo Land Preserve
- Existing Trailway
- Proposed Trailway
- Existing Widened Shoulder
- Proposed Widened Shoulder
- Existing Neighborhood Trailway
- Existing Sidewalk
- Proposed KATS Bike Commuter Route



Basemap Source: Michigan Center for Geographic Information, Version 17a.
Data Source: Texas Charter Township, 2020. McKenna 2020.



7. *Transportation Plan*

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Bike Commuter Routes

To further expand on nonmotorized opportunities, KATS is in the process of planning a bike commuter route network which will connect to various community nodes in greater Kalamazoo County. Texas Charter Township is a prime location for several planned commuter bike routes for users to access Kalamazoo Valley Community College, Texas Corners, and neighboring municipalities. The planned bike commuter routes within Texas Charter Township are located thusly:

- » Along Texas Drive on the “WMU Main – Texas Commuter” route.
- » Along 12th Street on the “WMU BTR – Schoolcraft Commuter” route.
- » 8th Street (entire length in the Township).
- » O Avenue from the Township line to 9th Street on the “KVCC – Paw Paw Commuter” route.
- » Q Avenue from 3rd Street to 12th Street.
- » OP Avenue (entire length in the Township).

The nonmotorized network map illustrates the location of existing and proposed bike lanes and routes.



Public Transportation

The Township should work with Metro, an ongoing public transportation partner KVCC, to extend bus service to Texas Corners. The recommended routing is as follows:

- » **Route 11** should be extended from its current terminus at the KVCC campus, down 8th Street to Texas Corners. This is the Township’s highest public transportation priority.
- » As a future improvement, either **Route 26** should be re-routed, or another route should be created, to serve Q Avenue between 12th Street and 8th Street/ Texas Corners, then proceed north on 8th Street to the KVCC campus.

Together, these routes would provide service from Texas Corners, KVCC, the Groves, and other destinations within Texas Charter Township to Portage, Oshtemo, Western Michigan University, and Downtown Kalamazoo. A potential new route serving Q Avenue could run across Portage on Centre Avenue or Romence Road and terminate at Kalamazoo/Battle Creek International Airport.



8. BACKGROUND INFORMATION

The following pages contain an analysis of the demographic, geographic, and economic factors that serve as a foundation to this Texas Tomorrow Master Plan.

Community Description

Texas Charter Township is located southwest of the City of Kalamazoo, along I-94, in western Kalamazoo County. The Township is approximately 36.3 square miles in area. In order to determine its needs and how to plan for the future, we must understand existing demographic conditions, past trends, and future projections to help formulate the goals, objectives, and recommendations for this Plan.

The following sections correspond to the demographic data gathered from the U.S. Census. The most recent data comes from the 2019 American Community Survey (ACS) 5-Year Estimates, although for some categories of data, the most recent information is from 2017. The ACS is conducted every year and samples a percentage of the community on topics such as population, economics, housing, etc. The 5-year estimates for a given population are considered a reliable source, as they represent 60 months of collected data for all geographic areas. However, in some specific cases, the data may contain inaccuracies due to sampling.

Population

Changes in the number of people residing in a community are an important indicator for community planning. Growing communities have different needs than communities with stable or declining populations. The table below shows the relative populations of Texas Charter Township and comparison communities in the Kalamazoo County area, while the chart compares the population trends.

The population of the Township and the surrounding communities all saw a population increase between the sample years 2010-2019. The table and chart below note the total population change of each community during the sample years.

Texas Charter Township experienced the largest population percentage change during the sample years with a 17% population increase. The City of Kalamazoo had the smallest population percentage change with a 2.6% increase. Overall, the total population in Kalamazoo County increased by 7.2% during the sample years. However, the population change percentages in Texas Charter Township and surrounding communities saw a significantly higher increase compared to the State's percentage of 0.5%.

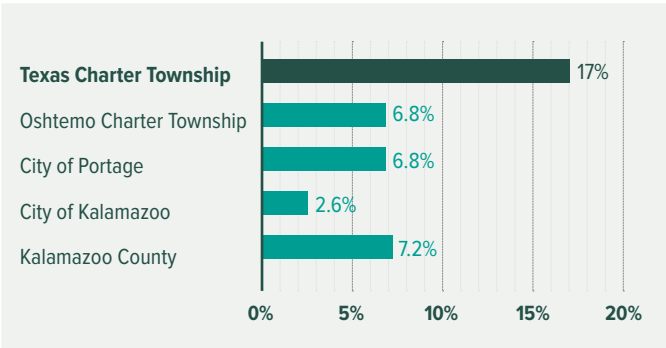
The relatively rapid population increase in Texas Charter Township has numerous planning implications, including increased demand for:

- » Housing.
- » Goods, Services, and Entertainment.
- » Retail, Restaurants, and Grocery Stores.
- » Parks and Recreation Amenities.
- » Water and Sewer Infrastructure.
- » Road, Trail, and Transit Infrastructure.

Table 1. Population, 2010-2019

	2010	2019
Texas Charter Township	14,697	17,250
Oshtemo Charter Township	21,705	23,190
City of Portage	46,292	49,455
City of Kalamazoo	74,262	76,200
Kalamazoo County	247,246	265,066

Figure 1. Population Change, 2010-2019



Households

This section analyzes the number of households in Texas Charter Township and surrounding comparison communities. Changes in the number of households in a community are an indication of changing demand for Township services, as well as retail and other amenities.

As depicted on the table and chart to the right, each of the communities experienced an increase in the number of households during the sample years, with the exception of the City of Kalamazoo, which saw a decrease in the number of households at -.50%. Texas Charter Township saw the largest percentage increase with 8.81%, with Oshtemo Charter Township close behind at 7.55%. The City of Portage and Kalamazoo County experienced a slower increase with 1.84% and 1.74%, respectively.

Housing Tenure

Housing tenure describes how housing is occupied—by owner, renter, or whether it is vacant. According to 2019 ESRI data (which is more recent than the Census' most recent estimate, from 2017), Texas Charter Township has a total of 5,997 housing units—with only approximately 3% of those being vacant. Of the occupied units, about 95% are owner-occupied.

Housing Units

As a growing community, Texas Charter Township has seen a steady increase in the number of housing units within the community over the past 20 years. Since 2000, the number of housing units in the Township has grown 47.9%, according to Census and ESRI data. In an average year, the Township has added nearly 100 homes.

Between 2000 and 2010, housing growth in Kalamazoo County was robust, adding nearly 10,000 new units, with housing in Texas representing about 10% of the overall countywide growth. But since 2010, housing growth in the County has slowed to only 2,045 units, while Texas' growth (1,031 units) has remained steady. Because of that trend, housing growth in Texas represents *nearly half* of the new housing units built in Kalamazoo County since 2010.

Table 3. Number of Households, 2010-2017

	2010	2017
Texas Charter Township	5,231	5,692
Oshtemo Charter Township	9,708	10,441
City of Portage	19,199	19,552
City of Kalamazoo	29,141	28,996
Kalamazoo County	100,610	102,362

Figure 2. Percentage of Households, 2010-2017

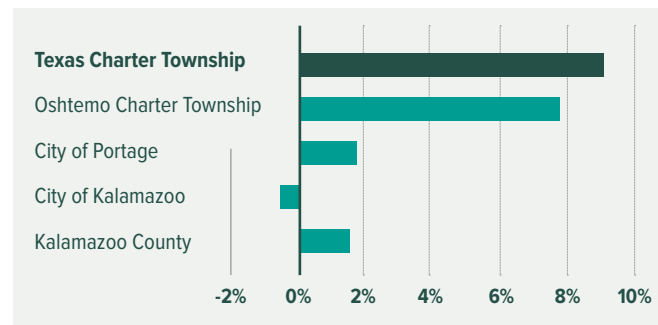


Table 2. Change in Number of Housing Units, 2000 - 2019

	2000	2010	2019 Estimates*	Change in Number of Housing Units (2000 - 2019)	Change in Percent of Housing Units (2000 - 2019)
Texas Charter Township	4,053	4,966	5,997	1,944	47.9%
Kalamazoo County	99,250	109,233	111,278	12,028	12.1%
State of Michigan	4,234,279	4,532,233	4,544,920	310,641	7.34%

Source: U.S. Census Bureau 2012-2016 American Community Survey Estimates, U.S. Census Bureau 2000 and 2010 Census.

*2019 ESRI Estimates

8. Background Information

Age

The age of a community's population has very real implications for planning, especially in determining what kind of housing, amenities, and transportation infrastructure should be provided.

The table and chart below compare the median ages (the mid-point where half the population is younger and half is older) of Texas Charter Township and the comparison communities. Residents of the Township are slightly older than those in the surrounding communities, which may reflect the lack of rental and "starter" homes in the community, as a percentage of the housing stock.

Oshtemo Charter Township experienced the largest median age percent change during the sample years at 12.81% increase. However, Texas Charter Township and the City of Portage experienced a slight decrease in median population age by 0.76% and 0.52%, respectively, resulting in a slightly younger population. But, the median age of Oshtemo Charter Township residents still remains lower than those in Texas Charter Township and the City of Portage.

The City of Kalamazoo and Kalamazoo County median population age remained the same. The City of Kalamazoo has the youngest median population age of all the sample communities. This is most likely due to the institutions of higher education located within the City and students who remain in the City after graduation.

