Agenda
Natural Features Protection Review Board

City of Kalamazoo

Tuesday, December 16, 2025 4:00 PM

City Commission Chambers at City Hall - 241 W. South Street

A. CALL TO ORDER/ROLL CALL

1. Excuse Absent Board Members **(Action: Motion to Excuse Absent Board Members)**

B. ADOPTION OF AGENDA

(Action: Motion to approve the agenda)

1. Agenda Approval

C. APPROVAL OF MINUTES

1. Approval of the meeting minutes from the Natural Features Protection Revew Board Meeting on November 25th, 2025 **(Action: Motion to approve the meeting minutes from the Natural Features Protection Review Board Meeting on November 25th, 2025)**

D. PUBLIC COMMENTS

E. BOARD MEMBER COMMENTS

F. NEW BUSINESS

1. 1617 N. Drake Road - Westgate Sports Complex

2. 2026 NFP Regular Meeting Schedule

G. UNFINISHED BUSINESS

H. STAFF REPORTS AND UPDATES

I. COMMUNICATIONS AND ANNOUNCEMENTS

J. ADJOURNMENT

Natural Features Protection Review Board Minutes

November 25th, 2025

Held at City Hall
Commission Chambers 4:00 p.m.

A. Call to Order: Director Martin called the meeting to order at 4:00 p.m.

Members absent: Director Stemple

1. **Excuse Absent Board Members: The motion to excuse absent board members was made by Director Bassett and supported by Director Hollander, and the motion passed unanimously.**

B. Adoption of Agenda

Motion to adopt the agenda made by Director Hollander supported by Director Fredrickson, motion passed unanimously.

C. Approval of the Meeting Minutes

Motion to approve the minutes from October 28th, 2025, NFP Review Board Meeting made by Director Bassett, supported by Director Hollander, motion passed unanimously with correction of absences.

D. General Citizen Comments

E. Board Comments

No comments

F. New Business

1. 1400 Harrison Street – New Wastewater Treatment Facility (Director Murgia is recuse from this vote, she works for the company that did the threatened species assessment)

1400 Harrison Street is owned by Graphic Packaging International, LLC. The parcel is zoned M-2 or General Manufacturing. The M-2, General Manufacturing district, is primarily intended to accommodate low-, moderate- and high-impact industrial uses and activities and to prevent encroachment by residential and other uses that would eventually lead to land use conflicts. The goal of the project is to construct a new Plastics Removal Facility for the Wastewater Treatment Plant. This project is before the NFP Board seeking Full NFP Site Plan Approval. This property previously came before the NFP Board in 2023 for a separate project to conduct site enhancements related to the wastewater clarifier facility.

Presentation: Michael Stewart, Lori Davis (Landscape Architect) and Eddie from Graphic Packaging.

Motion to approve NFP site plan for 1400 Harrison Street Wastewater Treatment plan project, conditioned upon full site plan approval from the City storm water Engineer and addition of tree protection fencing for the stands of trees adjacent to the Kalamazoo River to be included on the SCSC Plans made by Director Bassett and 2nd by Director Hollander.

Question?

Public Comments:

Unfinished Business

Staff Reports and Update

Nolan presented a Presentation on Imagine
Kalamazoo 2035

None

Communications and Announcements:

Adjourn Meeting

Director Martin adjourned the meeting at 4:44 pm

NFP Review Board Staff Report

City of Kalamazoo

TO: The Natural Features Protection Review Board

FROM: Nolan Bergstrom, NFP Board Liaison

DATE: December 16, 2025

SUBJECT: 1617 N. Drake Road - Westgate Sports Complex

RECOMMENDATION:

It is recommended the Natural Features Protection (NFP) Review Board recommend the following variances to the NFP Standards to the Zoning Board of Appeals:

- A Recommendation to the Zoning Board of Appeals to grant a variance from the Protected Slopes and Slope Setback NFP Standards within the project limits.
- A Recommendation to the Zoning Board of Appeals to grant a variance from the Woodland Standard to preserve 13.5% of the existing woodland when 25% is the minimum required by right.

BACKGROUND:

1617 North Drake Road is owned by WESTGATE 131, LLC. The parcel is zoned RS-5 or Single Family Residential. The property is located within the Westwood Neighborhood and is flag shaped with Oshtemo Township and Kalamazoo Township bordering three sides of it. Discover Kalamazoo is looking to construct an amateur sports facility as there is visibility from US-131. This project is being led by Discover Kalamazoo in partnership with multiple agencies. The parcel, presently, is approximately 62 acres. However, the plan is to split this parcel into two separate parcels. The resulting project parcel will be approximately 20 acres and be where the Sports complex is located.

The project is complex, involving multiple agencies and government jurisdictions. Access to the site is proposed by extending Maple Hill Drive from Oshtemo Township and onto the site, connecting with the parking lot.

The Draft Oshtemo Township Master Land Use Plan also shows this road extending northward through the property to align with potential future development in the Township, north of the City of Kalamazoo property. This road extension is not part of the project's scope but could have implications on woodlands in the future. A further discussion of this is below.

The applicant is requesting a recommendation to the Zoning Board of Appeals from the NFP Board for two variances: 1) NFP Woodland Standard to preserve 13.5% of the existing woodland, when 25% is the minimum allowed by right, given the woodland delineation and size of the parcel, and 2) to the Protected Slopes and Slope Setback standards within the project limits.

The project is planned to go before the Zoning Board of Appeals in January 2026 and starting the Site Plan Review Process after this process is complete. The NFP Board will see the project again during Site Plan Review.

FINDINGS:

The site is within the NFP Overlay District due to variations in topography, including **areas of slopes that are greater than or equal to 20 percent grade** and because the **site is majority woodland**. The site also **requires MNFI Rare Species Review**.

Since the project is located within the NFP Overlay District, the NFP Standards were reviewed and applied as follows:

- **Water Resources Standard** (**§ 50-6.2D**)– Significant water resources do not exist / have not been identified on-site.

- **Wetland Standard** (**§ 50-6.2C**) – Wetlands do not exist / have not been identified on-site.

- **Woodland Standard** (**§ 50-6.2G**) – A woodland delineation was conducted by Hurley & Stewart. The 20-acre project area is completely wooded and is a part of a larger woodland complex extending out into the adjacent Townships and City of Kalamazoo sized at approximately 152 acres. A woodland report provides more information on the woodland itself. The 20-acre project area is 100 percent woodland. Due to this, the minimum Woodland coverage to be preserved per the NFP Ordinance is 25% (or they can remove up to 75% of the existing Woodland). The Applicant is requesting a variance from the Woodland Preservation percentage to remove 86.5% of the woodland, preserving 13.5% of the remaining woodland on site. The remaining woodland would be preserved in the Southwest corner and areas in the Northeast corner of the project area with protection fencing around those areas.

  Adding to the complexity, is the Draft Oshtemo Township Master Land Use Plan which shows this road extending northward through the property to align with potential future development in the Township, north of the City of Kalamazoo property. This road extension would be completed by the Road Commission of Kalamazoo County and is not part of the project's scope but could have implications on woodlands in the future.

The applicant is requesting a recommendation to the Zoning Board of Appeals from the NFP Board for two variances: 1) NFP Woodland Standard to preserve 13.5% of the existing woodland, when 25% is the minimum allowed by right, given the woodland delineation and size of the parcel, and 2) to the Protected Slopes and Slope Setback standards within the project limits. The applicant will speak about how this preservation percentage of 13.5% could be lower than what is being requested today, if the proposed extension of Maple Hill Drive through the northeast corner of the parcel were to be built in the future. Staff are concerned about how this road could potentially affect preserved woodland areas if it is not accounted for now.

Staff see a number of possibilities for NFP Board members to consider:

1. The NFP Board considers recommending the variance request as presented by the applicants to preserve 13.5% of the existing woodland when 25% is the minimum required by right without accounting for the potential extension of Maple Hill Drive through the property. **This would mean that if the road does get extended in the future through the property, the project would need to come back to the NFP Board and that the potential for another variance related to the extension of Maple Hill Drive would most likely be required as 90% of the remaining woodland on the property would need to be preserved. However, it is unclear if or when the road extension could occur, and it may not occur.**

2. The NFP Board considers recommending the variance request consider how the preservation percentage could be lowered below the 13.5% being requested by the applicant if the potential extension of Maple Hill Drive through the Woodlands to be preserved in the northeast of the parcel. **This means considering reducing the preservation percentage below 13.5% to account for the impact of a future extension of Maple Hill Drive through the woodlands that are slated to be protected in the northeast corner of the property. The applicant will speak about how much lower the preservation percentage would be if the road extension were included. However, it is unclear if or when the road extension could occur, and it may not occur. Variances also have an expiration and need to be acted upon within 1-year of approval. If work on a road extension were to occur years in the future, it is likely that any approved variance would be expired.**

3. The NFP Board considers not recommending the variance request to the Zoning Board of Appeals as presented by the applicants to preserve 13.5% of the existing woodland when 25% is the minimum to be preserved by right.

- **Protected Slopes and Slope Setbacks Standards** (**§ 50-6.2H) — Slopes** 20% grade or greater are located throughout the project limits. The applicant reviewed the design of similar developments of a similar scale and reduced the parking lot size. However, slopes are located throughout the site and are difficult to avoid. Placement of the primary structure, proposed stormwater treatment and parking lot try to mitigate or work with existing grades to the extent possible.

- **Protected Tree Standard** (**§ 50-6.2F)** — The site is nearly 100 percent woodland and thus, the woodland standard is applied. There are not other stands of trees identified on-site that would trigger the Protected Tree Standard.

- **Rare Species Review** – This site required Rare Species Review to be completed by the **Michigan State University Extension**. This is in process but not completed.

- **Plant Selection (§ 50-6.2J(4)(b))** – Any Landscaping and screening are required for this project as well as other plantings. Per **§ 50-6.1C** *If a conflict arises between the overlay district regulations and those of the base zoning district, the overlay district regulations control.* This will be applicable during Site Plan Review.

- **Stormwater Management** (**§ 50-6.2J(6)**) – Stormwater requirements on NFP sites are dictated by the City of Kalamazoo Performance Standards for Groundwater Protection within Wellhead Protection Capture Zones. Stormwater is shown as being captured on-site. This will be reviewed by the City Stormwater Engineer.

- **Public Notice Requirement** (**§ 50-6.2K(1)(c)) — The** project is requesting variances to the NFP Standards. Due to this Public Notice was required and was completed. Public

Notice will also be sent out by City of Kalamazoo staff for the Zoning Board of Appeals meeting.

This project will come back to the NFP Board during the Site Plan Review Process.

NFP Submittal Set

YOUTH AMATEUR SPORTS FACILITY

1617 N Drake Road
City of Kalamazoo
Kalamazoo County, MI
12/11/25

OWNER

DISCOVER! KALAMAZOO
240 WEST MICHIGAN AVE
KALAMAZOO, MI 49007
269.488.9000

PLANS PREPARED BY:

hurley & stewart

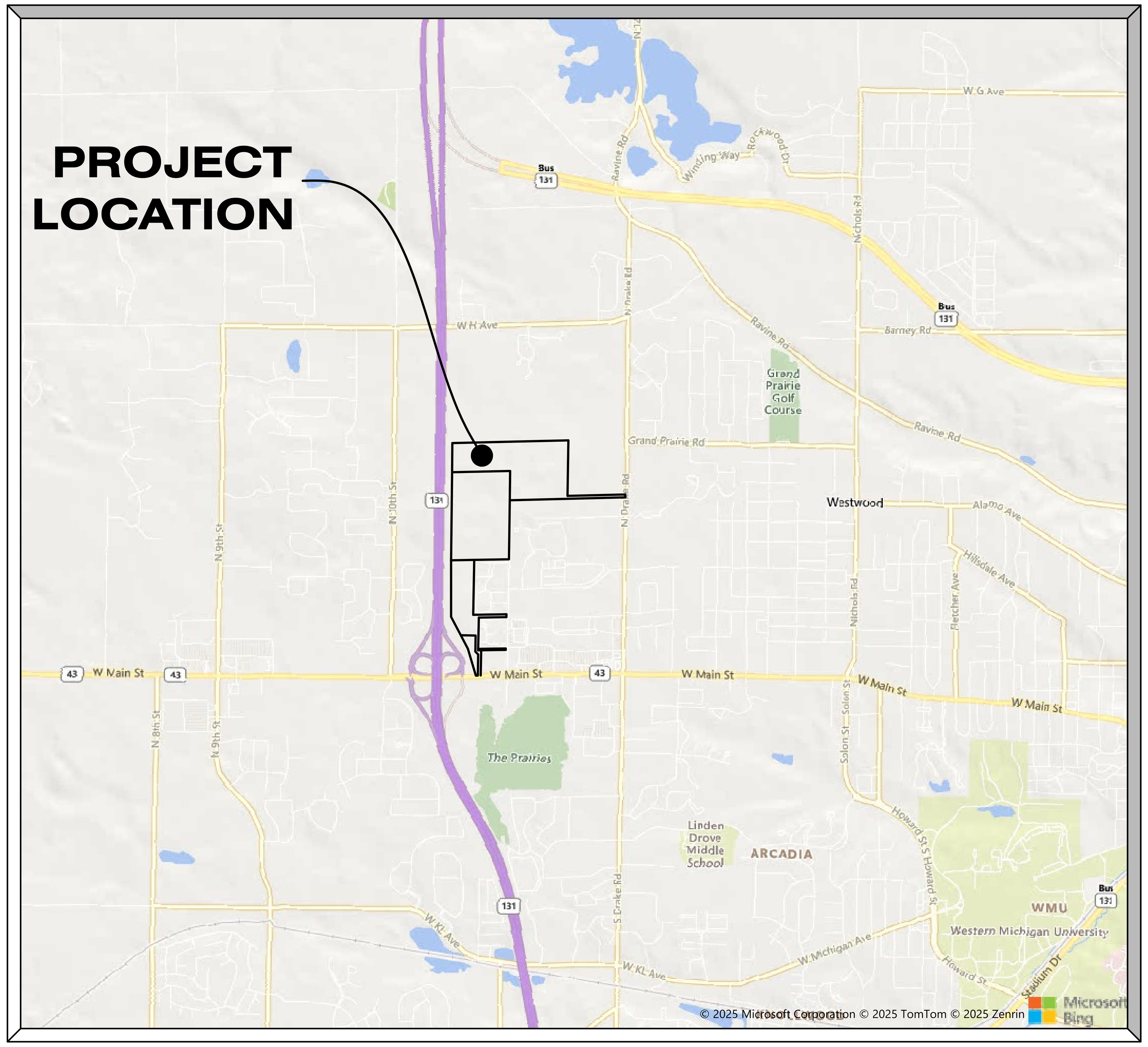
hurley & stewart, llc
2800 s. 11th street
kalamazoo, michigan 49009
269.552.4960 fax 269.552.4961
www.hurleystewart.com

STATE OF MICHIGAN
TODD D. HURLEY
ENGINEER
No. 43221
LICENSED PROFESSIONAL ENGINEER

UNDER THE SUPERVISION OF
TODD D. HURLEY, P.E.
MI LICENSE #43221

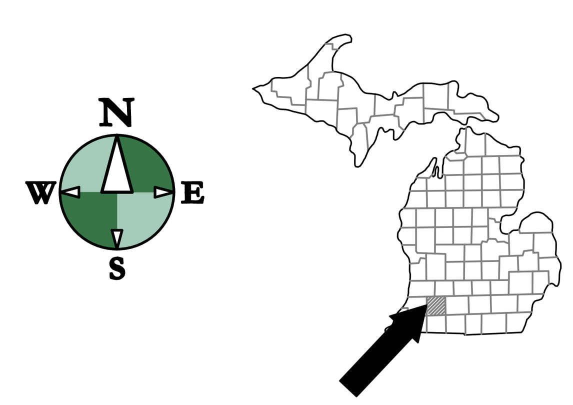
UTILITY CONTACTS:

CHARTER COMMUNICATIONS, 4176 COMMERCIAL AVENUE PORTAGE, MI 49002 (269) 459-8746 BRYAN.LONGCORE2@CHARTER.COM	CABLE	Q3 TECHNOLOGIES, LLC, 1005 FOSTER AVENUE KALAMAZOO, MI 49048 (269) 377-1308, TROY QUAKENBUSH TQUAKENBUSH@Q3-TECH.COM	
CONSUMERS ENERGY, 2500 EAST CORK STREET KALAMAZOO, MI 49001 (269) 337-2245, MR. ANDRE TAYLOR ANDRE.TAYLOR@CMSENERGY.COM	ELECTRIC	CTS TELECOM, 13800 EAST MICHIGAN AVENUE GALESBURG, MI 49053 (269) 746-3232, MR. TOM CADY TCADY@CTSTELECOM.COM	
CONSUMERS ENERGY, 2500 EAST CORK STREET KALAMAZOO, MI 49001 (26) 337-2366, MR. KYLE OAK KYLE.OAK@CMSENERGY.COM	GAS	CITY OF KALAMAZOO, 415 STOCKBRIDGE AVENUE KALAMAZOO, MI 49001 (269) 337-8601, MS. ANNA CRANDALL CRANDALLA@KALAMAZOOCITY.ORG	WATER
AT&T, 2919 MILLCORK STREET KALAMAZOO, MI 49001 (269) 384-4475, MR. TODD BERGHUIS TB1973@ATT.COM	TELEPHONE	CITY OF KALAMAZOO, 1415 NORTH HARRISON STREET KALAMAZOO, MI 49007 (269) 337-8551, MR. RYAN STOUGHTON STOUGHTONR@KALAMAZOOCITY.ORG	SEWER
CITY OF KALAMAZOO, 415 STOCKBRIDGE AVENUE KALAMAZOO, MI 49001 (269) 337-8601, MR. RON RIDENOUR RIDENOURR@KALAMAZOOCITY.ORG	FIBER OPTIC		



SITE LOCATION MAP

SCALE: 1" = 2000'



DRAWING INDEX

SHT # DESCRIPTION

- C 000 - TITLE SHEET
- CD 101 - EXISTING CONDITIONS AND DEMO PLAN SPORTS FACILITY
- CD 102 - NFP TREE LOT DETERMINATION
- CD 103 - NFP SLOPE EVALUATION
- C 100 - SITE LAYOUT PLAN
- C 200 - SITE GRADING PLAN
- C 300 - SITE UTILITY PLAN
- C 400 - NFP DETAILS

PRELIMINARY
NOT FOR CONSTRUCTION

811 Know what's below. Call before you dig.

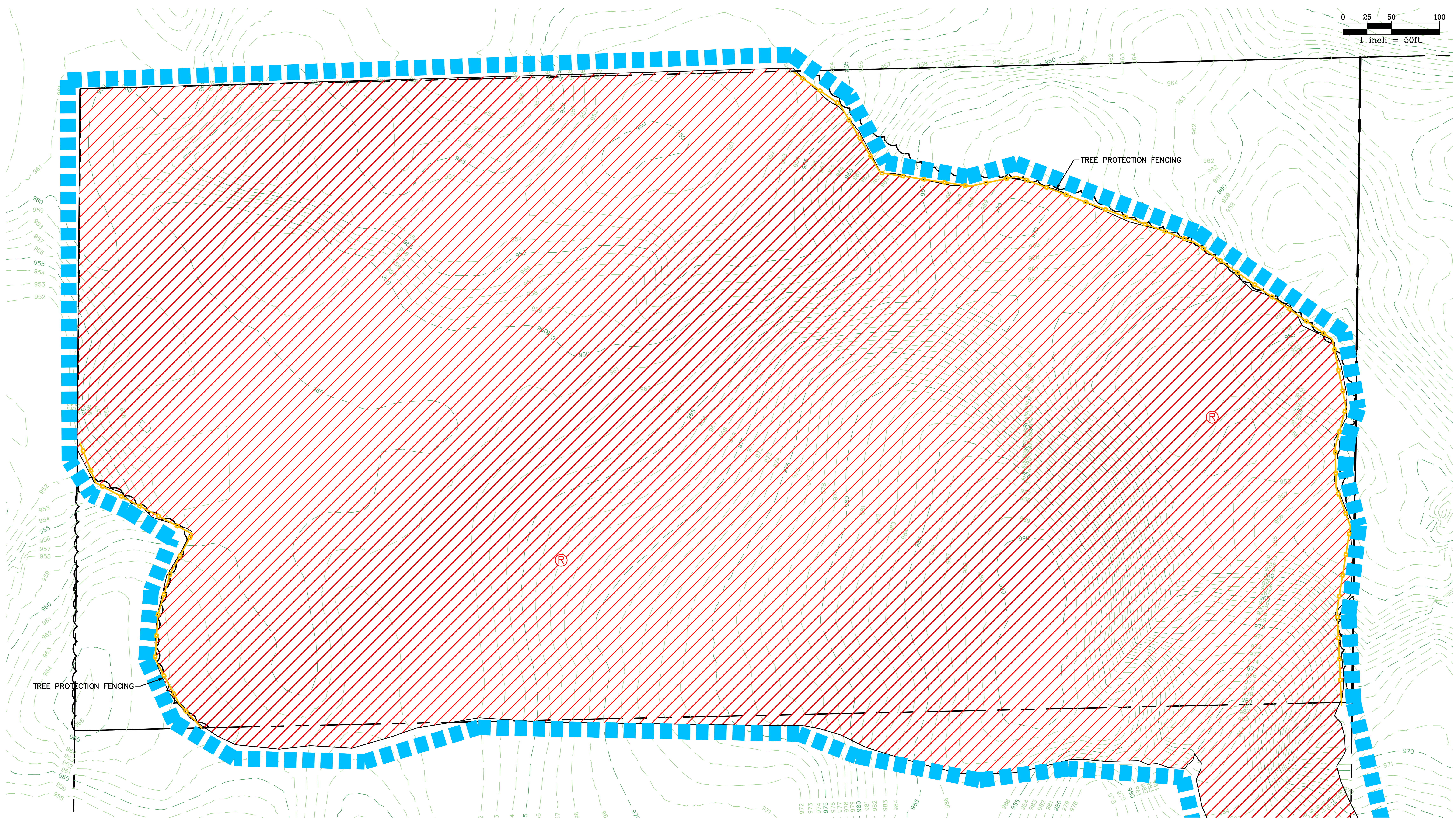
ALL UTILITIES AS SHOWN ARE APPROXIMATE LOCATIONS DERIVED FROM ACTUAL MEASUREMENTS AND AVAILABLE RECORDS. THEY SHOULD NOT BE INTERPRETED TO BE EXACT LOCATION NOR SHOULD IT BE ASSUMED THAT THEY ARE THE ONLY UTILITIES IN THE AREA.

