

Chapter 4. Community Facilities & Services

Public Safety

POLICE

The City of Zeeland Police Department is a full-service agency that provides many services to the residents. The Zeeland Police Department provides patrol/investigative services 24 hours a day, seven days a week. All officers are augmented by the Ottawa County Sheriff's Office and Michigan State Police Grand Haven Post. All officers are dispatched through the Ottawa County Central Dispatch.

FIRE

The Zeeland Fire Department is responsible for fire prevention, public education and awareness, life safety, fire suppression, hazardous material management, fire fighter training, fire investigation, and environmental protection. Personnel include 32 part-paid firefighters and are on call 24 hours a day. There are two Zeeland fire stations: Main Avenue Station and Roosevelt Station. Main Avenue Station was built and occupied in 2003. The station consists of two apparatus bays, offices for the fire chief and officers, and meeting space for 50 people.

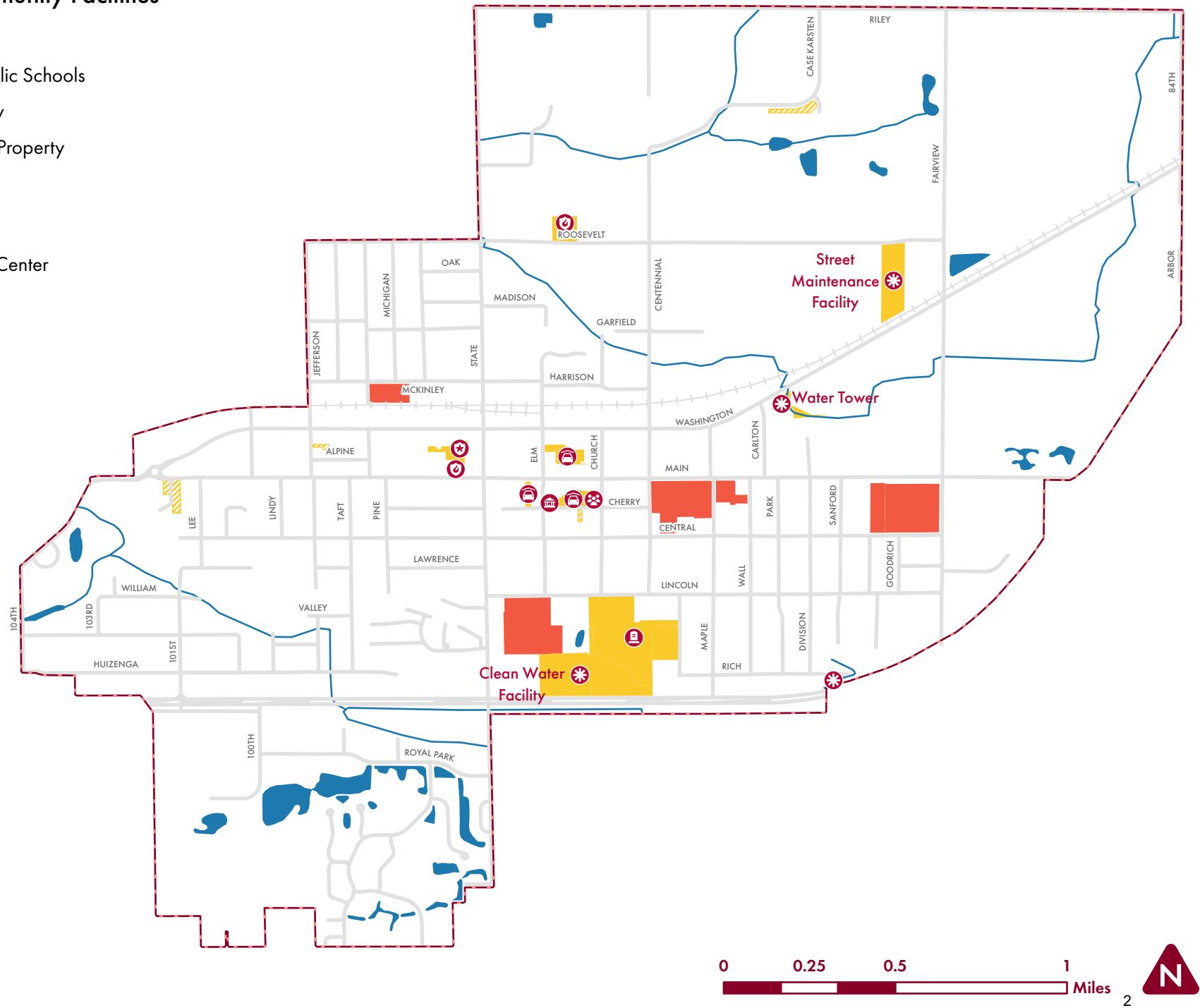
The Roosevelt Station was built and occupied in 1976 to serve the industrial park in the northern portion of the City. Aerial 1942, Engine 1922, Heavy Rescue 1932, and Medical Unit 1972 respond from this station to all alarms in the City.