Table 4. Median Age, 2010-2017

	2010	2017
Texas Charter Township	39.4	39.1
Oshtemo Charter Township	32.0	36.1
City of Portage	38.1	37.9
City of Kalamazoo	26.2	26.2
Kalamazoo County	34.1	34.1

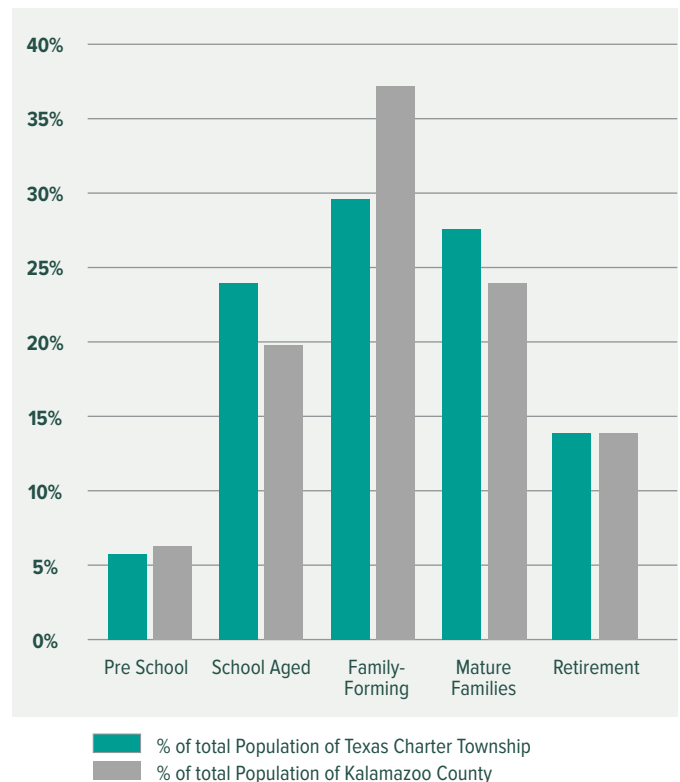
Population by Age Group

Age structure (analyzing which proportions of a municipality's population are in which stages of life) gives an insight into the age makeup of a community. To compare age structure, the population is divided into the following age groupings:

- » Under 5 (Pre School).
- » 5 to 19 (School Aged).
- » 20 to 44 (Family-Forming).
- » 45 to 64 (Mature Families).
- » Over 65 (Retirement).

The chart below compares the age structure of Texas Charter Township with that of Kalamazoo County in year 2017. Persons in the Family-Forming age group are the most numerous in both the Township and the County. This age group is likely to mean more children and a growing population. However, the percent of the total population of Mature Families in Texas Charter Township only differs by a total of 2.17% from the Family-Forming age group.

Figure 3. Population by Age Group, 2017



Median Household Income

Median income is the amount that divides the income distribution into two equal groups, half having income above that amount and half having income below that amount.

Each of the selected sample communities experienced an increase in median household income between 2010 and 2017. According to the table below, the City of Kalamazoo experienced the largest increase in median household income between the years 2010 and 2017 with a percentage change of 25.13%, with a close second being Texas Charter Township with an increased median income percentage change of 23.95%. The community that experienced the smallest percentage change of median household income during the sample years was the City of Portage, where the change was 7.73%. Overall, median household income in Kalamazoo County increased by 15.96%.

Table 5. Median Household Income, 2010-2017

	2010	2017
Texas Charter Township	\$88,250	\$109,385
Oshtemo Charter Township	\$37,080	\$43,829
City of Portage	\$55,936	\$60,260
City of Kalamazoo	\$29,919	\$37,438
Kalamazoo County	\$44,794	\$51,945

Race

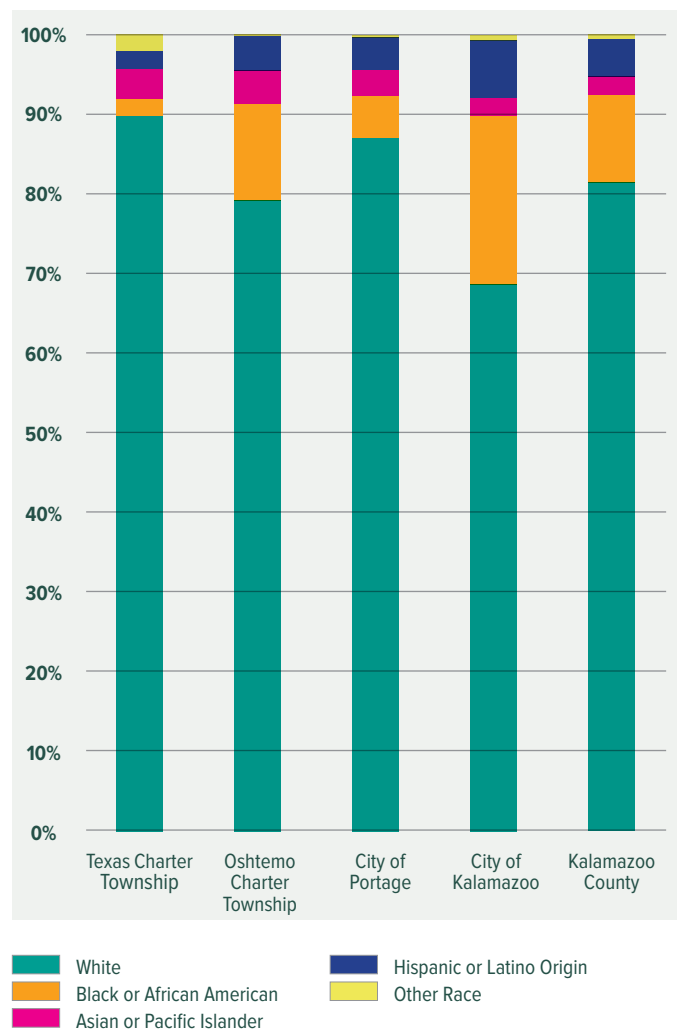
The table and chart to the right summarize the major racial groups residing in Texas Charter Township and the comparison communities as of 2017. The racial makeup of the City of Kalamazoo is more diverse than Texas Charter Township with African Americans making up 21.3% of the population of the City and only 2% of the Township. Neighboring Oshtemo Charter Township has the second highest population of African Americans at 11.9%.

Of the sample area's Hispanic or Latino Origin population, the City of Kalamazoo has the highest makeup of Hispanic or Latino Origin individuals at 7.1%. The community with the lowest Hispanic or Latino Origin population is Texas Charter Township with 2.2%.

Table 6. Race

	White	Black or African American	Asian or Pacific Islander	Hispanic / Latino Origin	Other Race
Texas Charter Township	89.7%	2.0%	4.0%	2.2%	2.1%
Oshtemo Charter Township	78.2%	11.9%	4.2%	4.2%	0.3%
City of Portage	87.3%	5.2%	3.3%	4.0%	0.5%
City of Kalamazoo	69.0%	21.3%	2.3%	7.1%	0.9%
Kalamazoo County	81.7%	10.9%	2.4%	4.7%	0.6%

Figure 4. Racial Composition



Population and Housing Projections

While predicting the future is difficult, the following population and housing projections are designed to give a range of possible growth scenarios. These will allow the Township to benchmark the recommendations of this Plan, especially the residential densities planned for on the Future Land Use Map.

At the time of the creation of this Plan, there had not been robust, long-term population projection analysis done on Texas Charter Township by any outside organizations. However, there is some data available to create a baseline. The data collection organization ESRI has projected the Township's population to grow by 1% per year to 2024, but did not project beyond that. Southwest Michigan First has project 0.75% annual growth for the seven county Southwest Michigan region, but did not project local communities. The Township grew by approximately 1.9% per year from 2010 to 2019.

Therefore, in order to provide a range, and better encompass multiple possible futures, this Plan includes **conservative, moderate, and aggressive** population growth scenarios, detailed in Table 7. The conservative scenario assumes that growth will slow over the next 20 years, to 1.5% per year. The moderate scenario assumes continued 2.0% annual growth. The aggressive scenario assumes accelerated growth, at a rate of 2.5% per year.

Table 7. Projected Population Growth

Scenario	Annual Growth Rate	2019 Population (Most Recent Census Estimate)	2025 Population	2030 Population	2040 Population
Conservative	1.5%	17,250	18,862	20,320	23,582
Moderate	2.0%	17,250	19,426	21,448	26,145
Aggressive	2.5%	17,250	19,517	22,633	28,973

The current average household size in Texas Charter Township is 2.73 residents, above the national average of 2.55 people. While household sizes have been shrinking nationally for decades, this analysis assumes Texas' will remain constant, because the Township will remain a popular place to raise families.

Based on the average household size of 2.73 residents, Table 8 shows the number of housing units that will be needed in Texas Charter Township in 2030 and 2040 as projected in the three scenarios.

Table 8. Projected Demand for New Housing

Scenario	Annual Growth Rate	2019 Housing Units (Most Recent Census Estimate)	Units	2025 Housing Units	2030 Housing Units	2040 Housing Units
Conservative	1.5%	5,997	# Units Projected to Meet Demand	912	1,446	2,641
			Total	6,909	7,443	8,638
Moderate	2.0%	5,997	# Units Projected to Meet Demand	1,119	1,859	3,580
			Total	7,116	7,856	9,577
Aggressive	2.5%	5,997	# Units Projected to Meet Demand	1,331	2,294	4,616
			Total	7,328	8,291	10,613

Based on a comparison between these projections and the Future Land Use map, there is sufficient land planned for residential growth over the next 20 years.

Existing Land Use

Overview

Knowledge of current land uses allows the Township to consider the compatibility of new land uses and is a valuable tool when considering the day-to-day problems associated with land management and the delivery of key public services. The existing land use survey provides an inventory of land use within the community and is a key source of background information used in developing the Master Plan.

Table 9, "Existing Land Use," contains a breakdown of the Township's land use inventory. A majority of the Township is comprised of large lot single family residential development, closely followed by agricultural land uses. Additionally, a significant portion of the Township is comprised of natural or forested land, which contributes greatly to the Township's rural character.

