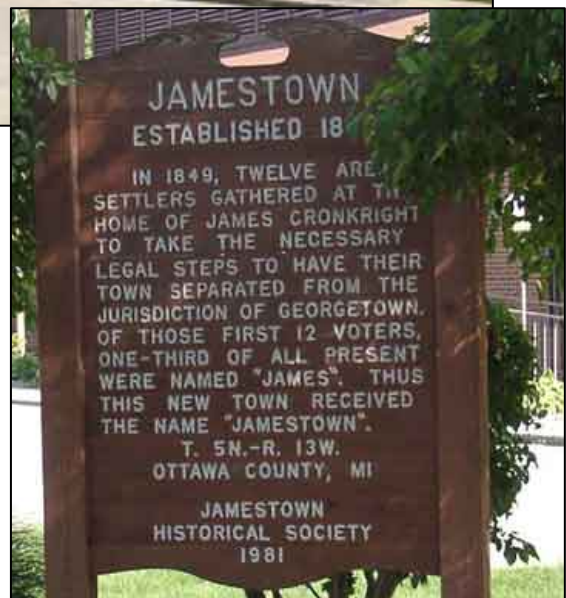


# Jamestown Charter Township General Development Plan

June, 2006



# **Jamestown Charter Township General Development Plan**

## ***Acknowledgements***

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**Adopted June 12, 2006**

# Jamestown Charter Township General Development Plan

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## Introduction

The Future Land Use Plan is a policy tool used by municipal officials to coordinate growth and to serve as the basis for zoning. The proposals presented for future land use have been assessed and discussed at length. The intent is that when implemented, the Plan will foster healthy and efficient development.

The task of planning the location and future arrangement of industrial, residential and commercial areas is not always a simple one. The locations must take into account a multitude of factors such as utilities, existing land use, traffic volumes and traffic routes and environmental limitations. One example of how consideration of these important factors influences land use planning is the separation or transition of residential areas from commercial and industrial districts that commonly occurs. If this were not done, not only would the aesthetic value of residential districts be decreased, but public health and safety could be jeopardized.

The Planning Commission is given the primary responsibility of formulating the General development Plan. Because the needs and desires of the community change, the Plan must be reviewed and periodically updated.

The Township Planning Act, as amended specifically gives townships the authority to prepare and officially adopt a Master plan or General Development Plan. An officially adopted plan functions as an official advisory policy statement for encouraging the orderly and efficient use of land. Among its' chief manifestations will be 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 General Development 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, how they might relate their future development plans and building projects to the Township's official plans. Of ever increasing importance is the need to coordinate the Township's plans with those of adjacent communities. To that end effort was made in the preparation of this plan to recognize the policies of adjacent communities and to establish consistent land use policies at the interface of the City of Hudsonville and the surrounding Townships.

It is also important to recognize that the General Development 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 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 community-wide perspective.

## **Chapter 1**

### **COMMUNITY PROFILE**

Understanding a community and the growth and changes that have occurred in the past helps in formulating a path for the future. Physical and environmental conditions establish limitations on how some areas of the township will evolve and by analysis of population and other census data, it is possible to identify trends in the population, housing, economic and labor force composition of the Township. This section presents an overview of the Townships physical and environmental make up and analysis of data on the Township's social and economic characteristics.

If the population of the Township continues to increase as expected, pressure will continue for additional infrastructure, for the conversion of farmland and on the natural environment. The General Development Plan must therefore answer the basic questions of what areas are to be served by sewer and water utility extensions, where are the future residential commercial and industrial areas going to be and what areas of the Township are to remain rural. Viewed in a historic perspective and in relation to surrounding communities and the region, the community profile helps to paint a benchmark picture of the community and the trends that will need to be addressed through planning.

The physical environment provides both opportunities and constraints for development. While a wetland or heavy soils can hinder construction, the presence of a tree stand or swale can enhance a development project. The natural environment also contains valuable resources such as potable groundwater supplies and active agricultural lands, which need to be protected. The following discussion highlights significant aspects of the local natural environment as they pertain to future planning considerations for Jamestown Township.

#### ***Regional Location***

Jamestown Township is located in the extreme southeast corner of Ottawa County and consists of 35 square miles of land area. The City of Hudsonville which is carved out of the north central part of the Township is surrounded on three sides by unincorporated sections of the Township. The remaining northern boundary is shared with Georgetown

Township. Jamestown Township is adjacent to Kent County's Byron Township to the east and to Allegan County's Salem Township to the south.

At the regional level, Jamestown Township is approximately 15 miles southwest of downtown Grand Rapids (16 miles by road), 12 miles east of the City of Holland, and 18 miles north of the City of Allegan. The shoreline of Lake Michigan is located approximately 18 miles west of the Township. Major freeways in the area include Interstate 196, which runs through the northwest sections, and M-6, which connects to I-196 in the northeast. M-21 or Chicago Drive also travels through the northwest corner of Section 6.

### ***Climate***

The climate in Jamestown Township, as in all of Ottawa County, is on average cool and humid. Because of the Township's proximity to Lake Michigan, extremes in seasonal temperatures tend to be modified making winters comparatively shorter and warmer and the growing season longer than areas further inland. In winter the average daily temperature is roughly 18°F, and in summer the average maximum daily temperature in is about 82°F. The area receives an average of about 36 inches of rain each year. Of this amount roughly 20 inches or 56% falls as rain between the months of April through September but it is not unusual for summer rainfall totals to be less than 17 inches. Average seasonal snowfall totals are approximately 80 inches.

### ***Existing Development Patterns***

Jamestown Township's total land area consists of 35 square miles. The largest single category of land use is still 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 use. As the Grand Rapids metropolitan area and the Holland/Zeeland area continue to grow, Jamestown Township has become an attractive place for persons who work in urban areas but prefer to live in a rural or semi rural setting. While the majority new homes in the Township are built in subdivision settings established by developers, a large number of homes continue to be built by individuals who locate their homes on larger property splits along existing county roads.

The focal point of development in Jamestown is the Village of Jamestown and the new developments that have occurred north of the Village and south and southeast of Hudsonville. Major industrial and commercial activity has occurred south along 32<sup>nd</sup> Avenue and west long Quincy as well. 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.

### ***Topography and Soils***

The land surface within Jamestown Township varies considerably and can best be described as rolling to hilly. The greatest variations in terrain exist in the east one half and southern one third of the Township. Elevations vary from 895 in the north central part of the Township just outside of the Village of Jamestown, to just below 650 feet at one location west of the City of Hudsonville and at another location in the Northwest. Local landforms can be attributed to the action of various ice sheets over the area during past glacial periods. Most if not all of the Townships terrain is termed glacial moraine upland with associated outwash areas created by subsequent erosion. Map 1 illustrates generalized slope and topography within the Township.

The surface soils in Jamestown Township range from well-drained, sandy or loamy materials to poorly drained soils formed in sandy, loamy and organic materials. Within most areas of the Township however, the substratum of soils consists of heavy clay. For most of Jamestown Township's history, local residents relied on septic fields for the disposal of wastewater. Only in the north central portion of the Township has public sanitary sewer been extended as a means of ensuring public health and of overcoming this limitation on development. In areas where sanitary sewer is not available, the capacity of the various soil types to handle on-site septic systems continues to be an important consideration in future development plans for the Township.

Map 2 The Generalized Environmental Suitability map shows the location of soils within the Township which present severe limitations for both building and on site septic systems. The map takes into consideration soil percability, wetness, filter qualities, shrink-swell properties, and slope.

Because soils that generally have unsuitable characteristics for buildings or septic fields may still be useful with on-site modifications, the environmental limitations map is not intended as a substitute for on-site investigation or detailed engineering studies. The map does generally define those areas in which intensive development can lead to environmental and health hazards, and has therefore been used as one factor in defining the areas of the Township where higher densities of residential, commercial and industrial development should be prevented or delayed until sanitary sewer utilities are extended.