FIELD WORK PERFORMED BY:
HURLEY & STEWART, LLC

ISSUED FOR:
NFP SUBMITTAL
12/11/25

YOUTH AMATEUR SPORTS FACILITY, ISSUED FOR NFP SUBMITTAL, 12/11/25

H:\25-034D (Westgate Sports Facility)__FINAL DRAWINGS\NFP City of Kalamazoo Exhibits\C 000 Title Sheet.dwg LAST SAVED BY: BDEVRIES ON 12/1/2025



REMOVAL NOTES

1. REVIEW ALL THE REMOVALS AND PROTECTION WITH OWNER PRIOR TO COMMENCING CONSTRUCTION. INSTALL TEMPORARY SNOW FENCE AROUND ALL TREES REQUIRING PROTECTION. SNOW FENCE SHALL BE PLACED AT EDGE OF DRIP LINE.
2. SAWCUT ALL CURB, SIDEWALK, AND PAVEMENTS PRIOR TO REMOVAL. ADDITIONAL SAWCUT MAY BE NECESSARY PRIOR TO REPLACEMENT TO ENSURE CLEAN EDGE.
3. ALL REMOVALS SHALL BE TAKEN OFF-SITE AND DISPOSED OF. NO STOCKPILE OR BURNING OF DEBRIS IS ALLOWED.
4. COMPLY WITH ALL ASPECTS OF THE SOIL EROSION CONTROL PERMIT AS ISSUED BY KALAMAZOO COUNTY. ALL TEMPORARY CONTROL MEASURES SHALL BE IN PLACE PRIOR TO COMMENCING CONSTRUCTION.
5. ALL REMOVALS SHALL BE TO THE LIMITS INDICATED UNLESS OTHERWISE DIRECTED BY THE ENGINEER. UNAUTHORIZED REMOVALS AND SUBSEQUENT REPLACEMENT SHALL BE AT THE CONTRACTOR'S EXPENSE.
6. REMOVE, STORE, AND RESET ANY EXISTING SIGNS AS DIRECTED BY THE ENGINEER/OWNER.
7. REMOVE ALL TREES TO THE CLEARING LIMITS AS SHOWN. REMOVE ALL EXISTING TREES, STUMPS AND BRUSH FROM THE SITE AS NECESSARY TO CONSTRUCT THE IMPROVEMENTS.
8. IF ANY ERRORS, DISCREPANCIES, OR OMISSIONS BECOME APPARENT, THESE SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO CONSTRUCTION OF ANYTHING AFFECTED SO THAT CLARIFICATION OR REDESIGN MAY OCCUR.
9. FOR PROTECTION OF UNDERGROUND UTILITIES, THE CONTRACTOR SHALL CALL 1-800-482-7171 A MINIMUM OF THREE FULL WORKING DAYS EXCLUDING SATURDAYS, SUNDAYS AND HOLIDAYS PRIOR TO BEGINNING EACH EXCAVATION IN AREAS WHERE PUBLIC UTILITIES HAVE NOT BEEN PREVIOUSLY LOCATED. MEMBERS WILL THUS BE ROUTINELY NOTIFIED. THIS DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF NOTIFYING OWNERS WHO MAY NOT BE A PART OF THE "MISS DIG" ALERT SYSTEM.

REMOVALS LEGEND

- PAVEMENT/SIDEWALK REMOVAL
- SAWCUT
- TREE REMOVAL
- LIMITS OF CONSTRUCTION
- Ⓡ REMOVE
- TREE PROTECTION

TREE REMOVAL PERCENTAGES

100% OF CURRENT SITE IS TREELOT
86.5% OF 20 ACRE SITE TREE TO BE REMOVED

PRELIMINARY
NOT FOR CONSTRUCTION

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FIELD WORK PERFORMED BY:
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hurley & stewart
2800 s. 11th street
kalamazoo, michigan 49009
hurley & stewart, llc
main: 269.552.4960
fax: 269.552.4961
www.hurleystewart.com
401 hall st. sw, ste. 213
grand rapids, michigan 49503

REVISIONS:

ISSUED FOR:

1	NFP SUBMITTAL	12/11/25
2	VARIANCE SUBMITTAL	12/10/25
3	.	.
4	.	.
5	.	.

Job No: 25-034D • PM: TDH • Designer: LAD • QA/QC: 12/10/25

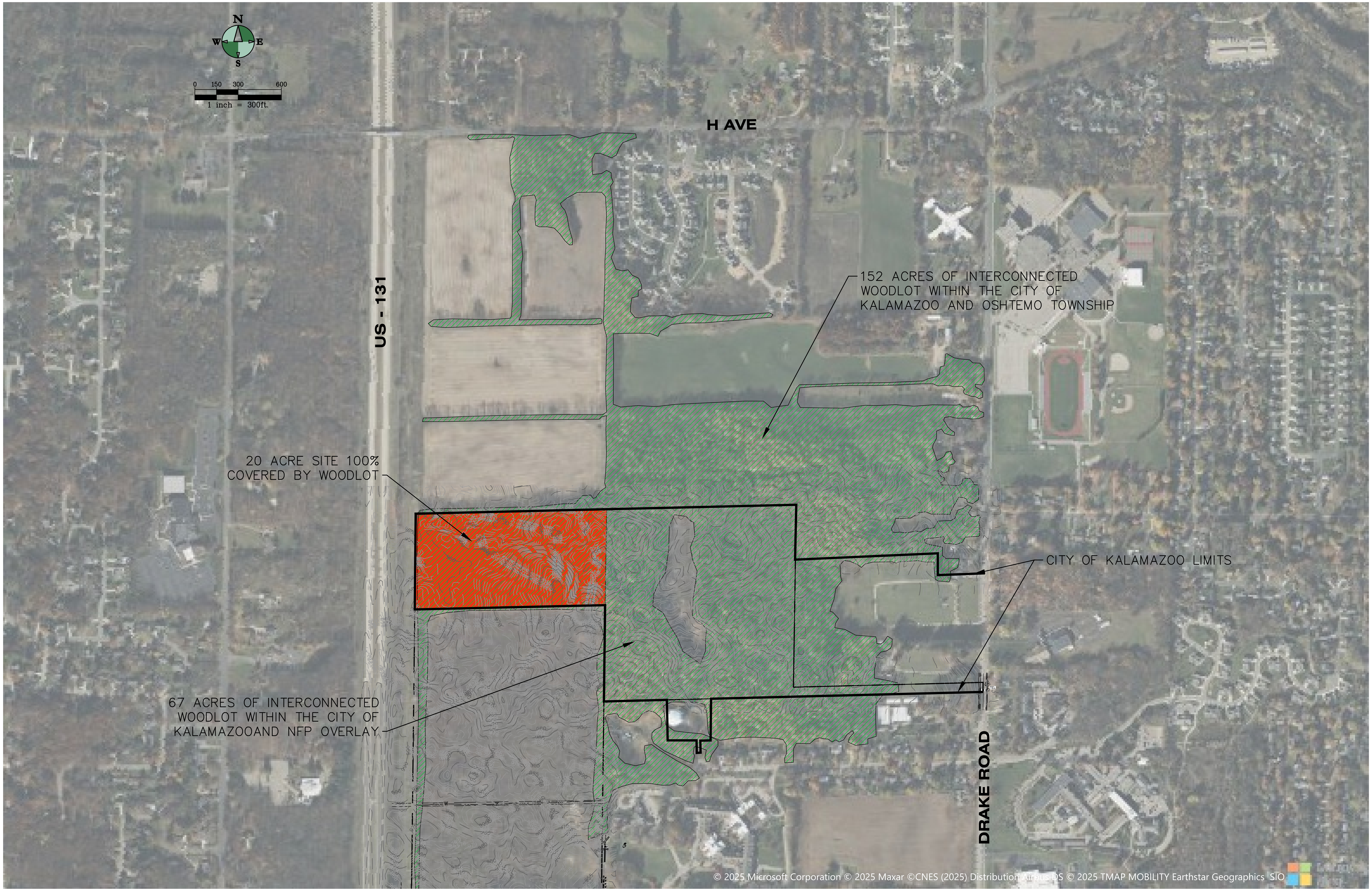
Sheet Title: **EXISTING CONDITIONS AND DEMO PLAN SPORTS FACILITY**

Project: **WESTGATE ATHLETIC**

Client: **DISCOVER KALAMAOO**

12/11/25
Sheet
CD 101

H:\25-034D (Westgate Sports Facility)_FINAL DRAWINGS\CD 100 EXISTING CONDITIONS AND DEMO PLAN.dwg LAST SAVED BY: LDIEHL ON 12/8/2025



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Job No: 25-034D • PM: TDH • Designer: LAD • QA/QC: 12/10/25

Sheet Title: **NFP TREE LOT DETERMINATION**

Project: **WESTGATE ATHLETIC**

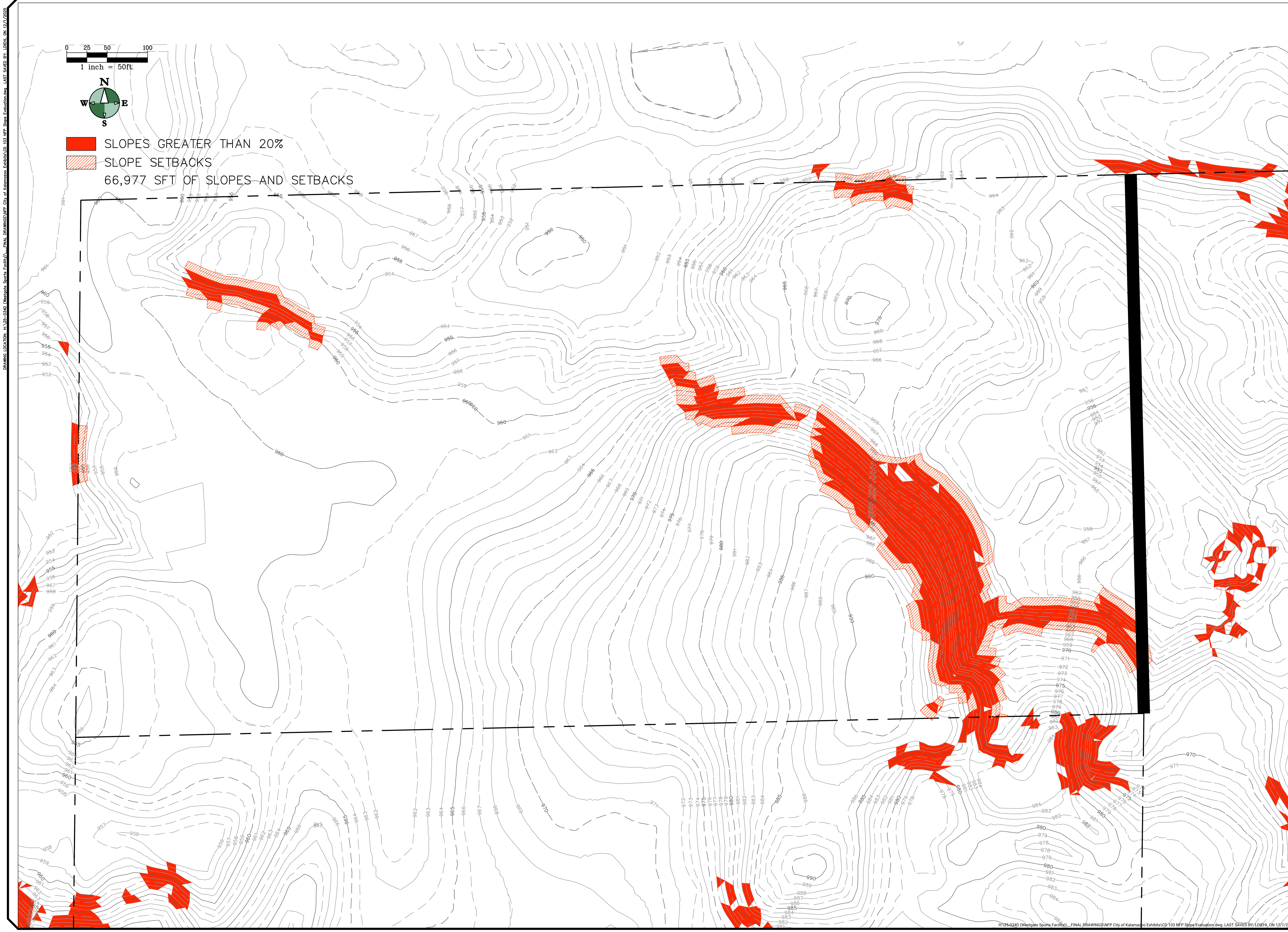
Client: **DISCOVER KALAMAOO**

12/11/25

Sheet

CD 102

H:\25-034D (Westgate Sports Facility)__FINAL DRAWINGS\NFP City of Kalamazoo Exhibits\CD 102 NFP Tree Lot Determination.dwg LAST SAVED BY: LDIEHL ON 12/1/2025



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Job No: 25-034D • PM: TDH • Designer: LAD • QA/QC: 12/10/25

Sheet Title: NFP SLOPE EVALUATION

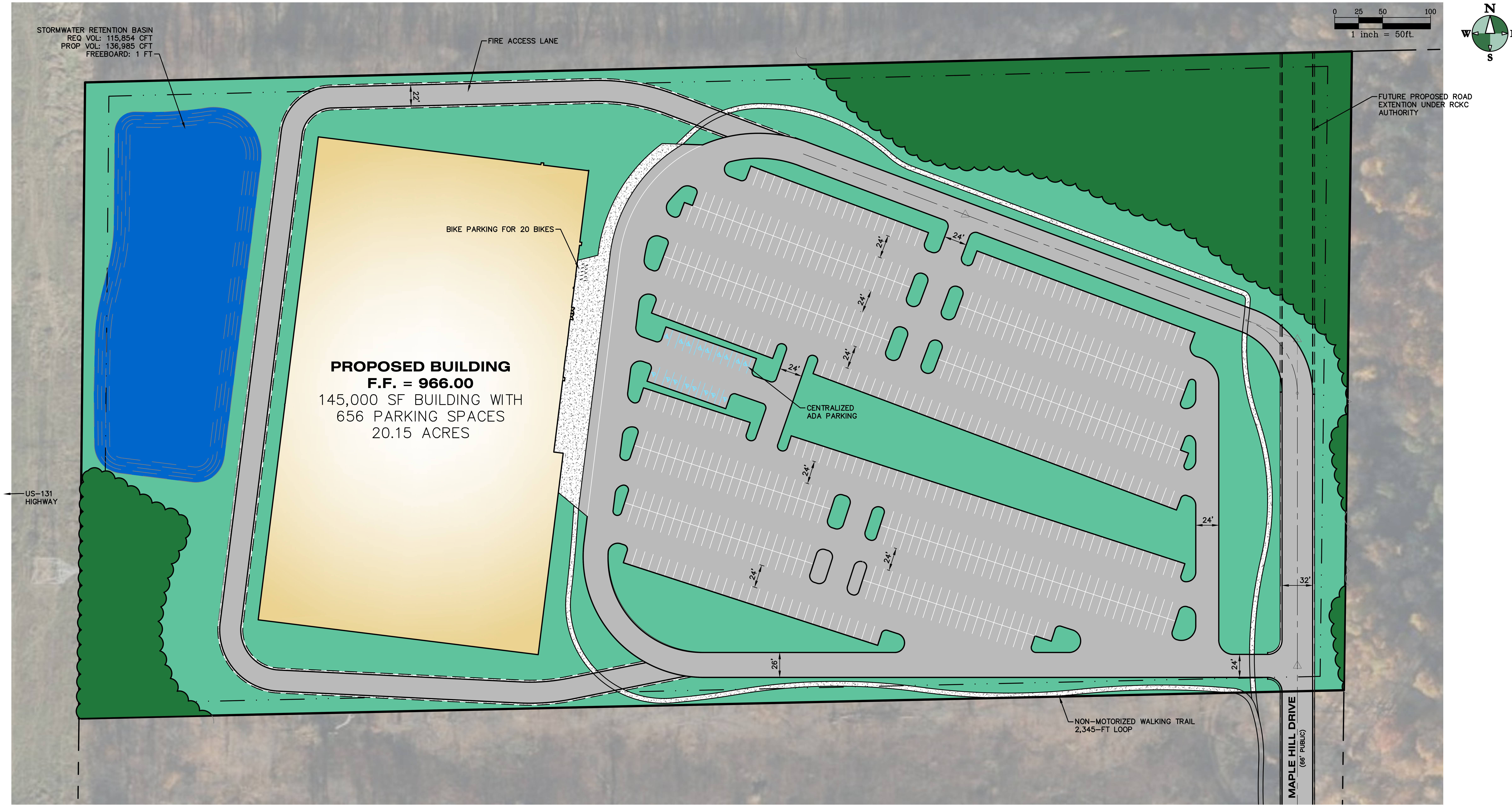
Project: WESTGATE ATHLETIC

Client: DISCOVER KALAMAOO

12/11/25

Sheet

CD 103



GENERAL NOTES

1. ALL DIMENSIONS SHOWN ARE TO THE EDGE OF METAL.
2. PROVIDE CURB CUTS/RAMPS AT ALL BARRIER FREE ACCESS POINTS.
3. PAVEMENT MARKINGS AND SIGNAGE SHALL CONFORM TO THE CURRENT MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND MICHIGAN BARRIER FREE CODE.
4. ALL ADA ACCESS AISLES TO BE STRIPED AT 45° WITH 4 INCH BLUE STRIPES SPACED 24 INCHES ON CENTER.
5. EXCEPT WHERE OTHERWISE INDICATED ON THESE PLANS, ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MICHIGAN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, AND CITY OF KALAMAZOO STANDARDS SPECIFICATIONS.
6. ALL WORK SHALL CONFORM TO ALL LOCAL, STATE AND FEDERAL LAWS, RULES AND REGULATIONS IN FORCE AT THE TIME OF CONSTRUCTION.
7. ALL EXTERIOR CONCRETE SHALL BE MDOT GRADE P1 (3500PSI), AIR ENTRAINED, LIMESTONE AGGREGATE, BROOM FINISHED, CURING SEAL.
8. THE CONTRACTOR SHALL LOCATE ALL ACTIVE UNDERGROUND UTILITIES PRIOR TO STARTING WORK AND SHALL CONDUCT HIS OPERATIONS IN A MANNER AS TO ENSURE THAT THOSE UTILITIES NOT REQUIRING RELOCATION WILL NOT BE DISTURBED.
9. ALL REQUIRED FILL FOR THIS PROJECT SHALL BE SELECTED EXCAVATED MATERIAL FROM THE SITE APPROVED BY THE ENGINEER OR CLASS II GRANULAR MATERIAL FROM BORROW AND SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
10. FOR PROTECTION OF UNDERGROUND UTILITIES, THE CONTRACTOR SHALL CALL 1-800-482-7171 A MINIMUM OF THREE FULL WORKING DAYS EXCLUDING SATURDAYS, SUNDAYS AND HOLIDAYS PRIOR TO BEGINNING EACH EXCAVATION IN AREAS WHERE PUBLIC UTILITIES HAVE NOT BEEN PREVIOUSLY LOCATED. MEMBERS WILL THUS BE ROUTINELY NOTIFIED. THIS DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF NOTIFYING OWNERS WHO MAY NOT BE A PART OF THE "MISS DIG" ALERT SYSTEM.
11. ANY BITUMINOUS OR CONCRETE PAVEMENT, SANITARY SEWER, SANITARY SEWER SERVICE LEADS, OR STORM SEWER, WHICH IS DAMAGED BY THE CONTRACTOR DURING HIS OPERATIONS, SHALL BE REPAIRED TO THE OWNER'S SATISFACTION AND AT THE CONTRACTOR'S EXPENSE.
12. THE CONTRACTOR SHALL INSTALL PEDESTRIAN FENCE AROUND ALL EXCAVATIONS TO BE LEFT OPEN OVERNIGHT AS REQUIRED.
13. ALL UNSUITABLE SUBBASE MATERIAL MUST BE REMOVED TO A MINIMUM DEPTH OF 24" BELOW THE TOP OF THE SUBGRADE OR AS DETERMINED BY THE COUNTY ENGINEER.
14. IF ANY ERRORS, DISCREPANCIES, OR OMISSIONS BECOME APPARENT, THESE SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO CONSTRUCTION OF ANYTHING AFFECTED SO THAT CLARIFICATION OR REDESIGN MAY OCCUR.

LEGEND

- BITUMINOUS PAVEMENT
- CONCRETE PAVEMENT AND SIDEWALK
- PROPOSED BUILDING
- PARKING STRIPING (BLUE)
- PARKING STRIPING (WHITE)
- CURB AND GUTTER
- PROPOSED WET RETENTION BASIN

SITE COVERAGE

PERCENTAGE OF SITE COVERED BY IMPERVIOUS FEATURES – 56%

PRELIMINARY
NOT FOR CONSTRUCTION

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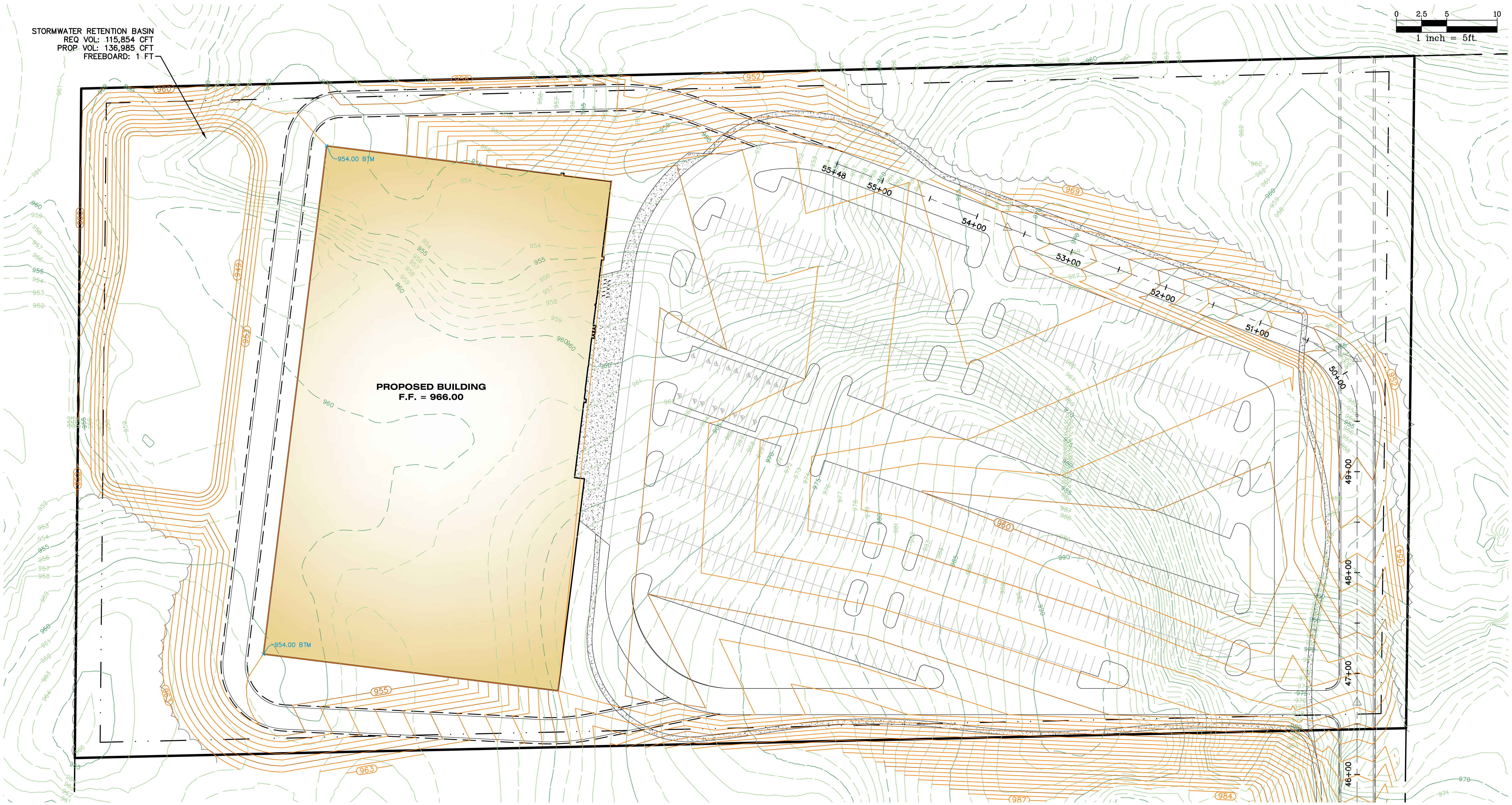
3		
4		
5		

Job No: 25-034D • PM: TDH • Designer: LAD • QA/QC: 12/10/25

Sheet Title: SITE LAYOUT PLAN
Project: YOUTH AMATEUR SPORTS FACILITY
Client: DISCOVER KALAMAOO

12/11/25
Sheet
C 100

H:\25-034D (Westgate Sports Facility)_FINAL DRAWINGS\NFP City of Kalamazoo Exhibits\C 100 Site Layout Plan.dwg LAST SAVED BY: LDIEHL ON 12/10/2025