Table 9. Existing Land Use

Existing Land Use	Percentage	Area (acres)	Area (sq. mi.)
Agricultural	25.28%	5455.92	8.52
Natural / Forested	19.18%	4139.17	6.47
Residential Open Space	1.60%	344.39	0.54
Single Family Residential – Large Lot	36.48%	7872.87	12.30
Single Family Residential – Subdivision	10.66%	2301.56	3.60
Single Family Residential – Waterfront	1.13%	244.87	0.38
Multi-Family Residential	0.19%	40.61	0.06
Manufactured Home Park	0.45%	96.08	0.15
Commercial	0.41%	88.06	0.14
Research / Industrial / Medical	1.68%	362.27	0.57
Extractive	0.37%	80.24	0.13
Public / Semi-Public	1.35%	290.41	0.45
Right-of-Way / Utilities	1.23%	265.59	0.41
Total	100.00%	21582.03	33.72

Agricultural

The Agricultural land use designation is intended to support the preservation of farmland, but limited residential development through open space preservation or traditional land division options. In general, parcel sizes are larger and residential dwellings typically sit on several acres of land. Agricultural land plays a large role in the Township's rural character.

Residential Open Space

Residential Open Space areas are left open as woodland, prairie, grass etc, even as the surrounding land is developed with homes. This land is designed to remain undeveloped in perpetuity as an amenity for the neighborhood. Frequently, residential open space is maintained privately by a condominium or homeowners association.

8. Background Information

Single Family Residential

The Township contains an ever-growing number of residential neighborhoods, which consist of single family detached homes at typical suburban densities. Single family residential neighborhoods are generally concentrated in the eastern part of Texas Charter Township, starting at approximately the Texas Corners area and running east towards the City of Portage and US-31. This growth represents an extension of the Kalamazoo metropolitan area, and is the most developed area of the Township.

Additional residential development is concentrated around some of the inland lakes in the western part of Texas Charter Township. In particular, Duck Lake, Eagle Lake and Crooked Lake have high amounts of residential development. Lastly, there are a few smaller subdivisions in the northern part of Texas Charter Township. These areas are generally north of I-94 and are located along the border with Oshtemo Charter Township.

In the southern and western portion of the Townships, a more rural, large-lot residential character predominates, with houses located on several acres and densities very low. The rural character of these areas is highly valued by residents.

Multi-Family Residential

Multi-family residential sites are those that contain attached housing units with two or more units per structure, such as duplexes, townhouses, and apartment buildings. Multi-family housing in the Township is less common than single family housing. The multi-family residential developments in the Township are located near the Kalamazoo Valley Community College campus and near Texas Corners.

Manufactured Home

Manufactured Home sites include areas that contain 10 or more mobile homes for primarily residential use. Texas Charter Township has two manufactured home parks within its boundaries, located on N Avenue and 4th Street and just south of I-94 adjacent to the Groves Campus and the Al Sabo Land Preserve.

Commercial

Commercial sites are those that contain real estate intended for use by businesses, such as grocery stores, restaurants, and retail centers. Most of the existing commercial uses are located along the 9th Street corridor, near the intersection of 12th Street and Texas Drive, and in the Texas Corners Sub-Area.

Research / Industrial / Medical

Research / Industrial / Medical areas are those that include spaces for business, professional, and financial offices, as well as offices for individuals and non-profit organizations. Office space is concentrated near the I-94 / 9th Street interchange. North of I-94, more intensive industrial uses coexist with office uses along Beatrice Drive, while the Groves Education Technology Business Park provides a wooded setting for high-tech research and medical uses.

Public / Semi-Public

This category encompasses public buildings and facilities, including the Township Hall, the Township Cemetery, and the Kalamazoo Valley Community College campus.

This category also contains parks. Texas Charter Township has several parks within its boundaries. These include Township-owned parkland, Texas Drive Park, 6th Street Park, and the Farmers Market Park. Additionally, the Township includes a large nature conservation area, the Al Sabo Land Preserve, which encompasses about 740 acres of natural wooded land, with recreation opportunities such as hiking and biking.

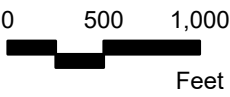
Existing Land Use

Texas Charter Township, Kalamazoo County, MI

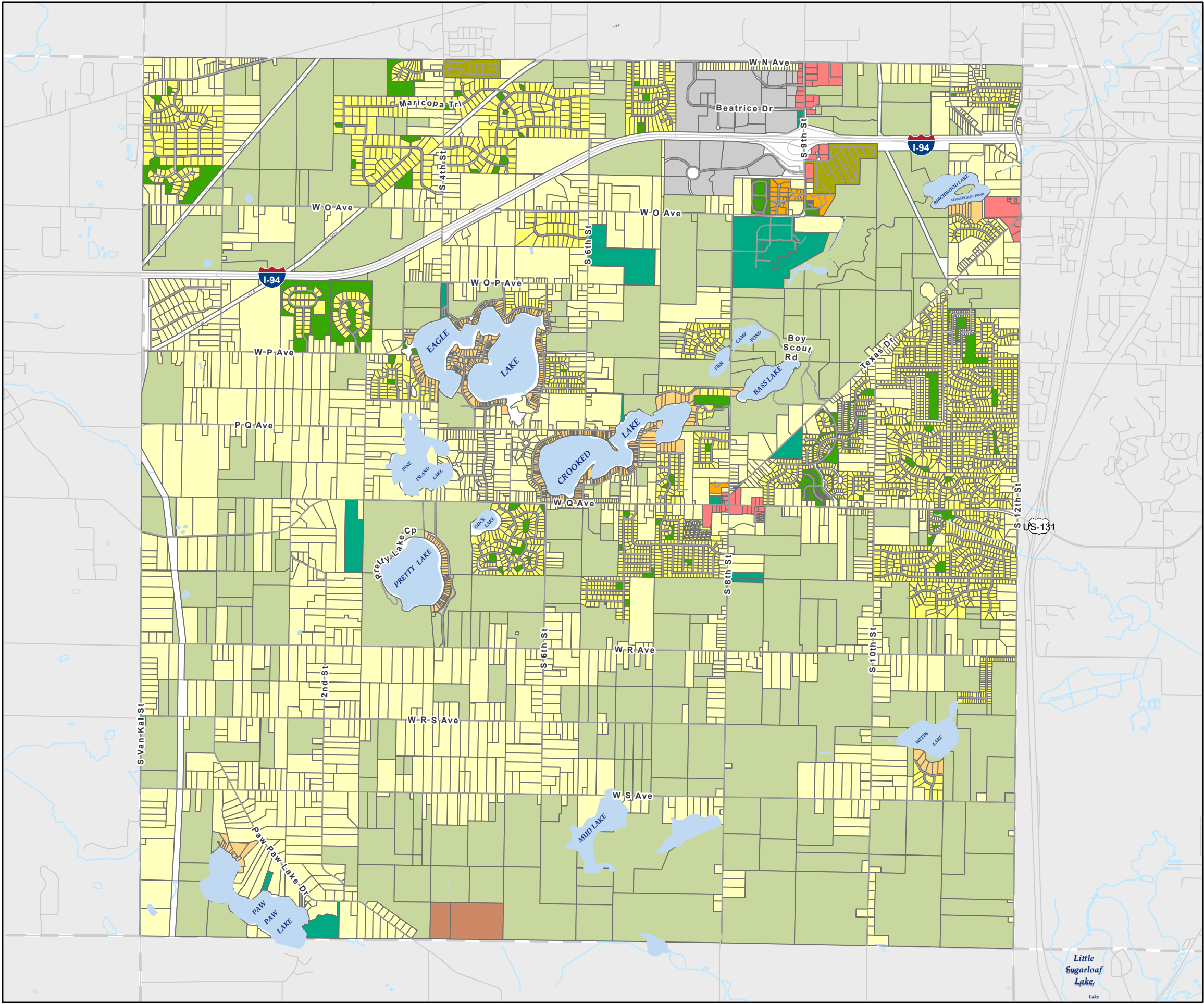
August 4, 2020

LEGEND

- Agriculture / Natural / Forested
- Residential Open Space
- Single Family Residential Large Lot
- Single Family Residential Subdivision
- Single Family Residential Waterfront
- Multi-Family Residential
- Manufactured Home Park
- Commercial
- Research / Industrial / Medical
- Extractive
- Public / Semi-Public
- Bodies of Water



Basemap Source: Michigan Center for Geographic Information, Version 17a.
Data Source: Texas Charter Township 2019. McKenna 2020.



8. Background Information

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Public Water and Sewer Service

The maps on the following pages show the existing public water and sewer system in the Township as of the adoption of this Plan. Both systems are connected to the City of Kalamazoo system, although Texas Charter Township owns the sanitary sewer collection system within its borders (except for a Village of Mattawan force main under I-94) and is under contract with the City to perform operation, maintenance, and billing. The City of Portage also operates a public water and sewer system, which serves properties near the Texas Township border.

The City of Kalamazoo's wellfield is located within Texas Charter Township, within the Al-Sabo Land Preserve. As noted on the Future Land Use map, the Wellhead Protection Limit extends outside of Al-Sabo and development within that boundary is subject to the Township's Wellhead Protection Ordinance.