### ***Drainage and Surface Waters***

The northern portions of Jamestown Township drain to the north into the east and west branches of Rush Creek. The East Branch has the largest watershed. It collects surface water from the northwest one quarter of the Township as well as the northeast one quarter of Byron Township to the east. Sub-tributaries of the East Branch converge in the extreme northeast corner where the stream then flows north to the Grand River. The less sizable West Branch collects water in the area south of Hudsonville and passes it northeast through the City and on to a point of convergence with the East Branch in Georgetown Township, approximately one and half miles south of the Grand River.

The southern one half or more of the Township drains to the south and southwest by way of the Black Creek and Shoemaker Drain and a series of minor drains and streams that are part of the Rabbit River Watershed. The Rabbit River Watershed drains this small portion of Ottawa County but also much of the northeastern part of Allegan County. It eventually flows into the Kalamazoo River about 15 miles south west of the Township.

Jamestown Township has no natural lakes of any significance. Adjacent to some of the many small drainage courses are corridors of wooded, rolling land. Some exhibit wetland characteristics. These streams and their adjacent wetlands have valuable drainage, flood control and water purification functions. These functions can be easily disrupted by increases in runoff volumes that often accompany development. Map 1 graphically depicts the importance that drainage has played in shaping Jamestown Township.

### ***Woodlands and Wetlands***

Map 3, Woodlands and Wetlands, illustrates the highly scattered pattern of woodland and wetland features that remain in the Township. Due to the clearing done first by loggers and then extensive farming activity, the vast majority of the Township is not wooded and relatively few wetlands exist. Wetlands within the Township are generally comprised of deciduous shrub swamps and along with the remaining woodlots, are associated with stream and drainage courses.

The woodlands and wetlands, along with fallow brush and grasslands, provide good habitat for wildlife. The variety of habitat settings are an important attribute of the local landscape and they support populations of white-tailed deer, cottontail rabbits, raccoons, squirrels, red and gray fox, muskrat, mink, opossum, skunk, various song birds and waterfowl, ruffed grouse, and woodcocks.

As development occurs within the Township, careful site designs, which recognize wetlands and tree stands as important amenities, can lead to enhanced projects and contribute to maintaining the overall rural character of the Township.

### ***Prime Agricultural Lands***

The Prime Farmland Map (Map 4) 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 U.S. 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 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 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 Townships economic and social fabric.

### ***Sewer and Water Utilities***

The north central portion of the Township south of the City of Hudsonville and including the Village of Jamestown is served by two separate municipal sewer collection systems. One is system has a 100,000 gallon capacity under agreement with the City of Hudsonville and now serves primarily the commercial /industrial area near 32nd Avenue Quincy Street area. The newer and larger system serves areas to the east and south. This system is operated under agreement with Georgetown Township and has contractual capacity of 2250 residential equivalency units (R.E.U.s.). Both systems ultimately discharge sewer at the Grandville Wastewater Treatment plant located on the Grand River just east of Jenison.

While the practical physical service area limits for each the wastewater collection systems are ultimately based on Rush Creek drainage basins and sub-basins, the contractual limitations of the current agreements and the physical limitations of existing sewer trunk lines. These limitations affect the township's ability to economically extend sewer mains consistent with area growth demands in each basin. For that reason the Township has begun the process of re-evaluating the alternative sewer transition and treatment options best suited to meet the growth and development demands expected in the northern portions of the Township.

The municipal water system that is being extended 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. The most recent addition has been the construction of a new elevated storage tank east of the Village of Jamestown. This addition will allow adequate pressures to be maintained as the lines are extended.

Lake Michigan is the source of the water and purchased from the City of Wyoming. The main transmission line traverses the extreme north part of the Township on its way from Lake Michigan to Wyoming. The Township and the City of Hudsonville share a pumping station located at the south city limit on 32<sup>nd</sup> Avenue. That station meters the flow of water from the Wyoming transmission line to the two communities. Areas of the Township that are not served, but planned to be served by municipal water and sewer, rely now on well and septic systems, which are placed and installed under the direction of the Ottawa County Health Department.

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

### ***Road System***

The following map shows the layout of the road system in Jamestown Township. Most roads within the Township are under the jurisdiction of the Ottawa County Road Commission. The County classifies roads within the Township as follows:

- |                             |  |
|-----------------------------|--|
| <b>Inter-county Routes:</b> | 32nd Avenue, from Hudsonville south to Riley<br>Riley, between 32nd and 24th<br>24th Avenue, from Riley to Ottogan   |
| <b>Primary Roads:</b>       | Ransom Street, in Section 1<br>8th Avenue, from Ransom to Riley<br>22nd Avenue, in Section 3<br>24th Avenue, north of Riley<br>Riley, from 24th to 8th<br>32nd Avenue, from Riley to Byron<br>Byron Road, entire length<br>Adams Road, entire length |
| <b>Local Streets:</b>       | All remaining roads  |

Although local roads are under the jurisdiction of the County Road Commission, the Township must pay for any new road paving on county roadways. The County maintains all paved roads, grades gravel roads on a seasonal basis, and performs some graveling and other maintenance. As a result of tightening budgets, there are historically fewer and fewer funds available for road maintenance and improvements. Nevertheless, local traffic volumes continue to increase, increasing wear and tear on local roads. 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 for road improvements. This allows the Township to pave approximately one mile of roadway every year.

As part of the regional road system, Interstate Highway I-196 cuts diagonally across the northwestern portion of Jamestown, linking Grand Rapids to Holland. An interchange at 32nd Avenue, at the southern City limit of Hudsonville, has provided convenient highway access for Township residents. Most recently M-6, otherwise known as the South Beltline, has been constructed. It links I-196 just east of Hudsonville with I-96 east of the Gerald R. Ford International Airport in Eastern Kent County. A direct interchange to M-6 is located in Jamestown Township at 8th Ave.

State Highway M-21 (Chicago Drive) also passes through the Township, through its northern-most corner. Chicago Drive roughly parallels I-196 from Grandville to Holland and was the main east-west route for the region before I-196 was constructed. Chicago Drive remains a heavily traveled, local business route.

There are only a few privately owned and maintained roads in the Township; these were constructed several years ago. The Township now denies proposals for private roads in order to avoid the construction of substandard roads or roads which are poorly maintained. Such roads are also frequently inadequate to handle emergency vehicles.

For planning purposes, it is useful to recognize that the various roads within Jamestown 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 five road types that are important to consider in Jamestown Township.

**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. Because the Township has direct access to these regional transportation routes, local residents are within a reasonable commute to jobs throughout the Grand Rapids metropolitan area and Holland. This makes Jamestown an attractive location for residential development as well as commercial and industrial development.

**Major Arterial Streets (Inter-county Routes and County Primaries)** - The major function of these roads is to move a fair volume of traffic within and through a community. A secondary function is to provide access to adjacent properties. In Jamestown Township, the major arterials are the inter-county routes and county primary roads, such as 24th Avenue, 32nd Avenue north of Byron Road, and Byron Road. Many residents use these roads when traveling to and from the Township.

**Minor Arterial Streets (County Locals)** - These roads provide for internal traffic movement within a community and connect these local land areas with the major arterial road system. Providing direct access to adjacent properties is an important function of these roads. The majority of the roads in Jamestown fall under this classification. Examples of such roads include 8th Avenue, 40th Avenue, and Quincy Street. Over time, as development in the Township increases, traffic along minor arterials will also increase. Some minor arterial roads may eventually become major arterial roads.

The following table is a listing of the streets and street segments within the Township which for right of way planning purposes are officially classified as Arterial roads.

