

Jamestown Charter Township

2019 MASTER PLAN

Planning Commission:

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Jeff Dykstra – Vice-Chairperson
Tim Tacoma – Secretary
Kevin Gillman – Member
Diane Pater – Member
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Tim Tacoma – Trustee

With Assistance By:



Fresh Coast Planning

Jamestown Charter Township – 2380 Riley Street, PO Box #88
Hudsonville – Michigan – 49426
Ottawa County

**RESOLUTION
CHARTER TOWNSHIP OF JAMESTOWN
COUNTY OF OTTAWA, MICHIGAN**

**JAMESTOWN CHARTER TOWNSHIP PLANNING COMMISSION
RESOLUTION TO ADOPT MASTER PLAN**

WHEREAS, the Michigan Planning Enabling Act (MPEA) authorizes the Planning Commission to prepare a Master Plan for the use, development and preservation of all lands in the Township; and

WHEREAS, the Jamestown Charter Township Planning Commission prepared a proposed new Master Plan and submitted the plan to the Township Board for review and comment; and

WHEREAS, the Jamestown Charter Township Planning Commission made the necessary inquiries, investigations, and surveys of the appropriate resources of the Township, and considered the character of the Township and its suitability for particular uses judged in terms of such factors as the trend in land and population development; and

WHEREAS, the Master Plan, as proposed, will promote public health, safety and general welfare; will encourage the use of resources in accordance with their character and adaptability; will avoid the overcrowding of land by buildings or people; will lessen congestion on public roads and streets; and will facilitate provision for a system of transportation, sewage disposal, safe and adequate water supply, recreation and other public improvements; and

WHEREAS, the Master Plan, as proposed, includes the material described in the following Table of Contents, Appendices, and Maps:

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APPENDICIES

- Categorized Township Roads (Chapter 9)
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- Community Mapping
 - Master Plan Map
 - Slope Map
 - Generalized Environmental Suitability for Rural Development Map
 - Woodlands and Wetlands Map
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 - East Branch of Rush Creek Watershed Map
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- 2010 United States Census Data, Jamestown Charter Township (excerpts)
- 2018 Jamestown Charter Township Master Plan Update Community Survey & Results Summary
- 2019 Jamestown Charter Township Master Plan Workshop Results Summary

WHEREAS, on _____, 2019, the Jamestown Charter Township Board reviewed the proposed Master Plan prepared by the Planning Commission and authorized distribution of the Master Plan to surrounding municipalities and regional planning organizations as identified in the MPEA; and

WHEREAS, notice was provided to the surrounding municipalities and regional planning organizations as provided in the Michigan Planning Enabling Act; and

WHEREAS, the Jamestown Charter Township Planning Commission held a public hearing on _____, 2019 to consider public comment on the proposed new Master Plan, and to further review and comment on the proposed Master Plan; and

WHEREAS, the Planning Commission finds that the proposed new Master Plan is desirable and proper and furthers the use, preservation, and development goals and strategies of the Township;

NOW, THEREFORE, IT IS RESOLVED, that the Jamestown Charter Township Planning Commission adopts the Master Plan, as presented to the public on _____, 2019.

The foregoing resolution was offered by Commissioner _____; second offered by Commissioner _____.

Upon roll call vote the following voted: "Aye": _____. "Nay": _____.

The Chair declared the resolution adopted.

Tim Tacoma, Secretary

CERTIFICATE

I, the undersigned, the Secretary of the Planning Commission of the Charter Township of Jamestown, Ottawa County, Michigan, certify that the foregoing is a true and complete copy of a resolution adopted by the Planning Commission at a regular meeting held on the _____ day of _____, 2019. I further certify that public notice of said meeting was given pursuant to and in full compliance with Michigan Act 267 of 1976, as amended, and that the minutes of said meeting were kept and will be or have been made available as required by the Act.

Tim Tacoma, Secretary
Jamestown Charter Township Planning Commission

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Introduction & Community Profile

Preface

In accordance with the Michigan Planning Enabling Act, Act 33 of 2008, as amended, this Master Plan was created to serve as a guide for development within Jamestown Charter Township. The Master Plan is a policy tool used by township officials to coordinate growth and to serve as the basis for zoning. It guides the location and future arrangement of agricultural, industrial, residential, commercial and recreational areas. These locations must take into account a multitude of factors such as utilities, existing land use, physical characteristics of the land, traffic volumes, and traffic routes as well as environmental limitations.

The Michigan Planning Enabling Act specifically provides townships the authority to prepare and officially adopt a Master Plan. The Master Plan functions as an official advisory policy statement for the orderly and efficient use of land. The Master Plan provides the coordination of land uses with other land uses, with streets, and with other necessary public infrastructure such as public water and sanitary sewer services. The Master Plan also provides the legal and logical basis for local zoning, subdivision design, and public improvement plans, and for facilitating and guiding the work of the Planning Commission and Township Board. It is also a means of communicating to surrounding communities, private organizations, and individuals about how they need to relate their future development plans and building projects to the official plans of the Township.

Despite its purpose as a policy document, it is important to recognize that the Master Plan is general in scope. It is not always intended to establish the precise boundaries of land use areas or exact locations of future uses. Rather, the Master Plan is an organized approach to analyzing development issues and proposing strategies to address these issues. Its function is to guide growth, providing a framework to insure that future detailed decisions can be made based on a community-wide perspective. Given that the needs and desires of the community change over time, the Master Plan must be regularly reviewed and periodically updated.

Community

Physical and environmental conditions establish limitations on how some areas of the township will develop. The physical and environmental makeup of the Township influences the population, housing, economic, and labor force composition of the community. Given the steady increase in population, demands will continue for additional infrastructure, for the conversion of farmland, and for the preservation of the natural environment to accommodate additional residential and commercial growth. The Master Plan must therefore provide for appropriate areas to be served by public sewer and water utilities as well as establish future residential, commercial, industrial,

agricultural, and recreational areas within the township in order to adequately address the needs of the community as a whole and prevent incompatible uses.

The total land area of Jamestown Charter Township consists of 35 square miles. The largest single category of land use is agricultural. However, during the past 30 years, a significant change in land use has been occurring with the conversion of agricultural/open space lands to low density single-family residential, commercial, and industrial uses. As the Grand Rapids metropolitan area and the Holland/Zeeland area continue to grow, Jamestown Charter Township has become an attractive place for persons who work in urban areas but who prefer to live in a rural or semi rural setting.

The focal points of development in Jamestown Charter Township are the Village of Jamestown and the new residential developments that have occurred north of the Village as well as south and southeast of the City of Hudsonville. Major industrial and commercial activity has occurred south of the City of Hudsonville along 32nd Avenue and west along Quincy Street. The historical hamlet of Forest Grove is a traditional farming community similar to, but smaller than the Village of Jamestown. The remainder of the Township is predominately rural with a strong agricultural flavor but with increasing patchwork of more scattered rural residences and residential concentrations.

Definition of Terms

In order to streamline the content of the community survey and public workshop responses, the following terms are recognized and used within this Master Plan as defined below.

- *Rural Character* – is recognized as the natural features of the earth that minimize the visual exposure of buildings, structures, or other man-made features and which create scenic character. It is also recognized as the natural features of the earth that provide environmental buffers and/or habitat that is characteristic of the Township. Features are found to include:
 - Woods, woodlots, forest areas, and trees
 - Wetlands
 - Natural vegetation
 - Wildlife habitat
 - Natural field areas
 - Scenic vistas

Rural Character also includes farmland, which is recognized as natural features that are organized and managed by man.

- *Open Space* – is recognized as areas of land unoccupied by buildings, structures, or other man-made features, that are preserved to be unoccupied by buildings, structures, or other man-made features within a project. Open Space is not

intended to include displays of art or other cultural features; bridges, signage, utilities, and other essential service structures; or grade level features such as ponds.

Findings

Below is a summary of the findings derived from the 2018 Master Plan Update Community Survey and public workshop responses. As a result of these findings and in particular the Community Input Themes, the cornerstone of this Master Plan was created. The entirety of the results can be found within the Appendix.

- Community Survey Results (Summer 2018)
 - Respondents ranked the quality of life, quality of neighborhoods, as well as the Township as a place to raise children as “excellent”
 - Respondents ranked the educational opportunities in the Township as “excellent,” but also left room for improvement regarding recreational opportunities, with the majority of respondents ranking recreational opportunities as “good”
 - The majority of respondents stated that growth is occurring too quickly in the Township
 - Agricultural elements of the Township remain very important to respondents. Respondents indicated that residential development within agricultural lands should maximize the preservation of farmland and open spaces in exchange for smaller lot sizes.
 - A majority of respondents indicated that the preservation of trees, vegetation, wildlife habitat, and other natural areas are important
 - Respondents indicated that sidewalks should be mandated in all new residential development
 - Additional multi-family development is not supported
 - Traditional city/village store front façade was preferred by respondents, as two-story buildings. Additionally, store fronts with varying roof lines, entry accents, significant glass, and multiple façade materials were favored by respondents.
 - Forty-three percent (43%) of respondents support allowing mixed-use buildings, whereas approximately thirty-five percent (35%) disagree with allowing mixed-use buildings
- Community Workshop Results (February 2019)
 - The resounding theme from each of the workshops is that residents would like to maintain the rural character of Jamestown Charter Township through strategic, carefully considered development
 - Visual Preference Survey results indicated that while large lots for residential land was supported, there was similar support for clustering of residential development

- There was strong support for open space areas within neighborhoods, buffer areas between land uses, and multi-use pathways
 - The majority of respondents strongly “disliked” all of the imagery associated with multi-family residential design
 - The Visual Preference survey administered at the Village of Jamestown workshop revealed a strong dislike for mixed-use development in the Village
 - Respondents did indicate support of more “traditional” village architecture, including brick buildings with wall-mounted signage and goose-neck lighting. There was also support shown for varying rooflines, awnings, and hanging signage
 - Support was strong for components of agricultural land use, such as small roadside stands, farmers markets, agricultural tourism, and “you pick” activities
- Community Input Themes

The common themes that emerged between the community survey and the community workshops were as follows.

- Slow the rate of growth
- Residents would like to maintain the rural character of Jamestown Charter Township through strategic, carefully considered development
- Preservation of agricultural lands as well as wildlife habitat and other natural areas is important
- There is strong support for expanding recreational opportunities through public parks and multi-use pathways
- Additional multi-family development is not supported
- Respondents support a traditional architectural style for the Village of Jamestown, with the potential for limited, two-story mixed-use development

How to Use this Plan

For each land use or attribute chapter, the plan identifies goals, recommendations, and strategies, which are the basis for future development. The goals, recommendations, and strategies are designed as follows:

- Goals – These are community objectives derived from significant public input and Planning Commission oversight
 - These are applied most frequently during land use review to ensure a proposed development meets and is consistent with the core values of the master plan
- Recommendations – These are pointed direction to achieve the goals

- These are applied the strongest during land use review to ensure proposed development is consistent with the intent of the master plan
- Strategies – In an effort to accomplish the goals and recommendations of the master plan, the strategies are the legislative methods to mandate certain physical form, through zoning ordinance or police power ordinances.

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Chapter One

Agricultural Uses

Introduction

Throughout numerous decades, generations of farmers have managed the lands and raised livestock within our community, serving as the backbone of Jamestown Charter Township. As a thriving industry within our borders, farming remains as one of our paramount attributes of the socioeconomic success of the Township. However, as generations and attributes continue to change throughout the Township, the agricultural community must evolve and recognize increasing residential, commercial, and industrial development that was attracted to the township by the very character agriculture provides.

The Prime Farmland Soils Map classifies areas of the Township on the basis of soil suitability for general agricultural crop production. It shows the location of soils classified as prime farmland in their natural state and those that are considered prime when altered to improve drainage characteristics. It also shows those, which for a variety of reasons, are not considered prime as rated on a relative scale, by the United States Department of Agriculture. Prime farmlands are naturally endowed with the soil qualities, growing season, and moisture content necessary to sustain high crop yields under average farming practices.

As illustrated by the Prime Farmland Soils map, the highest concentration of local prime agriculture lands is located in the north central and northwestern third of the Township. A good deal of development has already occurred in the northwest area and it is in that area where most additional growth will continue to be focused. Less pervasive areas of prime farmland soils also exist in the south and east. These are often associated with other soils, that when managed effectively, are also very productive. It is envisioned that through a combination of improved state farmland preservation policies, market conditions, and local land use policies, farming will continue in the southern reaches of the Township and therefore continue to represent a significant part of the Township's economic and social fabric. In order to continue to provide an environment in which our agricultural character can thrive, the following goals, recommendations, and strategies were developed. It is important to note that the implementation of these goals, recommendations, and strategies is subject to the Michigan Right to Farm Act and may restrict the totality of their intent.

Goals, Recommendations, and Strategies

Goals

- Obtain a balance between development and agriculture by anticipating and planning for the gradual transition of certain existing agricultural and open space

lands into planned developments while minimizing the impacts of such development on ongoing farming operations

- Support agricultural operations
- Preserve open space such as trees, vegetation, wildlife habitat, farmland, and other natural areas
- Prevent residential or commercial developments that are isolated from compatible zoning districts and uses as well as necessary utilities, transportation networks and other public services, which are designed to provide interconnection between developments, to protect premature development of farmland

Recommendations

- Encourage crop production and livestock use to minimally impact existing open spaces
- Encourage all farm building construction to be designed in a central or same location to preserve the most farmland as possible and minimally impact existing open spaces
- Design a “no-cut” zone along right-of-ways to protect the natural landscape, maintain open space, and rural character, as well as preserve the native drainage system and reduce flooding
- Limit the orientation of parcel development to protect the rural image and blend development with the natural landscape
- Require clustering of housing
- Periodically consider review of the minimum setback for all farm buildings, so as to protect the greatest amount of open space and or farmland as possible

Strategies

- Support private conservation efforts such as county and state level farmland preservation program initiatives such as purchase of development rights (PDR) and transfer development rights (TDR) programs to assist long term farming operations
- Encourage soil conservation practices, the prudent use of fertilizers and pesticides and other means of conserving wildlife habitat, wetlands and woodlands
- Encourage the preservation of any trees within the right-of-way and within 30 feet of the right of way, so as to protect the natural vegetation (any naturally deceased trees may be removed) and drainage system
- Require the clustering of parcel divisions
- Require more compact residential developments in order to maintain more open lands in the Township

- Develop open space incentives for developers to both help maintain the rural character of the Township and provide buffer area between residential development and farmland
- Create a development boundary that prohibits residential neighborhood development, commercial development, and industrial development, where inappropriate, to protect prime farmland soil

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Chapter Two

Residential Uses

Introduction

While Jamestown Charter Township is primarily an agricultural community, residential uses are becoming the predominant land use and continue to grow as a result of available public utility infrastructure, a reliable transportation network, proximity to the City of Hudsonville, as well as other physical and locational attributes. Comprising of approximately 1,100 acres of land in the north central portion of the Township, Jamestown Charter Township has significant acreage available to accommodate additional residential development during the current planning period.

Despite this, as a result of the 2018 Master Plan Update Community Survey and numerous public workshops, together with examinations by the Jamestown Charter Township Planning Commission, the current rate of overall growth has been identified as “too fast” throughout the community. In particular, residential densities that are accommodated by traditional apartment style buildings are not supported beyond that which already exists within the Township. Further, regulations to preserve open space and rural character as a tool to maintain the physical attributes of the Township and to slow the growth of density throughout single-family, and limited multi-family residential development, such as duplex-family and up to quadplex-family homes, was identified as paramount in residential design within the Township.

As a result of the 2018 Master Plan Update Community Survey, public workshops, as well as various planning meetings and other planning mechanisms, the following goals, recommendations, and strategies were developed.

Goals, Recommendations and Strategies

Goals

- Provide for strong neighborhoods with a range of residential styles and densities that are of a predominantly single-family residential and rural open space character, while conscientiously integrating developments into the landscape of existing neighborhoods by abutting preserved open spaces, creating a connection of roads, linking pedestrian pathways, and appropriately blending other public amenities
- Concentrate the density of residential land uses to protect open spaces and rural character
- Preserve open spaces and rural character such as woodlands, wetlands, wildlife habitat, other vegetation, farmland, and other natural areas, particularly those that are useful as water retention and ground water discharge areas and which have important aesthetic and scenic value

Recommendations

- Require and guide housing through clustered development that relates to natural and manmade features
- Require the incorporation of existing vegetation, topography, and other natural features into the design of new residential developments as well as between abutting residential developments and other land uses
- Require new residential developments to be sited in a manner that protects the community's traditional and rural character and scenic views by maintaining proper setbacks and providing landscaping screening as appropriate
- Require, where practicable, the preservation of farmhouses, barns, fence styles, and other architectural and landscaping forms, which symbolize the Township's agricultural heritage
- Require new residential developments to incorporate a pedestrian pathway system that ultimately connects with abutting developments to produce a walkable and connected community
- Require new residential developments to create connections of roadways at property lines that ultimately extend into abutting developments to reduce curb cuts, provide for greater emergency access, and result in better neighborhood design
- Require the preservation of existing trees between the public street and dwellings
- Planned Developments and Site Condominiums shall not be permitted until public water and public sanitary sewer is provided to the development
- Rezoning to the R-2 or R-3 Zoning District shall not occur without public water and public sanitary sewer present at the property
- Prohibit public utilities south of the boundary of the Rush Creek Watershed and the Minderhouse Drain to the point where the Minderhouse Drain terminates at Ransom Street to concentrate development

Strategies

- Require the lot layout, open space, roads, pedestrian pathways, and other site features of new residential developments to be extensions of existing neighborhoods, where practicable, to reduce curb cuts, provide for greater emergency access, and result in better neighborhood design and public safety
- Require higher density housing on lands that have the capacity to support such development by means of adequate public roads, public water and public sanitary sewer, and other available infrastructure
- Strengthen clustered housing provisions and other creative forms of development to protect the community's rural character

- Require new residential developments to incorporate a pedestrian sidewalk system that ultimately connects with abutting developments to produce a walkable and connected community
- Encourage the Planned Development concept as a means of preserving the natural character of sites, and to encourage the provision of structured, usable open space
- Strengthen the design and open space requirements related to density incentives within Planned Developments
- Require public water and public sanitary sewer connection for all Planned Developments, Site Condominium developments, R-2 Zoning District properties, and R-3 Zoning District properties
- Maintain and provide improvements to primary and local roads to ensure safe access to residential neighborhoods
- Maintain or strengthen blight ordinance language to ensure proper maintenance of all housing
- Draft and adopt development review processes that include informing the school district(s) of potential residential developments in the Township
- Prohibit public utilities south of the boundary of the Rush Creek Watershed and the Minderhouse Drain to the point where the Minderhouse Drain terminates at Ransom Street to concentrate development

Chapter Three

Village of Jamestown

Introduction

Unique to Jamestown Charter Township and generally located within the center of the community is the historic Village of Jamestown. The Village of Jamestown extends in area more or less as a half mile radius from the intersection of Riley Street and 24th Avenue. It accommodates several commercial businesses, numerous homes, a library, the township hall, post office, and a mobile home park.

Similar to numerous other villages of like size throughout West Michigan, advancements in transportation, communication and other needs over the past century has caused the Village of Jamestown to experience a decline in activity and seek revitalization.

In an effort to preserve the character of the village and strengthen its revitalization, we have concluded that the following goals are paramount in our Village of Jamestown pursuits. In addition, recommendations regarding these goals as well as strategies, accompanied by illustration examples, to achieve success are provided below.

Goals, Recommendations, and Strategies

Goals

- Preserve village character
- Provide for recreational opportunities
- Expand commercial opportunities

Recommendations

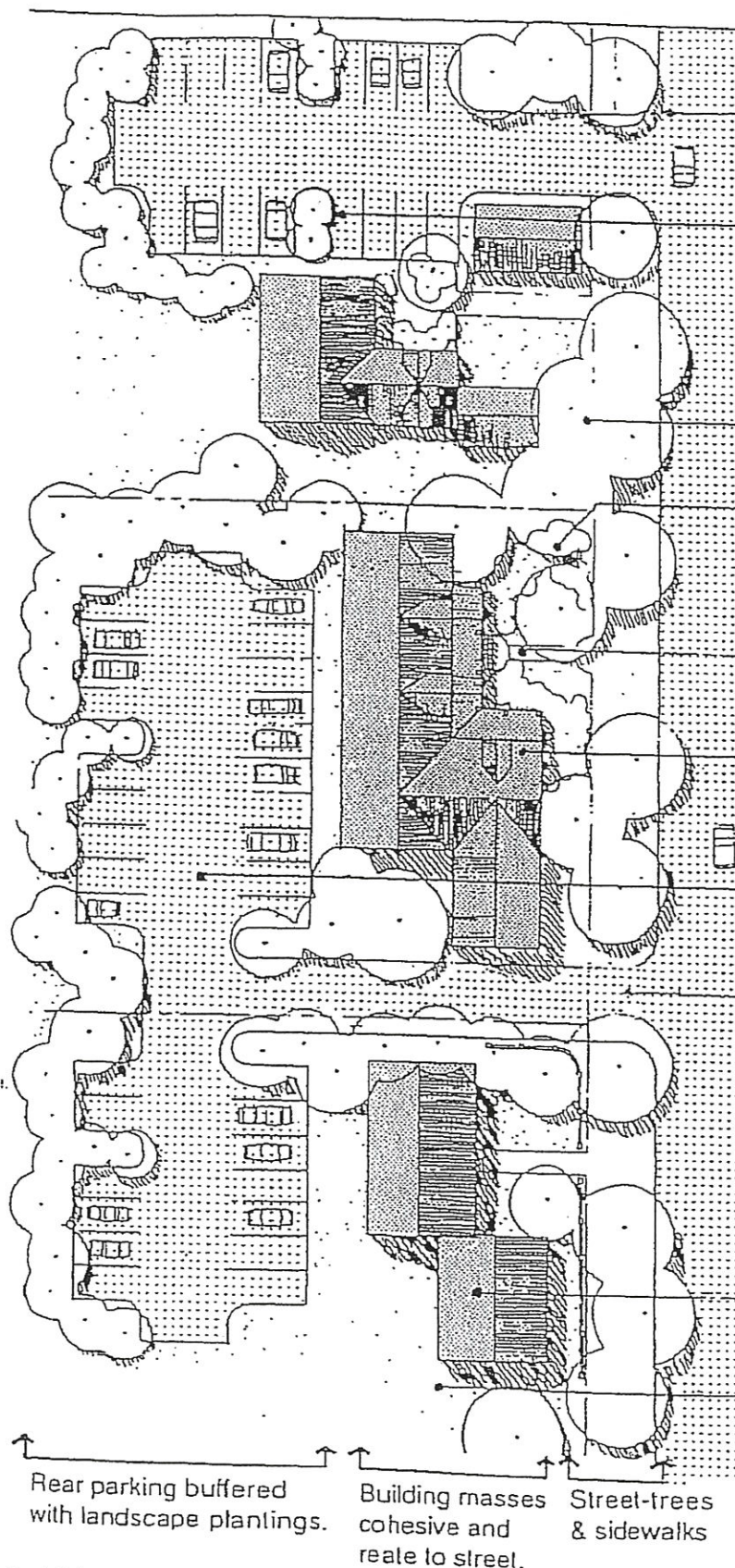
- Retain and enhance the Village of Jamestown by relying on its traditional neighborhood form to preserve a compact livable community
- Encourage the incorporation of existing vegetation, topography, and other natural features into the design of new residential developments
- Require new residential developments to be sited in a manner that protects the community's traditional and rural character and scenic views by maintaining proper setbacks and providing landscaping screening as appropriate
- Encourage higher density housing on lands that have or are planned to have the capacity to support such development by means of adequate public roads and other available infrastructure
- Require new residential developments to incorporate a pedestrian sidewalk system that ultimately connects with abutting developments to produce a walkable and connected community

- Require village orientation of commercial store fronts with office or similar uses above stores
- Develop central park to accompany village orientation
- Design connective recreational paths along public street frontage
- Encourage architectural minimums for all commercial uses to enhance roadside image
- Enhance landscaping requirements to protect the rural image and blend development with the natural landscape
- Prohibit public utilities south of the boundary of the Rush Creek Watershed and the Minderhouse Drain to the point where the Minderhouse Drain terminates at Ransom Street to concentrate development

Strategies

- Require the lot layout, open space, roads, pedestrian pathways, and other site features of new residential developments to be logical extensions of existing neighborhoods, where practicable
- Redesign the zoning ordinance through a Village of Jamestown Overlay Zoning District to utilize form-based codes, which include:
 - Build-to lines instead of minimum setbacks, which would require the specific location of the front of a building as either a zero front lot line or a precise setback from the front lot line, so as to create uniformity of buildings found in a typical village
 - Off-street parking only in the rear of the building
 - The accommodation of office or similar uses above storefronts
 - Minimum design standards of building façade and signage
 - The establishment of pedestrian friendly streetscape
 - Concrete sidewalks in front of stores
- Provide design incentives, such as additional building height beyond the maximum permitted, to encourage private investment in public utilities, civic amenities, or other improvements that are necessary for the collective public good
- Require connective public spaces in addition to those required by the form-based codes
- Pursue grant opportunities to finance recreational parks and pathways
- Develop site plan review requirements which will serve to encourage shared access drives and minimize the hazards of excessive curb cuts
- Prohibit public utilities south of the boundary of the Rush Creek Watershed and the Minderhouse Drain to the point where the Minderhouse Drain terminates at Ransom Street to concentrate development

Village of Jamestown Concept



Parking consolidated with fewer curb-cuts.

Parking moved to sides of buildings, when it cannot fit behind them.

Buildings arranged in varied, clustered masses, more related to the main street.

Large deciduous shade trees planted at 25' to 40' intervals reinforce the "street edge".

Masses of native shrubs reflect the natural landscape.

Pedestrian-friendly sidewalks.

Building additions located in front to strengthen town-like qualities, with vernacular architectural styles.

Parking relocated behind buildings, and planted heavily around the edges.

Shared driveway access is provided wherever practicable to reduce curb-cuts and improve safety.

Fences, hedges and other traditional devices define a formal but friendly street relationship.

Building-street relationship strengthened by extending shops toward the front.

Reduced side setbacks allow varied massing of buildings.

Buildings with upper stories create better streetscape and allow for housing above, to keep area well-populated after hours, improving security while increasing rental income.

Chapter Four

Forest Grove

Introduction

Unique to Jamestown Charter Township and generally located within the southwest region of the community is the historic Forest Grove. Forest Grove extends in area more or less as a half mile radius from the intersection of Perry Street and 36th Avenue to the north, east and west. It accommodates several commercial businesses, numerous homes, a school, and two churches.

Similar to numerous other villages of like size throughout West Michigan as well as the Village of Jamestown within our own community, advancements in transportation, communication and other needs over the past century has caused Forest Grove to experience a decline in activity and seek revitalization.

In an effort to preserve the character of Forest Grove and strengthen its revitalization, we have concluded that the following goals are paramount in our Forest Grove pursuits. In addition, recommendations regarding these goals as well as strategies to achieve success are provided below.

