NOTICE OF ELECTRONIC MEETING

Due to the Michigan Department of Health and Human Services (MDHHS) Emergency Epidemic Order requiring gathering restrictions and the Michigan Occupational Safety and Health Administration (MIOSHA) Emergency Rule 5.8 requiring remote-work where feasible in order to minimize the spread of the COVID-19 virus during the pandemic, and in accordance with the Open Meetings Act allowing electronic meetings, the Wyoming City Council meeting scheduled for Monday, March 1, 2021 at 7:00 p.m., will be held electronically. A copy of the full agenda for this meeting is available at http://bit.ly/2MI5UOw.

Participate Via Zoom Meeting

The meeting will be conducted by Zoom. Those wishing to participate in the meeting may join the Zoom meeting online or by phone.

Online
Visit at zoom.us/j/93832509091.

By Phone
Alternatively, those wishing to participate may call toll free.

1. Call 877.853.5257 or 888.475.4499
2. When prompted, enter meeting ID number 938 3250 9091 followed by the # key.

Watch Council Live

The meeting will also be shown live on WKTV (Comcast Cable Channel 26) and at wktv.org/live26.html.

Provide Public Comment

Those wishing to comment on agenda items or to raise other issues to the City Council may send written comments by e-mail, voice messages by phone, or online during the meeting. All written comments and all voice messages will be provided in full to all City Council members.

Email Comments – Email CityCouncilComments@wyomingmi.gov.

By Phone – Call 616.228.6179 to leave a voice message up to 3 minutes in length by 5:00 p.m. on the date of the meeting.

In Zoom Meeting – Follow the instructions above to join the zoom meeting. Public comment will also be taken during certain times at the meeting. If you are joining the meeting online or through the zoom app on a computer, click participants and use the raise hand during the public comment period. If you are joining the zoom meeting through a mobile device, click the more button and select raise hand. If you are calling in to the zoom meeting, press *9 to raise your hand during the public comment period.

Email City Council Members Directly – You can contact City Council members with their contact information provided at https://bit.ly/2y6fYmS.

Special Accommodations

Persons with impairments or disabilities needing accommodations to participate in the meeting or persons who need language interpretation services may contact the City Clerk at either Clerk_info@wyomingmi.gov or 616.530.7296 at least 36 hours before the meeting to make arrangements for appropriate accommodation.

Acomodación

Personas que deseen asistir a esta reunión y necesiten acomodación para participar, como servicios de interpretación, deben comunicarse con la Oficina del Administrador de la Ciudad al 616.530.7296 or Clerk_info@wyomingmi.gov al menos 36 horas antes de la reunión para hacer arreglos para el alojamien to apropiado.

AGENDA
WYOMING CITY COUNCIL MEETING
CITY COUNCIL CHAMBERS
MONDAY, MARCH 1, 2021, 7:00 P.M.

1) **Call to Order**
2) **Invocation –** Pastor Tom Wilcome, Resurrection Life Church
3) **Roll Call**
4) **Student Recognition**
5) **Approval of Minutes**
   From the February 15, 2021 Regular Meeting and Closed Session
6) **Approval of Agenda**
7) **Public Hearings**
   If you wish to speak to an item during a public hearing you are welcome to do so. It is important to note this is not an opportunity for dialog or debate; this is an opportunity to provide comment to the City Council. Comments made during a public hearing may become part of the meeting's permanent record. Please begin by providing your name and address. There is a 3 minute limit per person.
8) **Public Comment on Agenda Items**
   This public comment period is reserved for comment on agenda items only. If you wish to speak about an item that is not on the agenda, please hold your comments until the acknowledgement of visitors at the end of the meeting. It is important to note this is not an opportunity for dialog or debate; this is an opportunity to provide comment to the City Council. Please begin by providing your name and address. There is a 3 minute limit per person.
9) **Presentations and Proclamations**
   a) Presentations
   b) Proclamations
10) **Petitions and Communications**
   a) Petitions
   b) Communications
11) **Reports from City Officers**
   a) From City Council
   b) From City Manager
12) **Budget Amendments**
13) **Consent Agenda**
   All items under this section are considered to be routine and will be enacted by one motion with no discussion. If discussion is desired by a Councilmember, that member may request removal from the Consent Agenda.
   a) Of Appreciation to Sarah Chatterley for Her Service as a Member of the Planning Commission for the City of Wyoming
   b) To Appoint Nancy Quero-Ramirez as a Member of the Community Enrichment Commission for the City of Wyoming
   c) To Appoint Audrey L. Zapata as a Member of the Planning Commission for the City of Wyoming

14) Resolutions

d) To Authorize a Second Amendment to the Dispatch Agreement with Kent County and to Authorize the Mayor and City Clerk to Execute the Amendment
e) To Approve Traffic Control Order No. 1.01-21
f) To Approve the Restated Bylaws of the Community Enrichment Commission of the City of Wyoming
g) To Approve the Wyoming [re]Imagined Master Plan
h) To Amend City Council Policy Manual Section 4.03 to Revise the Property Tax Poverty Exemption Policy and Guidelines

15) Award of Bids, Contracts, Purchases, and Renewal of Bids and Contracts

i) To Engage Adams & Associates Appraisal Company, LLC for Appraisal Services for Six Property Tax Appeals
j) To Authorize the Mayor and City Clerk to Execute a Subrecipient Contract with the United Church Outreach Ministry (UCOM) to Address Food Insecurity
k) To Award a Bid for the Palmer Park Field Lighting and Netting Project, Approve the Attached Budget Amendment, and Authorize the Mayor and City Clerk to Execute the Contract (Budget Amendment No. 56)
l) To Authorize Payment to the Water Research Foundation
m) For Award of Bids and to Authorize the Mayor and City Clerk to Execute the Contract
    1. Stainless Steel Clamp Couplings
    2. Brass Water Service and Meter Installation Materials and Meter Mountings
    3. Disposable Paper Products and Cleaning Supplies
    4. Residuals Hauling and Disposal

16) Ordinances

3-21 To Amend Chapter 90 of the Code of Ordinances by Amending Section 90-418B in Article 4B (Final Reading)

17) Informational Material

a) Planning Commission 2020 Annual Report
b) Local Officers Compensation Commission Recommendation

18) Acknowledgment of Visitors

This public comment period is an opportunity to share concerns or present topics to the City Council that were not part of this meeting's agenda. This is not an opportunity for dialog with Council, but Council may make referrals or request staff to follow up. Please provide your name and address. There is a 3 minute limit per person.