**Table 1  
Arterial Streets**

Adams St	Kenowa Ave.	48 <sup>th</sup> Ave.
Byron Rd.	Kenowa Ave.	48 <sup>th</sup> Ave.
Riley St.	Kenowa Ave.	48 <sup>th</sup> Ave.
Ransom St.	Kenowa Ave.	8 <sup>th</sup> Ave.
Quincy St.	8 <sup>th</sup> Ave	32 <sup>nd</sup> Ave.
8 <sup>th</sup> Ave.	Jackson St.	Byron Rd.
22 <sup>nd</sup> Av.	Jackson Ave.	Quincy St.
24 <sup>th</sup> Ave.	Quincy St.	Ottogan St.
32 <sup>nd</sup> Ave.	Hudsonville City Limit	Adams Rd
48 <sup>th</sup> Ave.	Ottogan	New Holland Dr.

Source: Jamestown Charter Township Zoning Ordinance

**Local Streets** - The sole function of a local street is to provide access to adjoining properties. In many cases, thru-traffic is discouraged. Examples of such roads in Jamestown include the internal subdivision streets. These streets will become even more numerous as subdivision development continues to occur.

**Local Collector Streets** - These roads provide for internal traffic movement within a specific area, such as a residential subdivision or an industrial park, serving to funnel traffic from local roads to arterial roads. Collector roads are typically wider than other local roads and may have amenities such as sidewalks, lighting, and greater front yard setbacks for buildings. At present, there are no true local collector streets within the Township, although Sun Chase Avenue within Spring Meadows may begin to function as such as the final phases are constructed. Consideration should be given to formally designating future local collector routes as the need for such roads within expanding residential development occurs.

***Population and Population Growth***

Table 2 illustrates population changes in Jamestown Township in recent decades. Included in the appendix are a series of tables and graphs that compare the changes that have occurred in Jamestown with adjacent communities, and Ottawa County.

In the twenty years between 1980 and 2000, the Township population has increased from 3,546 to 5,062. That was a total of 1,516 people or an overall increase of approximately 43%. During this same time period, Ottawa County as a whole grew 51%. While Jamestown growth may seem modest in comparison to the County and communities such as Zeeland and Georgetown, it should be kept in mind that Ottawa County overall is one of the fastest growing Counties in the state of Michigan.

Since 2000 the Township population has continued to grow and based on recent building permit activity (Table 3) it is estimated that the 2004 population stood at roughly 6000 persons.

**Table 2  
Total Population Growth**

<b><u>Decade</u></b>	<b><u>Population</u></b>	<b><u>Increase/Decrease</u></b>	<b><u>% In Decade</u></b>
1980	3,546		
1990	4,059	513	14.5%
2000	5,062	1003	24.7%
Est. 2004	6,000	940	18.5(partial)

Source: U.S. Census Bureau

**Table 3**  
**Recent Residential Construction**  
**Jamestown Township**

	1990 to 1996	1997	1998	1999	2000	2001	2002	2003	<b>Total</b>
<b>Single Family</b>			197	43	25	36	50	120	<b>547</b>
Condominiums	0	0	0	4	6	8	10	24	<b>52</b>
Mobile Homes <sup>1</sup>	10 <sup>2</sup>	10 <sup>2</sup>	10 <sup>2</sup>	10 <sup>2</sup>	10 <sup>2</sup>	17	18	9	<b>94</b>
<b>Total</b>	<b>207</b>	<b>47</b>	<b>49</b>	<b>57</b>	<b>41</b>	<b>61</b>	<b>78</b>	<b>153</b>	<b>693</b>

Source: Jamestown Township Building Department

<sup>1</sup>U.S. Census figure for mobile homes from 1990 through March 2000 was 96

<sup>2</sup>Census figure total averaged over 10 year

### ***Population Projections***

Projections of future population growth provide the bridge between the present and the future in the comprehensive planning process. These projections help establish future land use requirements within the Township, as well as the demand for various public services and capital improvements.

Population projections are, however, only refined estimates of what the future might hold, for it is clearly impossible to precisely forecast the end result of untold individual and public decisions. Population projections must be based on sound background information and good judgment. These projections are then utilized as a "yardstick" by which planning decisions are made.

Recent growth in the Township and the great influx of people into neighboring communities in the recent past, the opening of M-6 and the availability of municipal sewer and water utilities are all factors that suggests that Jamestown Township will continue to experience steady population increases.

There are several accepted techniques for projecting future population growth, four of which are described below and summarized in Table 4.

### Constant Proportion Method

The constant proportion method assumes that the Township of Jamestown will maintain the same percentage of Ottawa County's population in the years ahead as it had in 2000. Extrapolation of the West Michigan Regional Planning Commission's 2020 projection to 2030 suggests that there will be 542,000 people in Ottawa County in 2030. The constant proportion method projects that Jamestown Township will have 6450 people in 2010 and 8360 people in 2020 and 11,382 in 2030.

### Growth Rate Method

The growth rate method projects future population growth (or decline) based on the rate of growth in the past. Between 1980-2000, the population of Jamestown Township grew at an average rate of 19.6 percent every ten years. Extrapolating this rate into the future, the constant rate method projects that population of Jamestown Township will grow to 9525 people by the year 2030.

### Arithmetic Method

The arithmetic method is similar to the growth rate method in that population projections are based on growth that occurred in past decades. This method, however, bases population growth on the average increase in numbers of persons per year, rather than the percentage rate. Between 1980 and 2000, Jamestown Township gained an average of 76 persons each year. Projecting this trend into the future, the arithmetic method projects that there will be 7196 people in Jamestown Township by 2030.

### Building Permit Method

The Building permit method may be the most reliable projection technique since it reflects current growth trends based on the actual number of residential building permits issued by the Township. On average since 1996 when from a practical standpoint sanitary sewer service was first made available for new residential development, an average of 70 residential building permits per year have been issued. The Township's average occupied household size is 3.1 persons.

**Table 4**  
**Population Projections**  
**(Alternative Projections Based On Various Statistical Methods)**

	<u>2000</u>	<u>2010</u>	<u>2020</u>	<u>2030</u>
Constant Proportion	5062	6450	8360	11382
Growth Rate	5062	6249	7719	9525
Arithmetic	5062	5774	6486	7196
Building Permits	<u>5062</u>	<u>7421</u>	<u>9780</u>	<u>12139</u>
<b>Average</b>	<b>5062</b>	<b>6474</b>	<b>8085</b>	<b>10060</b>

## ***Implications of Population Growth***

### ***Residential Land Needs***

It is estimated that there is approximately 1100 acres of land in the north central portion of the township that has already been earmarked to support low and medium density residential development (2 to 4 units per acre). Based on the following land need projections it appears that in a worse case scenario (Alternative C), there is roughly enough residential land planned to meet a 15 year demand. Additional land to meet a 20 year or 30 year projection should therefore be considered.

The estimates do not factor in simple land divisions and homes built on parcels outside of plats and site condominium projects. Such homes sites may fill as much as perhaps 10% of the demand but in doing so will occupy two to ten times the land area of a platted lot. This will inflate the rate of land fragmentation and inefficient land consumption both inside and out of the areas planned to support the higher densities. . The extent that large land divisions will continue to occur in the north-central area will therefore have a direct negative impact on land availability within the sub-area. In 2004 there were only about a dozen parcels over 40 acres in the northern part of the township that has been referred to in the previous General Development Plan as the North Central Sub-area. This factor coupled with basic land availability issues (land owners not ready to sell) have caused developers looking to acquire land for development three to five years in the future to look outside of the north central portions of the Township where the planning policies intend to focus the majority of growth.

