



**THE VILLAGE OF CALEDONIA**  
**GENERAL DEVELOPMENT**  
**PLAN**

**October 14, 2014**

PREPARED FOR:  
THE VILLAGE OF CALEDONIA

# **Village of Caledonia General Development Plan**

**As Adopted by the Planning Commission on August 28, 2014**

**and**

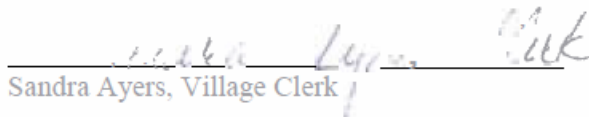
**As adopted by the Village Council on**

**October 14, 2014**

**AYES:** Members: Scholl, Fanco, Regan, Gilbert, Grinage, Hahn, Erskine

**NAYS:** Members: None

**RESOLUTION DECLARED ADOPTED.**

  
\_\_\_\_\_  
Sandra Ayers, Village Clerk

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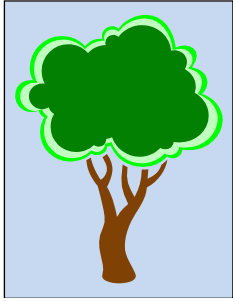
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# Chapter 1

## Introduction



### What Is The General Development Plan?

The General Development Plan (a.k.a. "Master Plan" or "Land Use Plan") describes the long range land use policies for the Village of Caledonia. The General Development Plan (GDP), used in combination with the zoning ordinance, assists in guiding the future use and development of land in the Village of Caledonia. The GDP is prepared pursuant to the Michigan Planning Enabling Act (P.A. 33 of 2008).

A General Development Plan is made up of a number of different components, including a description of the Village's historical, as well as existing, conditions of the people and land. It also contains statements outlining the future direction for the Village through a common vision statement and a set of goals designed to implement the vision. Finally, the plan contains guidance for how land should be used and serves as the basis for land use decisions and regulation under zoning and other regulatory means.



The 2013 Caledonia General Development Plan is an update of the 2007 General Development Plan and the original 2001 plan. The 2001 document was initially written in cooperation with a Citizens Advisory Group (CAG) that represented many and varied interests present in the Village, including the agricultural community, school system, business interests, environmental advocates, and many others. Their active participation was a critical part of the planning process on which this plan is still based.

The most recent components of public input in the planning process were a community survey conducted in late 2012 and a Public Workshop conducted in early 2013. The survey was conducted digitally, via the internet with a link to the Village's website. It was augmented by individuals that requested and responded with a paper version of the questionnaire. In all, over ninety individuals took part in the survey.

The questions were designed to elicit responses regarding land use, community services and infrastructure, and environmental concerns. The questions followed up on several questions that were originally included in a similar survey conducted in 2000.

The results of the survey were presented at a well-attended public workshop, and together with insights received at the workshop, the results helped to shape and validate the Plan's goals, along with the specific development policies and land use direction for key areas of the Village.

The current edition of the plan takes into account social, demographic and economic changes that have occurred in the Village since the GDP was originally adopted and looks strategically at the remaining undeveloped areas of the Village.

## **USING THE PLAN**

The General Development Plan can be used in a number of ways.

### **Support for the Zoning Ordinance**

The General Development Plan is necessary to support the legitimacy and strengthen the effectiveness of the Village's Zoning Ordinance. The relationship between the Plan and the Zoning Ordinance is proscribed by the Michigan Planning Enabling Act which requires that a land use plan serve as the basis for local zoning districts. In turn, the Enabling Act which requires that the Ordinance "promote the public health, safety and general welfare; encourage the use of lands in accordance with their character and adaptability; and limit the improper use of land."

### **Support for Zoning Decisions**

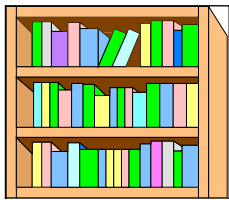
Use of the General Development Plan helps to ensure that the Village's desires regarding future development are translated into action, one decision at a time. This is

accomplished through the various zoning approvals, including the rezoning of individual properties, site plan reviews, special land use approvals and variances. It is these every-day decisions that, added together, create the future of Village of Caledonia.

### **Cooperative Decision Making**

The General Development Plan can assist other agencies in their decisions regarding specific improvements and facilities for their use, from expanding the capacity of an existing roadway to determining the need for new schools. Working with other parties that can affect land use patterns in the Village, such as the Kent County Road Commission and the Michigan Department of Transportation (MDOT), County Parks Department, the Caledonia School District and Caledonia Township can help the Village in its efforts to implement the General Development Plan.

### **KEEPING THE PLAN CURRENT**

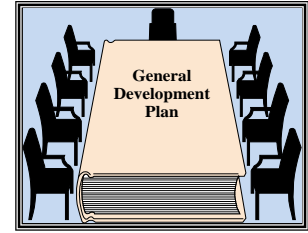


Once the General Development Plan is in place the normal reaction can be a let-down; the Planning Commission's hard work has paid off, the Plan is completed and ready to be filed in a cabinet. The often heard (and too often true) phrase is "the plan sits on a shelf and collects dust." But, in reality, the work has just begun.

A Plan which is not actively followed and implemented may lead to problems for the community. Failure to follow the Plan on a consistent basis can tend to discredit any attempt to use it as a defense for actions which may be challenged by property owners or developers.

On the other hand, consistent and vigorous use of the Plan will lend credibility to the Village's attempts to implement controversial decisions on rezoning or other development related actions. While the courts of the State of Michigan do not recognize the absolute authority of the General Development Plan, they do lend credibility to actions supported by careful planning and frown upon those which appear to be taken arbitrarily against an individual property owner.

To keep the Plan current, the Planning Commission should conduct regular reviews of the Plan. It is perhaps unavoidable that, in some circumstances, good planning will require a departure from the Plan. Special attention should be paid to occasions when the Commission and/or Village Council departs



from the Plan. While the Plan is intended to be somewhat flexible, clear departures from the Plan should be well documented and understood, particularly when circumstances such as inadequate infrastructure, traffic patterns or natural resource considerations dictate a different pace or intensity for development. Rather than ignoring the Plan, the better approach is amending the Plan to reflect the justifiable land use changes that are contrary to the Plan.

Frequent departures from the General Development Plan may, however, be a signal that the Plan is beginning to conflict with community attitudes and philosophies. This may require a more substantial review of the goals, policies and future land use designations. By routinely revisiting and updating the General Development Plan, it will continue to be a valuable planning tool.

## CONCLUSION

Communities have a responsibility to look beyond the day-to-day zoning issues and provide guidance for land use and development in the community through the General Development Plan. A properly formulated, well thought-out General Development Plan can be of great value to the Village of Caledonia. The Plan can help preserve the small town character that citizens value, and encourage quality, sustainable growth that will allow the Village of Caledonia to prosper.

Ultimately, the effectiveness of the General Development Plan will depend on the willingness of the Planning Commission, elected officials, and the citizens of Caledonia to follow the Plan and keep it current. It is hard work; but the rewards make the effort well worth while...

## Chapter 2



# Growth and Demographic Profile

### Population Growth

According to US Census Bureau, the 2010 population of the Village was approximately 1,511 people. From 2000 to 2010, the Village population grew by 409 people or 37.1%.

Since its incorporation the Village experienced variable growth rates but overall, the population has increased dramatically. Between 1940 (467 people) to the year 2010 (1,511 people), there has been an increase in population of 1044 people. Between 1940 and 1960 the Village increased by an average of 14 people per year. Growth stalled between 1960 and 1980 and during that time the population declined by 11 people. The population returned to its previous growth pattern between 1980 and 2000 and accelerated even more between 2000 and 2010. Between 2000 and 2010 the Village grew by 419 people with the vast majority of that increase occurring in the first half the decade, prior to the economic downturn of 2008. This most recent growth is mostly due to the development of the Glen Valley Estates Subdivision. As the economy improves, population growth is expected to resume as a limited number new neighborhoods are developed on the Village's remaining undeveloped land areas and as infill and redevelopment occurs within some of the Village's already developed areas and as the limited number of vacant lots in Glen Valley are built upon.

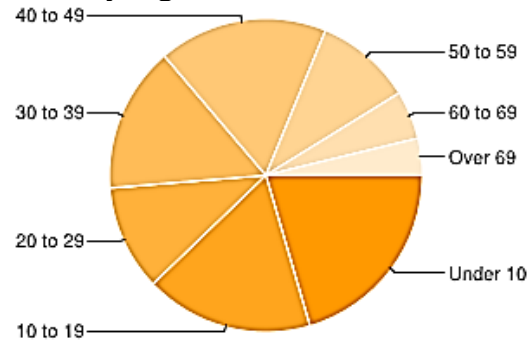
The following tables and graphs present an overview of the Village's demographics

**Population Growth**

	<b>Population</b>	<b>Numerical Increase</b>	<b>Percent Change</b>
1940	467	--	--
1950	619	152	4.67
1960	735	116	15.8%
1970	716	-19	-2.6%
1980	728	12	1.7 %
1990	885	157	21.6%
2000	1,102	217	24.5%
2010	1,511	409	37.1%

**Caledonia Village  
2010 Population by Age**

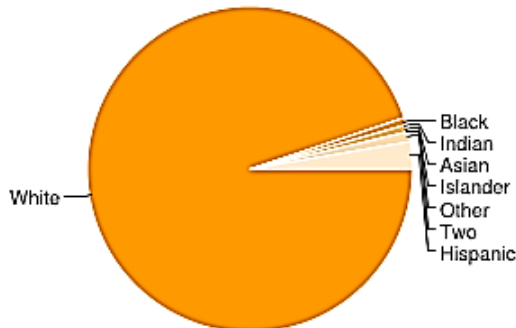
<b>Under 10 Years</b>	20.5%
<b>10 to 19 Years</b>	17.4%
<b>20 to 29 Years</b>	10.9%
<b>30 to 39 Years</b>	15.1%
<b>40 to 49 Years</b>	17.5%
<b>50 to 59 Years</b>	10.0%
<b>60 to 69 Years</b>	5.0%
<b>Over 69 Years</b>	3.8%



The median age of Village residents is 30.7 years. In 1990 it was 30.3 years. Michigan’s median age is 45.5 years.

**Village Caledonia 2010 Race Data**

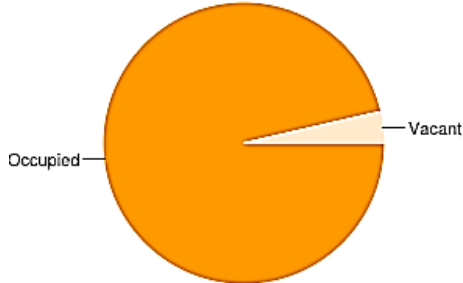
Census 2010 race data for Caledonia village include the racial breakdown percentages of 0.7% black, 0.7% Asian and 2.7% Hispanic.



<b>Race &amp; Origin (Hispanic)</b>	<b>%</b>
Non-Hispanic	
White	94.8
Black	0.7
Indian	0.0
Asian	0.7
Islander	0.0
Other	0.0
Two or more races	1.0
Hispanic	2.7

## 2010 Housing Units

In 2010 there were 549 housing units in the village, 96.4% of which were occupied housing units. In 2000 there were a total of 459 total housing units.



In 2010, 74.7 % of dwelling units were owner occupied and 25.3 % renter occupied. In 2000, owner-occupied housing units comprised only 65.8%, and 34.2% were renter-occupied. In Caledonia Township as a whole, the 2010 housing ownership rate was 91% and in Kent

County as a whole it stood at only 68.1%.

- The 2010 vacancy rate for all type of housing in the Village stood 3.6%. That is down from 4.2% in 2000.

### 2010 vs 2000 Type of Housing Units in Housing Stock (by number of units in structure)

Units in Structure	2010		2000	
	Number	Percent	Number	Percent
Single Family-1 unit detached	388	70.4	305	66.4
Duplex- 2 units & attached 1 units	20	.04	13	.03
Multi-Family-3 to 9 units	56	10.2	56	12.2
Multi-Family-10 or more units	85	15.4	85	18.5
Total Units	549	100.0	459	100.0

- Source: U.S. Census Bureau

### Year Structure Built - Village of Caledonia, 2010

Year Structure Built	Number	Percent
2000 to 2010	90	16.3
1990 to 2000	99	18.0
1980 to 1989	99	18.0
1970 to 1979	38	6.9
1960 to 1969	30	5.4
1940 to 1959	55	10.0
1939 or earlier	138	25.1
Total	549 Units	

- Source: U.S. Census Bureau

**Education**

In terms of educational attainment, 96.5 percent of individuals over the age of 24 were high school graduates or higher in 2010. Nearly 32 percent of that group held a college degree. For Caledonia Township as a whole, 94.7 percent of individuals have a high school and/or college education but for Kent County and the State of Michigan, 88 percent have at least a high school diploma.

**Households and families**

- There were 529 households in 2010.
- The average household size is 2.86
- The average household size for owner occupied homes is 3.12 persons
- The average household size for renter occupied units is 2.06 persons
- The average family size is 3.36 persons.
- The number of families residing in the Village in 2010 stands at 392 or 74.1 % of all households.
- 48% of households had children under the age of 18 living with them.
- 54% of households were married couples living together.
- 14.2% of households had a female householder with no husband present
- 25.9% of households were non-families. 21.7% of all households were made up of individuals living alone as compared to 35.9 % in 2000.
- 65 households (12.3%) have someone who was 65 years of age. This compares to 20.7% in Caledonia Township, 19.8% in Gaines, 27% in Cascade Township.
- Estimated median household income in 2009: \$56,030 (it was \$50,724 in 2000)
- Estimated median household income in 2009: \$56,030 (it was \$50,724 in 2000)
- Michigan median household income in 2009: \$45,255
- Estimated per capita income in 2009: \$25,873
- Estimated median house value in 2009: \$179,249 (it was \$120,400 in 2000)

**Population Projections**

Future population increases can be predicted by calculating the remaining build-out capacity for the Village. Based on the remaining approved development lots and assuming an average density for the remaining vacant residential acreage

(approximately 85 usable acres) it is likely that within its current political boundaries, the Village will only see an ultimate increase in population of between 300 to 400 people. This projection range is of course, dependent upon new home construction and housing density. It also assumes that there is no change in the average number of people per household in the Village. This increase would produce an ultimate Village population of approximately 1900 people. The projection of up to 400 people is most likely to occur within the next 10 to 15 year period, but perhaps sooner if the economy creates an upsurge in housing demand. Several other factors could also extend or delay the build-out time frame. They include market factors, the degree of difficulty in aggregating parcels into developable tracts, and the cost and complexity of extending, maintaining and upgrading necessary infrastructure improvements to support the potential development parcels.



## Chapter 3 Vision and Goals

### What Do We Want Our Future To Be?

#### COMMUNITY VISION AND GOALS

##### Overview

As communities grow and mature local government has a responsibility to actively guide and shape the physical make-up of the community and through its land use and development policies can have a significant impact on an areas quality of life. Determining a “future vision” of the Village and knowing what it is that the Village is aspiring to, is therefore a critical ingredient of the General Development Plan. Public involvement is therefore vital to determining what that vision is, to revalidating long standing goals and to setting new ones.

Public input for the 2013 GDP process of strengthening and revalidating the vision and goals of the Village was twofold. First, was a Master Plan survey that allowed residents rank a number of quality of life and quality of service factors and to comment development options for several critical areas of the Village that remain vacant but are subject to eventual development and change. After compiling the results of the Master Plan survey, the Planning Commission invited the general public to attend a “Master Plan Vision and Goals” public workshop. The purpose of the workshop meeting was to obtain the thoughts and ideas of business owners, residents and other key individuals regarding the Village’s growth and development and how new opportunities could be used to shape the Village’s future.



To kick off the meeting there was a brief overview of the Village’s current Master Plan and its development related goals. That was followed by a summary of responses to the Master Plan Survey. A round robin session was then held where attendees were asked to discuss and rank a series of eight

previously prepared “vision” statements. The vision statements had been formulated from the goal statements contained in the 2008 GDP and from ideas and issues such as the Paul Henry Trail and “complete streets” and “place making” explored by the Planning Commission in earlier discussions. The top five ranked visions statements were combined with the vision statement of 2008 GDP to form the following overall vision statement for the Village:

*The Village of Caledonia will be defined by its natural beauty and harmonious blend of land uses designed to maintain the community’s quaint small town character. Existing homes will be well maintained and neighborhoods will be safe and attractive. The Village’s diverse housing stock will enable people from all income groups to locate here and Caledonia will be recognized as a place to raise a family and for young professionals to live and work. New residential growth at the outskirts of the Village will be well planned and streets will be interconnected. The Village be walkable. Destinations and points of interest will be well marked and linked together by sidewalks and greenways supporting multi-purpose pathways. Agri-tourism, and a completed rail-to-trail pathway will be attracting tourist activity to the area, helping to make local businesses, especially those downtown, more prosperous and sustainable.*

Achieving this vision means maintaining the Village’s current character and identity while finding ways to promote, create and guide changes in positive ways. This is a balancing act that requires government and business leaders to be both proactive and sensitive to the need to preserve what is important. That will not be easy and it is a responsibility that does not end.

The following discussion helps to describe some of the key community attributes that are important to the Caledonia’s vision statement and to suggest actions that can help maintain it over the years. In this way, the Caledonia’s vision statement can function as an overall theme, serving to place the more specific goals of the Village that are to follow, into proper perspective.

### **What Is A Small Town?**

When people take long trips, after a time they begin to think about home and the other places that they have visited. They imagine and visualize the places that stand out most in such places they visited. This visualization is a product of the “sense of place” that is instilled in each of us, wherever we go. That place where we are most comfortable with is what we call home. When returning, people quickly identify the aggregation of streets, places and landmarks that announce that they have arrived at their “place.”

In the Village of Caledonia, this identity can be described in a number of ways.

**History:** *Unlike newer suburban fringe communities, many of which were established from former townships, the Village of Caledonia has a long history as a cohesive community, as a center of transportation and support services for agriculture. Although many of the original characteristics that created the Village have changed, their heritage still provides a useful and meaningful backdrop to the present.*

**Downtown and the Sense of Place:** *Normally, people will connect a physical form to the identity of a city; such as the Empire State Building in New York City, or the showboat in Lowell. That type of connection is important for both residents and visitors. But, it is more than just a physical structure or object that creates an identity; it is also pride and distinctiveness. Many people in Caledonia still identify the central business district as a constant in their image of the Village. In part, this is due to the nature of the Village's core. But, is it distinctive and attractive to visitors in a way that would make them want to come back? Is there a reason to come back? Changes can be made to the core of a Village that create a sense of vitality and excitement and a draw for visitors and local residents alike?*

*In suburban commercial situations such as Caledonia's M-37 commercial strip, large amounts of highway traffic makes orientation toward people and away from the automobile more difficult. But such areas can still benefit from modernization and improvements that enhance ones sense of place. The case in point is the Caledonia "Village Center" shopping center where change has occurred in the form of a remodeling that is consistent with the "looks" of a downtown village.*

*More and more communities have recognized the importance of "place making" and that vibrant communities need a "main street" where a variety of land uses can be proactively integrated.*

**Walkability, Connectivity and places to gather:** *One characteristic of small towns is that they are generally compact and well served by a completed sidewalk system and trails that encourage walking and bicycling. Parks, shopping areas, schools and other areas are typically, well connected by streets and located in, or are within a reasonable distance of the Village's residential areas. Walking and bicycling is*

*further promoted by providing a secure feeling, with well marked intersections and walking areas that are separated from vehicles. In addition, pedestrian areas such as parks, squares and outdoor seating where people can gather, rest or relax are kept clean and attractive.*

**The Natural Environment and Open Space:** *As with many developed communities, the landscape of the Village is dotted by mature trees within its residential neighborhoods. Many also line the various streets in and around the Village. Trees provide natural functions, such as influencing the microclimate and providing wind breaks. But the most important aspect of vegetation in an urban environment is the aesthetic benefits of shielding unfavorable views and simply providing a sense of serenity. Trees offer a buffer from the sights, sounds, and odors of civilization. Trees mute noise and along streets, trees can provide visual relief and help slow speed of traffic by limiting the sight lines of drivers. This makes the street appear narrower which actually increases safety.*

*Parks or open spaces come in many forms and varieties, from lawns to parks to vacant fields. Some open space is formal, owned and maintained for the purpose of providing a place for recreation and enjoyment of all. Other open space adds mostly visual relief, such as landscaping for businesses and institutions. Still others are provided by private property owners for their own enjoyment.*

*The need to maintain and increase available open space and parks and recreation activity areas was an opinion expressed by participants throughout the planning process. In the 2013 Master Plan Survey, when asked about issues of importance to them about living in Caledonia, 96% valued “open space, trees and natural features.”*

The vision of Caledonia is further expressed throughout the following series of community goals. The goals stated are, in effect, a series of stepping stones placed along pathways that converge at one point. In order to get a complete vision, each pathway must be traveled and it is best that each be completed concurrently rather than sequentially. This requires a collaboration of efforts and of course, planning.

## **GOALS**

### **Natural Environment Goals**

- The Village will utilize land use and zoning measures designed to control the quality of development by ensuring a thorough review of development proposals and their potential effects on the Village's natural environment, including Emmons Lake, trees, and other natural features.
- The Village will coordinate with other entities (such as Caledonia Township, Caledonia Schools, Kent County Parks & Recreation, etc.) to connect existing, and planned, parks/natural areas with a regional park system.

### **Residential Development Goals**

- A variety of housing densities and choices will be encouraged in locations appropriate for the type and density of housing required to satisfy the varying needs and incomes of the residents of the area.
- The Village will work with residential developers to encourage planned development to recognize the importance of preserving natural features, creating neighborhoods rather than isolated individual home sites, and other contributing factors that maintain and enhance our small town character.

