



Section 8: The Future Mattawan

Community Vision

The future vision for Mattawan is based on the community's desire to **improve its quality of life** by **taking advantage of the Village's positive attributes** and guiding **area development and redevelopment**.

The Village, in the next 10 years, is envisioned to be an attractive and thriving place that capitalizes on its positive business environment, easily accessible location, transportation network, natural features, historic character, and land-use potential.

Mattawan will see **job growth**, both related to MPI Research and other businesses; and an **expanded retail** environment. It will capture a larger share of the **residential growth** that occurs west of Kalamazoo.

Mattawan will continue to promote and enhance its image as a **thriving business/office center, quality residential choice** and as a **“green” community** with attractive open spaces, roadways, gateways and architecture. The Village will have fostered awareness among landowners, businesses, and developers of **higher quality building, site, and public space design** and **sustainable development principles** that emphasize energy conservation, healthy buildings, and resource reuse.

Improving the community's physical conditions and conserving natural resources will be major considerations when evaluating community improvement and development proposals. The Village will strive for sustainable land-use choices as it implements the Comprehensive Plan during the next 10 to 20 years.

An **efficient transportation network** will provide for the safe movement of vehicles, pedestrians, and bicyclists throughout the Village as roadway and multi-use path projects are completed or roads are expanded or restriped. Roads and streets will be maintained in good condition and provide the convenience needed to travel throughout the Village, as well as to retain and attract businesses. Additional or improved road connections will be implemented where feasible, including the potential for a widened Main Street bridge over I-94 and a potential new Western Avenue bridge over I-94.

Mattawan will be a **strong residential community** with safe, attractive, and “walkable” neighborhoods and quality schools and parks. Neighborhoods will be primarily single-family with multi-

family housing clustered near Downtown, a new Town Center, transportation connections and commercial areas. This will allow the Village to maintain its character while providing a variety of housing types at a range of costs for current and future residents. Quality multi-family housing around major intersections and near shopping centers will enhance the Village's commercial viability and accessibility.

Consolidated and thriving commercial districts, including an enhanced Downtown, a new Town Center mixed-use district, and limited highway-oriented commercial along I-94, will offer inviting shopping environments for residents, as well as shoppers from throughout the region. The districts will be well defined and linked to adjacent neighborhoods, where feasible, while adding to the Village's tax base.

These strategically located areas will offer access to a full spectrum of shopping and dining opportunities – Downtown specialty shops, neighborhood convenience retail, grocery stores, and larger retailers and hotels along I-94. The Village will be marketed and recognized as a **more attractive, convenient, and pedestrian-oriented shopping hub** with quaint Downtown boutique shops and neighborhood and regional retail in the Town Center and along I-94.

Economic development in the Village will keep Mattawan on the map as a **highly desirable place to do business**. The Village will continue to see MPI Research grow, adding new buildings and employees to the Mattawan Business Park. Also, the Village will see other business uses locate in a new **modern business park** and **office campus** northwest of the I-94 interchange. Outdated industrial and office sites in this location will be improved and “re-established” in an attractive business/office park setting. Overall, the Village's business parks will accommodate a wide range of businesses that provide economic benefit to the community.

An **open space system** with improved parks, extended and linked trails, and recreational facilities will have increased and/or enhanced community open space and natural areas and improved daily life for area residents and visitors. The recreation opportunities will continue to benefit the Village and promote Mattawan as a green, active community.

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Public facilities will be continually improved and maintained to provide residents with **outstanding municipal services**. Public safety, parks and recreation, schools, infrastructure, and other community facilities and services will be provided in an efficient and effective manner to Mattawan citizens and businesses to maintain a high quality of life.

Future Land Use Plan

The Village of Mattawan Future Land Use Plan provides a framework for making better community improvement and development decisions in the future. (See Figure 8.1: Future Land Use Plan and Figure 8.2: Illustrative Plan.) It defines how the Village can change its land-use mix and physical setting based on the desired vision of how Mattawan should grow, function, and look in the future.