Goals, Recommendations, and Strategies

Goals

- Preserve village character
- Provide for recreational opportunities
- Expand commercial opportunities

Recommendations

- Retain and enhance Forest Grove by relying on its traditional neighborhood form to preserve a compact livable community
- Encourage the incorporation of existing vegetation, topography, and other natural features into the design of new residential developments
- Require new residential developments to be sited in a manner that protects the community's traditional and rural character and scenic views by maintaining proper setbacks and providing landscaping screening as appropriate
- Encourage higher density housing on lands that have or are planned to have the capacity to support such development by means of adequate public roads and other available infrastructure

- Require new residential developments to incorporate a pedestrian sidewalk system that ultimately connects with abutting developments to produce a walkable and connected community
- Design connective recreational paths along public street frontage
- Encourage architectural minimums for all commercial uses to enhance roadside image
- Enhance landscaping requirements to protect the rural image and blend development with the natural landscape

Strategies

- Require the lot layout, open space, roads, pedestrian pathways, and other site features of new residential developments to be logical extensions of existing neighborhoods, where practicable
- Redesign the zoning ordinance through a Forest Grove Overlay Zoning District to utilize form-based codes, which include:
 - Build-to lines instead of minimum setbacks, which would require the specific location of the front of a building as either a zero front lot line or a precise setback from the front lot line, so as to create uniformity of buildings found in a typical village
 - Off-street parking only in the rear of the building
 - Minimum design standards of building façade and signage
 - The establishment of pedestrian friendly streetscape
 - Concrete sidewalks in front of stores
- Provide design incentives, such as additional building height beyond the maximum permitted, to encourage private investment in public utilities, civic amenities, or other improvements that are necessary for the collective public good
- Require connective public spaces in addition to those required by the form-based codes
- Pursue grant opportunities to finance recreational parks and pathways
- Develop site plan review requirements which will serve to encourage shared access drives and minimize the hazards of excessive curb cuts

Chapter Five

Commercial Uses

Introduction

Jamestown Charter Township has superb accessibility to regional transportation arteries. Given this, and supported by a significant public water and sanitary sewer system, the employment and shopping needs of local and regional populations can be easily served.

As a beneficiary of its access to regional transportation arteries, including the Gerald R. Ford International Airport and considering its proximity to the City of Hudsonville as well as the City of Grand Rapids, Jamestown Charter Township is a haven for residential development and the commercial demands that accompany such growth.

Following the development of the Meijer store, escalated interest in commercial development is expected as shopping traffic (and commercial desirability) in the area increases. Given Jamestown Charter Township's easy access to both M-6 and I-196, it is expected that it will become an attractive location for commercial uses needing highway visibility as well as relatively large parcels of land.

Consequently, in an effort to continue a healthy, controlled growth of commercial development to serve the local and regional needs of the community, we have concluded that the following goals are paramount in our Commercial pursuits. In addition, recommendations regarding these goals as well as strategies to achieve success are provided below.

Goals, Recommendations, and Strategies

Goals

- Diversify the tax base and provide jobs by accommodating commercial and industrial development
- Provide for both local and regional types of commercial developments
- Meet the basic service and shopping needs of the Township's residents as well as the traveling public by directing commercial development to take place in strategic areas that are adequately served by public services
- Provide for the deliberate and objective allocation of different types of economic development in specific locations to avoid or minimize future land use and traffic conflicts and over time, broaden the community's tax base and opportunities for employment
- Preserve open spaces and rural character such as woodlands, wetlands, wildlife habitat, and other natural areas, particularly those that are useful as water retention and ground water discharge areas and which have important aesthetic and scenic value

- Integrate development into the natural landscape while abutting preserved open spaces or providing beneficial linkage of preserved open spaces between developments
- Establish pedestrian connectivity throughout development, to adjacent lots, and neighboring residential areas

Recommendations

- Limit commercial development to areas that are best served by transportation routes and concentrate the development as much as possible to avoid the pitfalls of strip development
- Encourage various types of economic development to locate in the areas best suited to meet individual business needs
- Delay the rezoning of commercial areas and the development that would follow in those areas where public utilities and police and fire protection cannot be provided concurrent with the development
- Improve and expand upon existing business areas that will provide functional, safe, convenient, and attractive shopping and service opportunities
- Promote the 32nd Avenue I-196 interchange as a commercial district that serves the needs of both the motoring public and local residents
- Allow balanced but limited commercial development in the M-6/8th Avenue interchange area once utilities are available. Commercial development should be oriented primarily to the traveling public with only small nodes of locally oriented businesses being located south of the interchange at Quincy Street.
- Protect existing rural character and pedestrian movement within development design
- Prohibit public utilities south of the boundary of the Rush Creek Watershed and the Minderhouse Drain to the point where the Minderhouse Drain terminates at Ransom Street to concentrate development

Strategies

- Promote high quality commercial development through local site plan reviews. Utilize landscaping, sign, and building appearance guidelines and ordinances that create a unified and aesthetically pleasing commercial district.
- Commercial land uses should be separated from non-commercial uses by landscaping, buffered thoroughfares, and transitional land uses
- Require the use of traffic management and control measures such as frontage roads and shared driveways to limit congestion and ensure motorist safety
- Encourage attractive building facades and streetscapes through appropriate regulation
- Provide for the conversion of existing residential structures for office and retail use where applicable

- Ensure adequate on and off street parking in a manner that compliments compactness in the local commercial areas
- Evaluate the relationship of existing commercial uses and potential encroachments on residential areas to determine redevelopment potential or to establish additional buffering and transitional uses
- Require pedestrian pathway/sidewalk connection from the building front to the public or private road pedestrian pathway
- Require pedestrian pathway connection to adjacent residential neighborhoods, schools, parks, and other populated areas, where applicable
- Prohibit public utilities south of the boundary of the Rush Creek Watershed and the Minderhouse Drain to the point where the Minderhouse Drain terminates at Ransom Street to concentrate development

Chapter Six

Industrial Uses

Introduction

Similar to that of the commercial uses within Jamestown Charter Township, the industrial uses within the township also have superb accessibility to regional transportation arteries. Given this, and supported by a significant public water and sanitary sewer system, the employment needs of local and regional populations can be easily served.

As a beneficiary of its access to regional transportation arteries, including the Gerald R. Ford International Airport and coupled with its available public water and sanitary sewer system, Jamestown Charter Township is a haven for industrial development.

Consequently, in an effort to continue a healthy, controlled growth of industrial development, we have concluded that the following goals are paramount in our Industrial pursuits. In addition, recommendations regarding these goals as well as strategies to achieve success are provided below.

Goals, Recommendations, and Strategies

Goals

- Diversify the tax base and provide jobs by accommodating commercial and industrial development
- Accommodate industrial development in areas that are easily accessible by major transportation facilities, are adequately served by public utilities and services, and are well positioned to avoid conflicts with emerging residential areas
- Continue to capitalize upon the expressway interchange access locations when planning for industrial location and expansion. Allow planned industrial area expansions once utilities are made available.
- Preserve open spaces and rural character such as woodlands, wetlands, wildlife habitat, and other natural areas, particularly those that are useful as water retention and ground water discharge areas and which have important aesthetic and scenic value

Recommendations

- Promote high quality industrial development through controlled access, service areas within the side or rear of buildings, screening of outdoor storage and equipment, as well as an emphasis on main building entry and landscaping

- Industrial nuances such as air pollution, water pollution, vibration, and outdoor storage of materials should be controlled by adequate zoning, site improvements, and performance standards
- Promote the development of industrial plats rather than piece-meal single lot development
- Promote an orderly progression of industrial expansion together with the availability of and mandatory connection to public utilities, road improvements, and police and fire protection
- Industrial sites should transition well with adjacent uses. Extensive outdoor storage and other activities in areas that may detract from the business park environment and the character of surrounding uses of the Township's highly visible interchange gateways should be prohibited
- Protect existing rural character and pedestrian movement within development design
- Prohibit public utilities south of the boundary of the Rush Creek Watershed and the Minderhouse Drain to the point where the Minderhouse Drain terminates at Ransom Street to concentrate development

Strategies

- Establish and reserve suitable land for future industrial purposes
- All new industrial development must be served by public water and sewer and rezoning should be timed to coincide with expansion of these utilities
- Encourage business parks and planned industrial developments rather than piecemeal development
- Incrementally expand the availability of industrial zoned properties based on the needs as they arise over the entire planning period
- Separate industrial sites from low-density residential uses and other non-industrial uses by appropriate landscaped buffer strips
- Through permit application and enforcement procedures, require the satisfactory reclamation of lands after removal of natural resources such as sand, gravel, soil, rocks or minerals
- The concept of allowing complementary office uses within the industrial areas should be encouraged where offices can serve as a good transition
- Prohibit public utilities south of the boundary of the Rush Creek Watershed and the Minderhouse Drain to the point where the Minderhouse Drain terminates at Ransom Street to concentrate development

Chapter Seven

Public & Recreational Facilities

Introduction

Public and Recreational facilities are a vital component of community life within the Township. Access to public resources provides an opportunity to meet your neighbors, utilize space economically, and increase your overall health, among other benefits.

Jamestown Charter Township seeks to build this opportunity through several public spaces in an effort to provide additional recreation opportunities for its residents beyond the County owned Spring Grove Park.

Consequently, in an effort to continue to develop, promote, and ensure excellent recreational opportunities for the residents and visitors of Jamestown Charter Township, we have concluded that the following goals are paramount in our recreational pursuits. In addition, recommendations regarding these goals as well as strategies to achieve success are provided below.

Goals, Recommendations, and Strategies

Goals

- Provide for public, semi-public and recreational uses in locations appropriate for their development and utilization.
- Update the Township Recreation Plan every five years in order to continue to be eligible for state and federal recreation funding programs.
- Prepare an open space plan and periodically update the Non-Motorized Trail Plan.

Recommendations

- Maximize the utilization of public buildings and grounds for multi-functional services
- Pursue recreation funding from Department of Natural Resources through the Township Recreation Plan in accordance with Department of Natural Resources rules and qualifications
- Establish an integrated open space network of public and private open spaces linked by a trail system
- Evaluate reclamation of gravel extraction sites for possible development as recreation areas
- Identify ecologically unique areas for possible use as a Township's recreation area, preservation area, or natural interpretive area
- Encourage civic amenities in all Planned Developments

- Continue to partner with residential developers to set aside suitable portions of land for parks, and road easements for pedestrian/bicycle paths

Strategies

- Encourage citizen participation to determine needed and desired improvements, and for expansions to public facilities and recreation
- Assist and guide semi-public and citizen groups in their efforts to provide needed community facilities.
- Plan for the acquisition of park land and the provision of recreational opportunities based upon Recreation Park and Open Space Standards and Guidelines (National Recreation and Park Association) and upon local needs.
- Develop neighborhood recreational facilities in conjunction with school facilities to provide economical and convenient recreational opportunities.
- Utilize the Capital Improvements Program as the means to implement the street plan elements of the Master Plan, as identified by Michigan Public Act 134 of 2010, and establish official Township policy for implementation of bike bath and other recreational path construction in cooperation with the Ottawa County Road Commission and the Michigan Department of Transportation, where appropriate
- Strengthen Planned Development Chapter to require public civic amenities in all Planned Development projects

Chapter Eight

Public Utilities

Introduction

Jamestown Charter Township has established numerous miles of public water and sanitary sewer lines throughout the community. In those areas where public water and sewer are not available, private well and septic systems are often viable. However, in an effort to plan for future population growth, greater densities within the lands of Jamestown Charter Township, as well as for private well and septic failures, the Township should continue to service, upgrade, and expand its public utility network.

The Jamestown Charter Township utility network exists in the north central portion of the Township south of the City of Hudsonville and including the Village of Jamestown area. The sewer collection system flows out of Jamestown Charter Township at 22nd Avenue and Jackson Street, then through Georgetown Township, and ultimately discharges at the Grandville Wastewater Treatment plant located on the Grand River near the I-196 Baldwin Street exit ramp. Jamestown Charter Township can send a peak sanitary sewer flow rate of 2.54 million gallons per day (mgd) through Georgetown. The peak flow rate measured to date (June 30, 2018) is approximately 0.7 mgd.

The municipal water system within the Township is intended to parallel the sanitary sewer system and is being extended on a regular basis consistent with area growth and development trends. Jamestown Charter Township obtains its water via a connection to a regional transmission line that traverses the extreme northern part of the Township on its way from Lake Michigan to the City of Wyoming. Areas of the Township that are not served by municipal water currently rely on private well systems, which are placed and installed under the direction of the Ottawa County Health Department.

The Township does not anticipate that municipal sanitary sewer or water service will be provided throughout the entire Township in any foreseeable planning period. Accordingly, the Master Plan focuses development towards the areas where the feasibility and timing of municipal sewer and water service can best be anticipated. Emphasis is given to system expansions consistent with the locations planned to support the highest density of residential, commercial, and industrial development.

Consequently, in an effort to continue to develop appropriate public sewer and water services for the residents and visitors of Jamestown Charter Township, we have concluded that the following goals are paramount in our public utility pursuits. In addition, recommendations regarding these goals as well as strategies to achieve success are provided below.

Goals, Recommendations, and Strategies

Goals

- Develop adequate public utilities that will ensure balanced, orderly growth, and ensure the safety and well-being of Township residents
- Concentrate the majority of new growth to avoid sprawl, protect farmland, and minimize its effects on the majority of the Township where future utilities could gain a foothold by being most cost effective and where access to I-196 or M-6 is readily available

Recommendations

- Provide water and sanitary sewer services in areas of the Township identified for higher density residential, commercial, and industrial concentrations
- Prohibit public utilities south of the boundary of the Rush Creek Watershed and the Minderhouse Drain to the point where the Minderhouse Drain terminates at Ransom Street to concentrate development
- Develop a plan that promotes development with utilities originating in the northeast corner of the Township, continues southwest to the 8th Avenue & M-6 interchange, and ultimately follows the drainage course toward the Jamestown town center (part of the East Branch Rush Creek watershed)
- Support a general atmosphere of cooperation among adjoining units of government, school districts, and other public agencies to maximize utilization of public investments
- Encourage funding practices for improvements to public utilities that, to the extent possible, appropriately place the cost of utilities on users

Strategies

- Perform joint sewer studies with neighboring municipalities, as necessary, to evaluate treatment and collection alternatives for the East Branch Rush Creek watershed
- Assist the Township Board of Trustees with updates to the Capital Improvements Program
- Design commercial and industrial incentives to encourage private investment in public water and/or sewer expansion
- Prohibit public utilities south of the boundary of the Rush Creek Watershed and the Minderhouse Drain to the point where the Minderhouse Drain terminates at Ransom Street to concentrate development

Chapter Nine

Transportation

Introduction

Although local roads are under the jurisdiction of the Ottawa County Road Commission, Jamestown Charter Township must fund any new road paving of County roadways. The County maintains all paved roads, grades gravel roads on a seasonal basis, and performs some graveling and other maintenance. Local traffic volumes continue to rise, increasing wear and tear on roads. As a result, the Township has established a road improvements program which prioritizes gravel roads for paving. Township residents have supported these efforts by supporting local tax levies specifically for road improvements.

For planning purposes, it is useful to recognize that the various roads within Jamestown Charter Township can have different functions. An understanding of these functions can lead to decisions as to the desirable use of each road segment, road right-of-way widths, building setbacks, and adjoining land use. Below is a brief description of three road types that are important to consider in Jamestown Charter Township. A full list of categorized Township roads is provided in the Appendix and is reflected on the Jamestown map also within the Appendix.

- **Limited Access Highway** - These facilities are devoted entirely to the movement of large volumes of traffic at high speeds over relatively long distances. These roads provide little or no direct access to individual properties adjoining the roads. Interstate 196 and M-6 are examples of Limited Access Highways. Given that the Township has direct access to these regional transportation routes, local residents are within a reasonable commute to employment throughout the Grand Rapids metropolitan area and Holland. These transportation routes make Jamestown Charter Township an attractive location for residential development as well as commercial and industrial development.
- **Primary Streets** - The major function of these roads is to move a fair volume of traffic within and through the Township. A secondary function is to provide access to adjacent properties. In Jamestown Charter Township, primary roads include 24th Avenue, 32nd Avenue north of Byron Road, and Byron Road. Many residents use these roads when traveling to and from the Township.
- **Local Streets** - These roads provide for internal traffic movement within the Township and connect local land areas with the primary street system. Providing direct access to adjacent properties is an important function of these roads. The majority of the roads in Jamestown Charter Township fall under this classification. Examples of such roads include 8th Avenue, 40th Avenue and Quincy Street.

Given the vast transportation network within Jamestown Charter Township and considering the impact of residential, commercial, and industrial development on the existing transportation infrastructure, we have concluded that the following goals are paramount in our transportation pursuits. In addition, recommendations regarding these goals as well as strategies to achieve success are provided below.

Goals, Recommendations, and Strategies

Goals

- Continue to establish adequate transportation routes to ensure the safety and well-being of Township residents.
- Ensure balanced, orderly growth of sidewalks, bike paths, roadways, and other transportation routes

Recommendations

- Provide all land uses with adequate access to the road system
- Strive to minimize traffic disruptions on thoroughfares, while keeping through traffic off of the local residential streets
- Strive to create a multimodal transportation system, including bicycles, pedestrian, and automobile traffic
- Work toward obtaining right-of-way dedications and reservations, consistent with an adopted Street Plan as new developments are reviewed for approval
- Require streetlights within development, where appropriate

Strategies

- Pursue funding programs to repair and replace existing streets and sidewalks in disrepair and to expand the sidewalk system in areas of existing development where sidewalks do not exist
- Continually monitor and update road improvement policy which generally gives priority to the roads based on the highest concentrations of traffic and development, cost, houses per mile, the potential for traffic volume increases and public support
- Work with Ottawa County Road Commission personnel and Michigan Department of Transportation personnel to promote road improvement policies consistent with the goals of the Master Plan
- Improve access and emergency service by maintaining site plan review standards that ensure adequate ingress and egress by emergency vehicles
- Limit the number of driveways and curb cuts to the minimum necessary to provide for safe ingress and egress
- Strengthen the development of joint-use driveways and internal connections

- between adjoining businesses to reduce the number of curb cuts on major streets
- Utilize the Capital Improvements Program as the means to implement the street plan elements of the Master Plan, as identified by Michigan Public Act 134 of 2010, and establish official Township policy for implementation of street construction in cooperation with the Ottawa County Road Commission and the Michigan Department of Transportation, where appropriate

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Chapter Ten

32nd Avenue & M-6 Corridors

Introduction

Typically, commercial establishments seek out major streets with high traffic volumes to maximize their visibility and to encourage drive in trade. Similar to that of the commercial areas within Jamestown Charter Township, industrial uses benefit from access to regional transportation arteries. Both 32nd Avenue and the M-6 highway at 8th Avenue serve as the primary entryways to Jamestown Charter Township. Given this, and supported by an improving public water and sanitary sewer system, the Master Plan recognizes the potential development of both of these corridors for commercial and industrial uses. As a result, it is imperative to ensure a high quality of building façade, site design, and access, among other physical improvements, to preserve welcoming entries to Jamestown Charter Township and community investment.

In an effort to continue healthy, controlled growth of commercial and industrial development along these corridors, and to serve the local and regional needs of the community and the region, we have concluded that the following goals are paramount for uses along 32nd Avenue as well as uses along the M-6 and 8th Avenue intersection. In addition, recommendations regarding these goals as well as strategies to achieve success are provided below.

Goals, Recommendations, and Strategies

Corridor Goals

- New commercial and industrial development shall be directed to areas which have utility services or are planned to receive them
- Promote rural character and require tree planting along the corridor
- Locate more intense commercial land uses that generate higher traffic volumes near the City of Hudsonville and near M-6 and transition to less intense land uses with lower traffic volumes away from the City and M-6
- Discourage strip commercial development that is typically characterized by utilitarian buildings with no architectural character or relationship to surrounding buildings. These frequently have minimally sized windows, large expanses of blank walls, and their facades lack varying features, such as offsets or shadow lines.
- An emphasis on interconnected drives and streets should be promoted so that internal trips can be made without compelling drivers to exit and enter multiple times onto the corridor
- A system of integrated shared use paths should be promoted for all new developments to provide safe walking routes to surrounding stores and uses

Commercial Goals

- Accommodate commercial facilities that provide sufficient amounts of goods and services to meet the daily needs of a growing township population
- Promote the physical clustering of commercial establishments to encourage more convenient shopping
- Promote high quality commercial development, which integrates surrounding development by means of appropriate landscaping, greenbelts, façade design, adequate access, parking, and pedestrian pathways
- Provide for commercial development in areas that contain public water and public sanitary sewer service
- Ensure that new development occurs in an environmentally consistent and sound manner and that the potential for flood hazard, soil erosion, disturbances to the natural drainage network and surface and groundwater contamination are minimized, thereby protecting natural resources and preserving scenic and environmental quality, as well as minimizing the public burden

Industrial Goals

- Encourage industries to locate in an industrial park setting
- Promote diversification of the local tax base
- Provide nearby entrepreneurial and employment opportunities for Township residents
- Promote high quality industrial development, which integrates surrounding development by means of appropriate landscaping, greenbelts, façade design, adequate access, parking, and pedestrian pathways
- Provide for industrial development in areas that contain public water and public sanitary sewer service
- Ensure that new development occurs in an environmentally consistent and sound manner and that the potential for flood hazard, soil erosion, disturbances to the natural drainage network and surface and groundwater contamination are minimized, thereby protecting natural resources and preserving scenic and environmental quality, as well as minimizing the public burden

Corridor Recommendations

- Provide pedestrian access within a site and between sites
- Promote rural character through a unified streetscape plan to maintain a consistent aesthetic theme along the corridor
- Preserve a natural screen along the corridor for new development
- Parking should be set back from the highway and buffered by landscaping. While uses may change along the highway, the consistent application of parking and landscaping will provide a theme of 'rural roadside' character.

- Interconnect service drives to improve traffic distribution and to promote access management
- Adjacent residential neighborhoods and uses must be protected from the potential negative impacts of employment areas such as the scale of development and buildings, noise, odors, air quality, traffic, and objectionable views
- New utility lines should be buried

Commercial Recommendations

- Require commercial development to connect to public water and public sanitary sewer
- Ensure high quality of building facade and site design that promotes longevity and the protection of public and private investment
- Direct commercial development to occur in areas with suitable infrastructure
- Limit commercial strip development
- Minimize conflicts with surrounding land uses
- Prevent conflicts with the movement of vehicular traffic and pedestrians
- Encourage approaches to land development that take natural features such as soils, topography, steep slopes, hydrology, and natural vegetation into account in the process of site design
- Improve site plan landscaping standards

Industrial Recommendations

- Require industrial development to connect to public water and public sanitary sewer
- Ensure high quality of building facade and site design that promotes longevity and the protection of public and private investment
- Direct development to occur in areas with suitable infrastructure
- Minimize conflicts with surrounding land uses
- Prevent conflicts with the movement of vehicular traffic and pedestrians
- Encourage approaches to land development that take natural features such as soils, topography, steep slopes, hydrology, and natural vegetation into account in the process of site design
- Improve site plan landscaping standards

Corridor Strategies

- Strengthen the 32nd Avenue and M-6 Overlay District by incorporating, at minimum, the commercial and industrial strategies of this chapter

Commercial Strategies

- Periodically review and amend façade standards, when necessary, to ensure high quality development
- Require the shared use of commercial driveways and access roads to limit the number and spacing of driveways
 - A secondary means of ingress and/or egress should be provided. Such alternative access could take the form of access to an intersecting street for corner parcels, access across adjacent parking lots or access to another street to the rear of the property.
- Provide for the separation of conflicting land uses by designating suitable transitional districts or requiring greenbelt or buffer areas
- Adopt or strengthen regulations necessary to prevent outdoor storage of equipment, goods, and other materials
- Adopt or strengthen regulations requiring the adequate siting and screening of those land uses which tend to have a blighting influence on the community
- Require the joint use of parking facilities
- Require pedestrian pathway connectivity along street right-of-ways and internal to the site
- Strengthen landscaping requirements along the street edge to enhance aesthetics and to screen parking areas
- Development should not be permitted until public water and public sanitary sewer are provided

Industrial Strategies

- Periodically review and amend façade standards, when necessary, to ensure high quality development
- Require the shared use of commercial driveways and access roads to limit the number and spacing of driveways
- Provide for the separation of conflicting land uses by designating suitable transitional districts or requiring greenbelt or buffer areas
- Adopt or strengthen regulations necessary to prevent outdoor storage of equipment, goods, and other materials, where objectionable
- Adopt or strengthen regulations requiring the adequate siting and screening of those land uses which tend to have a blighting influence on the community
- Require pedestrian pathway connectivity along street right-of-ways
- Strengthen landscaping requirements along the street edge to enhance aesthetics and to screen parking areas.
- Development should not be permitted until public water and public sanitary sewer are provided

Chapter Eleven

Implementation

Introduction

In order for the Master Plan to serve as an effective guide to the continued development of Jamestown Charter Township it must be implemented. Primary responsibility for implementing the Plan rests with the Jamestown Charter Township Board, the Planning Commission, and the Township staff. This is done through a number of methods including adoption of ordinances, policies, and administrative procedures, as well as site plan review. The Master Plan itself has no legal authority to regulate development, however, it does influence land use based on the policies identified within the Master Plan related to the proposed land use. Implementation must come from the legislated decisions of the Township Board and Planning Commission.

The private sector, including individual home and landowners, is also involved in fulfilling the recommendations of the Plan by the actual physical development of land and through the rezoning of land. The authority for this, however, comes from the Township. Cooperation between the public and private sectors is important in successful implementation of the Master Plan.

Zoning and Land Use Regulations

Zoning represents a legal means for the Township to regulate private property to achieve orderly land use relationships. Zoning is the process most commonly used to implement community plans. The zoning process consists of an official zoning map and an accompanying zoning ordinance text. The official zoning map divides the community into different districts within which certain uses are permitted. The zoning ordinance text establishes the uses, which are permitted and establishes regulations to control densities, height, bulk, setbacks, lot sizes and accessory uses, among other physical and linear attributes. The zoning ordinance also sets forth procedures for special approval provisions and regulates accessory structures such as signs. These measures permit the Township to control the quality as well as the type of development.

The Planning Commission and Township Board of Trustees should periodically review and make any necessary revisions to the zoning regulations based on the strategies of this Plan to ensure that the goals and recommendations of the Plan are instituted. Further, the zoning ordinance requires systematic and frequent updates to address needs resulting from changing trends, case law and state statutes, such as adult uses, mineral removal, and wireless communication facilities.

Relationship of Master Plan Classifications to Zoning Districts (Zoning Plan)

Complementing the text of the Master Plan is its map, which identifies land use classifications by which the Township organizes and intends future improvements and uses. These classification terms are intentionally general in nature so as to not necessarily be specific to one use or type of uses permitted by the Zoning Ordinance and its map.

In other words, while the land use classifications are related to the Zoning Districts identified on the Zoning Ordinance map, as shown in the table below, specific future uses are determined by numerous natural and man-made features of the landscape such as public utilities, topography, soils, road improvements, surrounding uses, existing densities, and etcetera, as well as other planning considerations such as compatibility, public safety, access and etcetera. Consequently, while the land use classifications of the Master Plan map are designed to serve as a guide for future uses they are not considered to be a mandate for immediate improvements, public, private, or otherwise. Ultimately, while the Master Plan Map identifies areas for future uses the feasibility of a proposed use is determined by the aforementioned, and the Zoning Ordinance with its regulations regarding height, area, bulk, location and etcetera for each of its Districts.

Terminology

Table of Master Plan Classification Terms & Zoning Ordinance Map District Terms

Master Plan Map Classification Terms	Zoning Ordinance Map Districts
Rural/Agricultural Preservation	Agricultural Rural Residential
Low Density Residential A	Residential (R-1)
Medium Density Residential A	Residential (R-2)
High Density Residential A	Residential (R-3)
Neighborhood Commercial	Village Commercial
Commercial	General Commercial
Highway Commercial	Interchange Commercial, Business & Industrial
Industrial	Business & Industrial, Planned Industrial
Forest Grove	Village Commercial
Village of Jamestown	Village Commercial
32 nd Avenue & M-6 Corridors	32 nd Avenue M-6 Corridor Overlay Zone

Relationship of Master Plan Map Classification Terms to Master Plan Chapters

Several Chapters of this Master Plan identify the goals, recommendations, and strategies regarding future land uses within the Township. While the goals, recommendations, and strategies will likely always evolve, the intended uses related to the chapter titles will

remain the same. Those chapter titles can generally be related to the Master Plan map terms as provided in the table below.