Three alternative sets of projections are presented below. Many people feel that the Township is poised for explosive growth due to the M-6 interchange. If so, the trend based projections (projections based on past increases) normally viewed as being reasonably accurate, may not apply. The first two projections are based on the Constant Rate and Building Permit population projections described in the previous section. The third is based on the more rapid rate of increase that has been experienced in nearby Holland Township. It is provided to serve as real life example of how much land might be consumed if a more rapid rate of growth should occur.

**Table 5**  
**Alternative Residential Land Need Projections**

<p>A. Estimated number of new home sites and acres needed to match trend based 2020 population projection at 3.1 pph (2300 more people - Constant Proportion Projection)</p>	<ul style="list-style-type: none"> <li>• 40 homes per year</li> <li>• 640 total home sites</li> <li>• 400 to 460 acres at 1.4 to 1.6 du/ac (recent approved development range)</li> <li>• Current supply would satisfy this projection</li> </ul>
<p>B. Estimated number of new home sites and acreage needed by 2020 to match an accelerated growth rate similar to rates experienced by Byron Township between 1980 and 2000 (75%): 3800 more people at 3.1 pph.</p>	<ul style="list-style-type: none"> <li>• 70 homes per year</li> <li>• 1120 total new homes sites</li> <li>• 700 to 800 acres at 1.4 to 1.6 du/ac</li> <li>• Current supply would satisfy this projection</li> </ul>
<p>C. Estimated number of new home sites and acreage needed by 2020 to match an accelerated growth rate similar to rates experienced by Holland Township between 1980 and 2000 (110%): 5500 more people at 3.1 pph.</p>	<ul style="list-style-type: none"> <li>• 97 homes per year</li> <li>• 1775 total new homes</li> <li>• 1010 to 1270 acres at 1.4 to 1.6 du/ac</li> <li>• Additional acreage may be needed to be allocated to satisfy this projection.</li> </ul>

Source: US Census and derived figures

***Conclusion: Given the above factors there is justification for allocating additional land area to satisfy future 20 to 30 year planning period demands for low and medium density residential development.***

***Commercial and Industrial Land Needs***

Commercial and Industrial land needs are less likely to be affected by an explosive local population growth rate due to the fact that projections and assumptions are based on a larger regional area for which overall trends are easier to predict. For that reason population assumptions are based solely on the more conservative population forecasts developed by the West Michigan Regional Planning Commission.

**Industrial Development Assumptions**

- The regional labor force market area includes, Jamestown Township, Hudsonville, Byron Township, Zeeland Township and Blendon Township and parts of Wyoming and Grandville. The conservative estimate of population growth in that area to the year 2020 is 45,000 people.
- The labor force historically represents 50 to 55% of total population. Assume 52.5% or an additional labor force in 2020 of 23,500 persons.

- The percentage of workers in Ottawa County historically employed in the manufacturing, warehousing, and wholesale sectors represents approximately 20% of the total workforce.
- Twenty percent of the additional 23,500 persons in the 2020 workforce are 4700 industrial jobs.
- As rules of thumb, one acre of industrial land is needed for every 10 to 20 workers.
- An additional 4700 industrial jobs represents a need for between 250 and 470 acres of industrial land. Assume 470 acres.
- Assume that due to good highway access (two interchanges) Jamestown Township/Hudsonville will be a magnet for locating 30 to 40 percent of industrial growth in the region defined above. Assume 40% or 190 acres.
- Another tool for calculating industrial land use need involves using population ratios for calculation. Using the table below and a 2020 population of 8085, we can calculate a need for 97 acres of land available for industrial development. If we use the 2030 estimate, 121 acres will be needed. For a 20 year projection, an estimated 110 acres likely will be needed.

Table 7-7 Population Ratios for Estimating Industrial Land Use	
Category	Ratio
Total gross land required for all industry	12 acres per 1,000 population
Land required for light industry	2 acres per 1,000 population
Land required for heavy industry	10 acres per 1,000 population

Source: Joseph DeChiara and Lee Koppleman, Planning Design Criteria, 1969.

- There are presently about 150 acres of land zoned and uncommitted industrial land in the north central area. There is an additional 60 to 70 acres of industrial land planned in the M-6 area. Approximately twenty acres of industrial land remains available in Section 6, west of Hudsonville. The latter two areas do not yet have sanitary sewer, but public water is available in the area west of Hudsonville.
- According to Map 1, there exists a ravine with slopes of 12 percent and greater in the north central area currently zoned, but undeveloped as, industrial. This slope will likely have a negative impact on the desirability of the land for industrial development.

**Conclusion: Given the above factors there appears to be justification for allocating additional industrial land within Jamestown Township for development within the planning period. It is recommended that approximately 110 acres of viable land be planned for industrial uses in Jamestown Township. This figure is above the amount of land already developed as industrial.**

### **Commercial Development Assumptions**

- The physical retail space need per capita for shopping and convenience goods is about 25 square feet and 20 square feet respectively. The ratio of required land area to retail floor area is typically 3 to 1.
- With an the expected 2020 population increase of at least 2300 people in Jamestown Township, the above factors yields a total of 7 acres with 3 acres being convenience type and 4 acres for general shopping. In recognition that Jamestown Township is part of a much larger retail market and that it will be a magnet as a commercial location due to accessibility, one could again assume that a 30 to 40% of regional commercial land development might gravitate here. A figure of 30% has been assumed.
- The 2020 increase in the market area population is estimated at 45000 people. Application of the 25 square feet per capita ratio to the assumed market share of 30% for general shopping yields a demand for 23 acres. Add to this figure the 3 acres of convenience commercial. Businesses such as barbershops, auto repair, restaurants and similar establishments are service establishments and are not included in the above estimates. A multiplier of 1.5 should be applied to shopping land needs to yield a contingency estimate of additional land area that should be set aside for such businesses.
- There is presently approximately 50 acres of land zoned in the 32<sup>nd</sup> Avenue/Quincy area for general commercial purposes. With the development of the new Meijer store this acreage is assumed to be “taken out” of the available future commercial land category.
- There are an additional 20 acres of planned neighborhood service land in the north central area. An additional 8 to 10 acres is allocated near the M-6 interchange
- There are presently about 40 acres of General Commercial planned at the M-6 interchange.

**Conclusion: The total of approximately 75 acres of presently allocated vacant commercial land in the north central sub-area and M-6 interchange areas may seem adequate based on general development standards. Different assumptions based on more explosive population and economic growth in the region will of course yield different results. With 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 Township’s easy**

***access to both M-6 and 196, it is expected that it will become a magnet for commercial uses needing highway visibility as well as relatively large parcels of land. It is recommended that enough additional land be planned to at least replace the amount consumed by Meijer's.***

## Chapter 2

### GOALS AND OBJECTIVES

The General Development Plan is founded on the following goal statements, each supported by more specific strategies for implementation. The goals are intended to describe a desirable end state of the Township about twenty years into the future. The strategy statements are more specific than statements that represent milestones in the process of achieving the broader goal.

As the policy foundation for the General Development Plan the goal statements define the values and visions for the community that Plan is intended to achieve. As such, goal statements must be as clear as possible, stated in ways that inspire action. The most effective goal statements tend to meet the following four criteria:

- They define a desired end;
- They are stated in positive terms;
- They are bold, but realistic; and,
- They reflect a consensus.

With these criteria in mind, the following goal statements are both a continuation of goals established in the previous General Development plans and a reflection of new initiatives crafted based on comments from citizens that participated in a Futuring Workshop conducted as part of the planning process. The direct results of that workshop are presented in the Futuring report found in the appendix.

The goals are intended to guide growth and development in the Township over the next twenty to twenty-five years. The corresponding objectives suggest activities that must be accomplished if the broader goal statements are to become reality. Most are specific activities or programs that will require the active effort of the Township or other entities in the area.