The Future Land Use Plan presented in this section defines the type, location, and mix of land uses desired by the Village in the future. Section 9: Goals & Objectives summarizes the goals, objectives and strategies that the plan is based on.

Future development proposals and community improvement initiatives will be reviewed for consistency with the Future Land Use Plan and its goals.

Overall, the plan provides for:

- Full development of the existing Mattawan Business Park and creation of a new business park, "Mattawan Business Park North," to meet future demand.
- Creation of a new Town Center near I-94 and Main Street that provides new shopping opportunities and a community gathering place.
- Revitalization of the historic Downtown as a retail node for antique/boutique shopping and neighborhood convenience retail and as an area for new housing opportunities.
- Creation of new neighborhoods with a variety of housing types centered around parks and open space, with additional residential densities in strategic locations.

- Development of a highway-oriented retail area at the northeast corner of I-94 and Main that allows for hotel and large-format retail shopping.
- Road expansions to accommodate new development.

The Illustrative Plan includes many development and redevelopment opportunities based on the potential development program outlined in Section 6: Market Analysis. Following is a summary of land uses and building densities based on the physical potential of the Village. Most of the new commercial, office, or residential buildings will be developed on sites that are either unused or underutilized. Some will result from redevelopment and replacement of existing buildings with new buildings.

The densities listed in Table 8.1 match most of the densities of the Development Program shown in Table 6.9. Where densities do differ, the reasons may include:

- The densities shown in the Master Plan reflect what development is possible considering the Village's physical potential, such as large, undeveloped parcels; roadway access; parking requirements; and location.
- Priority, catalytic improvement and development projects could significantly increase business and developer interest in the Village and cause development momentum to exceed market projections, particularly, in the Town Center area at I-94 and Main.

If occupied at Mattawan's present rate of 2.64 people per household, the development potential for the Village at its present size could result in an additional 5,300 residents. If the Village was to annex the land north of its border between French Road and Red Arrow Highway, the plan accommodates an additional 600 housing units in that location, which could result in approximately 1,600 additional residents.

More specific development strategies for key sub-areas in Mattawan are discussed in Section 10: Planning Sub-Areas.

Table 8.1: Illustrative Plan Development

Use	Amount
Within Village of Mattawan	
Single-Family Residential	1,200 units
Multi-Family Residential	820 units
Downtown Retail	30,000 square feet
Town Center Retail	100,000 square feet
I-94-Oriented Retail	205,000 square feet
Business Park Service Uses	60,000 square feet
Business Park (new and existing)	45.5 acres
Office	34,000 square feet
Hotels	2 hotels
North of Village	
Single-Family Residential	600 units
Retail	125,000 square feet

Future Roadway Network

An efficient and safe transportation network is critical to the viability of a community and region. Coordinating transportation needs with land use decision-making is a fundamental component of a comprehensive plan. The following are the transportation network improvements recommended to accommodate the future land-use mix and development patterns of Mattawan. (See Figure 8.3)

Expressways

Interstate 94 through Mattawan will continue to serve the community with its interchange at Main Street being the gateway to the Village. There will definitely be a need to provide two through lanes in each direction along Main Street from McGillen to French Road. The I-94 westbound off-ramp will require dual westbound left-turn lanes and a separate right-turn lane based on the proposed future land uses. Existing traffic demands are already approaching this roadway geometric requirement. The I-94 eastbound on-ramp will require lengthening the southbound left-turn lane and/or dual southbound left-turn lanes on Main Street and adding a northbound right-turn lane.

To significantly improve operations and reduce vehicle conflicts, redevelopment of the truck stop site at the northwest corner of Cole Avenue and Main Street, Cole Avenue would be terminated prior to Main Street and the I-94 westbound ramps realigned.