Master Plan Map Classification Terms	Master Plan Chapters
Rural/Agricultural Preservation	Agricultural Uses
Low Density Residential A	Residential Uses
Medium Density Residential A	Residential Uses, Forest Grove, Village of Jamestown
High Density Residential A	Residential Uses
Neighborhood Commercial	Commercial Uses
Commercial	Commercial Uses
Highway Commercial	Commercial Uses & Industrial Uses
Industrial	Industrial Uses
Forest Grove	Forest Grove, Residential Uses
Village of Jamestown	Village of Jamestown, Residential Uses
32 nd Avenue & M-6 Corridors	32 nd Avenue & M-6 Corridors

Master Plan Classification Terms

The following is a description of land use Classifications identified within this Master Plan.

Rural Agricultural Preservation

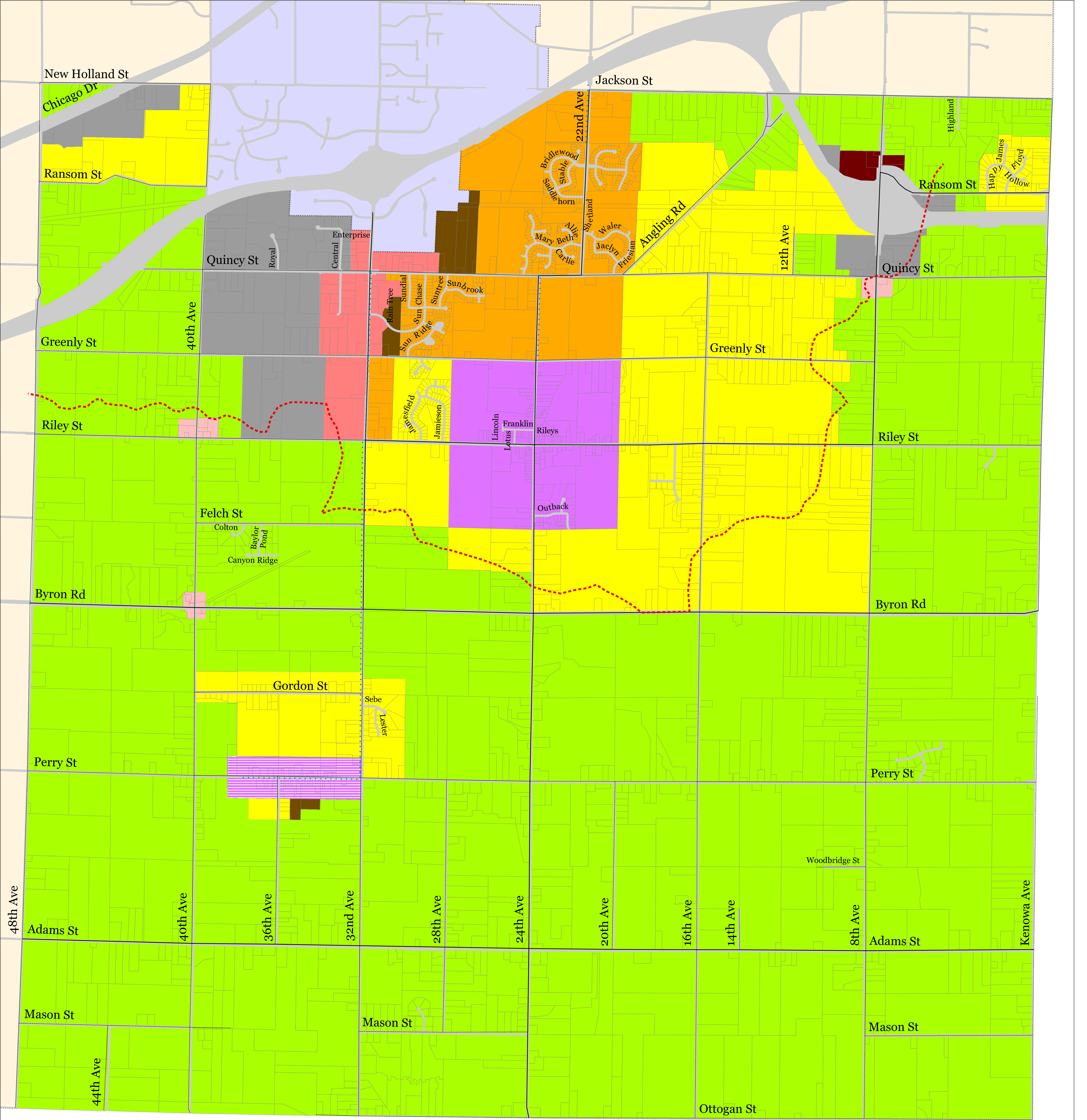
The Rural Agricultural Preservation Classification is the largest future land use classification in the Township. This classification primarily consists of agricultural lands and lands currently vacant but not currently being farmed. Rural Agricultural Preservation lands are intended to provide for the continuation of existing agricultural uses while also allowing a gradual transition of certain lands to low density, rural estate type development.

Low Density Residential A (LDR)

The Low Density Residential A Classification encompasses lands that were previously planned to be Rural Agricultural Preservation. Low Density Residential designated lands are recommended to have sanitary sewer service in place prior to any changes in zoning.

Medium Density Residential A (MDR)

The Medium Density Residential A Classification recommends a density greater than LDR but less than HDR to provide significant clustering and transition between use densities.



FUTURE LAND USE

CHARTER TOWNSHIP OF
JAMESTOWN
Ottawa County, Michigan



Jamestown Charter Township
Established in 1849

Legend

- Existing Trail Network
- Future Trail Network
- Right of Way
- Parcels
- City
- Township

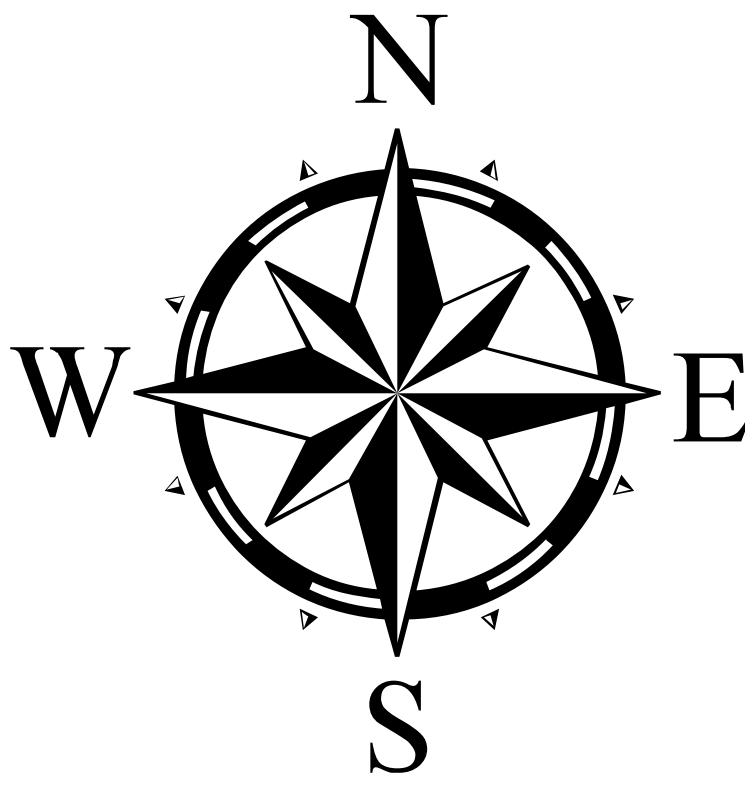
Master Plan

Standardized Class (Code)

- Rural/Agricultural Preservation (RAP)

- Low Density Residential (LDR A)
- Medium Density Residential (MDR A)
- High Density Residential (HDR A)
- Neighborhood Commercial (NC)
- Commercial (C)
- Highway Commercial (HC)
- Industrial (GI)
- Village of Jamestown (TC)
- Forest Grove (TC)
- Growth Boundary

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High Density Residential A (HDR)

The High Density Residential Classification is located adjacent to the City of Hudsonville and recommends the highest residential density within the Township to provide concentrated development and access to urban amenities and services.

Neighborhood Commercial

The Neighborhood Commercial Classification is intended to provide locations for small businesses established to meet the day-to-day convenience shopping and service needs of the local population. Neighborhood Commercial uses should provide shared access, reciprocal access easements, screened parking and loading areas. Building architecture and signage should be compatible with surrounding uses, including residential uses.

Commercial

Commercial Classification uses typically serve the local and regional market, are automobile-oriented, and benefit from increased visibility and accessibility. Commercial uses generate large volumes of traffic and require larger parcels than Neighborhood Commercial uses. Outdoor display and storage of goods are also common characteristics of uses in this land use classification, although design standards should be developed to manage the intensity, location, and environmental impact of such displays. It is the intent of the Township that parcels will not be rezoned to accommodate this classification until adequate infrastructure is present. This includes public water and sanitary sewer as well as roads.

Highway Commercial

The Highway Commercial Classification recognizes that the M-6/8th Avenue interchange area will be a desirable and valuable location for businesses catering to the traveling public. The Master Plan will direct these types of uses into four strategic locations nearest the on and off ramps of M-6. Access controls and strict site plan design requirements are recommended to minimize traffic and land use conflicts. Similar to the Commercial Classification, it is intended that parcels will not be rezoned to accommodate this classification until adequate infrastructure is present. This includes public water and sanitary sewer as well as roads.

Industrial

The Industrial Classification is planned to develop principally within the recently developed, fully improved, 149-acre industrial park on the southwest side of the City of Hudsonville. This area is generally intended to accommodate extensive industries that

have comparatively high acreage requirements. It is recognized that industrial development is important to the economy and tax base of the community as well as the region. Collectively, the areas set aside in Jamestown Charter Township contain over 600 acres and represent a regionally significant reserve area of land for future industrial development. The areas designated are located for easy access and where utilities are either available or are in the process of being established. Through proper site design and the transitioning of adjacent land uses to the west, south and east, conflicts can be minimized. Similar to the Commercial Classification, it is intended that parcels will not be rezoned to accommodate this classification until adequate infrastructure is present. This includes public water and sanitary sewer as well as roads.

Village of Jamestown & Forest Grove

These land use Classifications seek to revitalize historic town centers by preserving their physical character through form-based codes and allowing a mix of uses that blend with adjacent, more modern residential neighborhood and commercial design.

32nd Avenue and M-6 Corridors

The 32nd Avenue and M-6 Corridors Classification is intended create a higher quality of building façade, site design, access, and physical improvements for land uses along 32nd Avenue as well as the M-6 and 8th Avenue intersection than elsewhere within the Township because of the primary gateway that each corridor serves for the Township.

Master Plan Map

Within Chapter Ten and the Appendix is the Master Plan Map of Jamestown Charter Township.

Complete Streets Plan

In 2010, the Michigan Planning Enabling Act was amended to require that master plans account for “all legal users” of the transportation system within the municipality. The amended Act, in part, states that the Master Plan must include, “among other things, promotion of or adequate provision for 1 or more of the following: (i) A system of transportation to lessen congestion on streets and provide for safe and efficient movement of people and goods by motor vehicles, bicycles, pedestrians, and other legal users.”

Although the Township does not own or operate any of the streets within it, Chapter 9 – Transportation, as well as other provisions throughout the plan regarding pathways, identify key means to implement complete streets. As a result, the Township is as compliant with this amendment.

Appendix

Available within this appendix is the following data:

- Categorized Township Roads (Chapter 9)
- Ottawa County Road Commission Map for Jamestown (Chapter 9)
- Community Mapping
- 2010 United States Census Data, Jamestown Charter Township (excerpts)
- 2018 Jamestown Charter Township Master Plan Update Community Survey & Results Summary
- 2019 Jamestown Charter Township Master Plan Workshop Results Summary

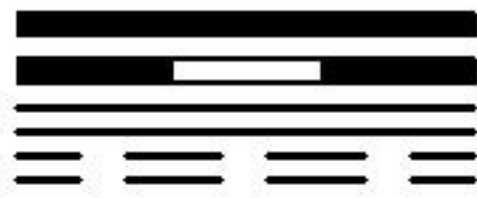
Categorized Township Roads

Primary Roads: 32nd Avenue, from the City of Hudsonville to Byron Road
Riley Street, between 8th Avenue and 32nd Avenue
24th Avenue, entire length
Ransom Street, in Section 1
8th Avenue, from Ransom Street to Riley Street
22nd Avenue, in Section 3
Byron Road, entire length
Adams Street, entire length

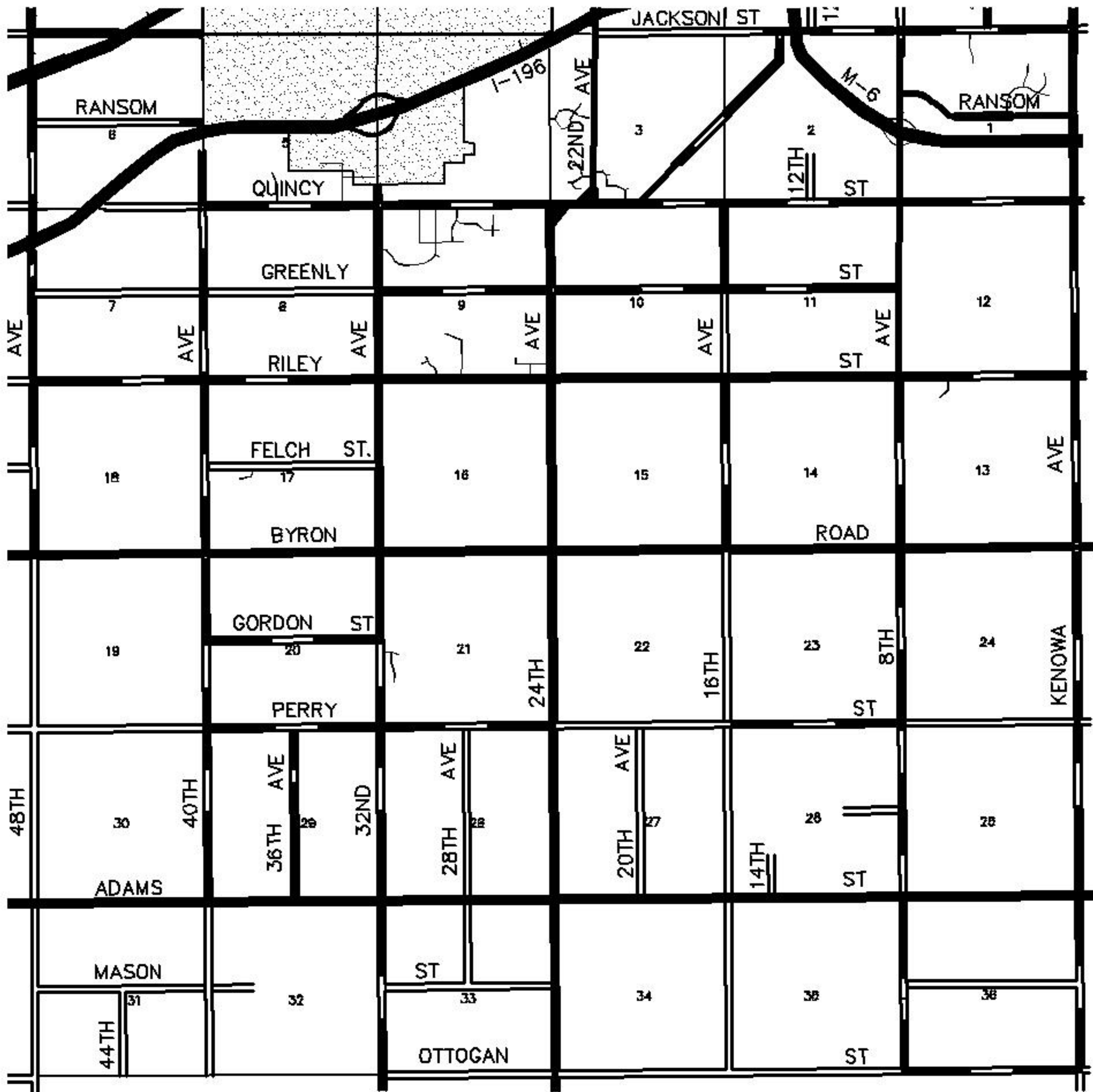
Local Streets: Jackson Street
Ransom Street, in Section 8
Quincy Street
Greenly Street
Riley Street
Felch Street
Gordon Street
Perry Street
Ottogon Street
48th Avenue
40th Avenue
36th Avenue
32nd Avenue, from Byron Street to Ottogon Street
28th Avenue
20th Avenue
16th Avenue
14th Avenue
12th Avenue
8th Avenue, from Riley Street to Ottogon Street
Kenowa Avenue

JAMESTOWN

PRIMARY PAVED ROAD
LOCAL PAVED ROAD
LOCAL GRAVEL ROAD
LOCAL UNIMPROVED ROAD



0 0.5 1.0
MILE

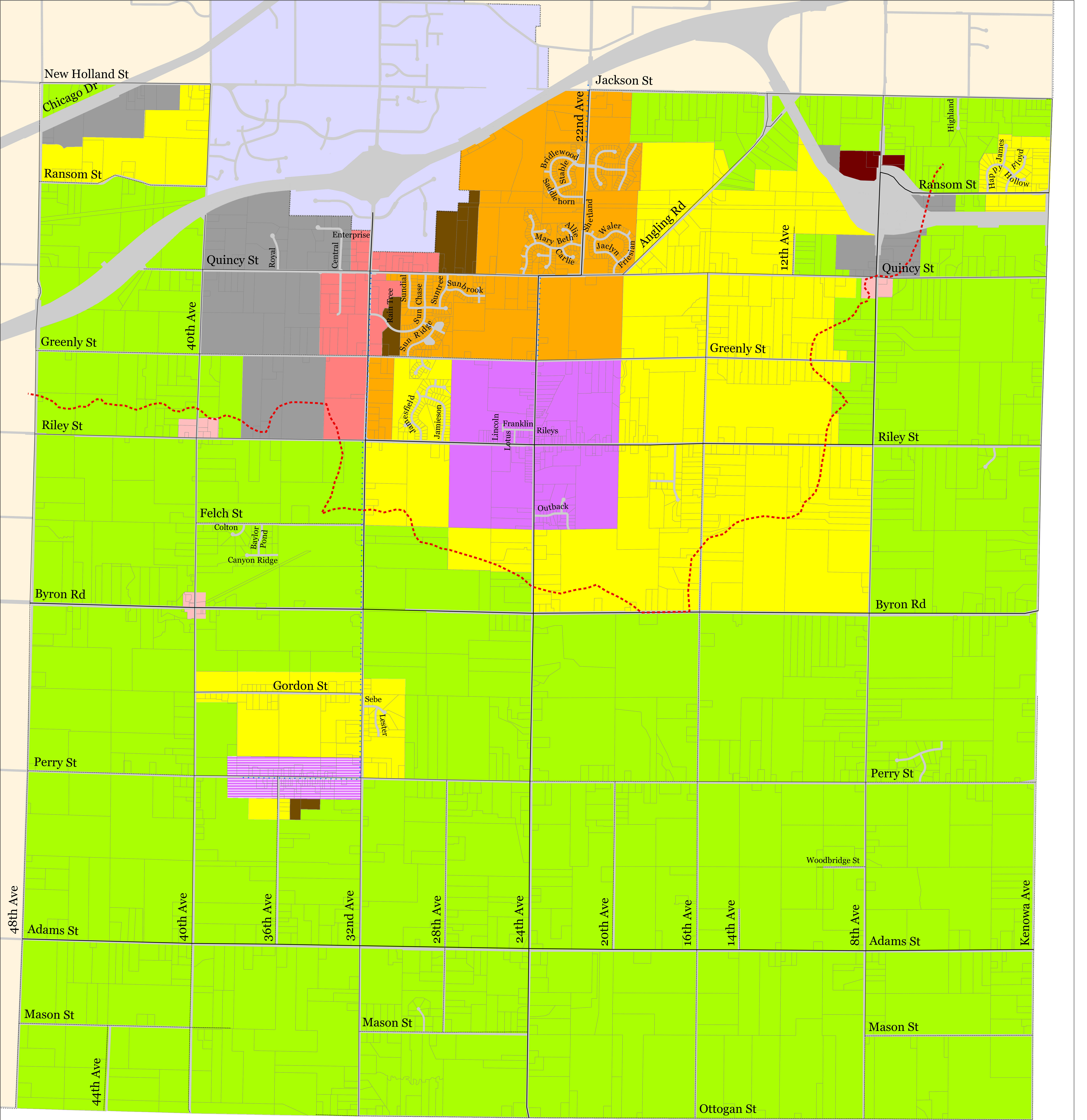


Community Mapping

Contents:

Following are the community maps as well as their established purpose, which are incorporated as part of the Master Plan. These maps are not intended to be limited to their purposes provided below but rather establish a minimum relationship to the Master Plan.

1. **Master Plan** – creates future land use classifications and delineates boundaries for certain uses of land
2. **Slope** – illustrates the impact that topography has on drainage
3. **Generalized Environmental Suitability for Rural Development** – indicates the location of soils within the Township that present severe limitations for both building and onsite septic systems
4. **Woodlands and Wetlands** – documents highly scattered pattern of woodland and wetland features
5. **Prime Farmland Soils** – classifies areas of the Township on the basis of soil suitability for general agricultural crop production
6. **East Branch of Rush Creek Watershed** – illustrates drainage areas and their boundaries
7. **Street Map** – documents existing network of transportation infrastructure to illustrate feasibility of supporting a proposed use
8. **Public Water System** – establishes existing public water system to illustrate feasibility of supporting proposed development
9. **Sanitary Sewer System** – establishes existing sanitary sewer system to illustrate feasibility of supporting proposed development



FUTURE LAND USE

CHARTER TOWNSHIP OF
JAMESTOWN
Ottawa County, Michigan



Jamestown Charter Township
Established in 1849

Legend

- Existing Trail Network
- Future Trail Network
- Right of Way
- Parcels
- City
- Township

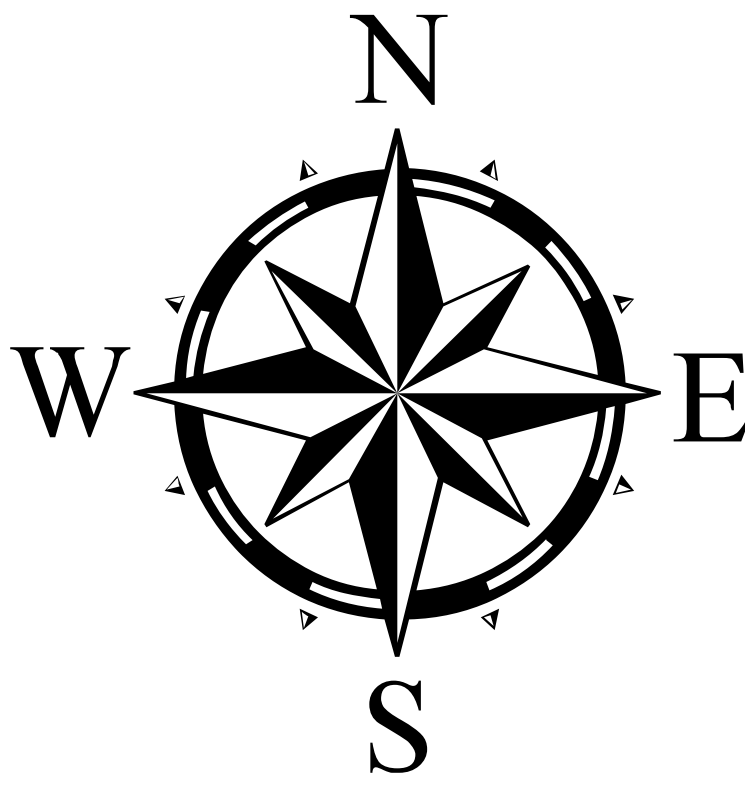
Master Plan

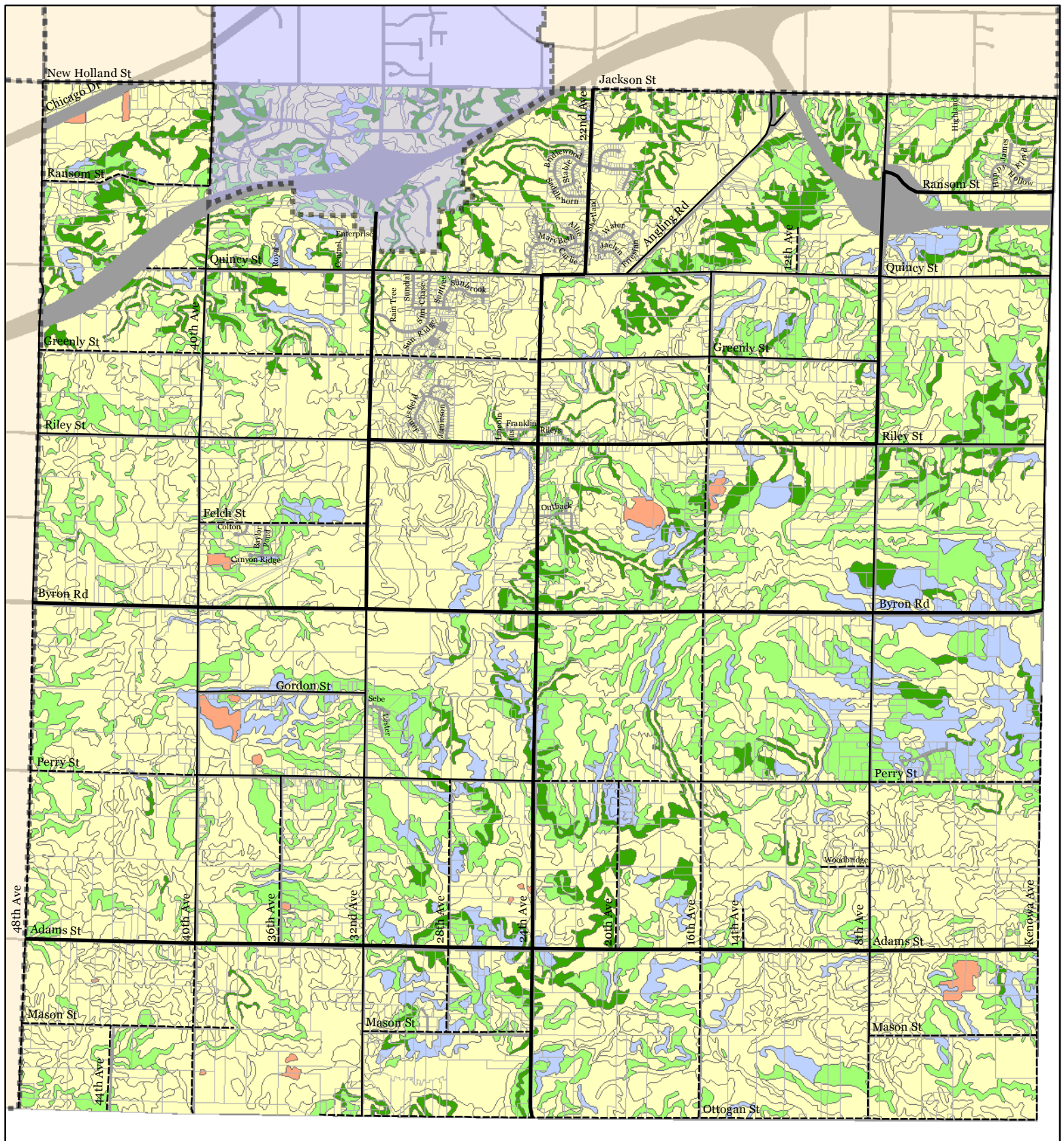
Standardized Class (Code)