Community Center

The Howard Miller Community Center is located within downtown Zeeland on Church Street. Space for professional meetings, community workshops, milestone celebrations, and other events is available. The center is equipped with Wi-Fi, AV equipment, tables and chairs, and others.

Map 5: Community Facilities

-  Zeeland Public Schools
-  City Property
-  Vacant City Property
-  Cemetery
-  City Hall
-  Community Center
-  Fire
-  Parking
-  Police
-  Utility



Cemeteries

The City is served by two cemeteries: Lincoln Avenue Cemetery and Felch Street Cemetery. Lincoln Street Cemetery is located on Lincoln Avenue and is about 15 acres. Felch Street Cemetery is located on Felch Street between 100th and 104th Avenues and is 27 acres that will be developed in a 5-phase plan.

Education

PUBLIC SCHOOLS

The City of Zeeland is served by the Zeeland Public School District. There are a total of 13 schools and education academies within the district. In 2025-26, there were a total of 5,637 students enrolled in schools within the district.

Preschool

1. Early Childhood Center

Elementary (Pre-K-5)

1. Adams Elementary School
2. Lincoln Elementary School
3. New Groningen School
4. Quincy Elementary School
5. Roosevelt Elementary School
6. Woodbridge Elementary School

Elementary + Middle School (K-8)

1. ZQuest K-8

Middle School

1. Cityside Middle School
2. Creekside Middle School

High School

1. Zeeland East High School
2. Zeeland West High School

Alternative Schools

1. Venture Academy (ZWHS)

PRIVATE SCHOOLS

1. Zeeland Christian School

These facilities along with other community assets, are shown on Map 5.

Transportation

The City is served by a connected network of transportation infrastructure. The heart of the City is connected via a system of roads and sidewalks. Trails are located within the northern and southern areas of the City. The Macatawa Area Express serves as the local transit provider. Residents have a growing number of options to move around their community.

ROADS

The City's road network is highlighted on Map 6. Chicago Drive becomes M-121 at the east end of East Main Avenue, providing access to the Hudsonville and Jenison areas. M-121 continues on to the City of Holland to the west.

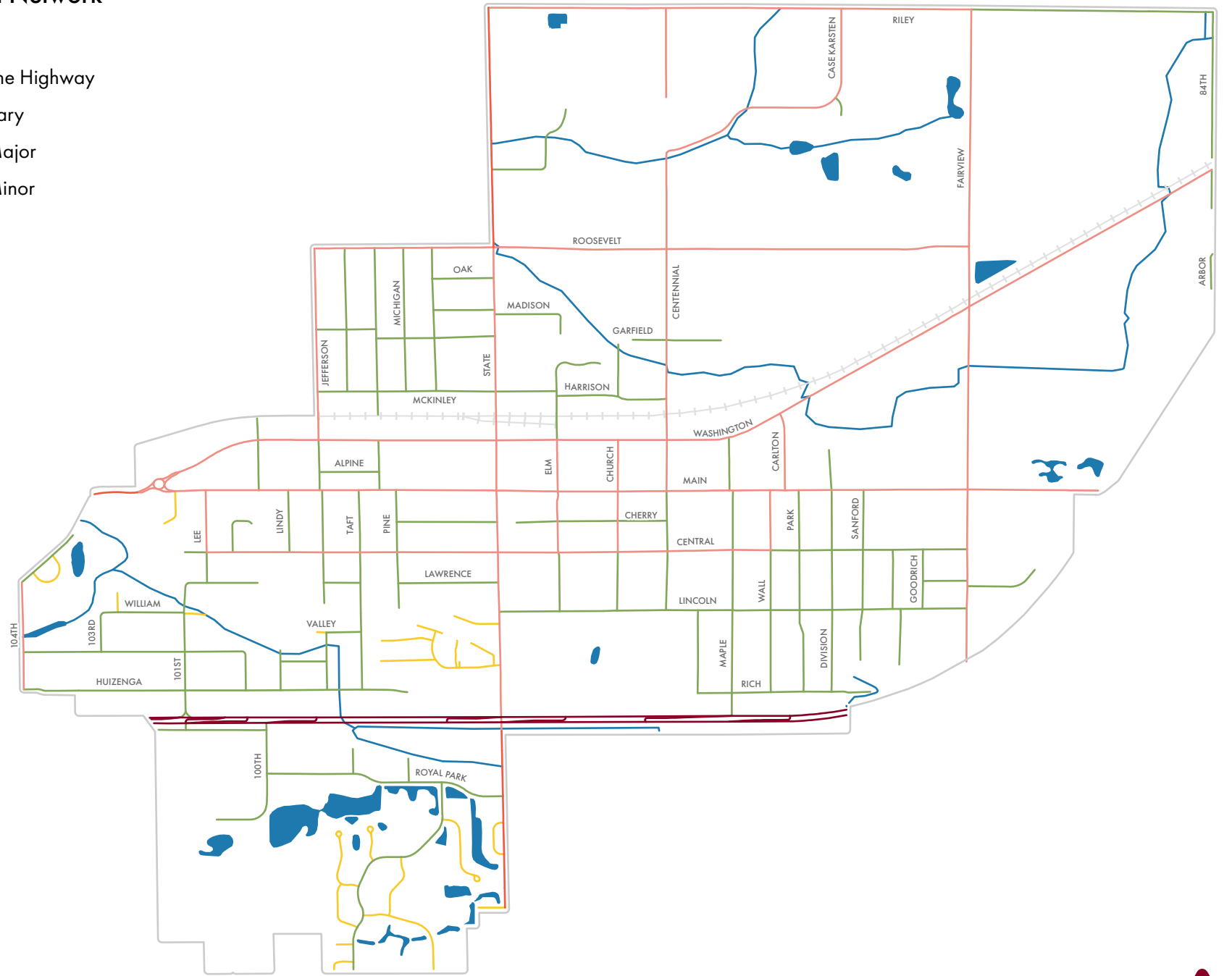
Business Loop I-196 cuts through the southern portion of the City, and is a major part of the regional road system. However, this road has been a major barrier for north to south movements and makes accessing the southern part of the City difficult. This is important, as this part of the City includes several businesses, an extensive multi-generational neighborhood, and the City's largest park. Studies have been done in seeking ways to provide a safer, more convenient way to cross BL I-196. The most recent study is summarized in a subsequent subsection of this chapter.