19) Closed Session (as necessary)

20) Adjournment

03/01/21
Clerk/IJ

RESOLUTION NO. _____

RESOLUTION OF APPRECIATION TO SARAH CHATTERLEY
FOR HER SERVICE AS A MEMBER OF THE PLANNING COMMISSION
FOR THE CITY OF WYOMING

WHEREAS:

1. Sarah Chatterley has served faithfully and effectively as a member of the Planning Commission since October 21, 2019.

NOW, THEREFORE, BE IT RESOLVED:

1. Councilmembers and citizens of the City of Wyoming wish to express their deep appreciation to Sarah Chatterley for her dedicated service as a member of the Planning Commission.

Moved by Councilmember:
Seconded by Councilmember:
Motion Carried Yes
No

I hereby certify that the foregoing Resolution was adopted by the City Council for the City of Wyoming, Michigan at a regular session held on March 1, 2021.

_____
Kelli A. VandenBerg, Wyoming City Clerk

03/01/21
Clerk/IJ

RESOLUTION NO. _____

RESOLUTION TO APPOINT NANCY QUERO-RAMIREZ AS A MEMBER OF THE COMMUNITY ENRICHMENT COMMISSION FOR THE CITY OF WYOMING

WHEREAS:

1. Nancy Quero-Ramirez has submitted an application requesting appointment to the Community Enrichment Commission for the City of Wyoming.
2. A vacancy exists in a term ending June 30, 2022.
3. City Council wishes to appoint Nancy Quero-Ramirez as a member of the Community Enrichment Commission.

NOW, THEREFORE, BE IT RESOLVED:

1. The City Council for the City of Wyoming, Michigan does hereby confirm the appointment of Nancy Quero-Ramirez as a member of the Community Enrichment Commission for the term ending June 30, 2022.

Moved by Councilmember:
Seconded by Councilmember:
Motion Carried Yes
No

I hereby certify that the foregoing Resolution was adopted by the City Council for the City of Wyoming, Michigan at a regular session held on March 1, 2021.

_____
Kelli A. VandenBerg, Wyoming City Clerk

03/01/21
Clerk/IJ

RESOLUTION NO. _____

RESOLUTION TO APPOINT AUDREY L. ZAPATA AS A MEMBER OF THE PLANNING COMMISSION FOR THE CITY OF WYOMING

WHEREAS:

1. Audrey L. Zapata has submitted an application requesting appointment to the Planning Commission for the City of Wyoming.
2. A vacancy exists in an unexpired term ending June 30, 2021 on the Planning Commission.
3. It is the desire of Mayor Jack A. Poll that Audrey L. Zapata be appointed as a member of the Planning Commission.

NOW, THEREFORE, BE IT RESOLVED:

1. The City Council for the City of Wyoming, Michigan, does hereby confirm the appointment of Audrey L. Zapata as a member of the Planning Commission for the City of Wyoming for the unexpired term ending June 30, 2021.

Moved by Councilmember:
Seconded by Councilmember:
Motion Carried Yes
No

I hereby certify that the foregoing Resolution was adopted by the City Council for the City of Wyoming, Michigan at a regular session held on March 1, 2021.

_____
Kelli A. VandenBerg, Wyoming City Clerk

03.01.2021
City Mgr.

RESOLUTION NO._____

RESOLUTION TO AUTHORIZE A SECOND AMENDMENT TO THE DISPATCH AGREEMENT WITH KENT COUNTY AND TO AUTHORIZE THE MAYOR AND CITY CLERK TO EXECUTE THE AMENDMENT

WHEREAS:

1. In 2015, the City entered into a Dispatch Agreement with Kent County, pursuant to which Kent County dispatches City police and fire personnel for a fee the City pays the County.
2. That Agreement expired and the parties wish to renew it for an additional term.

NOW, THEREFORE, BE IT RESOLVED:

1. The Second Amendment to City of Wyoming Dispatch Agreement is approved in the form attached as Exhibit A, subject to such changes as the Mayor, City Manager, and City Attorney may agree to, and the Mayor and City Clerk are authorized and directed to sign it on behalf of the City.
2. All resolutions and parts of resolutions are, to the extent of conflict with this resolution, rescinded.

Moved by Councilmember:
Seconded by Councilmember:
Motion Carried Yes
No

I hereby certify that the foregoing Resolution was adopted by the City Council for the City of Wyoming, Michigan at a regular session held on March 1, 2021.

_____
Kelli A. VandenBerg, Wyoming City Clerk

ATTACHMENTS:
Staff Report
Exhibit A – Second Amendment to City of Wyoming Dispatch Agreement

STAFF REPORT

Date: February 22, 2021

Subjects: Second Amendment to Dispatch Agreement

From: Curtis Holt, City Manager

Meeting Date: March 1, 2021

RECOMMENDATION:

Adopt the Resolution to Resolution Approving Second Amendment to Dispatch Agreement.

COMMUNITY, SAFETY, STEWARDSHIP:

Community – Community is served when the city cooperates with other area governmental entities to jointly undertake functions in a cost-effective manner.

Safety – Effective and efficient dispatching of police and fire personnel is critical to public safety.

Stewardship – Joint operations can be more cost-effective than individual dispatch operations.

BUDGET IMPACT:

The proposed resolution should have no impact the city's budget.

DISCUSSION:

Since 2015, the city contracted with Kent County for dispatching of police and fire personnel. That agreement expired and renewal by an amendment is required to continue receiving those services.

The city remains concerned that Kent County dispatches its Sheriff Department personnel to areas in townships without any payment by the townships. This is in addition to the county essentially providing those townships some free service from the Sheriff Department (some townships pay for enhanced services), not charging the townships for jailing persons committing crimes in townships, and paying the costs for courts that serve townships. Grand Rapids, Wyoming, Walker, Kentwood, East Grand Rapids, and Grandville must pay for most of those services. Essentially, taxpayers in those communities pay county taxes to support those services for townships while also paying city taxes so the city can pay the county to provide those services to city residents.

Therefore, the proposed amendment does not automatically renew for 5-year terms and includes a provision allowing termination of the agreement upon a year's notice. This provides the flexibility if more cost-effective dispatching alternatives become available.

EXHIBIT A

SECOND AMENDMENT TO CITY OF WYOMING DISPATCH AGREEMENT

This Second Amendment has been entered effective January 1, 2021, between the **COUNTY OF KENT**, a Michigan municipal corporation, 300 Monroe Avenue NW, Grand Rapids, MI 49503 (the "County") and the **CITY OF WYOMING**, a Michigan municipal corporation of 1155 28th St SW, PO Box 905, Wyoming, MI 49509-0905 (the "Contracting Community").