GRADING & SESC NOTES

1. ALL WORK WILL COMPLY WITH THE PROVISIONS OF THE SOIL EROSION AND SEDIMENTATION CONTROL ACT (PA 451, PART 91 OF 1994 AS AMENDED) ADMINISTERED BY THE CITY OF KALAMAZOO.
2. FOR INSTALLATION SPECIFICATIONS FOR SOIL EROSION AND SEDIMENTATION CONTROL (SESC) MEASURES, REFER TO THE STATE OF MICHIGAN DEPARTMENT OF TECHNOLOGY, MANAGEMENT, AND BUDGET (DTMB) SESC MANUAL.
3. AVOID UNNECESSARY DISTURBING OR REMOVING EXISTING VEGETATED TOPSOIL OR EARTH COVER. THESE AREAS ACT AS SEDIMENT FILTERS.
4. ALL TEMPORARY SOIL EROSION PROTECTION SHALL REMAIN IN PLACE UNTIL REMOVAL IS REQUIRED FOR FINAL CLEANUP AND APPROVAL.
5. ALL SOIL EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO COMMENCING CONSTRUCTION.
6. ALL SOIL PILES SHALL BE SURROUNDED BY SILT FENCE IF ALLOWED TO REMAIN IN PLACE FOR MORE THAN 7 DAYS. TOPSOIL PILES SHALL BE SEEDED IF ALLOWED TO REMAIN IN PLACE FOR MORE THAN 20 DAYS. SPOIL PILES SHALL NOT BE PLACED WITHIN 50' FROM ANY TEMPORARY OR PERMANENT WATERCOURSE.
7. THE CONTRACTOR SHALL COMPLY WITH THE WEEKLY RECOMMENDATIONS OF THE CERTIFIED STORM WATER OPERATOR.
8. PROVIDE SILT SACKS IN EACH CATCH BASIN UNTIL SITE IS STABILIZED.
9. SEE LANDSCAPING PLAN FOR FINAL SLOPE TREATMENTS.
10. PLACE TOPSOIL AND SEED ACCORDING TO THE LANDSCAPE PLANS AS SOON AS AREAS ARE BROUGHT TO GRADE.
11. WATER SITE WHEN NECESSARY TO PREVENT AIR BORNE SEDIMENT TRANSFER.
12. STRAW MULCH BLANKETS SHALL BE USED ON 3:1 SLOPES OR GREATER. ALL SLOPES ON SITE SHALL BE 4:1 OR LESS, UNLESS OTHERWISE DIRECTED BY ENGINEER.
13. MATCH EXISTING GRADES AROUND PERIMETER WITH SLOPES AS SHOWN. MATCH AT 1 ON 6 IF NOT LABELED.
14. ALL EXCAVATION AND SITE PREPARATION SHALL BE IN ACCORDANCE WITH THE GEOTECHNICAL ENGINEERING REPORT, TBD PROJECT NO. _______ ISSUED MM/DD/YYYY.
15. THE CONTRACTOR SHALL INSTALL PEDESTRIAN FENCE AROUND ALL EXCAVATIONS TO BE LEFT OPEN OVERNIGHT AS REQUIRED.
16. ALL SPOT ELEVATIONS ARE TOP OF PAVEMENT GRADES AT EDGE OF METAL (EOM) UNLESS OTHERWISE NOTED.
17. ALL EXISTING ELEVATIONS ARE TO BE VERIFIED AND ACCEPTED AS SHOWN PRIOR TO COMMENCEMENT OF WORK.
18. REMOVE AND REPLACE WITH CONTROLLED FILL ANY AREAS THAT HAVE BEEN SOFTENED BY RAINS, FREEZING, CONSTRUCTION EQUIPMENT, ETC.
19. ALL REQUIRED FILL FOR THIS PROJECT SHALL BE SELECTED EXCAVATED MATERIAL FROM THE SITE APPROVED BY THE ENGINEER OR CLASS II GRANULAR MATERIAL FROM BORROW AND SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
20. ALL COMPACTION SHALL BE ACCOMPLISHED BY PLACING THE FILL IN 12" LOOSE LIFTS AND MECHANICALLY COMPACTING EACH LIFT TO AT LEAST THE SPECIFIED MINIMUM DRY DENSITY. FIELD DENSITY TESTS SHOULD BE PERFORMED ON EACH LIFT AS NECESSARY TO ENSURE THAT ADEQUATE MOISTURE CONDITIONS AND COMPACTION ARE BEING ACHIEVED.
21. SITE CONTRACTOR SHALL REMOVE AND STOCKPILE ALL TOPSOIL AND BLACK ORGANIC SOILS ON-SITE TO BE USED IN THE REGRADING OF LANDSCAPE AREAS. THIS MATERIAL IS NOT TO BE USED FOR FILL OR PAVEMENT SUBBASE. REMOVAL OF ANY EXCESS SOIL OFF-SITE SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
22. CONTRACTOR RESPONSIBLE FOR VERIFYING EARTHWORK CALCULATIONS PRIOR TO COMMENCING WORK. NO EXTRA EARTHWORK WILL BE PAID FOR ONCE EARTHWORK HAS BEGUN. ANY DISCREPANCIES WITH THE EARTHWORK CALCULATIONS SHALL BE REVIEWED WITH THE OWNER AND ENGINEER PRIOR TO CONSTRUCTION.
23. CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID TRACKING SOIL ONTO ADJACENT ROADWAYS. SCRAPE ROAD AT THE END OF EACH WORKDAY AND SWEEP AT LEAST ONCE A WEEK.
24. ANY DISTURBED AREA THAT WILL BE LEFT UNWORKED 5 DAYS OR LONGER MUST BE SEEDED AND MULCHED OR SODDED TO ESTABLISH VEGETATION FOR TEMPORARY STABILIZATION. BASINS TO BE SEEDED AND MULCH BLANKETS APPLIED IMMEDIATELY TO PROVIDE A STABLE BASE AND AVOID EXCESSIVE EROSION.
25. ROAD RIGHTS-OF-WAY MUST BE STABILIZED WITH SEED AND MULCH WITHIN 5 DAYS OF COMPLETING UTILITY WORK IN THE RIGHT-OF-WAY.
26. AREAS OF EARTH CHANGE THAT ARE DISTURBED BEYOND THE FALL SEEDING DEADLINE (NOV. 1) MUST BE TEMPORARILY STABILIZED WITH A MINIMUM OF STRAW MULCH SECURELY CRIMPED TO THE GROUND.
27. ACCUMULATED SEDIMENT TO BE REMOVED FROM STORM SYSTEM UPON COMPLETION OF CONSTRUCTION. ALL TEMPORARY CONTROLS TO BE REMOVED AFTER SITE IS STABILIZED AND VEGETATION ESTABLISHED.
28. IF ANY ERRORS, DISCREPANCIES, OR OMISSIONS BECOME APPARENT, THESE SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO CONSTRUCTION OF ANYTHING AFFECTED SO THAT CLARIFICATION OR REDESIGN MAY OCCUR.
29. ONLY EROSION CONTROL BLANKETS SUCH AS NORTH AMERICAN GREEN BIONET S150BN AND WESTERN WOOD FIBERS EXCEL SS-2 ALL NATURAL (BIODEGRADABLE JUTE/SCRIM NETTING WITH LENO WEAVE TYPE MESH) OR EQUIVALENT ARE CONSIDERED ACCEPTABLE PRODUCTS. NET EROSION BLANKETS CONTAINING PLASTIC OR SYNTHETIC NET OR NETTING SHALL NO LONGER BE AUTHORIZED, NOR APPROVED FOR USE.

GRADING PLAN LEGEND

720	PROPOSED CONTOUR 5-FT
719	PROPOSED CONTOUR NORMAL
720	EXISTING CONTOUR 5-FT
719	EXISTING CONTOUR NORMAL
× 896.32	PROPOSED SPOT GRADE
× 894.76 TOP 894.26 BTM	PROPOSED SPOT GRADES: TOP AND BOTTOM OF CURB/WALL
× 895.25	EXISTING SPOT GRADE

PRELIMINARY
NOT FOR CONSTRUCTION

811 Know what's below. Call before you dig.

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FIELD WORK PERFORMED BY:
--

H:\25-034D (Westgate Sports Facility)__FINAL DRAWINGS\NFP City of Kalamazoo Exhibits\C 200 Site Grading Plan.dwg LAST SAVED BY: JUITVLUGT ON 12/1/2025

hurley & stewart
2800 s. 11th street
kalamazoo, michigan 49009
hurley & stewart, llc
main: 269.552.4960
fax: 269.552.4961
www.hurleystewart.com
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grand rapids, michigan 49503

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4	.	.
5	.	.

Job No: 25-034D • PM: TDH • Designer: LAD • QA/QC: 12/10/25

Sheet Title: SITE GRADING PLAN

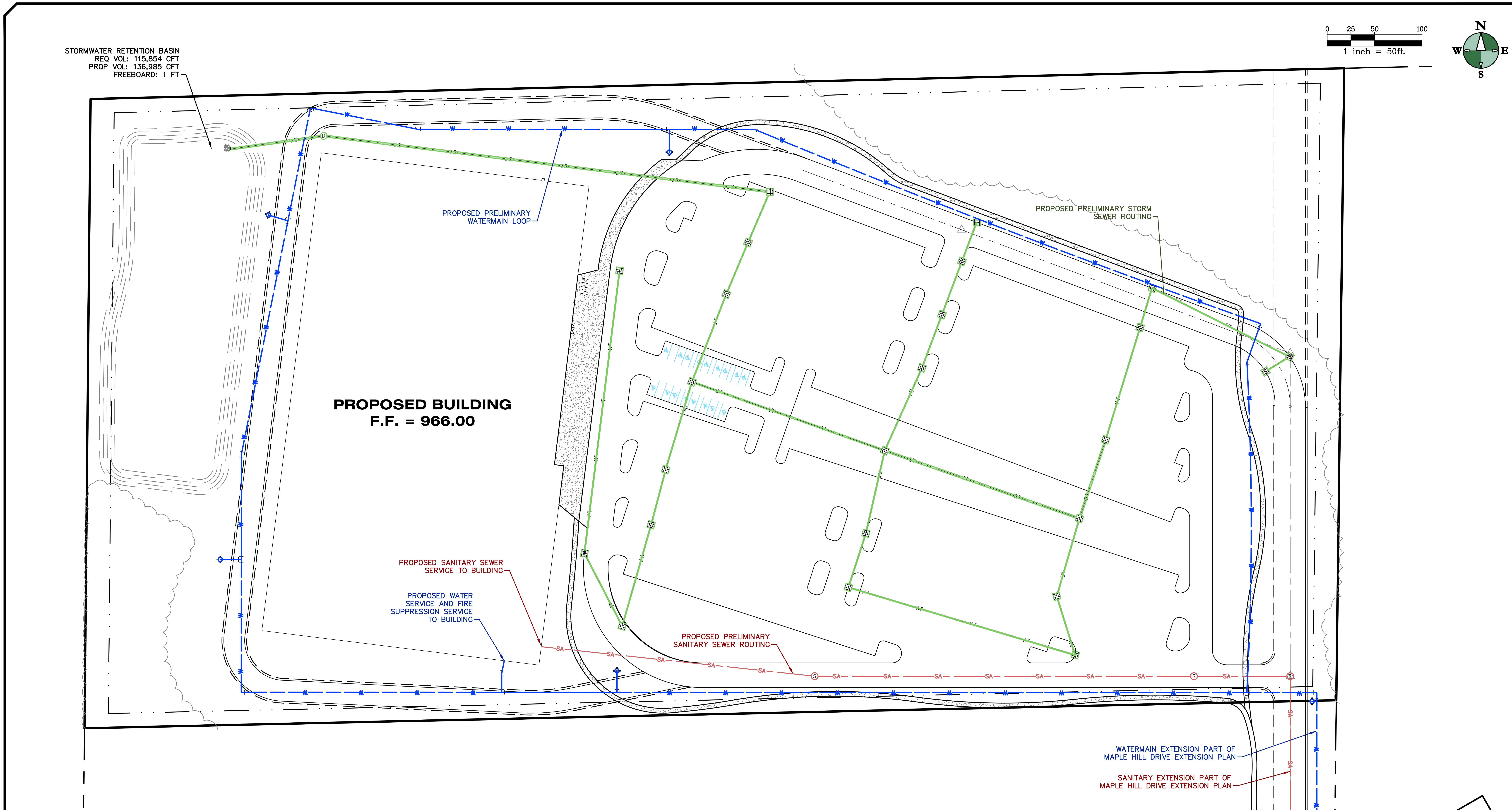
Project: YOUTH AMATEUR SPORTS FACILITY

Client: DISCOVER KALAMAOO

12/11/25

Sheet

C 200



UTILITY NOTES

1. FOR PROTECTION OF UNDERGROUND UTILITIES, THE CONTRACTOR SHALL CALL 1–800–482–7171 A MINIMUM OF THREE FULL WORKING DAYS EXCLUDING SATURDAYS, SUNDAYS AND HOLIDAYS PRIOR TO BEGINNING EACH EXCAVATION IN AREAS WHERE PUBLIC UTILITIES HAVE NOT BEEN PREVIOUSLY LOCATED. MEMBERS WILL THUS BE ROUTINELY NOTIFIED. THIS DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF NOTIFYING OWNERS WHO MAY NOT BE A PART OF THE "MISS DIG" ALERT SYSTEM.
2. ALL MATERIAL AND CONSTRUCTION WILL BE IN ACCORDANCE WITH THE MOST RECENT CONSTRUCTION STANDARDS AND SPECIFICATIONS OF THE STATE OF MICHIGAN DEPARTMENT OF TRANSPORTATION (MDOT). MDOT SPECIFICATIONS ARE SUBJECT TO THE CURRENT ADDENDA. IN ADDITION, ALL WORK WILL BE IN COMPLIANCE WITH ALL APPLICABLE FEDERAL AND STATE STANDARDS AND REGULATIONS.
3. PLACE SANITARY CLEANOUT EVERY 100' AND/OR AT BENDS ON ALL 6" SANITARY SEWER LEADS.
4. ALL BEDDING MATERIAL TYPES ARE TO BE PER MDOT SPEC. 402.03.
5. DEWATERING MAY BE REQUIRED TO INSTALL OR REMOVE SOME UTILITIES. REFER TO SPECIFICATIONS FOR SPECIFIC REQUIREMENTS. REFER TO GEOTECHNICAL REPORT FOR MORE INFORMATION.
6. ALL STRUCTURE CASTINGS TO BE EAST JORDAN IRON WORKS OR APPROVED EQUAL. SEE STRUCTURE TABLE FOR SPECIFIC CASTING AT EACH STRUCTURE.
7. STORM SEWERS SHALL BE CONCRETE C76–III, SOLID WALL ADS N–12 RIGID PIPE MEETING AASHTO M–294, TYPE S, OR APPROVED EQUAL INSTALLED PER THE REQUIREMENTS OF MDOT AND CITY OF KALAMAZOO. MANDREL TESTING SHALL BE PERFORMED PRIOR TO PAVING. USE CONCRETE PIPE WHERE INDICATED.
8. VERIFY LOCATION AND ELEVATION OF EXISTING SANITARY LEAD PRIOR TO ORDERING STRUCTURES AND CONSTRUCTION.
9. ALL WATER MAIN INSTALLED IN GROUNDWATER SHALL BE WRAPPED WITH POLYETHYLENE.
10. PROVIDE 18" WATER MAIN SEPARATION WHEN CROSSING OTHER UTILITIES. DEFLECT UNDER OTHER UTILITIES W/O USING FITTINGS WHENEVER POSSIBLE. SEE WATER MAIN PROFILE SHEET.
11. VERIFY NUMBER OF FITTINGS PRIOR TO ORDERING. TOTALS DO NOT INCLUDE VERTICAL DEFLECTIONS THAT MAY BE NEEDED.
12. THE CONTRACTOR SHALL INSTALL PEDESTRIAN FENCE AROUND ALL EXCAVATIONS TO BE LEFT OPEN OVERNIGHT AS REQUIRED.
13. CONTRACTOR SHALL REFER TO THE GEOTECHNICAL REPORT FOR GROUNDWATER AND SOILS INFORMATION. ANY UTILITIES REQUIRING DEWATERING SHALL BE INSTALLED TO THE CITY OF KALAMAZOO STANDARDS AND INCLUDED IN THE INSTALLATION COSTS. CONTRACTOR IS RESPONSIBLE FOR ALL DEWATERING NECESSARY TO CONSTRUCT UTILITIES IN THE DRY.
14. CONTRACTOR TO COORDINATE PRIVATE UTILITY CONNECTIONS WITH UTILITY COMPANIES.
15. SITE CONTRACTOR RESPONSIBLE FOR INSTALLATION OF ALL UTILITIES TO 5' FROM BUILDING WALL.
16. COORDINATE ALL UTILITY LOCATIONS AND ELEVATIONS WITH MECHANICAL DRAWINGS AND BUILDING CONTRACTOR PRIOR TO INSTALLATION.
17. SANITARY SEWER MATERIALS AND INSTALLATION SHALL COMPLY WITH CITY OF KALAMAZOO REQUIREMENTS. COORDINATE WORK AND INSPECTIONS WITH CITY OF KALAMAZOO.
18. WATER SUPPLY MATERIALS AND INSTALLATION SHALL COMPLY WITH CITY OF KALAMAZOO UTILITIES REQUIREMENTS AND SPECIFICATIONS. COORDINATE CONNECTIONS WITH CITY OF KALAMAZOO.
19. SEE SITE ELECTRICAL PLAN FOR LOCATION OF ALL ELECTRICAL SLEEVES AND CONDUIT.
20. UNDERGROUND ELECTRICAL SHALL BE PROVIDED TO THE SITE LIGHT POLES.
21. REMOVE SEDIMENT FROM ALL STRUCTURES ONCE PAVING IS COMPLETE AND REMOVE SILT SACKS.
22. IF ANY ERRORS, DISCREPANCIES, OR OMISSIONS BECOME APPARENT, THESE SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO CONSTRUCTION OF ANYTHING AFFECTED SO THAT CLARIFICATION OR REDESIGN MAY OCCUR.

PRELIMINARY
NOT FOR CONSTRUCTION

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FIELD WORK PERFORMED BY:
--

H:\25-034D (Westgate Sports Facility)_FINAL DRAWINGS\NFP City of Kalamazoo Exhibits\C 300 Site Utility Plan.dwg LAST SAVED BY: JUITVLUGT ON 12/1/2025

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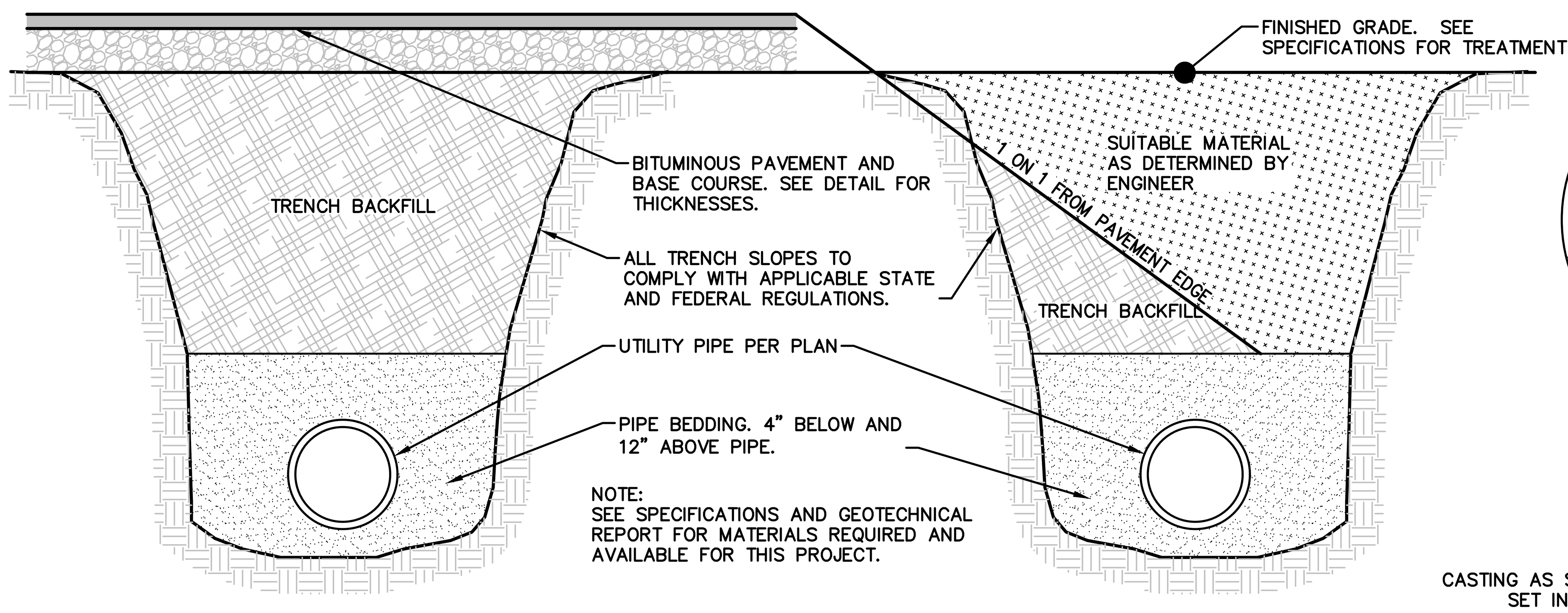
3		
4		
5		

Job No: 25-034D • PM: TDH • Designer: LAD • QA/QC: 12/10/25

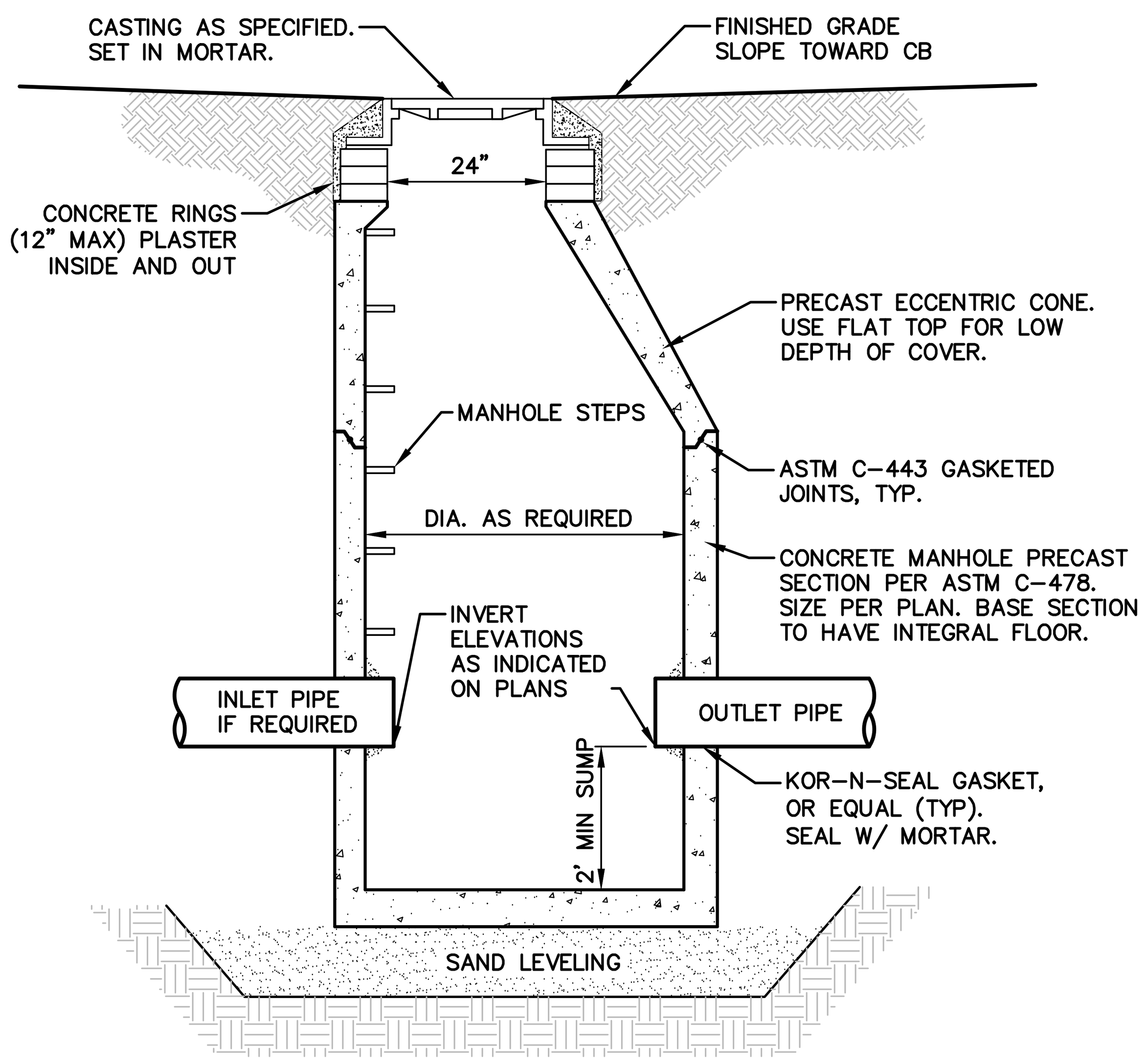
Sheet Title: **SITE UTILITY PLAN**
Project: **YOUTH AMATEUR SPORTS FACILITY**
Client: **DISCOVER KALAMAOO**