Main Avenue is the major west to east route through the City, however, several blocks Downtown have been designed to promote pedestrian activity and slow vehicular traffic, providing a vibrant economic and social experience. Other major east to west routes include Washington Avenue and Central Avenue. Important north to south roads include State Street, Centennial Street, and Fairview Road.

Map 6 also identifies roads in the City by their federal National Functional Classification, which determines their eligibility for federal transportation funding.

Map 6: Road Network

- State Trunkline Highway
- County Primary
- Municipal Major
- Municipal Minor
- Private
- Railroad



NON-MOTORIZED INFRASTRUCTURE

The City has a connected network of sidewalks, paths, and bicycle infrastructure in the northern and southern parts of the community. The Northside Pathway provides a green spine through one of the City's industrial areas, connecting into Zeeland Charter Township and over to Roosevelt Avenue. This provides an off-road system that people can use to access areas of employment. Paths within Huizenga Park are connected to a nearly connected path network within the nearby residential area.

Map 7 shows the existing non-motorized network within the City.

PUBLIC TRANSPORTATION

The City of Zeeland provides residents with public transportation through the Macatawa Area Express (MAX) bus system. The bus travels a fixed route through Zeeland every hour from 6am to 7pm on weekdays and 8am to 7pm on Saturdays. The bus deviates from the fixed route up to three times per hour to assist seniors over 70 years of age and ADA eligible riders. The fixed route system is free to those 65 and older, under 5, and ADA & Medicare cardholders, while fixed routes cost \$1 and reserved rides cost \$5 one way. All MAX vehicles are wheelchair accessible, and larger buses are equipped with bike racks to enable passengers to access and connect to the area's active transportation system.