RECITALS:

WHEREAS, in 2015, the County and Contracting Community entered into a Dispatch Agreement (the "Dispatch Agreement") for the provision of dispatch services as selected by the Contracting Community; and

WHEREAS, the Dispatch Agreement was amended on January 1, 2018; and

WHEREAS, the Dispatch Agreement expired on December 31, 2020; and,

WHEREAS, the Dispatch Agreement allows for amendment under paragraph 8 provided the Agreement is amended or modified in writing and signed by both parties.

NOW, THEREFORE, the County and the Contracting Community do amend the Dispatch Agreement as follows:

1. **Paragraph 3. is deleted and replaced** and now states in its entirety as follows:

   This Agreement shall be effective as of January 1, 2021 and will expire on December 31, 2025 and shall thereafter be automatically renewed for successive periods of five (5) years unless terminated sooner. Regardless of the previous sentence, either party may terminate this Agreement at any time by providing the other party at least 365-days written notice of its intention to terminate this Agreement.

2. In all other respects, the remainder of the Dispatch Agreement remains in full force and effect. If any portion of the Dispatch Agreement and this Amendment is inconsistent, this Amendment shall control.

The parties have signed this Amendment effective as of the date first written above.

COUNTY OF KENT

By:_____
Wayman P. Britt, Administrator/Controller

Date signed: _____, 2021

Approved as to form:

_____
Sangeeta Ghosh
Assistant Corporate Counsel

CITY OF WYOMING

By:_____
Jack A. Poll, Mayor

By:_____
Kelli A. VandenBerg, Clerk

Date signed: _____, 2021

Approved as to form:

_____
Scott G. Smith, City Attorney

3/1/2021
Public Works/RJH/nl

RESOLUTION NO. _____

RESOLUTION TO APPROVE
TRAFFIC CONTROL ORDER NO. 1.01-21

WHEREAS:

1. Traffic Control Order No. 1.01-21, as set forth in the exhibits attached hereto and made a part of this Resolution, has been proposed in the City of Wyoming.
2. It is recommended by the City Traffic Engineer, as required by the Uniform Traffic Code for Cities, Townships and Villages, Part 2, Section R 28.1153, issued in October 2002 by the Commissioner of the Michigan State Police and adopted by the City of Wyoming, that said Traffic Control Order should be approved by the City Council as permanent.

NOW, THEREFORE, BE IT RESOLVED:

1. That such final approval be and is hereby granted that the aforesaid Traffic Control Order No. 1.01-21 be made a permanent part of the Traffic Control Order files of the City of Wyoming.

Moved by Councilmember:
Seconded by Councilmember:
Motion Carried Yes
No

I hereby certify that the foregoing Resolution was adopted by the City Council for the City of Wyoming, Michigan at a regular session held on March 1, 2021.

_____
Kelli A. VandenBerg, Wyoming City Clerk

ATTACHMENTS:
Traffic Control Order No. 1.01-21, with map

City of **Wyoming** Michigan

Traffic Department | 2660 Burlingame Ave SW, Wyoming, MI 49509
616.530.7263 | Fax 616.249.3487 | wyomingmi.gov

March 1, 2021

PERMANENT
TRAFFIC CONTROL ORDER NO. 1.01-21

Pursuant to provisions of Wyoming City Code, Chapter 78, Article II, adopting Sections R 28.1125 and R 28.1153 of the Michigan Uniform Traffic Code, the following regulatory order has been issued and shall take effect immediately:

1. LOCATION:

   Golfcrest Dr. at its intersection with Mulligan Dr.

2. REGULATION:

   A. Traffic Control Order No. 7.05-97, dated March 17, 1997, is hereby revoked

   B. All traffic shall stop before entering the intersection

   C. Change existing yield control to stop control

3. SIGNS:

   "Stop"