The above improvements currently are not funded by MDO'T, which indicated that the Department plans to investigate the Main Street bridge at its I-94 interchange for minor low cost operation improvements. The Village should work with MDO'T to get program funding for the more substantial interchange improvements needed to accommodate both current and projected traffic. Other funding sources for the interchange and area wide improvements are discussed later in this section.

Arterial Roadways

As future development occurs within the Village, additional traffic will utilize the area's arterial roadways. In addition to accommodating future growth, various improvements are needed to address existing operational deficiencies and safety issues on area roads such as Main Street and Front Avenue.

Main Street

Main Street (north of Front Avenue) is expected to carry increased traffic volumes. The roadway will need to be widened to provide two lanes in each direction and dedicated left-turn and right-turn lanes at most intersections. It is also anticipated that with the expansion of MPI and the Mattawan Business Park, dual southbound left-turn lanes will most likely be required along with signalization at the Park's main access drive, Freedom Lane. This traffic signal would also benefit the mixed-use Town Center planned on the west side of Main Street. The traffic signal should be interconnected with the McGillen signal, which should be upgraded with new signal equipment.

On Main Street north of the I-94 westbound ramp, there should be at least 800 to 900 feet of space between the ramp and any future signalized intersection, as this intersection may warrant traffic signals based on the retail and industrial uses envisioned in the Plan.

Access management strategies such as coordinated access locations, cross access agreements, and appropriate spacing between traffic signals should be applied to new developments and road plans.

Front Avenue

Front Avenue (west of Main Street) is expected to carry slightly increased traffic through Downtown and further to the west resulting from in-fill retail space and residential units. The roadway may require widening to accommodate left-turn lanes at site access drives west of Downtown.

Collector Streets

It is important that these streets be well maintained as an option for intra-community travel. As traffic volumes increase over time on arterial roadways, the intersections of arterials and collectors may require signalization (e.g. Main Street at Front Avenue).

Main Street

Main Street (south of Front Avenue) is expected to experience negligible increases in traffic loads with the redevelopment/new development planned for the Village. It is not expected that Main Street south of Front Avenue will require any capacity improvements other than following best access management practices when planning new development (e.g. consolidating curb cuts, appropriate spacing between curb cuts).

McGillen Avenue

McGillen Avenue will require widening for separate left-turn lanes at the access drives serving the residential and industrial uses east of Main Street. Separate left-turn lanes should also be considered at new curb cuts along McGillen west of Main Street. Note that to avoid multiple turning lanes, it may be desirable to provide for a middle bi-directional left-turn lane. The extension of McGillen further west to intersect with Western Avenue to provide a connection with a potential future school campus expansion should be considered. This extension of McGillen will also help maintain Downtown as a pedestrian-friendly area by not re-routing school traffic through the area, as is occurring today.

Local Streets

The local street network will be expanded as development occurs throughout the Village. These streets should be at least 22 feet wide and sidewalks should be provided on both sides of the street at a minimum width of 5 feet. This is particularly true for the streets leading to the schools (e.g. Scott Street, Fourth Avenue)

and within the future Town Center. The street systems serving new developments should be connected to the existing roadway network and potential adjacent properties to provide continuity for vehicles and pedestrians.

New development should be incorporated into the Village with streets constructed to Village standards. This will allow for more consistent roadway jurisdiction and avoid confusion regarding roadway maintenance responsibility.

Access Management

Curb Cuts

Access management is used to preserve mobility and efficiently move traffic by limiting the number of access driveways to adjacent properties. Strategies include reducing and consolidating existing curb cuts, minimizing the number of driveways serving new and redeveloped properties, properly aligning and spacing access locations, and providing internal access connections between developments.

Consolidating curb cuts or not permitting excessive access driveways minimizes the number of conflict points between vehicles entering/exiting a property and traveling along adjacent roadways. Fewer access driveways also reduce the number of conflict points between vehicular traffic and pedestrians on sidewalks. Properly aligning access locations opposite one another rather than at offset configurations also minimizes conflict points. Thus, the potential for accidents is reduced and safety is improved.