### **Village Downtown**

- The Village Center of Caledonia will continue to be the commercial "heart" of the community. While it is recognized that not every business will be able to locate in a downtown setting, efforts will be made to promote a vital, active downtown through appropriate physical improvements and a flexible regulatory environment.
- To the extent possible, retail businesses will be encouraged to locate and invest in the downtown through incentives or other means available to local government.
- Uniform design elements such as street lighting, sidewalks, and landscaping; the preservation and enhancement of the historic and unique architectural character of buildings and building facades; and physical improvements and expansions to parking and other infrastructure will be encouraged within the downtown.
- Cultural activities within the Village, such as community concerts, small fairs, and other similar activities will be encouraged within and near the downtown to emphasize the area as a central place for the community.
- Private businesses will be encouraged to cater to bicyclists and efforts will be made to increase rail trail based tourism by making public improvements such as drinking fountains, bicycle racks, kiosks and way finding signs and bicycle route signs to enhance the downtown as an attractive and functional trail head.

### **Commercial/Industrial Development Goals**

- To avoid commercial sprawl that would diminish the vitality of existing areas, existing commercially planned and zoned locations (including those located in the adjacent areas of Caledonia Township) should be fully considered before permitting new commercial areas to develop.
- Expansion of industrial, heavy service (agricultural service and commercial service uses to areas beyond the vicinity of existing uses should be limited to instances where the expansion is vital to the well-being of the community. Currently the downtown area includes a dual heavy service/industrial purpose. New industry and heavy service use development within that area will be required to have public utilities and adequate street and sidewalks. They will be designed and operated so as to be more visually and operationally compatible with surrounding uses and pedestrians and not adversely affect residential and other business areas.

### **Community Connections Goal**

- The Village should provide for the movement of vehicles and persons in a safe, efficient and aesthetically pleasing manner. The “complete streets” concept of providing a functional system of streets will be followed to the extent practical.
- Traffic management techniques should be required with the consideration all new commercial development.
- Connections to commercial development along and near M-37 will be planned and managed to ensure that adequate access is provided to such development without relying completely on direct access from M-37.
- The non-motorized pathway system should be expanded, increased access points should be provided, and where appropriate, on-street bicycle lanes should be provided to increase the utility and safety of bicycles throughout the Village.

### **Community Services Goals**

- Community cooperation will be promoted to provide an adequate level of services that does not duplicate efforts, conserves Village and Township funds, acts to improve the quality of life of both communities and ensures that growth follows the direction established by the General Development Plans of each community.
- The Village will encourage regular communication and coordination with service providers, such as the schools and fire departments, to maintain quality public services.

- The Village will encourage neighborhood activities and organizations, such as the Neighborhood Watch Program in order to promote a sense of community and public safety.
- To emphasizing Village character and a sense of community, the Village will pursue and encourage the placement of way finding signs and markers designating historic areas and cultural resources

### **Community Cooperation Goal**

- Continued cooperation will be fostered by a working relationship between the Village and Township. Through active interrelationships of elected officials and planning commissioners from each community, the primary objective will be to ensure that the General Development Plans of each community continue to act in a coordinated fashion. Specific objectives include:
  - advocating implementation of the General Development Plans of each community;
  - continuation of dialogue regarding common issues; and
  - advising on projects of significance to both communities to examine the potential effects to both communities.
- Development along the Village boundary with the Township will be coordinated to ensure that land use conflicts are minimized, that adequate street and pedestrian and trail networks are provided with connections to internal streets of adjoining developments where feasible.

## Chapter 4

### Future Land Use



### Planning Our Future

Three of the attributes selected by residents that took the Master Plan Survey as reasons for living in the Village of Caledonia include “high quality of its neighborhoods”, “its low crime rate” and the “small town feel.” Each of these attributes speak to the quality of life that is enjoyed here. The quality of life found in a community is largely defined by environmental factors and the way land use (development) interplays with the daily life of its residents and visitors. Things such as traffic, noise, odors, jobs, homes, places to shop and places to recreate are but a few of the elements that the term “land use” entails and the manner and form of how these elements are combined in place decide whether a particular land use is either positive or negative and how it affects our quality of life. It follows then that the effective use of the right planning tools will help to assure that the Village continues to be a desirable place to live.

While the Village GDP cannot stem the tide of business closings caused by a poor global economy or even solve every problem created by rapid development, it can ensure that its land use decisions take into account a broad range of issues, and lay forth the groundwork for the creation and maintenance of a high quality of life for its residents.

As a policy guide, the General Development Plan and its component Future Land Use Map are not meant to be rigidly administered. Changing conditions may alter the assumptions used when the Plan was originally conceived and accordingly the Planning Commission must from time to time examine those changes and decide if the principles on which the General Development Plan was based are still valid. If so, the Plan should remain intact.

Because the General Development Plan is the community's "go to" policy document regarding future land use issues, routine rezoning decisions should be consistent with its provisions. If the conditions anticipated by the General Development Plan are present, approval of a zoning request should logically be forthcoming. When making that determination however, the Future Land Use Map is only one factor to be used in the evaluation. Other important factors of the GDP document may not be illustrated on the Future Land Use Map. In short, certain zoning requests may be consistent with the GDP, even if not aligned with the Future Land Use Map. Current conditions and availability of basic infrastructure (streets and utilities) and emergency services capable of supporting the change should be examined. These conditions are often more fully detailed in the Plan's text. If sufficient elements of the needed infrastructure are not available and ready for use, development of an area may be limited as to size, scope and nature, as appropriate, so as to prevent over burdening or unsafe conditions. The timing of the infrastructure development can therefore be an important dimension of a rezoning request to allow a land use change indicated on the Future Land Use (FLU) Map.

If a rezoning request is actually different than that indicated in the Plan or shown on the FLU Map, it should not necessarily be rejected. Each request should instead be evaluated to see if the factors that were originally considered when the Plan was adopted have evolved to a point that supports the requested change.

The other document closely related to the General Development Plan is the Zoning Ordinance. The relationship between these two documents is often misunderstood. A chief difference is that the General Development Plan is a predictive tool that acts as a *guide* for land use for the future; the Zoning Ordinance *regulates* the use of land in the present. The General Development Plan is not a binding, legal document; the Zoning Ordinance is law that requires adherence.

As growth in the of new development as well as redevelopment occurs in the area, the Village of Caledonia will naturally face difficult zoning issues brought on by the increasing complexity of issues and development plans. Zoning tools and techniques

that allow the Planning Commission and Village Council to be flexible may prove to be valuable in reaching solutions to complex issues while at the same time help to bring about change consistent with that indicated by the General Development plan.

## **EXISTING LAND USE AND VACANT LAND INVENTORY**

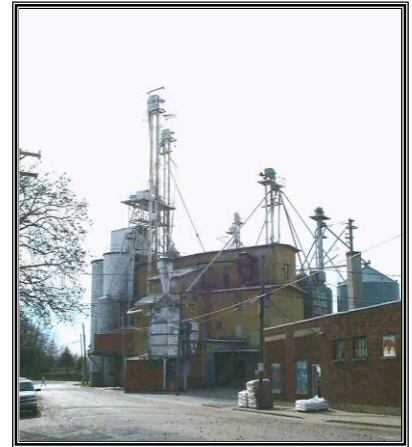
At one time the entrances to the Village of Caledonia from all directions presented a rural setting that including open fields, stands of mature trees, and low intensity development. From the north in particular that picture has changed dramatically as new development has taken place in the township, beginning north of 84th Street as well as in the north part of the Village. Below is a summary of the existing land use characteristics within the Village of Caledonia. An Existing Land Use Map is included in the Appendix.

### **Residential**

There are several well established neighborhoods in the historical portion of Village and have been quite stable throughout the years. While the last two decades have seen a number of two family conversions of older single family homes, a few newer two family attached homes and several larger detached and multiple family uses being developed, the predominant nature of the historical village area in the form of single family homes on relatively small lots facing a fairly rectangular “grid” pattern of streets.

This contrasts to newer Glen Valley Estates PUD (Planned Unit Development) in the northern part of the Village. This neighborhood, also predominately single family in nature, has somewhat larger lots and winding, curved streets. In a physical sense, that form of development and the lack of street connectivity to the historical portion of the Village has tended to set the Glen Valley area apart from the rest of the Village. Glen Valley’s residents are however, fully involved and concerned with the entire Village. The overall Glen Valley development also includes a mixture of land uses where commercial uses are fronted along M-37 and are a component of the Glen Valley was PUD.

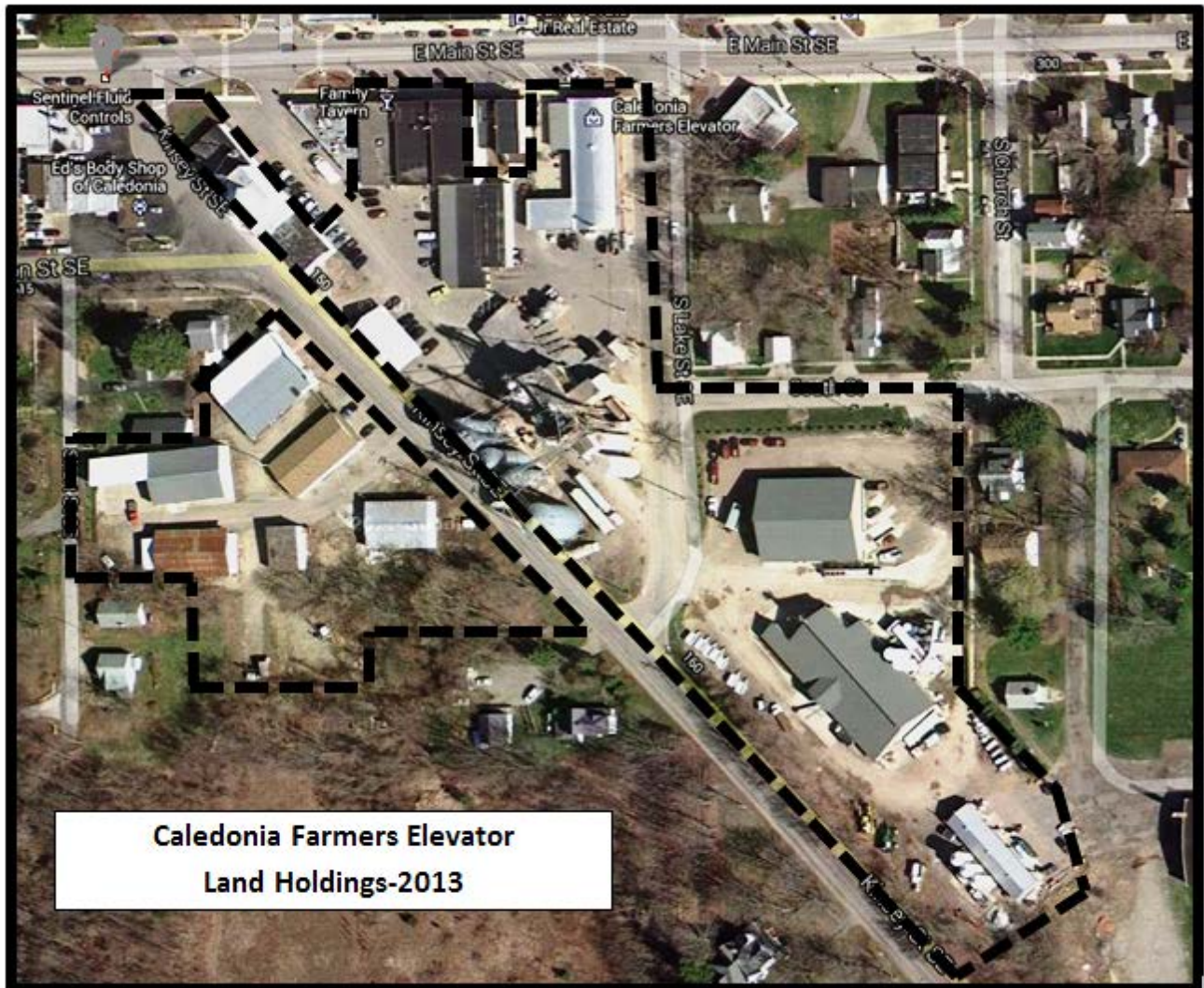
An area of large lot, very low density single family homes is located on the south side of the Village, along Kinsey St., 100<sup>th</sup> St. and Duncan Lake Avenue. These homes and home sites are largely in excess of 3 acres in size and serve as a transition between the higher land use intensities of the Village proper and the rural/agricultural character of the Township immediately to the south. These homes also surround the Village's largest remaining area of farmable (and developable) vacant land. Because of their size, the existing house lots are themselves potentially eligible for additional splitting and development under current zoning.



### **Commercial and Industrial**

In effect, the Village has two primary areas of commercial activity, each distinctly different. The downtown Village core is comprised of the small retail, office, eating and service businesses in older, one and two story buildings with traditional storefronts, set close to the sidewalk and street. Similar to many traditional small town downtown business districts, Caledonia's downtown now suffers from relatively high vacancy rates and most of the remaining businesses have limited areas for expansion. Many of the buildings require extensive internal upgrades to remain viable as business space. The Village core no longer supports the traditional central business district anchors such as a post office, government offices, library and food store. Over time, each of those uses have migrated to green field sites along M-37.

A dominant visual feature, and a long time a fixture of the Village in the heart of downtown is the Caledonia Farmers Elevator (CFE). Operationally, the elevator has



both a retail and agricultural service components and an industrial/processing component. The elevator services the agricultural community by drying and storing grain and by supplying feed and fertilizer to local farms. A retail lumber and building supply component used to operate out of buildings located on the west side of Kinsey. The lumber supply operations have now closed down and the remaining retail hardware and farm supply business has been moved to a storefront on Main Street.

CFE's core operations predate the zoning ordinance and CFE along with an adjacent manufacturing enterprise (H&L Manufacturing) have operated within the downtown's commercial district for years. Although there are recognizable incompatibilities

between the processing and product distribution aspects of CFE's operation with its surroundings, the zoning ordinance recognizes and permits the use in its current location and makes allowance for the consideration of expansions.

In all, the properties held by CFE are quite extensive and in recent years have expanded, absorbing the former H&L Manufacturing facility. The former H&L office on Main Street now houses CFE's storefront retail operations and the former manufacturing space is used by CFE for storage. Other relatively recent expansions and changes to CFE include the construction of new fertilizer processing and storage buildings south of South St. and along the north side of Kinsey St.

The second commercial center is located along M-37 on the Village's eastern boundary and consists of several larger, commercial and service-oriented businesses. Much of commercial area along M-37 is located within two PUD's. The first is the Glen Valley Business Park, which is part of the overall Glen Valley PUD described earlier, and Caledonia Village Center PUD located immediately south of Glen Valley. The Village Center PUD contains primarily retail and services uses, including the D&W Shopping Center and U.S. Post Office, bank, service station and restaurants.

The commercial strip along the highway, is somewhat mirrored by commercial development on the east side of the street which is in Caledonia Township. These commercial areas are heavily dependent on automobile access and are generally grouped around large parking areas.

### **Historic Resources**

At the present time, there is only one officially designated historic site within the Village. That site is the privately owned centennial farm stead known as the Kinsey farm located on 100<sup>th</sup> St. There are however numerous historically significant commercial structures in the older downtown area on Main St. between Kinsey Street and Lake Street. The buildings on the north side of Main Street were constructed in the late 1800's and have not changed dramatically since that time. Just a few of the structures that have been identified by the local historical society as having local historical significance include the former library building (former United Brethren

Church, the old D.P.W. building, the and the old black smith shop and Barber School (now both re-located behind to the Village Offices). A more complete narrative and pictorial “walking tour” of the Village’s historical structures is included in the Appendix.

### **Public/Quasi Public**

This land use classification is by far the largest land use category and includes churches, schools, cemeteries, public buildings and park uses.

- The largest public use in the Village is the Caledonia Community Schools Complex, found on the west side of the Village. It extends from 100th Street northward over 1 ½ miles encompassing over 230 acres of land area within the village limits. Among the school facilities located in the Village are two middle schools, two elementary schools, the district’s transportation/bus maintenance facility, athletic field/sport complexes and the district’s administrative offices. In addition, the high school is situated just outside of the village limits and is an integral part of the District’s sprawling 285 acre campus.
- The second largest public use is the Village Waste Water Treatment Facility (WWTF), located at the extreme north end of town. The developed portions of this roughly 100 acre tract includes both active and inactive settling ponds and a mechanical treatment plant. There are perhaps 60 acres of residual land area, some of which is low lying environmentally sensitive wetlands or otherwise not easily developed.
- The third largest public use is Caledonia Lake Side Park. This 43 acre site is located on the west side of Emmons Lake and is part of the Kent County Park system. Lake Side Park is the Villages only public park. Facilities include a picnic shelter and picnic grounds, walking trails, fishing access, playground equipment, two ball diamonds and fishing access.
- Land owned by Village of Caledonia and or Caledonia Township comprises a total of approximately 25 acres. The largest of these properties is the Village Hall

(and former Township Hall) D.P.W./historic building complex located on South Maple Street, and the roughly seven acre cemetery located off Elm and Pleasant Street. In the downtown area is located the former Village D.P.W. garage building off Mill street and a public parking lot behind the businesses on the north side of Main St. The new Township Library along with adjacent park land is now situated on approximately ten acres located the current west end of 92nd Street, next to Emmons Lake.

- The other quasi-public land uses in the village include both finished and unfinished segments of the linear Paul Henry Trail, the United Methodist Church, located off Vine Street, and the Christian Reformed Church, located on Cherry Valley near 100th Street. The religious institutions occupy approximately 4 acres and 11 acres respectively.

### **Vacant Land/Open Field**

#### ***Waste Water Treatment Plant Site***

Residual land associated with the WWTP site located on the north side of the Village totals approximately 60 acres. Over half of this total is situated on the north side and west side of the active “settling lagoons.” Approximately 25 acres is located in front of the physical plant and has direct frontage along M-37/Cherry Valley. The 25 acre frontage portion of the property has no apparent physical constraints and would appear to lend itself well to eventual commercial, institutional or mixed use development.

Residual land area to the north and west is lower; however, and is constrained by generally poor drainage and pockets of wetlands. Due to these constraints, preservation for wild life habitat and perhaps low intensity passive recreation use appear to be the most likely alternative land uses for the north and west segments.

Because Federal funds were used in the development of the WWTP, Federal restrictions may limit some aspects of additional or alternative use and disposal of the facility and accompanying property. The restrictions may limit the ability to develop the property for private economic development purposes, should such development be desired. At

this time, the Village has no intention of selling or disposing of the Waste Water Treatment Plant property or developing it in this manner. Should the Village pursue the development of any portion of this property for a public purpose, such as a park or trail use, it is not anticipated that the Federal restrictions will be a limiting factor.

**Village Of Caledonia:  
Vacant Land Inventory -**

- **Residual WWTF Land**  
“Several its future development, specifically the area between the facility and M-37. As commercial development continues to push north along M-37, the Village may reconsider the highest and best use for this frontage property.
- **Glen Valley Business Park.** Three vacant business lots remain. Sizes range from The full range of utilities are available.
- **Glen Valley Residential.** Over 20 vacant residential lots remain. The single access to this development is shared with a number of office and retail establishments. Traffic at the Glengary Dr/Cherry Valley intersection and internally, is a major concern of Glen Valley residents
- **Caledonia Village Center PUD.** At least six commercial building sites remain. The size and configuration of several of the properties, may effect their suitability for certain uses and overall development potential

• **Northwest Emmons Lake Property**  
Access is presently by way a "street end" as associated with the Glen Valley development. .... Extension of this street as the sole access for new development will exacerbate the undesirable traffic load and emergency access is suas experience by existing Glen Valley residents. For this reason, the development potential for the property will be limited unless an acceptable extension of 92nd Street, westward can be constructed .

*Emmons Lake Area*

There remains approximately 35 acres of vacant land at the north end of Emmons Lake, extending around the lake to the County Park on the west side. The areas nearest the lake are low and the areas at the extreme north end are classified as wetland. Access to this area is presently available from a stub end to Statler Drive originating in the Glen Valley subdivision. The lake environment and the adjacent single family development to the north suggest that the northwest Emmons Lake area be developed at a low to moderate density residential use. However, if additional access capacity is not somehow derived, overburdening of the Glen Valley Street system will occur. An extension to 92<sup>nd</sup> St. could in theory resolve part of the access concern but the ability do that is severely limited by wetland issues and the potential for flooding on adjacent property that would be created if a street were to be extended north of the lake. Without additional access, only low density development should be permitted. Public water and sewer utilities are available to serve development in this area.

On the east side of Emmons Lake, immediately west and north of the Post Office there are several vacant development sites. These are programmed for business and retail use although challenges to appropriate access and drainage do exist.

A major drainage easement that runs northward across each of the undeveloped parcels fronting the east side of the lake, as well as the general lowness and wetness of these parcels, will influence the scale and intensity of development. Public water and sewer utilities are available to serve these properties.

*SW Area- Kinsey Street/100th St.*

The area bounded by Kinsey Street, 100th Street and Duncan Lake Avenue in the southern reaches of the village contains some of the last larger undeveloped parcels in the Village. Several factors influence the ability to plan for intensive development in this area. Two of the most influential are traffic and utility concerns. Both Kinsey Street and 100<sup>th</sup> Street will be depended upon to serve as traffic collector street for development in this area. As outlined in the transportation section of this document, neither of these streets are presently sufficient to handle significant increases in traffic volume. For that

reason development phasing may be necessary and the full development potential of these properties should not be expected to be realized until those improvements are constructed.