AIRPORT

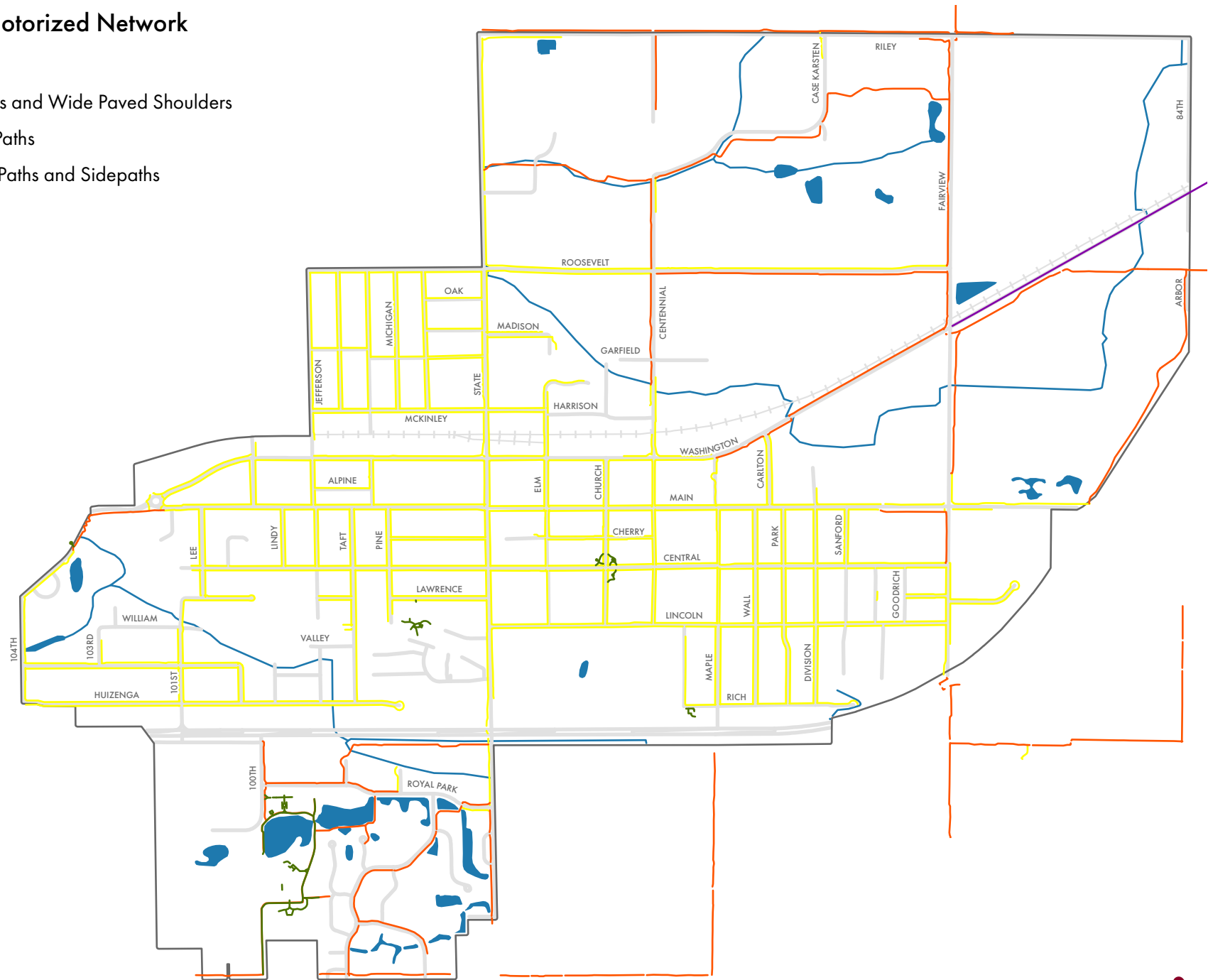
The nearest commercial airport is the Gerald R. Ford International Airport, located east of Grand Rapids. There are also other nearby airports. The community-owned West Michigan Regional Airport (BIV) is located in Holland and caters to private flights, corporate jets, and flight training. In Zeeland Charter Township the Ottawa Executive Airport is a privately owned, public use airport.

RAIL

A Class I railroad, CSX Transportation, runs through the north side of the City, connecting to Grand Rapids and Holland. The railroad runs parallel to Washington Avenue. The City of Holland provides the closest passenger rail station.

Map 7: Nonmotorized Network

- Bicycle Lanes and Wide Paved Shoulders
- Paved Park Paths
- Shared Use Paths and Sidepaths
- Sidewalks



Source: Macatawa Area Coordinating Council

WESTRAIN COLLABORATIVE & PASSENGER RAIL

The Westrain Collaborative is a coalition of public and private organizations and individuals along the Amtrak Pere Marquette line that runs through Grand Rapids, Holland, Bangor, and St. Joseph/Benton Harbor. The group's focus is to preserve and promote passenger rail in the region. Members provide local marketing activities and initiatives. Westrain is not affiliated with the sale of Amtrak tickets.

The Macatawa Area Coordinating Council

The Macatawa Area Coordinating Council (MACC) is the Metropolitan Planning Organization (MPO) for the Zeeland and Holland metropolitan area. The City is completely within the MACC's MPO boundary. Some of the roads, trails, and transit agencies are eligible for state and federal funding from the MACC. An MPO is a transportation policy-making organization comprised of representatives from the local government and transportation agencies. Federal legislation passed in the early 1970s required the formation of an MPO for any urbanized area with a population greater than 50,000. Federal funding for transportation projects and programs is channeled through this planning process. The MACC is required to maintain a Long Range Transportation Plan and a three-year Transportation Improvement Plan (TIP). They also have other transportation studies and plans, like the 2025 Active Transportation Plan and the I-196 Business Loop Non-Motorized Study to support transportation planning in the area.