The Village should emphasize access management along all arterial roadways and collector streets.

Cross Access

Providing internal access connections between adjacent properties allows vehicles to access multiple developments without forcing vehicles to exit and enter properties individually. Allowing vehicles to travel between sites without accessing the adjacent roadway reduces turning movement conflicts thereby improving overall traffic flow on adjacent roadways, especially for commercial

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development. Cross access connections are also encouraged to accommodate pedestrians, allowing for motorists to park in one location to patronize multiple businesses.

Traffic Signal Spacing

A balance between accessibility and mobility can be achieved with appropriate traffic signal spacing. Traffic signals at proper locations will allow access to surrounding properties and other roadways, while at the same time providing mobility through the Village. Generally, quarter-mile spacing between traffic signals is the most desirable distance to properly coordinate an interconnected traffic signal system. However, situations where there is less distance, such as 800 to 1,000 feet spacing, coordination can still be achieved. A coordinated system can significantly improve traffic flow without costly roadway widening.

Roadway Connections

Connecting the segmented roadways will improve traffic circulation throughout the Village, allow more options for motorists, and potentially reduce the burden placed on roadways such as Main Street and Front Avenue. Some roadway connections between segments should be incorporated into new developments as they occur or as funding becomes available. These links include:

- McGillen Avenue between Root Road and Western Avenue.
- Western Avenue between its existing terminus and 26th Street.
- French Road between Main Street and 26th Street.
- 25th Street between Cole Avenue and McGillen Avenue.

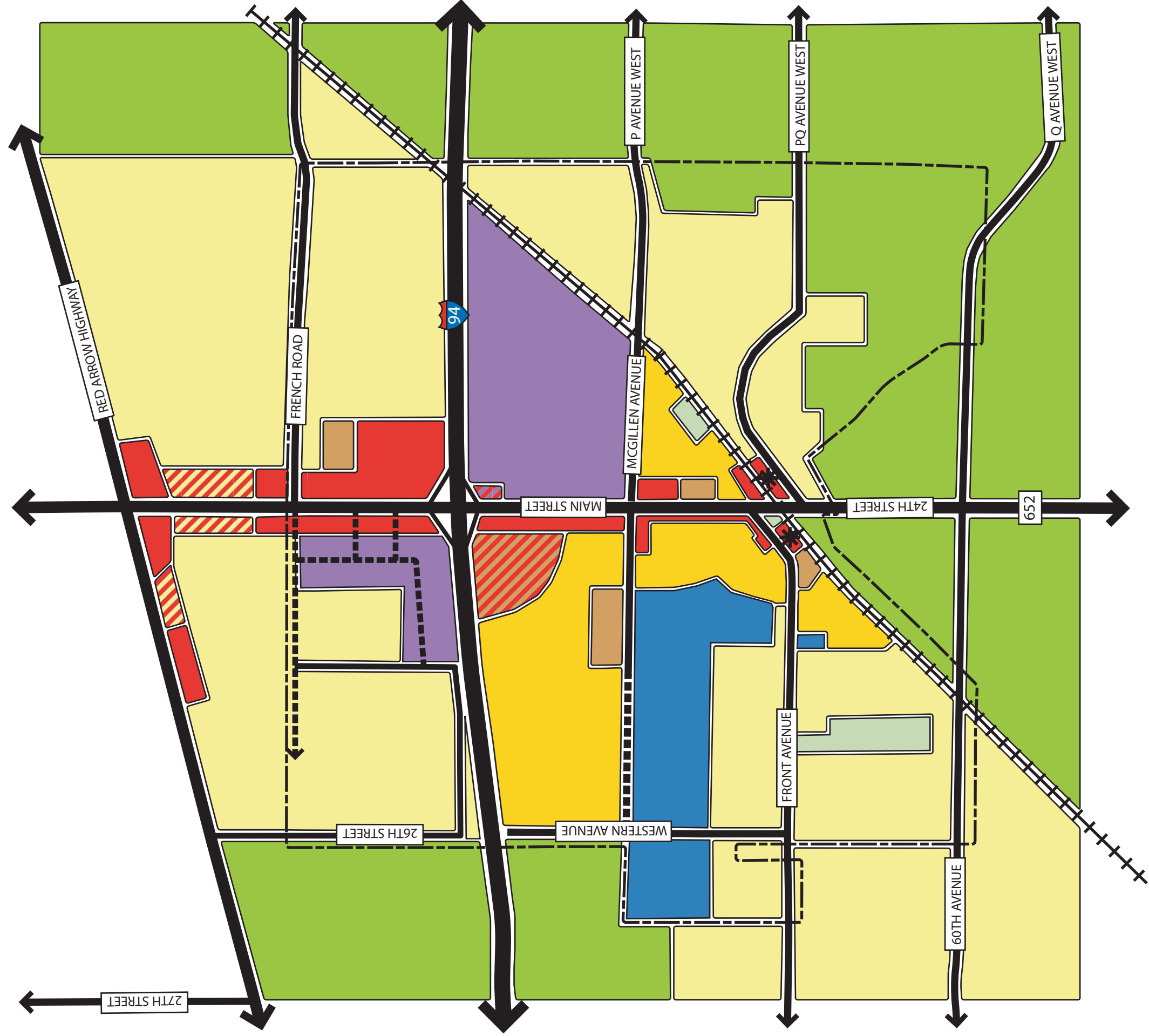
Other connections will require greater effort, coordination, and funding, such as linking Western Avenue and 25th Street across I-94. Overall, these connections will serve a very important role in providing additional north/south street, and access to future development corridors, which will reduce the burden on Main Street.