12/11/25
Sheet
C 300



TRENCH DETAILS

NOT TO SCALE



CATCH BASIN DETAIL

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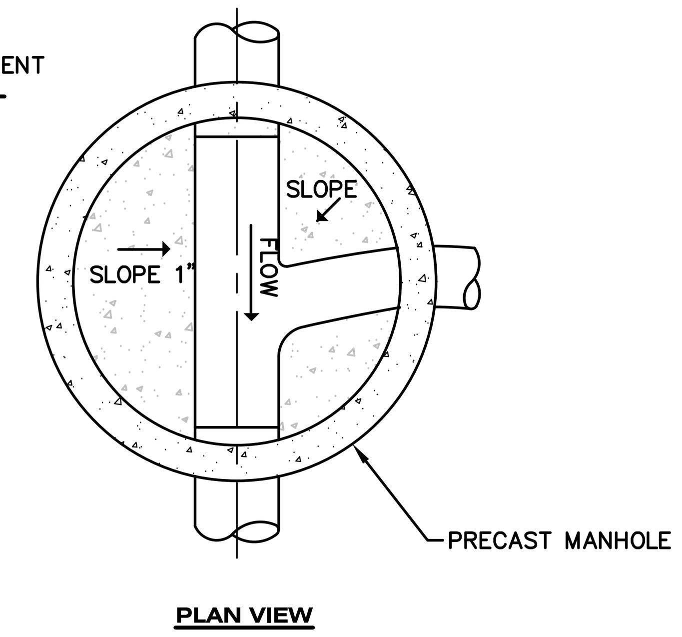
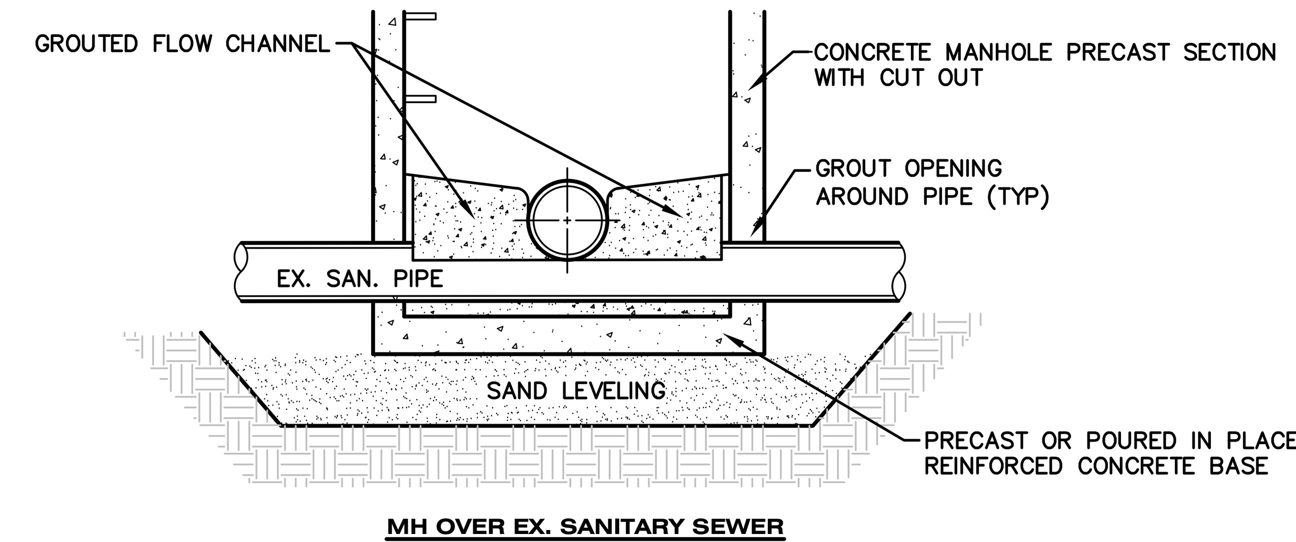
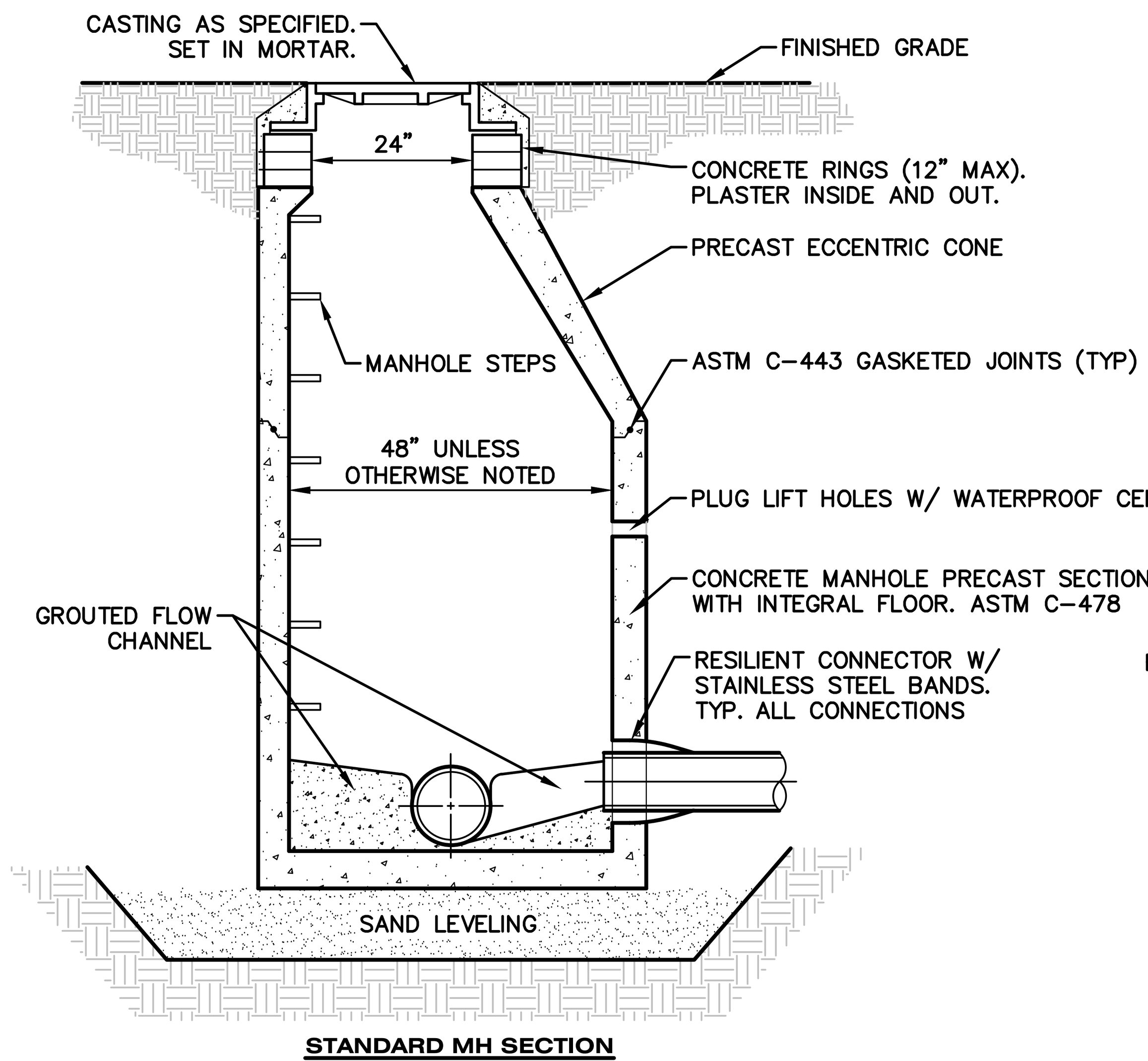
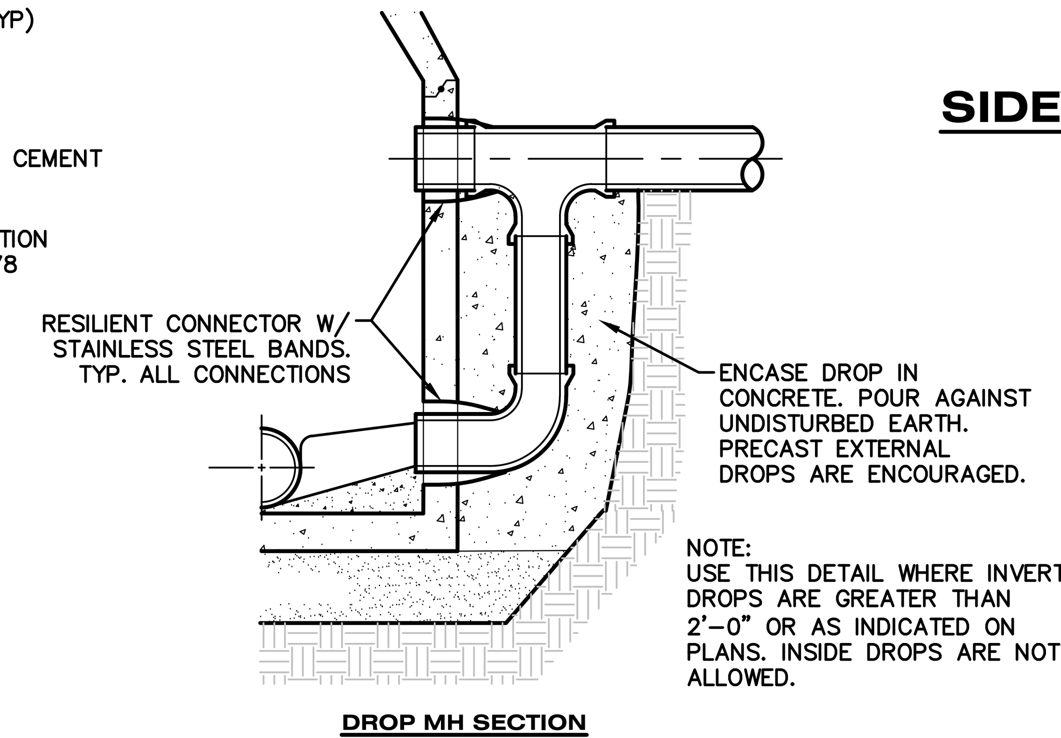


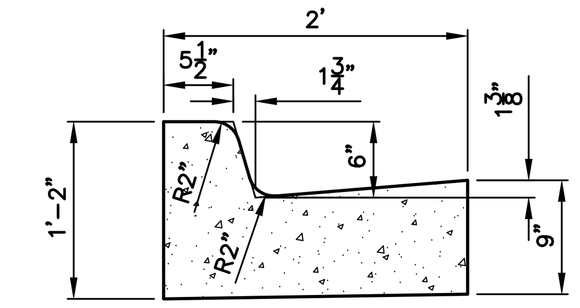






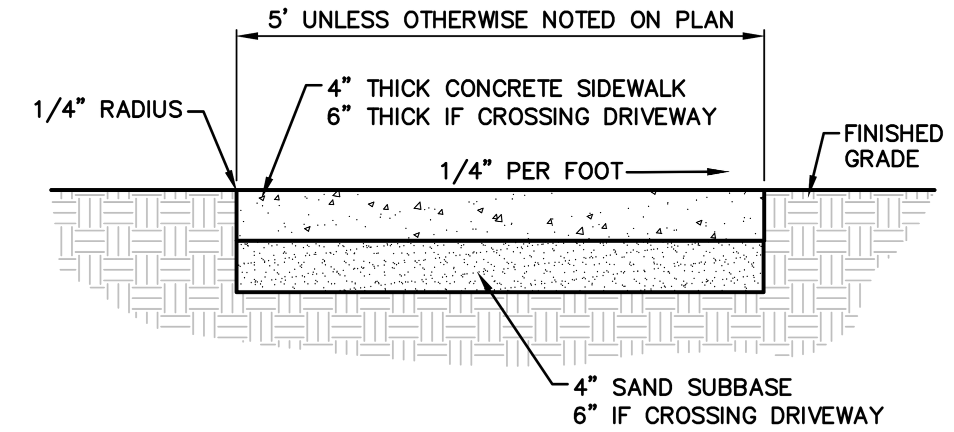
SANITARY MANHOLE DETAILS

NOT TO SCALE



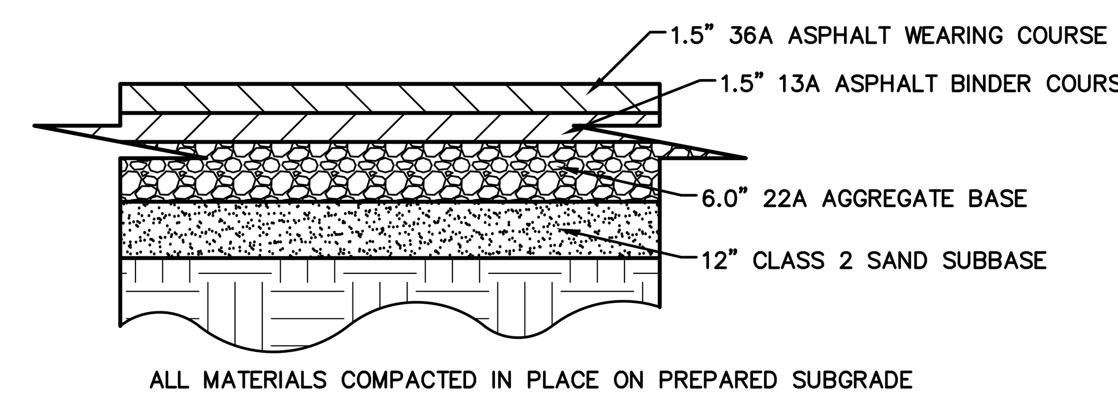
"F4" CURB DETAIL

NOT TO SCALE



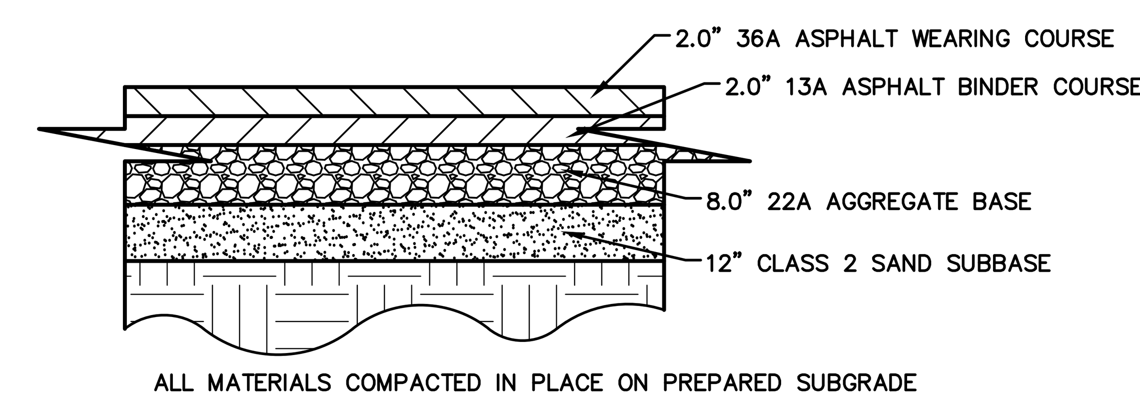
SIDEWALK DETAIL

NOT TO SCALE



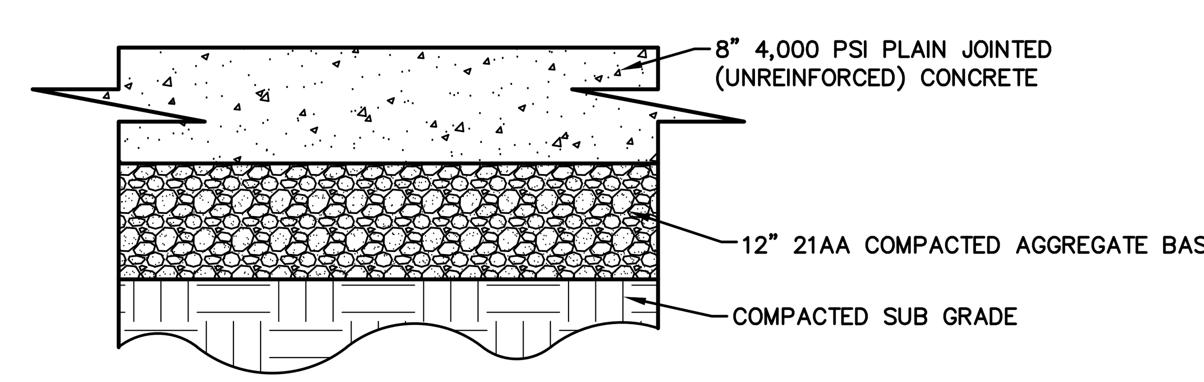
LIGHT DUTY ASPHALT DETAIL

NOT TO SCALE



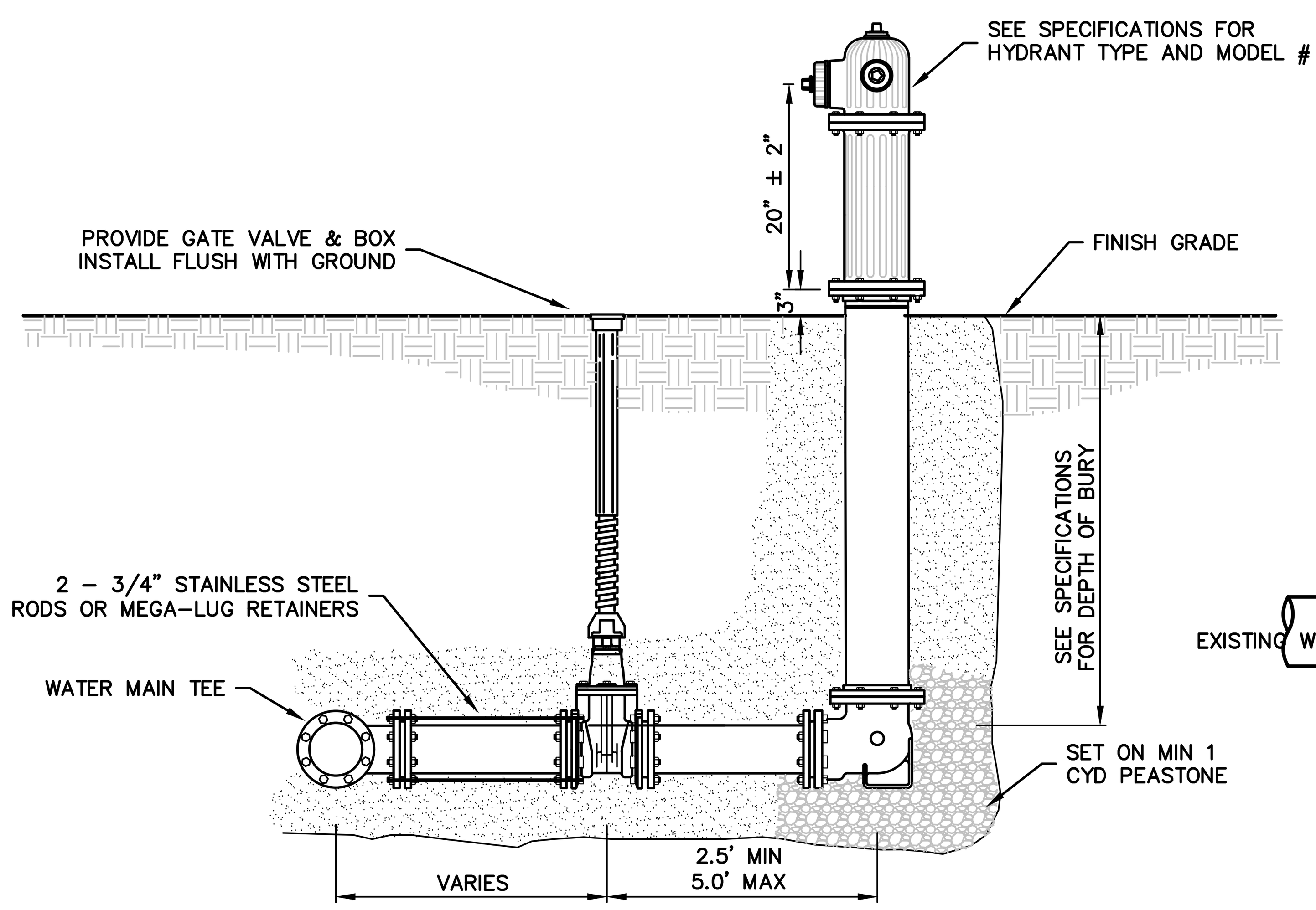
HEAVY DUTY ASPHALT DETAIL

NOT TO SCALE



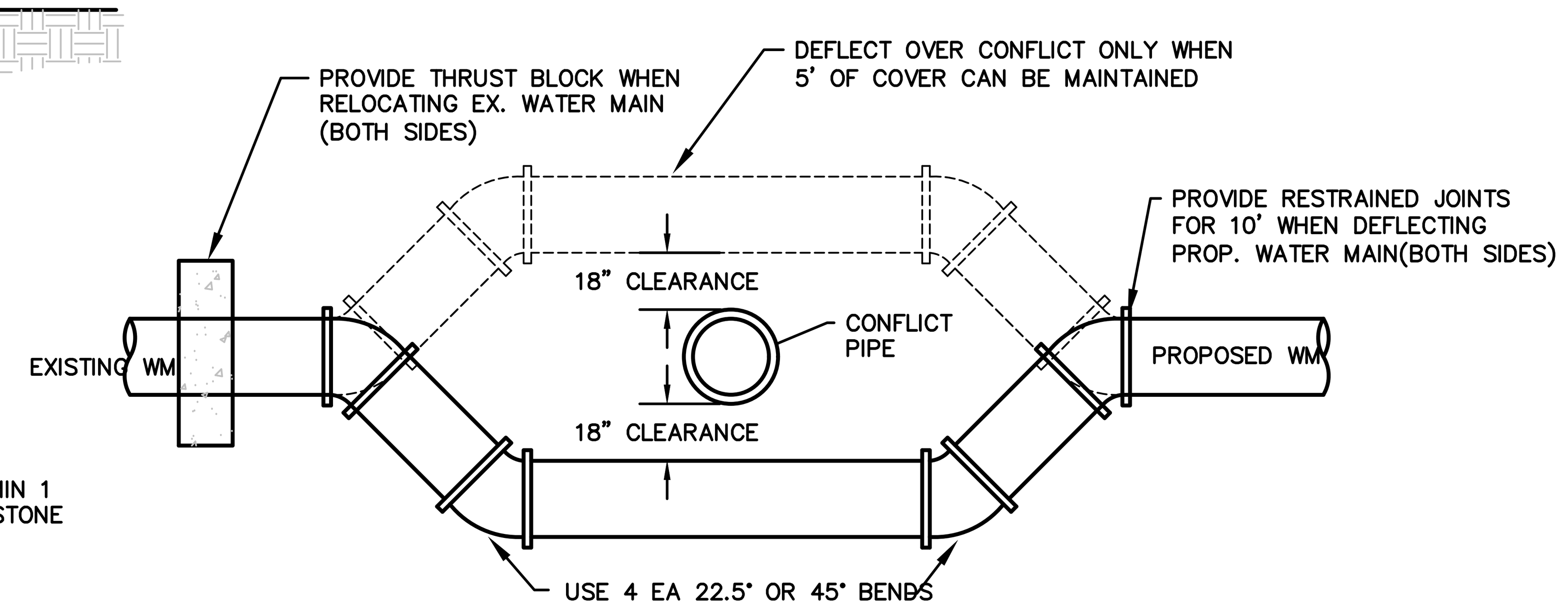
HEAVY DUTY CONCRETE DETAIL

NOT TO SCALE



HYDRANT ASSEMBLY DETAIL

NOT TO SCALE



NOTE:
RESTRAIN ALL JOINTS IN DEFLECTION AREA.