The extension of public utilities for this area could entail placing a water main along 100th Street from M-37 to Duncan Avenue and an interconnection of water mains through the undeveloped area back to a new water main to be constructed in Main Street. Sanitary sewer can also be brought to the undeveloped area with extensions from Kinsey Street or at Maple Street. Both the sewer and water extensions are dependent upon the completion of programmed improvement to the systems elsewhere in the Village.

Other factors that must be considered when planning for the development and infill of this area include the existing adjacent land uses and established development patterns. To the north is the traditional Village pattern of development which should be extended in terms of pedestrian and street connectivity as well as general residential density. To the south is the semi-rural character of established homes along 100th Street in the Township, the adjacent elementary school site. The natural drainage basin located in the west central part of this undeveloped area is also important planning consideration. All of these factors will influence the ultimate design of development suited to this area.

Appropriate transitions will be expected to balance the traditional Village pattern of development to the north and the more rural character of the Township on the south side of 100th Street.

#### *SE Area- Maple Street/Kinsey/Cherry Valley*

Between Maple Street and Cherry Valley, Northeast of Kinsey Street, lie approximately 16 acres of open land. The northern 1.7 acres is attached to the car dealership and immediately to the south is an approximately 7 acre parcel with frontage on Cherry Valley. Both of these tracts are presently zoned for commercial use.

The remaining open area to the south is also divided among two parcels. Roughly two vacant acres are attached to the rear of a small apartment complex off Maple Street. The

larger parcel has frontage off M-37, S. Maple Street and Kinsey Street. Both properties have zoning in place to allow high density/multi-family development.

**Vacant “commercial” land with Cherry Valley Frontage**

**Vacant Cherry Valley/Kinsey Back Lot areas-**

- “Planned HDR areas will require public services.... Densities will range as high as ten units per acre where proper sanitary sewer, public water, roadways, and other necessary service facilities are in place...”
- Existing multi-family housing development could be expanded.
- An adjacent(HDR) zoned vacant area is expected to support upwards of 80 additional multi-family dwelling units.”
- No other new areas in support of HDR development are indicated elsewhere in the Village.

**Vacant “commercial” land with Cherry Valley Frontage**

**Kinsey St.**

- Has potential for new subdivisions, site condominiums and other single family housing consistent with the density of housing nearby.
- Development is dependent upon improvements to Kinsey Street, and extension of public sewer and water.
- “Engineering analysis indicates that Kinsey Street is presently unable to support the traffic generated if it were developed at MDR density”.
- Development at MDR or Higher density should not be expected until improvements to Kinsey Street and 100 St. are in place, or programmed to occur in progression with development in phases.
- One unit per acre zoning could conceivably be handled safely without significant improvements to Kinsey Street.

Other concerns... retain the natural drainage basin and wetlands (and)... incorporate pedestrian linkages to the adjacent school site and existing neighborhoods.

**100 St. Properties**

- Unless utilities are extended and 100<sup>th</sup> St. is improved, the current AG Zoning density should remain in place.
- Lower density development in the areas along 100th Street is consistent with a transition to the rural development found within the Township on land along the south side of 100th Street.

If the entire area were to be consolidated into one development tract or its development otherwise coordinated, all properties could potentially benefit by having north/south access between Main Street and Kinsey, as well as potential direct access to both Maple Street and Cherry Valley. If not consolidated or planned holistically, each parcel is likely to be somewhat limited in its development potential, particularly the larger northern parcel. That parcel is bisected north to south by a large open drain near Cherry Valley. Unless major engineering improvements are made either by way of drain enclosure or by bridge construction, less than one third of the parcel will benefit from the Cherry Valley frontage, and the rear portion will be landlocked. General wetness and periodic flooding will also hinder development in the rear and to portions of the two parcels to the south.

With respect to utilities, public water will have to be extended in loop fashion from water mains to be extended down Main Street and 100th Street. Sanitary sewer service will require an extension from Main Street to the north, to and through each of the properties.

## FUTURE LAND USE

The heart of the General Development Plan is “Future Land Use.” The land use decisions made by the Village were based on several factors, including the following.

### *Adaptability of Land*

Environmental constraints are a significant land use consideration within the Village and in particular with respect to the remaining undeveloped land areas.

- Associated with Emmons Lake area are some substantial wetlands and nearby low lying areas that are subject to flooding. These factors will have an impact on the developability of one of the largest remaining vacant parcels of land in the Village both in terms of accessibility and development scale.
- Wetlands and drainage issues will also play a role in the ability to further develop commercial land south of Main Street on Cherry Valley.
- For some of the land along 100th Street and in the larger vacant land area west of Kinsey St. and north of 100th St. wetlands and drainage issues will also play a critical role in shaping new development.
- Other considerations affecting the adaptability of remaining developable land are M-37 and the need for access controls along it; the substantial presence of public lands within the Village; the need for sufficient access points and street extensions; the surrounding development in adjacent Caledonia Township and the development policies of Caledonia Township.

### *Community Needs*

How land is to be used in the future should also consider what land uses might be needed in the Village. Discussion regarding proper amounts and types of residential and commercial development, the extent to which the downtown should be expanded, and other crucial questions should all be part of the planning process.

### *Available Services and Street Access*

Knowledge of the status and capacity of community services and infrastructure and its ability to accommodate additional development are factors in the creation of a meaningful and effective General Development Plan. Whether or not utility and street capacities are capable of handling planned development, or if utility systems were able

to be expanded to accommodate the intensity and type of development desired are all important issues. Along with the issues of capacity and ability to expand, is the notion of concurrency and the need avoid even relatively short term utility and traffic overloads. This requires that the infrastructure necessary to support new development in the remaining undeveloped portions of the Village is either capable of being put in place to coincide with timing of the new development, or that the development is phased or delayed until such time that it is in place.

A designation of lands for a future use is not an indication that it is ready for rezoning to a commensurate district. Rezoning should not occur if the necessary infrastructure is not available when needed, or if the rezoning would have a negative impact on the land uses or public systems for neighboring properties.

### *Existing Development and Community Character*

Discussion of the future use of land by necessity requires consideration of current uses. Since much of the Village is already developed, ensuring that existing homes and business were not adversely affected was uppermost in the minds of the Village planners. Balancing this consideration was the need to evaluate the long range needs of the Village over the course of the planning process.

The Community Vision and Goals have determined the kind of community desired by the Village residents. A strong emphasis of the Vision and Goals was preserving its quaint, small town character.

## ***FUTURE LAND USE CLASSIFICATIONS***

### **RESIDENTIAL**

The following Future Land Use classifications describe the differences in development densities and other characteristics, using the designations of Low, Medium and High Density Residential

#### **Low Density Residential (LDR)**

***Purpose:** To facilitate the continuation of a semi-rural to low density residential pattern of development in privately owned areas located at the outskirts of the Village. Such densities are to*

*be consistent with the densities allowed on adjacent lands located in the Township, and will serve as a transitional area between rural residential areas and the more compact Village environment. The densities and type of development envisioned is generally consistent with development allowed in the AG Agricultural Residential District*

The LDR area totals approximately 25 acres. It is applied to several two to three acre parcels already supporting single family homes and several 4 to 10 acre, essentially undeveloped tracts. The LDR designation foretells new single family development occurring on lots of 20,000 square feet or larger, resulting in a maximum anticipated gross density for the district of roughly two dwelling units per acre.

The LDR designation is given to areas which when supported by improvements such as the paving of 100th Street and the extension of public sewer, could be developed into residential subdivisions under the R-1 Residential District provisions of the Zoning Ordinance or perhaps alternative housing styles under a PUD form of development control. The unimproved condition of 100th Street and the lack of utilities require, however, that until such time that these improvements are made available, the current AG Zoning density must generally remain in place as to large scale development. AG Zoning will accommodate additional land division and plat development at approximately 1 dwelling unit per acre, with private well and septic systems. Lower density development in the areas along 100th Street is also consistent with a transition to the rural development within the Township lands on the south side of 100th Street.

### **Medium Density Residential (MDR)**

***Purpose:** To maintain existing medium density, single family neighborhood areas within the Village and to facilitate the expansion of new neighborhoods at similar densities into the remaining larger undeveloped areas. Maintaining existing single family residential neighborhoods and allowing the creation of new MDR neighborhoods will help form a stronger, more vibrant, community and encourage interaction among neighbors. For purposes of this plan, the MDR designation is defined as single family residential development at a density of approximately four units per acre and lot sizes not less than 10,000 square feet. The intent and function of the MDR Planning District is generally consistent with the provisions of the R-2 District and to a lesser degree, single family residential provisions of the R-3 Residential Zoning Districts.*

Neighborhoods in the MDR area are, for the most part, already developed. In the older MDR areas around or near the downtown business district, R-2 and R-3 zoning is

applied and the minimum lot size is 10,000 square feet. New homes may be built on a few of the vacant lots that have never been utilized or on lots made vacant by the demolition of older structures. In other instances, remodeling and modernization of existing homes will occur. Infill and modernization are both good indicators of healthy neighborhoods and should be encouraged by the Villages development policies.

A few pockets or individual blocks of existing home sites nearest the business district consist of lot sizes in the 5,000 to 6,000 square foot range. They include existing single family homes which were constructed at or near the turn of the twentieth century. Several of these have been converted into two and three family rental units. The plan recommends that the Village's R-2 and R-3 Zoning District provisions continue to recognize the existence of these nonconforming lots. In order to maintain property values and control problems with off street parking, it is recommended that caution and discretion be exercised in allowing the conversion of the older homes to multi-unit rental homes.

The residential portion of Glen Valley Planned Unit Development, located west of M-37 and north of Emmons Lake is included in the MDR category. This development includes lots averaging roughly two units per acre and a density consistent with MDR classification. All of the streets and infrastructure associated with this development are now in and with the exception of approximately 23 unsold lots, Glenn Valley is now completed.

Two remaining vacant areas of significant lend themselves to new single family residential development. One is the MDR area planned northwest of Emmons Lake and the other is at the southern end of the Village, between Kinsey Street and the LDR area on 100th and Duncan Lake Road. These properties have potential for development into new subdivisions, site condominiums and other single family housing projects compatible with adjacent housing and land uses. The MDR classification would encompass the R-2 Zoning District and generally anticipates development with a 10,000 square foot minimum lot size.

In southern MDR areas and perhaps into the LDR area along 100<sup>th</sup> St., development possibilities might also include mixed density residential development consisting of affordable housing for senior citizens and/or owner occupied attached 3 and 4 unit dwellings. It is therefore recognized that Planned Unit Developments in these areas might permit lot sizes that are less than 10,000 square feet so as to encourage the clustering of dwellings, use of mixed housing styles and the commensurate preservation of open space. However, reduction below a minimum 10,000 square feet should be scrutinized carefully and permitted only on a limited basis.

Sufficient pedestrian and vehicular traffic systems coupled with the provision of public water and sewer are the overriding influences on vacant land development in the Village. For the northwest Emmons Lake property, access is presently provided by a “street end” associated with the Glen Valley development. The street end is the terminus of a long sinuous single access street system. Extension of this street as the sole access to additional MDR development will worsen the undesirable traffic load and emergency access issues experienced by existing Glen Valley residents. For this reason, the access for the north Emmons Lake property may require an extension of 92<sup>nd</sup> Street, westward. Such an extension however carries its own difficulties since it must pass through and along wetlands. Development must not exacerbate flooding of adjacent lands and must take into account the close proximity of existing home sites that could, because of safety and nuisance concerns, be negatively affected by a new, nearby access roadway. Development of the North Emmons Lake parcel should be restricted unless the foregoing issues are adequately addressed.

The public/quasi-public buffer adjacent to the lake indicated on the Future Land Use Map is intended to project a desire to extend a pedestrian circulation system along the lake. The Community Circulation map found in the appendix illustrates the overall plan to link the north and south regions of the Village with this pathway.

For the Kinsey Street property, full development potential under the MDR designation is dependent upon needed improvements to Kinsey Street, as well as the extension of public sewer and water. Engineering analysis indicates that the traffic and safety

capacity of Kinsey Street is presently unable to safely support the total amount of traffic generated from this vacant area if it were fully developed at the 4 unit per acre MDR density. The deteriorated condition of Kinsey Street and aspects of its current design must also be addressed.

Given the condition and capacity problems of Kinsey Street, the General Development Plan recommends that rezoning of this area to allow the ultimate MDR density should not occur until improvements to Kinsey Street are either in place, or programmed to occur in close progression with the development. Development under the area's current one unit per acre zoning could conceivably be handled safely without significant improvements to Kinsey Street.

Other concerns pertaining to the development of this area include the desire to retain the natural drainage basin and wetlands found on the east side of the site as much as possible and the desire to incorporate pedestrian linkages to the adjacent school site and existing neighborhoods.

### **High Density Residential (HDR)**

***Purpose:** To provide alternative housing opportunities that would satisfy the needs of lower income individuals, senior citizens and young families. Areas of higher densities should incorporate the preservation of open space and natural features. Sound design practices should be used to provide a quality living environment to residents.*

This classification includes areas of high-density, multi-family housing (as can be seen on the FLU Map). HDR areas will require public services, especially public water and sanitary sewer, must be served by adequate public streets and should be designed to limit any negative effects on existing nearby homes. Densities will range as high as ten units per acre where proper sanitary sewer, public water, roadways, and other necessary service facilities are in place.

A sizable area near the southeast corner of the Village is presently zoned and planned as HDR. A portion of this area includes an existing multi-family housing development which could be expanded. In addition, an adjacent zoned vacant area is expected to support upwards of 80 additional multi-family dwelling units. No other new areas in support of HDR development are indicated.

## COMMERCIAL

### Central Business District (CBD)

***Purpose:*** *To build a stronger, vital downtown. The Central Business District classification is confined to the present area considered to be downtown Caledonia. Mixed use development of the CBD is encouraged, and redevelopment of particular areas should be a consideration. Encroachment into existing, stable residential neighborhoods will be discouraged.*

For many people, their image of the Village is formed by the central business district, or “downtown.” From Colonial days, when the “Village Green” was the center of community activity, the central business district continues to be a major identifying and unifying element of any community. Therefore, the health and vitality of the downtown is critical to the well-being and the image of the Caledonia area.

As with many communities, the role of the Village’s downtown has changed over the years. Once the place where most shopping goods were purchased, the traditional downtown has been altered by the onset of strip centers and other outlying commercial areas, such as those along M-37, and other regional shopping to the north in the Grand Rapids area. But while the traditional downtown may be changed forever, there are still many goods and services that can be offered that are compatible with the long-term interests of the Village in maintaining a vital downtown core.

Overall, the appearance of downtown is important to the revitalization of the downtown. “Streetscape” refers to what motorists and pedestrians see as they travel along the street, including public open spaces. The first impressions of a visitor to the downtown are strongly influenced by their reaction to the streetscape. The recent streetscape improvements have helped create a positive visual impression for those who live, work, shop and visit there and has unified the entire district by creating common physical elements throughout the area.

One of the unique aspects of any older downtown area is its older buildings. While these buildings contribute to the character of the downtown, they also often present challenges to their owners. Extensive renovations and changes over time tend to create inefficient space and circulation patterns. Still, many of the original characteristics that created the Village still exist and their heritage provides a strong tie to the present. The

limited ground floor areas of the buildings tend to restrict the variety and volume of merchandise that may be offered. As a result, many of the basic shopping needs, such as groceries, are more difficult to sustain. Other physical limitations, such as the lack of centralized parking, also complicate the successful operation of these businesses.

A healthy downtown is often characterized by a lot of pedestrian traffic and over the years the Village has undertaken various improvements designed to enrich the physical image of the downtown making more attractive to pedestrians and thus to improve its economic climate. Every effort should be made to keep the downtown inviting to visitors and residents of surrounding neighborhoods. Keeping it “walkable” to encourage shoppers and making it more “bikeable” for residents and visitors are essential elements of a revitalized downtown.

A strong marketing strategy, an appropriate retail mix, an encouraging regulatory environment and ample parking, are also necessary in today’s economic climate to help the downtown effectively compete for consumer dollars. The success of the long term revitalization of the Village downtown cannot be assured by any single group, person or agency. A consolidated effort will be needed by the property owners, the Village and Township, and the people of the community to assure the success of downtown. The variety of programs, funding requirements, physical development needs, and personalities dictate the need for cooperation and, where necessary, flexibility.

### *Downtown Zoning*

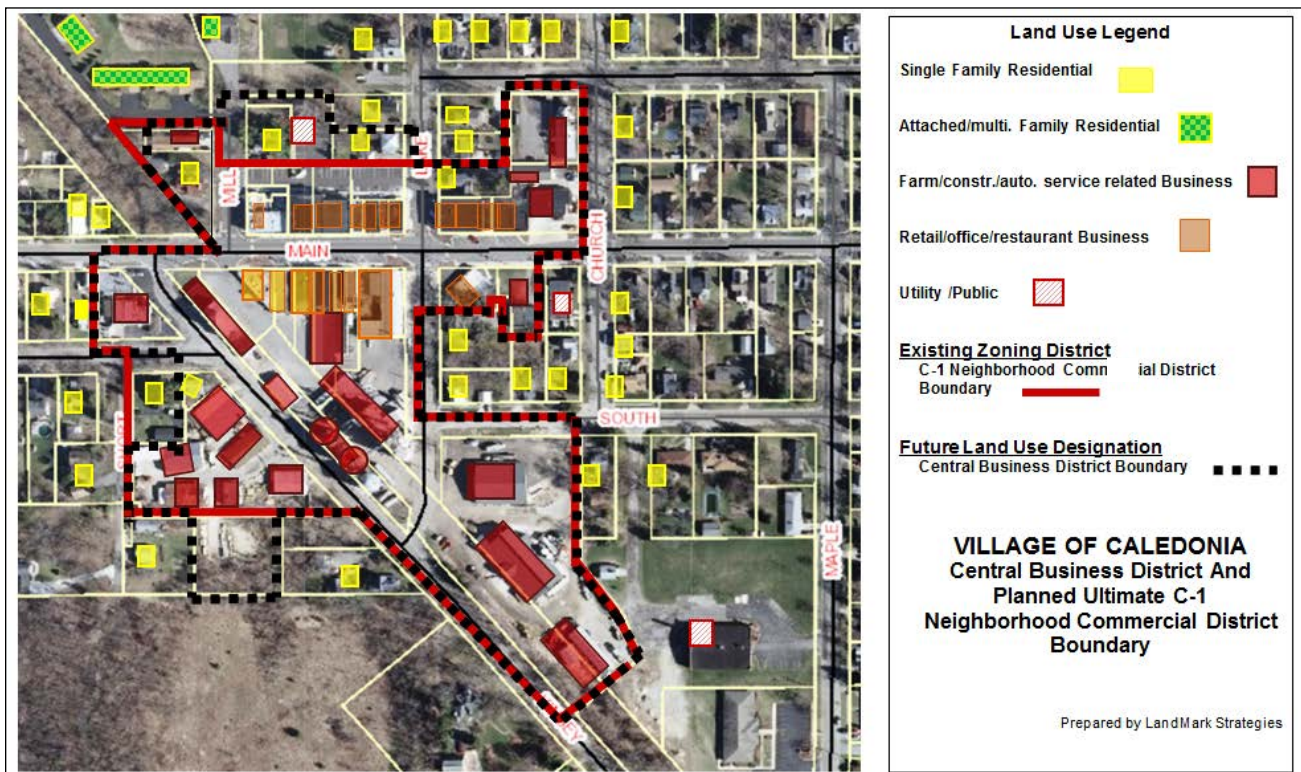
The Village, in large part does play a direct role on the mix of businesses that can occur by types of businesses allowed under zoning. It can also control other aspects of the local the regulatory environment through its planning and zoning. Adjustments to its land use policies as implemented through zoning are, from time to time warranted.

Public comments and a walkthrough of the downtown area by the Planning Commission has revealed that the heretofore established Future Land Use boundary of the Central Business District portrayed a somewhat ambitious expansion to the downtown that is no longer justified or entirely consistent with the adjacent and viable residential neighborhoods. The Future Land Use plan therefore includes several minor

adjustments to the general CBD area that bring it more closely in line with current commercial and residential zoning district boundaries.

Issues to be considered with respect to the downtown area include:

- Treatment of existing residences that are within the CBD and Neighborhood Commercial Zoning. The non-conforming use status of these residences may make it difficult for property owners to market their property and to obtain mortgages for home improvements.
- Establishing a P.U.D. District overlay or PUD District for the CFE property holdings. Such a rezoning process may enable the Village and CFE officials to collaborate on a specific set of development and guidelines and operational performance standards intended to keep the CFE viable while improving the compatibility of the operations with its surroundings.
- Reviewing the permitted use and dimensional standards of the C-1 District to encourage a flexible mix of land uses and to replicate a traditional downtown style of building architecture and site design.



### General Commercial (GC)

**Purpose:** To provide commercial services that satisfy the needs of the community. Uses within this classification would tend to be automobile-oriented and traffic dependent. Therefore, development in the General Commercial Classification is located only on M-37. Areas along M-37 that are identified as vacant or agricultural on the Existing Land Use Map will continue to develop as General Commercial in the future. Existing businesses and land area south of

*Emmons St. and west of the C-2 District that are zoned Neighborhood Commercial(NC) are included in this GDP designation.*

Although the depth of the planned General Commercial areas vary, the intent is to ensure that enough lot depth and width is provided to allow for shared driveways, adequate parking setbacks, frontage roads or rear service drives, landscaping, and other measures, as discussed in Chapter 5. Some of these improvements will, of necessity, be implemented over time, as existing development is expanded, altered or redeveloped. The Village recognizes the need to have Planning Commissions of each community (the Village and Township) coordinate efforts to implement improvements and to cooperate with compatible regulations.