Future Infrastructure

Infrastructure capacity appears to be adequate to meet the needs of short-term growth in the Village. However, long-term growth potential will likely require expansion of the sewer system capacity as the full build-out of the business park along with new commercial and residential development will place increased pressures on existing capacities.

The sanitary sewer system has a projected remaining capacity of 200,000 gallons per day (gpd). With the development potential defined within the Village's current boundaries in the Future Land Use Plan, the projected loading of the sewer system is 900,000 gpd. Single-family and retail development between French Road and Red Arrow Highway add an additional 200,000 gpd. Due to the shortfall in projected long-term capacity, the Village should consider future negotiations with the City of Kalamazoo for additional capacity.

In the short-term, the total estimated capacity of the water system at 1.5 million gpd is adequate. Even with full projected development, capacity should still be available within the water system, although the Village should continue to review capacity as development progresses.



Legend

- Village Hall
- Interstate
- Expressway
- Primary Road
- Secondary Road
- County Highway
- Village Boundary
- Railroad

Land Use

- Single-Family Residential (1 to 2 dwelling units per acre)
- Single-Family Residential (2 to 3 dwelling units per acre)
- Multi-Family Residential (6 to 12 dwelling units per acre)
- Commercial
- Industrial
- Institutional
- Agricultural
- Parks and Open Space
- * Downtown Mixed Use (Commercial + Residential)

Village of Mattawan, Michigan

Mattawan Comprehensive Plan

Figure 8.1: Land-Use Plan



Not to Scale.