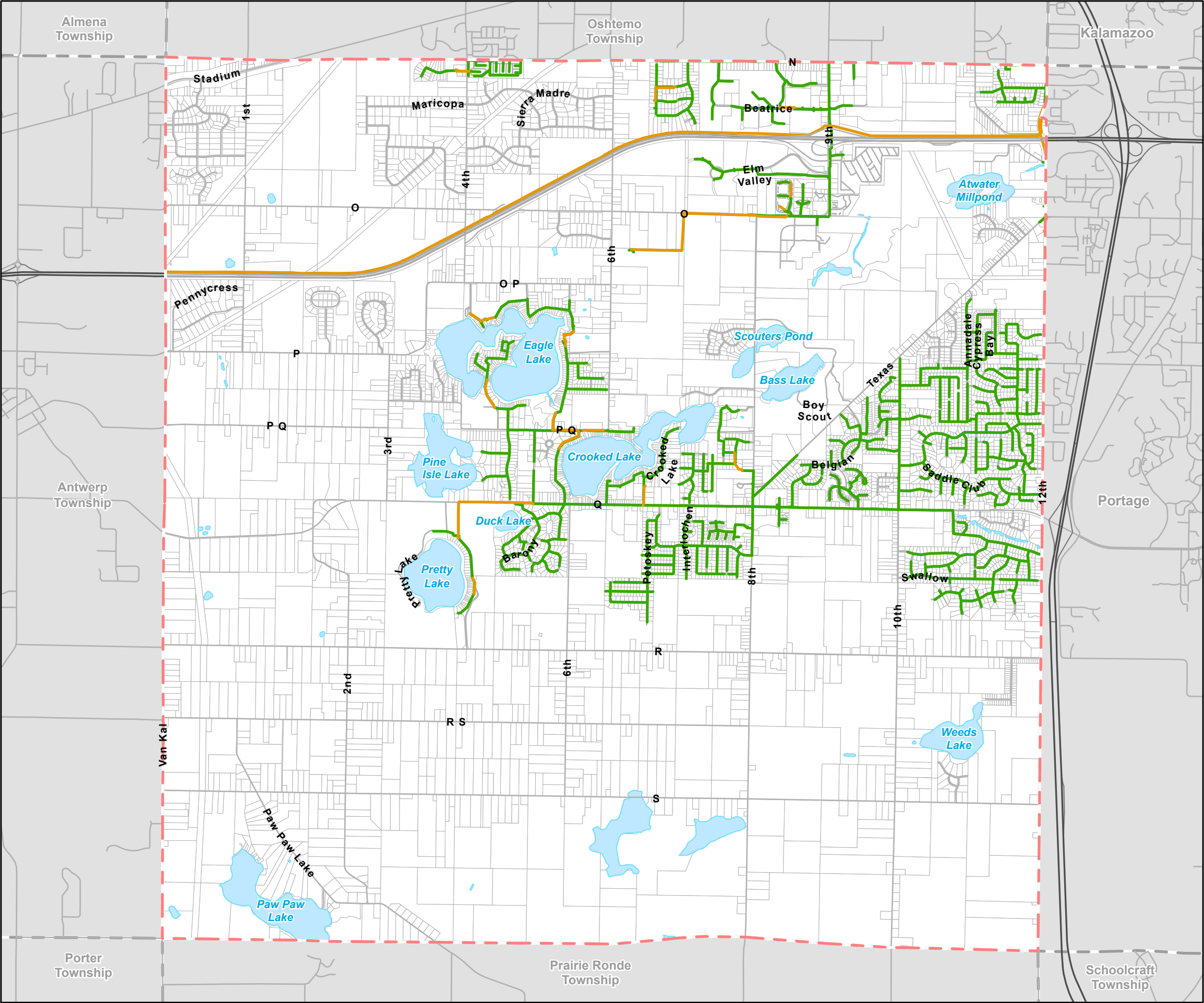
Public water and sewer service is currently available in the following general areas. See the maps on the following pages for specific locations:

- » In neighborhoods between Texas Drive and Q Avenue.
- » In neighborhoods surrounding Texas Corners.
- » In neighborhoods along Q Avenue between Texas Corners and Pretty Lake.
- » Along 8th Street north of Q Avenue.
- » On the KVCC Campus, in the Groves, and other nearby areas along 9th Street.
- » In neighborhoods north of I-94 and east of 1st Street.

In addition, public sewer service is available to many neighborhoods surrounding Crooked Lake and Eagle Lake.

8. Background Information

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


Existing Sanitary Sewer Network

Texas Charter Township, Kalamazoo County, MI

May 26, 2020

LEGEND

-  Texas Charter Township Boundary
-  Existing Sanitary Sewer Force Main
-  Existing Sanitary Sewer Gravity Main
-  Lakes and Rivers

0 500 1,000
Feet

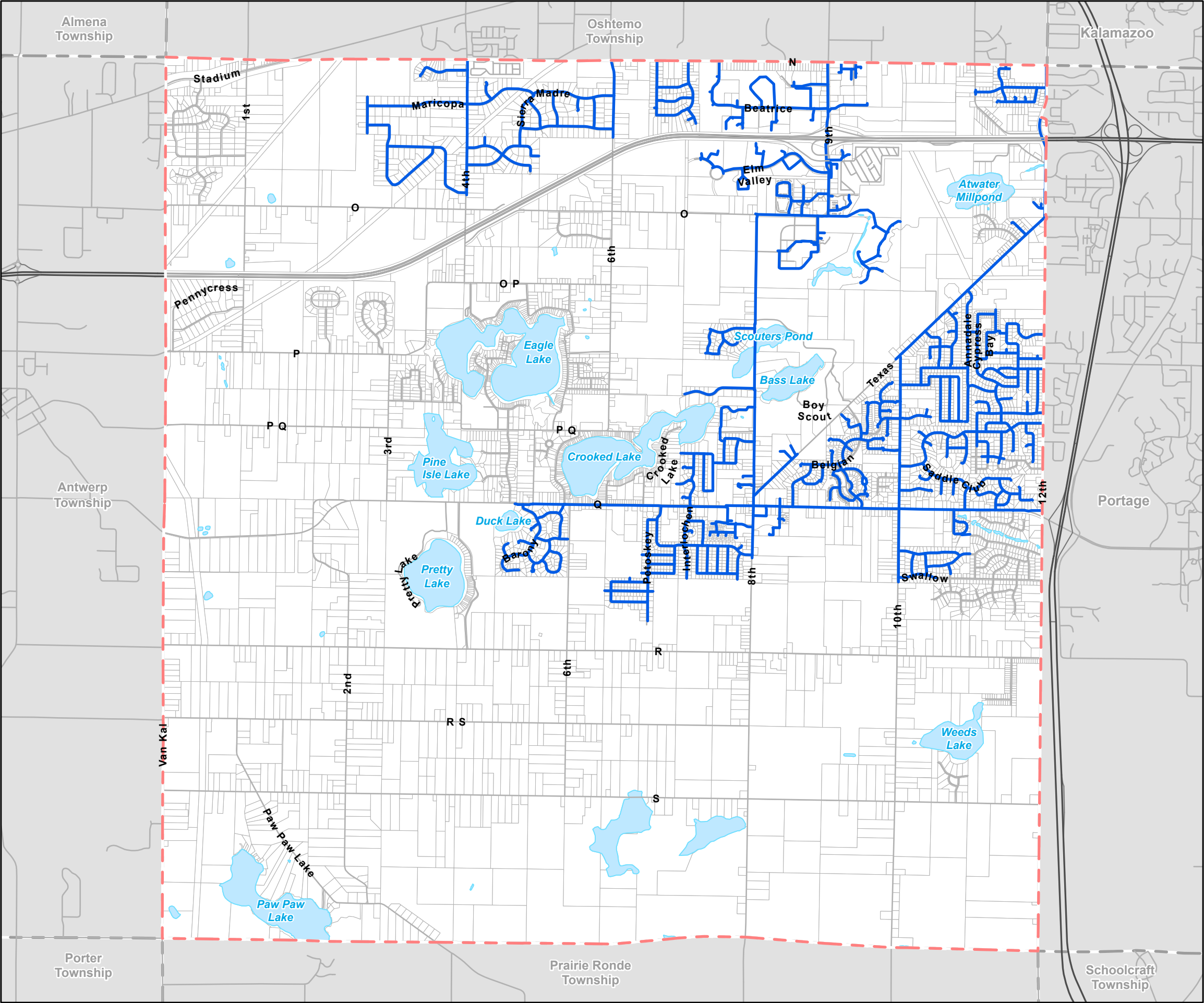


Basemap Source: Michigan Center for Geographic Information, Version 17a.
Data Source: Texas Charter Township 2019. McKenna 2020.



8. Background Information

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Existing Water Main Network

Texas Charter Township, Kalamazoo County, MI

May 26, 2020

LEGEND

- Texas Charter Township Boundary
- Existing Water Main
- Lakes and Rivers



Basemap Source: Michigan Center for Geographic Information, Version 17a.
Data Source: Texas Charter Township 2019. McKenna 2020.



8. Background Information

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Natural Features

Overview

The intention of creating a Natural Features Report is to document the natural features of Texas Charter Township. The overall goal of this section is to facilitate responsible development, minimize sprawl and maximize economic potential. In order to encourage responsible development, Township officials and developers alike should understand the natural features that make Texas Charter Township ecologically unique.

Texas Charter Township is a mix of rural and suburban land pattern set against a background of rolling hills, flatlands, vineyards, and open farmland. The physical features of the Township lend itself to both scenic beauty and production of various crops. Physically, the land that encompasses the Township slopes from west to east, from an altitude of 1,024 feet above sea level in the west to 871 feet in east. The terrain of Texas Charter Township consists mostly of rough rolling plains. This terrain, while not flat, is still quite accessible for a variety of flora, fauna and human uses. About 12% of area of Township is natural water bodies and wetlands. Furthermore, about 40% of the Township was classified as either open lands or woodland 25 years ago, but this percentage has decreased due to increased development and population growth in the Township.

The table below describes the natural features located in Texas Charter Township and corresponding area.