Road resurfacing, the addition or reconfiguring of lanes on major roads, transit facility funding, or other future projects are identified in these projects that may impact the City in the future.

Studies

DOWNTOWN VISION PLAN – WASHINGTON AVENUE CORRIDOR WORKSHOP REPORT

Completed in August 2024, the Downtown Vision Plan Washington Avenue Corridor Workshop Report emerged as a way to document, study, and address the need for improvements along the corridor. The street has always been part of the Downtown Vision Plan, but it has not received as much attention as other parts of Downtown. The vision

identified in this plan is for Washington Avenue to become a safer, quieter, and more attractive destination and business corridor and to continue to support Main Avenue business and community activities.

Some of the general observations related to the transportation system along the corridor from the report include:

- Washington Avenue is a noisy, bare corridor with very little landscaping. Minimal grass, flowers, and trees are present, partially due to its limited 50'-wide right-of-way. The unsightly overhead utility lines were also a key observation.
- Traffic speeds along Washington appear and “feel” excessive. Additional traffic speed and volume studies are probably warranted.
- The Elm/Washington intersection, which hosts the DeBruyn facilities, is a difficult pedestrian crossing situation. Without a traffic signal, it can feel unsafe during normal business hours.
- The north side of Washington Avenue lacks a sidewalk, creating a safety hazard for pedestrians.

The report outlines a vision where Washington Avenue should continue to serve the Zeeland community by being a corridor that facilitates vehicular traffic and supports commercial services and employment. However, the street should also complement Main Avenue and be a safer, quieter, and more attractive place than it's currently designed. Issues and concerns along the corridor were identified, along with the land uses and property owners for parcels. Opportunities for long term and short term improvements were identified, including:

- Re-think the constrained 50' public right-of-way and nearly entirely paved condition along the corridor.
- Address the age and lifespan of various underground utilities.
- Relocate overhead utilities, if possible.
- Address the numerous safety concerns like curb cuts, difficult parking, and regular forklift movements across Washington Avenue.
- Improve landscaping.
- Better wayfinding signage to provide clarity on numerous items, including public parking.
- Improve pedestrian crossings, mobility, and access along numerous points of the corridor.

More information is available in the report, including information on land uses and specific safety issues at a parcel level.

(Note: Specific images from the report will be included in the plan when the entire master plan document will be put together.)

I-196 BUSINESS LOOP NON-MOTORIZED CROSSING STUDY (2023)

The Macatawa Area Coordinating Council (MACC) commissioned a study to examine a potential route for people who are biking, walking, and using mobility assistive devices like wheelchairs to cross the I-196 Business Loop that bisects the City of Zeeland, the City of Holland, Zeeland Charter Township, and Holland Charter Township. As the desire and use of bicycle and pedestrian infrastructure grows in the community, the demand to build and maintain a safe, accessible, and connected network for active transportation routes that empower people of all ages and abilities is increasing. I-196 BL has been identified as a major barrier to people who are looking to move around, access, and enjoy the community.

The study looked at six different road crossings along the corridor and provided recommendations at each location for improvements. Based on examining the corridor conditions, previous crashes, traffic volumes, community input, and other data, the study provided recommendations for a pedestrian bridge and trail alternatives and five at-grade crossing improvements.

There are also a number of other ideas that require further study that MDOT may pursue, including studying the option of having pedestrian timers at the intersections along I-196 BL, adding ADA ramps, including special emphasis pavement markings, and adding a high-intensity activated crosswalk (HAWK) signal.

The City should continue to work with the MACC and these other communities to consider the best way to address the need for improvements to cross I-196 BL and to provide a connected trail and sidewalk network.

ZEELAND NON-MOTORIZED PLAN

The City of Zeeland completed a non-motorized plan in 2019 to propose a safe and logically connected network. Specific infrastructure

recommendations for numerous streets within the City were made in the plan. Other recommendations from the study included further work on identifying the best way to cross Business Loop I-196 (*since completed*), installing wayfinding signage, adding bicycle parking downtown, adopting bicycle-friendly ordinances, promoting safety, and holding events to encourage more bicycling.

Since the study was completed, some trails, sidepaths, and wide shoulders have been installed. The active transportation network is growing in the City, however, much has changed since the non-motorized plan was completed. The City may want to consider completing an update of this plan, especially as new national standards have been developed. This will be addressed in Chapter X, Implementation.