- Rural/Agricultural Preservation (RAP)

- Low Density Residential (LDR A)
- Medium Density Residential (MDR A)
- High Density Residential (HDR A)
- Neighborhood Commercial (NC)
- Commercial (C)
- Highway Commercial (HC)
- Industrial (GI)
- Village of Jamestown (TC)
- Forest Grove (TC)
- Growth Boundary

DRAFT





SLOPE

CHARTER TOWNSHIP OF JAMESTOWN Ottawa County, Michigan



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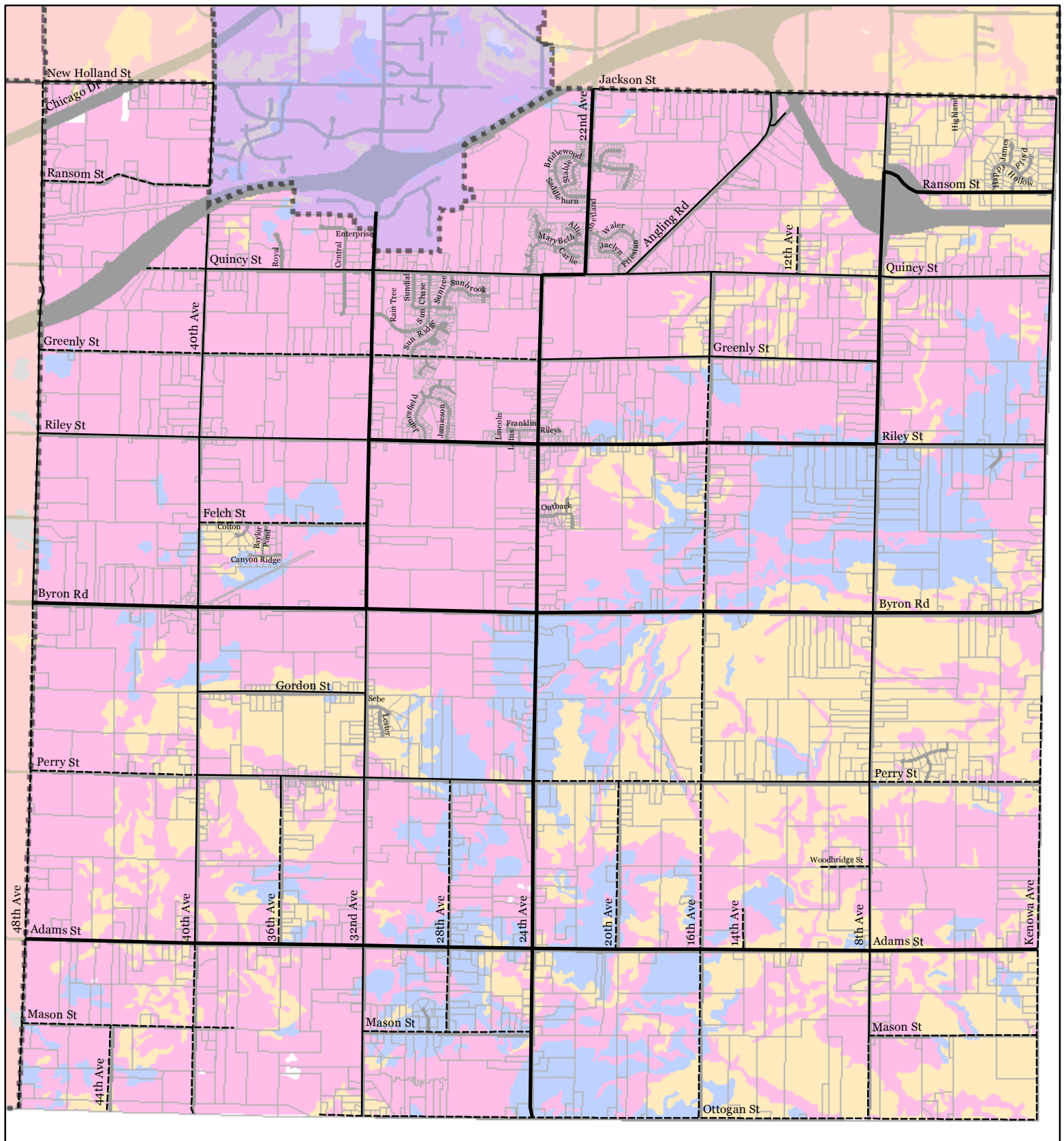
Date: 7/7/2014

Legend

	PRIMARY		Right of Way
	LOCAL PAVED		Parcels
	LOCAL GRAVEL		Nearly Level - 6%
	City		6% - 12%
	Township		> 12%
			Unclassified
			Varies



Path: S:\Local_Unit_Projects\Jamestown\Slope Soils 8x11.mxd



SOIL SUITABILITY FOR SEPTIC

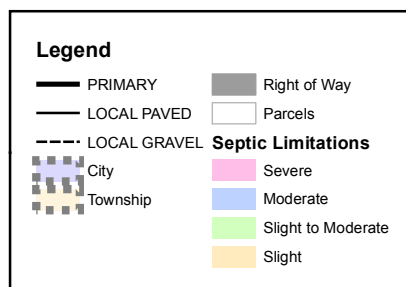


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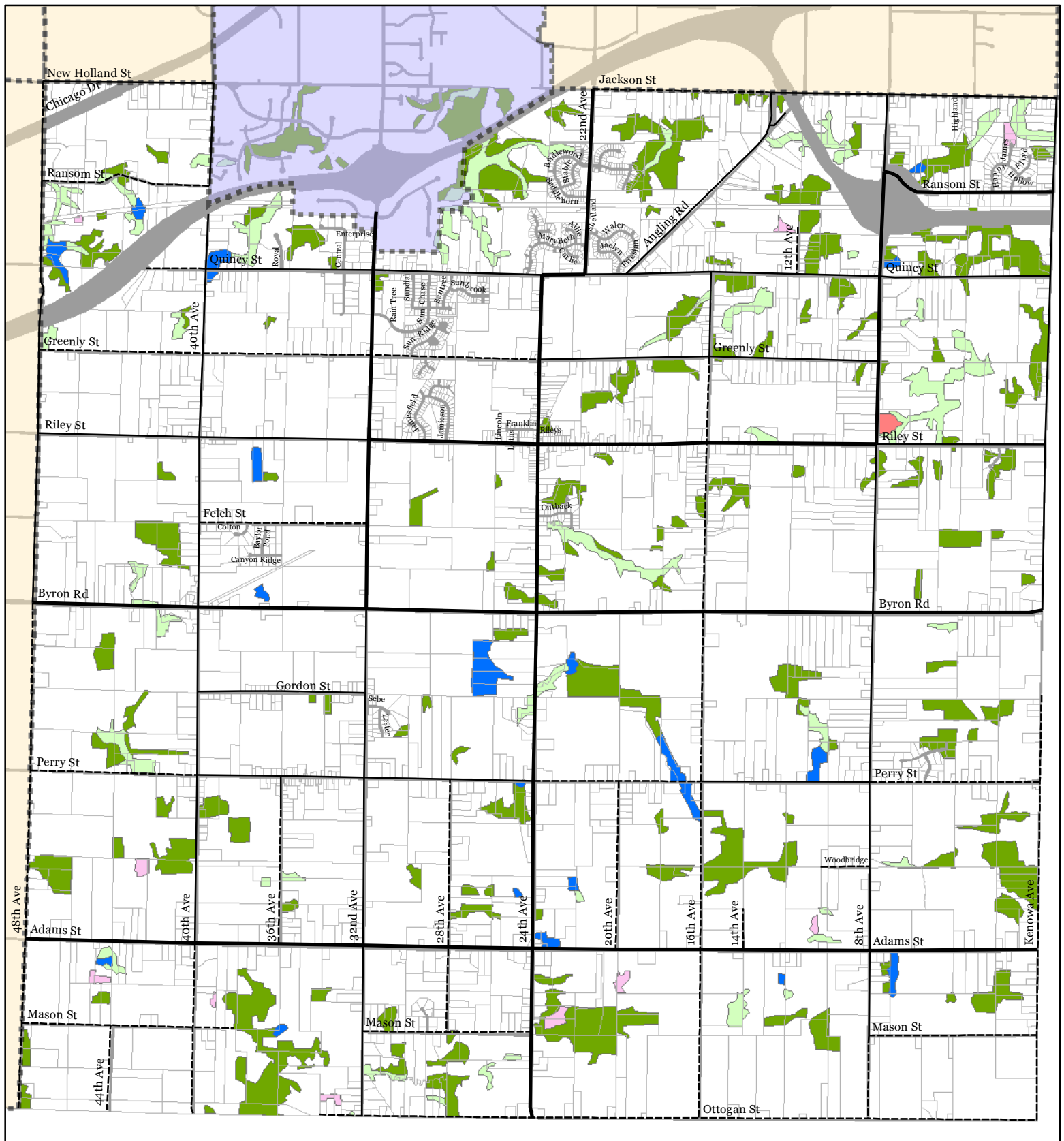
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Date: 7/21/2014



Path: S:\Local_Unit_Projects\Jamestown\SoilsSuitability 8x11.mxd





WOODLANDS AND WETLANDS

CHARTER TOWNSHIP OF
JAMESTOWN
Ottawa County, Michigan



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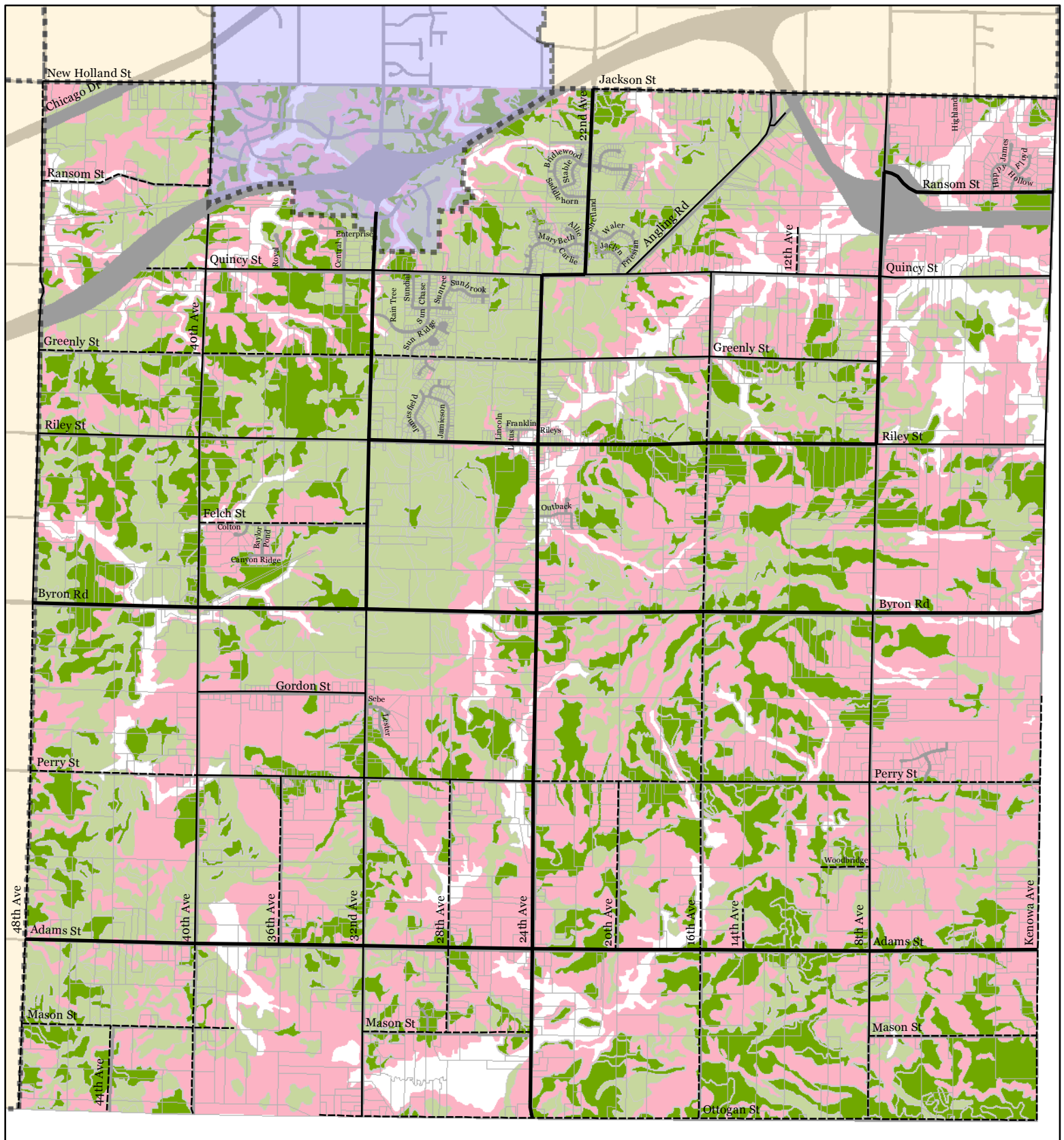
Date: 7/7/2014

Legend

- PRIMARY
- LOCAL PAVED
- LOCAL GRAVEL
- City
- Township
- Right of Way
- Parcels
- Shrub Wetlands
- Lowland Hardwoods
- Upland Hardwoods
- Upland Conifers
- Managed Christmas Tree Plantations



Path: S:\Local_Unit_Projects\Jamestown\Woodlands Wetland8x11.mxd



PRIME FARMLAND SOILS



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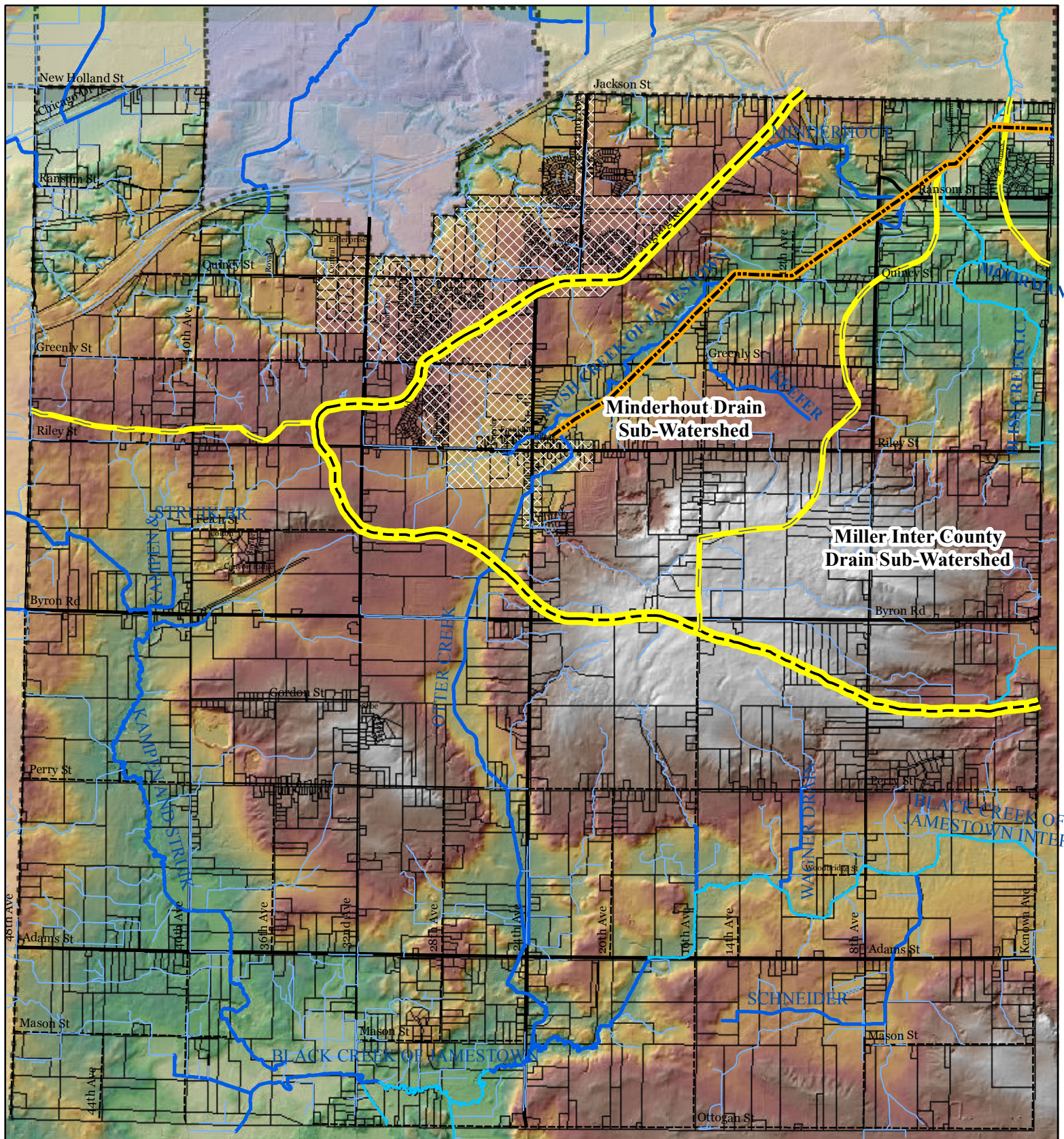
Date: 7/7/2014

Legend

— PRIMARY	Right of Way
— LOCAL PAVED	Parcels
--- LOCAL GRAVEL	Not Prime Farmland Soil or Unclassified
City	Prime Farmland Soil, if drained
Township	Prime Farmland Soil



Path: S:\Local_Unit_Projects\Jamestown\Prime Farmland Soils 8x11.mxd



EAST BRANCH OF RUSH CREEK WATERSHED



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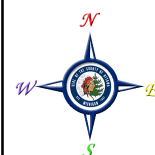
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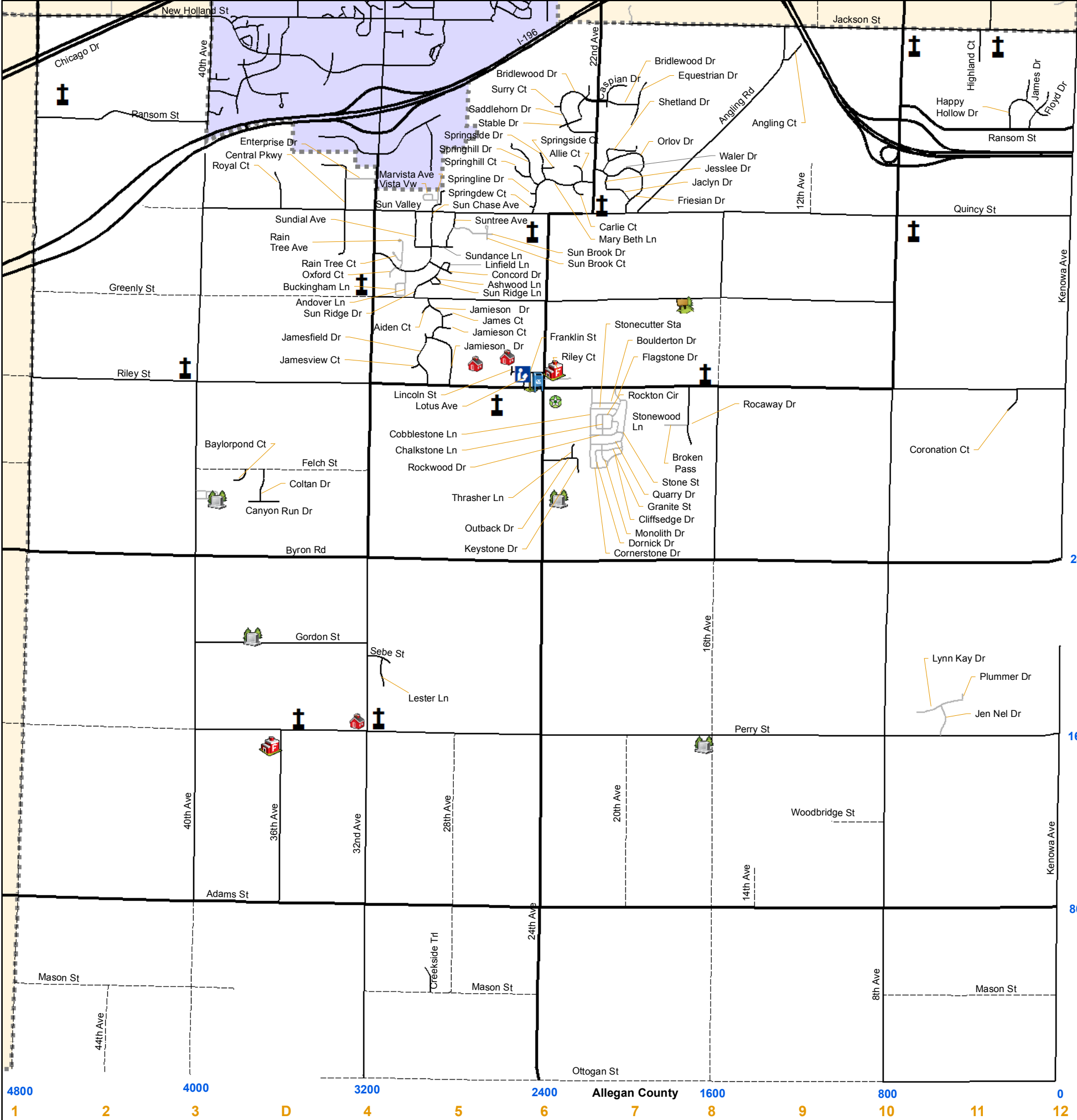
Date: 7/21/2014

Legend

- Future Sewer
- Watershed Boundary
- Sub-Watershed Boundary
- 2008 River, Streams, Creeks, & Drains
- Drain Classification
- County Drain
- Intercounty Drain
- Stream
- PRIMARY
- LOCAL PAVED
- LOCAL GRAVEL
- Sanitary Sewer
- City
- Township
- Parcels



Path: S:\Local_Unit_Projects\Jamestown\EastBrance_RushCreek8x11.mxd



STREET MAP
CHARTER TOWNSHIP OF
JAMESTOWN
Ottawa County, Michigan

Legend

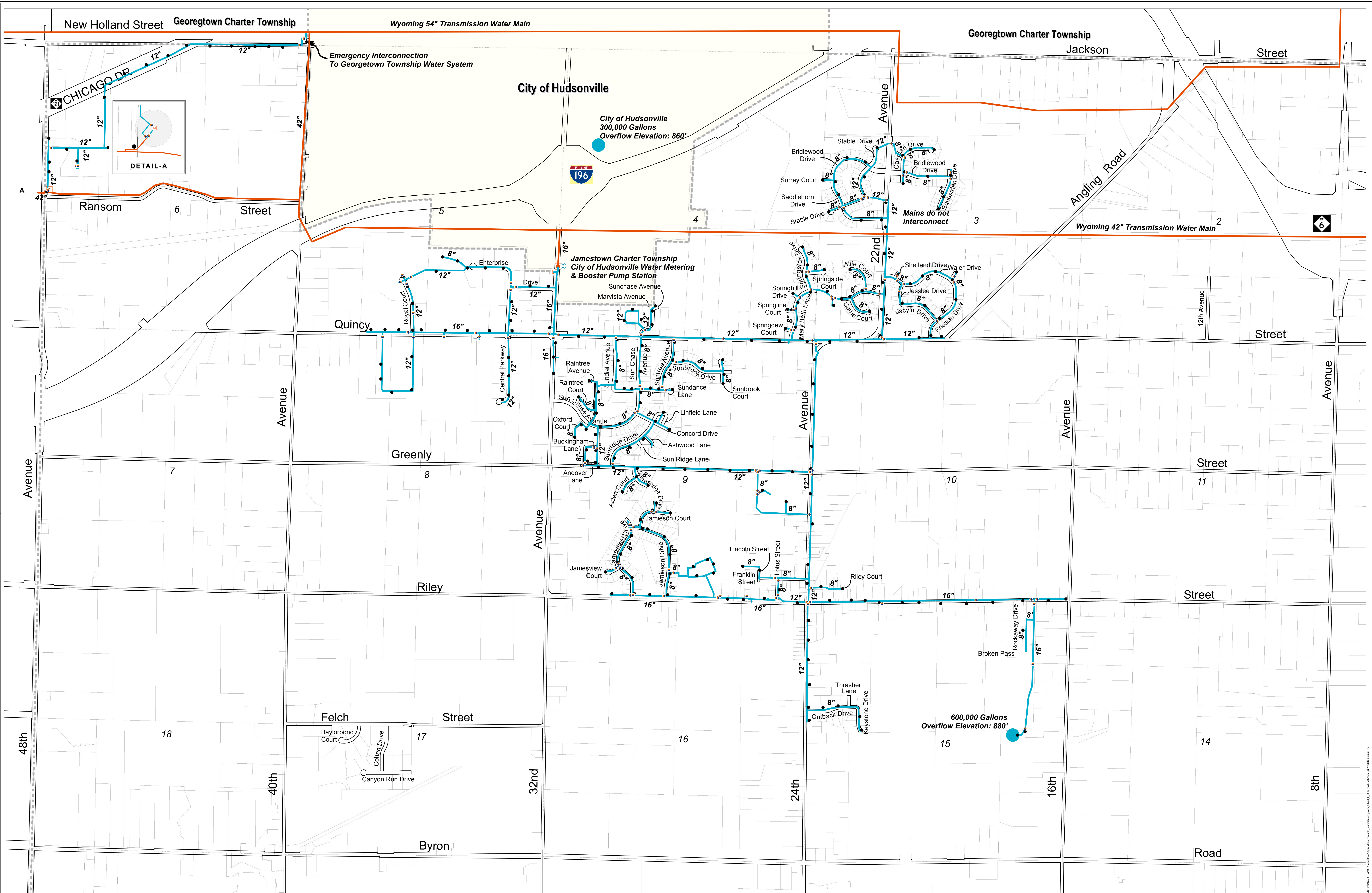
- Primary Road
- Local Paved Road
- Unpaved Road
- Private Road

- Township Office
- Fire Station
- Library
- Post Office
- Park
- School
- Church
- Cemetery