4. EFFECTIVE:

   Immediately

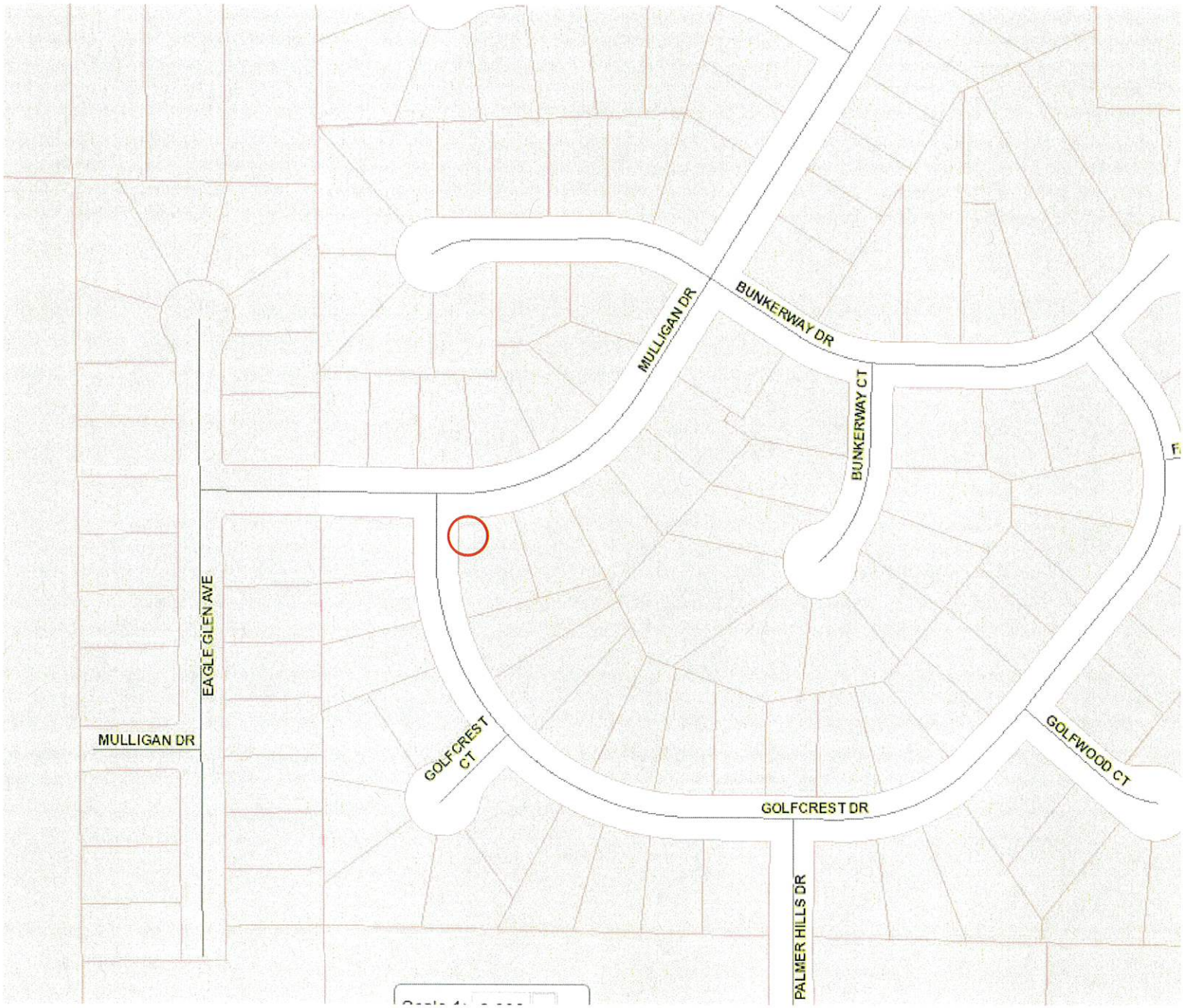
Authority,

Russell J. Henckel, PE
Traffic Engineer

RJH:nl

cc: Police Dept

CITY COUNCIL
Sheldon DeKryger John Fitzgerald Kent Vanderwood Marissa Postler Robert Postema Sam Bolt
Jack A. Poll, Mayor


MULLIGAN DR
BUNKERWAY DR
BUNKERWAY CT
EAGLE GLEN AVE
MULLIGAN DR
GOLFCREST CT
GOLFCREST DR
GOLFWOOD CT
PALMER HILLS DR

03/01/2021
Clerk/KV

RESOLUTION NO. _____

RESOLUTION TO APPROVE THE RESTATED BYLAWS OF THE COMMUNITY ENRICHMENT COMMISSION OF THE CITY OF WYOMING

WHEREAS:

1. The Community Enrichment Commission (CEC) worked with city staff to review and revise the commission's bylaws.
2. The CEC approved the restated bylaws at its meeting on February 16, 2021.
3. The City Council must approve the restated bylaws.

NOW, THEREFORE, BE IT RESOLVED:

1. The restated bylaws of the CEC are approved by the Wyoming City Council.
2. The restated bylaws are effective immediately and until such time further amendments are necessary.

Moved by Councilmember:
Seconded by Councilmember:
Motion Carried Yes
No

I hereby certify that the foregoing Resolution was adopted by the City Council for the City of Wyoming, Michigan at a regular session held on March 1, 2021.

_____
Kelli A. VandenBerg, Wyoming City Clerk

ATTACHMENTS:
Restated Bylaws

RESTATED BYLAWS OF THE
COMMUNITY ENRICHMENT COMMISSION
OF THE
CITY OF WYOMING

ARTICLE I – NAME

The name of the organization is the Community Enrichment Commission.

ARTICLE II – PURPOSE

The purpose of the Commission is to provide and promote cultural events for the enrichment and enjoyment of the residents of the City of Wyoming, Michigan.

ARTICLE III – MEMBERS

Section 1. The Commission shall consist not less than 5 nor more than 11 members appointed by the Mayor with the approval of the City Council.

Section 2. The term of office of members shall be three years, ending on June 30. The first members appointed shall have terms adjusted to allow for one-third of the members to have terms expiring each year.

Section 3. All members shall take an Oath of Office administered by the City Clerk and agree to follow City Policies and Procedures.

Section 4. A member of the City Council may be appointed as a non-voting liaison to the Commission who may participate in discussion of any Commission matter. The Director of the Wyoming Brach of the Kent District Library, or the Director's designee, may attend Commission meetings as a non-voting *ex-officio* member of the Commission who may participate in discussion of any Commission matter.

ARTICLE IV – OFFICERS

Section 1. Election of officers shall be held by members of the Commission at the first meeting of each calendar year by a majority of those members present.

Section 2. The officers of the Commission shall consist of a Chair, Vice-Chair, Secretary, and Treasurer. The officers shall hold office for one year or until their successors are appointed and qualified.

Section 3. The Chair shall preside over meetings of the Commission. The Chair shall develop and present the agenda for meetings.

Section 4. The Vice-Chair shall perform those duties and exercise those powers of the Chair during the absence or disability of the Chair.

Section 5. The Secretary shall be responsible for official communications of the Commission, give notices as required in the By-Laws of the Commission and perform such other duties as may be designated by the Commission. The secretary shall be responsible for taking, providing to the Commission for approval, and keeping minutes of the meetings of the Commission and of the Executive Committee, if one is created. In case of the Secretary's death, resignation or removal from office, all minutes, correspondence, books, and records of whatever kind belonging to the Commission that is in the secretary's possession, or under the secretary's control shall be returned to the Commission.

Section 6. The Treasurer shall have custody of all Commission funds and securities and shall keep the accounts of the Commission. A full and accurate account of all receipts, disbursements, and deposits of all monies, securities and other valuable effects shall be kept by the Treasurer. The Treasurer shall prepare and present to the Commission an account of all financial transactions and the financial condition of the Commission. An income statement and balance sheet shall be submitted to the Chairman at least one week prior to the Commission's submission of the annual report to the Wyoming City Council. In case of the Treasurer's death, resignation or removal from office, all books, papers, vouchers, money and property of whatever kind belonging to the commission that is in the treasurer's possession, or under the treasurer's control shall be returned to the Commission. The Treasurer shall provide, on an annual basis, an accounting

to the City of all funds received and disbursed by the Commission. Financial records of the Commission shall be provided to the City finance director upon request.

Section 7. Any officer of the Commission may be removed by a majority of the members of the Commission.

ARTICLE V – MEETINGS

Section 1. Regular meetings of the Commission shall be held monthly, at a date and time established by resolution of the City Council. Meetings shall be held at the Wyoming City Hall, 1155 28th St SW, Wyoming, Michigan or such other place as the Commission may from time-to-time designate. All meetings shall be scheduled, noticed and held in compliance with the Opening Meetings Act, 1976 PA 267.

Section 2. Any member who is not able to attend a regular or special meeting shall notify the Chair or Secretary. The absence may be excused by vote of the members present, and such excuse shall be placed in the minutes. If a member misses four consecutive monthly meetings or 25% of such meetings in any fiscal year without such absences being excused by the members, that member's office may be declared by remaining members of the Commission as vacated. A member whose absences result in the Commission's consideration of such action shall be given notice of the meeting at which the Commission will consider that action and an opportunity to address the Commission prior to the Commission's consideration of that action. If the Commission acts to declare a seat vacant at a meeting not attended by the affected member, that member shall be notified in writing by mail of that action.