Land Category	Percentage	Area (sq. ft.)	Area (sq. mi.)
FEMA Flood Hazard Area	0.50%	5,085,099.47	0.18
Rivers, Lakes, and Streams	4.02%	40,742,489.69	1.46
Wetlands	5.33%	53,944,103.22	1.93

Note: There are locations where flood areas and wetlands overlap within Texas Charter Township.

Wetlands

Texas Charter Township, because of its many bodies of surface water and high-water table, has many different types of natural wetlands. Wetlands are prevalent throughout much of the Township, particularly along the headwaters for Portage Creek and the Paw Paw River. Some of these wetlands have been preserved, while others may have been drained for development.

The most prevalent place where these wetlands can be found is in the Al Sabo Land Preserve. This triangle of land is closed to development and is located on top of the potable water supply for much of the Kalamazoo Metropolitan Area. As a result, the wetlands within the Preserve have been deemed to be of highest environmental priority for Texas Charter Township and other regional governments. In particular, Texas Charter Township and the City of Kalamazoo work together to ensure preservation of the wetlands, woodlands and other natural features within the Al Sabo Land Preserve. The wetlands that are within the Preserve help clean runoff and recharge the aquifer.

Additionally, there are other significant locations of wetlands in the western and southern parts of Texas Charter Township. Both of these areas have less suburban development and agriculture than other parts of the Township, and, conversely, have more tree cover. The wetlands center around Paw Paw Lake in the south, near the boundary with Antwerp Township in Van Buren County to the west. The lack of development in this area mean that wetlands can be used to alleviate flooding concerns, recharge groundwater, and otherwise help clean up pollution.

8. Background Information

Soils

Texas Charter Township is located on very fertile soils. The main type of soil is Kalamazoo Moraine, which covers all but the southeastern third of the Township. Moreover, nearly 90% of the soils within Texas Charter Township are suitable for septic tank and wastewater disposal. However, this can be a threat to the groundwater supply of the region. As a result, many of the residential areas of Texas Charter Township are connected to the City of Kalamazoo water system.

Tree Cover

Depending on location within Texas Charter Township, the amount of tree cover varies greatly. Currently, the Township is divided into three different sections. The southeastern corner of the Township, which is the most agricultural, has the least amount of tree cover because most of the land in this area is used for agricultural purposes and has been cleared.

Approximately 54% of the Township, particularly around the I-94 corridor to the north and in the northeast corner of the Township bordering the cities of Portage and Kalamazoo, is developed. This section has more tree cover than the agricultural section of Texas Charter Township. Many trees likely have been planted during and after development. Additionally, the Al Sabo Land Preserve is located within this portion of Texas Charter Township. This preserve contains natural wetlands, forests, and natural bodies of water, and, as previously noted, is a major source of potable water for the region. Most of the trees here are naturally occurring species, as opposed to those in developed areas, which were replanted after development, and may or may not be native to the area.

Lastly, the western and southern sections of Texas Charter Township are the least agricultural and less developed areas. Consequently, this area, which has the most tree cover, is predominantly rural in nature, and centers on the five large lakes and various smaller bodies of water within it.

Water Bodies

Texas Charter Township covers three different major watersheds, all of which drain into major rivers which flow into Lake Michigan. The natural bodies of water, as well as the fertile soils, means that agriculture makes up an important part of the Township's economy.

Multiple areas around the Township, particularly around Eagle and Duck Lakes, are within federally-designated (FEMA) flood hazard areas. These areas are particularly prone to flooding because of the high-water table and a lack of natural outlets. Unlike many of the other smaller lakes in the Township, there are few wetlands around Eagle Lake. This lack of wetlands, combined with the higher amount of residences around Eagle Lake and the location of FEMA flood hazard areas, means that residents in these areas have been affected by flooding in recent years.

Another important natural body of water within Texas Charter Township is the West Fork of Portage Creek. This stream rises above the Al Sabo Land Preserve and drains the northeast part of the Township, including Bass Lake, Scouters Pond, and Atwater Millpond, ultimately into the Kalamazoo River.

Another natural body of water within Texas Charter Township is Paw Paw Lake. This lake is located in the southwest, and most rural, corner of the Township, with a portion located in Prairie Ronde Township to the south. The outflow of this lake is the East Branch of the Paw Paw River, which ultimately becomes another major Southwest Michigan river.

LAKES

Atwater Millpond
Bass Lake
Birchwood Lake
Crooked Lake
Duck Lake
Eagle Lake
Fish Camp Pond
Mud Lake
Paw Paw Lake
Pine Island Lake
Pretty Lake
Weeds Lake

Public Engagement Survey Results

The purpose of this document is to summarize the most frequent responses from the online community survey available to the public between August and October of 2019. The purpose of the survey was to assist with determining the goals, objectives, and implementation measures for the Texas Charter Township Parks and Trails Plan, the Texas Corners Downtown Plan, and the Texas Charter Township Master Plan, collectively known as ***Texas Tomorrow: Preserve and Enhance***.

An important component of the public engagement program for Texas Tomorrow Master Plan was the online survey. The survey was designed to take about 20 minutes for respondents to complete. Overall, the survey sought to gauge:

- » The value residents receive from the services provided in the Township
- » If current planning and development priorities were on track
- » What the Township's future priorities should be

A total of 622 people responded to the survey between August and October 2019.

Please note that this document does not discuss all of the 46 questions that were on the survey. Moreover, many of the survey questions are grouped together. **This way, when interpreting the survey results, patterns can be identified in the values of the people who live, work, and play in Texas Charter Township.**

Executive Summary

- » **A total of 622 people responded to the survey between August and October 2019. Over 95% of respondents indicated that they were full-time residents of Texas Charter Township.**
- » **Sentiment about new development in Texas Charter Township was mixed, with narrow majorities expressing satisfaction at the Township's rate of growth,** but also expressing a desire to see such growth encouraged in defined areas only. Nearly 2 in 5 respondents, however, were uncomfortable with the Township's rate of growth; the same proportion desired a limit on new development.
- » A common theme presented throughout the survey responses was the **high importance of preserving the rural character of the Township (44%) and improving the appearance of the Texas Corners area (36%).** Many survey respondents placed business and industrial development as a low need or priority.
- » **Current housing options generally meet respondents' needs. About 76.5% responded that they were satisfied with available housing stock.** Of those who did not find the housing options satisfactory, they wanted more housing options for middle-class families, and smaller, less expensive, single family homes.
- » Texas Corners is identified as a frequently visited node in Texas Charter Township. **Over 63% of respondents indicated they visit Texas Corners more frequently than the I-94 / 9th Street Corridor. However, only 12% of respondents noted the travel to Texas Corners by nonmotorized means, while 100% of respondents noted they travel to the I-94 / 9th Street corridor by automobile.** This suggests a largely automobile dependent community, and perhaps a need for more bicycle infrastructure throughout Texas Charter Township.
- » Residents were asked about the importance of various community service goals. In general, most residents indicated that achieving these goals, such as providing community parks and improving walkability, were important. **In particular, 61% of respondents believe that providing parks should be important, but either at no cost to the Township or with existing funds. On the other hand, 34% of respondents note that providing parks and other recreation amenities are priorities important enough to provide additional funding.** These results indicate that residents believe that parks and recreation are an important priority for the Township, but perhaps not the most important.
- » The parks within Texas Charter Township, as well as those throughout Kalamazoo County, are widely used. **Approximately 39% of respondents indicated that they frequent parks and recreation facilities within the Township at least monthly.** Moreover, including use of the recreation facilities at Kalamazoo Valley Community College (KVCC), that number rises to 45%. **Likewise, approximately 28% of respondents indicated that they visited park and recreation facilities outside of Texas Charter Township.** These results indicate that, while residents of Texas Charter Township value the recreation opportunities available to them regionally, they are more likely to use the facilities nearest them.

8. Background Information

- » In general, respondents have an overall positive impression of Texas Charter Township. **Almost 90% of Township residents and business owners indicated that they plan to stay in their home or business for the foreseeable future. Moreover, 92% of respondents indicated that Texas Charter Township is either a “decent” or “wonderful” place to live, work, and play.** *The Township Impression questions indicate the importance of initiatives to ensure the community is maintaining the services attractive to residents and continually enhancing and evolving to address shortcomings.*
- » Survey respondents are familiar with the park and recreation opportunities within Texas Charter Township. **A majority (82.1%) believe that the parks augment overall quality of life. Only 13.8% of survey respondents believe that the park system does not impact overall quality of life in Texas Charter Township.**
- » The survey asked about the quality of existing park facilities and aspects. **Only indoor park facilities were given a weighted average of “poor,” while the variety of parks and athletic fields were deemed “average” in quality. By contrast, the quality of nonmotorized trails, including walking and biking facilities and paths, and other public spaces were rated “good.”** These results complement the high percentage of respondents (85%) who indicate that they participate in “exercise / fitness / casual sports” as their primary means of outdoor leisure. *As a result, the survey indicates overall satisfaction with existing parks and recreation facilities, and that, if the Township were to offer more such programs, the public would utilize them.*
- » In addition, the survey sought to better understand why some residents do not use the park facilities within Texas Charter Township. **It should be noted that only 63% of respondents answered this question. Moreover, of the people who did respond to the question, approximately 40% indicated that there is no specific reason why they do not frequent park facilities in Texas Charter Township.** *Therefore, it can be indicated that, while there are some residents do not use available park facilities, many others do, and are generally satisfied.*
- » Overall, there is a general attitude that the existing recreation and community programs meet or exceed resident needs. **The most highly rated of all categories was the Al Sabo Nature Preserve, and the lowest rated was the availability of programs for people with disabilities.** *As a result, respondents want to see an increased focus on programming catering to the elderly, people with disabilities, and other, more vulnerable groups.*
- » Of the additional features that respondents would like to see in Texas Charter Township, a majority (55%) noted they would like the Township to offer more hiking and walking trails. **Moreover, a large minority (42%) indicated that more restrooms should be installed in park facilities. Other facilities on the “wish list” of survey respondents include a splash pad (approximately 37%) and a dog park (28%).** *These enhanced features align with the needs and desires of many young families with children, which is the fastest growing demographic in Texas Charter Township.*
- » Lastly, the survey asked respondents to provide their demographic and household characteristics. **The majority of respondents indicated that they lived in households of two people (32.5%) or 4 people (28.5%). Furthermore, one-third of respondents indicated that they were between the ages of 35 and 44.** *It can be concluded that of those who responded to the survey, many are adults who do not have children, or have older children who no longer live with them. Additionally, of those who do have children at home, many are still relatively young which can indicate a need for teen and youth programs, park equipment updates and maintenance, bike infrastructure, and more.*