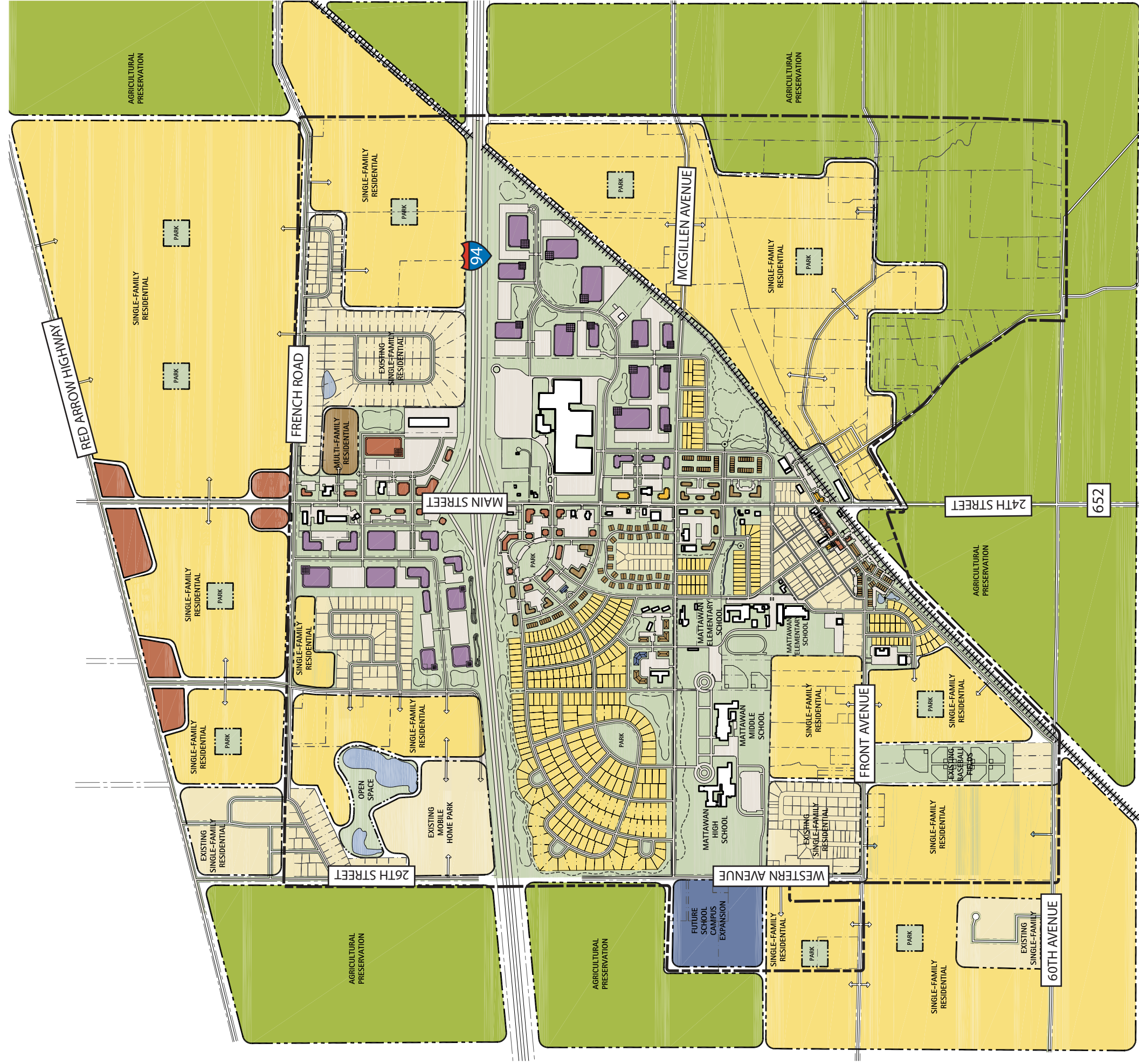
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Legend

- Village Hall
- Interstate
- Expressway
- Primary Road
- Secondary Road

- County Highway
- Village Boundary
- Potential Roadway Connection
- Recreation Trail
- Railroad

Land Use

- Single-Family Residential (1 to 3 dwelling units per acre)
- Multi-Family Residential (6 to 12 dwelling units per acre)
- Commercial
- Industrial
- Institutional
- Agricultural
- Parks and Open Space