Section 3. The Commission shall adopt rules of procedure for the conduct of its meetings. In the absence of an adopted rule to the contrary, Roberts Rules of Order, current edition shall apply.

Section 4. A quorum shall consist of a majority of the members of the Commission.

Section 5. Members of the Commission shall receive no compensation, other than the reimbursement of reasonable expenses as approved by the Commission.

Section 6. Records of the Commission are subject to the Freedom of Information Act, 1976 PA 442.

ARTICLE VII – COMMITTEES

Section 1. The Commission may form committees to operate consistent with the purposes of and under the authority of the Commission.

Section 2. The Commission may appoint the chair for each committee by majority vote of those present at any regular meeting.

Section 3. The chair of each committee is responsible for all communications necessary to perform their specific task.

Section 4. All monies requested by such committees must be reviewed and approved by the Commission prior to allocation and must be documented and accounted for in accordance with City policies.

ARTICLE VIII – FISCAL YEAR

Section 1. The fiscal year of the Commission shall begin on July 1 each year and end on June 30 of the following calendar year.

Section 2. The Chair of the Commission shall submit an annual report of organization's activities to the City Council for the prior fiscal year no later than September 30 each year.

ARTICLE IX – CONTRACTS

Section 1. The Commission may recommend to the City Manager and/or City Council approval of service and other contracts. Contracts exceeding the contracting authority of the City Manager will require City Council approval.

Section 2. All contracts must be funded in accordance with the Commission's approved budget.

ARTICLE X – EXECUTION OF INSTRUMENTS

Section 1. All checks, drafts and orders for payment of monies on accounts of the Commission shall be signed by persons authorized to sign checks on the City's behalf.

Section 2. When the signing of any contract, conveyance, correspondence or other document has been authorized without specifying which officer is responsible the Chair, Vice-Chair or Secretary may execute the same in the name and on behalf of the Commission.

ARTICLE XI – AMENDMENT OF THE BYLAWS

Any amendments to these bylaws must be adopted by a majority of the members and approved by the City Council and must comply with all applicable Charter and Code of Ordinances provisions.

Adopted by the Wyoming Community Enrichment Commission on February 16, 2021.



Amanda Moore, Designated as Signee by the Wyoming Community Enrichment Commission

I certify these Restated Bylaws of the Wyoming Historical Commission were approved by the City Council of City of Wyoming on _____, 2021.

_____ Date signed: _____, 2021

Kelli A. VandenBerg, City Clerk

RESOLUTION NO. _____

RESOLUTION TO APPROVE THE WYOMING [RE]IMAGINED MASTER PLAN

WHEREAS:

1. The Wyoming [re]Imagined Master Plan includes goals, objectives, specific projects, policies, and programs to guide how the City will develop over the next 15 to 20 years and complies with the Michigan Planning Enabling Act, 2008 PA 33.
2. The Wyoming Planning Commission adopted and recommended City Council approval of the Wyoming [re]Imagined Master Plan.

NOW, THEREFORE, BE IT RESOLVED:

1. That the Wyoming [re]Imagined Master Plan is approved.

Moved by Councilmember:
Seconded by Councilmember:
Motion Carried Yes
No

I hereby certify that the foregoing Resolution was adopted by the City Council for the City of Wyoming, Michigan at a regular session held on March 1, 2021.

_____
Kelli A. VandenBerg, Wyoming City Clerk

City of **Wyoming** Michigan

Planning & Community Development | 1155 28th St SW, Wyoming, MI 49509
616.530.7266 | Fax 616.249.3442 | wyomingmi.gov

February 23, 2021

Ms. Kelli A. VandenBerg
City Clerk
Wyoming, MI

Subject: Request to approve the Wyoming [re]Imagined Master Plan

Recommendation: Approve the Wyoming [re]Imagined Master Plan

Dear Ms. VandenBerg,

The above referenced request was reviewed by the Wyoming Planning Commission at its regular meeting on February 16, 2021. A motion was made by Hall, supported by Hegyi, to adopt the Wyoming [re]Imagined Master Plan and recommend the same to the City. The motion passed unanimously.

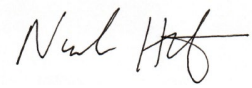
A detailed review of the request is available in the attached Planning Commission minutes and supportive materials. Following please find some general information.

The Wyoming [re]Imagined Master Plan is the result of over 16 months of work with the community. It was strongly informed by a community-driven planning process that included engagements with residents, business owners, developers, local officials, City staff, service providers, adjacent municipalities, and other community stakeholders.

As part of the process, a 20-member Steering Committee was formed that provided valuable input throughout the planning process which helped to ensure that the plan is reflective of the community's vision.

The Wyoming [re]Imagined Master Plan is attached.

Respectfully submitted,



Nicole Hofert, City Planner
Department of Community Services

Cc: Curtis Holt, City Manager
Rebecca Rynbrandt, Director of Community Services

APPROVAL OF AGENDA

The agenda was otherwise approved to stand as read.

PUBLIC COMMENT ON NON-PUBLIC HEARING AGENDA ITEMS

DeLange opened the public comment period for non-public hearing agenda items at 7:05 pm. There was no public comment and the public comment period closed at 7:05 pm.

PUBLIC HEARING

OLD BUSINESS

AGENDA ITEM NO. 1

Request to adopt the Wyoming [re]imagined Master Plan (Wyoming Planning)

Hofert shared a brief history of the Master Plan. The public hearing period opened in December 2020 and was closed in January 2021. There had been a motion to defer the vote on the Plan to the February 2021 meeting. There was a joint Planning Commission and City Council meeting held on February 8, 2021. The Development Review Team recommends that the Planning Commission adopt the Wyoming [re]Imagined Master Plan and recommend the same to City Council.

A motion was entered by Hall, supported by Hegyi, to adopt the Wyoming [re]Imagined Master Plan and recommend the same to City Council.

A vote on the motion carried unanimously.

NEW BUSINESS

AGENDA ITEM NO. 2

Planning Commission Annual Report (Wyoming Planning)

Hofert shared that the purpose of the Annual Report is to report out on actions taken by the Planning Commission during 2020 as a requirement of the Michigan Zoning Enabling Act of 2008. The Commissioners all received a copy of the full report in their meeting packets.