### **Public/Quasi-Public (P)**

***Purpose:*** *To designate public uses, such as government facilities, parks, schools, and other similar uses.*

Within the Village of Caledonia the Public/Quasi Public lands take up more area than any other land use classification. This classification is used to take into account the unique relationship that public (parks and governmental uses) and quasi-public (schools, churches, etc.) uses have with the community. In many instances, these nonresidential uses are close to residential areas, and are often considered part of its neighborhood.

Churches and schools in particular can have a significant effect on surrounding residential areas in terms of noise, traffic, parking areas and overall activities. However, for the most part these uses and their effects are accepted as part of the neighborhood. In designing new and expanded facilities it is important that the site plans for these uses take into account their potential effects on adjacent uses and properly locate driveways, outdoor activity areas, parking lots, and other related facilities.

The Caledonia wastewater treatment facility is a public facility, owned and operated by the Village, and as such it has been reclassified as Public/Quasi-Public on the Future Land Use Map. Careful consideration should be given to this parcel as to its future development, specifically the area between the facility and M-37. As commercial development continues to push north along M-37, the highest and best use for this

frontage property should be evaluated on a regular basis. If it is to remain as public property, care must be taken to ensure that future park and recreational areas are appropriately screened from the neighboring commercial properties to the south.

The improvement of Caledonia's park and recreation areas has been repeatedly raised as an issue in the planning process. Cooperative efforts with the schools and other entities to share recreational resources are one means to avoid duplicating efforts while, at the same time, increasing availability of recreation to all area residents.

This cooperation could involve the area around the northern shore of Emmons Lake, which has been designated Public/Quasi-Public to recognize the potential future use of this land as a connecting corridor between the public system and the schools. A non-motorized trail connector in this area is seen as a possible future use.

In an effort to preserve the rich history of the Village, the Village desires to establish a park at 250 Maple Street where the Barber School can be embodied as the focal point and where easy access to the non-motorized trail system can be provided.

### **Industrial**

The CFE grain elevator operation in downtown Caledonia is presently the only area where industrial/commercial use continues. The Village seeks to have the current use, including supportive and ancillary uses, continue. The Village recognizes the uses as appropriate uses under its current Neighborhood Commercial zoning.

Apart from this location, the Village has not designated land for future industrial uses. Instead, the Village intends to cooperate with the Township's desire to maintain industrial uses in the northern areas of the Township, so as to minimize potential adverse effects upon the residential and public uses in the Village.

## Chapter 5

# Community Circulation



## Moving Throughout Our Community

### TRANSPORTATION FUNCTION

As in all communities, there is a direct functional relationship between the Village of Caledonia's land use patterns and its transportation patterns. This relationship should be coordinated as part of the General Development Plan. Similar to land use, traffic volumes in the Village are influenced by development patterns in the region and the amount of through traffic. Thus, the Village must look beyond its boundaries and jurisdiction in order to ensure responsible planning. This involves cooperation with Kent County Road Commission (KCRC), Michigan Department of Transportation (MDOT) and surrounding communities especially Caledonia Township. "Transportation" is no longer synonymous only with the automobile, but refers to the movement of people by whatever means of transportation people choose to use, including walking, public transit, biking, and other non-motorized means. When more transportation alternatives are available, it is less likely that any one form will become over loaded or slowed by congestion, fossil fuels are conserved and public health is improved.

A term that has recently become popular to convey the concept of a multi-modal transportation system is the term "complete streets." Complete streets entails making a transportation network that serves the entire community, and leads to improved transportation choices that includes walking and bicycling and when appropriate, mass transportation such as buses. Developing sidewalk and/or shared path networks linking residential areas to community areas, shopping and places of employment and enjoyment, benefits senior citizens, children, teens and adults of all ages by giving them

safe and pleasant alternatives to driving. Complete streets strategies promote public health by allowing people to incorporate activity into their daily routines, while at the same time making vehicular transportation more efficient by reducing short trip travel within the community.

Features that may be found on a complete street in Caledonia might include sidewalks, bike lanes (or wide paved shoulders), frequent crossing opportunities, pedestrian signals, curb extensions, and perhaps ultimately, comfortable and accessible bus stops.

The Village is committed to making street improvements that will assure safe, effective and efficient traffic flow to new developments and existing development. The Village plans to create walkable environments, use access management techniques to improve safe travel and provide that development shall occur only as the necessary infrastructure becomes available.

## **JURISDICTION**

Planning for streets is complicated by the involvement of various governmental units that control decisions on access permits, improvements and maintenance. Though Caledonia has jurisdiction over most of the streets within the Village limits, the main thoroughfare, Cherry Valley Avenue (M-37) is under the jurisdiction of MDOT. Two other peripheral or “boundary” streets, Kraft Ave. and 100th St., are under the jurisdiction of the Kent County Road Commission (KCRC), as is Duncan Lake Ave.



Jurisdiction issues, such as conflicting improvement priorities, can arise when Village traffic and development create a need to improve certain streets that are not under Village control. For example, the paving and extension of 100th St. to Kraft Ave. would improve east/west circulation in the general area and could reduce traffic conflicts through the central business district. This street is under the jurisdiction of the KCRC and their approval, as well as the cooperation of Caledonia Township, will be needed to complete such a project.

Some MDOT projects aimed at reducing crash potential along M-37/Cherry could also ultimately conflict with a local community's desire for a "walkable" environment with sidewalks adjacent to the corridor and improvements such as wide vehicular entryways, medians and well spaced site access. These improvements, however, are likely to occur only along M-37, where safety rather than "walkability" is the primary objective.

Cooperation between the Village, MDOT and KCRC and Caledonia Township can help ensure that the goals of each are being considered with any street and pathway project. Frequent communication during project development can help ensure the cooperation and cooperative ventures could increase the likelihood of funding assistance through MDOT and the KCRC to help implement transportation-related recommendations in this Plan.

### **STREET MAINTENANCE AND STREET IMPROVEMENTS**

Street maintenance is generally the most significant cost to maintaining and improving the Village infrastructure. Over time, many streets will be in need of repair and/or resurfacing. Each year the Caledonia Department of Public Works selects certain streets under its jurisdiction for patches and resurfacing (if need be) based on budget constraints and the condition of the streets. When water and sewer repairs are required, attempts are made to coordinate street and water/sewer repairs in an effort to reduce costs.

### **STREET PATTERN**

The Village of Caledonia has two types of street systems that typify the time period of their construction. The "grid pattern" found in the historic part of the Village developed from around the time the Village was first settled. New developments tend to have a curvilinear, or wrap grid system. Glen Valley is a prime example. In general, street right-of-way widths and building setbacks have become wider over time. That trend has created some distinct characteristics in various neighborhoods - more compact development with narrow streets in the more mature neighborhoods, larger lots and setbacks along wider curved streets in the newer subdivisions.

Emmons Lake and its surrounding wetlands and the extensive wetland area in the southwest corner of the Village have been barriers to the completion of the customary grid street pattern. Added to those physical barriers are the complexities of fragmented land ownership and the public use of lands that might otherwise be used to support a new “through” street alignment. As a result, there is not a continuous north/south route of travel through the Village and only one east/west route. No new routes are currently being planned.

With the lack of alternate through streets, local traffic is forced to merge with high volumes of through traffic on M-37 and on Main/Johnson Streets through the downtown area. Travel distances to otherwise nearby destinations is also increased. A funneling affect is also felt in the Glen Valley residential area. Here, access is limited to only one entrance onto M-37 and residential traffic is forced to mix directly with through traffic, including high peak volumes of commuter and truck traffic.

A new street connection between Kraft Avenue and M-37 would help relieve some of the congestion, as could a north/south connection of streets either east or west of Emmons Lake. In the short range, however, there does not appear to be a politically feasible or cost effective solution to the Village’s disrupted traffic pattern. Long range planning and commitment is needed if the problem is ever to be resolved. Depending on the alternative, a solution will invariably require multi-jurisdictional cooperation on the part of the Village, Kent County Road Commission, Caledonia Township, the Kent County Parks Commission, and/or Caledonia Schools.

#### **PEDESTRIAN COMFORT AND SAFETY**

The small town character of Caledonia makes it very inviting to those who live on side streets and those who choose to walk or ride a bike in the Village. Heavy car traffic, along with truck traffic along certain streets and at certain street crossings is, however, less than inviting for pedestrians and is deteriorating the residential character of certain areas. A lack of streetscape treatments, an incomplete network of sidewalks or a few areas of dilapidated sidewalk can also make it less than comfortable for pedestrians in residential areas as well as in the downtown or other commercial areas. Street amenities

and safety provisions can be used to help offset some of these negatives and protect neighborhoods and pedestrians from excessive traffic noise and hazards. The following types of improvements can greatly enhance pedestrian comfort and safety.

- Site amenities such as bench seating, bike racks and trash receptacles could encourage more pedestrian activity and bicycling.
- On-street bike lanes could improve safety.
- Sidewalks could be added or improved in some locations.
- Street buffers could be created parallel to sidewalks by adding decorative berms, street trees and dense shrubs.
- Parking lot screening and landscaping could improve aesthetic character.
- A consistent use of signs, building materials, and architectural character.
- Overhead utility lines could be placed under ground and street lighting fixtures could be added to further improve aesthetics.

### **INTEGRATED SIDEWALKS AND TRAIL SYSTEM**

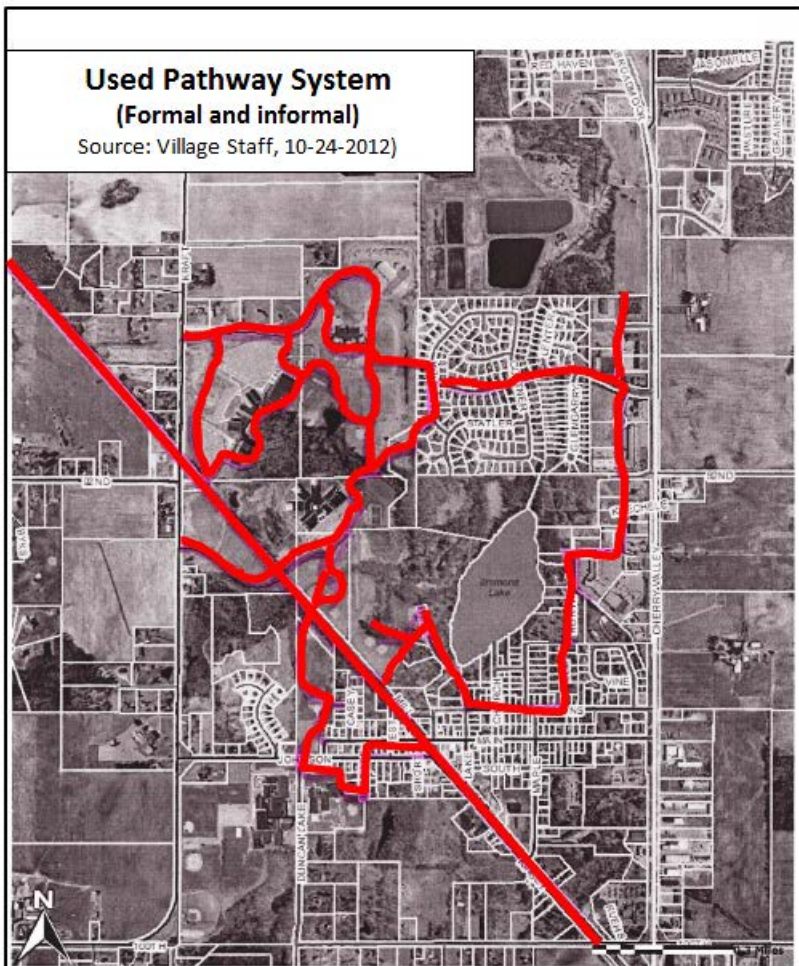
The Village should to strive to improve and expand its pedestrian system to help improve community cohesiveness. This can be done by the creation of an integrated sidewalk and trail system that connects significant parks and open spaces, neighborhoods, schools and each of the business districts. Pedestrian and non-motorized circulation also provides enormous benefits to residents from a social, economic and environmental perspective that improve the quality of life within the community. Several of these benefits have been previously introduced but include:

- An alternative to automobiles so traffic volumes can be reduced.
- Improved accessibility to schools, churches, the library, parks and other public or institutional uses.
- Designation of specific areas for non-motorized travel can improve safety since it separates bicyclists (especially the younger and casual bicyclists) from vehicular travel lanes.
- Increased public access to natural features such as Emmons Lake, woodlands and wetlands.
- A heightened awareness and preservation of sensitive resources.
- Increased access to parks improves opportunities for recreation.
- Affordable, year round active recreation available to all age groups that improves community health, family togetherness and neighborhood cohesion.

- New business and economic development opportunities in the downtown.
- Increase in the value of property situated along the pathway.

The back bone of the Village of Caledonia’s sidewalk and trail system can be the Paul Henry Thornapple trail. The Paul Henry Thornapple Trail is part of the Rails-To-Trails program, which converts abandoned railroad tracks to recreational railways which can be used for walking, running, biking, and cross-county skiing. The Main Street Trailhead is presently the only clearly marked access point to the trail in the Village.

Non-motorized pathway extension could be developed along the creek between the Village’s water treatment facility and Emmons Lake, providing a link between Glen Valley Estates and Lakeside Park and Caledonia Schools Middle School campus (as shown in Appendix 3). Land acquired for public use along the north shore of Emmons Lake and through Glen Valley could be used to make a connection between the 100th Street and the park and provide an area of natural beauty for walkers, runners and



bikers. Given the current walking patterns of residents near downtown, Glen Valley Estates and elsewhere (as indicated by the following graphic) a designated and improved pathway system throughout the Village would be well utilized.

In order to integrate these “off-street trails” and create walkable and bikeable streets throughout the Village, it desirable to make logical interconnections of the pathways with the existing and

future sidewalks and the existing street system. Under this approach a network of sidewalks, off street pathways and designated bike routes will make the entire Village (residential neighborhoods, commercial areas, schools and parks and open space) accessible to pedestrians under the concept of “complete streets.” This will also require the systematic completion of any minor gaps in the Village’s sidewalk system and the designation of certain street segments as “bicycle routes.”

### **Designated Bicycle Routes**

As part of an integrated trail system, officially designated bicycle routes are an important way to promote bicycling as a viable form of transportation, and to improve overall bicycle safety. Bicycle routes typically consist two types. “On Street” routes and “Off-street” routes. Both types are often included in a community’s overall bicycle route system or network. From a bicycle trail design and engineering point of view, cyclists also fall into two broad categories.

#### *Type I-Recreational Cyclists: Novice or occasional riders*

These cyclists tend to ride at slower speeds. Generally, they have less road experience and avoid automobile traffic because of a fear of being hit by a car. Slower speed riders prefer residential streets and off-street multi-purpose trails.

#### *Type II- Serious Cyclists: Experienced and frequent riders*

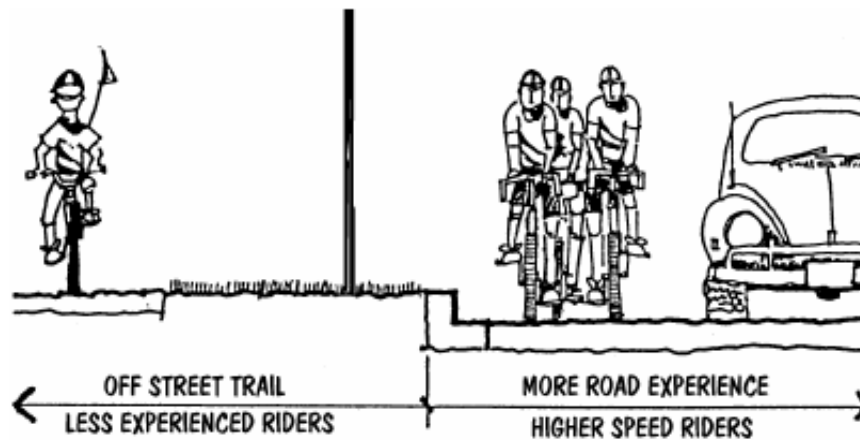
The second category of cyclists is typically the higher speed riders. They generally have more road experience and thus, are more willing to ride on most streets in heavier vehicular traffic. The higher speed riders, like the first group, choose the roads less traveled when they have a choice, but will use the major roads when necessary to get where they want to go.

Off- street routes for the Type II faster riders require stricter design criteria but those criteria also meet the needs of the slower riders. With a goal of improving the riding and trail conditions for Type I cyclists, using the more experienced cyclists as the prototypical rider for the design guidelines accomplishes the objective for Type I cyclists as well as walkers and other users. When compared to roads, an off- street pathway is relatively narrow and winding and often crowded. The experience rider will actually prefer to ride on the street. In addition, experienced riders traveling at higher speeds on the off-street trail with slower riders and walkers under these conditions will

increase the trail's accident potential. For that reason, both types on street bicycle routes and off-street trails are often provided when experience shows that both types of riders will be present.

The use of on- street routes as component of an overall bicycle route system is often also predicated because the cost of separate bicycle trails or the use of existing sidewalks as designated bicycle routes is not feasible or desirable. Within the Village, the selection of on-street bicycle routes as a means of enhancing and integrating an overall pedestrian and bicycle trail system should be based on their ability to improve bicycle accessibility of experienced riders to the following:

- Location of the Village Offices, Public Library, Post Office, Museum.
- School and athletic field locations
- Locations of local churches
- Locations of existing and future parks
- Locations of shopping
- Connections to the Paul Henry Trail Pathway and other separate pathways.



**Bicyclists Types**

### **Implementation considerations**

1. Bike route signage should be used to identify the bike routes.
2. The roadway should be restriped to provide a wider outside lane for bicycle traffic. The Village could adopt policies and standards for use in a restriping program.

3. Prohibition of on-street parking may be necessary in order to complete certain on-street bike route segments.

### **M-37 CORRIDOR**

From both a transportation and land use standpoint, M-37 (Cherry Valley Avenue) has a greater effect on the Village of Caledonia than any other street. Commercial development is planned to continue along this shared corridor between the Village and Township. Solutions to the potential problems of the M-37 corridor should be viewed as a regional issue and addressed with a unified approach, involving the Village and Township, property owners, developers, the Michigan Department of Transportation, and the Kent County Road Commission.

It is recommended that the Village and Township work together to implement design regulations that ensure safe access, maintain a high standard of aesthetics, and encourage responsible development along M-37. Chapter 6, Implementation, has suggested guidelines the Village can use to help achieve this goal.



## Chapter 6 Implementation

### Implementing the Plan

The primary objective of the General Development Plan is to provide the guidelines through which Caledonia can develop and operate. The Plan is of little value to the community unless it is used and guides the development and operations of the Village. The implementation of the various planning elements requires the development and adoption of ordinances as well as on-going public involvement to inform and solicit support of the citizenry for the vision and goals of the Plan and any resulting policies that are made.

Likewise, in order to achieve maximum benefits, the planning process must be designed to permit periodic assessment of data and the continued review of the Plan's elements. The 2013 General Development Plan reflects numerous changes that have occurred since 2008 when the plan was last updated and many more since it was originally adopted in 2001. When making land use decisions in the future, new considerations will again have to be taken into account. The Village should also systematically review and update its zoning and subdivision regulations and follow a capital improvement program in accordance with the goals and objectives of the General Development Plan. Specific implementation strategies for each of the Development Plan elements are as follows:

## ENVIRONMENTAL IMPROVEMENTS

- Consider the adoption of local regulations to better promote and protect sensitive natural features in the Village. Examples include overlay zoning districts for lakeside areas, drainage ways, wetlands and forested areas to control environmental impacts and ensure responsible development.
- Work with Kent County Parks and Caledonia Township to acquire additional strategic land corridors adjacent to Emmons Lake and along stream courses for public trail use and environmental protection.
- Evaluate and adopt appropriate measures to prevent unnecessary removal of existing mature trees.

## RESIDENTIAL AREA IMPROVEMENTS

Most communities are defined by residential development. Some neighborhoods are more easily identified, such as isolated subdivisions, residential condominium projects or apartment projects, especially where homeowner associations or other similar groups have been formed. Other “neighborhoods” consist of less clearly defined areas.

However defined, these “neighborhood” residential areas of Caledonia help make the Village a desirable place in which to live. One of the important roles of the Development Plan is to ensure that these areas continue to develop and redevelop in ways that ensure their continued sense of community and continued stability. The following specific policies and actions are recommended to achieve this objective.

- General maintenance of infrastructure, including lighting, signs, sidewalks, and roads assist in positively directing neighborhood development. The condition of sidewalks and other neighborhood infrastructure needs to be regularly reviewed to identify and eliminate deficiencies.
- The preservation and use of natural and artificial buffers and other features that will protect single family residences from nonresidential use is critical to a positive Village character. These attributes lessen the adverse effects of light, odor and noise and make adjacent areas more visually pleasing.



- The strengths of public and community facilities (schools, libraries, churches, etc.) must be built upon. Neighborhood commercial uses (grocery stores, dry cleaners, restaurants etc.) aimed at serving local residents within the local neighborhoods should be encouraged and promoted, especially in the downtown area, so as to increase the sense of neighborhood and community.
- Encourage neighborhood pride and security by working with residents and rental property owners to keep building maintenance and overall property management a high priority.
- Evaluate and monitor the adequacy zoning standards relating to the conversion of single family homes in to multi-unit rentals. Improve standards as needed to manage and control issues such as blight and off street parking.

To ensure that new Caledonia neighborhoods are developed in this manner, some basic principles should be maintained.