THE MACC 2025 ACTIVE TRANSPORTATION PLAN

The MACC completed an active transportation plan in 2025. The plan provided a regional summary and vision for improving the network for people biking, walking, and rolling across their participating agencies, which includes the City of Zeeland. The MACC hopes to provide more support and resources to the area for improvements with a regional perspective.

The plan includes a number of priorities for member agencies to consider. The following recommendations from the plan are important for the Township to recognize:

- Address deficiencies that occur along the existing network like washouts, potholes, erosion, overgrown vegetation, pooling water, and tree root intrusion.
- Continue supporting network maintenance, widening paths to at least eight feet.
- Close gaps across the network like:
 - Building a bridge across Business Loop I-196
 - Improve the Chicago Drive and State Street intersection.
- Support grade-separated crossings where there are a number of users or safety risks.
- Improve crossings with high-intensity activated crosswalk (HAWK) beacon or a rectangular rapid flashing beacon (RRFB).

- Close gaps in the active transportation system by connecting neighborhoods and to key destinations to create a seamless network that improves accessibility, safety, and mobility.

Park & Recreation Facilities

The City of Zeeland has several park and recreation facilities that provide amenities and activities like splash pads, pickleball courts, playgrounds, and others that are shown on Map 8. More information on the park and recreation facilities and programs within the City is available in the current City of Zeeland Parks and Recreation Plan.

PARKS & RECREATION

Elm Street Park

Located in downtown Zeeland, Elm Street Park serves as a community gathering space and offers amenities throughout the year. The park includes benches, outdoor games, restrooms, and a splash pad. The splash pad is a barrier-free recreational facility designed for children of varying ages and abilities and is enclosed by fencing to enhance safety. The park is located within the downtown Social District.

Hoogland Park

Hoogland Park is located near the cemetery at the intersection of Rich and Peck Streets. The park provides neighborhood recreation opportunities and includes a small shelter, restroom facilities, and a playground.

Huizenga Park

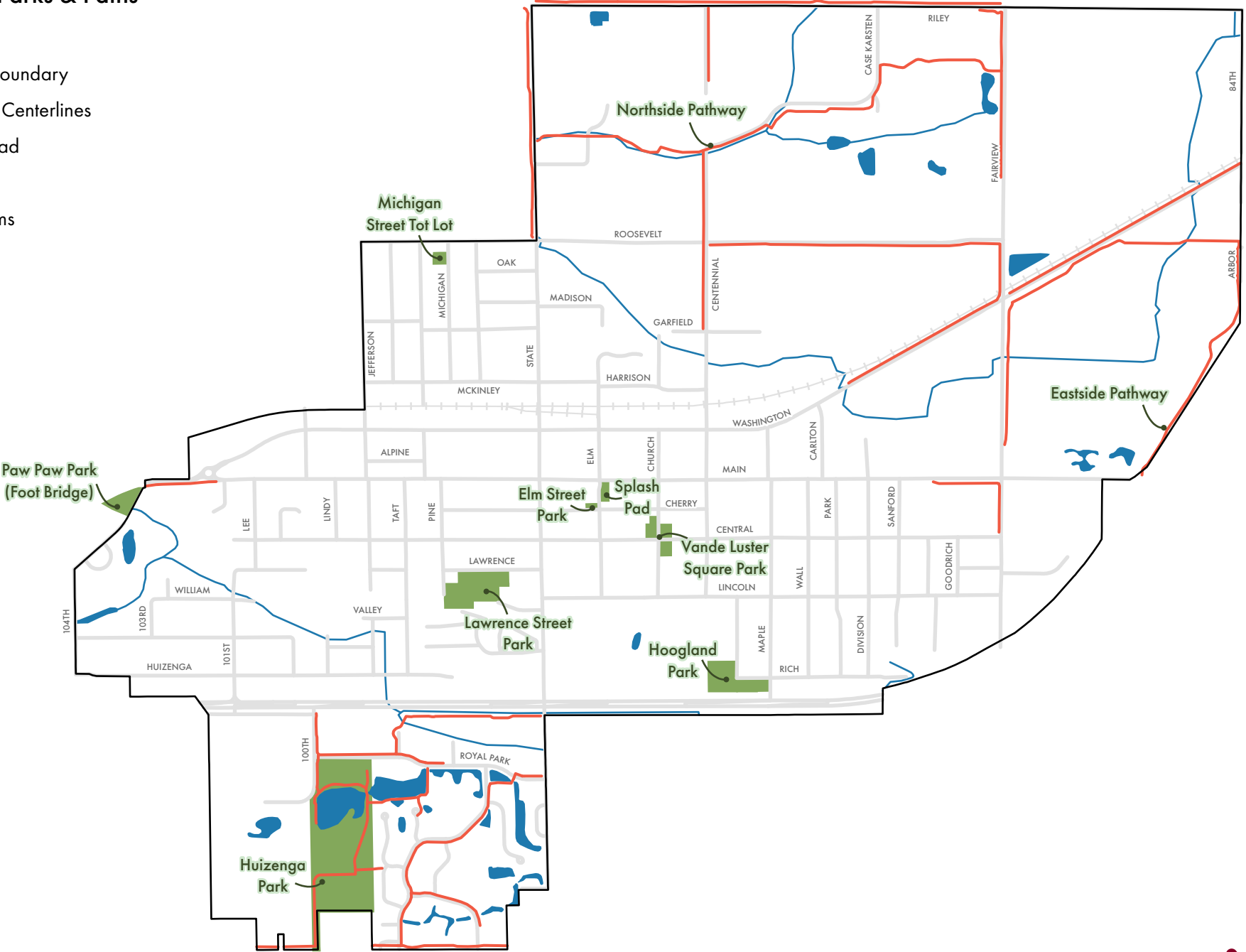
Huizenga Park is a large community park located south of Business Loop I-196. Separated from much of the City by the road, this park offers many amenities and is located near residential neighborhoods and a school. The park offers a wide range of recreational amenities, including a skate park, picnic shelters, football fields, a sand volleyball court, softball fields, pickleball courts, accessible restroom facilities, trails, and a fishing pond. The park serves as a major recreational destination.