WATER MAIN DEFLECTION DETAIL

NO SCALE

hurley & stewart
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fax: 269.552.4961
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Job No: 25-034D • PM: TDH • Designer: LAD • QA/QC: 12/10/25

Sheet Title: NFP DETAILS
Project: YOUTH AMATEUR SPORTS FACILITY
Client: DISCOVER KALAMAOO

12/11/25
Sheet
C 400

2 December 2025

Mr. Nolan Bergstrom
City of Kalamazoo, Community Planner & NFP Board Liaison
245 N. Rose St., Ste. 100
Kalamazoo, MI 49007

RE: Kalamazoo County Youth Sports Facility

Dear Mr. Bergstrom:

We are excited to be working on a new youth sports facility to serve the Kalamazoo region. The project is a direct result of an identified need for more indoor youth sports opportunities in the community, and the project is led by the Kalamazoo County Event Center Assessment District (KCECAD) with representation from Kalamazoo County, the City of Kalamazoo, Oshtemo Township, and Discover Kalamazoo.

<u>Project History</u>

The concept for a youth sports facility in Kalamazoo grew out of a study conducted by CSL International, which is a professional consultant focused on sports, entertainment, and hospitality. The study was originally started to consider the need for a new Kalamazoo arena, but quickly identified a clear community gap in local youth sports programming.

Led by Discover Kalamazoo, a full analysis was started to further explore youth sports within the region. Again, supported by research from CSL, the study pointed to the need for indoor sports programming, but specifically a new facility focused on basketball, volleyball, and indoor turf sports. The task then shifted to determining an appropriate site for the proposed new facility. The objectives for the site included easy highway access, close proximity to restaurants, hotels, entertainment, and room for potential expansion.

The proposed Westgate site was eventually selected from a collection of over 30 sites around Kalamazoo County. The property met the key objectives and also provided the opportunity to locate the new facility in the City of Kalamazoo, alongside a close partnership with Oshtemo Township to accommodate supporting infrastructure and amenities.

As currently planned, the new youth sports facility will be a magnet for attracting out of town visitors to stay in local hotels, shop at local retailers, and dine at local restaurants. The facility will also provide local Kalamazoo-area teams the opportunity to host regional sports competitions. In addition, the community will have access to the facility throughout the week for local programming.

Project Design and Timeline

The project committee has been working diligently to develop concept designs for the new building. To support architecture and construction services, the KCECAD members have competitively hired Tower Pinkster (architecture), AVB (construction management), and Hurley & Stewart (civil engineering). All three firms are based in Kalamazoo County, employ dozens of local residents, and have been engaged in similar local projects for decades.

With a clear community benefit and need identified for the new youth sports facility, the goal is to open for use in mid-2027. Construction is anticipated to start in the spring of 2026 and take approximately fourteen months to complete, pending municipal reviews and approvals.

The proposed new building offers several special features that elevate its connection to the community, but it also includes essential elements that make it viable for use by youth sports teams. The design incorporates glass to enhance natural light during daytime use. The glass also serves as a beacon to the broader community as it glows during evening events. Overall, the design is intended to provide Kalamazoo with a best-in-class youth sports center that will enhance access for the local community, but also bring visitors that support economic development efforts.

Natural Features Protection Awareness and Design

The project team has been actively studying the goals and objectives of the City's Natural Features Protection overlay that covers the proposed Westgate location. Moreover, the team supports the vision of protecting natural features in the City and subsequently guiding site development, as outlined in the zoning code. We believe the resulting youth sports center design reflects these objectives, but requires some flexibility due to the unique nature of the project.

The 20-acre parcel proposed for the project is a part of a larger parcel that was carved out of Oshtemo Township several decades ago. Much of the larger parcel was cleared of trees at that time in preparation for the development of a cemetery. The cemetery project was started along Drake Road, but was never completed. The remaining land, including the 20-

acre parcel proposed for this project, sat idle for many years due to its relative isolation from the city of Kalamazoo. Supporting infrastructure is now in place (or planned) for use of the land as a youth sports center.

Since the 20-acre parcel remained unused for many years after the stalled cemetery development, it has become wooded with new tree growth. The project team has studied these trees carefully to determine the quality and character of the growth. As such, the project design has been adjusted to accommodate a group of trees at the northeast quadrant of the parcel. The building footprint was also shifted to preserve an area of trees at the southwest section of the site. We are continuing to examine the trees on the parcel to see if additional opportunities for conservation may exist. With these efforts in mind, the project still requires a removal of 86.5% of the trees on the 20-acre parcel, which exceed the Natural Features Protection standard of 75%. Since the building's use requires a large floor area, and the area requires a car parking lot, we have not found an alternate to the proposed clearing percentage of 86.5%. Through the design adjustments that have been made, however, we believe that many of the critical woodland areas will be preserved.

The design team has also been researching the slopes on the 20-acre parcel. As a result, they have found several deeper cuts on the site. Some of these cuts may be from the nearby construction of US-131 in the 1960's as much of the area was historically used for agricultural purposes. Similar to the woodlands scenario, the project design has been adjusted to accommodate for the slopes on the site. More specifically, the building has been redesigned to be tiered in order to maintain an area of lower grades. The building was also shifted to accommodate a lower area near US-131. As noted with the woodlands condition, the use of the building requires a flat floor area for sports competition that cannot be practically accommodated on multiple levels. This condition will require the removal of two steep slope areas that currently exist on the 20-acre parcel. All efforts are being made, however, to respect existing grades on the site.

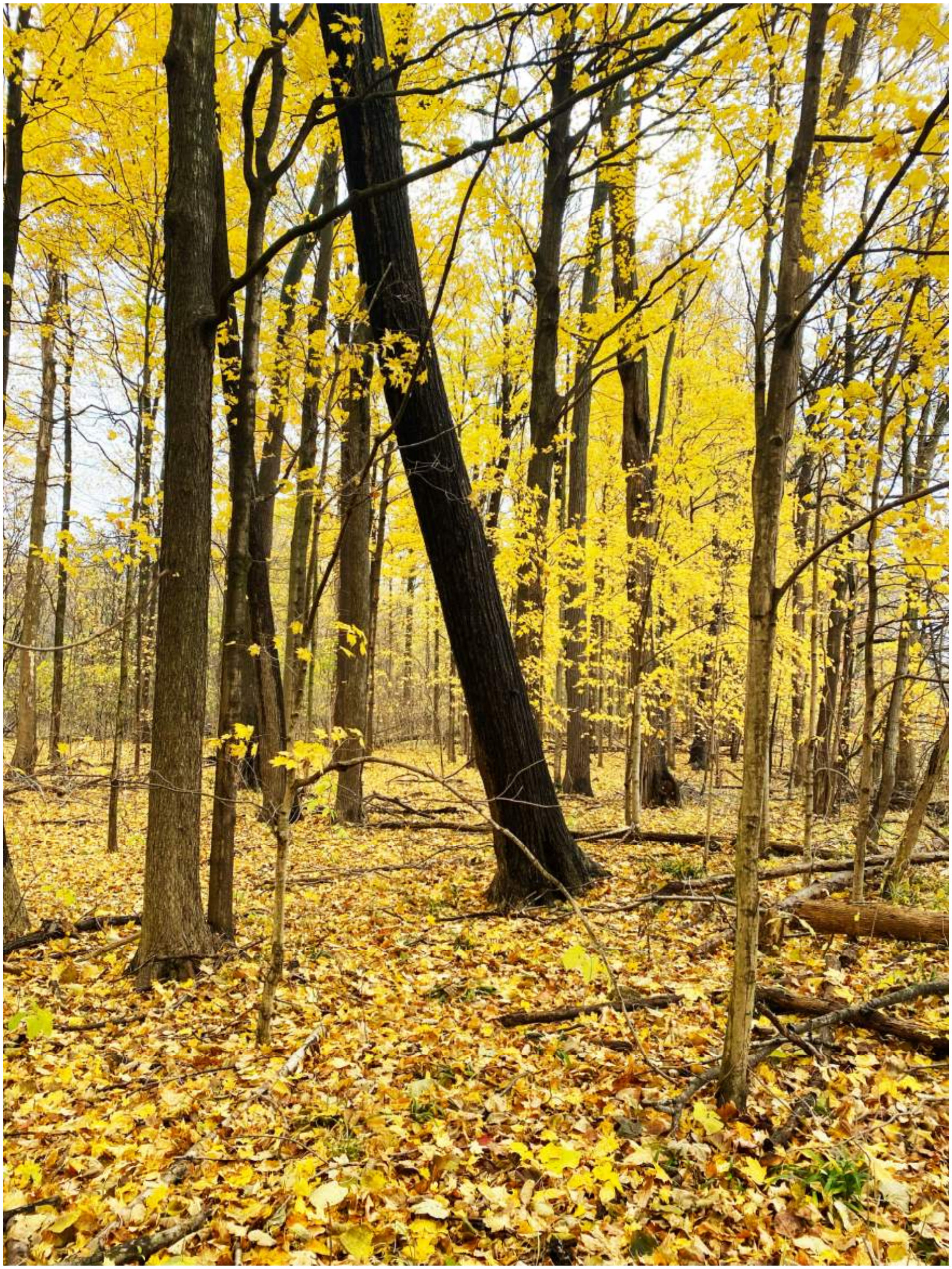
<u>Summary</u>

We greatly appreciate the Board's consideration of flexibility for this important community project. We are actively sending our team out to comparable sites to explore creative design ideas. These ideas are also being filtered through the important lens of Natural Features Protection and the goals of the Kalamazoo community. Your support for the proposed youth sports center's design and Natural Features Protection requests will help to bring access to local youth, but also economic development opportunities for local businesses.

Thank You,

Kalamazoo County Event Center Assessment District (KCECAD)

Westgate Athletic Facility Woodland Evaluation Natural Features Protection Area 2025



Background

Discover Kalamazoo is pursuing the construction of an amateur sports facility within the City of Kalamazoo. The site selected has the unique opportunity to fall within the City, but to have the visual exposure to US-131. The selected parcel will be approximately 20 acres split off from a larger parent parcel currently approximately 62 acres in size lying west of Drake Rd. The parent parcel falls within the Natural Features Protection overlay within the City of Kalamazoo.

Woodland Criteria

- Minimum coverage area: Trees cover a minimum area of a half acre, regardless of parcel boundaries.
- Tree Count: The area contains at least 40 trees per acre of at least two inches DBH and reach or at maturity will reach at least 50 feet in height.
- Natural ground cover; No more than 25% of the ground area is mowed turf grass.
- Understory : The area contains a layering of shorter understory trees and/or shrubs and forbs.

Minimum coverage area

Using an aerial photograph of the site and its surrounding area, it was determined that the woodland covering the applicant site extends past the boundaries of the site encompassing approximately 152 acres in total occupying both the City of Kalamazoo and Oshtemo township. See Image 1.

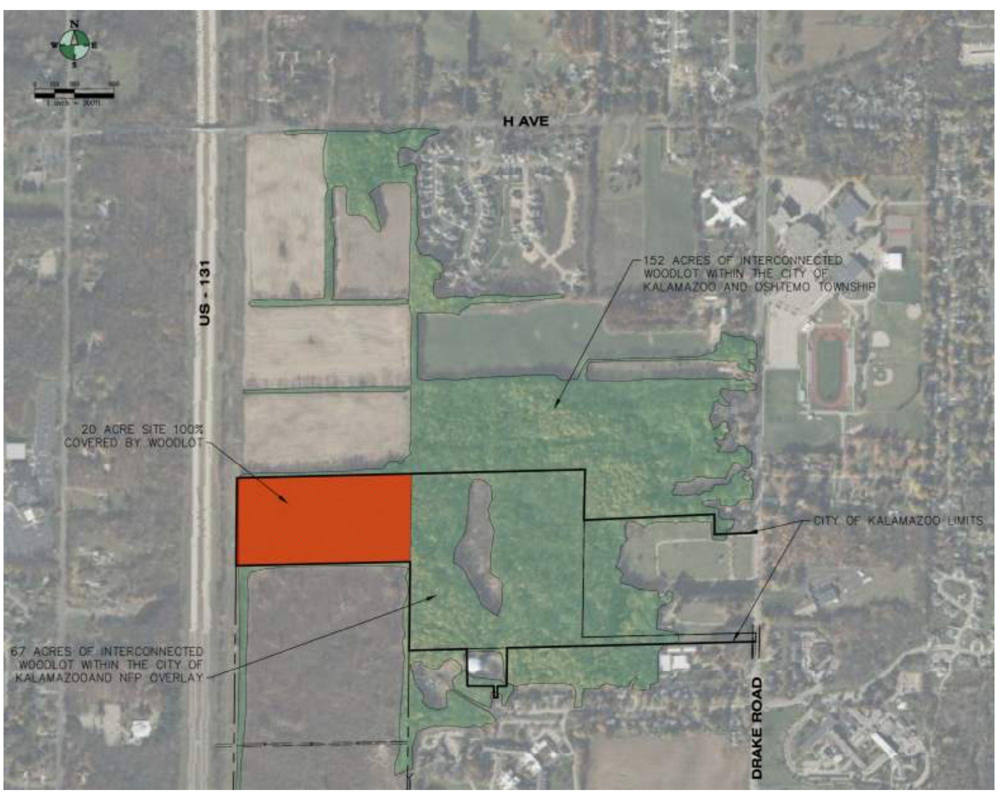


Image 1 Contiguous Woodlot

The entirety of the 20 acre site falls within the woodland and is a fully wooded site.

Tree Count

The entirety of the 20 acre site is quite uniformly covered with trees greater than 2” in diameter. With an estimation that the trees are between 5’ and 12’ apart throughout the 20 acres, at a minimum there are 300 trees per acre. The entire mass of mature woodland being greater than 50 feet in height today.

Natural Ground Cover

The site has no areas of turf ground cover. It currently (11/7/25) has a few inches of leaf litter.

Understory

The site has mostly young sugar maples and paw paw trees as understory as well as raspberries and roses.

Site Character

Image 2

The woodlot is composed of mostly sugar maples (Acer saccharum), with fewer examples of white oak (Quercus alba), tulip trees (Liriodendron tulipifera), bitternut hickory (Carya cordiformis), Norway Maple (Acer platanoides), black walnut (Juglans nigra), paw paw (Asimina triloba), American Beech (Fagis grandifolia), black cherry (Prunus serotina), and cottonwood (Populus deltoides).

Within the majority of the site, Maple trees range from the oldest trees 15” DBH to the smallest saplings and trees such as faster growing cottonwoods and tulip trees as large as 40”dbh. The north and south lot lines are an exception to this. These areas were likely once fencelines and have older trees. There are clusters of 5-6 24-30” black walnut trees, some clusters of 15” black cherries, and several single sugar maples with 40” or larger dbh although some of those appear to be in decline. It is possible that with careful grading or with the use of limited tree wells, some of these large border trees can be saved.

RECEIVED
By Nolan Bergstrom at 9:46 am, Dec 02, 2025

REVIEWED
By Nolan Bergstrom at 9:47 am, Dec 02, 2025

SUPPLEMENTAL SITE PLAN REVIEW APPLICATION
FOR NATURAL FEATURES PROTECTION

For projects located within the Natural Features Protection (NFP) Overlay District, separate site plan approval is required before the full site plan can be approved. This review is done either by the NFP Review Board or administratively by staff to verify conformance with NFP Overlay District zoning code (Chapter 50, NFP). The NFP Overlay District map can be found on the City's GIS mapping website (select "Planning & Zoning" layer and make sure "NFP Overlay" is clicked on).

The NFP Supplemental Application must be completed and submitted with the regular Site Plan Review Application and checklists. The NFP Review Board meets monthly to review and approve applications. City staff can assist in scheduling a project at an upcoming NFP Review Board meeting. While the review process offers some flexibility, projects often seek NFP approval between the Pre-Application meeting and regular Site Plan Review meeting.

Section I. Project & Applicant Information

All projects must complete Section I. If the project will not impact any natural features on the site, and does not trigger additional stormwater controls or treatment, applicants should sign and submit Section I only. Staff will review and determine if the application can be approved administratively.

Section II. Natural Features Checklist & Attachments

For projects proposing improvements or changes to the site that impact natural features, change grading, or involve work in or near NFP setbacks, Sections II and III must be completed. Section II identifies which natural features are present and standards apply. Section III will assist you in determining what documentation and additional plan sets are needed for a complete application. Once a complete application is submitted to the City, the project will be scheduled for the next available NFP Review Board meeting and an application fee of $110 will apply.

QUESTIONS

Contact the NFP staff liaison with any questions about your NFP Supplemental Application at (269) 337-8045 or development@kalamazoocity.org .

SECTION I. PROJECT AND APPLICANT INFORMATION

Please provide all of the project and applicant information requested below. Include the date of your regular site plan review meeting, if one has been scheduled or already taken place.

APPLICANT NAME:	(first) BRIAN	(last) PERSKY	
APPLICANT ADDRESS:	240 (number) W. MICHIGAN AVE. (street name)		
	(city) KALAMAZOO	(state) MI	(Zip) 49007
APPLICANT EMAIL:	bpersky@discoverkalamazoo.com	**PHONE:**	269-488-9000
PARCEL ADDRESS/PIN:	1617 N. DRAKE RD. / 05-12-413-001		
PROJECT DESCRIPTION:	THE PROPOSED PROJECT IS A PUBLIC YOUTH SPORTS FACILITY. ADDITIONAL DETAILS IN ATTACHED PROJECT NARRATIVE.		
OWNER NAME: *(if different)*	(first) WESTGATE 131, LLC	(last)	
HAS REGULAR SITE PLAN REVIEW MEETING OCCURRED?	☐ Yes ☒ No	**DATE OF SITE PLAN REVIEW MEETING:**	

NFP APPLICATION REQUIRED?

Is the project limited to interior work only with no exterior ground changes or increase in impervious coverage?	
☐ **YES**	If YES, Sections II & III of this application are not needed. Sign below & submit only this page with your site plan review or permit application.
☑ **NO**	If NO, proceed to Sections II & III. Do **NOT** sign below.

By signing below, the applicant certifies that no natural features will be disturbed as part of this project.

Print name: ______________________

Signature: ______________________ Date: ______________

SECTION II. NFP SITE PLAN CHECKLIST & ATTACHMENTS

Use the checklist to determine what documentation and addition plans sets must be prepared for this application. All plan sets, maps, and additional information must be attached to this application to be considered complete. If you checked "no" to certain NFP items in questions 1-7 in Section II, record "N/A" on the checklist.

REQUIRED: NFP SITE PLAN SET

All applications must include separate sheets in the plan set showing the following:

1. Existing conditions map showing an inventory of all protected natural features and any associated natural features setbacks with distances (use checklist below)

2. Future development plan overlaid onto the existing conditions and natural features inventory; indicate where and to what extent protected natural features will be disturbed, removed, altered, or impacted in any way and which natural features will be protected during and after construction

   Future development plan must include:

   - **Boundary with extent of re-grading**, construction, or site preparation activities
   - **All existing and new building footprints** (mark whether existing buildings will be removed or maintained)
   - **New and existing parking** surfaces or structures, sidewalks, trails, and other impervious or semi-impervious surfaces including decks, patios, viewing platforms, etc. (list proposed surface materials and whether existing surfaces will be maintained or removed)
   - **Proposed location of fencing and screening**, whether permanent, natural, or construction silt fencing and/or natural feature protection fencing (with specifications)
   - **Stormwater facilities** showing boundary of ground disturbance, grading or construction activities, if located near natural features
   - **New utilities** and/or relocation of existing utilities showing corridors that could impact natural features

3. Landscape plan detailing the minimum elements needed to meet zoning code requirements and all proposed additional landscaping elements or features (include table with species name)

4. Any additional plans or tables detailing which natural features will be restored or replaced after construction, if required (e.g., riparian buffer installation or slope restoration plan may be required under certain circumstances when the ordinance allows changes within these protected areas)

WETLANDS	Present:	Included on page #:	Notes:
Mark existing wetland boundaries with notes about wetland conditions. *Attach a copy of EGLE permit or permit application for work impacting Part 303 wetlands regulated by the State.*	☐ Yes ☒ No		
WATER RESOURCES	**Present:**	**Included on page #:**	**Notes:**
Mark the location of all water resources on the parcel and those within 25 feet of the parcel boundaries. *Attach a copy of EGLE permit or permit application for work impacting Part 301 waters regulated by the State.*	☐ Yes ☒ No		
Show required setbacks with dimensions; describe existing or future ground cover within riparian setbacks.			
TREES	**Present:**	**Included on page #:**	**Notes:**
Mark the location of all "protected" trees that are proposed to be removed and those that will remain and require protection fencing.	☒ Yes ☐ No	CD101	
Include a table with species name, size (DBH and height), and condition of "protected" trees that are proposed to be removed and list replacement tree information.			
Provide a note with justification for removal.			
WOODLANDS	**Present:**	**Included on page #:**	**Notes:**
Delineate the boundary of all woodlands on the parcel noting where woodlands likely extend onto adjacent parcels.	☒ Yes ☐ No	CD102	
Mark all areas of woodland that will be retained and removed (i.e., cleared).		CD101	
Include a table or note with the required preservation ratio (based on existing woodland coverage), percentage proposed to be removed, and rationale for selecting area for removal.		CD101	
SLOPES	**Present:**	**Included on page #:**	**Notes:**
Provide a slope analysis that shows the boundaries of all "protected" slopes and mark the required setback(s).	☒ Yes ☐ No	CD103	
Include a note with co-existing feature that triggers "protected" slope status (e.g., wooded, within 500 ft of water resource.		CD103 and CD101	

NATURAL HERITAGE AREAS	Present:		
Is an MNFI* rare species review required? *Parcels can be pre-screened using the City's GIS website, click on the "Planning & Zoning" layer and "NFP Overlay" layer; then click on parcel and see MNFI status.*	☒ Yes ☐ No		
If an MNFI rare species review is required, attach the resulting report.			

*Michigan Natural Features Inventory (MNFI) Rare Species Reviews can be requested at: https://mnfi.anr.msu.edu/services/rare-species-reviews

ACCEPTED DATA SOURCES & ANALYSIS

All data sources, analysis, and professionals are subject to approval by the City Planner according to Chapter 50-6.2. The following guidance may be useful when selecting a professional or methodology for inventorying natural features.