QUESTIONS 1-9:

General Respondent Characteristics

The first set of questions sought to understand the demographics of the survey respondents. Out of a total of **622 respondents, 94% indicated they owned a home in the Township, and over 95% of respondents indicated they were full-time residents.** While the survey did not contain a question about how long residents had lived in Texas Charter Township, survey respondents were asked about the pace of growth. Furthermore, **about 62% of survey respondents noted that new residents coming to the Township is “good for the area,”** 17% replied “not good for the area,” and 21% of respondents did not have an opinion one way or another. The answers to these questions suggest that *the majority of respondents understand that the high quality of life in Texas Charter Township is attracting residents from elsewhere.* Consequently, a majority of respondents believe that an increase of people to the Township will not detract from maintaining the high quality of life they have found there.

Moreover, about 25% of residents noted that they work from home, while 66% of residents do not. These responses reflected the demographic data that indicated that the developed areas of Texas Charter Township are suburban in nature, and most residents commute elsewhere for work. Of the respondents who indicated they work from home, 64% noted they telecommute and 24% said they own a home-based business. Based on survey results and demographic data, it is likely that the majority of Texas Charter Township residents commute to a place of employment either in the Kalamazoo or Battle Creek areas. Those residents who stay in the Township for work might work in agriculture, at Kalamazoo Valley Community College (KVCC), or at a business around the I-94 and 9th Street Interchange or in Texas Corners.

NOTE: This survey was taken before the outbreak of the Covid-19 pandemic in the Spring of 2020, which increased the proportion of people working from home in many communities.

Furthermore, *31 of the respondents, or 4.9% of the total, indicated that they did not live within the Township, but either worked or spent a significant amount of time there.* These respondents indicated that they lived in Kalamazoo Township, Oshtemo Charter Township, Portage, and Vicksburg. These people are less likely to work in agriculture and more likely work in the commercial corridors within the Township.

QUESTIONS 10-12:

New Development

The second section of survey questions asked respondents about their opinions on future development in Texas Charter Township. *Interestingly, the results from this section of the survey contradicted responses to earlier questions. To this end, 54.5% of respondents noted the Township is growing “just fine,” while 35% of respondents noted the Township is growing “too fast.”* However, 52% of survey respondents noted they think new development should be encouraged in planned areas, while 40% noted new development should be limited. Consequently, *while existing Township residents support continued development, they believe that it should be limited to already developed areas in order to discourage suburban sprawl.*

Additionally, the recent flooding in Texas Charter Township has affected residents’ attitudes towards future development. Among the biggest concerns mentioned in the survey responses, the majority of concerns regarding new development came from the impact of worsening flooding conditions and the loss of open space that damages Texas Charter Township’s rural character. **Consequently, 53% of respondents noted that development “should actively preserve all agricultural uses in the Township.”** *These responses further suggest that future land use patterns should encourage intensification of already-developed areas.*

Moreover, these opinions about development extend to commercial uses within the Township as well. **About 56% of respondents indicated that they “would like more neighborhood-serving commercial uses” within the Township.** *Thus, when combined with the results to the questions in previous sections of the survey, Texas Charter Township residents and workers would like to see commercial development occur in existing residential areas.*

QUESTION 13:

Important Community Improvements

This question asked respondents to give input as to what values Texas Charter Township should follow when considering future development. Survey respondents were asked to rate various questions according to their importance, with an answer of “1” as being not important, and “5” being most important or crucial.

The most common responses reflected answers in previous questions. **A plurality of respondents gave ratings of “5” to questions about protecting the Township’s small-town rural character (44%) and improving the appearance of Texas Corners area (36%).** *Likewise, the desire to keep the rural sense of place in Texas Charter Township was evidenced in the lukewarm importance given to economic development.* For example, a plurality (29%) of survey respondents only placed moderate importance on encouraging new commercial businesses and services. In addition, 31% of residents believed that improving the appearance of the 9th Street / I-94 area, as well as the same percentage believing directing growth in the Township to the 9th Street / I-94 area, is “somewhat important”.

In a similar fashion, business attraction is not a high priority for survey respondents. For instance, 43% of respondents believed that attracting new industrial businesses for jobs was “not important”, rating this answer a “1”. Likewise, a plurality (40.5%) of respondents believed that it is not important for the Township to attract new large-scale professional office uses and / or a corporate headquarters. **Because many of the respondents are commuters to other communities, they might not feel the economic effects of new businesses in Texas Charter Township. They may, instead, more acutely feel the loss of the rural way of life.**

QUESTIONS 16-17:

Housing Options

These two questions reflected the existing types of housing currently available in Texas Charter Township.

When asked if current housing options meet respondents’ needs, 76.5% responded that they do.

Of those that did not respond “yes” to this question, however, many respondents noted interest in detached condos, more housing options for middle-class families, and smaller, less expensive, single family homes. In addition, 40% of respondents noted that the housing characteristics of new developments are consistent with their surroundings.

These results can indicate that existing residents understand that affordability is a major issue for their neighbors. *Moreover, since the community has a federally defined Median Household Income of over \$100,000, it is likely residents of Texas Charter Township understand that their relative wealth can lead to an unwanted sense of exclusivity in their community.*

QUESTIONS 18-20:

Community District Visitation

These questions focused on the various nodes within Texas Charter Township. In particular, these questions focused on the commercial areas around Texas Corners and the I-94 / 9th Street District. The survey results suggested that **residents tend to visit Texas Corners district more frequently (63%) than the I-94 / 9th Street District.** About 50% of survey respondents “sometimes” visit the latter node, and only 33% reported that they “frequently” visit it. Furthermore, the survey results for this question reveal that, while both of these commercial corridors are car-centric, *approximately 12.1% of respondents reported that they arrive Texas Corners via means other than a car.* By contrast, *100% of respondents noted that they drive their own car to access the I-94 / 9th Street District.* The results to these questions suggest that survey respondents are dependent on the automobile as their primary means of travel.

QUESTION 29:

Community Service Goals

Respondents were asked to rate the importance of providing quality parks and recreation amenities. Overall, 83% of respondents indicated that quality parks and recreation amenities were important, at either current funding levels or with additional funds allocated. Out of 577 responses to this question:

- » Only 5% of respondents considered this priority, **“not important.”**
- » About 12% of respondents answered **“important, but at no cost.”**
- » **49%** responded with **“important, but with existing funds.”**
- » About **34%** responded with **“important, provide additional funding.”**

Respondents were also asked to rate the importance of improving the walkability within and between neighborhoods. Overall, 61% of respondents indicated that improving walkability within and between neighborhoods was important, at either current funding levels, or with additional funds allocated. Out of 581 responses to this question:

- » **19%** indicated it is **“not important.”**
- » About **20%** indicated **“important, but at no cost.”**
- » About **32%** noted **“important, but with use of existing funds.”**
- » About **29%** noted **“important, provide additional funding.”**

QUESTION 30:

Use of Park Facilities

Residents were asked to comment on their frequency of use of parks within Texas Charter Township and elsewhere in the community.

Texas Drive Park: Overall, about 43% of respondents use Texas Drive Park, on a basis of at least once a month.

- » **22%** of respondents noted they **“never”** use Texas Drive Park.
- » **3%** of respondents use Texas Drive Park **“daily.”**
- » **15.5%** of respondents use Texas Drive Park **“weekly.”**
- » **24%** of respondents use Texas Drive Park **“monthly.”**
- » **35%** of respondents use Texas Drive Park **“less than monthly.”**

Al Sabo Land Preserve: Overall, about 40% of respondents visit Al Sabo Land Preserve on a basis of at least once a month.

- » **28%** of respondents **“never”** go to Al Sabo Land Preserve.
- » **2%** of respondents go to Al Sabo Land Preserve **“daily.”**
- » **15.8%** of respondents go to Al Sabo Land Preserve **“weekly.”**
- » **22%** of respondents go to Al Sabo Land Preserve **“monthly.”**
- » **31.5%** of respondents go to Al Sabo Land Preserve **“less than monthly.”**

Recreational Facilities at Kalamazoo Valley Community College (KVCC): Overall, only about 7% of respondents utilize the KVCC facilities on a basis of at least once a month.

- » **73%** of respondents **“never”** utilize KVCC facilities.
- » **0.2%** of respondents utilize the KVCC facilities **“daily.”**
- » **3%** of respondents utilize KVCC facilities **“weekly.”**
- » **3.5%** of respondents utilize KVCC facilities **“monthly.”**

8. Background Information

- » **21%** of respondents utilize the **KVCC facilities “less than monthly.”**

Texas Township Trailway: Overall, about 40% of respondents utilize the Texas Township Trailway on a basis of at least once a month.

- » **37%** of respondents “never” utilize the Trailway.
- » **3.6%** of respondents utilize the Trailway “daily.”
- » **15%** of respondents utilize the Trailway “weekly.”
- » **20%** of respondents utilize the Trailway “monthly.”
- » **24%** of respondents utilize the Trailway “less than monthly.”