8th Ave.....A11-M11	Happy Hollow Dr...B12	Riley St.....E1-13
12th Ave.....C10	Highland Ct.....A12	Rocaway Dr.....E7
14th Ave.....K10	Jackson St.....A7-13	Rockton Cir.....E8
16th Ave.....C9-M9	Jaclyn Dr.....B7	Rockwood Dr.....E8
20th Ave.....I8-K8	James Ct.....E5	Royal Ct.....C4
22nd Ave.....A8-C8	James Dr.....B12	Saddlehorn Dr.....F8
24th Ave.....C7-M7	Jamesfield Dr.....E5	Sebe St.....H5
28th Ave.....I6-L6	Jamesridge Dr.....E5	Shetland Dr.....B7
32nd Ave.....A5-M5	Jamesview Ct.....E5	Springdew Ct.....B5
36th Ave.....I4-K4	Jamieson Ct.....E5	Springhill Ct.....B5
40th Ave.....A3=M3	Jamieson Dr.....E5	Springhill Dr.....B5
44th Ave.....L2-M2	Jesslee Dr.....B7	Springside Ct.....B5
Adams St.....M1-13	Jen Nel Dr.....I11	Springside Dr.....B5
Allie St.....B7	Kenowa Ave.....A13-M13	Stable Dr.....F8
Andover Ln.....C5	Keystone Dr.....E7	Stone St.....E8
Angling Rd.....C8-A10	Lester Ln.....H5	Stonewood Ln.....E8
Baylorpond Ct.....F3	Lincoln St.....E7	Sun Brook Ct.....C5
Boulderton Dr.....E8	Linfield Ln.....D5	Sun Brook Dr.....C5
Bridlewood Dr.....B7	Lotus Ave.....E7	Sun Chase Ave.....C5
Byron Rd.....G1-13	Lynn Kay Dr.....I11	Sun Ridge Dr.....C5
Canyon Run Dr.....F3	Marvista Ave.....B5	Sun Ridge Ln.....C5
Carlie Ct.....B7	Mary Beth Ln.....B7	Sun Valley.....B5
Central Parkway...C5	Mason St.....L1-L3	Sundance Ln.....C5
Chalkstone Ln.....E8	Mason St.....L5-L7	Sundial Ave.....C5
Chicago Dr.....B1-A2	Mason St.....L11-L13	Suntree Ave.....C5
Cliffedge Dr.....F8	Monolith Dr.....F8	Surry Ct.....F8
Cobblestone Dr.....E8	New Holland St.....A1-3	Thrasher Ln.....E7
Coltan Dr.....F3	Orlov Dr.....B7	Vista Vw.....B5
Cornerstone Dr.....F8	Ottogan St.....M1-13	Waler Dr.....B7
Coronation Ct.....E12	Outback Dr.....E7	Woodbridge St.....J10-J11
Dornick Dr.....F8	Oxford Ct.....C5	
Enterprise Dr.....C5	Perry St.....I1-13	
Felch St.....F3-5	Plummer Dr.....I11	
Flagstone Dr.....E8	Quarry Dr.....F8	
Floyd Dr.....B12	Quincy St.....C2-13	
Franklin St.....E7	Rain Tree Ave.....C5	
Friesian Dr.....B7	Rain Tree Ct.....C5	
Gordon St.....H3-5	Ransom St.....B1-B3	
Granite St.....F8	Ransom St.....B11-B13	
Greenly St.....D1-11	Riley Ct.....E7	



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LEGEND

Watermain Features

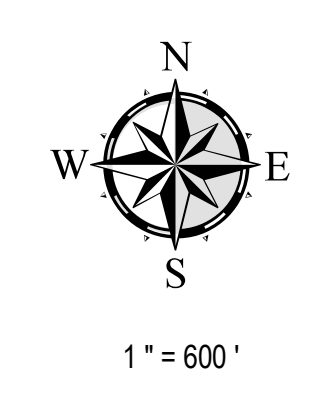
- Valve
- Hydrant
- Distribution Main
- Transmission Main
- Elevated Storage Tank
- Water Metering Station
- Booster Station
- Lateral Line

Base Map Features

- R.O.W.
- Section Line
- Parcel

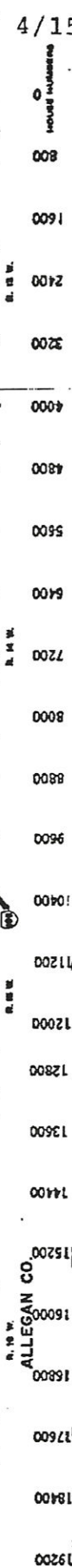
Location Map

Revised August 2012



BOARD OF COUNTY ROAD COMMISSIONERS

PRODUCED BY:
CITYAWA COUNTY ROAD COMMISSION
118 North Sixth Street
Grand Haven, Michigan 49417

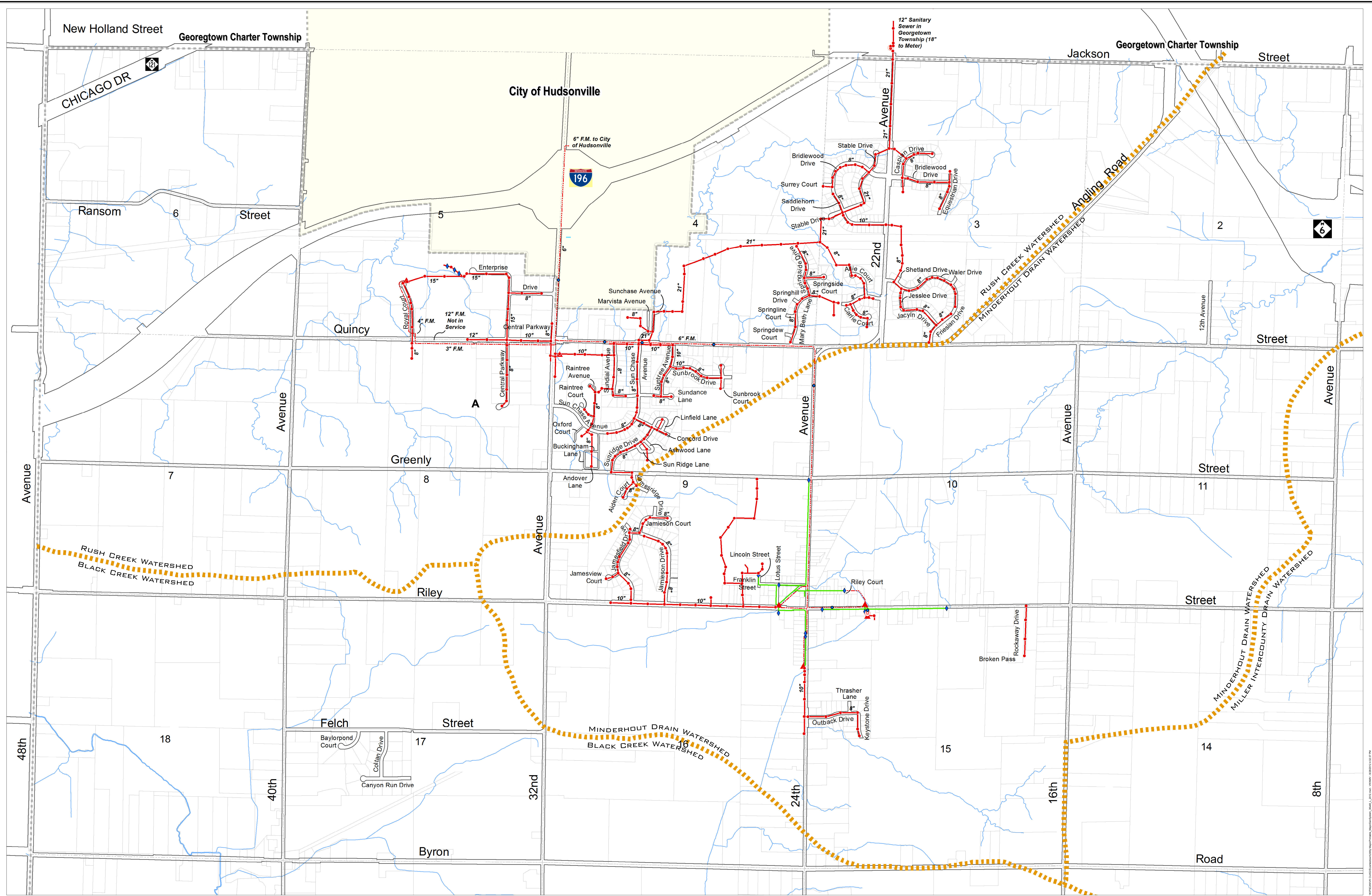


-ALL OF JAMESTOWN IS COVERED
IN THE WATER AGREEMENT WITH
WYOMING

EXHIBIT A

EXHIBIT A
OTTAWA COUNTY
SERVICE AREA

City OUR
County JTCW.



Sanitary Sewer Features

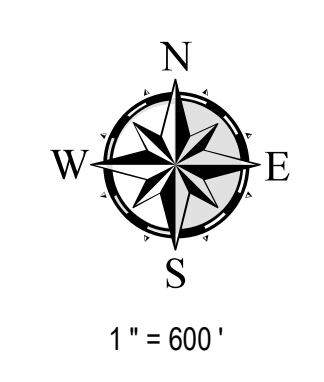
- Manhole
- Air Release Valve
- Sanitary Sewer Meter
- Pump Station
- Clean Out
- Low Pressure Main
- Gravity Main
- Force Main (Not in Service)
- Force Main

Base Map Features

- Watershed Boundary
- Section Line
- R.O.W.
- Parcel
- Water Body
- Waterway

Location Map

Revised August 2012



Jamestown Charter Township
OTTAWA COUNTY, MICHIGAN

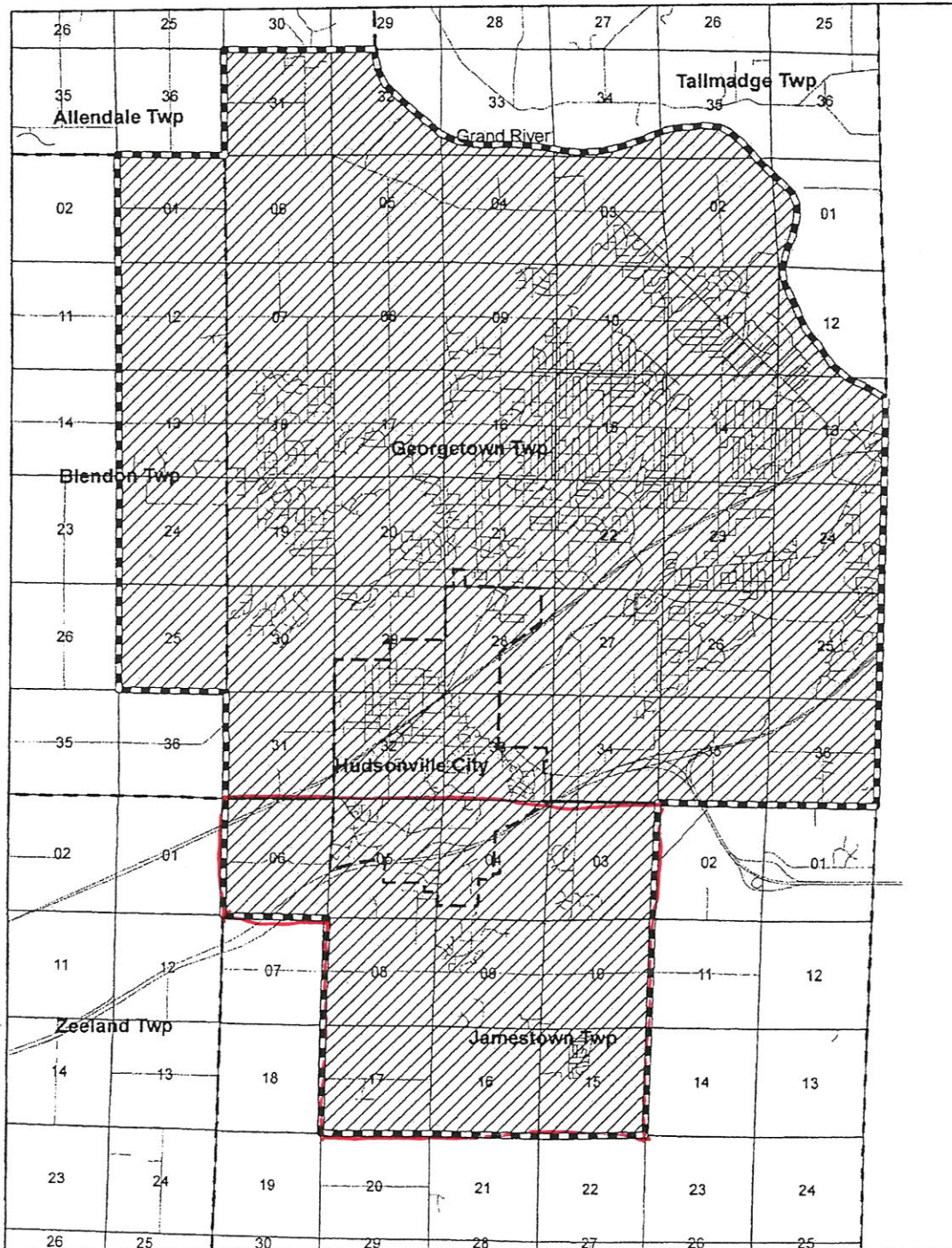
SANITARY SEWER SYSTEM

vriesman & korhorn
CIVIL ENGINEERS

067

EXHIBIT A

OTTAWA COUNTY SERVICE AREA



-  Ottawa County Service Area
-  Local Unit Boundary

-THESE ARE THE SECTIONS
FOR SEWER SERVICE IN
THE CONTRACT WITH
GRANDVILLE

Population and Growth Rates in Ottawa County

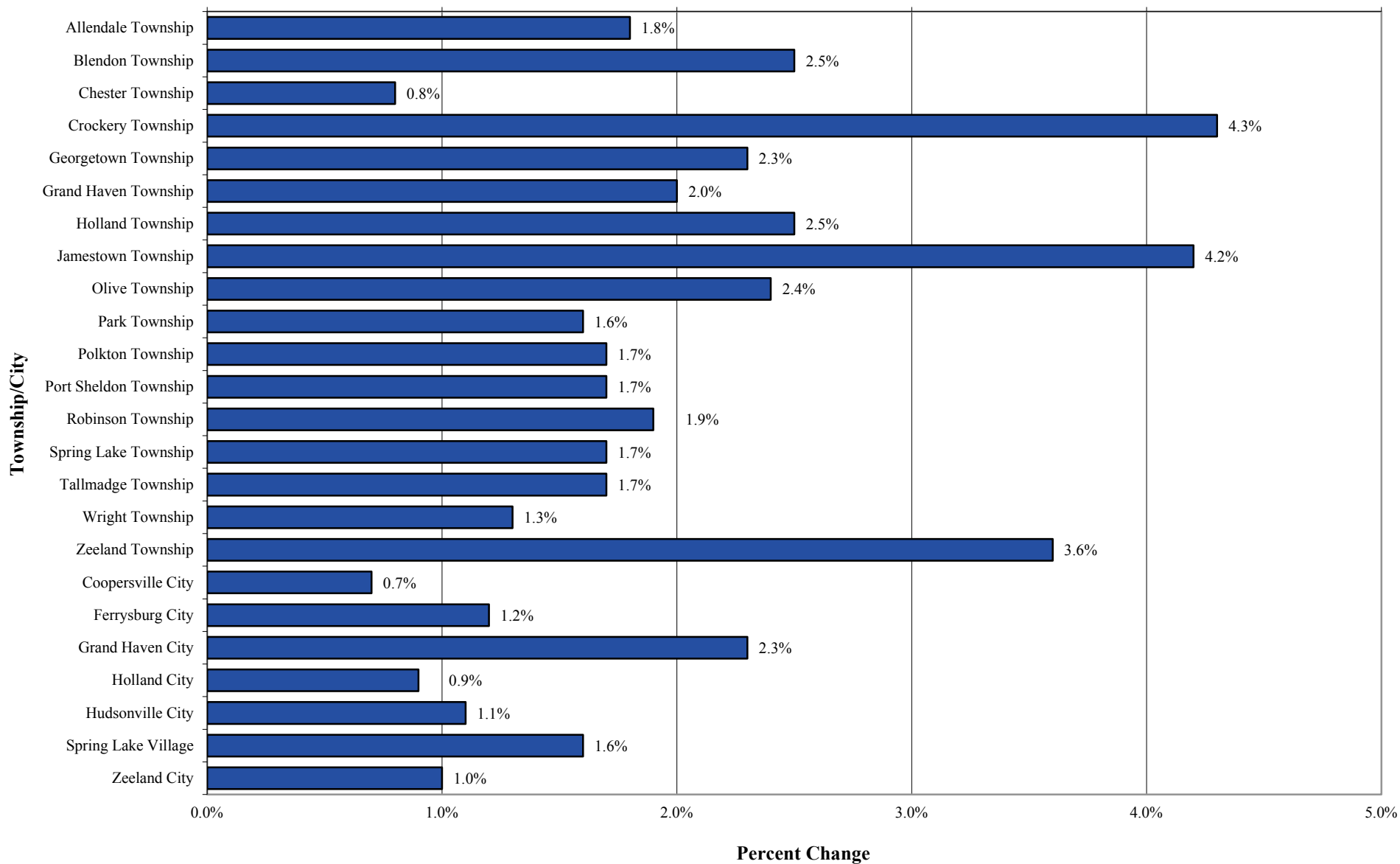
Unit of Government	Population									Population Growth							
	Census					Estimates		Projections ¹		Actual % Change				Estimated % Change		Projected % Change	
	1970	1980	1990	2000	2010	2011	2012	2020	2030	1970-1980	1980-1990	1990-2000	2000-2010	2010-2012	2011-2012	2010-2020	2010-2030
City/Village																	
Coopersville	2,129	2,889	3,421	3,910	4,275	4,286	4,306	4,420	4,563	35.7%	18.4%	14.3%	9.3%	0.7%	0.5%	3.4%	6.7%
Ferrysburg	2,196	2,440	2,919	3,040	2,892	2,908	2,928	3,043	3,158	11.1%	19.6%	4.1%	-4.9%	1.2%	0.7%	5.2%	9.2%
Grand Haven	11,844	11,763	11,951	11,168	10,412	10,447	10,650	11,016	11,474	-0.7%	1.6%	-6.6%	-6.8%	2.3%	1.9%	5.8%	10.2%
Holland (Ottawa pt)	23,133	21,767	25,086	27,846	26,035	26,129	26,260	26,232	26,197	-5.9%	15.2%	11.0%	-6.5%	0.9%	0.5%	0.8%	0.6%
Hudsonville	3,523	4,844	6,170	7,160	7,116	7,150	7,193	7,335	7,513	37.5%	27.4%	16.0%	-0.6%	1.1%	0.6%	3.1%	5.6%
Spring Lake	3,034	2,731	2,537	2,514	2,323	2,333	2,360	2,421	2,497	-10.0%	-7.1%	-0.9%	-7.6%	1.6%	1.2%	4.2%	7.5%
Zeeland	4,734	4,764	5,417	5,805	5,504	5,529	5,558	5,590	5,630	0.6%	13.7%	7.2%	-5.2%	1.0%	0.5%	1.6%	2.3%
Holland (Allegan pt) ²	3,346	4,514	5,792	7,202	7,016	7,005	7,019	6,984	6,940	34.9%	28.3%	24.3%	-2.6%	0.0%	0.2%	-0.5%	-1.1%
Township																	
Allendale	3,554	6,080	8,022	13,042	20,708	20,878	21,079	23,214	25,883	71.1%	31.9%	62.6%	58.8%	1.8%	1.0%	12.1%	25.0%
Blendon	2,927	3,763	4,740	5,721	5,772	5,845	5,915	6,278	6,732	28.6%	26.0%	20.7%	0.9%	2.5%	1.2%	8.8%	16.6%
Chester	1,786	2,034	2,133	2,315	2,017	2,026	2,033	2,023	2,011	13.9%	4.9%	8.5%	-12.9%	0.8%	0.3%	0.3%	-0.3%
Crockery	2,861	3,536	3,599	3,782	3,960	4,035	4,130	4,596	5,178	23.6%	1.8%	5.1%	4.7%	4.3%	2.4%	16.1%	30.8%
Georgetown	17,615	26,104	32,672	41,658	46,985	47,479	48,045	51,560	55,954	48.2%	25.2%	27.5%	12.8%	2.3%	1.2%	9.7%	19.1%
Grand Haven	5,489	7,238	9,710	13,278	15,178	15,287	15,488	16,540	17,855	31.9%	34.2%	36.7%	14.3%	2.0%	1.3%	9.0%	17.6%
Holland	10,849	13,739	17,523	28,911	35,636	36,056	36,513	39,873	44,073	26.6%	27.5%	65.0%	23.3%	2.5%	1.3%	11.9%	23.7%
Jamestown	2,926	3,546	4,059	5,062	7,034	7,176	7,328	8,447	9,846	21.2%	14.5%	24.7%	39.0%	4.2%	2.1%	20.1%	40.0%
Olive	2,072	2,449	2,866	4,691	4,735	4,793	4,847	5,112	5,443	18.2%	17.0%	63.7%	0.9%	2.4%	1.1%	8.0%	15.0%
Park	6,639	10,354	13,541	17,579	17,802	17,944	18,086	18,776	19,638	56.0%	30.8%	29.8%	1.3%	1.6%	0.8%	5.5%	10.3%
Polkton	1,962	2,027	2,277	2,335	2,423	2,450	2,463	2,578	2,722	3.3%	12.3%	2.5%	3.8%	1.7%	0.5%	6.4%	12.3%
Port Sheldon	1,078	2,206	2,929	4,503	4,240	4,270	4,311	4,438	4,597	104.6%	32.8%	53.7%	-5.8%	1.7%	1.0%	4.7%	8.4%
Robinson	2,051	3,018	3,925	5,588	6,084	6,130	6,198	6,547	6,983	47.1%	30.1%	42.4%	8.9%	1.9%	1.1%	7.6%	14.8%
Spring Lake	4,979	6,857	8,214	10,626	11,977	12,074	12,182	12,888	13,771	37.7%	19.8%	29.4%	12.7%	1.7%	0.9%	7.6%	15.0%
Tallmadge	4,883	5,927	6,300	6,881	7,575	7,639	7,704	8,130	8,662	21.4%	6.3%	9.2%	10.1%	1.7%	0.9%	7.3%	14.3%
Wright	2,983	3,387	3,285	3,286	3,147	3,163	3,189	3,247	3,320	13.5%	-3.0%	0.0%	-4.2%	1.3%	0.8%	3.2%	5.5%
Zeeland	2,934	3,711	4,472	7,613	9,971	10,149	10,333	11,685	13,375	26.5%	20.5%	70.2%	31.0%	3.6%	1.8%	17.2%	34.1%
Ottawa County	128,181	157,174	187,768	238,314	263,801	266,176	269,099	285,989	307,075	22.6%	19.5%	26.9%	10.7%	2.0%	1.1%	8.4%	16.4%
Michigan	8,881,826	9,262,044	9,295,287	9,938,444	9,883,640	9,876,801	9,883,360	9,834,134	9,772,602	4.3%	0.4%	6.9%	-0.6%	0.0%	0.1%	-0.5%	-1.1%

Source: U.S. Census Bureau

¹ Projection data provided by the Ottawa County Planning and Performance Improvement Department. The calculations are based on the linear population trend from 2009-2012 in order to reflect the current economic conditions throughout Ottawa County and the State

² Part of the City of Holland is located in Allegan County.

Population Growth in Ottawa County, 2010-2012



Household Composition (2010 Census)

		Household Composition*										
Unit of Government	Total Households	Husband-Wife Family		Single Male Family		Single Female Family		One Person Living Alone		Unrelated People		Average Household Size
		Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
City/Village												
Coopersville	1,604	822	51.2%	68	4.2%	213	13.3%	413	25.7%	88	5.5%	2.66
Ferrysburg	1,287	649	50.4%	35	2.7%	125	9.7%	403	31.3%	75	5.8%	2.24
Grand Haven	4,769	2,009	42.1%	186	3.9%	526	11.0%	1,773	37.2%	275	5.8%	2.15
Holland (Ottawa pt)	9,139	4,254	46.5%	436	4.8%	1,052	11.5%	2,682	29.3%	715	7.8%	2.57
Hudsonville	2,582	1,560	60.4%	89	3.4%	252	9.8%	593	23.0%	88	3.4%	2.71
Spring Lake	1,067	517	48.5%	29	2.7%	89	8.3%	385	36.1%	47	4.4%	2.17
Zeeland	2,246	1,179	52.5%	63	2.8%	184	8.2%	757	33.7%	63	2.8%	2.37
Township												
Allendale	5,594	2,606	46.6%	250	4.5%	364	6.5%	688	12.3%	1,686	30.1%	3.04
Blendon	1,975	1,486	75.2%	57	2.9%	96	4.9%	269	13.6%	67	3.4%	2.92
Chester	739	486	65.8%	28	3.8%	57	7.7%	131	17.7%	37	5.0%	2.72
Crockery	1,510	901	59.7%	75	5.0%	140	9.3%	305	20.2%	89	5.9%	2.59
Georgetown	16,683	11,357	68.1%	439	2.6%	1,055	6.3%	3,062	18.4%	770	4.6%	2.81
Grand Haven	5,547	3,711	66.9%	205	3.7%	457	8.2%	956	17.2%	218	3.9%	2.72
Holland	12,385	7,079	57.2%	635	5.1%	1,461	11.8%	2,532	20.4%	678	5.5%	2.85
Jamestown	2,264	1,788	79.0%	61	2.7%	114	5.0%	251	11.1%	50	2.2%	3.11
Olive	1,406	989	70.3%	71	5.0%	87	6.2%	201	14.3%	58	4.1%	3.12
Park	6,540	4,593	70.2%	162	2.5%	437	6.7%	1,137	17.4%	211	3.2%	2.70
Polkton	847	611	72.1%	26	3.1%	51	6.0%	127	15.0%	32	3.8%	2.84
Port Sheldon	1,615	1,166	72.2%	51	3.2%	82	5.1%	263	16.3%	53	3.3%	2.61
Robinson	2,065	1,516	73.4%	77	3.7%	116	5.6%	270	13.1%	86	4.2%	2.92
Spring Lake	4,739	2,796	59.0%	149	3.1%	413	8.7%	1,166	24.6%	215	4.5%	2.50
Tallmadge	2,707	1,814	67.0%	98	3.6%	177	6.5%	481	17.8%	137	5.1%	2.78
Wright	1,127	754	66.9%	46	4.1%	75	6.7%	206	18.3%	46	4.1%	2.77
Zeeland	3,338	2,369	71.0%	122	3.7%	249	7.5%	510	15.3%	88	2.6%	2.98
Ottawa County	93,775	57,012	60.8%	3,458	3.7%	7,872	8.4%	19,561	20.9%	5,872	6.3%	2.73
Michigan	3,872,508	1,857,127	48.0%	185,363	4.8%	511,583	13.2%	1,079,678	27.9%	238,757	6.2%	2.49

Source: U.S. Census Bureau

* "Family households" consist of a householder and one or more other people related to the householder by birth, marriage, or adoption. "Nonfamily households" consist of people living alone and households that do not have any members related to the householder

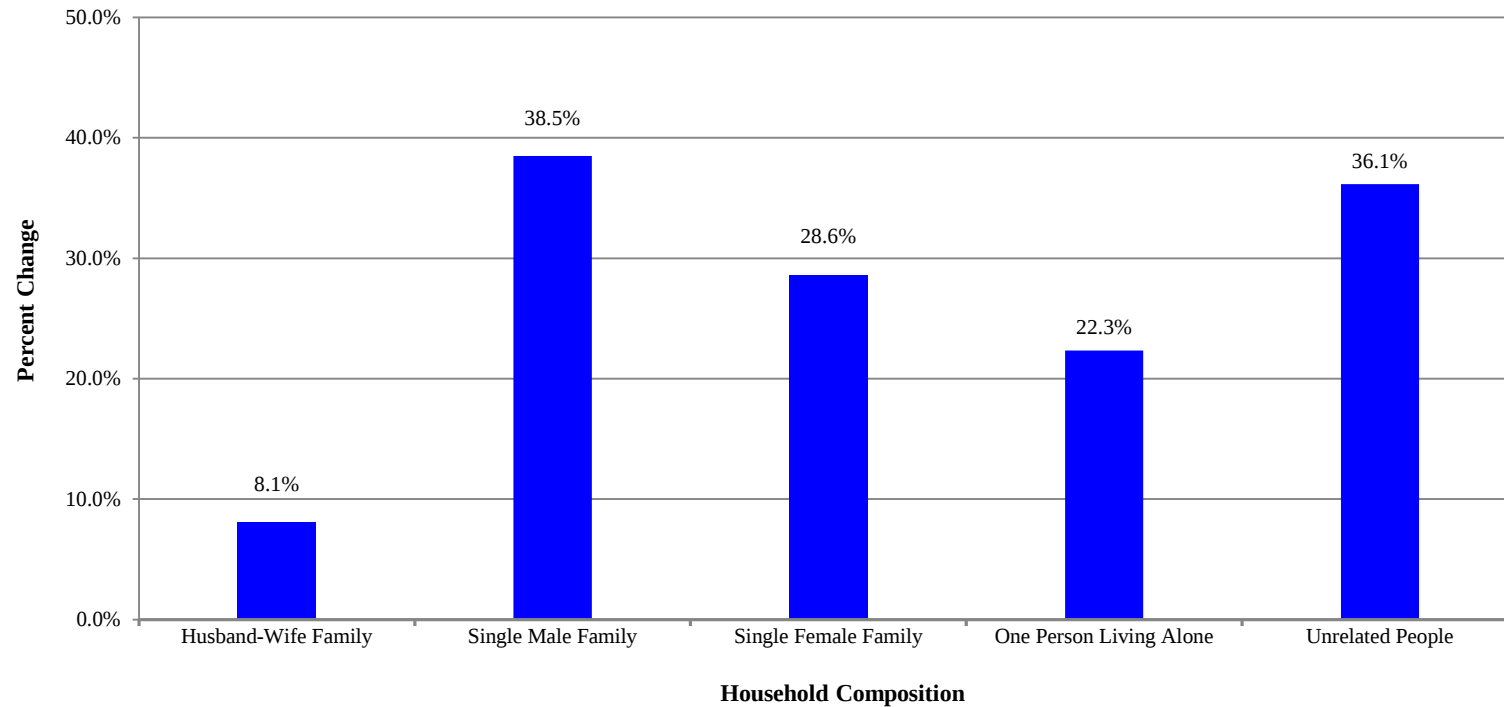
Household Composition in Ottawa County (2000-2010)