1. **WETLANDS**
   - Wetland delineation report performed by a qualified consultant including a map denoting delineated boundary of all wetlands, OR
   - Most recent US Fish & Wildlife Service's National Wetlands Inventory boundary (State of Michigan mapper: https://www.michigan.gov/egle/about/organization/water-resources/wetlands/inventory-maps)

2. **PROTECTED TREE IDENTIFICATION**
   - May be performed by an qualified professional (including ISA Certified Arborist or similar); a full tree inventory is not required if all necessary information can be obtained and communicated using another survey, inventory, or site assessment methodology

3. **WOODLANDS**
   - A qualified professional, such as an ISA Certified Arborist, landscape architect, or license engineer may perform a desktop analysis or field survey to delineate woodlands
   - When a variances is being requests to remove more woodland cover than is allowed under the preservation ration, the following is required
     - Woodland assessment report with determination that the Trees per Area (TPA) meets the NFP definition of a woodland and mapped delineation of woodland
     - Woodland assessment report with a determination that Basal Area is equivalent to the TPA in the NFP definition and meets definition of a woodland and mapped delineation of woodland
     - In addition to determination of whether stand of trees meets NFP definition of a woodland, assessment must include information on general species diversity,
     -

composition of species, any notable trees (either notable species or size), invasive species composition, and general health and age observations of tree stand

4. **PROTECTED SLOPES**
   - Topographic survey performed in the field by a qualified consultant to delineate areas of a slope with grade of 20% or greater
   - Desktop analysis performed using U.S. Geological Survey digital topographic maps, LIDAR, digital elevation map, or equivalent data showing 2' intervals or finer resolution, performed by a qualified consultant or engineer

NOTICE OF A PUBLIC HEARING
BY THE NATURAL FEATURES PROTECTION (NFP) REVIEW BOARD
December 2, 2025

You are receiving this letter because you live or own property within 300' of a project being reviewed by the NFP Review Board. The Board is reviewing a request for variances from Chapter 50 of the Zoning Ordinance for a project located within the Natural Features Protection Overlay District. You can view the Overlay District map at www.kalamazoocity.org/maps.

The NFP Board will review the variances recommendation request on December 16, 2025 at or after 4:00 p.m. The meeting will be held in-person at City Hall (241 W. South Street)**. The meeting will also be live streamed online at:**
https://www.facebook.com/KalamazooCity/
-and-
https://www.youtube.com/c/CityofKalamazooTV/videos

This meeting is a public hearing and comment will be taken in-person or over the phone. The variance is being requested for the property located at the westernmost 20 acres of 1617 N. Drake Road, Kalamazoo, MI 49006.

The project involves the development of a community youth sports facility. We are requesting relief from the NFP slope and woodland standards because the project will impact a portion of the protected slopes, slope setbacks, and woodlands on the property.

The Zoning Board of Appeals (ZBA) is the official body that reviews and makes decisions on all variance requests; the NFP Board provides the ZBA with a recommendation for properties in the NFP Overlay District. We anticipate appearing before the ZBA at the meeting taking place on Thursday, January 8, 2026. The City will provide notice to you by mail prior to the ZBA public hearing.

A copy of the site plan for this project can be viewed at Hurley & Stewart, LLC, 2800 S. 11th Street, Kalamazoo, MI 49009 Monday-Friday between the hours of 8 am – 5 pm.

For project questions, please contact:
Laurie Davis
Hurley & Stewart, LLC
(269) 492-3303
ldavis@hurleystewart.com

For NFP Review Board questions, please contact:
Nolan Bergstrom, Community Planner
City of Kalamazoo
(269) 337-8045
bergstromn@kalamazoocity.org

2025 SPECIAL STUDY

H AVENUE TO CROYDEN AVENUE

TABLE OF CONTENTS

INTRODUCTION

As part of the Oshtemo 2045 Comprehensive Plan process, several Special Studies were prepared. These studies examined key areas of the township more closely to better understand how the general recommendations contained in the Comprehensive Plan would apply specifically to a small geographic area. The intent is to demonstrate design and development best practices and serve as case studies to be applied throughout the township.

The H Avenue to Croyden Avenue Special Study area was selected because it is similar to other areas in the Neighborhood Residential Place Type. The area ***lacks street connectivity, contains large areas of undeveloped land, is in close proximity to shopping and transit, and is served by municipal infrastructure.*** The general area is bounded H Avenue to the north, US-131 to the west, Croyden Avenue to the south, and Drake Road to the east. The undeveloped area that was examined is approximately 370 acres, not including the Kalamazoo Township portion.

FIGURE 1: STUDY EXTENTS

EXISTING CONDITIONS

Although the existing area is relatively uncomplicated, a proactive approach to future development and infrastructure provision is necessary to mitigate challenges while achieving outcomes defined in the Comprehensive Plan to make it successful in the future.

BUILT ENVIRONMENT

The subarea is roughly bounded by H Avenue to the north, Drake Road to the east, Croyden Avenue to the south, and US-131 to the west. Existing traffic volumes vary significantly, ranging from approximately 6,000 vehicles per day on H Avenue to 12,000 vehicles per day on Drake Road. Several key destinations are located within or immediately adjacent to the subarea, including the Drake Farmstead Park and Kalamazoo Central High School.

Drake Road is a major north-south connector through the region, providing access to the US-131 interchange via West Main Street for residential and commercial locations within the subarea. The signalized intersection at West Main Street is heavily trafficked, and these significant volumes and high speeds make this intersection an area of concern for severe and fatal crashes.

The high traffic volumes on Drake Road and its and proximity to the US-131 interchange also contribute to an abundance of suburban-style commercial development and retail locations at or near this intersection. Between H Avenue and Canterbury Avenue, Drake Road features a three-lane cross-section with two through lanes and a center turn lane for vehicles, as well as a striped shoulder that may be used by bicyclists. South of Canterbury Avenue, which is maintained by the city of Kalamazoo, Drake Road is widened to include an additional vehicular through lane in each direction and the striped shoulder is terminated.

Residential subdivisions and apartment complexes are accessed from Drake Road, including the Wyatt student living complex and Westport Village subdivision. In general, one access point is provided to each residential development from a primary route, while some developments feature additional access points to lower-volume facilities.

In general, existing residential streets within the subarea – particularly those within the Westport Village subdivision – are approximately 25 feet wide with rolled curb. Sidewalk is provided on one side of the street. Landscaping, such as trees, may be provided, but is generally located within private property, not the street right-of-way (ROW).

It should be noted that the majority of the subarea that would lie between the extension of Grand Prairie Road and Beech Avenue is located in the City of Kalamazoo. As such, coordination with the City of Kalamazoo is recommended when discussing proposed streets. In addition, the City of Kalamazoo is in the process of considering the construction of a large sports facility in this area that could become a potential draw for transit service.

As shown in Figure 2, the area is currently zoned for a variety of residential densities, as well as "C" Local Business District. A unique aspect of this area is that the Drake Farmstead is identified in the Historic Overlay Zone.

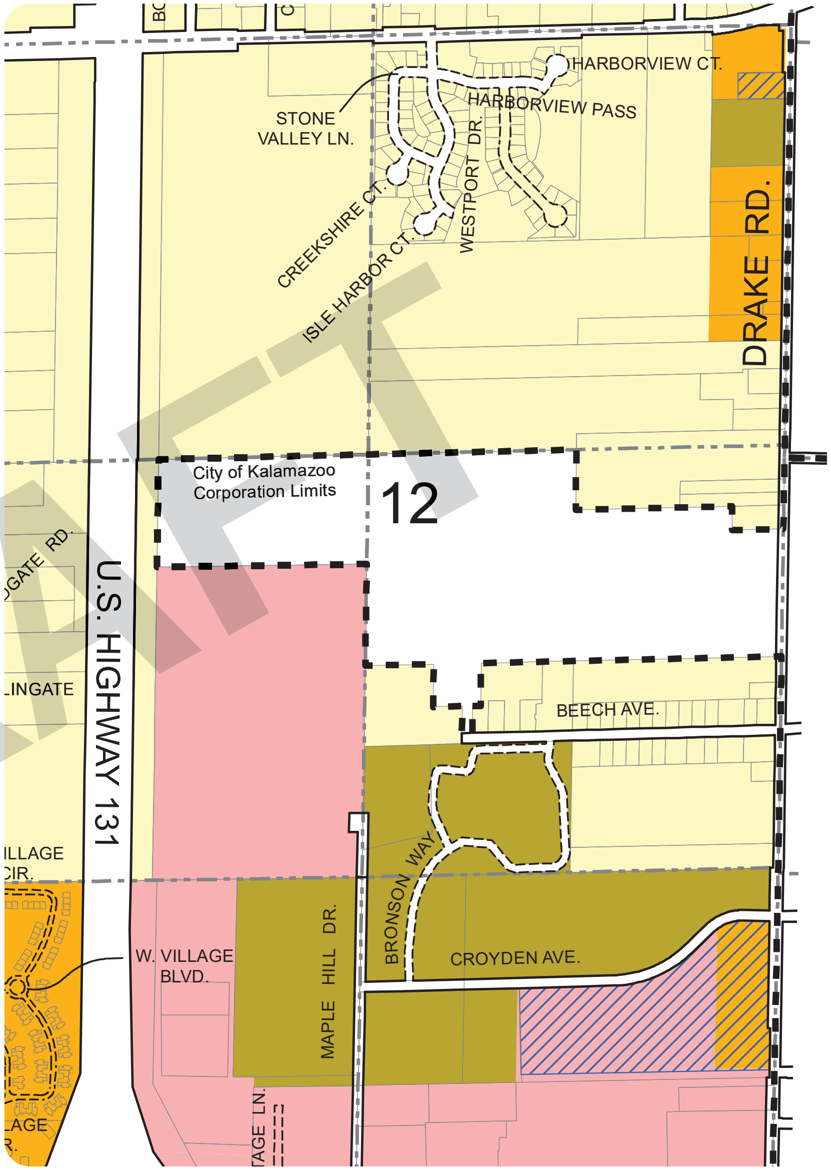


FIGURE 2: CURRENT SITE ZONING

LEGEND

- **R2** - *RESIDENCE DISTRICT*
- **R3** - *RESIDENCE DISTRICT*
- **R4** - *RESIDENCE DISTRICT*
- **C** - *LOCAL BUSINESS DISTRICT*
- **HISTORICAL OVERLAY ZONE**

NATURAL ENVIRONMENT

The undeveloped area that was examined is approximately 370 acres, not including the City of Kalamazoo portion. The area consists predominantly of wooded and agricultural land. The land is characterized by the following notable features:

Steep Slopes

Contours are depicted on Figure 3. Those shown in red were determined to have slopes of 20% or greater. Subdivision or condominium developments that have slopes of 20% or greater cannot be cleared or graded in any manner, according to the Township ordinance, which also requires that areas with slopes of 12% – 18% with erodible soils cannot have more than 50% of the slope cleared or developed.

Trees

The undeveloped land in this area is predominantly wooded or used for agriculture. The quality and size of trees could not be determined via the desktop review of the area.

Wetlands

The NWI map did not predict any regulated wetlands. In addition, no anecdotal information was revealed to indicate that smaller wetlands are located in the project area.

Natural Water Bodies

No obvious water bodies were noted in the undeveloped portions of this sub area, with the exception of the Drake Farmstead Park.

FIGURE 3: STEEP SLOPES

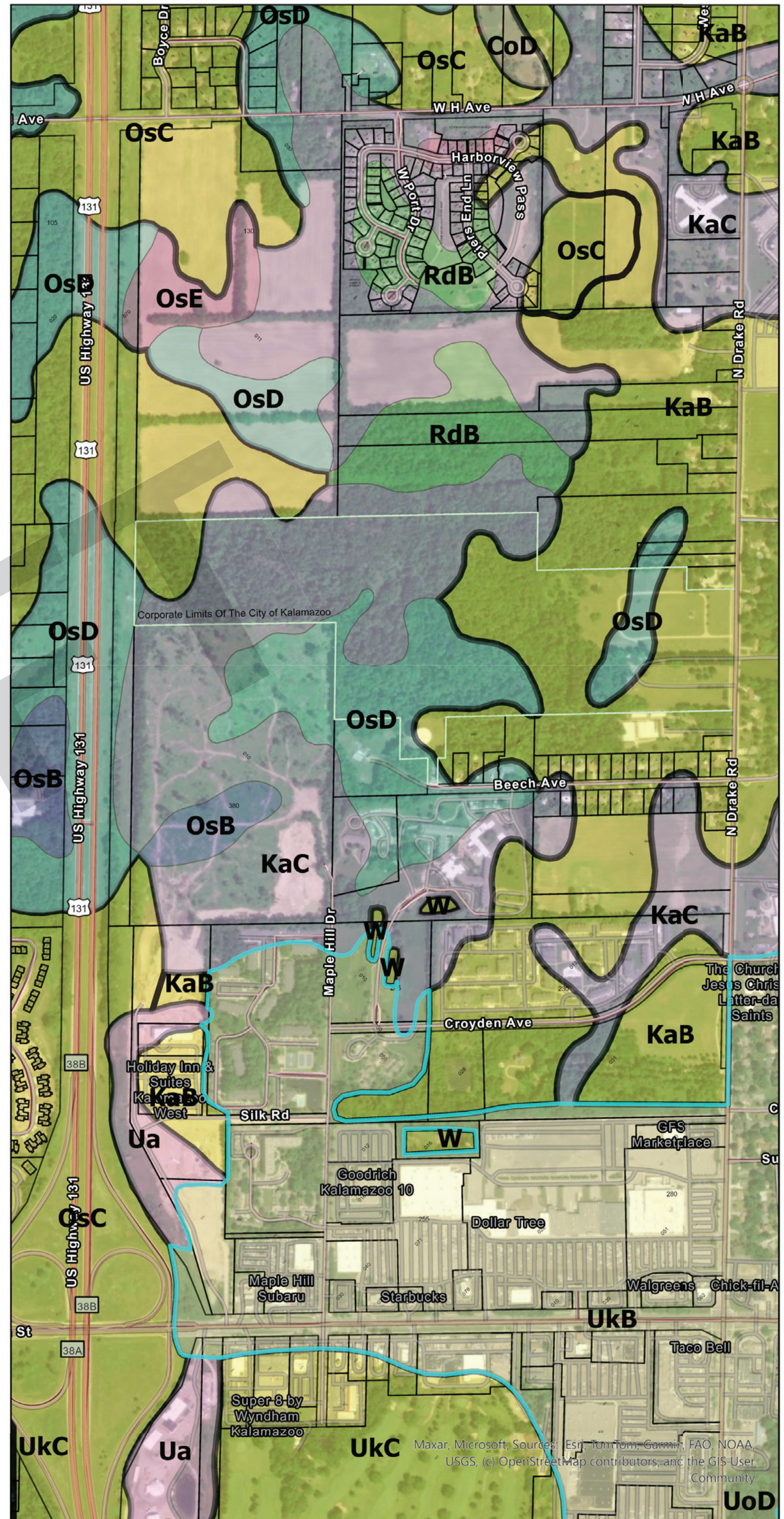
Soils

NRCS Soil Maps indicate the entire area to be loamy sands or sandy loams. While specific calculations for each area were not performed, there is a potential that these soils could be classified as erodible at slopes of 12% to 18%. However, these soils are generally suitable for storm water infiltration at lesser slopes. Prior to performing design, though, soil borings should be conducted to ensure that localized pockets of poor soils are not present at specific sites.

FIGURE 4: SOILS

LEGEND

CoD	*Colton-Duxbury complex*
KaB	*Kars fine sandy loam, 3-8% Slopes*
KaC	*Kars fine sandy loam, 8-15% Slopes*
OsB	*Oquaga very stony silt loam*
OsC	*Oshtemo sandy loam, 3-8% slopes*
OsD	*Oshtemo sandy loam, 8-15% slopes*
RdB	*Riddles loam*
W	*Well-graded sand*



VISION, GOALS & OBJECTIVES

The Vision of the Oshtemo 2045 Comprehensive Plan is:
"Oshtemo is a community designed for everyone – we are connected, adaptable, and diverse, creating opportunities for shared experiences and recreation. Future decisions will support balanced growth and quality of life for residents, visitors, and businesses alike."

The Plan contains a series of Goals & Objectives. Those most applicable to this study have been identified, although it is likely that other objectives may apply. The H Avenue to Croyden Avenue study is intended to illustrate how some of the Goals & Objectives may be applied in Oshtemo Township.

GOAL 1- Cultivate a Strong Sense of Place and Belonging

Objective 1.1 Utilize placemaking strategies to give Oshtemo a strong sense of place and create a welcoming and recognizable identity.

The Special Study accomplishes this by:

- Identifying locations for regional storm water ponds that can act as neighborhood parks. *(see page 53)*
- Providing locations for residential development that can support the retail/ mixed-use businesses along West Main Street, as well as transit. *(see page 50)*

GOAL 2 - Prioritize Housing for All

Objective 2.1 Expand housing options by encouraging a variety of housing types - such as accessory units, duplexes, quadplexes, townhouses, cottage courts, and apartments - in locations that align with the character of their surroundings, addressing the diverse needs of the community.

The Special Study accomplishes this by:

- Identifying locations for new residential development and potential barriers that could impede its success. *(see pages 50 and 54)*

GOAL 3: Foster a Connected, Accessible, and Resilient Transportation System

Objective 3.1 Establish and improve links between neighboring developments through meaningful connections with a focus on safety, access, reduced travel distances, and modal choice.

The Special Study accomplishes this by:

- Demonstrating how existing stub streets and the construction of new streets can capture trips now taken on West Main Street, lessening future congestion and creating a multi-modal network within the township to facilitate the safe and efficient movement of people. *(see page 58)*
- Identifying preferred locations of new streets that connect to the larger network to ensure the creation of walkable neighborhoods in the Neighborhood Residential Place Type. *(see page 58)*

GOAL 4 - Facilitate Balanced Growth and Economic Vitality

Objective 4.2 Align township growth with infrastructure availability, environmental sensitivity, and community identity through strategic Place Types.

The Special Study accomplishes this by:

- Proactively anticipating growth needs and taking appropriate action to understand constraints and opportunities for properties located within the Regional Corridor and Neighborhood Residential Place Types. *(see pages 51-54)*
- Facilitating new development where existing underground utilities (i.e. water and sewer) are located, and the addition of new rate payers to help invest in the system. *(see pages 49 and 50)*
- Understanding how local ordinances affect development potential and opportunity. *(see pages 65 and 66)*

Goal 5 - Safeguard Natural Features and Environmental Health

Objective 5.1 Develop appropriate policies around environmental protection through site analysis to ensure the preservation and enhancement of sensitive ecosystems and habitats during development.

Objective 5.4 Protect surface and groundwater resources from negative impacts associated with development.

The Special Study accomplishes this by:

- Understanding slopes and soil types common to Oshtemo Township and how those influence development projects. *(see pages 45 and 46)*
- Examining current ordinance provisions and how they may be revised to continue to protect the environment, while also being easier to administer. *(see page 65)*
- Emphasizing the use of a regional storm water detention facilities to serve regional areas rather than requiring each site to have its own storm water facility. *(see pages 53 and 54)*

Goal 6 - Enhance Community Wellbeing and Safety

Objective 6.4 Invest in the safety infrastructure needed to support the township's growing population and maintain emergency responsiveness.

The Special Study accomplishes this by:

- Increasing the ability of emergency responders to access an existing neighborhood by increasing the number of ingress/egress points. *(see page 58)*

FUTURE USE

This portion of the site is located in the Neighborhood Residential and Neighborhood Mixed-Use Place Type designations.

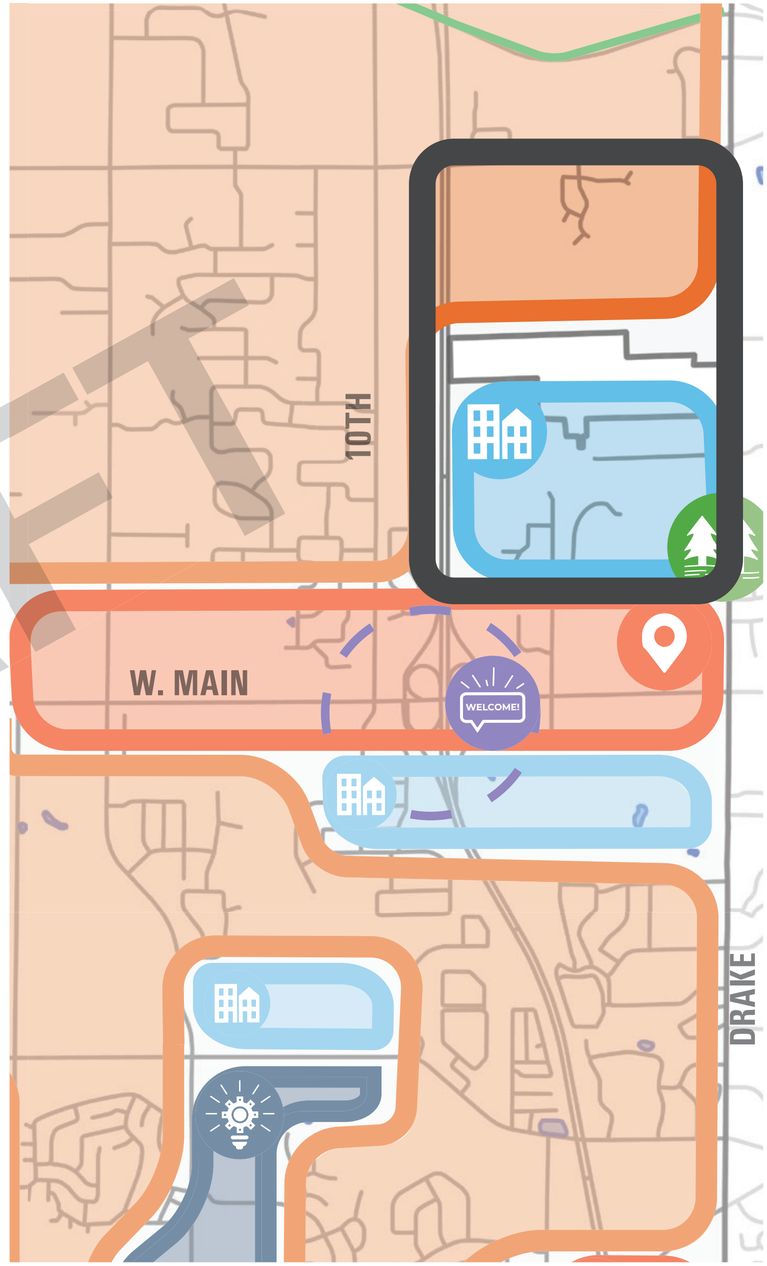
Neighborhood Residential makes up the majority of the undeveloped land in this area. The scale and variety of housing within Neighborhood Residential areas will reflect the character of the surrounding community, aligning thoughtfully with their specific location. ***These neighborhoods are places where residents of all life stages have easy access to parks, schools, and essential services. Their layout of streets and homes supports walkability, social interaction, and a shared sense of community.***

Neighborhood Mixed-Use is located in the southern portion of this section and emphasizes creating a human-scale environment that enhances quality of life by integrating local amenities with residential communities. A detailed analysis of the Regional Corridor Place Type is provided in the Maple Hill Pavilion Mall Special Study. The study examined how a more integrated street grid, the addition of new housing, and incorporating additional green spaces on the mall property could make the area more transit-supportive and pedestrian scaled. ***Neighborhood Mixed-Use areas should support moderate to moderately high residential densities that enable walkable, vibrant communities while maintaining a human-scale character.***

KEY

- Regional Corridors
- Neighborhood Mixed-Use
- Neighborhood Residential
- Innovation & Industry
- Parks & Preservation
- Gateways

FIGURE 5: PLACE TYPES



Recommended densities include:

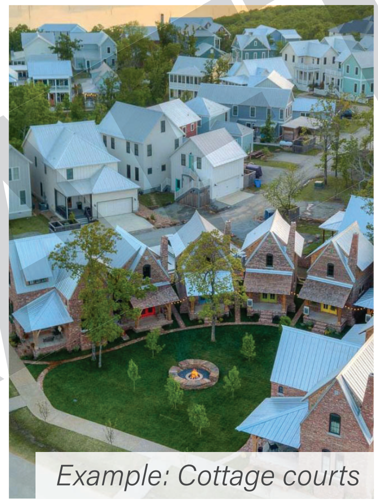
8 to 25 dwelling units per acre (du/ac) as a base range

- Lower end (8–12 du/ac): Suitable for a blend of townhomes, duplexes, and cottage courts
- Mid-range (12–16 du/ac): Supports fourplexes, apartments, and small mixed-use buildings
- Higher end (16–25+ du/ac): Appropriate for multi-story mixed-use buildings with residential above ground-floor commercial concentrated along Westgate Drive, in the vicinity of the mall site.