### **General Development Plan Concepts - 1992**

Since 1992 when the first major overhaul of the Township's General Development Plan occurred Jamestown Township Planning Commission has been implementing a multifaceted planning framework. The initial framework for the Township's future recognized the area's diversity and in 1998 and 2001 a series of Sub-area plans were adopted which added to and gave further definition to the future land use plan The current Development Plan continues with the building blocks established by the earlier efforts and it adheres to several over arching plan concepts that were originally set forth in the 1992 General Development Plan. Those concepts include:

1. **Concentrating the majority of new growth to avoid sprawl and minimize its effects on the majority of the Township.** This initially required centralization of intensive land use in the north central portion of the Township. This is where future utilities could gain a foothold by being most cost effective and where access to I-196 was readily available. As the M-6 became a certainty, expansion of the high growth planning areas to also include the M-6/8<sup>th</sup> Avenue interchange area and a melding of the two concentrated growth sub-areas.
2. **Controlling the loss farmland and rural character.** There remains a substantial agricultural base in the township. Continued use, conservation and protection of valuable farmlands are therefore important elements of the Township's long range planning. Protection of the Township's rural character is also a major goal of the Township. Both of these land use tenants translate into policies that limit utility extensions and which employ the use a variety of density controls to manage the conversion of rural land to urban development.
3. **Acknowledging the need for a balanced residential character.** The need for affordable housing; generational differences in lifestyle and housing preference; existing neighborhood character; the availability of utilities; the physical attributes and environmental limitations of the land itself; these are among the many factors that require that a variety of housing types and densities be planned and provided for.
4. **Diversifying the tax base and providing jobs by accommodating commercial and industrial development.** The Township has superb accessibility to regional transportation arteries. Given this and the employment and shopping needs of local and regional populations can be served. Both local and regional types of commercial and industrial developments should be provided for. Various types of economic development must be encouraged to locate in the areas best suited to meet individual business needs. The deliberate and objective allocation of different types of economic development in specific locations will help to avoid or minimize future land use and traffic conflicts and over time, broaden the community's tax base and opportunities for employment.

5. **Preserving village character.** The fifth plan concept, calls for the preservation of existing village character in the settlements of Jamestown, and Forest Grove. Each of these rural hamlets remains as essential components of the Township's overall General Development Plan. Retaining and enhancing these community centers and relying on their form as models for new traditional neighborhood developments is viewed as vital to the overall plan of concentrating as much large new development into compact livable communities.

The following Goals and Strategies provide recommendations for each of the new Future Land Use classifications as well as general policies for future infrastructure improvements and community character.

### ***Agricultural Lands***

**GOAL:** 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 mitigating the impacts of such development on ongoing farming operations.

#### **Strategies:**

- a. Consolidate the current AP and AR zoning classifications into one district designed to help achieve the Rural and Agricultural Lands goal.
- b. 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.
- c. Encourage more compact residential developments in order to maintain more open lands in the Township.
- d. 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.
- e. Encourage soil conservation practices, the prudent use of fertilizers and pesticides and other means of conserving wildlife habitat, wetlands and woodlands.

## ***Residential Lands***

**GOAL:** Provide for a range of residential styles and densities to meet the needs of the community's diverse population while conscientiously integrating developments into the landscape of existing neighborhoods.

### *Strategies*

- a. Encourage and guide the development of housing at densities which relate to natural and manmade features.
- b. Encourage the incorporation of existing vegetation, topography, and other natural features into the design of new residential developments.
- c. Develop site plan review requirements which will serve to encourage shared access drives and minimize the hazards of excessive curb cuts.
- d. Require the establishment of transitional uses and/or landscape screening between commercial and residential, agricultural, or open space land uses.
- e. Consider the impact new developments will have on the area's ecosystem as part of the site plan review process.
- f. Draft and adopt development review processes that include informing the school district(s) of potential residential subdivisions in the Township.
- g. Encourage 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.
- h. Require the layout of new residential developments to be logical extensions of existing neighborhoods, where possible. This shall apply to lot layout, road extensions, and open space plans.
- i. 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.
- j. Encourage cluster housing and other creative forms of development to permit higher density housing while protecting the community's rural character and balancing the needs of the agricultural community with the interests of the non-farm residents and property owners.
- k. Develop local incentives to encourage residential development that complements the community's rural character without compromising the provision of public services and facilities.

- l. Address the need to provide specialized housing resources to meet the diverse lifestyle choices of existing and future residents.
- m. Encourage new residential developments to incorporate a pedestrian sidewalk system that ultimately connects with abutting developments to produce a walkable and connected community.

### ***Commercial Lands***

**GOAL:** 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. The rural character and village atmosphere of the Jamestown and Forest Grove are also preserved.

#### Strategies:

- a. 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.
- b. Delay the re-zoning 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.
- c. Improve and expand upon existing business areas that will provide functional, safe, convenient and attractive shopping and service opportunities
- d. Promote the 32nd Avenue I-196 interchange as a commercial district that serves the needs of both the motoring public and local residents.
- e. Allow balanced but limited commercial development in the M-6/8<sup>th</sup> Ave 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 St.
- f. Promote high quality commercial development through local site plan reviews. Utilize landscaping, sign, and building appearance guidelines and ordinances that and create unified and aesthetically pleasing commercial districts.
- g. Commercial land uses should be separated from non-commercial uses by landscaping, buffered thoroughfares, and transitional land uses.
- h. Require the use of traffic management and control measures such as frontage roads and shared driveways to limit congestion and ensure motorist safety.
- i. Encourage attractive building facades and streetscapes through appropriate regulation.

- j. Provide for the conversion of existing residential structures for office and retail use where applicable.
- k. Ensure adequate on and off street parking in a manner that compliments compactness in the local commercial areas.
- l. 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.

### ***Industrial Development***

**GOAL:** Industrial development is accommodated 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.

#### **Strategies:**

- a. Establish and reserve suitable land for future industrial purposes, in order to provide additional tax base and employment opportunities for Jamestown Township residents.
- b. Promote the development of industrial plats rather than piece-meal single lot development.
- c. Promote high quality industrial development through local site plan review.
- d. Promote an orderly progression of industrial expansion together with the availability of utilities, road improvements, and police and fire protection.
- e. Industrial sites should be separated from low density residential uses and other non-industrial uses by appropriate landscaped buffer strips. Agricultural lands or other dedicated open space and transitional land uses such as offices and institutional uses are other examples of buffers that should be employed on a macro scale to separate industrial districts from residential districts.
- f. Industrial nuisances such as air pollution, water pollution, vibration, and outdoor storage of materials should be controlled by adequate zoning and performance standards.
- g. 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.
- h. 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.
- i. Incrementally expand the availability of industrial zoned properties based on the needs as they arise over the entire planning period. All new industrial development must be served by public water and sewer and rezoning should be timed to coincide with expansion of these utilities.

- j. Business parks and planned industrial developments are encouraged rather than piecemeal development. These generally help to assure collective use of necessary roads, drainage and other improvements.
- k. Industrial sites should transition well with adjacent uses. Discourage extensive outdoor storage and other activities in areas that may detract from the business park environment, the character of surrounding uses of the Townships highly visible interchange gateways.
- l. The concept of allowing complementary office uses within the industrial areas should be encouraged where offices can serve as a good transition.

***Public/Semi-public Lands***

**GOAL:** Provide for public and semi-public uses in locations appropriate for their development and utilization.

*Strategies:*

- a. Encourage citizen participation to determine needed and desired improvements and expansions to public facilities and recreation.
- b. Assist and guide semi-public and citizen groups in their efforts to provide needed community facilities.
- c. Maximize the utilization of public buildings and grounds for multi-functional services.
- d. Pursue recreation funding from Department of Natural Resources through preparation of a Township Recreation Plan or by amending the Ottawa County Recreation Plan.
- e. 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.
- f. Plan for improvements to facilities and equipment at Spring Grove Park.
- g. Evaluate reclamation of gravel extraction sites for possible development as recreation areas.
- h. Identify ecologically unique areas for possible use as a Township's recreation area, preservation area, or natural interpretive area.
- i. Continue to partner with residential developers to set aside suitable portions of land for parks, and road easements for pedestrian/bicycle paths.
- j. Develop neighborhood recreational facilities in conjunction with school facilities to provide economical and convenient recreational opportunities.