Hofert shared that in 2020, there were 10 Planning Commission meetings held, and a total of 17 public hearings. There were three special sessions regarding the Master Plan and one joint meeting of the whole as well. COVID-19 restrictions led to 8 of the 10 meetings being held virtually, with one meeting being held in a hybrid manner, with some Commissioners and staff in

















WYOMING [RE]IMAGINED

DRAFT FOR PUBLIC REVIEW
NOVEMBER 23, 2020





















ACKNOWLEDGMENTS

Steering Committee

Audrey Zapata, Business Interest

Patrick Lonergan, Business Interest

Peter Hahn, Business Interest

Lori Price, Business Interest

Sherrie Spencer, Business Interest

Don De Groot, Local Design Professional

Lillian Cummings-Pulliams , Parks Advocate

Dennis Sturtevant, Developer

Dennis Kent, Regional/State Partner

Wende Randall, Transportation Advocate

Chris Hall, Affordable Housing Advocate

Craig Hoekstra, School District - Wyoming

William Fetterhoff, School District - Godwin Heights

Roger Bearup, School District - Grandville

Kevin Polston, School District - Godfrey Lee

Sam Bolt, City Council Liason

Rob Postema, City Council Liason

Alex Smart, Planning Commission Liason

Bill Hegyi, Planning Commission Liason

KJ Tucker, Long-time Resident

Planning Commission

Chair Jim DeLange

Vice Chair David Micele

Secretary Bill Hegyi

Robert Arnoys

Sarah Chatterley

Robert Goodheart

Chris Hall

Barb VanDuren

Chris Weller

City Council

Mayor Jack Poll

Sam Bolt, Mayor Pro-Tem

Sheldon DeKryger, 1st Ward

Marissa Postler, 2nd Ward

Robert Postema, 3rd Ward

Dan Burrill, Member at Large

Kent Vanderwood, Member at Large

Planning Consultant

Houseal Lavigne

HOUSEAL LAVIGNE

with assistance from Abonmarche

ABONMARCHE

TABLE OF CONTENTS

2 Introduction

Purpose of the Master Plan 2
Planning Jurisdiction 2
Impacts of COVID-19 3
Planning Process 3
Vision, Goals and Preliminary Policies 3

4 Community Context

Past Plans, Studies and Reports 6
Steering Committee 7
Community Outreach 7
Demographic and Market Overview 9
Housing Needs Assessment 12
Existing Land Use and Development 14
Zoning and Development Regulations 16

18 Land Use Plan

Land Use Plan 18
Residential Areas ***22***
Vision 22
Address Housing Need 22
Encourage Alternative Housing Types 23
Promote Mixed Use Districts 24
Promote Affordable Housing 24
Enhance Existing Neighborhoods 26
Economic Development ***28***
Vision 28
Reinforce Concentrated Commercial Development 28
Increase Economic Vitality of Commercial Corridors 29
Enhance Image of Commercial Corridors 30
Develop City Center 31
Enhance Image and Character of Industrial Districts 32
Reducing Incompatible Uses 33
Expand Large Employers and Office Uses 34
Develop Site 36 35
Support Local Entrepreneurs 36

38 Special Area Plans

28th Street SW 39
Wilson Avenue SW 40
Burton Street SW 41
Division Avenue SW 42
Kelvinator Site 43

44 Community Facilities

Vision 44
Community Facilities and Infrastructure 44
Public Works Department 44
Stormwater Infrastructure 45
Stormwater Management within Transportation and Parks System 46
Water 47
Sanitary Sewer 48
Supporting Growth in the Panhandle 49
Asset Management and Capital Improvement Planning *49*
Advanced Technology Best Practices 50
Community Facilities 51

54 Transportation and Mobility

Vision 54
Transportation and Mobility 54
Mobility and Congestion 54
Pedestrian Environments 57
Active Modes of Transportation 57
Transit 61
Transit-Oriented Development 64
Key Corridor and Gateway Enhancements 64
Coordinate Non-Motorized System Enhancements with Development 66

68 Parks, Open Space and Recreation

Vision 68
Parks 68
Improve Access to Parkland 68
Connect the Park System 69
Preserve Green Space 70
Save the Trees 70

72 Implementation

Active Use 72
Collaboration and Partnerships 72
Maintain Public Communication 73
Align with Capital Improvement Program 73
Regular Updates 73
Potential Funding Sources 73
Implementing the Land Use Plan through Zoning 76
Implementation Action Matrix 78



INTRODUCTION

1

In the spring of 2019, the City of Wyoming began the process of updating its Master Plan. The new ***Wyoming [re]Imagined Master Plan*** is an official municipal document that provides the framework for future growth and reinvestment within the City over the next 15 to 20 years.

The City of Wyoming has experienced a steady growth rate over the past decade with a population increase of nearly 3,000 people (4.2 percent) between 2010 and 2017. Spurred in part by the opening of the M-6 freeway in 2001, the southern portion of Wyoming (referred to as the "Panhandle") has been the area most influenced by new development, including the construction of numerous subdivisions, multifamily communities, and the Metro Health University of Michigan Health.

Meanwhile, based on field reconnaissance and land use data, Wyoming's older neighborhoods and commercial corridors that were established in the mid-20th century have witnessed more limited investment, with issues of vacancies, underutilized lots, and deterioration in some areas.

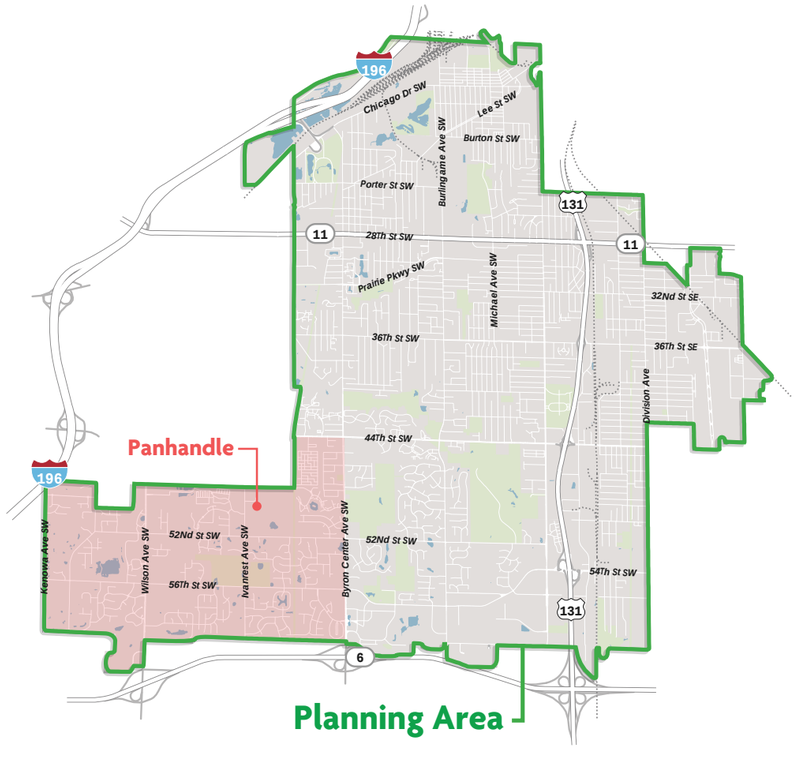
Wyoming has many opportunities to leverage the City's strong industrial market and enhance its numerous commercial corridors, while ensuring residents have access to quality public spaces, services, and facilities. As a dynamic and powerful document, the ***Wyoming [re] Imagined Master Plan*** provides a unified vision for the community, including recommendations for future land use development that strengthen Wyoming as a diverse and attractive place to live.