Household Composition*	2000	2010	Change 2000-2010	
			Number	Percent
Husband-Wife Family	52,744	57,012	4,268	8.1%
Single Male Family	2,497	3,458	961	38.5%
Single Female Family	6,119	7,872	1,753	28.6%
One Person Living Alone	15,989	19,561	3,572	22.3%
Unrelated People	4,313	5,872	1,559	36.1%

Source: U.S. Census Bureau

* "Family households" consist of a householder and one or more other people related to the householder by birth, marriage, or adoption. "Nonfamily households" consist of people living alone and households that do not have any members related to the householder

Growth in Ottawa County Households by Household Composition, 2000-2010



Household Size (2010 Census)

		Household Size*													
Unit of Government	Total Households	One Person		Two Persons		Three Persons		Four Persons		Five Persons		Six Persons		Seven or More Persons	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
City/Village															
Coopersville	1,604	413	25.7%	477	29.7%	262	16.3%	251	15.6%	141	8.8%	40	2.5%	20	1.2%
Ferrysburg	1,287	403	31.3%	507	39.4%	160	12.4%	133	10.3%	56	4.4%	22	1.7%	6	0.5%
Grand Haven	4,769	1,773	37.2%	1,667	35.0%	614	12.9%	428	9.0%	192	4.0%	65	1.4%	30	0.6%
Holland (Ottawa pt)	9,139	2,682	29.3%	2,867	31.4%	1,287	14.1%	1,142	12.5%	702	7.7%	280	3.1%	179	2.0%
Hudsonville	2,582	593	23.0%	852	33.0%	403	15.6%	372	14.4%	236	9.1%	87	3.4%	39	1.5%
Spring Lake	1,067	385	36.1%	369	34.6%	142	13.3%	110	10.3%	48	4.5%	6	0.6%	7	0.7%
Zeeland	2,246	757	33.7%	711	31.7%	306	13.6%	250	11.1%	146	6.5%	51	2.3%	25	1.1%
Township															
Allendale	5,594	688	12.3%	1,651	29.5%	937	16.8%	1,683	30.1%	438	7.8%	137	2.4%	60	1.1%
Blendon	1,975	269	13.6%	735	37.2%	332	16.8%	347	17.6%	183	9.3%	69	3.5%	40	2.0%
Chester	739	131	17.7%	296	40.1%	103	13.9%	125	16.9%	53	7.2%	18	2.4%	13	1.8%
Crockery	1,510	305	20.2%	579	38.3%	263	17.4%	218	14.4%	98	6.5%	34	2.3%	13	0.9%
Georgetown	16,683	3,062	18.4%	5,705	34.2%	2,599	15.6%	3,084	18.5%	1,494	9.0%	540	3.2%	199	1.2%
Grand Haven	5,547	956	17.2%	2,093	37.7%	941	17.0%	937	16.9%	430	7.8%	134	2.4%	56	1.0%
Holland	12,385	2,532	20.4%	3,860	31.2%	1,964	15.9%	2,142	17.3%	1,154	9.3%	473	3.8%	260	2.1%
Jamestown	2,264	251	11.1%	780	34.5%	350	15.5%	465	20.5%	270	11.9%	103	4.5%	45	2.0%
Olive	1,406	201	14.3%	421	29.9%	241	17.1%	282	20.1%	158	11.2%	63	4.5%	40	2.8%
Park	6,540	1,137	17.4%	2,608	39.9%	977	14.9%	1,053	16.1%	528	8.1%	170	2.6%	67	1.0%
Polkton	847	127	15.0%	329	38.8%	129	15.2%	149	17.6%	71	8.4%	27	3.2%	15	1.8%
Port Sheldon	1,615	263	16.3%	725	44.9%	240	14.9%	227	14.1%	105	6.5%	40	2.5%	15	0.9%
Robinson	2,065	270	13.1%	766	37.1%	352	17.0%	377	18.3%	185	9.0%	81	3.9%	34	1.6%
Spring Lake	4,739	1,166	24.6%	1,766	37.3%	683	14.4%	704	14.9%	293	6.2%	104	2.2%	23	0.5%
Tallmadge	2,707	481	17.8%	1,007	37.2%	431	15.9%	427	15.8%	229	8.5%	83	3.1%	49	1.8%
Wright	1,127	206	18.3%	407	36.1%	184	16.3%	175	15.5%	108	9.6%	36	3.2%	11	1.0%
Zeeland	3,338	510	15.3%	1,102	33.0%	511	15.3%	665	19.9%	362	10.8%	135	4.0%	53	1.6%
Ottawa County	93,775	19,561	20.9%	32,280	34.4%	14,411	15.4%	15,746	16.8%	7,680	8.2%	2,798	3.0%	1,299	1.4%
Michigan	3,872,508	1,079,678	27.9%	1,307,449	33.8%	603,482	15.6%	504,315	13.0%	234,074	6.0%	88,972	2.3%	54,538	1.4%

Source: U.S. Census Bureau

* A household consists of all people who occupy a housing unit regardless of relationship. The number of households equals the number of occupied housing units

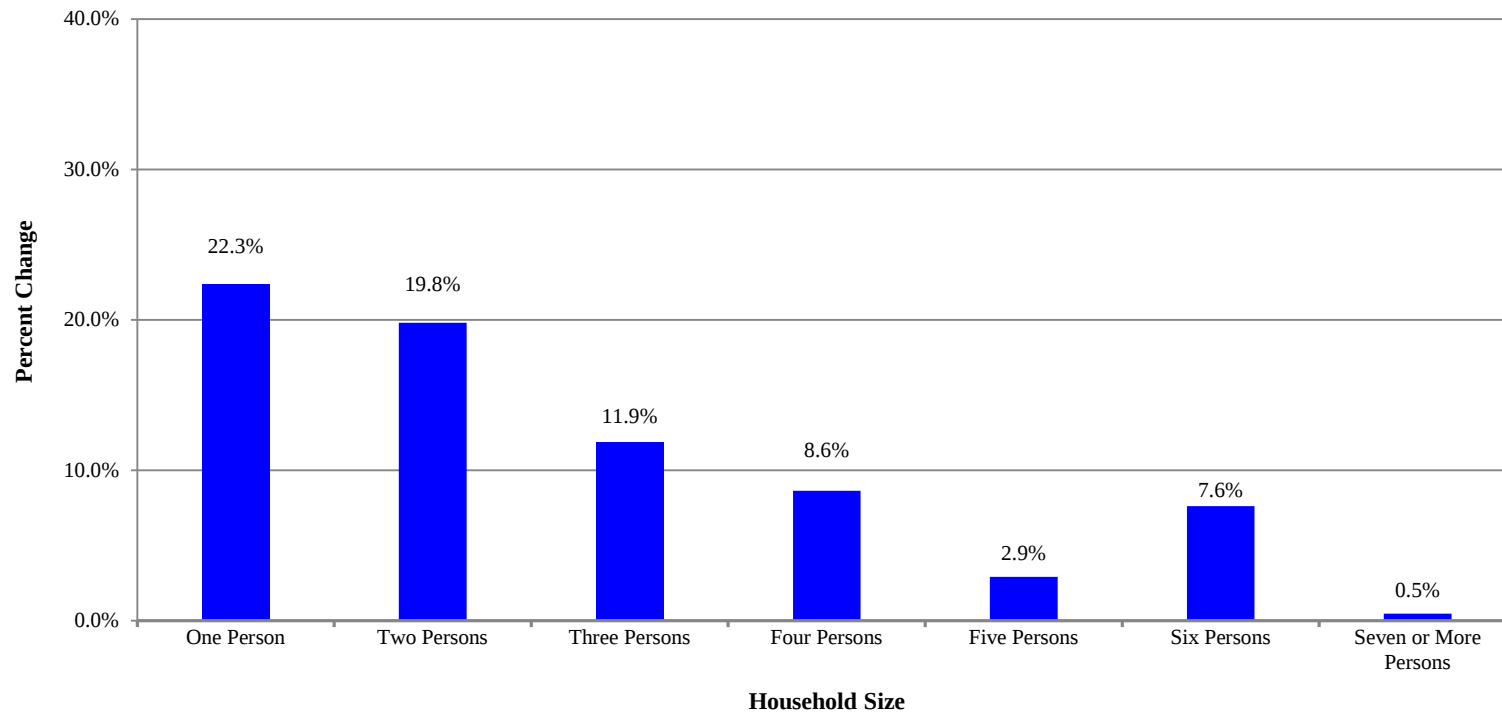
Household Size in Ottawa County (2000-2010)

Household Size*	2000	2010	Change 2000-2010	
			Number	Percent
One Person	15,989	19,561	3,572	22.3%
Two Persons	26,941	32,280	5,339	19.8%
Three Persons	12,883	14,411	1,528	11.9%
Four Persons	14,493	15,746	1,253	8.6%
Five Persons	7,463	7,680	217	2.9%
Six Persons	2,600	2,798	198	7.6%
Seven or More Persons	1,293	1,299	6	0.5%

Source: U.S. Census Bureau

* A household consists of all people who occupy a housing unit regardless of relationship.
The number of households equals the number of occupied housing units

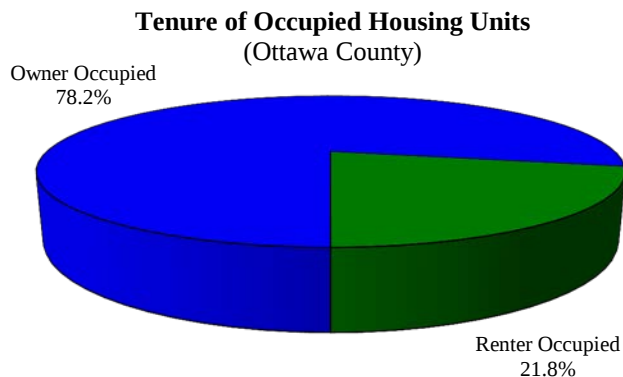
Growth in Ottawa County Households by Household Size, 2000-2010



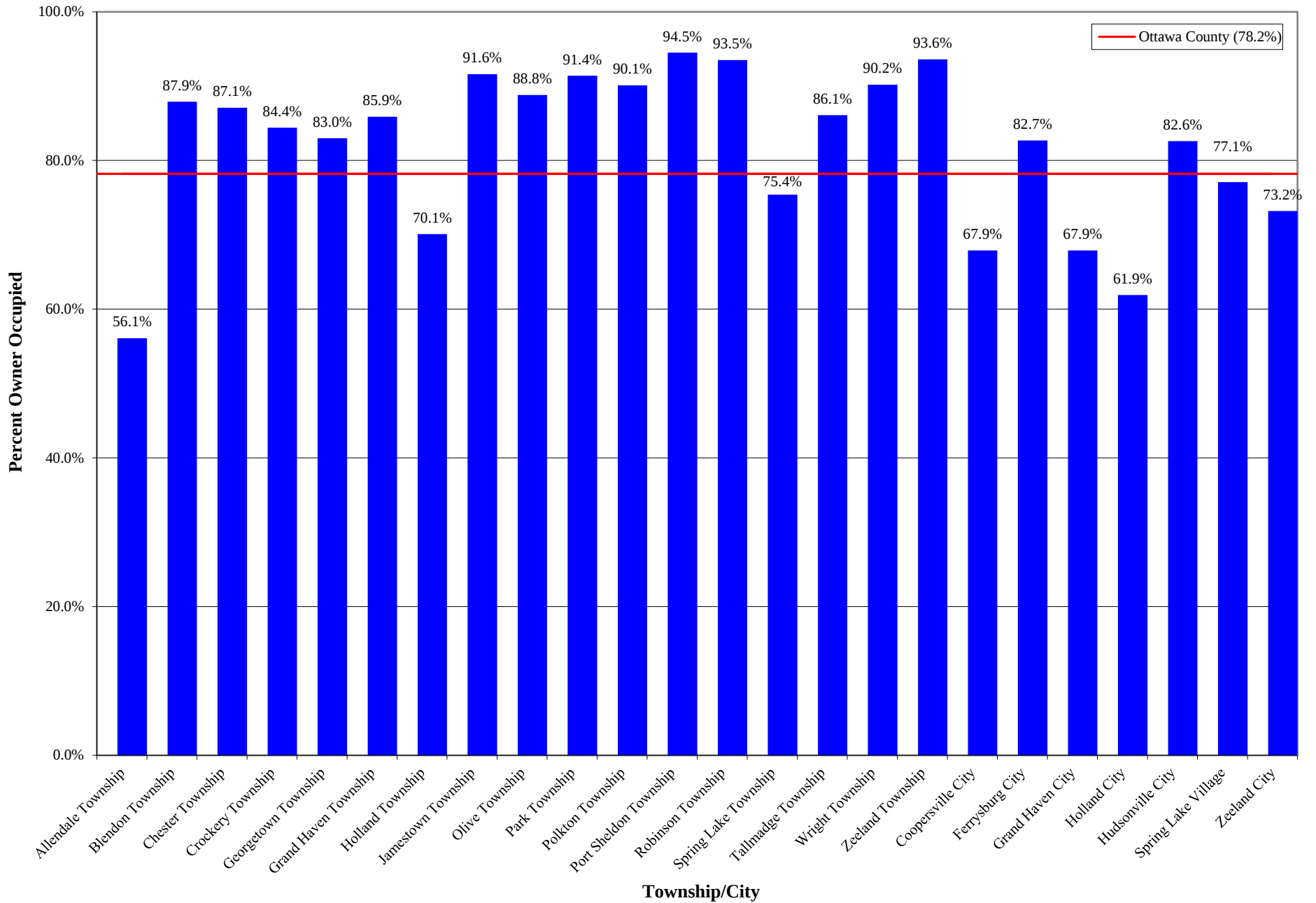
Tenure of Occupied Housing Units (2010 Census)

Unit of Government	Total Occupied Housing Units	Tenure of Occupied Housing Units			
		Owner Occupied		Renter Occupied	
		Number	Percent	Number	Percent
City/Village					
Coopersville	1,604	1,089	67.9%	515	32.1%
Ferrysburg	1,287	1,064	82.7%	223	17.3%
Grand Haven	4,769	3,239	67.9%	1,530	32.1%
Holland (Ottawa pt)	9,139	5,661	61.9%	3,478	38.1%
Hudsonville	2,582	2,134	82.6%	448	17.4%
Spring Lake	1,067	823	77.1%	244	22.9%
Zeeland	2,246	1,643	73.2%	603	26.8%
Township					
Allendale	5,594	3,136	56.1%	2,458	43.9%
Blendon	1,975	1,737	87.9%	238	12.1%
Chester	739	644	87.1%	95	12.9%
Crockery	1,510	1,274	84.4%	236	15.6%
Georgetown	16,683	13,850	83.0%	2,833	17.0%
Grand Haven	5,547	4,766	85.9%	781	14.1%
Holland	12,385	8,678	70.1%	3,707	29.9%
Jamestown	2,264	2,073	91.6%	191	8.4%
Olive	1,406	1,248	88.8%	158	11.2%
Park	6,540	5,975	91.4%	565	8.6%
Polkton	847	763	90.1%	84	9.9%
Port Sheldon	1,615	1,526	94.5%	89	5.5%
Robinson	2,065	1,931	93.5%	134	6.5%
Spring Lake	4,739	3,575	75.4%	1,164	24.6%
Tallmadge	2,707	2,332	86.1%	375	13.9%
Wright	1,127	1,016	90.2%	111	9.8%
Zeeland	3,338	3,126	93.6%	212	6.4%
Ottawa County	93,775	73,303	78.2%	20,472	21.8%
Michigan	3,872,508	2,793,342	72.1%	1,079,166	27.9%

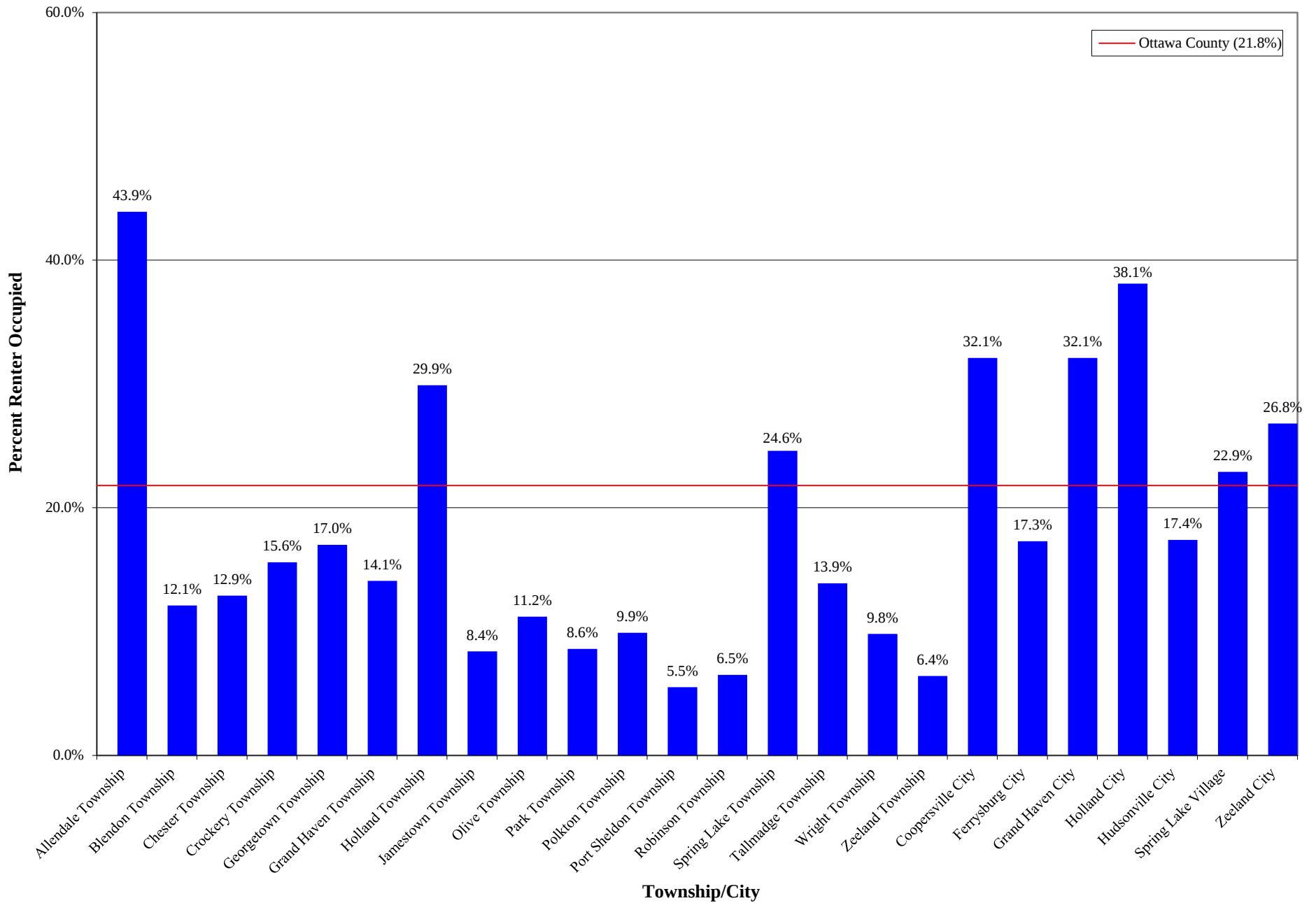
Source: U.S. Census Bureau



Percent of Occupied Housing Units that are Owner Occupied



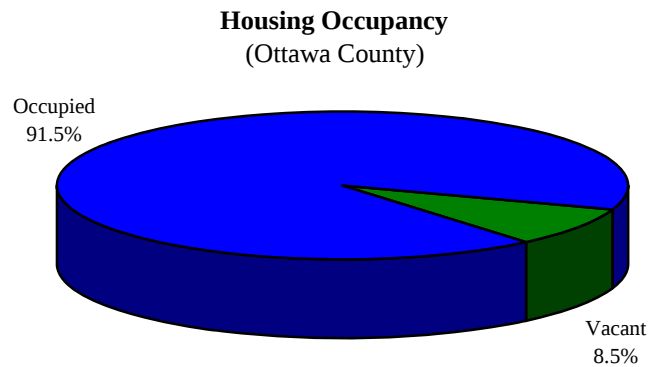
Percent of Occupied Housing Units that are Renter Occupied



Housing Occupancy (2010 Census)

Unit of Government	Total Housing Units	Occupied Housing Units		Vacant Housing Units	
		Number	Percent	Number	Percent
City/Village					
Coopersville	1,742	1,604	92.1%	138	7.9%
Ferrysburg	1,565	1,287	82.2%	278	17.8%
Grand Haven	5,815	4,769	82.0%	1,046	18.0%
Holland (Ottawa pt)	10,091	9,139	90.6%	952	9.4%
Hudsonville	2,712	2,582	95.2%	130	4.8%
Spring Lake	1,301	1,067	82.0%	234	18.0%
Zeeland	2,446	2,246	91.8%	200	8.2%
Township					
Allendale	5,836	5,594	95.9%	242	4.1%
Blendon	2,032	1,975	97.2%	57	2.8%
Chester	820	739	90.1%	81	9.9%
Crockery	1,614	1,510	93.6%	104	6.4%
Georgetown	17,357	16,683	96.1%	674	3.9%
Grand Haven	6,219	5,547	89.2%	672	10.8%
Holland	13,447	12,385	92.1%	1,062	7.9%
Jamestown	2,326	2,264	97.3%	62	2.7%
Olive	1,530	1,406	91.9%	124	8.1%
Park	7,604	6,540	86.0%	1,064	14.0%
Polkton	893	847	94.8%	46	5.2%
Port Sheldon	1,972	1,615	81.9%	357	18.1%
Robinson	2,217	2,065	93.1%	152	6.9%
Spring Lake	5,422	4,739	87.4%	683	12.6%
Tallmadge	2,863	2,707	94.6%	156	5.4%
Wright	1,180	1,127	95.5%	53	4.5%
Zeeland	3,491	3,338	95.6%	153	4.4%
Ottawa County	102,495	93,775	91.5%	8,720	8.5%
Michigan	4,532,233	3,872,508	85.4%	659,725	14.6%

Source: U.S. Census Bureau



Vacant Housing Units (2010 Census)

Unit of Government	Total Housing Units	Vacant Housing Units		Type of Vacant Housing Units							
				For Rent/ Rented, Not Occupied		For Sale/ Sold, Not Occupied		For Seasonal, Recreational, or Occasional Use		All Other Vacant Housing Units	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
City/Village											
Coopersville	1,742	138	7.9%	86	62.3%	26	18.8%	8	5.8%	18	13.0%
Ferrysburg	1,565	278	17.8%	21	7.6%	51	18.3%	188	67.6%	18	6.5%
Grand Haven	5,815	1,046	18.0%	249	23.8%	185	17.7%	499	47.7%	113	10.8%
Holland (Ottawa pt)	10,091	952	9.4%	389	40.9%	201	21.1%	95	10.0%	267	28.0%
Hudsonville	2,712	130	4.8%	32	24.6%	61	46.9%	10	7.7%	27	20.8%
Spring Lake	1,301	234	18.0%	34	14.5%	65	27.8%	106	45.3%	29	12.4%
Zeeland	2,446	200	8.2%	59	29.5%	78	39.0%	14	7.0%	49	24.5%
Township											
Allendale	5,836	242	4.1%	113	46.7%	70	28.9%	17	7.0%	42	17.4%
Blendon	2,032	57	2.8%	17	29.8%	15	26.3%	4	7.0%	21	36.8%
Chester	820	81	9.9%	11	13.6%	30	37.0%	13	16.0%	27	33.3%
Crockery	1,614	104	6.4%	16	15.4%	38	36.5%	12	11.5%	38	36.5%
Georgetown	17,357	674	3.9%	242	35.9%	216	32.0%	58	8.6%	158	23.4%
Grand Haven	6,219	672	10.8%	58	8.6%	101	15.0%	292	43.5%	221	32.9%
Holland	13,447	1,062	7.9%	600	56.5%	244	23.0%	85	8.0%	133	12.5%
Jamestown	2,326	62	2.7%	13	21.0%	32	51.6%	2	3.2%	15	24.2%
Olive	1,530	124	8.1%	6	4.8%	81	65.3%	6	4.8%	31	25.0%
Park	7,604	1,064	14.0%	98	9.2%	146	13.7%	755	71.0%	65	6.1%
Polkton	893	46	5.2%	3	6.5%	11	23.9%	12	26.1%	20	43.5%
Port Sheldon	1,972	357	18.1%	14	3.9%	55	15.4%	267	74.8%	21	5.9%
Robinson	2,217	152	6.9%	9	5.9%	39	25.7%	32	21.1%	72	47.4%
Spring Lake	5,422	683	12.6%	223	32.7%	152	22.3%	248	36.3%	60	8.8%
Tallmadge	2,863	156	5.4%	27	17.3%	40	25.6%	11	7.1%	78	50.0%
Wright	1,180	53	4.5%	9	17.0%	12	22.6%	5	9.4%	27	50.9%
Zeeland	3,491	153	4.4%	33	21.6%	78	51.0%	13	8.5%	29	19.0%
Ottawa County	102,495	8,720	8.5%	2,362	27.1%	2,027	23.2%	2,752	31.6%	1,579	18.1%
Michigan	4,532,233	659,725	14.6%	148,371	22.5%	95,058	14.4%	263,071	39.9%	153,225	23.2%