This range allows flexibility to accommodate missing middle housing types while supporting small-scale commercial and public amenities. Densities may vary within a site depending on building form, proximity to transit, and the integration of public gathering spaces or open, green areas. The intent is to ensure density is context-sensitive, encourages compact development patterns, and supports active streetscapes and accessible neighborhood services, all key goals of the Neighborhood Mixed-Use vision for Oshtemo Township.

Example: "Celadon" mixed-use development, Grand Rapids, MI

Example: Small apartment building



Example: Cottage courts

Example: Live/work mixed-use buildings

Example: Single-unit detached housing

DESIGN CONSIDERATIONS

The proposed framework centers on creating a continuous North–South and East-West gridded street pattern to provide connectivity and access between H Avenue, Drake Road, and Croyden Avenue wherever practicable. The Master Streets Plan, Section 3.3 Connectivity & Accessibility, provides guidance on building the street network. The area is recommended for residential development, the layout of which is to be based on the network. Land ownership patterns, too, are important as well. There are many large parcels owned by individuals that will allow for an orderly development pattern over time.

NATURAL FEATURES REQUIREMENTS

The Township's Subdivision and Site Condominium Ordinance contains natural features regulations pertaining to slopes, wooded areas, individual trees, water resources, and natural features connections. The H Avenue to Croyden Avenue Special Study area is not located within the Township's Natural Features Protection District. Applicable regulations [1] include:

Slopes

- Slopes greater than 18 percent – Development or vegetative clearing is prohibited on any land with a slope greater than 18 percent.
- No more than 50 percent of the slope area may be cleared or developed on slopes between 12 and 18 percent with erodible soils at a K factor of 0.24 or

Wooded Areas

- A minimum of 20% of the trees 8 inches in diameter at diameter at breast height (DBH), approximately 4.5 feet above the ground and in good health shall be preserved. [2]

Individual Trees

- Plans that would allow for the preservation of trees 12 inches in diameter at DBH outside of wooded areas and in good health are required, but if no viable alternative exists, the tree can be replaced at a ratio of one (1) caliper inch for every one (1) caliper inch of the tree removed.

[1] *Subdivision/Site Condominium Design Layout Standards (290.008.); Part I: Natural Features (outside of the Natural Features Protection District described in 290.008.J), Sections 1 – 5.*
[2] *Species native to Southwest Michigan shall be first choice in preservation with desirable non-invasive species native to the Midwest region as second choice.*

GRADING

Several proposed street connections will require significant grading efforts to achieve a desired horizontal slope of 4% or less. The Maple Hill Drive extension would traverse an area comprised of 11-12% slopes. The proposed extension of Beech Street to the west would cross slopes of over 12%.

The additional excavation and stabilization work necessary to achieve desirable slopes on newly-constructed streets would likely impact the cost of construction.

These costs could be mitigated somewhat through thoughtful planning and site rebalancing if the street were constructed at the same time that adjacent private properties were developed. Ordinance exceptions may be required, or an amendment to the ordinance allowing the ability to develop and rebalance where challenging topography exists should be a consideration.

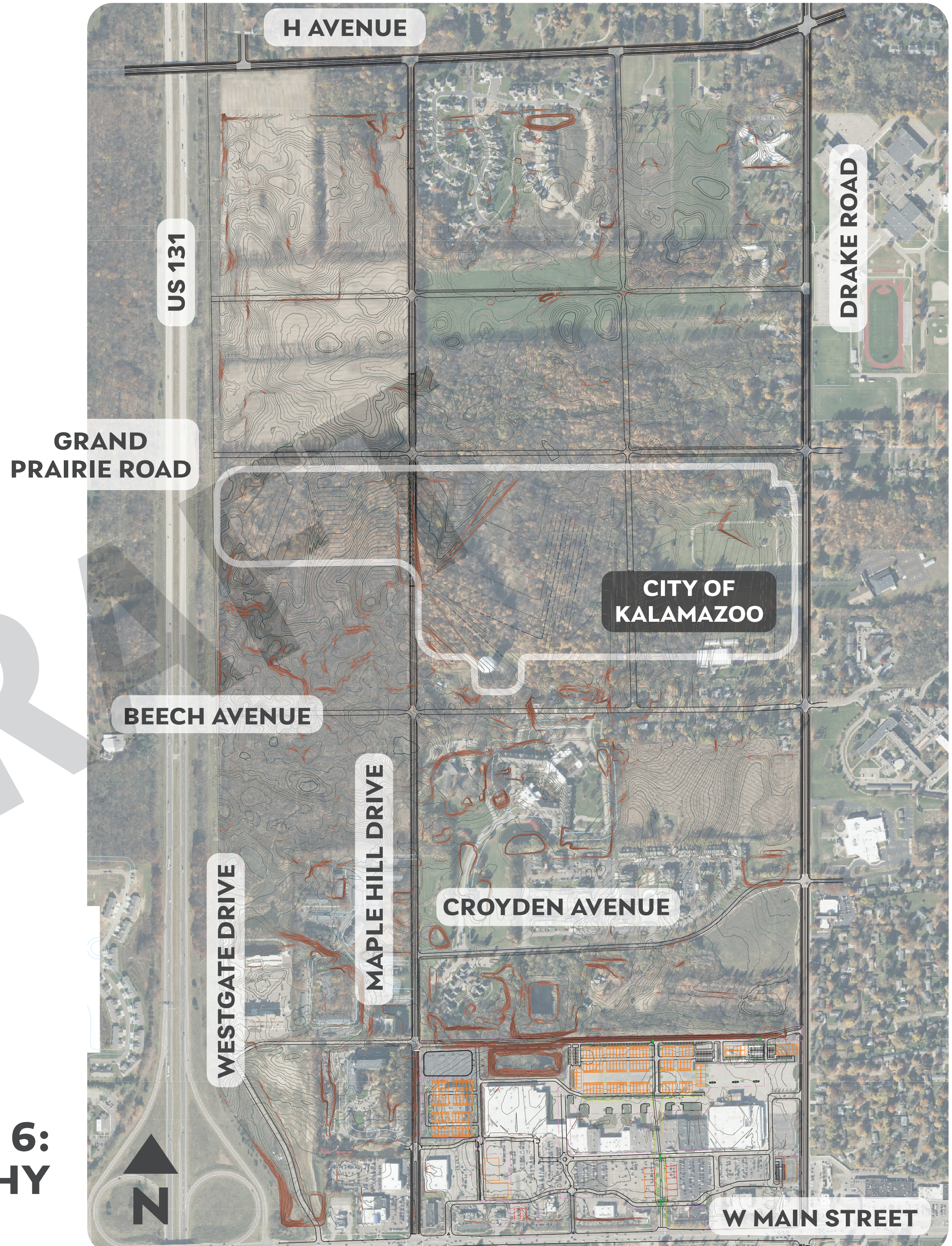


FIGURE 6: SITE TOPOGRAPHY

STORMWATER

Topography was analyzed to determine the potential for regional storm water ponds. As shown in Figure 7, the opportunity for regional ponds were identified throughout the area (shown in blue). To determine the low end and high end of development capacities for the area, the capacity of the ponds was tested against:

- Compact development patterns (high-density, 40 percent minimum green space at grade) using the 25-year, 24-hour storm as defined by National Oceanic and Atmospheric Administration (NOAA) Atlas 14 for Kalamazoo County.
- Low-density development patterns (90 percent minimum green space at grade) using the 100-year, 24-hour storm as defined by National Oceanic and Atmospheric Administration (NOAA) Atlas 14 for Kalamazoo County.

FIGURE 7: REGIONAL STORMWATER PONDS

LEGEND

X *Detention Pond*

Given the diverse soil conditions and slopes, an alternative method to develop the area is to base it on soil conditions. On Figure 2, the soils shown in bright yellow are generally the Type A soils with slopes of less than 12% percent. Type A soils are predominantly variations of sandy soils and sandy loams. These offer the best infiltration and lowest runoff rates. Under these conditions, approximately 25 percent of the site can be utilized for private development, while 50 percent remains for impervious surfaces. Twenty-five percent of the site could be utilized by buildings, driveways, and parking, while 25 percent of the site would accommodate streets, sidewalks, and stormwater detention. This is generally based on a 3-foot deep detention pond. If retention, allowing for infiltration of the stormwater into the underlying soils, was utilized, up to 31 percent of the site could be used for buildings, driveways, and parking. As noted, however, the soils information shown in Figure 2 represents general soil conditions. Clay pockets have been found in the area and soil borings must be performed to verify existing conditions.

Compact development clustered to preserve greater areas of sensitive natural areas would assist in providing balance to the area and reduce the overall footprint of development instead of simply having large lot development. This development form would be a good way to meet the objectives of the Neighborhood Residential Place Type, protect natural features, and meet storm water requirements. This form of development is recommended over standard dispersed lot subdivisions.

Creating regional storm water facilities would be another strategy to allow clustered development and create a larger green infrastructure amenity. Soil borings should be performed before entering full design of any development project to ensure that localized pockets of poor soils would not prohibit implementation of a regional storm water approach in targeted locations.

CHALLENGES

One of the purposes of this Special Study is to understand how to overcome challenges posed to development. This area was selected because of questions regarding property access, connectivity, environmental features, parking, and storm water management. Close examination of the H Avenue to Croyden Avenue area revealed the following key issues:

Grading Several proposed street connections will require significant grading efforts to achieve a desired horizontal slope of 4% or less, including the Maple Hill Drive extension. Significant topographical changes throughout the subarea should be expected to cause higher site preparation and development costs. Some areas will be severely limited or unbuildable due to the current slopes requirements. [3]

Trees Aerial photographs indicate substantial tree cover. To identify 8- and 12-inch-diameter trees, a tree inventory would be needed to develop most of the study area. Tree preservation requirements are designed to keep trees "in place," so the site layout must work around tree locations.

Ordinance requirements are not a physical constraint on the area's development per se, because the Planning Commission can recommend and the Township Board can adopt new development regulations. However, should the current regulations stay in place, it will be very difficult to develop portions of the study area. This will be a policy question to consider during an update to the Township's Zoning and Subdivision ordinances in the future.

[3] *A more extensive topographical survey would provide additional detail to assist in informing site design for individual parcel layouts.*

DEVELOPMENT FRAMEWORK

The proposed development framework identifies the components and approximate alignments of the desired street network and the challenges relevant to their implementation.

TRANSPORTATION NETWORK

Appropriate locations for transportation and utility infrastructure have been identified and are intended to optimize connections, minimize the frequency of vehicular access to West Main Street, and align with the township's goals for mobility, including:

1. Ensure safety for all road users.
2. Develop a connected transportation network.
3. Enhance non-motorized transportation and transit opportunities at the site.
4. Provide Complete Streets facilities across the transportation network.
5. Encourage economic growth and fiscal sustainability.

Streets within the subarea are laid out in an orthogonal grid pattern, with some variations due to existing slopes and topography.

Street connections are intended to maximize accessibility and connectivity of future residential and commercial development. Most of the proposed streets are designed in accordance with the Neighborhood Street typology, while the proposed Maple Hill Drive extension is designed in accordance with the Neighborhood Connector typology, as defined in the township's forthcoming Master Streets Plan. A representative cross-section of each typology is shown on page 19.

Neighborhood streets are proposed to improve connectivity and accessibility within the subarea, diverting short, local trips away from arterial facilities such as West Main Street. Furthermore, proposed non-motorized facilities and low-stress streets seek to enable complete trips for local residents who wish to walk or bicycle to their destination. ***By improving connectivity throughout the subarea, future growth pressures on West Main are reduced, while residents are provided with more opportunities to complete a trip safely and comfortably.***

In addition to multiple smaller connections, the following key connections are proposed. The Maple Hill Drive connection will be designed utilizing the Neighborhood Connector typology, while all other proposed connections will be designed in accordance with the Neighborhood Street typology:

- Maple Hill Drive is extended from West Main Street to H Avenue
- Grand Prairie Road connects from Westgate Drive to Drake Road
- A northern connection from the Kal-Haven Trail to Westgate Drive.

A shared-use path is also proposed between Westgate Drive and the Kalamazoo River Valley Trail along the existing power line easement.

CONNECTIVITY

The proposed transportation network is anticipated to accommodate mobility both within the subarea and the surrounding region by multiple modes. Each proposed Neighborhood Street will accommodate bidirectional vehicular traffic. The narrow street widths and relatively minor anticipated traffic volumes will simultaneously allow each neighborhood street to function as a neighborhood greenway, where low-speed and low-volume routes are utilized in conjunction with additional traffic calming measures to provide a comfortable, low-stress routes for people on bicycles.

Continuous sidewalks will be provided on each side of the street to accommodate people on foot, which assists in advancing the Township goal to increase sidewalks by 20%. Lastly, street trees placed between the back of curb and sidewalk are important traffic calming elements, provide shade for pedestrians and cyclists, reduce air and noise pollution, and provide energy savings and increase property values for homeowners.

The proposed extension of Maple Hill Drive is designated as a Neighborhood Connector, which is intended to provide connections between places, such as residential neighborhoods and commercial destinations. As such, traffic volumes and speeds are anticipated to be slightly higher than streets designated as Neighborhood Streets. In order to facilitate safe and comfortable non-motorized trips along these connector routes, buffered and separated bicycle and pedestrian facilities are provided, along with a landscaped center median to calm traffic and manage conflict points.

TRAFFIC CALMING

Curb extensions are recommended for implementation within the subarea at each intersection of two Neighborhood Streets as well as the intersection of a Neighborhood Street with a Neighborhood Connector that includes on-street parking. Curb extensions, or bulb-outs, visually and physically narrow the roadway width at intersections, create shorter and safer crossings for people walking, and slow driver turning speeds. Curb extensions can also be used to provide 'daylight' at intersections for drivers, allowing them to identify opposing traffic more easily since parked vehicles cannot obstruct sight lines. Curb extensions may also be provided at mid-block locations and paired with a marked and signed pedestrian crossing.

Curb Extension

Mid-block traffic calming elements, such as speed tables, bumps, or humps may be introduced along Neighborhood Streets or Neighborhood Connectors to ensure alignment between driver operating speeds and posted speed limits. Speed tables are longer than speed bumps or humps and flattened, ensuring that the entire wheelbase of a vehicle is raised. Speed tables can be designed to accommodate through passage for emergency vehicles without requiring a speed reduction by placing gaps within the table spaced at the design vehicle's wheelbase width. Gaps in speed tables can also be utilized by people bicycling. Speed tables can also serve as a raised crosswalk and paired with curb extensions at desired crossing locations.

In locations where restricting cut-through vehicle traffic is desired, modal filters may also be implemented along Neighborhood Streets or Neighborhood Connectors. Alternatively referred to as traffic diverters, modal filters restrict vehicular traffic while permitting people walking or bicycling to pass through. Modal filters can be introduced on residential streets where robust vehicle alternatives exist. Neighborhood grids with modal filters experience fewer mobility-related injuries and deaths by minimizing driver speeds, restricting cut-through traffic, and encouraging greater levels of non-motorized activity.

Speed Table

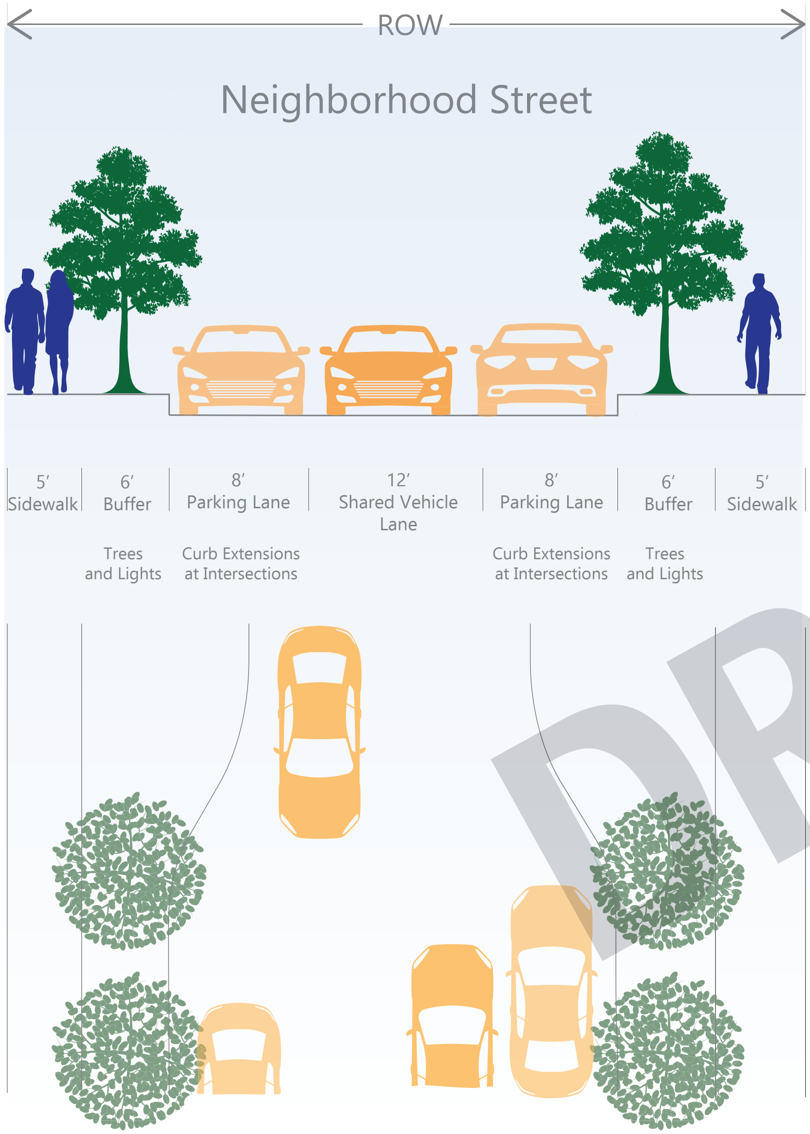
Modal Filter

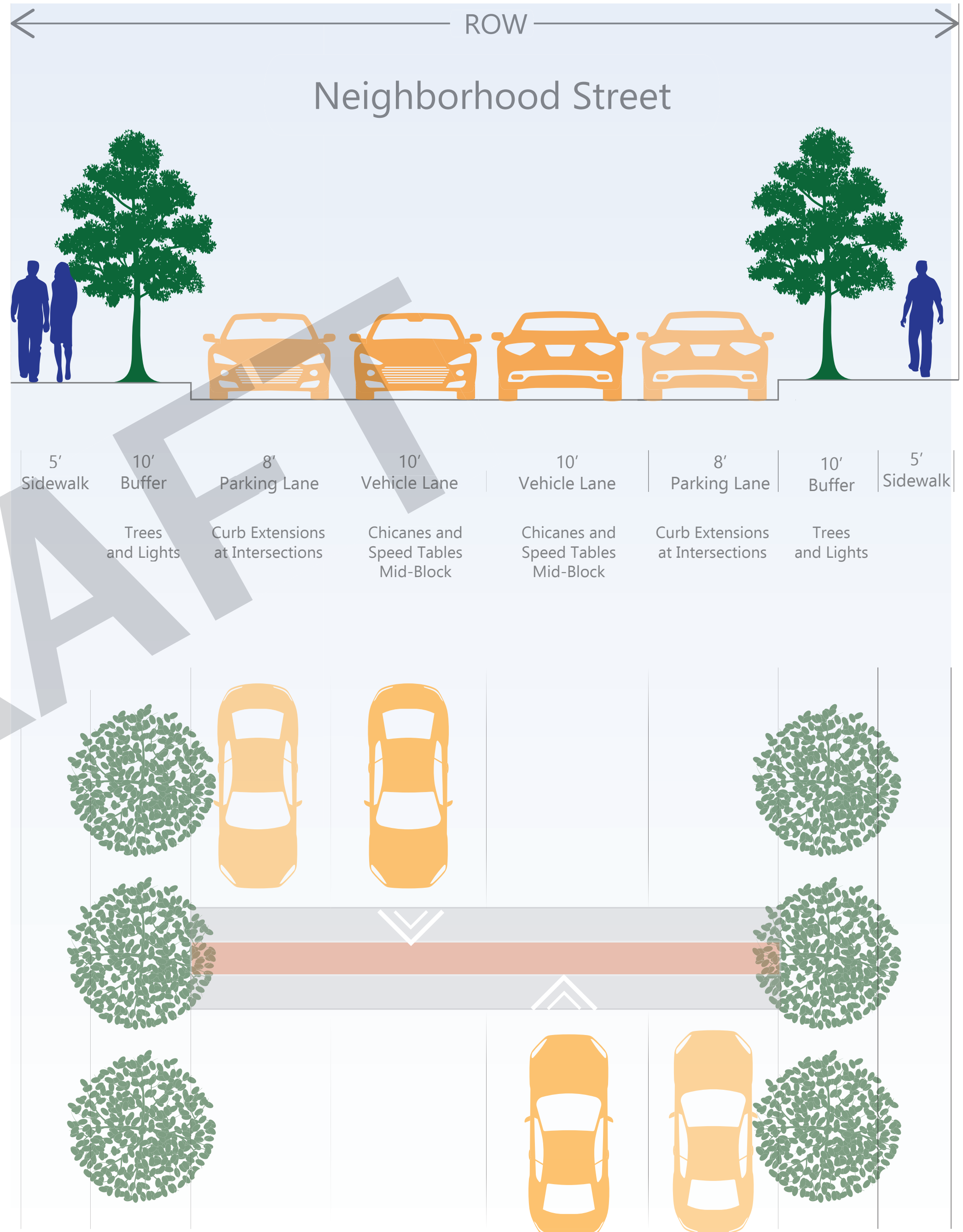
FIGURE 8: ALL SITE ELEMENTS

LEGEND

- X All-Modes Connection to Network
- X Non-Motorized Connection to Network
- Curb Extension, Traffic Circles/ Mini-Roundabouts at Intersection
- X Detention Pond
- Traffic Calming
- Modal Filter

FIGURE 9: NEIGHBORHOOD STREET CROSS SECTIONS





RESIDENTIAL DESIGN

The design of a new residential subdivision can vary greatly. Current residential development patterns in Oshtemo have included standard single-family subdivisions with garage-forward homes, clustered development, and exclusive areas for multi-unit developments such as apartment complexes. The recommendations of the Neighborhood Residential Place Type suggest a different approach, that neighborhoods be comprised of a range of housing types that include detached single-unit structures as well as duplexes, townhomes, accessory dwelling units, and tri- or four-plexes. Neighborhoods should be walkable, de-emphasize the car, and green to provide shade, manage storm water, and assist in energy conservation. There are several key principles that should be used to achieve this vision.

BUILDING ORIENTATION

Homes should be oriented to streets. Front doors should be visible and approachable, connected with sidewalks. Ideally, front porches will be provided to create a welcoming atmosphere and provide “eyes on the street” where people feel that they can be seen - this is a natural crime deterrent and meets the Comprehensive Plan’s goal of incorporating Crime Prevention Through Design (CPTED) principles.

These two examples illustrate the difference in the look and feel of an area simply by changing building orientation. This, too, has an impact on how people perceive their travel speeds when driving down the street and whether or not a pedestrian might feel comfortable walking on the sidewalk.