### *Access*

One of the most important factors in planning for access in residential neighborhoods is to ensure that several means of ingress and egress are provided, and that a continuous street system is retained between separate, but adjoining, residential developments. This is vital to making sure that new neighborhoods are geographically linked to the old and made part of the community and helps ensure that safety vehicles have more than one means of reaching an emergency in the event that a primary route is blocked. It also permits more convenient and less confusing access for residents, visitors, and others, such as delivery and service vehicles.

The need for interconnected, internal residential street planning is evident in situations like the frontage along Duncan Lake Avenue, 100th and Kinsey Street. To maintain adequate and safe traffic flow along these major streets, development reviews should seek to minimize the number of driveways which directly access major streets. The following standards should be applied:

- When the interior of a property is being developed, as many lots as possible should be required to gain access from new interior streets created as part of the development. For lots located along the existing collector streets, additional lot depth and buffer strip easements could also be required to provide for extra landscaping or fencing in the yard areas facing the main street. If used, interior streets paralleling the collector street should be placed one lot depth into the

property and rear yards of homes should be accessed and oriented to the existing collector street.

- If interior development is not taking place, rather than each lot having its own driveway, shared driveways should be encouraged, so as to minimize curb cuts on the primary street.

#### *Open space and Natural Features*

Strong residential neighborhoods also benefit from having reasonably accessible common open spaces, in the form of parks, recreational areas, water features, woodlands or other natural features. Preservation of significant natural features should be a high priority for the remaining undeveloped tracts in the Village. Apart from the positive environmental aspects of preserving these features, the marketability of neighborhoods will be greatly enhanced where natural features are preserved and built into the design of the housing development.

In large developments, use of clustering and open space development provisions may help provide open spaces and preserve natural features.

### **COMMERCIAL AREA IMPROVEMENTS**

#### *Building Setbacks and Lot Size*

Effective transportation planning requires anticipating future movement needs of the particular corridor. Lot configurations and building orientation are often dictated by zoning requirements for street frontage, minimum lot area, minimum lot width, and yard setback requirements. The zoning regulations for PUDs and General Commercial District properties along M-37 area should continue to require quality site design and to require that adequate lot widths and setbacks are provided to ensure that the roadways move traffic safely, quickly, and efficiently. For example, buildings should maintain frontage setbacks sufficient to accommodate appropriate landscape, pedestrian and vehicular circulation needs and future road improvements such as access drives, bike path sidewalk placement and road widening.

### *Access Management*

Preserving the traffic carrying capacity of a roadway is essential in order to avoid costly improvements and safety problems. Transportation studies consistently show that the number, design and location of driveways can have a great effect on the ability of a road to safely move traffic and provide access for adjacent land uses. The number, design and location of driveways along major roadways will affect traffic flow, ease of driving, and accident potential. Every effort should be made to limit the number of driveways along M-37, consolidate driveways when and where appropriate and encourage access from side streets, service drives, frontage roads, and shared driveways.

### Driveway Spacing and Location

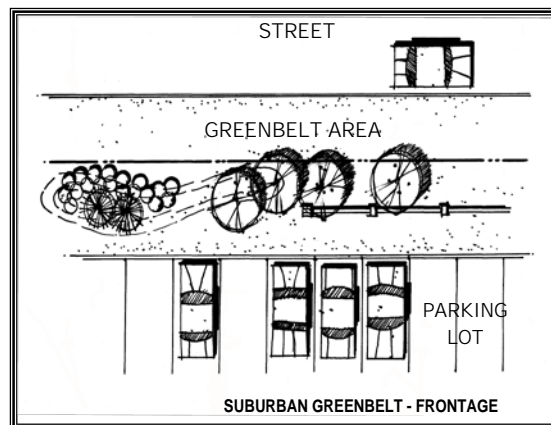
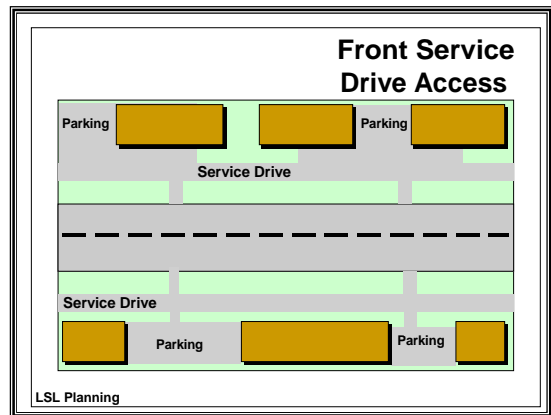
Each driveway along M-37 presents a potential conflict point. Vehicles pulling in or out, or slowing to turn, disrupt the smooth flow of traffic. Poor access management and too many driveways contribute to the functional deterioration of a road. The number, spacing, and design of driveways are important factors to consider in order to maintain a desirable level of capacity and movement on the roadway. The Village may want to consider access management policies such as the following:

- Minimum and desirable driveway spacing requirements should be determined based on speed limits along the parcel frontage. For example, access management ordinances could provide that at 50 miles per hour or greater driveways should be 455 feet apart, based on average acceleration and deceleration considered adequate to maintain good traffic operations. Guidelines have been developed by MDOT to adequately plan for driveway spacing.
- Driveways should be directly opposite other drives or be offset from opposing property by a distance sufficient to prevent conflicts with turning vehicles, or what is commonly known as a “left-turn lockup.” A minimum desirable driveway offset distance should be set at a distance such as 250 feet.
- Access to individual parcels should consist of either a single two-way driveway or a pair of one-way driveways. While certain developments may generate enough traffic to consider allowing more than one driveway along a major street, a second access point should be located on a side street or shared with adjacent uses whenever possible.

Shared Driveways, Frontage Roads and Service Drives

Access management can preserve the functional integrity of high speed, high capacity roads. This benefit can often be achieved by limiting direct access to these roads. Examples of this already exists in the areas along north M-37 that have been developed within the PUDs. South of Emmons Street, re-development will, over time, present opportunities for the utilization of improved access management. As part of the redevelopment process:

- Shared driveways should be required where feasible to reduce the overall number of access points.
- Written easements and maintenance agreements should be obtained from all affected property owners during the site plan approval process.
- Service drives or frontage roads may serve as an alternative to shared driveways. A frontage road/service drive can be delineated through a parking lot by raised islands separating parking from the traffic lane.



***Parking and Circulation***

The design of on-site parking lots has a direct relationship to the safety and efficiency of the adjoining road and to the public’s perception of the traveling experience. The following recommendations should be followed and enforced through site plan review and other zoning approvals.

- Parking lots should be buffered by perimeter landscape, particularly for parking areas abutting a roadway.
- Large parking areas (i.e., in excess of fifty spaces) should be broken up with internal landscaped areas. These may be in the form of plant clusters, plant islands, etc.
- On-street parking should allow for safe, efficient vehicular access while not impeding pedestrian areas. On-street parking should not be permitted in areas where non-motorized pathways cross the street.

- Greenbelts (plant islands) should be used to assist in directing traffic by separating access and primary circulation drives from the actual parking areas.

### *Landscaping and Signs*

Unlike downtown businesses which often share public parking for employees and customers, commercial corridors predominantly offer off-street parking for each individual site. These individual off-street parking areas consume large portions of land and collectively have a significant impact on the overall appearance of the corridor. Although parking areas are essential to nearly all businesses along the corridor, their negative visual impact can be softened through application of proper screening and buffering techniques. Landscaping can provide a visual buffer between surrounding uses and the roadway. In addition, landscaping and screening techniques can also create a sense of identity to a site and minimize confusing parking arrangements. Where feasible, shared parking arrangements should be encouraged.

The same is also true for signs, which often dominate the visual landscape. Without proper regulation, signs can begin to compete with one another, causing “visual clutter,” rather than providing the clear identification of a use, as intended. The Village’s zoning regulations pertaining to signs and landscaping should continue to address the following minimum principles:

- All parcels should be fully landscaped, with a frontage greenbelt, using applicable design standards.
- The size, number and shape of signs should be properly managed along the commercial corridor to avoid visual clutter.
- Landscaping should protect adjacent land uses of lesser intensity, such as residential uses.
- Wherever possible, ground signs, rather than higher pole signs should be encouraged or required. These types of signs minimize visual clutter and since drivers are able to maintain their vision at street level they provide a safer means of identification.

## **TRANSPORTATION RELATED IMPROVEMENTS**

### *Pedestrian Crosswalks*

Much consideration must be given towards the design and marking of pedestrian crosswalks. Crossings at intersections should be designed to ensure the safety of the pedestrian. This includes provisions for “walk/don’t walk” signals and sufficient space to stand a safe distance from moving traffic. Pavement should be striped or highlighted through the use of distinctive materials, such as brick pavers, in order to alert motorists of pedestrian crossings. At wider intersections where pedestrians have to cross multiple lanes of traffic, the sidewalk should project out as much as possible at the corners to decrease the length of the walk. Recent street scape improvements in the downtown provide good examples of this.

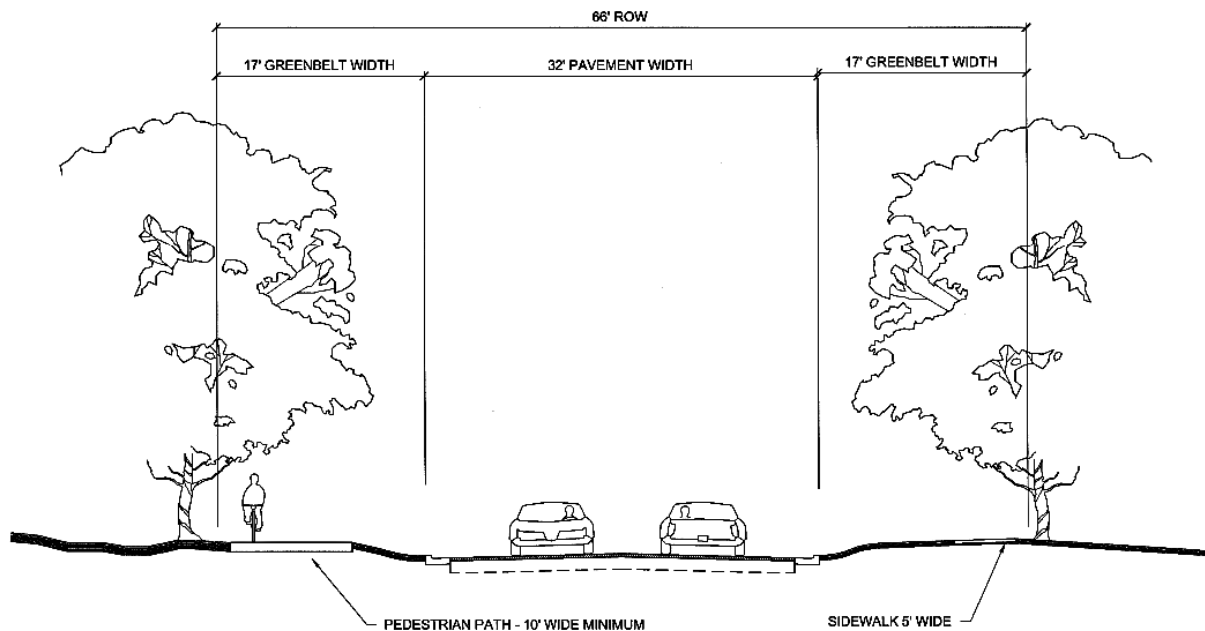
### *Street Network*

The following streets improvements are viewed as having strategic significance to future development within the Village (See Circulation Map):

- Kinsey Street. Technical assessments of Kinsey Street between 100<sup>th</sup> Street and Lake Street indicate that the street has a narrow, substandard surface and a narrow cross-section. Prior assessments, suggesting an effective additional capacity of approximately 500 vehicle trips per day, are no longer accurate in light of further road deterioration. Recommended future improvements include the reconstruction of the street base, drainage improvements, widening to allow a turn lane and to address shortcomings in the existing street design and resurfacing of the street. Curbing, gutters, sidewalks and utilities shall all be considered. Until Kinsey is improved, additional average daily trip (ADT) generation should be limited to development based on existing low density district uses.

Rezoning undeveloped areas to facilitate the possible higher development densities indicated on the Future Land Use Plan should therefore be delayed or phased until the street improvements are made.

The following illustration shows the recommended cross section of Kinsey Street that is to occur when it is improved. As can be seen, it incorporates a separate 10 foot wide multi-purpose pathway and possibly a 5 foot wide sidewalk on the opposite side of the street. The off-street pathway offers an alternative to the use of the adjacent abandoned railway right of way that has long been contemplated for use in completing the Paul Henry Thornapple Trail. Should that trail come into being before Kinsey is reconstructed, the trail location within the street greenway as shown would not be needed.



- 100<sup>th</sup> Street.** This county local road is gravel from Kinsey Street, to Duncan Lake Avenue. At the present time there are approximately 20 homes requiring direct access via this street. Based on 2011-2012 traffic counts collected by the KCRC, average daily traffic two way counts on the street segment between Kinsey and Cherry are approximately 200 vehicles. West of Kinsey to Duncan Lake, the 2012 traffic count was 174 and have historically ranged between 160 and 210. As a general rule, when ADT on gravel roads rise to between 400 and 500, normal maintenance can no longer sustain a gravel road in an acceptable condition. With a generation rate of between 8 and 10 vehicles per day, each new home constructed along this road will overtime create a recognizable impact. The Village and Township should therefore consider limiting traffic increases along this road accordingly, until the road is upgraded.

The second major issue relative to this roadway is its extension to Kraft Avenue. This improvement, while not determined feasible by the KCRC, has important implications for improving east-west traffic flow in the Village area. Until another alternative is found or its extension is officially ruled out by KCRC, it should remain a long term alternative consideration for traffic improvement for the Village.

- 92nd Street Extension.** Due to physical development obstacles, it may not be feasible to extend 92nd Street west to Kraft Avenue. However, the undeveloped areas northeast and northwest of Emmons Lake will not be considered suitable for significant development unless a suitably designed, primary access point that takes into account flooding, wetland, and land use conflict issues is provided.

Such access could presumably be provided by an extension of 92nd Street, although the challenges to doing so are significant. Access for this property to the north, through Glen Valley, should only be treated as a secondary/emergency means of access for anything more than a small number of single family homes.

- N. Rodgers Court. The Village has obtained an easement which could ultimately allow N. Rodgers to be extended north, into the wastewater treatment facility site. This extension should occur only if some form of alternative development of the WWTF site were to become a reality. If that were to occur the extension would be expected to afford local traffic the ability to avoid M-37.
- North-south connection improvements should also be sought to improve circulation within the Village, although no potential corridors are currently identified. Possibilities for north-south connections are limited due to physical barriers such as Emmons Lake, the Village Cemetery, stable neighborhood areas and Kent County Park property. Any alternative connector considered will have to be evaluated extensively before any decisions can be made regarding new construction.
- As new subdivisions, condominiums, or other residential projects are considered in vacant areas, particularly in the southern parts of the Village, an internal street network and external linkages should be planned to ensure that adequate circulation is provided between abutting development areas. Rather than having each development only gain access to a major public street, projects should include provisions for extensions of stub streets into vacant properties as well as pedestrian linkages. These connected street and pedestrian networks improve overall traffic flow by allowing residents to access nearby residential areas without traveling on the main streets of the community and enhance the sense of community by avoiding barriers between neighborhoods. Circulation between projects also improves access for emergency vehicles and reduces maintenance and snow removal costs.

## HISTORIC PRESERVATION

A prevalent theme in each of the Village's GDP updates has been resident's desire to utilize and build on the historical character of parts of the village. Gaining a better understanding of the Village's historic resources through a formal historical study continues to be a needed first. This study should inventory historic structures and adopt a formalized strategy to take advantage of the unique historical resources of the Village of Caledonia.

## ZONING AND RELATED LAND DEVELOPMENT 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 master 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 land use approvals, street access regulations and sign controls, among others. These measures permit the Township to control the quality as well as the type of development. Other regulations include Subdivision and Site Condominium Control Ordinances, land division ordinances, private road regulations, and blight ordinances.

The Planning Commission and Village Council are charged with making necessary revisions to zoning regulations and other development standards to ensure that the recommendations of the Plan are carried out. *Along with the recommendations contained in the Chapter 4, several implementation measures mentioned in this Chapter, could involve changes to the zoning Ordinance and Zoning map.*

## EVALUATING LAND USE CHANGES

While the Future Land Use Map does portray the recommended general geographic location and extent of future land uses and it does form the basis for zoning, it is not the "Official Zoning Map." It should not, therefore, always or necessarily be relied upon to establish the precise boundaries of land use or exact locations of future uses. At the time of actual rezoning, the land use change or changes that would be brought about by the rezoning should be evaluated carefully. As with any land use decision, the application of generally accepted "zoning criteria" can be essential to reaching fair and consistent decisions.

*Zoning Criteria*

The following evaluation criteria should be used by the Planning Commission and Village Council when zoning or land use changes are requested or otherwise contemplated:

1. *Can the property reasonably be used under its present zoning district?*
2. *Is the proposed use compatible with other zoning and land uses in the area? All of the uses allowed in the proposed district or major development such as a PUD should be compatible with the conditions present on the site and in the immediate vicinity of the site especially in terms of density, character, traffic, aesthetics and property values.*
3. *Would it be more appropriate to add the proposed use to the existing district as a use permitted by right, or by special use permit. Would rezoning to a Planned Unit Development be appropriate?*
4. *Is the location appropriate for the range of uses permitted in the district requested or contemplated?*
5. *Are uses in the proposed district equally suited or better suited to the area than the current district uses?*
6. *Does the proposal constitute a "spot zone" that is unsupported by rational land use planning?*
7. *Can the proposed development be adequately served by public utilities and services?*
8. *Is it consistent with development trends in the area?*
9. *Finally, is the proposed rezoning consistent with both the policies and the uses proposed for that area in the General Development Plan? If not, is the plan current and reasonable, or does it have to be updated?*

If conditions upon which the Development Plan was developed have changed significantly since the General Development Plan was adopted, factors such as economic conditions, demographic shifts, new utility lines, changing traffic conditions and other reasons should be considered by the Planning Commission as part of their deliberation. Particular attention should be paid to the adopted vision and goals to ensure that they remain valid, and that the proposed rezoning or land use change does not impair their intent. It is also important to consider the timing of certain rezoning requests relative to the recommendations of the General Development Plan. In some cases the General Development Plan may suggest a certain end use for a particular area but because of the lack of utilities or transportation improvements the rezoning to enable the end use should not occur until the necessary infrastructure is in place.

**PARKS, RECREATION AND OPEN SPACE**

The recommendations of the GDP contain several aspects relating to the preservation of open space and the creation of an integrated trail system. As part of the Village's practice of keeping the Parks and Recreation Plan current, it is important that the Village's Parks and Recreation Plan continue to address these elements and that the plan continue to establish priorities for future park and trail development and land acquisition.

**CAPITAL IMPROVEMENTS PROGRAM**

Capital Improvements Programming (CIP) is the first step in a comprehensive management system designed to relate 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 year in each CIP contains 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 Village Council 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.

The CIP is useful to the Village, private utilities, citizens and investors, since it allows coordination in activities and provides the general public with a view of future expectations.

As allowed by the Planning Enabling Act, the Planning Commission has for the most part been excused from formal participation in the CIP development process. The elected Village officials currently develop and follow a capital improvements program, nonetheless.

**PLANNING COMMISSION WORK PROGRAM**

The Planning Enabling Act requires that the Planning Commission prepare an annual report of the prior year's activities and work program for each coming year. This report and work program is to be made available to the Village Council and should set forth the tasks or goals which the Planning Commission determines to accomplish for the upcoming year. This will allow the Commission to stay focused on the important tasks of implementing the goals and strategies identified within this Plan.

**PLANNING EDUCATION**

Planning Commissioners should be kept informed of planning seminars to learn how to better carry out their duties and responsibilities as Planning Commissioners. These seminars are regularly sponsored by the Michigan Association of Planners (MAP) and the Michigan Municipal League (MML) 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.

**REVISIONS TO THE MASTER PLAN**

The Future Land Use Plan and other aspects of the master plan should be reviewed annually and must be updated every five years in order to be responsive to new growth trends and current attitudes. As growth occurs over the years, the Plan's 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 Village.