Texas Township Farmer’s Market: Overall, about 67% of respondents indicated they go to the Texas Township Farmer’s Market on a basis of at least once a month.

- » **9%** of respondents “never” go to the Texas Township Farmer’s Market.
- » **0.7%** of respondents go to the Texas Township Farmer’s Market “daily.”
- » **29%** of respondents go to the Farmer’s Market “weekly.”
- » **37%** of respondents go to the Farmer’s Market “monthly.”
- » **25%** of respondents go to the Farmer’s Market “less than monthly.”

Joyce I. Neubauer Pavilion: Overall, about 37% of respondents visit the Joyce I. Neubauer Pavilion on a basis of at least once a month.

- » **31%** of respondents “never” use this facility.
- » **0.7%** of respondents use this facility “daily.”
- » **15%** of respondents use this facility “weekly.”
- » **21.5%** of respondents use this facility “monthly.”
- » **25%** of respondents use this facility “less than monthly.”

City of Portage Parks and Recreation Facilities: Overall, about 36% of respondents visit park facilities in the City of Portage on a basis of at least once a month.

- » **32%** of respondents “never” visit park facilities in the City of Portage.
- » **1.6%** of respondents visit park facilities in the City of Portage “daily.”
- » **13.6%** of respondents visit park facilities in the City of Portage “weekly.”
- » **21%** of respondents visit park facilities in the City of Portage “monthly.”
- » **32%** of respondents visit park facilities in the City of Portage “less than monthly.”

City of Kalamazoo Parks and Recreation Facilities: Overall, about 22% of respondents visit park facilities located in the City of Kalamazoo on a basis of at least once a month.

- » **40%** of respondents “never” visit park facilities located in the City of Kalamazoo.
- » **1%** of respondents visit the park facilities in the City of Kalamazoo “daily.”
- » **7.6%** of respondents visit park facilities in the City of Kalamazoo “weekly.”
- » **14%** of respondents visit park facilities in the City of Kalamazoo “monthly.”
- » **37.5%** of respondents visit park facilities in the City of Kalamazoo “less than monthly.”

Park Facilities Located Elsewhere in the Region: Overall, about 25% of respondents visit park facilities located elsewhere in the region on a basis of at least once a month.

- » **34%** of respondents “never” visit park facilities elsewhere in the region.

- » **0.9%** of respondents visit facilities elsewhere in the region “daily.”
- » **6.5%** of respondents visit park facilities elsewhere in the region “weekly.”
- » **17.5%** of respondents use park facilities located elsewhere in the region “monthly.”
- » **41%** of respondents visit park facilities elsewhere in the region “less than monthly.”

QUESTIONS 31-32:

Township Impressions

These two questions were included to gain an understanding of how residents and business owners in Texas Charter Township perceive their community and what their plans are. **Of the 622 survey respondents, over 88% indicated that they plan to stay in their home or business for the foreseeable future. Conversely, only 8% of respondents indicated that they plan to move their home or business out of Texas Charter Township.** Of the comments, some of the most common reasons respondents listed as to why they are considering moving their home or business out of Texas Charter Township include flooding issues, a requirement for hooking up to water and sewer infrastructure, costs to hook up to water and sewer infrastructure, a perception of depleting rural character, and the rising cost of living and expensive housing.

Overall, about 60% of survey respondents noted that Texas Charter Township is a “wonderful place in which to live, work, and / or visit.” Additionally, about 32% of respondents indicated that they feel Texas Charter Township is a “decent place in which to live, work, and / or visit.” *As a result of the Township Impression questions, it can be deduced that residents and business owners are generally satisfied with the community, and are not planning to leave Texas Charter Township soon. These results indicate the importance of planning initiatives to ensure the community is continually enhancing and evolving to address shortcomings.*

QUESTION 33:

Familiarity with Township Park Facilities

When asked about familiarity with Township park facilities, **83.5% of respondents indicated they are familiar with park facilities** located in Texas Charter Township and **16.5% of respondents indicated they are not.**

QUESTION 34:

Park Access

This question asked respondents to indicate whether or not they feel they have safe and convenient access to Township parks. **Of the 604 responses to this question, 78% of respondents indicated they feel safe and have convenient access to parks. However, 7% of respondents feel they do not have safe and convenient access to parks, and 14% of respondents were neutral, or had no opinion.** Overall, over 75% of survey respondents indicated that there is adequate safe and convenient access to Township parks. *As such, it is apparent that efforts to develop a safe and connected nonmotorized network and road system are perceived as successful and should be continued.*

QUESTION 35:

Impression of Township Parks and Recreation

This question asked respondents to provide a response on how they feel about parks and recreation in Texas Charter Township. Of the 616 survey respondents, **43.5% indicated that “members of my household use Township parks on a regular basis and I believe that they are important to quality of life.”** Additionally, 38.6% of respondents selected “Although members of my household do not use Township parks frequently (or at all), I still believe that they are important to quality of life,” and **16% selected “Members of my household use Township parks on a regular basis and we would take advantage of recreation programs if they were offered.”**

Of those who selected that they did not use park facilities often, 8.5% of respondents selected “Members of my household do not currently use Township parks frequently (or at all), but we would begin to if recreation programs were offered.” Additionally, 3.8% of respondents selected “Members of my household use Township parks on a regular basis, but our quality of life would not be impacted if they went away,” and **10% selected “Members of my household do not currently use Township parks frequently (or at all), and their presence does not impact quality of life.”**

Overall, it can be deduced that park facilities in Texas Charter Township are viewed as an asset to the community, and quality of life would likely be negatively impacted if facilities were no longer available. Therefore, it is important for the Township to maintain high-quality park facilities and amenities.

QUESTION 36:

Rating Existing Park Facilities

Survey respondents were then asked to rate the Township's park facilities on a scale of 1 to 5, with a response of "1" considered poor and a response of "5" considered outstanding. Results include the following:

Overall existing outdoor park facilities. *Overall, the highest percentage of respondents rated the Township's existing outdoor park facilities a "3."*

- » Weighted average rating of outdoor park facilities is **3.64**.
 - 1.7% rated facilities a "1."
 - 6% rated facilities a "2."
 - 27% rated park facilities a "3."
 - 10% rated park facilities a "4."
 - 13% rated park facilities a "5."

Overall indoor park facilities. *Overall, survey respondents indicated that rating the indoor park facilities was not applicable, while the highest numerical percentage was a "1" rating.*

- » Weighted average rating of indoor park facilities is **2.15**.
 - 15% rated a "1."
 - 6% rated a "2."
 - 10% rated a "3."
 - 4% rated a "4."
 - 1% rated a "5."
 - 64% rated "N/A."

Variety of parks and recreation facilities. *Overall, many survey respondents feel that there is a lack of variety in the Township's parks and recreation facilities.*

- » Weighted average rating of the variety of parks and recreation facilities is **3.10**.
 - 5% rated variety of parks facilities a "1."
 - 17% rated a "2."
 - 34% rated a "3."
 - 20.5% rated a "4."
 - 7% rated a "5."

Availability of public spaces where people want to spend time and feel safe. *Overall, the highest percentage of respondents rated the availability of park space where people want to spend time and feel safe a "4." This indicated satisfaction with the park facilities in the Township.*

- » Weighted average rating of public spaces is **3.56**.
 - 3% rated public spaces a "1."
 - 10% rated a "2."
 - 28% rated a "3."
 - 31% rated a "4."
 - 17% rated a "5."

Availability of walking paths (including sidewalks).

Overall, survey respondents were likely to select a rating of "3" or "4" when asked about the availability of walking paths in the Township.

- » Weighted average rating of walking paths is **3.42**.
 - 9% rated walking paths and sidewalks a "1."
 - 12.44% rated a "2."
 - 21% rated a "3."
 - 28% rated a "4."
 - 20% rated a "5."

Availability of bike facilities and paths. *Overall, the highest percentage of survey respondents rated the availability of bike facilities and paths a "4."*

- » Weighted average rating of bike facilities and paths is **3.39**.
 - 10% rated the availability of bike facilities a "1."
 - 10% rated a "2."
 - 21.5% rated a "3."
 - 27% rated a "4."
 - 18.5% rated a "5."

QUESTION 37:

Most Common Recreation / Leisure Activities

This question asked respondents to indicate the most common recreation or leisure activities they partake in. **Out of 606 responses, 85% of respondents (510 people) noted they participate in “exercise / fitness / casual sports” for recreation and leisure activities. The second most common response is “children’s play” at 40% (236), and third is “nature study / gardening” (38.6%, or 234 people) and “cultural events” (36%, or 218 people). The response with fewest results is “classes / enrichment programs” at 22%, or 134 people.** *The results of this question indicate the need for enhanced fitness / causal sports facilities and nature studies / gardening opportunities in the Township. If explored, it is likely residents will utilize these programs. Of the comments in activities not listed, many residents indicated they partake in disc golf, swimming, hiking, biking, and other forms of water recreation.*

QUESTION 38

Rating Park Aspects

For this question, survey respondents were asked to rate the Township park facilities with a rating of “1” being poor and a rating of “5” being outstanding. The results of this exercise are as follows:

Parkland: *Overall, respondents seem generally satisfied with the parkland in the Township.*

- » The weighted average of parkland in the Township is **3.77**.
 - 1.5% of respondents rated parkland a “1.”
 - 6% of respondents rated parkland a “2.”
 - 22% rated a “3.”
 - 34% rated a “4.”
 - 16% rated a “5.”
 - 15.9% rated a “N/A.”