### ***Community Facilities and Police and Public Protection***

**GOAL:** An optimum level of public safety is provided by a systematic capital improvements program and through cooperating with existing safety and enforcement agencies and Township personnel.

#### **Strategies:**

- a. Maintain a close, cooperative relationship with the Ottawa County Sheriff's Department to ensure adequate police protection.
- b. Continue dialogues with surrounding communities to assess mutual levels of needs.
- c. Continue to give high priority to adequate training and staffing to enforcement officials, including Township fire fighting personnel and building code inspectors, and to maintenance and improvements of fire fighting equipment and facilities.
- d. Continually evaluate water supply needs for effective fire fighting efforts.
- e. Make plans for the new Township Hall and Fire Station to be located at the corner of Quincy and 24<sup>th</sup> Avenue and systematically program the development of the new facilities

### ***Sense of Community***

**GOAL:** Realize strong neighborhoods with a predominantly single-family residential and rural open space character with a sense of community that is accepting of alternative housing styles designed to respond to the needs of a diverse range of incomes and lifestyles.

#### **Strategies:**

- a. In areas that will be served by public utilities, provide for a variety of housing types in appropriate locations and at acceptable densities to accommodate varying needs in household size, location, style and income levels.
- b. Encourage the maintenance and preservation of the existing housing stock through proper code enforcement.
- c. Encourage the preservation of farmhouses, barns, fence styles, and other architectural and landscaping forms, which symbolize the Township's agricultural heritage.

- d. Use the Planned Unit Development concept as a means of preserving the natural character of sites, and to encourage the provision of structured, usable open space Encourage developers to use creative approaches in the design of residential developments and to link open spaces within and between developments.
- e. Maintain and provide improvements to primary and local roads to ensure safe access to residential neighborhoods.

### ***Traffic and Transportation***

**GOAL:** Adequate transportation routes will be in place to ensure the safety and well being of Township residents and balanced, orderly growth.

#### Strategies:

- a. Establish a road improvements plan that gives priority to the roads intended to support the highest concentrations of traffic and development.
- b. Establish solid communication with Ottawa County Road Commission personnel to promote road improvement policies consistent with the goals of the Development Plan.
- c. Provide all land uses with adequate access to the road system.
- d. Strive to minimize traffic disruptions on thoroughfares, while keeping through traffic off the local residential streets.
- e. Strive to create a multi-model transportation system, including bicycles, pedestrian, and automobile traffic
- f. Improve access and emergency service by maintaining site plan review standards that ensure smooth ingress and egress by emergency vehicles.
- g. Work toward obtaining right-of-way dedications and reservations, consistent with an adopted Street Plan, as new developments are reviewed for approval.
- h. Limit the number of driveways and curb cuts to the minimum necessary to provide for safe ingress and egress.
- i. Institute a program for a unified theme for streetlights.
- j. Promote the development of joint-use driveways and internal connections between adjoining businesses to reduce the number of curb cuts on major streets.
- k. Work with Ottawa County Road Commission officials to periodically evaluate the capacity and condition of the major arterials in Jamestown Township and to increase roadway capacities based upon this plan.

- I. Work with Ottawa County Road Commission toward improved maintenance of roadways, specifically addressing drainage, grading of gravel roads, ditching near private driveways, and brine applications.
- m. Work with the Ottawa County Road Commission to promote the use of traffic control measures such as traffic signals, stop signs, and acceptable maximum speed limits wherever necessary along major arterials.

***Utilities: Sewer, Water and Drains***

**GOAL:** Adequate public utilities and storm drainage systems are to be developed that will ensure balanced, orderly growth and ensure the safety and well-being of Township residents.

**Strategies:**

- a. Provide, where feasible and desirable, water, sanitary sewer, and storm sewer services in areas of the Township identified for residential, commercial, and industrial concentrations.
- b. Support a general atmosphere of cooperation among adjoining units of government, school districts and other public agencies to maximize utilization of public investments.
- c. Encourage funding practices for improvements to public utilities that, to the extent possible, appropriately place the cost of utilities on users.
- d. Develop a capital improvements plan to determine future public projects and needs, a schedule of implementation and methods of financing.
- e. In conjunction with Ottawa County Drain Commission, identify and seek to remedy drainage practices that threaten the water quality of natural water courses and that are not consistent with sound runoff and erosion control techniques.
- f. Make needed drainage improvements within the Village street systems and require appropriate on-site drainage retention for new development.
- g. Pursue funding programs to repair and replace existing streets and sidewalks in disrepair and to expand the sidewalk system in areas of existing development.

## Chapter 3

### FUTURE LAND USE PLAN

This chapter contains descriptions and recommendations for future land use in Jamestown Township. These recommendations represent the framework for the management and regulation of future development and will also serve as the basis for evaluating zoning changes initiated by the Township and zoning requests made by individuals.

The timing of a particular land use is dependent upon a number of factors such as availability of public utilities, provisions for adequate roadways, affect on public services and the demand for a particular land use versus the available land zoned for the use. These factors plus others must be considered when reviewing a request for rezoning for a particular parcel of land.

Descriptions of the various land use recommendations are included in this section and the recommendations are also illustrated on the Future Land Use map that accompanies this document. As background information the following narrative provides a brief explanation of the relationship between land use planning and zoning

#### ***The Relationship of Planning to Zoning***

The relationship between land use planning and zoning is an important one but it is often misunderstood. Planning is an administrative process of setting general direction and policy for future development and use of land within a community while zoning is the legislative act of regulating the use of these lands by ordinance. The laws of the State of Michigan require that a community engage in land use planning activities, including the preparation of a master plan, prior to the initiation of zoning. Because communities are dynamic in nature and the pace of growth is not always foreseeable, periodic re-evaluations and updates of a community's master plan are necessary. These make the plan and the community's zoning ordinance relevant and in tune with ever-changing growth demands and development pressures. It is also significant that a zoning ordinance or zoning decision that is consistent with an up to date master plan is generally more defensible in court should the zoning or a decision be challenged.

The terms "planning" and "zoning", can be better defined as follows:

### ***Land Use Planning***

Land use planning is the process of guiding future growth and development of a community. Studies are conducted and a document is prepared and is typically referred to as the Master Plan, General Development Plan or Comprehensive Plan. The plan addresses various factors relating to the growth of a community. Through the process of land use planning, it is intended that a community can preserve, promote, protect and improve the public health, safety and general welfare. Additional considerations include: Comfort, good order, appearance, convenience, law enforcement and fire protection, the prevention of overcrowding of the land and the avoidance of undue concentration of population and homes, highways and streets, water, sewage requirements and services, and the conservation, development, utilization and protection of natural resources within the community.

### ***Zoning***

Zoning is a legislative act partitioning a community into districts. Within each district are regulations that permit certain uses of land for the purpose of conserving and promoting the health, safety, convenience and general welfare of the people within the community. A zoning ordinance contains the regulations controlling land uses, densities, building heights and bulk, lot sizes, yard and open spaces, setbacks and accessory uses. A zoning ordinance consists of two distinct parts: a written text and a zoning map. Among other things, the text sets forth the purposes, uses and regulations for each district, the standards for special land uses and the administration of the ordinance. The map denotes a specific zoning district for every parcel of land within the community. Zoning is a major tool, but is only one of the tools that is used to implement the goals and recommendations of the plan. Other tools include utility plans, capital improvements programming and the administration of local subdivision regulations

## **OVERVIEW OF THE FUTURE LAND USE PLAN**

The Future Land Use Plan is graphically presented on the map at the end of this chapter. The plan takes into account an analysis of demographics, major development issues and development trends, the views and concerns expressed in discussions with elected officials as well as concerns and visions expressed by citizens during a well attended Futuring Workshop that was conducted as part of the planning process. The following paragraphs represent a summary of the statements generated by the four visioning groups that took part in the Futuring Workshop and also serves as an overview of the intent of the Future Land Use plan.