APPENDICES

Appendix 1 - Existing Land Use Map

Appendix 2 - Future Land Use Map

Appendix 3 - Community Circulation

Appendix 4 - Historic Tour

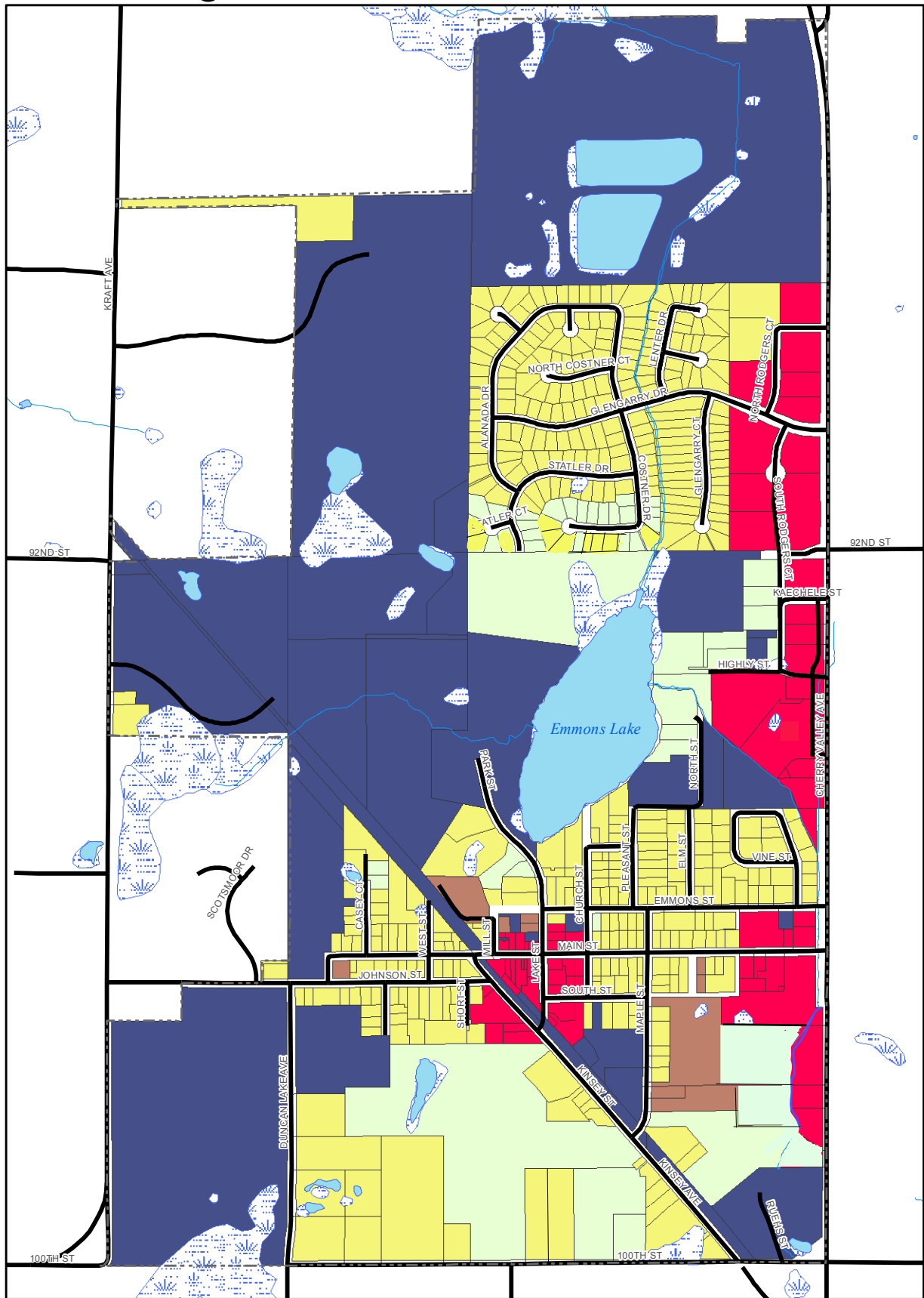
Appendix 5 - Community Survey







Appendix 6 - Resolution of Adoption

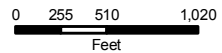


# Appendix 1 Existing Land Use

Village of Caledonia  
Kent County, Michigan



	V - Vacant		C - Commercial
	MFR - Multiple Family Residential		P - Public/Quasi-Public
	SFR - Single Family Residential		I - Industrial



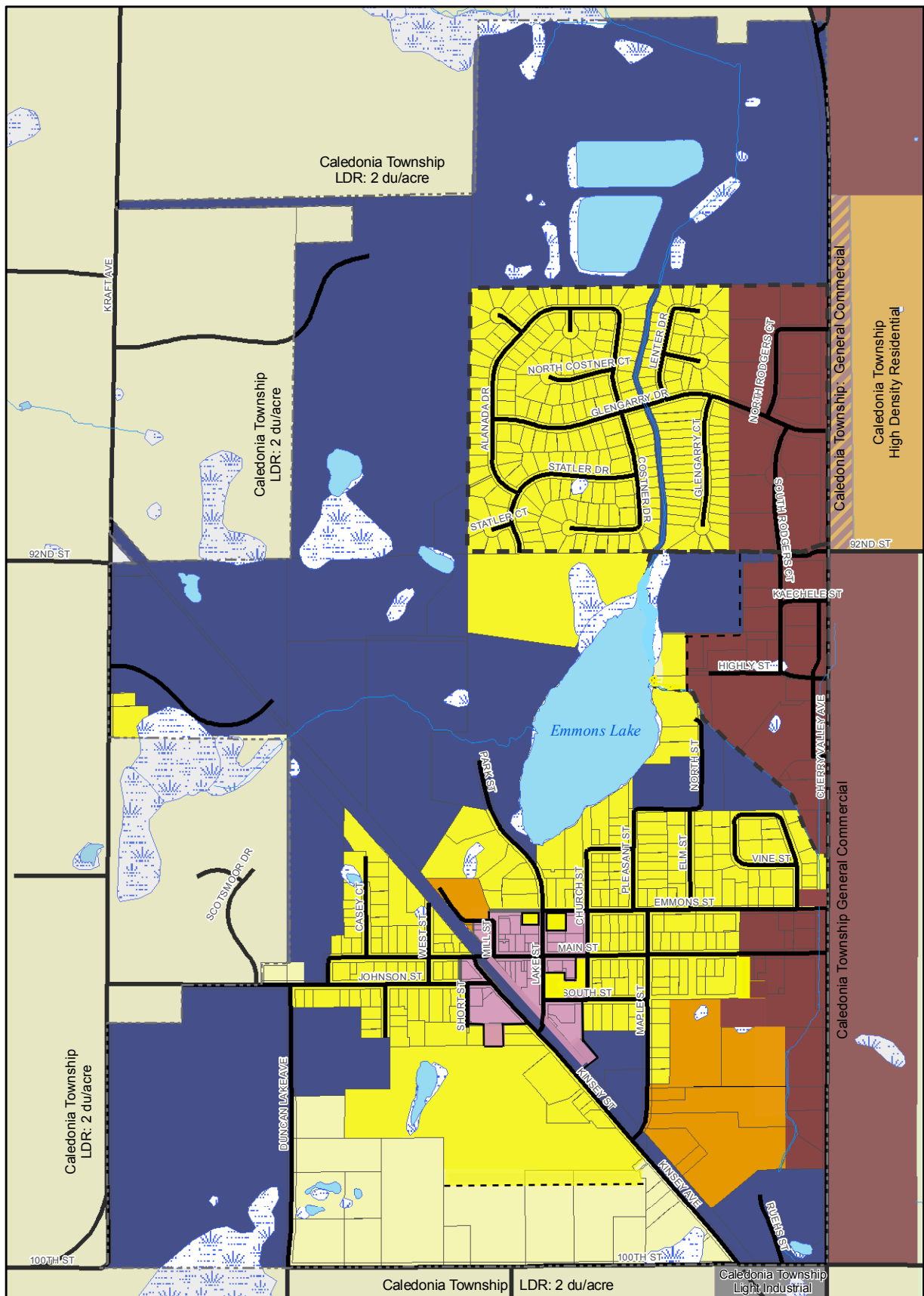
December, 2013



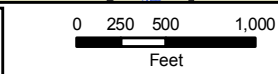
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with  
LandMark  
Strategies

# Appendix 2 Future Land Use 2014

Village of Caledonia  
Kent County, Michigan



PUD - Areas of Planned Unit Development	P - Public/Quasi-Public
Village Boundary	LDR - Low Density Residential
Wetlands	MDR - Medium Density Residential
CBD - Central Business District	HDR - High Density Residential
GC - General Commercial	



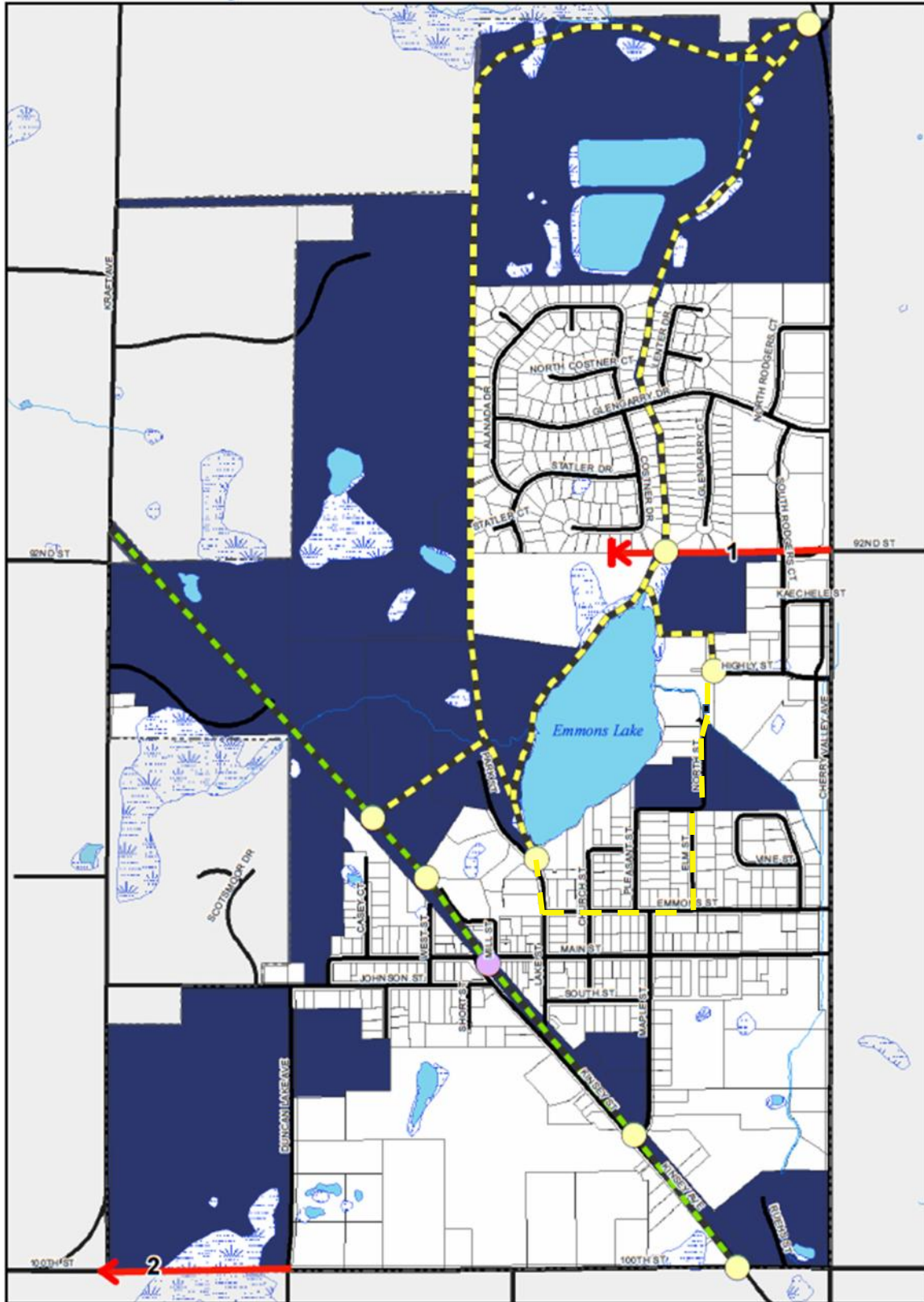
August, 2014

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with  
LandMark  
Strategies

# Appendix 3 Community Circulation

Village of Caledonia  
Kent County, Michigan



- |  |                              |  |                     |
|--|------------------------------|--|---------------------|
|  | Paul Henry Thomapple Trail   |  | Existing Trail Head |
|  | Proposed Trail Extension     |  | Proposed Trail Head |
|  | Extend 92nd Street           |  | Village Boundary    |
|  | Extend 100th Street to Kraft |  | Wetlands            |
|  | P - Public/Quasi-Public      |  |                     |

0 255 510 1,020  
Feet

December, 2013



In Association  
with  
LandMark  
Strategies

A Brief History and  
Village Walking Tour Guide  
from the

# Caledonia

Township Historic Commission  
1988 - 2008



Barber School ... Yesterday



... and Today

Township and Village Offices  
250 S. Maple Street  
Caledonia, MI 49316

Township: 616-891-0070  
www.caledoniatownship.org

Village: 616-891-9384  
www.villageofcaledonia.org

## Caledonia Township Historic Commission Founded June 1988

### Purpose

June of 1988, the Township of Caledonia ordained establishment of a Township Historic Commission to: 1) Safeguard the heritage of the Township of Caledonia by recognizing and preserving districts, buildings, sites, or objects which reflect elements of the Township's cultural, social, economic, political or architectural history; and 2) Promote public interest in historic buildings, sites and historic objects and memorabilia for the benefit of the citizens of the Township of Caledonia and others.

### Meetings

The Historic Commission meets at the Barber Schoolhouse Museum during warm weather months and in the Village and Township Hall Offices during winter. Meetings are held the third Monday of each month at 7:00pm and are open to the public.

### Historic Commissioners

Retired Commissioners include Eva Engle, Ken Gackler, Dorothy Merriman and Barb Waites. Current Commissioners are Kris Apol, Vickie Johnston, Victoria Peabody, Sharon Schaefer and Betty White. Historic Commission members can be contacted through the Caledonia Township Office at 616-891-0070.

## The History of Caledonia

The story of Caledonia begins with the arrival of the first white settlers in Township Number Five in Kent County.

Asahel Kent, his wife, and his daughter traveled to Michigan from Ohio in a covered wagon, finally settling in 1838 on a parcel of land at the intersection of Whitneyville Avenue and 100<sup>th</sup> Street. Because Whitneyville Avenue was the main route from Battle Creek and Kalamazoo to Grand Rapids, Kent decided to make his home an inn, which was known as the Kent House, and as the Oak Grove Inn.

Kent died in 1840, but in 1842, his widow married Peter McNaughton, and the two continued to operate the tavern, which became known through the areas as McNaughton's.

In 1843, the first township post office was established at McNaughton's Tavern with McNaughton himself the postmaster.

When the McNaughtons sold their tavern and land to Warren Streeter in 1860, Oscar B. Barber, whose farm was ½ mile north of the tavern, became postmaster and ran the post office at his home until the office was closed in 1877.

Across from Barber's farm on Whitneyville sat the one-room schoolhouse called the Barber School. Built in 1837, the school is considered the first in Caledonia Township.

In 1867, John B. Proctor moved to Caledonia Township and bought 10 acres, including the tavern, from Warren Streeter.

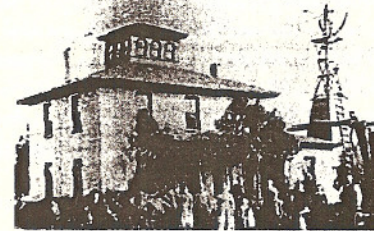
Proctor was a nurseryman who imported and sold evergreens, and in 1869, he tore down the tavern and built farm buildings on the site. The last of those buildings, a barn, stood until the late 1980s.

Descendents of John Proctor still live in the white farmhouse at the corner of Whitneyville and 100<sup>th</sup> Street.

The year after the tavern on Whitneyville was torn down, a railroad line was completed, connecting Jackson and Grand Rapids. The Grand Valley Railroad, later to become part of the Michigan Central Railroad, did not come through "Caledonia," but instead ran several miles west of that original post office and through a farm owned by township resident David Kinsey.

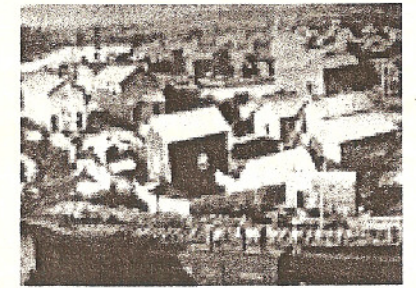
Kinsey, a Canadian, had come to the area with his brother Isaac in 1855. Isaac's property was located on what later became the farm of Elton Smith at 5337 100<sup>th</sup> Street.

In August 1870, seven months after the first train had come through his property, David Kinsey laid out and platted the northern part of his farm for a village which was known as Caledonia Station because it was a stop on the Michigan Central line.



David Kinsey Founding Farm

The village grew up around the station, and was incorporated on March 21, 1888. Gradually, "Station" disappeared from the village's name.



Caledonia Station 1855

Although the village did not develop where the Kent's, Barber's and other early settlers established their homes that area of the township was referred to as East Caledonia for many years.

While McNaughton's tavern flourished on Whitneyville in the 1840s and 1850s, two other settlements, Alaska and LeBarge, grew up around mills built along the Thornapple River. Both flourished, and then slowly disappeared.

Caledonia did not escape setbacks in its development. The most disastrous of these was a fire in 1913, which devastated an area between the railroad tracks and Lake Street. It destroyed the elevator, a carriage shop, a blacksmith shop, and endangered other businesses. The bucket brigade was the only means of fighting the blaze.

Another fire in 1917, the year the United States entered World War I, destroyed three buildings housing four businesses. The village still owned no modern fire-fighting equipment and damage from the fire was estimated at \$20,000.

However, the buildings were replaced and the Village of Caledonia and Caledonia Township continued to flourish.

Many reminders of "the old days" fortunately remain to mark Caledonia's history, including the several centennial farms in the area; the Wilson home on Kinsey; the Kinsey residence on 100<sup>th</sup> Street designated a historic landmark in 1988; the Barber Schoolhouse Museum; and the many photographs, artifacts and stories now being collected and preserved.

*Previous text revised from Barbara Gall's History of Caledonia, 1988, printed in the Caledonia Heritage Book.*

*The following information was made possible with thanks to Tamara White's compilation of Caledonia's History for her Girl Scout Gold Award Project, 1999, and to members of the Caledonia Historical Society.*

## Village Walking Tour Guide

**1. The Caledonia Public Library, 240 Emmons St.,** has since 1981 been located in the historic United Brethren Church, originally built on two lots offered by David Kinsey, Village founder. Caledonia's library history began through efforts of Bunting Bowman and the Caledonia Women's Club. In 1934, Caledonia became the second community to join the newly established Kent County Library Association.



Caledonia Library

**2. The Village Blacksmith Shop,** stands next to the Caledonia Public Library, and is used for demonstrations each Fourth of July.

**3. Buer Well Drilling, 239 Main St.,** originally housed a gas station owned by the Shook family.

**4. Muller's Paint, 227 Main St.,** was built as a John Deere Tractor and Chevrolet Car showroom owned by Nelson B. Good.

**5. The Wilson Block, 203 Main St.,** was built by Manual Wilson in 1912. Nicknamed the "Wilson Block" for its large size, the lower level has over time housed many enterprises, including: Caledonia State Bank, a grocery and clothing store, a barber shop, the post office, and administration offices for Caledonia Community Schools.



Wilson Block

**6. West Michigan Energy,** formerly housed the local U.S. Post Office, which relocated in 1995.

**7. Caledonia Station, 137 Main St.,** is believed to be the site of the Caledonia Hotel. After the hotel's demolition, the lot was used for movies shown on the east side of a plaster square on the IOOF building.



Caledonia Hotel

**8. IOOF Building, 131-135 Main St.** The Independent Order of Odd Fellows is located in the upper level. This structure was built in the 1930s and over the years has housed numerous businesses.

**9. Sam's Joint, 107 Main St.,** has been a post office, shoe store, tavern, meat market and grocery store. Still visible are rails installed in the ceiling of the building's east side for hanging and hauling meat.

**10. The Bowman House, 111 Mill St.,** belonged to a telephone lineman and his telephone operator wife who operated the switchboard from here. This was also the site of the first local library in 1926.

**11. The Masonic Temple, 116 Main St.,** built in 1866, is one of the oldest remaining structures.

**12. Ed's Auto Body Shop, 110 Johnson,** was built originally as a gas station.

**13. Family Tavern, 114 Main St.** To the west was a two story wedge-shaped insurance building that at one time housed a second floor library. To the east was a shoe and harness store, above which were apartments. A grocery store was owned by the Timm's, whose son started a tavern in the basement.

**14. H&L Manufacturing, 122 Main St.** East of the Timm's grocery store were coal silos. One night the roof blew off one of the silos, which were later torn down and a plumbing business was built on the site.

**15. Environmental Information Logistics, 130 Main St.,** has served as offices and as a jewelry, eyeglass and clock repair shop.

**16. Caledonia Hair Company, 134 Main St.,** was a grocery store and soda fountain.

**17. and 18. Caledonia Elevator and Lumber, 146 Main St. and 115 Kinsey se,** has a long local history going back to the late 1800's when it was the M. Wilson Elevator. Destroyed by the fire of 1913, it was considered "the greatest loss, not only to its owner, but also to the welfare of the village and territory." The re-established Caledonia Elevator has since 1918 provided farm supplies and services to Kent, Allegan and Barry counties. The train depot was located south of Caledonia Lumber, previously French's Flour Mill.



Railroad Yard

**19. The Wilson House, 205 Kinsey se,** was built in 1903 by Manuel Wilson, who began as a farmer and later purchased the Caledonia Elevator. The home featured a foyer fireplace, stained glass and curved glass windows, tennis courts, and a third floor ballroom with hardwood floors.