GARAGE PLACEMENT

The dominance of garage doors on the front of a residential structure can make a substantial difference in the look of a neighborhood. In the Master Streets Plan, the idea of a "Trick or Treat" neighborhood was introduced – where streets are connected so that a person does not need to travel out onto a major arterial to go to a neighbor's home that is only a few feet away. A similar concept applies here, too, where garage doors provide an unwelcoming façade to people in the neighborhood instead of a front door.

The example below shows two quadplexes, one front-loaded with garages and the other with parking located behind. In addition to lacking "eyes on the street," the amount of required paving in the front yard also impairs the livability of the neighborhood for the structure with the front-loaded parking.

How can we create walkable neighborhoods?

A key principle throughout the Comprehensive Plan and Master Streets Plan is to create walkable neighborhoods. Several key ingredients are necessary for walkability. Noted Urbanist Jeff Speck outlines four key elements:

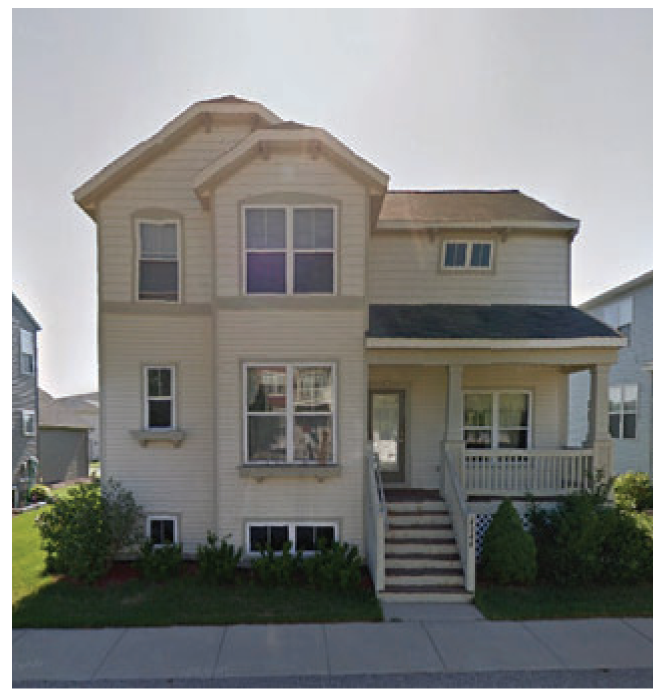
Useful A walkable place ensures that essential amenities are within easy reach, making daily errands and activities accessible by foot. This means having a mix of housing, jobs, shops, and services located close together and organized so that walking is a practical choice.

Safe Walkability requires creating streets that are not only physically safe for pedestrians but also feel safe. This involves designing streets to slow down traffic, provide clear visibility, and protect pedestrians from vehicles through measures like sidewalks, crosswalks, and traffic calming strategies.

Comfortable Comfortable walking spaces feel like "outdoor living rooms," with buildings and landscaping creating a sense of enclosure and human scale. Factors like spatial definition (the ratio of building height to street width), shade, and trees can contribute to a comfortable walking experience.

Interesting A walkable environment should be engaging and visually appealing, encouraging people to explore and linger. This includes having interesting building facades, friendly faces, unique storefronts, and a variety of activities and features along the sidewalks.

When an entire neighborhood is comprised of garage doors instead of front porches, even when sidewalks are provided, the walk can feel unsafe because the design is auto-oriented. A lack of street trees and blank facades can make the walk feel uncomfortable. And, a series of blank garage doors is definitely boring. To encourage people to walk and interact in their neighborhoods so that a true sense of community and belonging is created garage doors should be de-emphasized wherever possible.

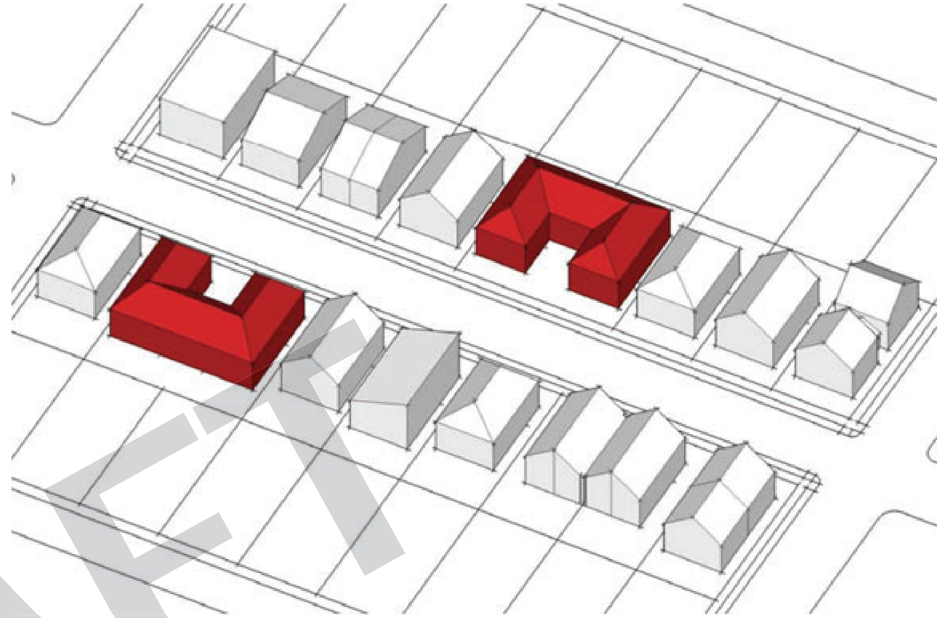


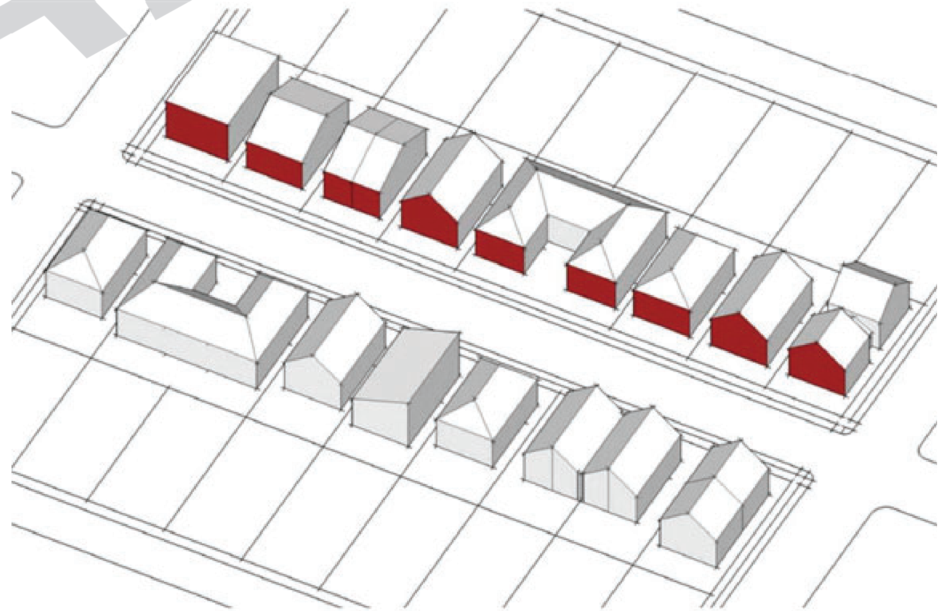
BUILDING MASSING

In many "new" suburban neighborhoods, various housing types are segregated from one another – with duplexes located on one street, an apartment complex in the corner of a development, and single-family only blocks. Mixing housing types can work well together when designed correctly. The scale and proportion of various housing types should be carefully balanced with single detached structures. The benefit of this approach is that Oshtemo residents will be able to stay within their own neighborhoods as they go through various life stages. A range of price points and housing choices is also provided.

These images illustrate how a courtyard apartment building can be seamlessly incorporated into the design of a new residential neighborhood. (There are also duplexes included in the picture; can you find them?) A neighborhood does not need to be homogeneous in its housing types. It is important that the scale and massing of buildings are compatible with one another, so that when a person is walking or driving down the street the feeling of a standard rhythm of building fronts is maintained.

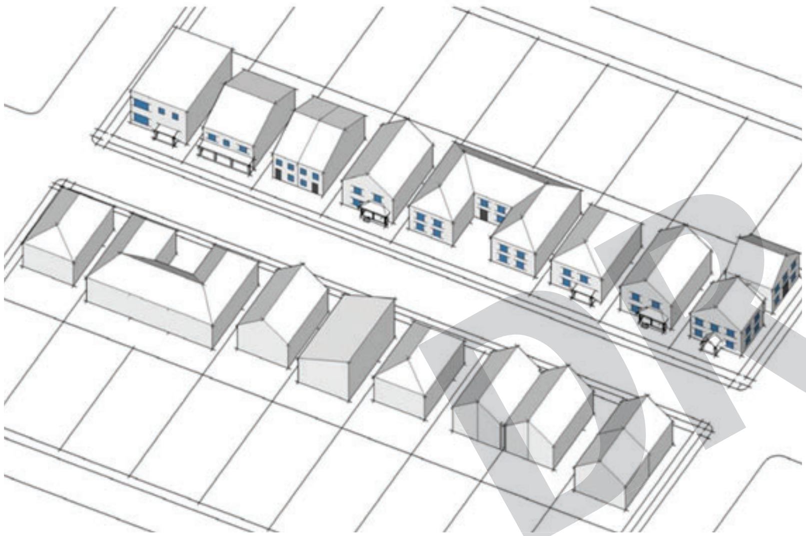
Thoughtful building massing can create appealing streetscapes, promote walkability, and create appealing streetscapes. Walk-UPs (Walkable Urban Places), as named by Christopher Leinberger of The George Washington University School of Business found that for-sale residential homes sell for 56% more per square feet and apartments lease for 28% more in walkable neighborhoods. These places also perform substantially better than low-density development patterns in terms of tax base and ability to pay for infrastructure.





BUILDING ARTICULATION

Windows and doors on the front facade of a building should create lines of sight between the building and the street. Doorways, windows, and other openings in the façade of a building should be proportioned to reflect pedestrian scale and movement, and to encourage interest at the street level. This, of course, works alongside garage placement. No matter the type of house, these same rules should be consistently applied.



INTEGRATED OPEN SPACES

Each new neighborhood should have at least one park or square that is no smaller than 1/4 acre located near the center of the neighborhood. Green space for the sake of green space can be nice, but it is desired that new greenspaces in Oshtemo's neighborhoods serve a true function, as a place for community to come together to support the highest priority goal that residents cited during engagement efforts: create a sense of belonging.

Within proposed neighborhoods, a minimum percentage of the gross land area should be permanently dedicated to open space. Such open space could consist of green parks, squares, ponds, active recreation areas, and/or buffer areas. Buffer areas can provide a natural edge or greenbelt that separates the neighborhood from higher-intensity commercial mixed-use areas, natural features, or adjacent neighborhoods.

Thoughtful design of parks and greenspaces should be integral to site design efforts and not an after-thought for "leftover" space. These spaces should have great accessibility, be visible from homes with clear sightlines and provide a range of amenities.

IMPLEMENTATION

Several areas of improvement were identified in Township ordinances during the process of conducting this special study. While the specific issues identified apply to this study area, it is recommended that they be evaluated for the entire township. The following changes should be looked at in conjunction with the Comprehensive Plan's recommendations to create a connected, gridded street network; provide a variety of different housing types; foster a vibrant, mixed-use walkable community; and design a community where everyone belongs.

In the Lodge Lane Special Study, a series of recommendations were made to amend the Subdivision and Site Condominium Design Layout Standards (Ordinance 290.008.), Natural Features section (Outside of the Natural Features Protection District) to better facilitate reasonable development, establish regional stormwater facilities, and protect the environment. Please refer to that study (page 71) for the recommended language. In addition, changes to Article 56 –Environmental Protection Requirements, Section 56.20 are also included.

LEVERAGING CODES

Local ordinances can be modified to address site development challenges, and also to protect and/or enhance the natural environment.

- Green Infrastructure incentives can be integrated into open space, porous surface, or green space requirements to improve the water quality of storm water discharge while providing unique site features. For example, a community may have a "greenspace" requirement to ensure that an entire commercial lot is not paved over. The definition of greenspace could include a green roof, planters, a green wall, bioswale, or porous pavers that offer pre-treatment for storm water before being discharged.

- Tree protection and storm water requirements can be used jointly to encourage tree protection on-site. Existing trees can receive storm water storage credit for their water uptake. Planting trees, particularly water-loving trees, could lower storm water requirements. The planted trees would be considered part of the storm water system that should be maintained under a maintenance agreement.

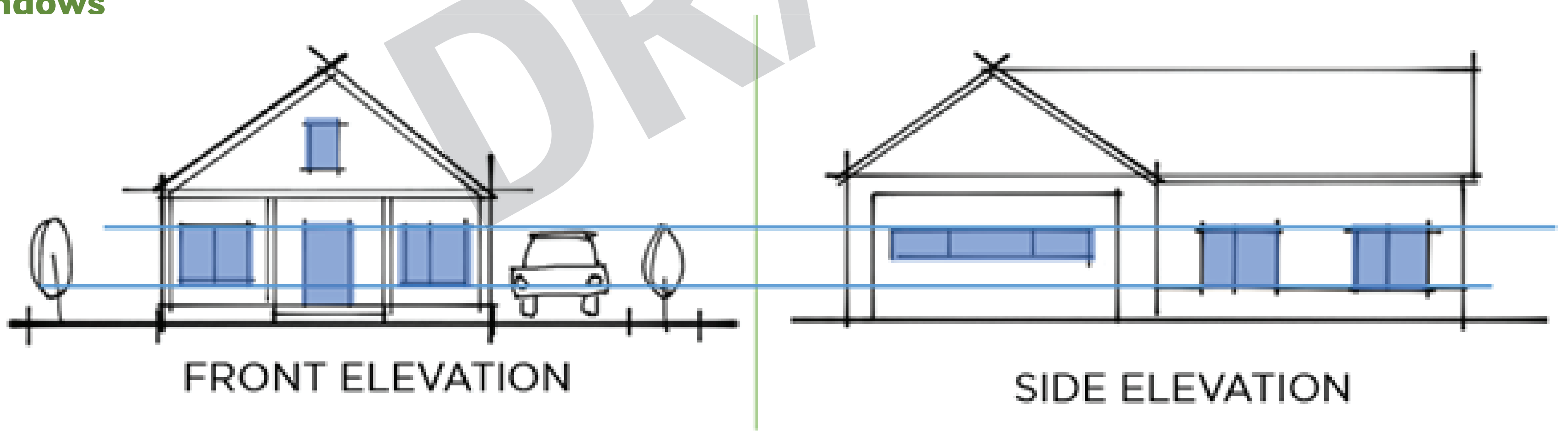
RESIDENTIAL PROVISIONS

Oshtemo Township may wish to consider various text changes to its Zoning Ordinance to ensure that new neighborhoods provide a range of housing types, are more walkable, and are green. Here are a few examples:

- Create expectations for building design with incentivized housing density; the greater the diversity of housing types and levels of design, the more housing units would be allowed.
- Administrative approval for walkable neighborhoods that incorporate useful green spaces in the design of the site.
- Set building setbacks so that cars do not overhang sidewalks and that buildings address the street in a manner that provides a sense of enclosure (creating an outdoor "room"), which will provide both visual interest and assist in managing vehicular travel speeds.
- Encourage building entries to face the street.
- Require the planting of street trees in addition to sidewalks.
- Disincentivize the construction of garage-forward homes and encourage housing design to incorporate windows and front porches.
- Incorporate a minimum depth requirement for front porches so that they are truly usable and can become a gathering place for residents.

Percent Garage on Face of House

Windows



HOUSING INCENTIVES

To encourage a mix of housing types at a variety of different price points, it may be necessary to use a mix of financial tools to lower the overall cost of development. The following are a few examples of housing incentives that may be used in this area of Oshtemo Township to assist in defraying the costs of infrastructure, land, and/or construction when a builder seeks to construct new housing.

Kalamazoo County "Homes for All" Housing Millage

The County's Homes for All millage generates dedicated funding - over $26 million to date - for affordable multi family development, single family rehabilitation, and creative housing initiatives. In 2025, $2.1 million supports affordable rentals, $200,000 funds supportive services, and $500,000 fosters innovative housing models. This local capital aligns with Oshtemo's equitable, place based planning.

NEZ / PILOT / Local Tax Incentives

The Master Plan supports local mechanisms like Neighborhood Enterprise Zones (NEZ), Payment in Lieu of Taxes (PILOT), or local tax incentives. These tools can lower operating costs for affordable housing developers, improving feasibility for mixed income projects, adaptive reuse, and other developments that align with the goals of this Master Plan.

MSHDA Housing Tax Increment Financing (Housing TIF)

Established via 2023 amendments to Michigan's Brownfield Redevelopment Act, MSHDA's Housing TIF allows Brownfield Redevelopment Authorities to capture future tax increments for affordable housing development. Eligible projects (≤120% AMI) may also access construction and reimbursement loans, providing crucial gap funding for affordable and publicly accountable housing in Oshtemo Township. All tax increment financing plans will need to be coordinated through Kalamazoo County's Brownfield Redevelopment Authority.

STAKEHOLDER COORDINATION

Coordination with the City of Kalamazoo, Michigan Department of Transportation (MDOT), the Road Commission of Kalamazoo County (RCKC), Kalamazoo Township and local property owners will be required to implement this plan. The RCKC maintains jurisdiction over all public roadways within Oshtemo Township with the exception of state-owned routes and some border routes, including Drake Road. MDOT owns, maintains, and operates US-131, a limited-access freeway, and M-43 (West Main Street), a full-access urban arterial.

The central portion of this site is privately owned and in the City of Kalamazoo. Coordination with the City and the property owner will be necessary for proposed streets.

MDOT and RCKC define standards for all public roadways within the township and generally do not fund the provision of non-motorized facilities between intersections. Sidewalks and shared-use paths are typically allowed within the road right-of-way (ROW) if funding and maintenance is provided by another agency or body. MDOT and RCKC do provide significant investment into pedestrian facilities at intersections, including ADA-compliant curb ramps, pushbuttons, and pedestrian signals.

Oshtemo's Master Streets Plan and Transportation and Mobility Ordinance both strongly encourage a context-sensitive approach to facility design to decrease the number of fatal and severe crashes in the community. These documents challenge the status quo "business as usual" approach that is typical of RCKC and MDOT practice. An educational effort is necessary to change the outdated mindset of transportation facility design.

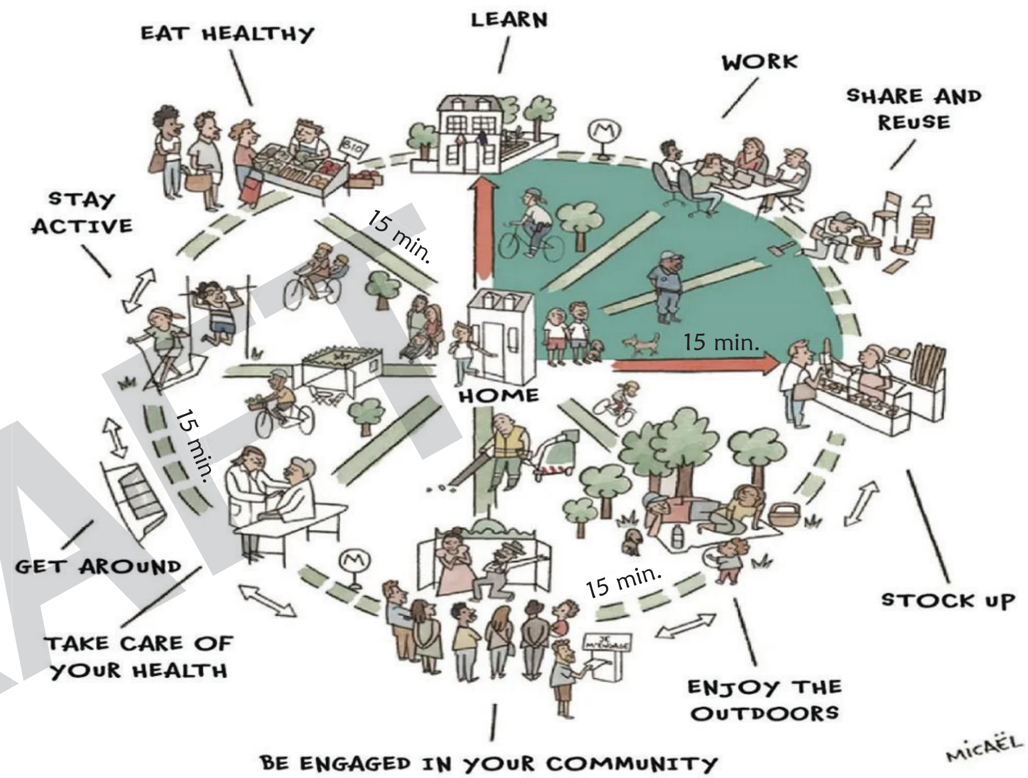
Coordination with local property owners would be required to ensure appropriate street connections are provided within the subarea during the development process, which may require ROW acquisition. Standard procedure for ROW acquisition, including a land survey, ROW plan and plat preparation, property appraisals, and acquisition, would need to be followed to complete proposed connections through existing private property.

CONCLUSION

Oshtemo Township is seeking to be proactive in managing change within the community. Anticipating the need for new streets, a regional approach to storm water management, and the construction of cluster neighborhoods with a range of housing choices in amenity-rich locations are key strategies to continue to ensure investment in areas where utility and transportation infrastructure are already present and to minimize growth impacts on the western half of the township (Countryside Residential Place Type).

Focusing on areas where development and infrastructure already exist, rather than encouraging growth in areas where it does not, is a long-term strategy to support fiscal resiliency. The installation of the new interchange to the north will draw more people to the H to Croyden area. This should be viewed as an opportunity to strengthen the West Main Street commercial corridor and facilitate new infill development that can become more transit-supportive.

It is not common practice for housing developers to think about mixing housing types or to construct a gridded street network. As a result, it would be unsurprising to find resistance to these ideas. As demonstrated in the Comprehensive Plan and Master Streets Plan in numerous ways (see sidebars), residents' quality of life will be enhanced by utilizing approaches that produce better results. Using "carrots", such as bonus densities, can incentivize changes in behavior to advance Oshtemo's goals.



Balancing site constraints and the development capacity of the area is also important to ensure that future development occurs in appropriate locations. This Special Study provides a number of different solutions and implementation strategies to ensure that Oshtemo truly becomes ***"a community designed for everyone."***

CITY OF KALAMAZOO NATURAL FEATURES PROTECTION REVIEW BOARD
241 West South Street
Kalamazoo, Michigan 49007
269-337-8026

2026 NFP Annual Meeting Schedule

All meetings to be held the fourth Tuesday of each month, at 4pm, in City Hall Commission Chambers unless otherwise specified with justification.

Day	Date	Justification
Tuesday	January 27, 2026 →	Regular Meeting Date with no potential conflicts
Tuesday	February 24, 2026 →	Regular Meeting Date with no potential conflicts
Tuesday	March 24, 2026 →	Regular Meeting Date with no potential conflicts
Tuesday	April 28, 2026 →	Regular Meeting Date with no potential conflicts
Wednesday	May 27, 2026 →	**Adjusted for Memorial Day.**
Tuesday	June 23, 2026 →	Regular Meeting Date with no potential conflicts
Tuesday	July 28, 2026 →	Regular Meeting Date with no potential conflicts
Tuesday	August 25, 2026 →	Regular Meeting Date with no potential conflicts
Tuesday	September 29, 2026 →	Regular Meeting Date with no potential conflicts
Tuesday	October 27, 2026 →	Regular Meeting Date with no potential conflicts
Tuesday	November 24, 2026 →	Regular Meeting Date with no potential conflicts
Friday	December 18, 2026 →	**Adjusted to avoid conflicts with Christmas.**