*As the future land use plan is implemented to the year 2025 and beyond, it is envisioned and intended that the predominate rural character of the more than two thirds of the Township will remain, in large part, intact. Within this area agricultural will continue to be significant but it will be a diminishing part of the area's fabric. In the north, and northeast where utilities and other critical infrastructure has been strategically planned and expanded, managed, concentrated growth will occur. It will include commercial and industrial development as well as residential. Also included will be an expanding array of community facilities such as a new Township Hall and fire station and improved recreational resources. A network of both public and private open space will have been created to preserve significant ravines and other natural features. A wide variety of housing densities and alternate housing types are also accommodated. Included will be homes located on conventional subdivision lots of 12,000 to 20,000 square feet in size, neo- traditional sized lots under 7000 square feet in area, as well as attached condominiums and apartments of varying styles. With this balanced planning approach, it will be possible to respond to varied and changing economic and demographic conditions and to needs of the area's population. The predominant single-family character of neighborhoods will be retained and it is envisioned that so too will the village character and identity of the Villages of Jamestown and Forest Grove.*

## **FUTURE LAND USE**

The heart of the Master Plan is the Future Land Use plan. The following is a description of several key plan elements and land use categories along with supporting recommendations.

### ***Rural Agricultural Preservation (AR)***

The Rural Agricultural Preservation land use category is the largest future land use category in the Township. This classification primarily consists of agricultural lands and lands currently vacant but not currently being farmed. AR 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.

Due to the lack of public water and sanitary sewer systems in these areas, densities of approximately one unit per two (2) acres are recommended. These large lot sizes generally provide adequate area for well and septic system placement and allow flexibility incentives in site design to aid in protecting active farmland and open space areas. The most familiar example of site design flexibility is known as clustering or open space development. (Refer to the illustration later in this chapter.) Under an incentive system, the property owner could be given a bonus of up to 50 percent in additional lots if 50 percent of the overall property is maintained as open space, a 40 percent bonus for 40 percent open space, etc. As an example, if a 40 acre parcel would yield, after a 15 percent allowance for infrastructure, seventeen homesites, the bonus for open space would result in approximately twenty-five sites. This would still provide an overall density of one homesite per 1.6 acres (provided the health department permits are attainable at that density). The open space could be incorporated as undeveloped land between the development and any surrounding farming operations while still allowing the developer or property owner a fair return on his often lifetime investment in land.

Uses that may blend in with the agricultural community include value-added industries such as woodworking and finish carpentry. In addition, any industry related to agriculture such as dairies, farm produce auctions and stockyards should be considered for compatibility within the agricultural land use area. Other non-farm uses that may be considered compatible include kennels and veterinary facilities, noncommercial wind energy and conversion systems, etc. Permitting uses such as those identified above will assist Jamestown Township in protecting farmland and open space because it offers farmers the option of a second income, thus permitting them to continue farming in all economies.

Implementation of this land use classification will occur naturally over time as the incentives for farming decrease for many residents. In the event that public sanitary sewer and water service becomes available in areas now planned as AR, this General Development Plan should be amended to allow more concentrated developments in those areas.

***Low Density Residential A (LDR)***

The low density residential area encompasses several areas that are currently zoned AP and RE and which 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.

As a base density, the low density residential category (assuming utilities) allows single family lots as small as 30,000 square feet or an average of approximately 1.4 dwelling units per acre.

***Medium Density Residential A (MDR)***

The medium density single family designation recommends a density of approximately 2 units per acre. Approval of attached four-plexes under a unified Planned Unit Development (PUD) plan has been given for areas adjacent to Quincy. This increased density development provided significant clustering and transition and similar consideration may be granted to areas along 32<sup>nd</sup> Avenue if developed in a similar fashion. Parcels along 32<sup>nd</sup> between Greenly and Riley Street and East of the Valley Vista apartments on Quincy may be considered for High Density Residential (HDR) under a unified PUD.

***High Density Residential A (HDR)***

The high density residential designation has been given to the area north of Quincy Street that is presently being developed as apartments and town homes. A similarly sized area to the west may also develop as such given the proximity to urban services. The area includes a series of wooded ravines and buildable upland areas that offer tremendous potential as open space preserves in a Planned Unit form of development.

The overall gross density of remaining undeveloped portion of this area is intended to be approximately 5 to 6 units per acre. Net site area densities for attached units as high as 10 units per net acre may be considered under PUD and cluster forms of development.

Mobile home parks are also included in this classification, but no new parks are planned or recommended for Jamestown Township due to the fact that the township already has a high percentage of mobile home housing.

Clustering and Open Space Overlays in the Residential Classifications

Because of the desire for varied housing styles and the need to provide for the transition of uses, variations in the overall density and types of housing are still appropriate. For this reason, the cluster or “conservation subdivision” concept is intended as an overlay development policy. Under this policy, density bonuses as incentives may be allowed if area is set aside as open space. For individual developments where it is shown that clustering and other value added or quality of life design features within neo-traditional designs, (parallel sidewalks, neighborhood squares or community center improvements) would result in increased costs, bonus density incentives could be offered to offset some of these costs.

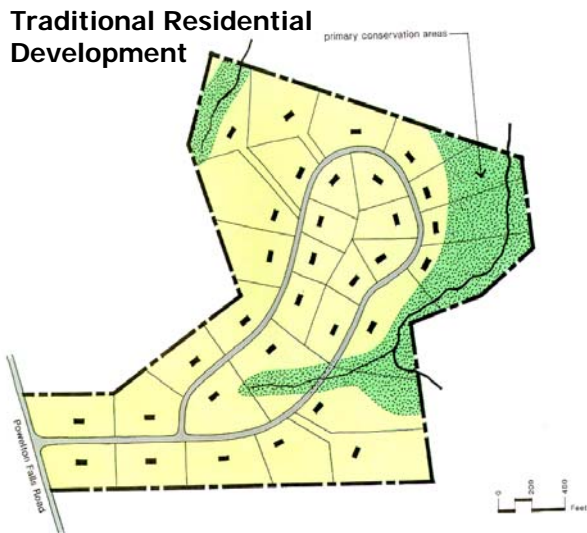


Figure 7A-2, Site A: Yield Plan

For this reason, the cluster or “conservation subdivision” concept is intended as an overlay development policy. Under this policy, density bonuses as incentives may be allowed if area is set aside as open space. For individual developments where it is shown that clustering and other value added or quality of life design features within neo-traditional designs, (parallel sidewalks, neighborhood squares or community center improvements) would result in increased costs, bonus density incentives could be offered to offset some of these costs.

For each LDR, MDR or HDR residential area developed using the clustering or conservation subdivision approach, it is assumed that public sanitary sewer and water will be made available. The open space that is preserved in each development is expected to be integrated with that of adjacent developments.



### ***Neighborhood Commercial***

The Neighborhood Commercial land use 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. Generally acceptable uses within the Neighborhood Commercial area include small retail businesses, personal service establishments and restaurants. Individual businesses within the Neighborhood Commercial area should not exceed 5,000 gross square feet, and generally commercial buildings for multiple tenants should not exceed 10,000 gross square feet. The purpose of the floor area restriction is to ensure that the Neighborhood Commercial area remains focused toward serving the day-to-day needs of the local neighborhood market area rather than expanding to serve a regional market area.