Lawrence Street Park

Lawrence Street Park provides active and passive recreational opportunities. Amenities include restroom facilities, an enclosed pavilion

Map 8: Parks & Paths

- City Boundary
- Street Centerlines
- Railroad
- Lakes
- Streams
- Path
- Park



available for rental, a playground, tennis courts, and a small ball field. The park also features an outdoor performance venue known as the “Bowl,” which hosts a summer concert series and is available for community events, performances, weddings, and other gatherings.

Michigan Street Tot Lot

Michigan Street Tot Lot is a neighborhood park located on the north side of the City. The park includes a picnic shelter and playground equipment for young children.

Paw Paw Foot Bridge

Located along the western City limits, the Paw Paw Foot Bridge provides access to a scenic trail and pedestrian bridge spanning the Black River, which is also part of the Macatawa River Greenway Trail.

Vande Luyster Square

Vande Luyster Square is located at the intersection of Central and Church Streets and serves as a downtown civic space. The park contains a historical monument commemorating Zeeland's early settlers, a wishing fountain, a gazebo available for rental, and park benches. The square is frequently used for community gatherings, photographs, weddings, and other special occasions.

Northside Pathway

The Northside Pathway begins at a widened sidewalk on the west side of North State Street in Holland Charter Township, which also provides connections to the Zeeland Public Schools Athletic Complex to the west, and continues east through the Industrial Park along the Boone Drain. Although this area is surrounded by development, the path has several locations where trail users can commune with nature.

Public Infrastructure & Utilities

ZEELAND BOARD OF PUBLIC WORKS (ZBPW)

Electric and water services are provided by the Zeeland Board of Public Works (ZBPW). The municipally owned water and electric utility serves the City of Zeeland and surrounding communities. The City of Zeeland began providing water and electric services to residents in 1902. The electric utility was sold in 1915, and the City entered into a franchise agreement

with Consumers Power Company, which was renewed in 1925. In 1935, Zeeland reestablished its own electric generation and distribution system. Utility operations were managed by the City Council until 1952, when a City Charter amendment established the Board of Public Works to oversee municipal utility services. Map 9 and 10 show the water and sanitary, respectively, infrastructure location within the City of Zeeland.

Electricity & Water Services

The electric utility maintains approximately 147 miles of primary distribution lines, serving about 6,800 customer accounts with annual electricity sales exceeding 390,000 megawatt-hours. Water is purchased wholesale from the City of Holland and distributed through approximately 50 miles of water main, serving roughly 2,800 customer accounts and delivering more than 1.5 billion gallons annually. Map 9 shows the public water infrastructure available within the City of Zeeland.