Wilson House

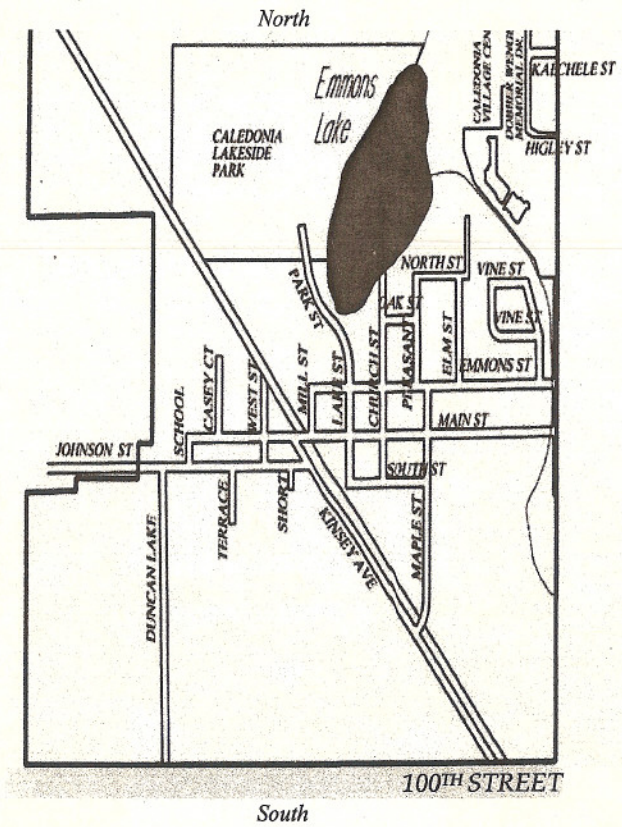
**20. The Barber School, 250 S. Maple St.,** was built at Whitneyville Road and 96<sup>th</sup> Street in 1839, as Caledonia Township's first school. Relocated three times, the museum today shares land with the Village DPW Building, Caledonia's former fire barn. The schoolhouse stands as one of the few reconstructed rural schools that played such an important part in the Michigan education system. Its preservation is credited to decades of commitment by Caledonia community members, Caledonia Community Schools, and the Township and Village.

**21. The David Kinsey Farm, 6087 100<sup>th</sup> St.,** began with the purchase of 160 acres from the United States in 1853, by Canadian David Kinsey, via "An Act granting Bounty Land to certain Officers and Soldiers ... in the Military Service of the United States." Kinsey platted the village in 1870 when the Grand Valley Railroad crossed his farm's northern edge. He offered two village lots for the first house in Caledonia, and two lots for the site of the United Brethren Church, today's Caledonia Library. The farmstead built in 1872, including the original small barn and a later much larger barn once called "Mrs. Kinsey's barn" remain today as reminders of Caledonia's agricultural roots and growing history.



Main Street Fourth of July Celebration 1895

## Map for Self-Guided Walking Tour



1. and 2. Emmons St.

3. 4. 5. 6. 7. 8. 9. 11. North side of Main

10. Mill St.

12. Johnson St.

13. 14. 15. 16. 17. South side of Main

18. and 19. Kinsey St.

20. Maple St.

21. 100<sup>th</sup> St.



Thank you for sharing in our history!

# Village of Caledonia 2013 Master Plan Survey

## 1. Please rate the following as your reasons for living in the Village...

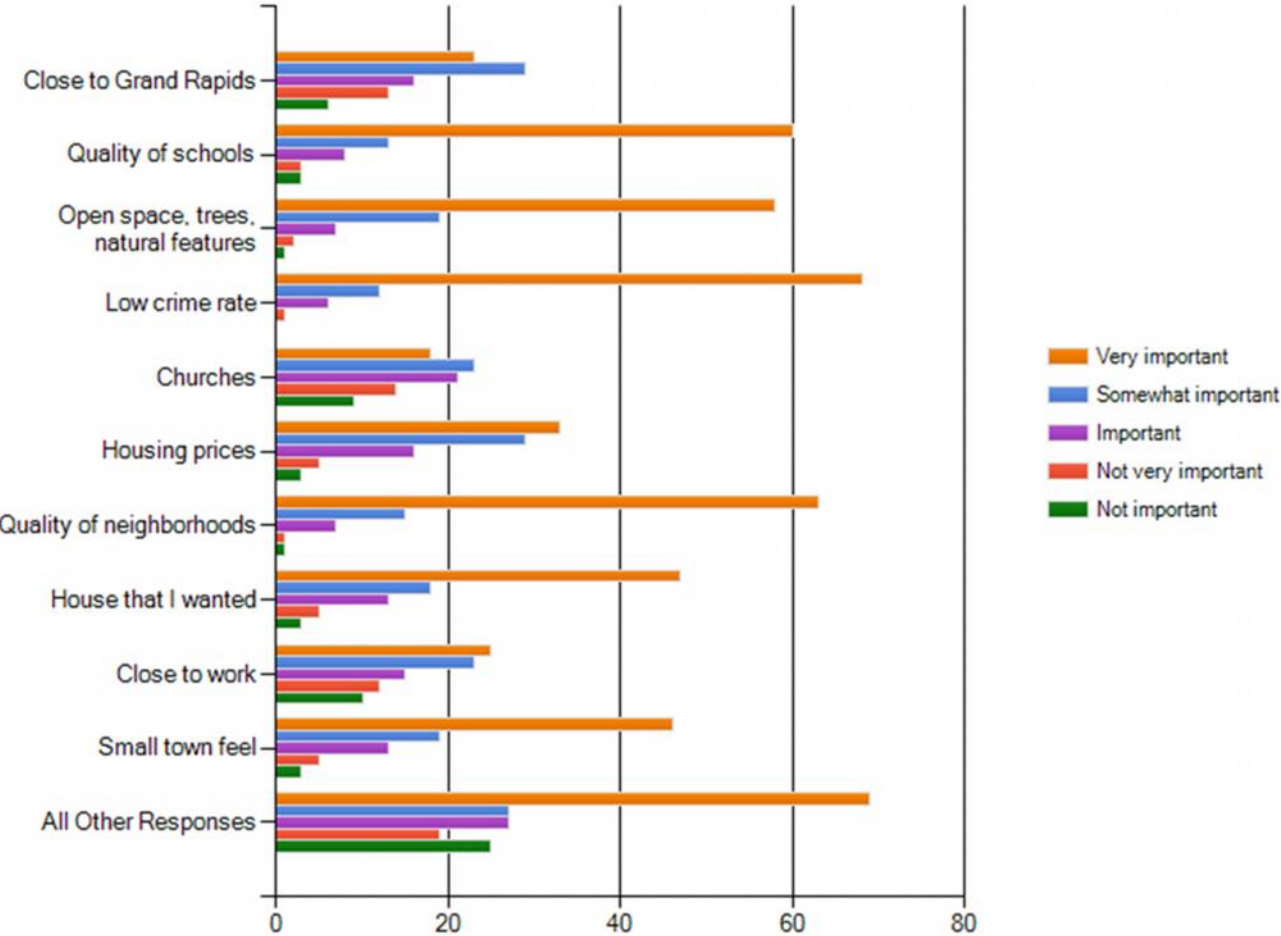
	Very important	Somewhat important	Important	Not very important	Not important	Response Count
Close to Grand Rapids	26.4% (23)	<b>33.3% (29)</b>	18.4% (16)	14.9% (13)	6.9% (6)	87
Quality of schools	<b>69.0% (60)</b>	14.9% (13)	9.2% (8)	3.4% (3)	3.4% (3)	87
Open space, trees, natural features	<b>66.7% (58)</b>	21.8% (19)	8.0% (7)	2.3% (2)	1.1% (1)	87
Low crime rate	<b>78.2% (68)</b>	13.8% (12)	6.9% (6)	1.1% (1)	0.0% (0)	87
Churches	21.2% (18)	<b>27.1% (23)</b>	24.7% (21)	16.5% (14)	10.6% (9)	85
Housing prices	<b>38.4% (33)</b>	33.7% (29)	18.6% (16)	5.8% (5)	3.5% (3)	86
Quality of neighborhoods	<b>72.4% (63)</b>	17.2% (15)	8.0% (7)	1.1% (1)	1.1% (1)	87
House that I wanted	<b>54.7% (47)</b>	20.9% (18)	15.1% (13)	5.8% (5)	3.5% (3)	86
Close to work	<b>29.4% (25)</b>	27.1% (23)	17.6% (15)	14.1% (12)	11.8% (10)	85
Small town feel	<b>53.5% (46)</b>	22.1% (19)	15.1% (13)	5.8% (5)	3.5% (3)	86
Family lives nearby	25.6% (21)	12.2% (10)	14.6% (12)	19.5% (16)	<b>28.0% (23)</b>	82
Walk ability	<b>56.5% (48)</b>	20.0% (17)	17.6% (15)	3.5% (3)	2.4% (2)	85

Other (please specify)

answered question

88

**Please rate the following as your reasons for living in the Village...**



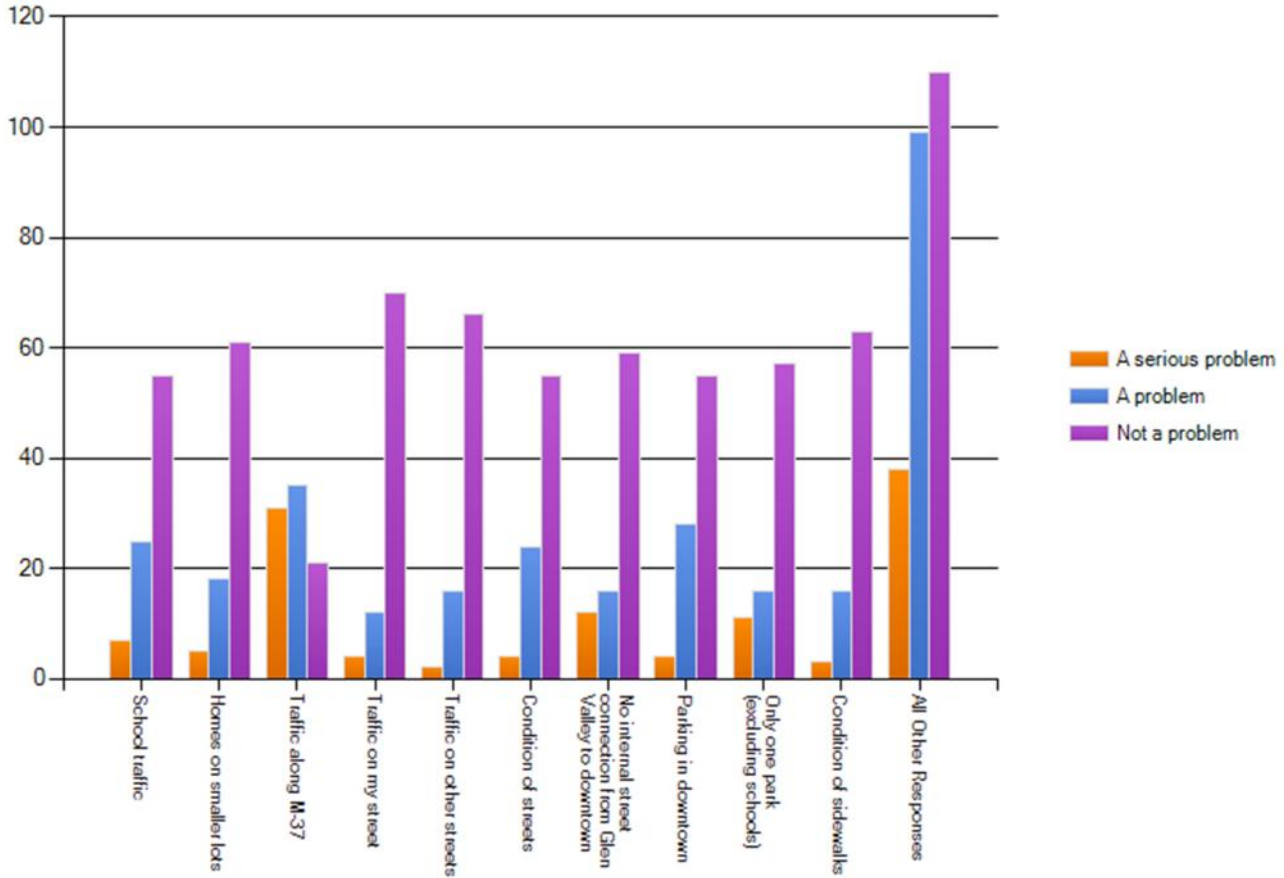
**Q1. Please rate the following as your reasons for living in the Village...**

- 1 Q1b - WANT A SWIMMING POOL (Thought for sure Cal HS would have a pool when I moved into town.
- 2 Close to work - N/A - retired
- 3 Close to schools - very important
- 4 Old time - very important
- 5 Quiet little town feel Very Important
- 6 We chose Glen Valley in 2000 due to great schools for the price, great neighborhood, and easy to get to grocery store, schools, pharmacy, etc.
- 7 Able to live in village and still have woods and open fields for walking give you a feeling your still in the country
- 8 The history of the town. My history with the town.

## 2. To what extent is each of the following conditions a problem in Caledonia?

	A serious	A problem	Not a problem	Response Count
School traffic	8.0% (7)	28.7% (25)	<b>63.2% (55)</b>	87
Homes on smaller lots	6.0% (5)	21.4% (18)	<b>72.6% (61)</b>	84
Traffic along M-37	35.6% (31)	<b>40.2% (35)</b>	24.1% (21)	87
Traffic on my street	4.7% (4)	14.0% (12)	<b>81.4% (70)</b>	86
Traffic on other streets	2.4% (2)	19.0% (16)	<b>78.6% (66)</b>	84
Condition of streets	4.8% (4)	28.9% (24)	<b>66.3% (55)</b>	83
No internal street connection from Glen Valley to downtown	13.8% (12)	18.4% (16)	<b>67.8% (59)</b>	87
Parking in downtown	4.6% (4)	32.2% (28)	<b>63.2% (55)</b>	87
Only one park (excluding schools)	13.1% (11)	19.0% (16)	<b>67.9% (57)</b>	84
Condition of sidewalks	3.7% (3)	19.5% (16)	<b>76.8% (63)</b>	82
No sidewalks in parts of the original Village.	7.3% (6)	35.4% (29)	<b>57.3% (47)</b>	82
Incomplete paved pedestrian connection from downtown through Village Center to Glen	26.8% (22)	<b>43.9% (36)</b>	29.3% (24)	82
Lack of bike routes and paths	12.0% (10)	41.0% (34)	<b>47.0% (39)</b>	83
			Other (please specify)	26
<b>answered question</b>				<b>88</b>
<b>skipped question</b>				<b>0</b>

**To what extent is each of the following conditions a problem in Caledonia?**



**Q2. To what extent is each of the following conditions a problem in Caledonia?**

- 1 I like the existing bike/walking path provided by the Thornapple Trail, but i would like to see more.
- 2 Access from Glen Valley to schools- so much traffic could be avoided if there were a road linking Kraft Meadows or the High School to Glen Valley Drive.
- 3 Q2a - @84th & M37 & Kraft Ave - We need traffic lights. Q2i - One Park - Expansion would be nice.Q3D That would depend on what it's developed into, Houses - yes - Business / Bars restaurants NO Q3e NOT FORCED
- 4 Q2 other - A pblem - LACK OF VILLAGE SMALL BAKERY /GROC. STORE or UPSCALE EATERY or BISTRO WITHIN WALKING DISTANCE. LACK OF DOWNTOWN DIVERSITY. Q3 (needs more downtown diversity)
- 5 Q2 - M37 from 100th st going N to Main St making a L turn - need L turn signal. L turns into Village Centre & Speeding on Emmons. A Serious Problem. Q2I - A street needed Q2other - Trees along Emmons St need to be trimmed, too many falling branches.Q3a Cost?
- 6 Marked school traffic both a problem & not a problem - (survey input as a problem)
- 7 Q2a - On Kraft at times Q2e - 84th & M37

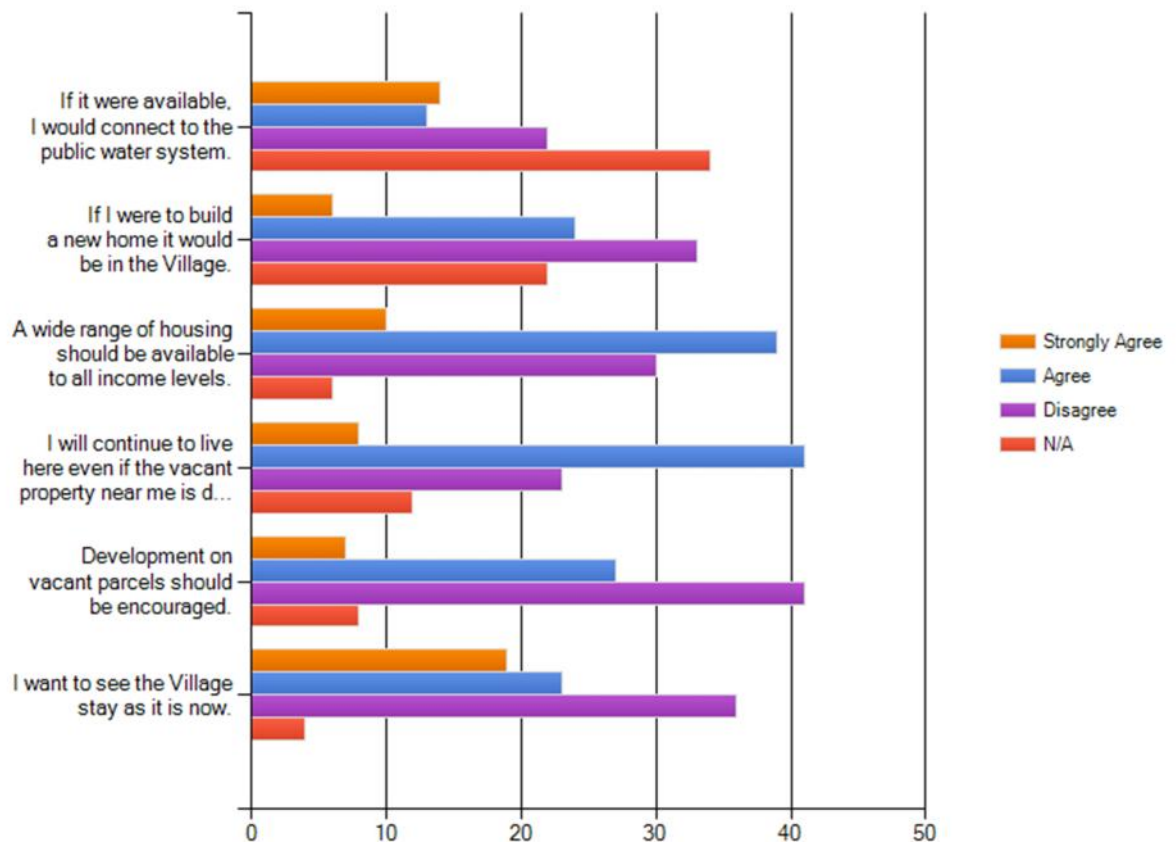
- 8 XXX on Incomplete paved pedestrian connection Mill trucks always block road!  
The mill is not designed to take trucks. Q3e - both agree & disagree Q3 - What  
about the businesses in the Village? Nothing on survey about businesses? :(
- 9 Q3a - I just had to spend 5K on a new well.
- 10 A serious problem - Continued development and promotion of historic Main St
- 11 Q3 - I will continue to live here - neither agreed nor disagreed - in the middle.
- 12 Street from Village to D&W area.
- 13 Traffic along M37 a serious problem in the morning 7:30ish @ 84th. Other - A  
problem - Would like to see Main St more revitalized / used. Q3 - Public water?  
disagree - just got a new well. Wide Range - agree but not necessarily in  
Caledonia - Development encouraged? disagree - depends where.
- 14 School traffic a bit of a problem, Traffic along M37 a problem @ rush hour, Only  
one park small problem. Q3 - Development should be encouraged agree or  
parks or green areas. Misc. Comment - I heard talk a while back of a Community  
Garden space. Would really like to see that happen.
- 15 Village Government a serious problem
- 16 Glen Valley a big problem!!! Takes countrytown feel AWAY!!
- 17 I live in Glen Valley but have very little desire to go downtown, most of the places  
I visit are on M-37 and easy to get to. Traffic on M-37 is not such a problem now  
that they added a light near the Monterey Grill, I go to the light when I need to  
make a left during rush hour.
- 18 no internal street connection to glen valley is a plus it keeps traffic to a minimum  
we don't want a bunch of traffic!!!!
- 19 This is not fantasy land it is an old village with newer neighborhoods.
- 20 I would LOVE to see a 4 lane continue at least until you go past 100th st on M-  
37. Our serious car accident would have been prevented at the corner of 84th  
and M-37. At least have a turn lane all the way.
- 21 the grain elevator is very dirty and noisy and it drives away business and  
potential improvements
- 22 Serious: Lack of business development in village downtown Lack of non-M37  
connection between downtown and M-37 strip malls.
- 23 Would love glen valley to have entree cue to school thru the back
- 24 It would be nice to have a pathway from the old village to the new to the new  
library .
- 25 M-37 should be 4 lanes with boulevard. Path from Statler to park should be  
established. Connection from downtown through village center should be  
completed. Paul Henry trail should be paved to 108th. Paul Henry trail should  
be improved as walking path to Middleville in anticipation of eventual paving.
- 26 Lack of school/community pool a serious problem.

### 3. How much do you agree or disagree with the following statements?

	Strongly Agree	Agree	Disagree	N/A	Response Count
If it were available, I would connect to the public water system	16.9% (14)	15.7% (13)	26.5% (22)	<b>41.0% (34)</b>	83
If I were to build a new home it would be in the Village.	7.1% (6)	28.2% (24)	<b>38.8% (33)</b>	25.9% (22)	85
A wide range of housing should be available to all income levels.	11.8% (10)	<b>45.9% (39)</b>	35.3% (30)	7.1% (6)	85
I will continue to live here even if the vacant property near me is developed.	9.5% (8)	<b>48.8% (41)</b>	27.4% (23)	14.3% (12)	84
Development on vacant parcels should be encouraged	8.4% (7)	32.5% (27)	<b>49.4% (41)</b>	9.6% (8)	83
I want to see the Village stay as it is now.	23.2% (19)	28.0% (23)	<b>43.9% (36)</b>	4.9% (4)	82

skipped question 1

How much you agree or disagree with the following statements?