Purpose of the Master Plan

A Master Plan is an official municipal document that provides a framework for future growth and reinvestment. It informs planning decisions regarding land use and development; infrastructure; transportation and mobility; parks, open space, and recreation; streetscape character and beautification; and community services and facilities. ***Wyoming [re]Imagined Master Plan*** includes goals, objectives, specific projects, policies, and programs to guide how the City will develop over the next 15 to 20 years.

Planning Jurisdiction

The 2008 Michigan Planning Enabling Act authorizes cities within the State of Michigan to plan for the area within its municipal boundaries and any areas outside of it that are related to the City based on the judgement of the Planning Commission. While the Master Plan provides guidance for coordination with adjacent municipalities and townships, the City desires to focus policy on improving quality of life and economic development climate within the existing City boundaries and minimize need for strategic future annexations. As such, for the ***Wyoming [re] Imagined Master Plan***, the planning area is defined solely as the area within the City's current municipal boundary.



DRAFT
FOR PUBLIC HEARING



Impacts of COVID-19

The ***Wyoming [re]Imagined Master Plan*** was adopted in the midst of the COVID-19 pandemic. While the full impact of the pandemic is not know, the vision and goals contained in this plan provide direction that is responsive to an evolving community. Wyoming is located in the fastest growing county in Michigan since 2010 and one of the fastest growing regions in the country. The Master Plan provides guidance for the growth and change that will occur in Wyoming over the next decade and beyond. While the exact timing of anticipated growth cannot be known, the plan ensures that the rules for growth will be in place when it does occur.



Planning Process

The ***Wyoming [re]Imagined Master Plan*** is strongly informed by a community-driven planning process that included engagements with residents, business owners, developers, local officials, City staff, service providers, adjacent municipalities, and other community stakeholders. The planning process included the following steps:

Step 1: Project Initiation – The planning process was initiated with several events designed to orient the planning team and highlight planning priorities including meetings with the Community Services Department's Planning and Community Development staff, other City staff, City officials, and the Steering Committee.

Step 2: Community Outreach and Engagement – Residents, business owners, and other stakeholders were engaged through a variety of outreach tools, including public workshops, an interactive project website, online questionnaires, focus group meetings, and map.social (an online community mapping tool).



Step 3: Market and Demographic Analysis – This included an analysis of market trends within the City of Wyoming and the larger market area based on the U.S. Census and subscription data sources, including Costar and Esri. Studying market and demographic conditions is essential in creating an economically viable plan.

Step 4: Existing Conditions Analysis – This step included the production of the Issues and Opportunities Memorandum (IOM). The IOM is based on information provided by the City, feedback from community outreach, field reconnaissance, surveys, inventories, and review of past plans, studies, and policy initiatives. A series of focus group meetings were also conducted to gain local insights into development trends and opportunities. The findings of the IOM were used as a foundation for recommendations and policies within the Master Plan.



Step 5: Community Vision, Goals, and Preliminary Policies – This step established a 'vision' for Wyoming's future that will direct subsequent planning activities and recommendations. A community charrette and staff-led workshops with Wyoming residents and the project's Steering Committee helped create a vision that reflects community wants and needs. The goals and objectives of the Master Plan were created based on this new vision and previous planning efforts.

Step 6: Special Area Plans – This step included the preparation of Special Area Plans for priority areas of the City that provide a framework for addressing land use, development, urban design, and access and mobility within each area. The Special Area Plans identify areas of the City that will require more detailed planning efforts in the future and also establish an overall direction for how each area should be improved over time.



Step 7: Communitywide Plans and Policies – This step included the preparation of future plans for growth, land use and development, transportation and mobility, open space and environmental features, community facilities and infrastructure, housing, community resiliency and sustainability, and more. These plans and policies make up the "core" of the Master Plan and reflect community input and the City's goals and objectives.

Step 8: Implementation Strategy – This step determined the specific actions required to carry out the Master Plan's policy outcomes, including recommendations for zoning, Capital Improvement Program (CIP) priority improvement projects, public/private partnership opportunities, redevelopment sites, potential funding sources and implementation techniques, and general administration of the Master Plan.

Step 9: Plan Documents and Adoption – This step included the preparation of the final draft of the Master Plan, which was reviewed by the community during the public hearing process, and then presented to the Planning Commission and City Council for adoption.

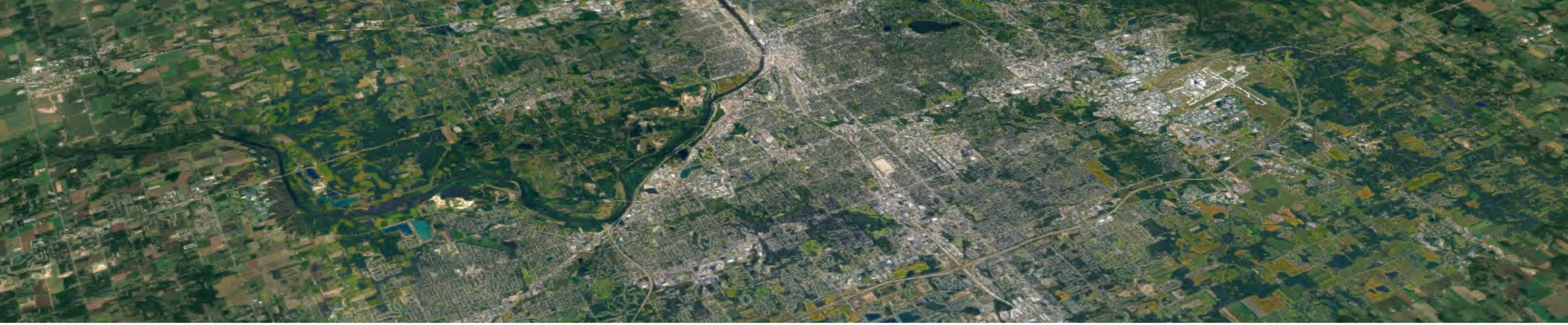


Vision, Goals and Preliminary Policies

Every section of the ***Wyoming [re] Imagined Master Plan*** begins with the *Vision, Goals, and Objectives* for that subject. The *Vision Statement* is written as a retrospective depicting the Wyoming community in the year 2040.