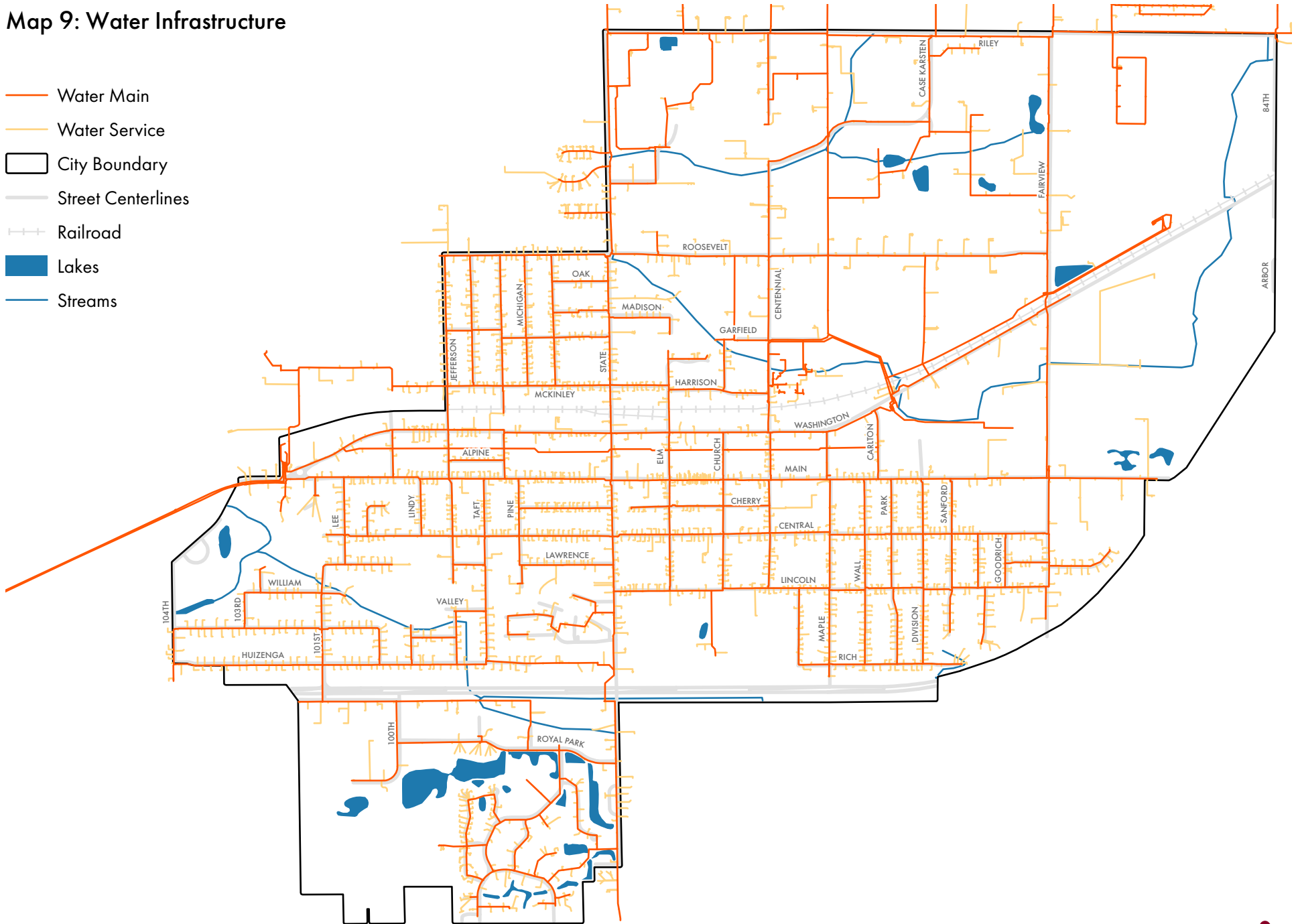
WASTEWATER TREATMENT

The Zeeland Clean Water Plant, located at 350 E. Rich Avenue, cleans wastewater for the City of Zeeland, parts of Zeeland Charter Township, and parts of Holland Charter Township. The plant uses a biological nutrient removal process in the activated sludge plant to remove phosphorous and nitrogen from the wastewater before it discharges the cleaned effluent into Noordeloos Creek. The plant treats an average of 2.4 million gallons a day. The plant is staffed 365 days a year to make sure the community's wastewater is cleaned. The City's sanitary sewer infrastructure is shown on Map 10.

STORMWATER

The City of Zeeland operates under a Municipal Separate Storm Sewer System (MS4) permit issued by the State of Michigan. As part of this permit, the Michigan Department of Environment, Great Lakes, and Energy (EGLE) requires the City to monitor, maintain, and manage its stormwater infrastructure. The City also conducts water quality sampling during significant rainfall events to identify and reduce pollutants. The City participates in initiatives aimed at improving water quality, supporting watershed protection efforts, and reducing phosphorous loading, a primary contributor to water quality impairments in Lake Macatawa.

-  Water Main
-  Water Service
-  City Boundary
-  Street Centerlines
-  Railroad
-  Lakes
-  Streams



Map 10: Sanitary Infrastructure

- Manhole
- Gravity Main
- Force Main
- City Boundary
- Street Centerlines
- Railroad
- Lakes
- Streams