Athletic Fields: *Overall, survey respondents found athletic fields in the Township adequate, or not applicable for rating.*

- » The weighted average of athletic fields in the Township is **3.19**.
 - 5% of respondents rated athletic fields in the Township a “1.”
 - 10.5% rated a “2.”
 - About 28% rated athletic fields in the Township a “3.”
 - 22% rated a “4.”
 - 6.3% rated a “5.”
 - 29% rated “N/A.”

Nonmotorized Trails: *Overall, survey respondents are generally satisfied with the Township’s nonmotorized trails.*

- » The weighted average of nonmotorized trails in the Township is **3.73**.
 - 3.7% rated nonmotorized trails a “1.”
 - 6.2% rated a “2.”
 - 19% rated nonmotorized trails a “3.”
 - 33.5% rated nonmotorized trails a “4.”
 - 20.4% rated nonmotorized trails a “5.”
 - 17.3% selected “N/A.”

QUESTION 39:

Reasons for not Frequenting Park Facilities

Respondents were then asked to provide reasons why they do not frequent Township park facilities. **About 40% of respondents indicated that there is no specific reason why they do not frequent the park facilities in Texas Charter Township.** The second most common response was that respondents feel that the parks are located too far from their residence. Additionally, respondents also noted that they participate in programs provided by other communities or organizations.

QUESTION 40:

Rating Recreation and Community Programs

This question describes the overall rating of Township recreation and community programs. In this case, a “1” rating is that they do not meet needs and a “5” rating is that they exceed needs. *Overall, survey respondents indicated that a recreation or community program for people with disabilities is lacking, as well as programs designed for senior adult health and fitness. The results of this exercise include the following:*

- » **The highest rated of all categories was nature preserve with 3.99 being the average rating** with the second highest average rating being 3.96 for walking or biking trails.
- » **The lowest rated of all categories was programs for people with disabilities with 2.61 being the average rating.**
- » **Playgrounds, lighting, and community special events and festivals all had average ratings around 3.5 or slightly higher.**
- » **Senior adult health, fitness, and social programs, wifi connections, aquatic programs, summer programs, art, music, concerts, theater, dance, and teen after school programs** had an average rating of around **3.0**.
- » **Wellness and fitness programs and environmental / nature education programs** both had an average rating around **3.4 and slightly below**.

QUESTION 41:

Enhanced Park Features

This question asked respondents to indicate which park feature they would like to see enhanced in Texas Charter Township. **Over 55% noted they would like the Township to offer more hiking and walking trails. Many respondents (42%) indicated park facilities should include restrooms.** Numerous respondents in both the online survey and the public outreach event indicated that park features would be enhanced with the addition of a **splash pad (36.86%) and a dog park (28.47%).**

A few other features a significant percentage of respondents indicated they would like to see in the Township parks include adult fitness and wellness, sledding facilities, swimming facilities, playgrounds, special events and festivals, community gardens, and pickleball or tennis facilities

QUESTIONS 45 & 46:

Household Characteristics

The household characteristics of an area can indicate the needs of the community in a multitude of different ways. Some of these needs can include type of park amenities, community program opportunities, multi-modal transportation opportunities, types of development, and more. **For Texas Charter Township, most of the respondents indicated that they reside in a household composed of 2 people (32.5%). The second most common household size of respondents is 4 people (28.5%). Additionally, about 51% of respondents noted that they own a dog. Another 17% of respondents indicated they are aged between 40 and 44 years old and 16% indicated they are aged between 35 and 39 years old.** The most common age of other household members was indicated to be under 14 years old.

It can be concluded that, of those who responded to the survey, many are adults who do not have children, or have older children who have moved out. This demographic trend can indicate an aging community, which may require future considerations for more senior housing options, affordable housing options, and inclusive park facilities and programs. Additionally, of those respondents who do have children at home, many are still relatively young. In turn, this trend can indicate a need for teen and youth programs, park equipment updates and maintenance, bike infrastructure, and other upgrades catering to young families.

Online Storymap Results

Beginning April 1, 2020, and running through July 1, 2020, an online “Storymap” was made available to the public on texas tomorrow.com, in order to summarize the draft Future Land Use Map and receive feedback. The following feedback was received. These comments have been paraphrased for clarity and brevity.

1. Agricultural Preservation

- a) Development is progressing too quickly in the Township.
- b) We must support our farmers and land, including protecting farmland from residential encroachment.

2. Rural Residential

- a) When new plats are created, keep the lots large.

3. Conservation Residential

- a) Preserve the Boy Scout camp as natural habitat.
- b) Preserve the areas designated as Conservation Residential in order to retain publicly accessible land.

4. Low Density Residential

- a) Reduce the speed limit to 25 MPH on all side streets with houses.
- b) Ensure new housing is built with quality construction to ensure long-term viability and value.

5. Medium Density Residential

- a) Preserve this land as trails to create amenities for nearby neighborhoods.
- b) Residents in this type of development typically need more financial support.

6. High Density Residential

- a) Residents in this type of development typically need more financial support (similar comment to the one made on Medium Density Residential).

7. Business and Technology Park

- a) Include requirements for green space, trails, and inspiration for a healthy lifestyle.

8. Industrial and Office

- a) No comments.

9. Neighborhood Commercial

- a) These are great areas to walk to and support local businesses.

10. General Commercial

- a) No comments.

11. Educational and Institutional

- a) Repair O Avenue near 4th Street.

12. Park / Natural Resource Conservation

- a) Improve pedestrian/bicycle access on the 6th Street overpass over I-94.
- b) Have a trail network that connects all neighborhoods to all parks.

13. Cluster Overlay

- a) Increase preserved green space, and prevent clear cutting.
- b) Ensure cluster developments reflect the active lifestyle of our community

14. 9th Street East Sub-Area

- a) Create architectural standards, similar to the ones in Texas Corners (multiple respondents suggested this).
- b) Focus on businesses in this area, not residential.
- c) Maintain a wooded buffer along I-94.

15. Texas Corners Sub-Area

- a) Enforce the architectural guidelines that are already in the zoning ordinance.
- b) Restrict chains and franchised businesses.

8. Background Information

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RESOLUTION NO. 20-29

CHARTER TOWNSHIP OF TEXAS

**RESOLUTION APPROVING AND
ADOPTING TOWNSHIP MASTER PLAN**

At a meeting of the Township Board ("Township Board") of the Charter Township of Texas, Kalamazoo County, Michigan ("Township"), held by electronic means pursuant to Public Act 228 of 2020 on the 7th day of December 2020, at 6:00 p.m.

PRESENT: Beutel, Boven, Hammon, Kerr, Locks, Mazer, Roberts

ABSENT: None

The following resolution was offered by Kerr and supported by Roberts.

WHEREAS, the Township Planning Commission has prepared a proposed amended Master Plan for the future use, development and preservation of lands within the Township, in accordance with the procedures set forth in Act 33 of the Public Acts of 2008, the Michigan Planning Enabling Act ("Act 33");

WHEREAS, the Township Planning Commission, after first notifying neighboring entities and other entities as required by Section 39 of Act 33, thereafter prepared a draft Master Plan, which draft was thereafter approved by the Township Board for distribution at the Township Board's August 24, 2020 meeting;

WHEREAS, thereafter the Master Plan was distributed on August 25, 2020 as required by Act 33, and after expiration of the 63-day comment period, a duly-noticed public hearing was scheduled and conducted before the Township Planning Commission on October 27, 2020;

WHEREAS, the Planning Commission upon completion of the public hearing approved

the Master Plan at their November 4, 2020 meeting and submitted it to Township Board for final approval; and

WHEREAS, the Township Board, having reserved the right to approve or reject the Master Plan, now wishes to approve the proposed Master Plan.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The Township Board hereby approves and adopts the Township Master Plan presented at this regular meeting on December 7, 2020.

2. Pursuant to Section 43 of Act 33, the Township Board hereby directs the following:

a. A statement recording the Township Board's approval of the Master Plan, signed by the Clerk of the Township, shall be included on the inside of the front or back cover of the Master Plan.

b. The Future Land Use map shall be included as part of the Master Plan document and not created as a separate document.

c. The Secretary of the Planning Commission shall submit a letter to neighboring entities and other entities as required by Section 39 of Act 33, indicating the Master Plan has been adopted and may be viewed on the Township's website.

3. The Master Plan shall be effective as of the date of this resolution.

4. The Township Board thanks the members of the Master Plan Steering Committee and Planning Commission for their work in the preparation of the Master Plan. The Township Board expects that the Master Plan will be a valuable tool for addressing future needs of the Township. The Township Board believes that the Master Plan, with revisions from time to time, will serve the Township well for many years to come.

YEAS: Beutel, Boven, Hammon, Kerr, Locks, Mazer, Roberts

NAYS: None

THE RESOLUTION WAS DECLARED ADOPTED.

STATE OF MICHIGAN)
)
COUNTY OF KALAMAZOO)

I, the undersigned duly qualified Township Clerk of the Charter Township of Texas, do certify the foregoing is a true and complete copy of a resolution adopted by the Township Board of the Charter Township of Texas at a meeting held on the 7th day of December, 2020.


Emily Beutel, Township Clerk

8. Background Information

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**151 South Rose Street, Suite 920
Kalamazoo, Michigan 49007
T: (269) 382-4443
F: (248) 596-0930
www.mcka.com**

John Jackson, AICPPresident
Chris Khorey, AICP Project Manager
Danielle BouchardProject Planner
Michael Campbell, AIA.....Urban Design
Adam Cook, CNU-A, NCI, FBCIDevelopment Design
Rebecca Harvey, AICPPublic Engagement
Carrie LeitnerArt Director



**350 East Michigan Ave, #415
Kalamazoo, MI 49007
T: (269) 381-3357
F: (269) 381-2944
www.ocba.com**

Sandra Bliesener President
Rachel Hughes-Nilsson Park Design
Monica Johnson Parks Planning