**4. Please rate your level of satisfaction with the following services (service provider noted in parentheses).**

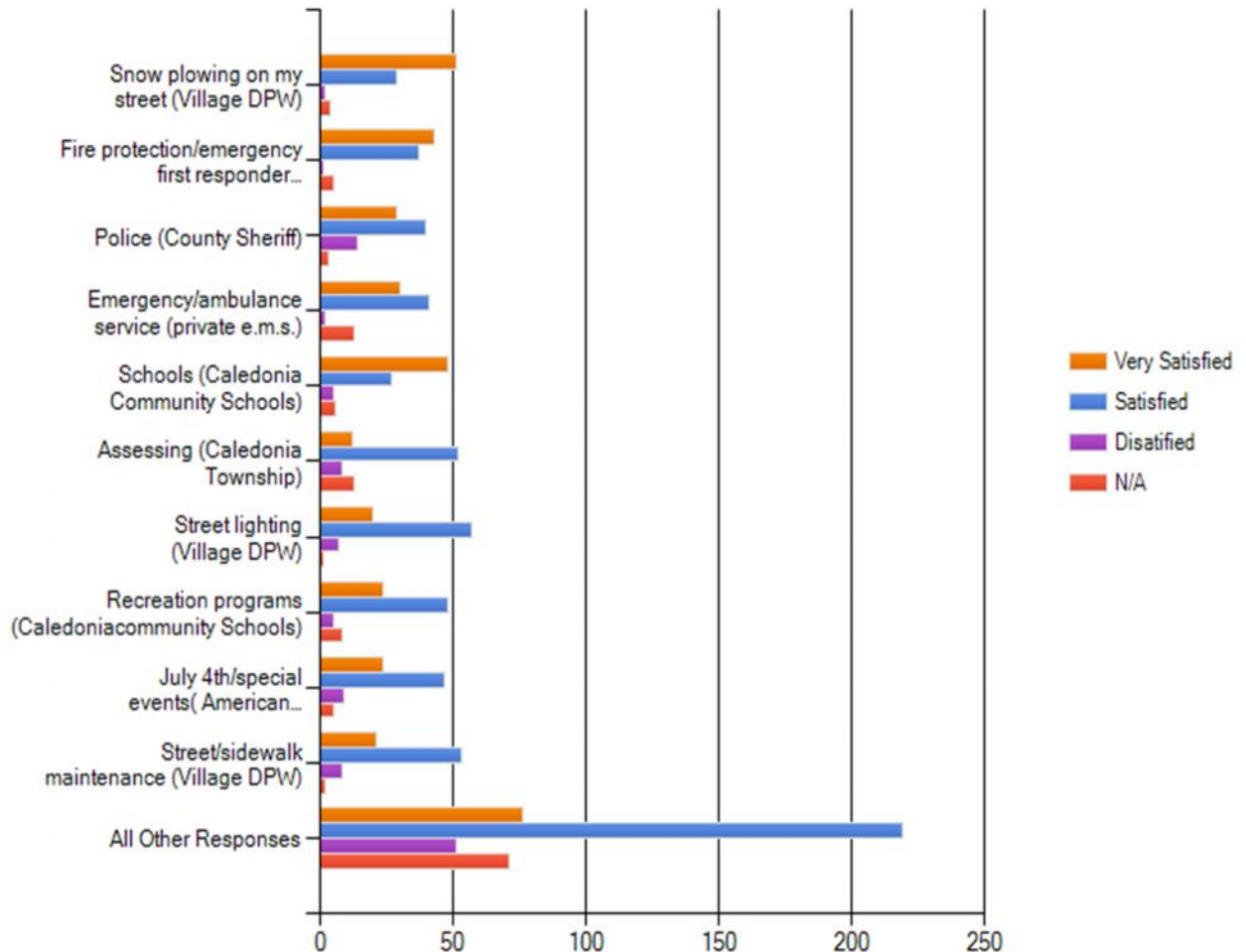
	<b>Very Satisfied</b>	<b>Satisfied</b>	<b>Dissatisfied</b>	<b>N/A</b>	<b>Response Count</b>
Snow plowing on my street (Village DPW)	<b>59.3% (51)</b>	33.7% (29)	2.3% (2)	4.7% (4)	86
Fire protection/emergency first responder (Caledonia Township)	<b>50.0% (43)</b>	43.0% (37)	1.2% (1)	5.8% (5)	86
Police (County Sheriff)	33.7% (29)	<b>46.5% (40)</b>	16.3% (14)	3.5% (3)	86
Emergency/ambulance service (private e.m.s.)	34.9% (30)	<b>47.7% (41)</b>	2.3% (2)	15.1% (13)	86
Street/sidewalk maintenance (Village DPW)	25.0% (21)	<b>63.1% (53)</b>	9.5% (8)	2.4% (2)	84
Storm drainage (DPW and County Drain Commission)	19.0% (16)	<b>61.9% (52)</b>	10.7% (9)	8.3% (7)	84
Assessing (Caledonia Township)	14.1% (12)	<b>61.2% (52)</b>	9.4% (8)	15.3% (13)	85
Building inspections (Village)	12.0% (10)	<b>47.0% (39)</b>	6.0% (5)	34.9% (29)	83
Street lighting (Village DPW)	23.5% (20)	<b>67.1% (57)</b>	8.2% (7)	1.2% (1)	85
Water system (Caledonia Township)	17.1% (14)	<b>43.9% (36)</b>	15.9% (13)	23.2% (19)	82
Sanitary sewer system (Village DPW)	28.6% (24)	<b>64.3% (54)</b>	3.6% (3)	3.6% (3)	84
Recreation programs (Caledonia Community Schools)	28.2% (24)	<b>56.5% (48)</b>	5.9% (5)	9.4% (8)	85
July 4th/special events( American Legion, Chamber)	28.2% (24)	<b>55.3% (47)</b>	10.6% (9)	5.9% (5)	85
Schools (Caledonia Community Schools)	<b>55.8% (48)</b>	31.4% (27)	5.8% (5)	7.0% (6)	86
Ordinance enforcement (Village)	14.3% (12)	<b>45.2% (38)</b>	25.0% (21)	15.5% (13)	84

Other (please specify)

15

**answered question86 skipped question 2**

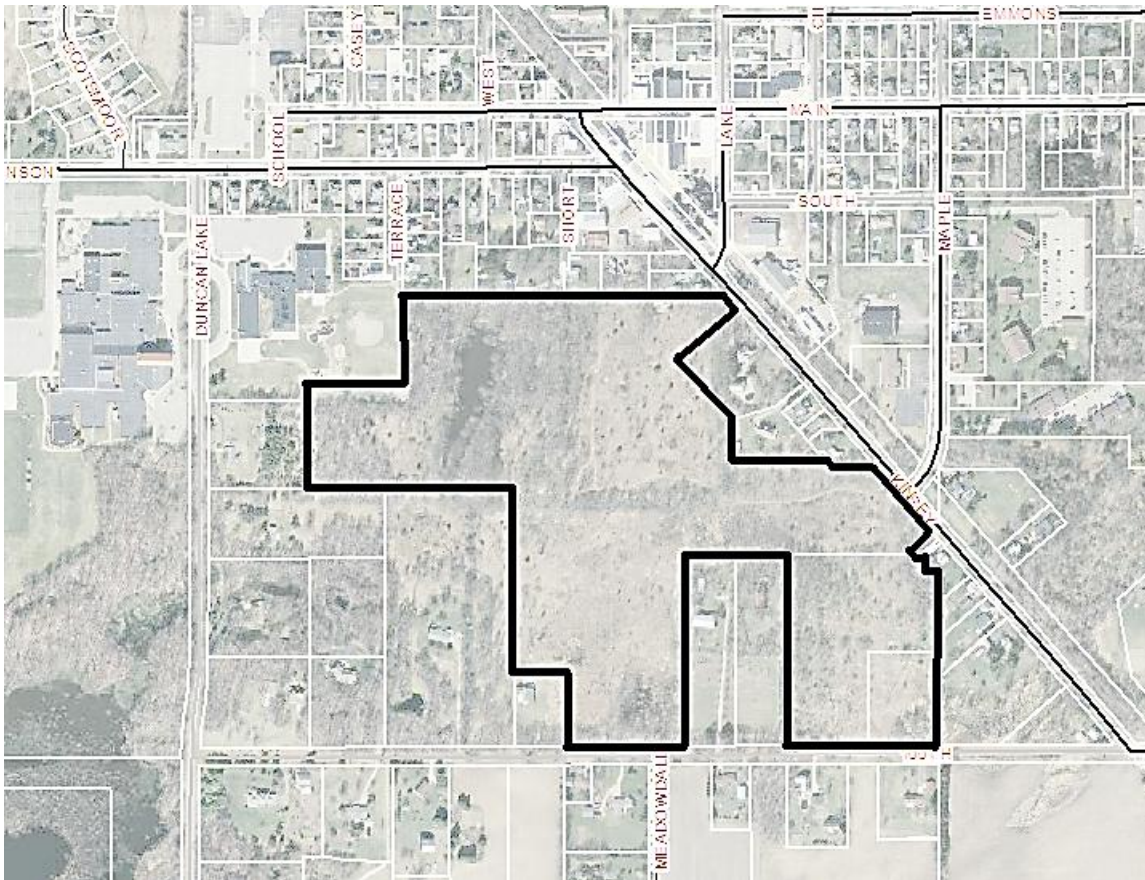
**Please rate your level of satisfaction with the following services (service provider noted in parentheses).**



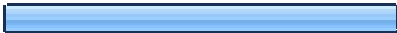




**Q4. Please rate your level of satisfaction with the following services (service provider noted in parentheses).**

- 1 Q4g So far Q4m Why don't we use the park anymore?
- 2 WANT 4th OF JULY POST - PARADE ACTIVITIES back at LAKESIDE PARK.
- 3 Q4f - Flooding across back yards on Emmons St. Q4 other Watch out for speeding cars & skateboarders.
- 4 Q4a - Sometimes they plow too much / often - hard on roads. Q4c - Haven't needed to call Q4i - Some go on & off in the dark - faulty sensors?
- 5 Mill trucks Always Blocking Road!
- 6 The street light shines directly into my bedroom window. If it were on the other side of the street that would be better or if it could be shielded to not shine directly into window. Other than this I am satisfied with the lighting.
- 7 Satisfied - Main Street Western Week

- 8 Water does not taste good. Needs to be filtered.
- 9 Ordinance Enforcement - Ha! Ha!
- 10 I would love to see more police in the area. I hardly ever see them. Only if someone runs stop signs and we complain enough.
- 11 Caledonia should encourage renovations in the village through tax incentives or another method. The village is aging and no one wants to improve property (business or residential) something needs to be done so we're not ugly
- 12 Better water treatment would be nice. School district should have a pool and have public hours and swimming lessons.
- 13 Recent issues with schools where we had to seek other alternatives for 2 out of three of our children.
- 14 Need to crack down on all the people walking with their dogs off leash and not picking up after their dogs.
- 15 Dogs on a leash ordinance is rarely followed by anyone in GV or Lakeside Park.



**5. The area highlighted above can be developed in a manner that allows it to be well integrated with existing parts of the Village. Given a roughly equal number of homes/dwelling units, what types of homes or mix of housing types do you feel are appropriate for this area?**







		Response Percent	Response Count
Single family homes with lots sizes like those in Glen Valley and elsewhere in the Village.		59.0%	46
Attached duplexes, three-plex, four-plex and other condominiums.		2.6%	2
Senior citizen housing complex.		16.7%	13
Mostly single family homes but with some attached duplex condominiums.		17.9%	14
A mix of single family homes, duplexes and a senior citizen housing complex.		30.8%	24
	Other (please specify)		17
		<b>answered question</b>	<b>78</b>
		<b>skipped question</b>	<b>10</b>

**Q5. The area highlighted above can be developed in a manner that allows it to be well integrated with existing parts of the Village. Given a roughly equal number of homes/dwelling units, what types of homes or mix of housing types do you feel are appropriate for this area?**

- 1 There have been very successful developments in Kentwood, such as Cobblestone at the Ravines have integrated mixed use, single family homes, townhouses and duplexes with centralized park, pool and trails. This is something that the Village could benefit from!
- 2 Not everyone knows where this is - I figured it out.
- 3 10 small hobby farms
- 4 Large lots so Caledonia doesn't end up like Kentwood
- 5 Where is this?

- 6 I would prefer to see most or all of this area remain undeveloped.
- 7 NONE LEAVE AS IS!!!
- 8 Less sprawly developments. Single family homes as in Village, NOT Glen Valley
- 9 I do not want to see inexpensive homes that are of poor quality just to be  
affordable built...It will ruin Caledonia
- 10 Renters usually equal higher crime. Houses and seniors if possible.
- 11 need to keep rentals very limited
- 12 The key to determining a proper mix is to have a vision and plan for a vibrant  
downtown and business corridor. Once the vision has been established, then  
we can determine what mix of development would support that vision.
- 13 This area should be for single family homes that sit on lots that are a minimum of  
an acre in size. This lot size would be a compromise for the larger lots that are  
on the south and west sides of this property and for the small lots that on the  
north and east sides of the property.
- 14 Prefer NOT to have duplexes or apartments
- 15 I don't like any of these options.. Why does it have to be developed???
- 16 Primarily single family homes, but some mixed use. Lots should be at least 80' x  
150'
- 17 Assisted living is missing from Caledonia. We already have senior apartments &  
condos in Station Creek.

**6. Development in the vacant land areas between Maple St. and Cherry Valley should be planned to include.... (please select at least one)**

		Response Percent	Response Count
Apartments or condominiums		4.1%	3
Single family homes or duplexes		28.8%	21
Retail development		9.6%	7
Office development		4.1%	3
Highway oriented commercial development		4.1%	3
<b>Mixed uses (residential and commercial)</b>		<b>49.3%</b>	<b>36</b>

Other (please specify) 23

answered question	73
skipped question	15



**Q6. Development in the vacant land areas between Maple St. and Cherry Valley should be planned to include....  
(please select at least one)**

- 1 & Apartments or condos
- 2 & Office development
- 3 Apartments or Condos & Senior Housing, Single family homes or duplexes. NO to Hwy Oriented commercial development. This is primary residential. I would hate to see businesses built behind existing homes.
- 4 RESTAURANT or MICRO-BREWERY (STEAKHOUSE or GOOD HAMBURGERS) (Michigan is leading the industry in handcrafted beer)
- 5 SINGLE FAMILY ONLY - NO APARTMENTS
- 6 Apartments or condos - Single family homes or duplexes
- 7 Highway oriented commercial development
- 8 Large lot size
- 9 single family homes - either, Retail, Office.
- 10 Single family homes or duplexes if necessary. Would prefer to see this remain undeveloped.
- 11 Also checked Apartments, General Retail, Office, Highway.
- 12 LEAVE AS IS!
- 13 Nothing or greenspace
- 14 Do not develop
- 15 Park green space
- 16 Let's have a place that brings people here...place for kids entertainment or something
- 17 retail, office, commercial
- 18 We need a stronger business base in the village. This would seem to be a logical place to allow for growth due to its access to M-37.
- 19 Office and single homes
- 20 Single family homes or Condominiums only, no apartments or duplexes.
- 21 The same as above!!
- 22 Mixed use, but no residential outside of single family homes, duplexes, triplexes, or senior housing (ie, no more apartments)
- 23 pool and dog park

Question 7



**7. The above corner property (northeast corner of Emmons and Cherry Valley) is a vacant parking lot. How should it be allowed to develop? ( Please select one or more)**

		Response Percent	Response Count
Single family home.		27.0%	20
A Two to four family dwelling.		5.4%	4
Medical or dental office.		43.2%	32
<b>Retail.</b>		<b>62.2%</b>	<b>46</b>
General office		41.9%	31
	Other (please specify)		13

answered question 74  
skipped question 14

**Q7. The above corner property (northeast corner of Emmons and Cherry Valley) is a vacant parking lot. How should it be allowed to develop? ( Please select one or more)**




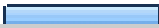


- 1 Chain Restaurants!
- 2 Bakery with good bread or a community oven for bread baking \* Creamery or Brewery (Micro-brewery)
- 3 LEAVE IT A PARKING LOT
- 4 GREEN SPACE
- 5 Single family home facing Vine St. No bushes or trees on S. Too dangerous as cars & trucks come fast around corner.
- 6 Fast food - Burger King etc?
- 7 Do not add retail space - Many buildings on M37 are vacant.
- 8 Farmer's Market / Christmas Trees / Bike Shop / Fabric Shop
- 9 Any of the above. I don't see it as a very desirable location for a home.
- 10 Park
- 11 Single Family Home!
- 12 LEAVE AS IS
- 13 park, green space, benches, band shell, etc gateway to the village

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Question 8



**8. The area northwest of Emmons Lake is accessible through the Glen Valley neighborhood from Statler Drive. Access by an extension 92nd St. may also be possible but is difficult due to wetlands issues. In your opinion this area should be planned to allow the following types of development (select one or more):**

		Response Percent	Response Count
18 to 22 single family homes.		12.2%	10
Senior citizen housing.		12.2%	10
Attached Condominium homes.		2.4%	2
If Statler Dr. is the only access, only allow single family homes.		23.2%	19
Any combination of the above with access from 92nd St.		23.2%	19
<b>Parkland (public acquisition)</b>		<b>73.2%</b>	<b>60</b>

Other (please specify)  
23

answered question	82
skipped question	6




**Q8. The area northwest of Emmons Lake is accessible through the Glen Valley neighborhood from Statler Drive. Access by an extension 92nd St. may also be possible but is difficult due to wetlands issues. In your opinion this area should be planned to allow the following types of development (select o...**

- 1 Leave as park...maybe a dog park
- 2 Leave wetlands alone
- 3 LEAVE IT BE
- 4 NO ACCESS FROM STATLER. GATE ONLY IF FIRE DEPARTMENT ACCESS IS NEEDED - ACCESS ONLY THROUGH 92nd STREET
- 5 Single unit detached condominiums
- 6 Leave as wetlands / park
- 7 Side Note: Check oit Rosewood park in Jenison. Caledonia needs a sledding park like this! So much fun!!
- 8 LEAVE AS IS
- 9 Develop the existing trail on this property
- 10 My lot adjoins this land and I have noticed it gets a lot of recreational use, so I'd






love to see it added to Lakeside Park. Maybe a series of walking paths + boardwalk could connect the schools and the Thornapple Trail to the new library without disturbing the wetlands - let the park be the center of Caledonia. I would oppose connecting auto traffic from Glen Valley through the park to downtown, this would make the park less safe along with several neighborhood streets. Sometimes it's inconvenient that there's only one way in and out of Glen Valley but at least Glengarry is designed to handle it (no driveways until you get to the stop sign).

- 11 Retail
- 12 We do not need any more development of homes in the village
- 13 This land makes Glen Valley a unique development giving the people a place to walk and enjoy the open area. Connecting 92nd would only create traffic thru glen valley like the village has now If thats what i wanted i would have purchased a home on main street. Please don't ruin what glen valley has to offer to its residence.
- 14 What ever builder is suggesting that should see it is currently a dried wet land. If it does become homes be prepared for the new owners to want to rezone the lake use.
- 15 I agree with some development, but don't over develop. Leave plenty of public green space, especially by the water.
- 16 Community pool!
- 17 Do not develop
- 18 Single family homes or condominiums, Senior living is ok too. Only access via extension of 92nd St. Do not allow access through Statler Dr.
- 19 We have enough homes that are vacant, why do we need more?
- 20 Northwest corner could be developed with 5-6 homes. East part of property should be procured for wetlands protection and southern half of property should be procured as an extension of Lakeside park. At a bare minimum, establishing permanent access for Glen Valley is essential (bike/pedestrian path).
- 21 This are should be left undeveloped (wetlands)
- 22 As a park with a small dog park would be nice. Might keep the people from walking without leashing their pets down if they knew they had a spot to let them run off-leash.
- 23 it's close to the schools, could it be used related to a pool addition?

### 9. Which of the following best describes your place of residence in Caledonia?

		Response Percent	Response Count
Single family detached home		96.5%	82
Rented apartment		2.4%	2
Condominium		1.2%	1
		<b>answered question</b>	<b>85</b>
		<b>skipped question</b>	<b>3</b>

### 10. About how long have you lived in the Village?

		Response Percent	Response Count
Less than a year		9.4%	8
More than a year but less than 5 years		10.6%	9
5 years to 10 years		28.2%	24
<b>More than 10 years</b>		<b>41.2%</b>	<b>35</b>
Born here		10.6%	9
		<b>answered question</b>	<b>85</b>
		<b>skipped question</b>	<b>3</b>

**11. Which of the following categories describes your age?**

		Response Percent	Response Count
Less than 25 years		2.4%	2
<b>25 to 54</b>		<b>65.1%</b>	<b>54</b>
55-64		16.9%	14
More than 64		15.7%	13
		<b>answered question</b>	<b>83</b>
		<b>skipped question</b>	<b>5</b>

**12. The Planning Commission would like to get more ideas from residents on the Village's future goals and the development preferences for the remaining undeveloped areas in the Village. On January 24, 2013 at 7 P.M .they are going to hold a public workshop for that purpose. If you are interested in participating, please let us know by checking the box below. There will be an official notice posted on the Village's website, at the Village Hall and in the Sun and News about 2 weeks in advance. If you want to be personally informed of the date and time, email us at vilofcal@villageofcaledonia.org or call us at (616)891-9384**

		Response Percent	Response Count
Count me in.		22.2%	16
<b>No, I won't be in attendance.</b>		<b>45.8%</b>	<b>33</b>
Email me the details and I will try to attend.		31.9%	23

Here is my address. 30

<b>answered question</b>	<b>72</b>
<b>skipped question</b>	<b>16</b>