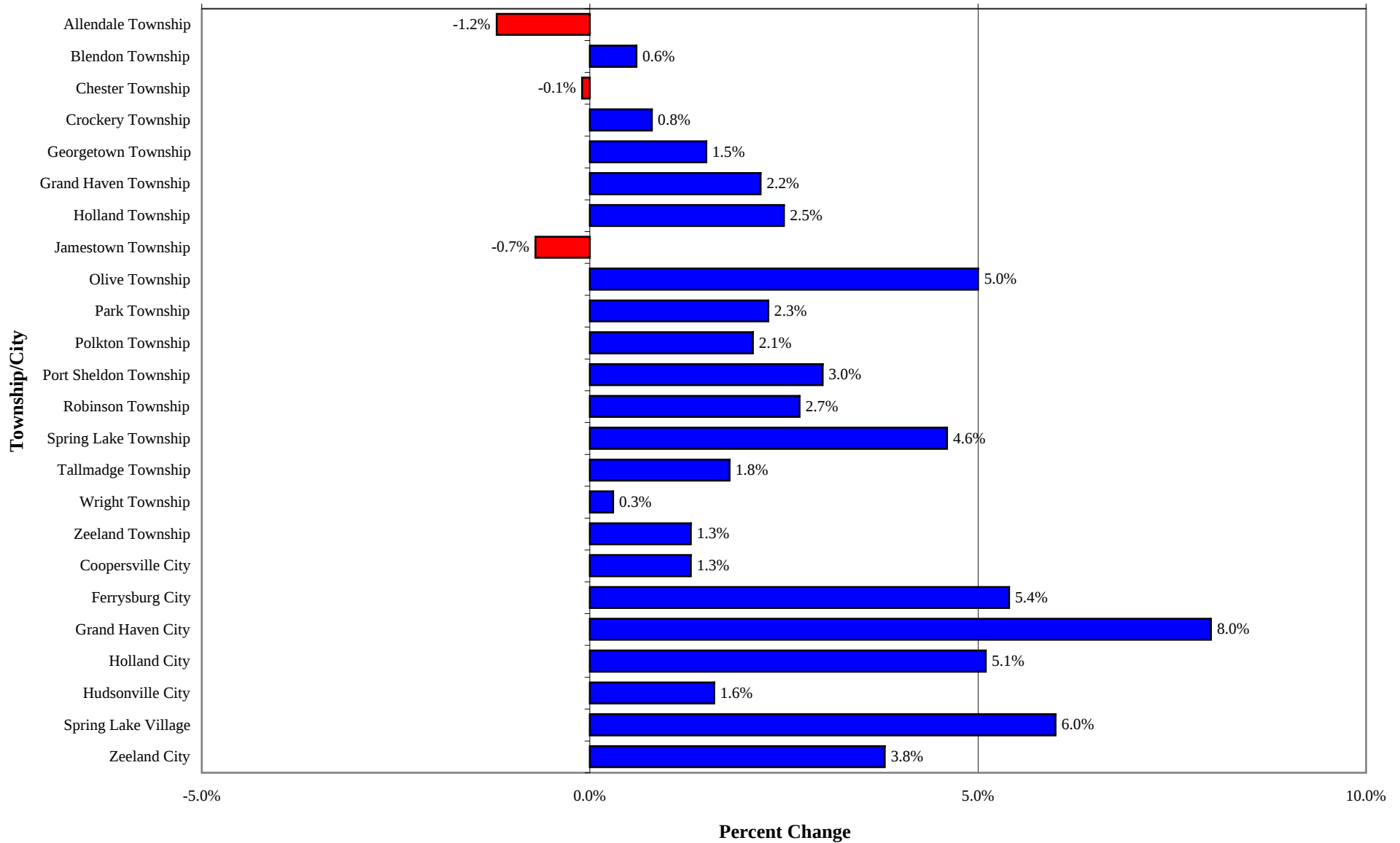
Source: U.S. Census Bureau

Vacancy Rate of Housing Units (2000-2010)

Unit of Government	2000	2010	Change 2000-2010
<i>City/Village</i>			
Coopersville	6.6%	7.9%	1.3%
Ferrysburg	12.4%	17.8%	5.4%
Grand Haven	10.0%	18.0%	8.0%
Holland (Ottawa pt)	4.3%	9.4%	5.1%
Hudsonville	3.2%	4.8%	1.6%
Spring Lake	12.0%	18.0%	6.0%
Zeeland	4.4%	8.2%	3.8%
<i>Township</i>			
Allendale	5.3%	4.1%	-1.2%
Blendon	2.2%	2.8%	0.6%
Chester	10.0%	9.9%	-0.1%
Crockery	5.6%	6.4%	0.8%
Georgetown	2.4%	3.9%	1.5%
Grand Haven	8.6%	10.8%	2.2%
Holland	5.4%	7.9%	2.5%
Jamestown	3.4%	2.7%	-0.7%
Olive	3.1%	8.1%	5.0%
Park	11.7%	14.0%	2.3%
Polkton	3.1%	5.2%	2.1%
Port Sheldon	15.1%	18.1%	3.0%
Robinson	4.2%	6.9%	2.7%
Spring Lake	8.0%	12.6%	4.6%
Tallmadge	3.6%	5.4%	1.8%
Wright	4.2%	4.5%	0.3%
Zeeland	3.1%	4.4%	1.3%
Ottawa County	6.0%	8.5%	2.5%
Michigan	10.6%	14.6%	4.0%

Source: U.S. Census Bureau

Change in Housing Vacancy Rate in Ottawa County, 2000-2010



Age Distribution (2010 Census)

		Age									
Unit of Government	Total Population	Under 5 Years		5-24 Years		25-44 Years		45-64 Years		65+ Years	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
City/Village											
Coopersville	4,275	346	8.1%	1,321	30.9%	1,189	27.8%	942	22.0%	477	11.2%
Ferrysburg	2,892	121	4.2%	651	22.5%	583	20.2%	958	33.1%	579	20.0%
Grand Haven	10,412	623	6.0%	2,322	22.3%	2,514	24.1%	2,965	28.5%	1,988	19.1%
Holland (Ottawa pt)	26,035	1,866	7.2%	9,158	35.2%	6,504	25.0%	5,307	20.4%	3,200	12.3%
Hudsonville	7,116	553	7.8%	2,093	29.4%	1,829	25.7%	1,609	22.6%	1,032	14.5%
Spring Lake	2,323	125	5.4%	522	22.5%	523	22.5%	676	29.1%	477	20.5%
Zeeland	5,504	392	7.1%	1,422	25.8%	1,311	23.8%	1,130	20.5%	1,249	22.7%
Township											
Allendale	20,708	1,133	5.5%	12,722	61.4%	3,545	17.1%	2,437	11.8%	871	4.2%
Blendon	5,772	349	6.0%	1,770	30.7%	1,252	21.7%	1,823	31.6%	578	10.0%
Chester	2,017	106	5.3%	561	27.8%	451	22.4%	649	32.2%	250	12.4%
Crockery	3,960	224	5.7%	1,033	26.1%	951	24.0%	1,255	31.7%	497	12.6%
Georgetown	46,985	3,284	7.0%	14,609	31.1%	11,234	23.9%	11,750	25.0%	6,108	13.0%
Grand Haven	15,178	922	6.1%	4,253	28.0%	3,544	23.3%	4,739	31.2%	1,720	11.3%
Holland	35,636	2,984	8.4%	11,053	31.0%	10,574	29.7%	7,863	22.1%	3,162	8.9%
Jamestown	7,034	583	8.3%	2,198	31.2%	1,886	26.8%	1,795	25.5%	572	8.1%
Olive	4,735	330	7.0%	1,491	31.5%	1,376	29.1%	1,221	25.8%	317	6.7%
Park	17,802	1,001	5.6%	4,819	27.1%	3,857	21.7%	5,775	32.4%	2,350	13.2%
Polkton	2,423	117	4.8%	718	29.6%	554	22.9%	718	29.6%	316	13.0%
Port Sheldon	4,240	201	4.7%	1,032	24.3%	860	20.3%	1,558	36.7%	589	13.9%
Robinson	6,084	395	6.5%	1,749	28.7%	1,583	26.0%	1,840	30.2%	517	8.5%
Spring Lake	11,977	684	5.7%	3,154	26.3%	2,737	22.9%	3,451	28.8%	1,951	16.3%
Tallmadge	7,575	436	5.8%	2,185	28.8%	1,641	21.7%	2,439	32.2%	874	11.5%
Wright	3,147	185	5.9%	892	28.3%	724	23.0%	953	30.3%	393	12.5%
Zeeland	9,971	802	8.0%	3,093	31.0%	2,755	27.6%	2,365	23.7%	956	9.6%
Ottawa County	263,801	17,762	6.7%	84,821	32.2%	63,977	24.3%	66,218	25.1%	31,023	11.8%
Michigan	9,883,640	596,286	6.0%	2,721,671	27.5%	2,442,123	24.7%	2,762,030	27.9%	1,361,530	13.8%

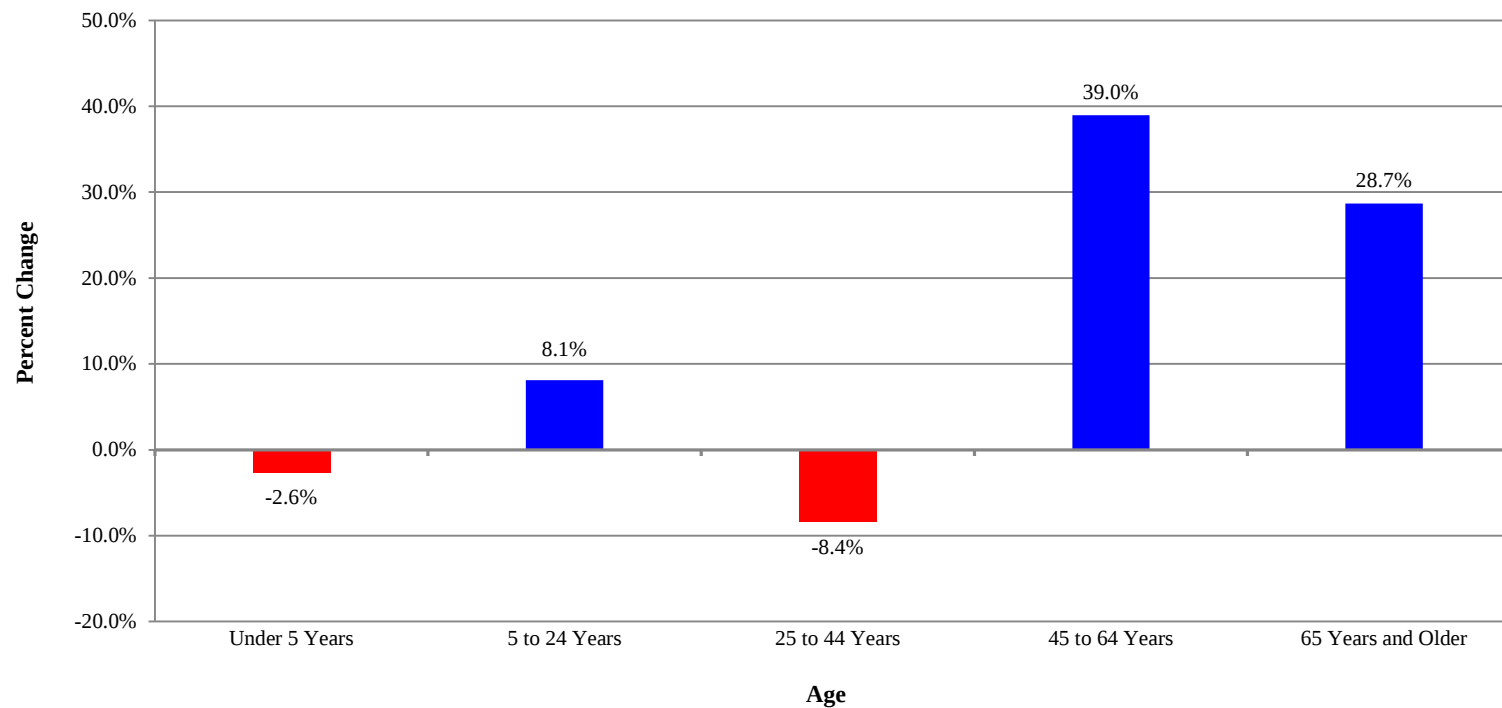
Source: U.S. Census Bureau

Age Distribution in Ottawa County (2000-2010)

Age	2000	2010	Change 2000-2010	
			Number	Percent
Under 5 Years	18,242	17,762	-480	-2.6%
5 to 24 Years	78,473	84,821	6,348	8.1%
25 to 44 Years	69,834	63,977	-5,857	-8.4%
45 to 64 Years	47,653	66,218	18,565	39.0%
65 Years and Older	24,112	31,023	6,911	28.7%

Source: U.S. Census Bureau

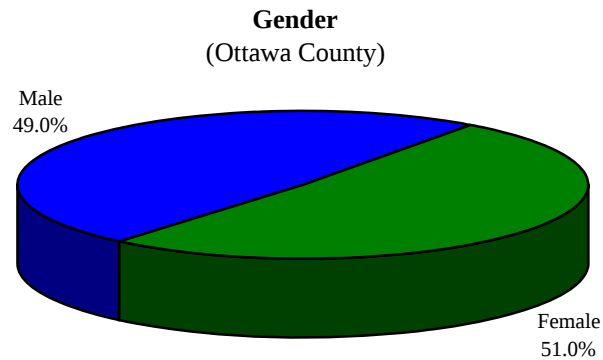
Growth in Ottawa County Population by Age Group, 2000-2010



Gender (2010 Census)

Unit of Government	Total Population	Male		Female	
		Number	Percent	Number	Percent
City/Village					
Coopersville	4,275	2,064	48.3%	2,211	51.7%
Ferrysburg	2,892	1,345	46.5%	1,547	53.5%
Grand Haven	10,412	4,931	47.4%	5,481	52.6%
Holland (Ottawa pt)	26,035	12,481	47.9%	13,554	52.1%
Hudsonville	7,116	3,392	47.7%	3,724	52.3%
Spring Lake	2,323	1,092	47.0%	1,231	53.0%
Zeeland	5,504	2,467	44.8%	3,037	55.2%
Township					
Allendale	20,708	9,576	46.2%	11,132	53.8%
Blendon	5,772	2,921	50.6%	2,851	49.4%
Chester	2,017	1,039	51.5%	978	48.5%
Crockery	3,960	2,061	52.0%	1,899	48.0%
Georgetown	46,985	22,852	48.6%	24,133	51.4%
Grand Haven	15,178	7,514	49.5%	7,664	50.5%
Holland	35,636	17,788	49.9%	17,848	50.1%
Jamestown	7,034	3,549	50.5%	3,485	49.5%
Olive	4,735	2,579	54.5%	2,156	45.5%
Park	17,802	8,808	49.5%	8,994	50.5%
Polkton	2,423	1,239	51.1%	1,184	48.9%
Port Sheldon	4,240	2,168	51.1%	2,072	48.9%
Robinson	6,084	3,148	51.7%	2,936	48.3%
Spring Lake	11,977	5,806	48.5%	6,171	51.5%
Tallmadge	7,575	3,750	49.5%	3,825	50.5%
Wright	3,147	1,585	50.4%	1,562	49.6%
Zeeland	9,971	4,981	50.0%	4,990	50.0%
Ottawa County	263,801	129,136	49.0%	134,665	51.0%
Michigan	9,883,640	4,848,114	49.1%	5,035,526	50.9%

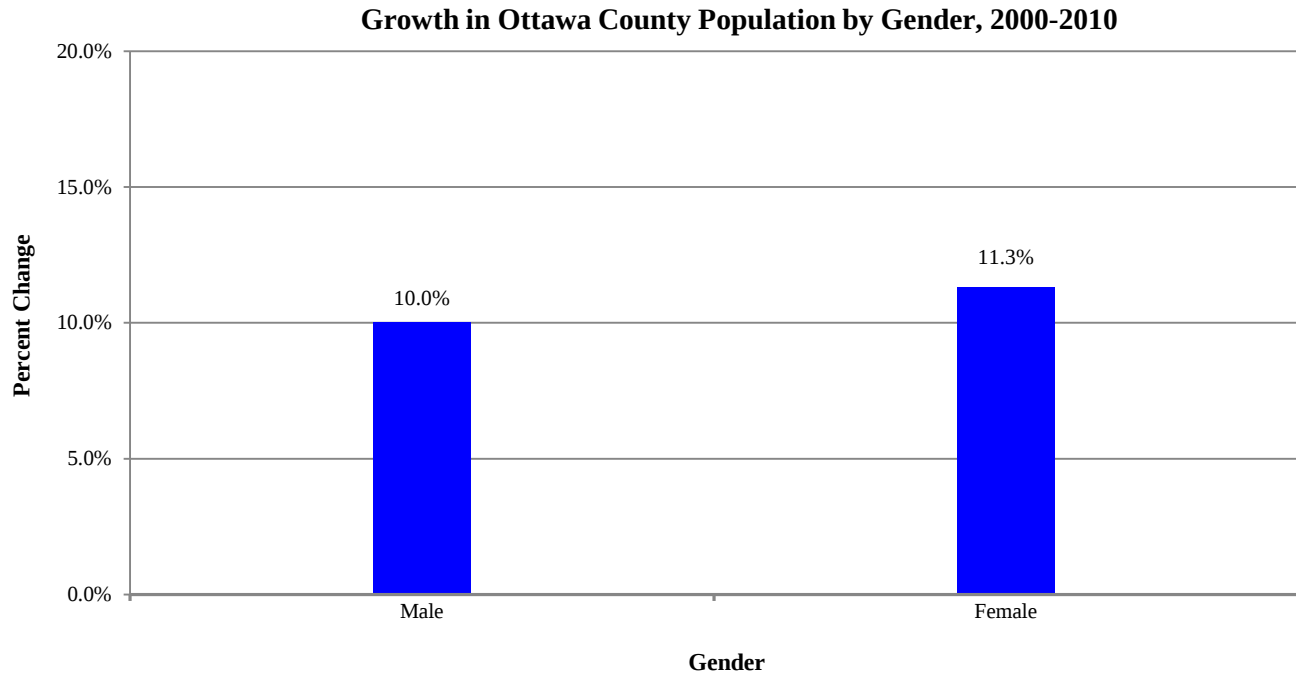
Source: U.S. Census Bureau



Gender in Ottawa County (2000-2010)

Gender	2000	2010	Change 2000-2010	
			Number	Percent
Male	117,349	129,136	11,787	10.0%
Female	120,965	134,665	13,700	11.3%

Source: U.S. Census Bureau



Race (2010 Census)

		Race									
Unit of Government	Total Population	White		African American		Asian		Native American ¹		Other	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
City/Village											
Coopersville	4,275	4,082	95.5%	22	0.5%	29	0.7%	29	0.7%	113	2.6%
Ferrysburg	2,892	2,771	95.8%	14	0.5%	16	0.6%	19	0.7%	72	2.5%
Grand Haven	10,412	9,891	95.0%	75	0.7%	104	1.0%	94	0.9%	248	2.4%
Holland (Ottawa pt)	26,035	20,591	79.1%	908	3.5%	866	3.3%	182	0.7%	3,488	13.4%
Hudsonville	7,116	6,708	94.3%	109	1.5%	58	0.8%	25	0.4%	216	3.0%
Spring Lake	2,323	2,247	96.7%	5	0.2%	6	0.3%	20	0.9%	45	1.9%
Zeeland	5,504	5,163	93.8%	59	1.1%	74	1.3%	23	0.4%	185	3.4%
Township											
Allendale	20,708	18,873	91.1%	637	3.1%	297	1.4%	91	0.4%	810	3.9%
Blendon	5,772	5,615	97.3%	19	0.3%	32	0.6%	7	0.1%	99	1.7%
Chester	2,017	1,934	95.9%	7	0.3%	6	0.3%	10	0.5%	60	3.0%
Crockery	3,960	3,818	96.4%	21	0.5%	17	0.4%	18	0.5%	86	2.2%
Georgetown	46,985	44,774	95.3%	455	1.0%	610	1.3%	124	0.3%	1,022	2.2%
Grand Haven	15,178	14,537	95.8%	43	0.3%	149	1.0%	84	0.6%	365	2.4%
Holland	35,636	26,180	73.5%	930	2.6%	3,346	9.4%	194	0.5%	4,986	14.0%
Jamestown	7,034	6,835	97.2%	43	0.6%	72	1.0%	12	0.2%	72	1.0%
Olive	4,735	4,081	86.2%	127	2.7%	68	1.4%	29	0.6%	430	9.1%
Park	17,802	16,421	92.2%	160	0.9%	384	2.2%	37	0.2%	800	4.5%
Polkton	2,423	2,377	98.1%	2	0.1%	3	0.1%	7	0.3%	34	1.4%
Port Sheldon	4,240	3,978	93.8%	26	0.6%	71	1.7%	11	0.3%	154	3.6%
Robinson	6,084	5,804	95.4%	15	0.2%	36	0.6%	38	0.6%	191	3.1%
Spring Lake	11,977	11,487	95.9%	74	0.6%	112	0.9%	65	0.5%	239	2.0%
Tallmadge	7,575	7,318	96.6%	36	0.5%	51	0.7%	39	0.5%	131	1.7%
Wright	3,147	3,030	96.3%	15	0.5%	9	0.3%	18	0.6%	75	2.4%
Zeeland	9,971	9,123	91.5%	72	0.7%	322	3.2%	39	0.4%	415	4.2%
Ottawa County	263,801	237,638	90.1%	3,874	1.5%	6,738	2.6%	1,215	0.5%	14,336	5.4%
Michigan	9,883,640	7,803,120	78.9%	1,400,362	14.2%	238,199	2.4%	64,611	0.7%	377,348	3.8%

Source: U.S. Census Bureau

¹ Includes American Indian, Alaska Native, Native Hawaiian, and Other Pacific Islander

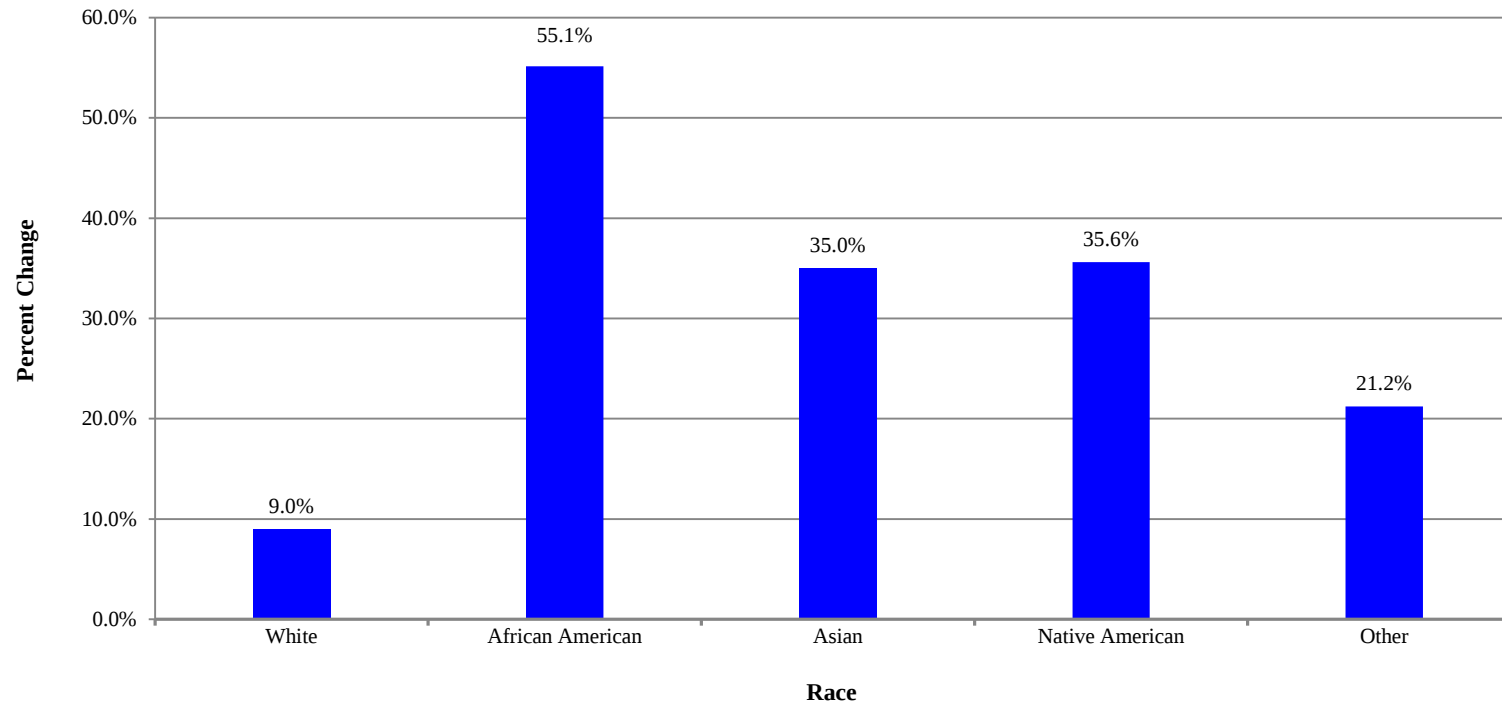
Race in Ottawa County (2000-2010)

Race	2000	2010	Change 2000-2010	
			Number	Percent
White	218,105	237,638	19,533	9.0%
African American	2,497	3,874	1,377	55.1%
Asian	4,991	6,738	1,747	35.0%
Native American ¹	896	1,215	319	35.6%
Other	11,825	14,336	2,511	21.2%

Source: U.S. Census Bureau

¹ Includes American Indian, Alaska Native, Native Hawaiian, and Other Pacific Islander

Growth in Ottawa County Population by Race, 2000-2010

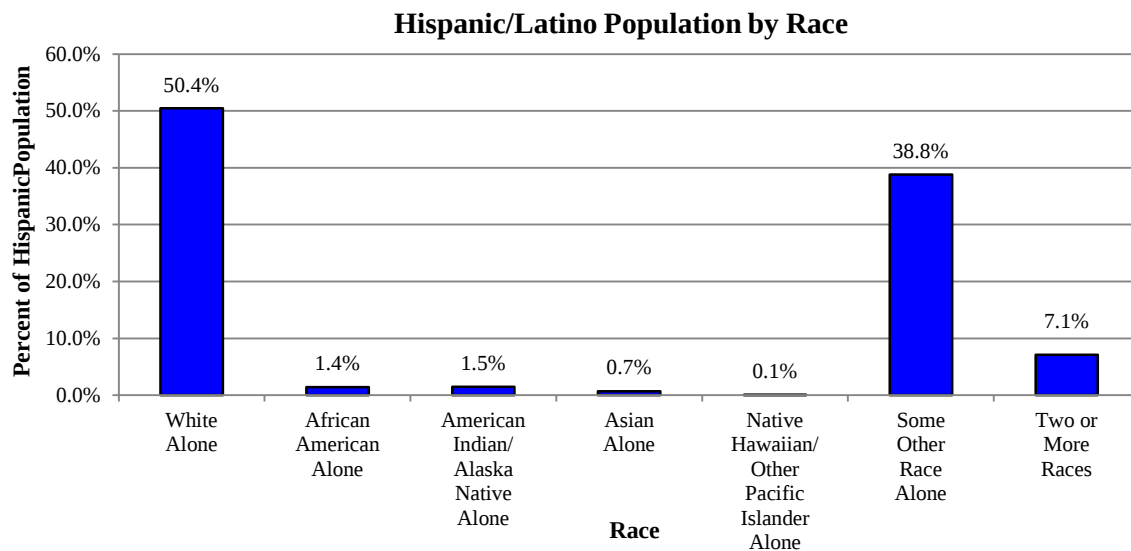


Ottawa County Hispanic/Latino* Population by Race (2010 Census)

Race	Total Population	Hispanic/Latino Origin		Non-Hispanic/Latino Origin	
		Number	Percent	Number	Percent
White Alone	237,638	11,482	50.4%	226,156	93.8%
African American Alone	3,874	323	1.4%	3,551	1.5%
American Indian/Alaska Native Alone	1,141	335	1.5%	806	0.3%
Asian Alone	6,738	162	0.7%	6,576	2.7%
Native Hawaiian/Other Pacific Islander Alone	74	10	0.1%	64	0.1%
Some Other Race Alone	8,998	8,828	38.8%	170	0.1%
Two or More Races	5,338	1,621	7.1%	3,717	1.5%
Total	263,801	22,761	100.0%	241,040	100.0%

Source: U.S. Census Bureau

* The federal government considers race and Hispanic/Latino origin to be two separate and distinct concepts. Hispanics/Latinos may be of any race.