Neighborhood Commercial uses should be encouraged to provide shared access, margin access easements and screened parking and loading areas. Building architecture and signage should be compatible with surrounding uses, including residential uses.

### ***Commercial***

Commercial 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 large parcels than Neighborhood Commercial uses. Outdoor display and storage of goods is also a common characteristic of uses in this land use classification, although design standards should be developed to manage the intensity, location and environmental impact of such displays.

Generally acceptable uses in the Commercial area include large retail centers, warehouse outlets, home and garden improvement centers, building material yards, furniture and appliance stores, boat, recreational vehicle and motor vehicle sales, supermarkets, automobile service stations, standard and fast-food restaurants, hotels and motels and mini-storage facilities. Industrial uses should not be permitted to develop or expand within the Commercial Area.

The Commercial area is depicted on the Future Land Use map on all four corners of the 32nd Avenue/Quincy Street intersection and extends south along 32nd Ave. It includes 32nd Ave. frontage portions of the Jamestown Commerce Park plat as well as the commercial portions of the Spring Meadows Planned Unit Development. An area that may also be included in this category of land use is the tract of land immediately south of the Jamestown Commerce plat on the west side of 32nd Ave. to Greenly. This tract has been given a Commercial designation. It is the intent of the Township that parcels will not be rezoned to accommodate this classification until adequate infrastructure is present. This includes water, sanitary sewer and roads.

### ***Highway Commercial***

This planning area recognizes that the new M-6/8th Avenue interchange area will be a desirable and valuable location for businesses catering to the traveling public. The plan will direct these types of uses into four strategic locations nearest the on and off ramps. Access controls and strict site plan design requirements are intended to minimize traffic and land use conflicts. The range of uses intended in this district is consistent with the C-3 Interchange Commercial District contained in the Township Zoning Ordinance. Primary permitted uses include restaurants, service stations and motels. As with the General Commercial classification, it is intended that parcels will not be rezoned to accommodate this classification until adequate infrastructure is present. This includes water, sanitary sewer and roads.

### **Industrial**

New industrial land uses are planned to develop principally within the recently developed, fully improved, 149-acre industrial park on the City's southwest side. 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 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 programmed. Through proper site design and the transitioning of adjacent land uses to the west, south and east, conflicts can be minimized.

Future industrial development should incorporate sound industrial site design principles. The main elements of sound industrial site design include:

- Controlled access;
- Service areas located at the sides and rear of building;
- Convenient access, visitor parking and on-site circulation;
- Screening of outdoor storage, work areas, and equipment, and emphasis on the main building entry and landscaping.

A variety of building and parking setbacks should be provided in order to avoid long monotonous building facades and to create diversity. Structures should be located on “turf islands”, where the office portion of the building does not directly abut paved parking areas. Landscape strips should be provided between parking areas and the office portion of a structure. Building setbacks within industrial areas should be proportional to the scale of the structure and in consideration of existing adjacent development. As with the General Commercial classification, it is intended that parcels will not be rezoned to accommodate this classification until adequate infrastructure is present. This includes water, sanitary sewer and roads.

The industrial classification of land use is intended to accommodate such uses as manufacturing and processing, warehousing, and similar establishments. This classification includes both heavy and light industrial uses.

### ***Public and Semi-Public***

This category reflects the locations of the existing public and semi-public uses in Jamestown Township. These uses are generally areas in public ownership or non-taxable property, such as schools, churches, parks and other municipal facilities. Public and semi-public uses may be appropriate in all use areas if designed to fit into the established character of the surrounding area

Several uses are included in this category including churches, the post office, library, the elementary and middle schools, Township Hall and Township Fire Station. One of these uses, the Township Fire Station, is presently located in the heart of Jamestown Village but is now planned to be relocated just north of the village center.

## Chapter 4

### IMPLEMENTATION

In order for the General Development Plan to serve as an effective guide to the continued development of Jamestown Township it must be implemented. Primary responsibility for implementing the Plan rests with the Jamestown Township Board, the Planning Commission, and the Township staff. This is done through a number of methods including ordinances, policies, and administrative procedures. The General Development Plan itself has no legal authority to regulate development. Implementation must come from the 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 General Development 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 zoning ordinance text.

The official zoning map divides the community into different zones or districts within which certain uses are permitted and others are not. The zoning ordinance text notes the uses, which are permitted, and establishes regulations to control densities, height, bulk, setbacks, lot sizes, and accessory uses. The zoning ordinance also sets forth procedures for special approval regulations 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 should periodically review and make any necessary revisions to the zoning regulations to ensure that the recommendations of the Plan are instituted.

### Specific Recommendations

- Mandatory open space. Review the residential zoning district requirements and adopt non-discretionary provisions requiring all single and multi-family developments to set aside open space as a matter of course. Such provisions should be patterned after the type of developments that have been achieved to date from planned unit development regulations.
- Joint sewer study. A joint sewer study with Byron Township should be undertaken to evaluate treatment and collection alternatives for the East Rush Creek watershed.
- Sponsor amendments to the Zoning Map. The Planning Commission should be proactive in initiating rezoning that is both in accordance with the Future Land Use Plan and in step with infrastructure improvements.
- Periodically review the Zoning Ordinance. The zoning ordinance requires systematic and frequent updates to address needs resulting from changing trends, case law and state statutes.
- Prepare and adopt a Capital Improvements Program. Capital Improvements Programming (CIP) is an important step in a comprehensive management system designed to regulate priorities and programs to community goals and objectives. It is a means of planning ahead for the funding and implementation of major construction and land acquisition activities. The typical CIP is six years in length and updated yearly. The first step in each CIP is the capital improvement budget. The program generally includes a survey of the long-range needs of the entire governmental unit covering major planned projects along with their expected cost and priority. The Township Board then analyzes the projects, financing options, and the interrelationship between projects. Finally, a project schedule is developed. Priority projects are included in the Capital Improvements Program. Low priority projects may be retained in a Capital Improvements Schedule, which may cover as long as 20 years.
- Prepare a Recreation Plan. The Plan recommends that the Township prepare a recreation plan in order to be eligible for state and federal recreation funding programs. Application for grants under these programs must first be submitted by April 1st of each year but a community must have an approved recreation plan on file with the DNR in order to apply for a grant
- Prepare an open space plan and periodically update the Non-Motorized Trail Plan. A major goal of the General Development Plan is to set in motion the idea of an integrated open space network of public and private open spaces link by a trail system. To move this concept forward a specific plan and strategy should be developed as an element of the General Development Plan.

### ***Planning Education***

Planning Commissioners should attend planning seminars to keep themselves informed of planning issues and learn how to better carry out their duties and responsibilities as Planning Commissioners. These seminars are regularly sponsored by the Michigan Society of Planners Officials (MSP) and the Michigan Township Association (MTA) and are a valuable resource for Planning Commissions. There are also several planning publications, which are a useful information tool for Planning Commissioners. The main publications are Planning and Zoning News and Michigan Planner Magazine.

### ***Public Information***

It is important that the proposals of this Plan be discussed and understood by developers and the citizens of Jamestown Township. Acceptance of this Plan by the public is essential to its successful implementation. Steps should be taken to make Township residents aware of this Plan and the continuing activities of the Planning Commission. This can be accomplished through newspaper reports of Planning Commission activity. Contact with local civic and service organizations is another method, which can be used to promote the Township's planning activities and objectives.

### ***Revisions to the General Development Plan***

The General Development Plan should be updated periodically (minor review every one to two years, major statutory review every five years) in order to be responsive to new growth trends and current Township attitudes. As growth occurs over the years, the goals, land use information, population projections, and other pertinent data should be reviewed and revised as necessary so the Plan can continue to serve as a valid guide to the growth of the Township.