Village of Mattawan, Michigan

Mattawan Comprehensive Plan

Figure 8.2: Illustrative Plan

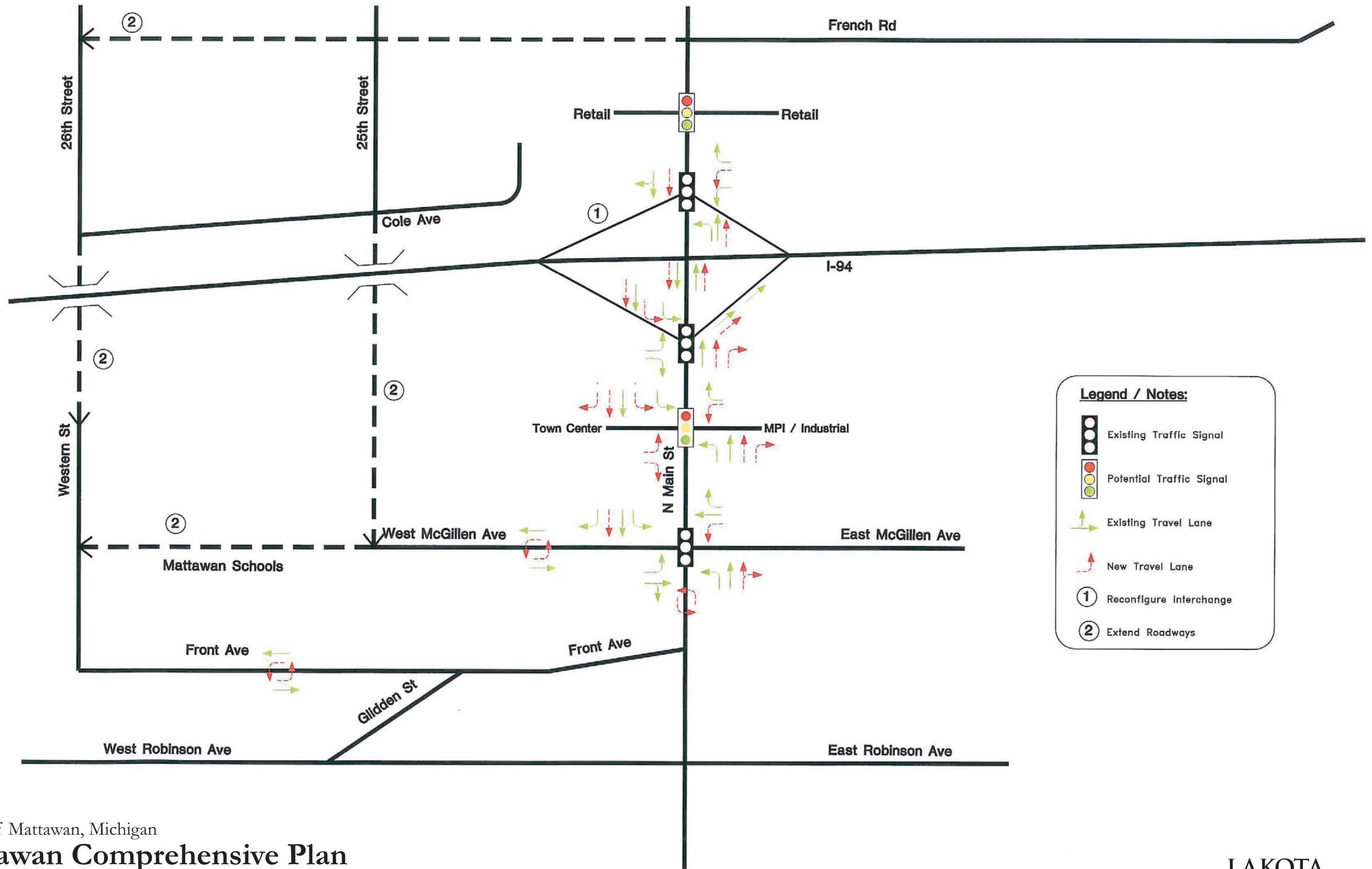
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Village of Mattawan, Michigan
Mattawan Comprehensive Plan

Figure 8.3: Traffic Operations Plan