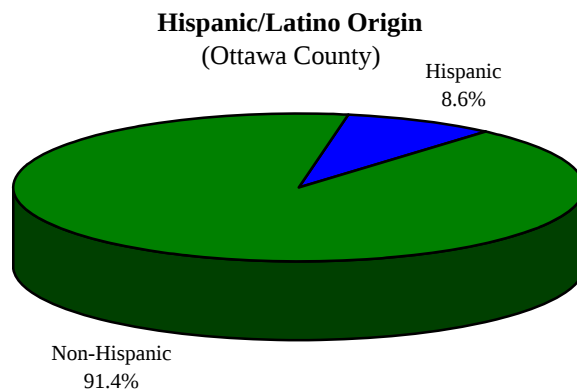


Hispanic/Latino Origin* (2010 Census)

Unit of Government	Total Population	Hispanic/Latino Origin		Non-Hispanic/Latino Origin	
		Number	Percent	Number	Percent
City/Village					
Coopersville	4,275	159	3.7%	4,116	96.3%
Ferrysburg	2,892	71	2.5%	2,821	97.5%
Grand Haven	10,412	249	2.4%	10,163	97.6%
Holland (Ottawa pt)	26,035	6,114	23.5%	19,921	76.5%
Hudsonville	7,116	229	3.2%	6,887	96.8%
Spring Lake	2,323	41	1.8%	2,282	98.2%
Zeeland	5,504	353	6.4%	5,151	93.6%
Township					
Allendale	20,708	947	4.6%	19,761	95.4%
Blendon	5,772	182	3.2%	5,590	96.8%
Chester	2,017	73	3.6%	1,944	96.4%
Crockery	3,960	101	2.6%	3,859	97.4%
Georgetown	46,985	1,279	2.7%	45,706	97.3%
Grand Haven	15,178	446	2.9%	14,732	97.1%
Holland	35,636	8,347	23.4%	27,289	76.6%
Jamestown	7,034	139	2.0%	6,895	98.0%
Olive	4,735	732	15.5%	4,003	84.5%
Park	17,802	1,430	8.0%	16,372	92.0%
Polkton	2,423	64	2.6%	2,359	97.4%
Port Sheldon	4,240	253	6.0%	3,987	94.0%
Robinson	6,084	337	5.5%	5,747	94.5%
Spring Lake	11,977	266	2.2%	11,711	97.8%
Tallmadge	7,575	148	2.0%	7,427	98.0%
Wright	3,147	104	3.3%	3,043	96.7%
Zeeland	9,971	697	7.0%	9,274	93.0%
Ottawa County	263,801	22,761	8.6%	241,040	91.4%
Michigan	9,883,640	436,358	4.4%	9,447,282	95.6%

Source: U.S. Census Bureau

* The federal government considers race and Hispanic/Latino origin to be two separate and distinct concepts. Hispanics/Latinos may be of any race.



Hispanic/Latino* Population (2010 Census)

Unit of Government	Total Population	Hispanic/Latino Origin		Type of Hispanic/Latino											
				Mexican		Puerto Rican		Cuban		Central American ¹		South American		Other Hispanic/Latino ²	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
City/Village															
Coopersville	4,275	159	3.7%	133	83.6%	5	3.1%	0	0.0%	4	2.5%	3	1.9%	14	8.8%
Ferrysburg	2,892	71	2.5%	53	74.6%	0	0.0%	1	1.4%	0	0.0%	5	7.0%	12	16.9%
Grand Haven	10,412	249	2.4%	169	67.9%	29	11.6%	4	1.6%	13	5.2%	11	4.4%	23	9.2%
Holland (Ottawa pt)	26,035	6,114	23.5%	5,070	82.9%	342	5.6%	76	1.2%	88	1.4%	76	1.2%	462	7.6%
Hudsonville	7,116	229	3.2%	143	62.4%	26	11.4%	18	7.9%	23	10.0%	3	1.3%	16	7.0%
Spring Lake	2,323	41	1.8%	26	63.4%	4	9.8%	3	7.3%	3	7.3%	2	4.9%	3	7.3%
Zeeland	5,504	353	6.4%	253	71.7%	43	12.2%	10	2.8%	20	5.7%	4	1.1%	23	6.5%
Township															
Allendale	20,708	947	4.6%	696	73.5%	50	5.3%	43	4.5%	42	4.4%	34	3.6%	82	8.7%
Blendon	5,772	182	3.2%	132	72.5%	15	8.2%	1	0.5%	8	4.4%	3	1.6%	23	12.6%
Chester	2,017	73	3.6%	68	93.2%	2	2.7%	0	0.0%	0	0.0%	1	1.4%	2	2.7%
Crockery	3,960	101	2.6%	78	77.2%	5	5.0%	2	2.0%	4	4.0%	1	1.0%	11	10.9%
Georgetown	46,985	1,279	2.7%	792	61.9%	123	9.6%	92	7.2%	86	6.7%	40	3.1%	146	11.4%
Grand Haven	15,178	446	2.9%	348	78.0%	13	2.9%	4	0.9%	19	4.3%	14	3.1%	48	10.8%
Holland	35,636	8,347	23.4%	6,950	83.3%	340	4.1%	123	1.5%	171	2.0%	134	1.6%	629	7.5%
Jamestown	7,034	139	2.0%	95	68.3%	10	7.2%	11	7.9%	8	5.8%	5	3.6%	10	7.2%
Olive	4,735	732	15.5%	670	91.5%	13	1.8%	4	0.5%	6	0.8%	5	0.7%	34	4.6%
Park	17,802	1,430	8.0%	1,148	80.3%	56	3.9%	33	2.3%	44	3.1%	48	3.4%	101	7.1%
Polkton	2,423	64	2.6%	50	78.1%	3	4.7%	4	6.3%	3	4.7%	1	1.6%	3	4.7%
Port Sheldon	4,240	253	6.0%	196	77.5%	3	1.2%	0	0.0%	23	9.1%	17	6.7%	14	5.5%
Robinson	6,084	337	5.5%	281	83.4%	11	3.3%	4	1.2%	6	1.8%	3	0.9%	32	9.5%
Spring Lake	11,977	266	2.2%	199	74.8%	20	7.5%	9	3.4%	4	1.5%	11	4.1%	23	8.6%
Tallmadge	7,575	148	2.0%	98	66.2%	17	11.5%	7	4.7%	5	3.4%	2	1.4%	19	12.8%
Wright	3,147	104	3.3%	87	83.7%	3	2.9%	6	5.8%	3	2.9%	1	1.0%	4	3.8%
Zeeland	9,971	697	7.0%	579	83.1%	36	5.2%	7	1.0%	10	1.4%	12	1.7%	53	7.6%
Ottawa County	263,801	22,761	8.6%	18,314	80.5%	1,169	5.1%	462	2.0%	593	2.6%	436	1.9%	1,787	7.9%
Michigan	9,883,640	436,358	4.4%	317,903	72.9%	37,267	8.5%	9,922	2.3%	17,785	4.1%	13,243	3.0%	40,238	9.2%

Source: U.S. Census Bureau

* The federal government considers race and Hispanic/Latino origin to be two separate and distinct concepts. Hispanic/Latinos may be of any race.

¹ Excludes Hispanics/Latinos who are Mexican

² Includes Hispanics/Latinos who are Dominican, Spanish, Spanish American, and All Others

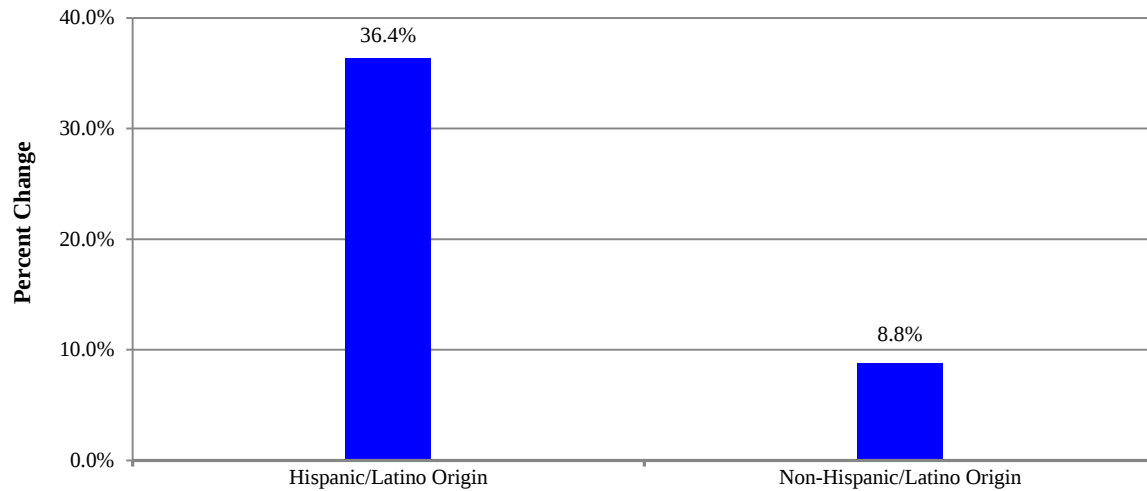
Hispanic/Latino Origin* in Ottawa County (2000-2010)

	2000	2010	Change 2000-2010	
			Number	Percent
Hispanic/Latino Origin	16,692	22,761	6,069	36.4%
Non-Hispanic/Latino Origin	221,622	241,040	19,418	8.8%

Source: U.S. Census Bureau

* The federal government considers race and Hispanic/Latino origin to be two separate and distinct concepts. Hispanic/Latinos may be of any race.

Growth in Ottawa County Population by Hispanic/Latino Origin, 2000-2010



Jamestown Charter Township – Master Plan Update 2018

Master Plan Update Community Survey Summary

As part of the master plan update process, a township wide community survey was available to the public for approximately two months, which sought their perspectives on numerous community attributes related to land development. Over 400 surveys were completed. Below is a summary of the survey findings. For your convenience, the related question is noted within parenthesis to provide reference to the information source. (Q3 = Question 3)

Demographic Characteristics & General Responses

Internal Attributes

- Fifty-three percent (53%) of respondents identified themselves as “female” and forty-four percent (44%) identified themselves as “male” (Q26)
- The most common age range of respondents was 35 to 44 years, which included forty-five percent (45%) of respondents. Eighty-three percent (83%) of respondents ranged from 25 to 54 years. (Q27)
- Approximately ninety-five percent (95%) of respondents live in the township (Q28)
- Forty-four percent (44%) of respondents live in Quadrant 2 (north side of Riley Street, between 48th Avenue and 22nd/24th Avenues) (Q29)
- Forty-six percent (46%) of respondents have lived in Jamestown for 10 or more years (Q30)
- Only four (4) respondents live in an apartment (Q31)

Respondents were asked to rate four attributes of the current quality of Jamestown Charter Township. Their results are below:

Rate Jamestown as a place to live (Q1)	Overall quality of life	Quality of Neighborhood	A place to raise children	A place to retire
Excellent	59%	55%	68%	39%
Good	34%	37%	27%	42%
Total	93%	92%	95%	81%

External Attributes

Although some of the attributes in the table below are not external, the entirety of the results to Question 2 have been included. It is important to note those attributes that are external given the inability of the township to control the influence from those attributes. Specifically, these include:

- Ease of Travel – the township contains direct or nearly direct access to the M-6 Bypass, Interstate 196, and Chicago Drive. These highway networks greatly influence the convenience of travel, coupled with the proximity to the City of Grand Rapids and the Lakeshore.
- Good Educational Opportunities – The Hudsonville Public School District is highly sought for the education of children, with multiple locations located within Jamestown Charter Township and the nearby City of Hudsonville.

- Access to Health Care Facilities – While regulated by the availability of commercial zoning and related land use provisions, two primary care medical facilities, one of which includes urgent care, are located in the heart of Jamestown Charter Township along 32nd Avenue.

Rate each of the following characteristics (Q2)	Ease of travel	Availability of quality, affordable housing	Diverse housing options	Job opportunities	Access to health care facilities	Small town shopping opportunities	Good educational opportunities	Recreational opportunities
Excellent	31%	15%	19%	13%	34%	12%	57%	17%
Good	55%	43%	43%	31%	46%	26%	33%	39%
Total	86%	58%	62%	44%	80%	38%	90%	56%

Rate of Growth (Q3)

- Growth is too fast: 64.52%
- Growth is about right: 31.76%
- Growth is too slow: 3.72%

Key Takeaways

Support exists for slowing growth but nearly all of the respondents acknowledge that their quality of life, neighborhood, and a place to raise children is excellent to good. External factors such as the transportation network, school district, and health care access will be challenges to slowing growth. Coupled with relatively low taxes, we expect the attraction to Jamestown Charter Township to continue to be driven by the internal and external attributes identified herein. Lastly, it is important to note that only four (4) respondents identified themselves as living in an apartment and one (1) respondent was identified as living in a townhome. Given the significant number of multi-family dwellings within the township, this demographic appears under represented from the survey.

Agricultural Land Use

- Seventy-two percent (72%) of respondents indicated that the preservation of agricultural lands is extremely important (Q4)
- Eighty-four percent (84%) of respondents support agricultural land conservation programs/initiatives (Q6)
- Eighty-four percent (84%) of respondents indicated that the preservation of trees, vegetation, wildlife habitat, and other natural areas is extremely important (Q5)
- Approximately forty-five percent (45%) of respondents agree that reducing minimum lot sizes should be offered in development when buffers are included between residential lots and farmland, whereas approximately thirty-two percent (32%) disagree (Q7)
- Significant comments were provided to preserve the agricultural character of the township (Q32)

Key Takeaways

The agricultural elements of the township remain important to respondents and may need preservation through programs that maintain the agricultural land in perpetuity. Respondents indicated that residential development within agricultural lands should maximize the preservation of farmland and open spaces in exchange for smaller lot sizes.

Residential Land Use

- Eighty-four percent (84%) of respondents indicated that the preservation of trees, vegetation, wildlife habitat, and other natural areas is extremely important (Q5)
 - While this question was included within the agricultural portion of the survey, we believe its relevance to residential land use is equally as significant
- Approximately forty-five percent (45%) of respondents agree that reducing minimum lot sizes should be offered in development when buffers are included between residential lots and farmland, whereas approximately thirty-two percent (32%) disagree (Q7)
 - While this question was included within the agricultural portion of the survey, we believe its relevance to residential land use is equally as significant
- Approximately forty-five percent (45%) of respondents indicated that the township should not increase the amount of land master planned for residential development, where as approximately thirty percent (30%) indicated the township should increase the amount of land (Q8)
- Eighty-six percent (86%) of respondents favor open space, clustered subdivision design over large acreage lots (Q9)
- Fifty-three percent (53%) of respondents indicated the township should allow smaller lots sizes where open space, recreational areas, or other common areas are included within the design, whereas approximately twenty-five percent (25%) disagreed (Q10)
- Approximately fifty-four percent (54%) of respondents indicated that current densities are appropriate, whereas approximately fourteen percent (14%) disagree (Q11)
- Pedestrian pathways are significantly supported throughout the township. Approximately ninety percent (90%) of respondents indicated that sidewalks are very important to somewhat important to being required in all new residential developments. (Q24)
- Eighty-three percent (83%) of respondents indicated that no more multi-family housing, such as apartments or townhomes, are needed in the township (Q12)
 - Significant concerns exist regarding traffic congestion, property conditions, and density. However, some comments indicated that younger individuals cannot afford current single-family housing and need multi-family housing options. (Q14)

Key Takeaways

While seventy-two percent (72%) of respondents indicate that the preservation of agricultural lands is important, a greater majority further indicates that the preservation of trees, vegetation, wildlife habitat, and other natural areas are important. While agricultural components are used in residential design, respondents appear to identify rural character in a number of ways. Respondents indicate that adequate land exists as planned for future single-family residential development but that existing density levels should remain when open space, recreational, and or other rural character design standards are required as part of the development, and in particular sidewalks are mandated in all new residential development. Additional multi-family density development is not supported.

Commercial Land Use

- Traditional city/village store front façade was preferred by respondents, as two-story buildings (Q16)
 - Almost equally as preferred, store fronts with varying roof lines, entry accents, significant glass, and multiple façade materials were favored by respondents (Q16)
- Although Question 16 revealed that respondents prefer the traditional city/village store front façade, only forty-three percent (43%) support allowing mixed-use buildings (retail and office on the street level and residential units above), whereas approximately thirty-five percent (35%) disagree (Q18)
- Support exists to require internal connection of commercial drives and reduce curb cuts in the main roads (Q23)

Village of Jamestown

- Fifty percent (50%) of respondents support more commercial uses in the Village of Jamestown (Q19)

Forest Grove

- Only twenty-six percent (26%) of respondents support more commercial uses in Forest Grove, whereas forty-one percent (41%) disagree (Q20)

Key Takeaways

High-quality building façade and improved access management are important elements of commercial development within the community, with particular support for growth within the Village of Jamestown.

Industrial Land Use

- Only twenty percent (20%) of respondents indicated more industry is desired in the township, whereas approximately fifty-three percent (53%) disagree (Q21)
- Overall, a mix of façade materials such as glass, stone, EFIS, and other architectural accents are preferred for industrial buildings. All metal building facades are not supported. (Q17)

Key Takeaways

Respondents did not recognize a need to expand industrial areas. For new construction of industrial, respondents acknowledged the importance of high-quality building materials.

Jamestown Charter Township – Master Plan Update 2019

Public Input Workshop Summary

As part of the master plan update process, three separate public input workshops were held at the Jamestown Charter Township Hall. Each public workshop contained a specific focus area, and attendees provided input in various different ways. Workshops were held as follows:

Workshop Date	Focus Area	Attendees (Based on Sign-In Sheets)
February 5, 2019	Residential Land	69 ¹
February 7, 2019	Village of Jamestown	20
February 12, 2019	Agricultural Land	25

During each public workshop, input was provided through methods including interactive surveys, SWOT (Strength, Weaknesses, Opportunities, Threats) analyses, visual preference surveys, and comment cards. Comments were also received by e-mail, letter, comment post card, and etcetera after the public workshops. A complete report of the results of the visual preference surveys, SWOT analyses, and public input that was received is following this Workshop Summary. The following provides a summary of the comments and feedback that was received during and after the public workshops.

What Do You Appreciate About Jamestown Charter Township?

The resounding theme from each of the workshops is that residents would like to maintain the rural character of Jamestown Charter Township through strategic, carefully considered development. This was evidenced from the beginning of the Village and Agricultural workshops when attendees were asked what attracts them to the Village (Village workshop), as well as what attendees enjoy about agricultural lands (Agricultural workshop).² Approximately 30 percent of the Village workshop attendees responded that the small-town feel is what attracts them to the Village. While the response to the question in the Agricultural workshop was split more evenly between options, rural character did garner the greatest response rate at 28 percent. The following table provides a summary of the responses:

What attracts you to the Village of Jamestown? (Question allows selection of multiple answers)	Small-town Feel	Local Businesses	Walkability	Community Amenities	Easy Access to Other Areas	Friendliness of Locals	Other
	30%	8%	10%	8%	18%	18%	10%

¹ Visual Preference Survey results for the Residential Workshop were a greater number of survey responses than attendees listed above. The number of attendees above, as noted, are based on the sign-in sheets. It is evident based on survey results that a number of attendees did not sign in.

² As explained in the Public Workshop Results document, Mentimeter surveys were not used at the Residential Land workshop due to the open house format of the event. As such, all of the survey questions asked at the Residential workshop were completed through a Visual Preference Survey.

What do you enjoy about agricultural lands? (Question allows the selection of multiple answers)	Rural Character	Open Spaces	Farm Operations (Crops/Animals)	Farm Buildings	None of These
	28%	25%	26%	21%	0%

Key takeaway: Accommodating growth while maintaining rural character is a challenge faced by many growing communities. It will be important to consider preservation of rural character when making development decisions.

Visual Preference Surveys

Each workshop was provided a photographic set of various characteristics that may be considered when master planning for the future of each respective focus area. At the Residential Land workshop, images were printed on poster boards and hung around Township Hall. Participants were asked to fill out a paper survey, indicating their response to each image on a scale of one (1) to five (5) to capture their dislike or like of the image, respectively. The surveys were submitted to staff, who then tallied and totaled the response rate to each image. At the Village and Agricultural workshops, the majority of participants used Mentimeter, an online polling tool further described in the Workshop Results, to complete the Visual Preference Survey. For participants without an LTE or WIFI capable device, they were provided with a paper survey to fill out, which was then submitted to staff and added into the Mentimeter results. Below is a summary of the visual preference survey findings for each workshop:

Residential Land

- While large lots were supported, the visual preference survey revealed similar support for clustering of residential development
- The majority of respondents “liked” inter-connected neighborhoods
- There was strong support for open space areas within neighborhoods and buffer areas between land uses
- Respondents strongly “disliked” imagery depicting multi-family housing as well as PUDs with multiple land uses
- Support for a pocket park in the Township was mixed
- There was strong support for multi-use pathways and providing pathways between neighborhoods
- The majority of respondents did not prefer accessory dwelling units
- In considering residential design, garages alongside houses or side-loading garages were preferred
- Traditional suburban home design was largely supported
- Tiny homes were not supported by participants
- Home occupations were neither “liked” nor “disliked” by participants
- The majority of respondents strongly “disliked” all of the images associated with multi-family design and public transportation. However, there were two (2) images depicting tree buffers surrounding parking areas, which the majority of respondents “liked”
- There was strong support for the images depicting agriculture, including the intended depiction of concepts such as rural preservation, conservation development, and wildlife corridors

Village of Jamestown

- The visual preference revealed a strong dislike for mixed-use development in the Village
- While survey results still indicate a dislike for mixed-use buildings, participants did indicate slightly less dislike for smaller scale mixed-use buildings (two (2) to three (3) stories, less than one (1) block in area)
- When comparing different architectural styles, participants indicated stronger support of brick buildings with wall-mounted signage and goose-neck lighting. There was also support shown for varying rooflines, awnings, and hanging signage.
- There was strong support for images that showed village buildings set back from the street with wide sidewalks
- Participants indicated they liked dining options with outdoor seating
- The concept of a pocket park in the Village received both strong support (28 percent) and strong dislike (38 percent)
- Higher residential building setbacks in the Village were strongly supported. A range of residential setback photographs were shown (10, 25, 50, and 150 feet); as the setback increased, support for the photograph generally grew
- Garages alongside residences and side-loading garages received significant support
- Participants did not like the images shown for rear-access or alley-access garages

Agricultural Lands

- While responses were mixed between two (2) different large lot versus clustering of development illustrations, the common theme that resulted was that participants do not like large lots with long roadways (and the potential associated loss of farmland), but have neutral feelings regarding smaller lots and clustered development (47 percent neither like nor dislike)
- Support was provided for buildings containing higher quality material (wood or masonry) and/or design that did not include basic pole barn metal
- Support for buffers between land uses, as well as a farmland greenbelt/development boundaries in the agricultural district was significant
- Support was strong for small roadside stands, farmers markets, agricultural tourism, and “you pick” activities in Jamestown Charter Township
- The response regarding multi-use paths in the agricultural district was polarized – 27 percent of participants “really liked” multi-use paths, while 27 percent “really did not like” multi-use paths

Key findings: Participants clearly identified that the rate of development is a concern for the community, and the means to control that development is an important process to be determined by Jamestown Charter Township. Support exists for development tools that protect farmland and rural character, encourage pedestrian pathway development, and ensure high quality building and site design within the entire township. There is strong sentiment expressed by citizens against multi-family housing, a response that was initially captured through the survey completed in 2018.

SWOT Analyses (Strengths, Weaknesses, Opportunities, Threats)

A SWOT analysis of each focus area was completed during the Village of Jamestown and Agricultural Land workshops. At the Village of Jamestown workshop, after the completion of the Visual Preference Survey, attendees were divided into small groups and were asked to discuss the strengths, weaknesses, opportunities, and threats of the Village. After the analysis was completed, the major themes were presented to the attendees and they were asked to prioritize these themes using Mentimeter. Below is a summary of the prioritization of the major themes for the Village workshop:

Village of Jamestown

- Strengths: Preservation of the small-town feel was identified as the top strength. Thirty-four percent (34%) of the attendees selected small town feel preservation as the top strength.
- Weaknesses: Lack of consistent code application was identified as the top weakness. Forty-two percent (42%) of the respondents found that this was the primary weakness in Jamestown Charter Township.
- Opportunities: Preservation of rural feel was identified as the primary opportunity. Fifty-four percent (54%) of the respondents prioritized this a top opportunity for Jamestown Charter Township.
- Threats: High-density residential development was determined to be the top threat to Jamestown Charter Township. Sixty-six (66%) of the respondents identified this threat as being a major concern.

Key Findings: Preserving/maintaining rural character and limiting high-density residential development are the major themes that were presented by attendees. With that in mind, a careful review of the areas zoned and master planned for higher-density residential development should be considered.

Agricultural Land

As described in the Workshop Results, attendees at the Agricultural Land workshop participated in two (2) SWOT analyses. The first analysis focused on strengths, weaknesses, opportunities, and threats that were identified through agricultural stakeholder interviews conducted in December 2018. Stakeholders identified clustered development as the strength, property rights infringement as the weakness, public education as the opportunity, and traffic as the threat associated with agriculture in Jamestown Charter Township. Participants at the workshop in February 2019 were asked to reflect on those themes utilizing the standard SWOT format, but then to identify challenges associated with the strengths and opportunities, as well as solutions associated with the weaknesses and threats. The second analysis completed at the Agricultural Land workshop was a generalized SWOT analysis of agriculture in Jamestown Charter Township. Results from both analyses are outlined below; due to workshop time constraints, participants did not rank the SWOT findings, as was done at the Village workshop.

- Strengths (Clustered Development): Increased efficiencies in terms of utilities and roadways were identified as strengths associated with clustered development. Conversely, proper planning for the location of cluster development was identified as a top challenge.
- Weaknesses (Property Rights): Participants identified the legal issues surrounding trespassing on agricultural lands as one of the greatest weaknesses for property rights. They identified an increased Sheriff presence and public education as potential solutions.
- Opportunities (Public Education): There were a number of opportunities for public education identified, including but not limited to farmer's markets, public educational events, direct mailings, and farm tours. Challenges associated with public education included making sure that the people presented with the information were those receptive to it.
- Threats (Traffic): Participants emphasized that increased residential development has led to increased traffic and speed around agricultural vehicles. It was also frequently noted that the dedicated truck routes throughout the township limit access to the roads necessary for agriculture. Potential solutions proposed to address these threats included driver safety campaigns as well as systematic development of land.

Agricultural Land Generalized SWOT Analysis

- Strengths: Providing food and employment opportunities to the community, as well as providing the rural atmosphere of the area (open space, fertile land, wildlife, roadside stands, history) were identified as the top strengths.
- Weaknesses: The cost of business (price of land, tax rates) and development pressures were identified as the primary weaknesses.
- Opportunities: Planning development with greater focus on availability of public utilities, lot size, buffer strips, and growth boundaries was identified, as well as public education, as the top opportunities.
- Threats: Cost of business, development pressures, and public perceptions were identified as the biggest threats.

Key Findings: Protecting rural character and strategically planning for residential development are the major themes that were presented by attendees at the Agricultural Land workshop. While preservation programs are valuable to achieving both of these themes, participants did not express interest due to the cost and availability of these programs. Rather, they seemed to focus more on mounting development pressure and altering public perception of the realities of living in an agricultural community.