The Vision Statement is an aspirational narrative that describes Wyoming's accomplishments as a community since the adoption of the Master Plan. It is a snapshot of the collective desires of the community and serves as the foundation for the goals, policies, and recommendations set forth in the Plan.

To be effective in realizing the community's vision for its future, the Master Plan contains *Goals and Objectives* to provide specialized guidance that transforms collective community values into operational statements. These statements should be used as guidelines for elected and appointed officials, City staff, business owners, developers, residents, and all other stakeholders.



COMMUNITY CONTEXT

2

Home to 75,124 residents according to U.S. Census 2017 estimates, Wyoming is located about 24 miles east of Lake Michigan. Covering about 24.5 square miles within Kent County, the City is bordered by five municipalities: Byron Township and the cities of Grand Rapids, Grandville, Walker, and Kentwood. First established as Wyoming Township in 1959, the City is now the second largest community in the Grand Rapids-Wyoming Metropolitan Statistical Area (MSA), the second largest MSA in the State of Michigan. The MSA was labeled the most rapidly growing economy in 2017 by the U.S. Bureau of Labor Statistics. More recently, real estate research group Trulia ranked the Grand Rapids area as number two in its "Top 10 Markets and Neighborhoods to Watch in 2019" list.

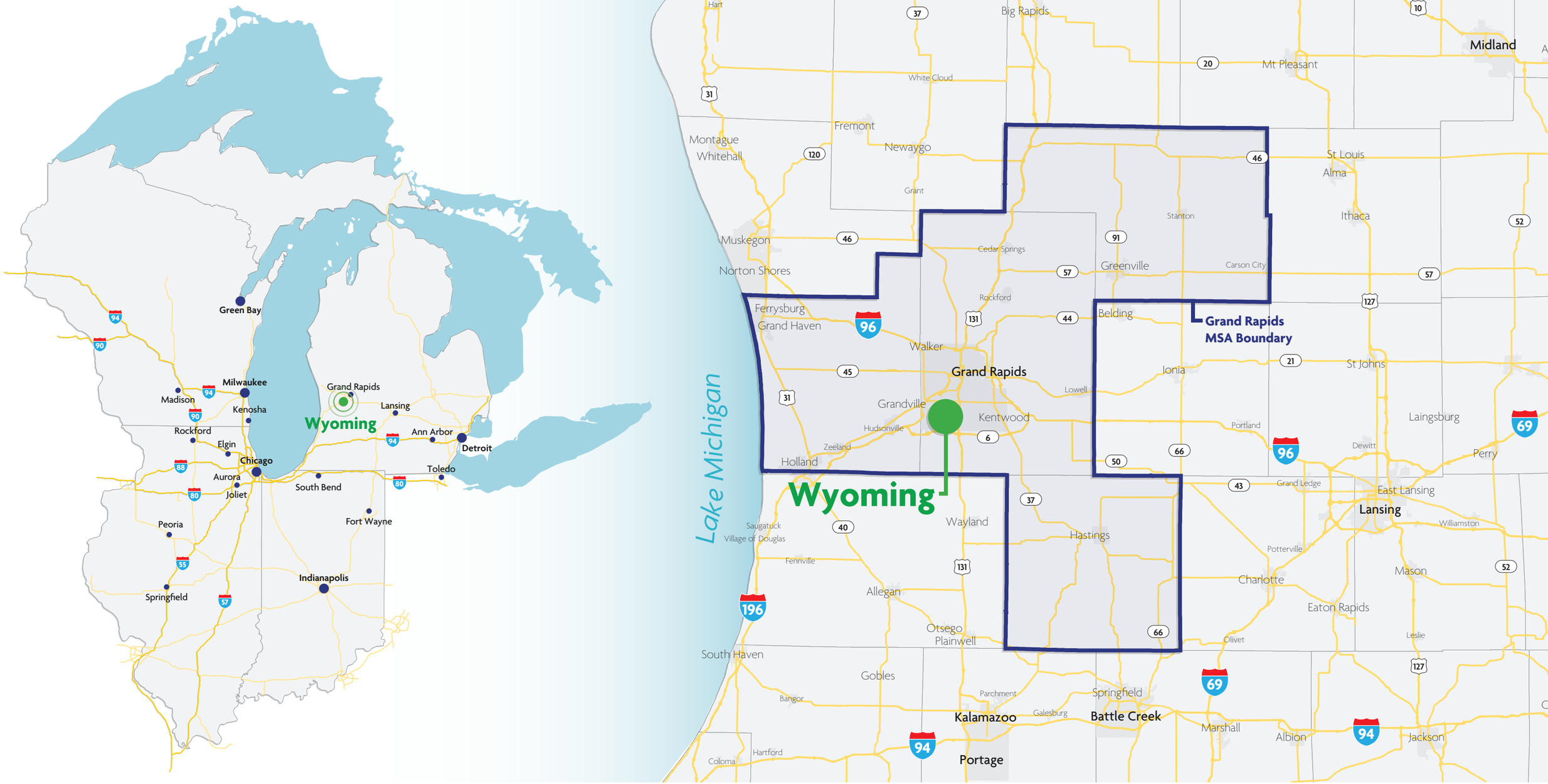
Wyoming is well connected to surrounding municipalities, the region, and the rest of the nation by a robust network of highways and interstates. The City is ringed by a series of three freeways: US-131 travels north-south through the eastern edge of the community, I-196 travels northwest through and around the City, and M-6 travels east-west just outside its southern boundary. Wyoming also benefits from multiple rail lines: Grand Elk Railroad that runs alongside US-131 and CSX Transportation that cuts across the northern area of the City.

Wyoming is a community characterized by unique assets, including seven school districts, a diverse range of cultural backgrounds, an array of retail and dining options, numerous parks and recreational facilities, and a mixture of new and old residential neighborhoods.

The City's character distinctly transitions from postwar neighborhoods in the north to mid-20th century suburban development in its center, and newer residential development in the south. The Grand River is also a defining natural feature that runs along Wyoming's northern area, eventually flowing northwest to exit into Lake Michigan.

Through the creation of the ***Wyoming [re]Imagined Master Plan***, the City aims to improve quality of life for Wyoming's residents by enhancing such assets, establishing a cohesive vision, and directing future growth and the allocation of resources in a strategic and equitable manner.

DRAFT
FOR PUBLIC HEARING



DRAFT
FOR PUBLIC HEARING

Past Plans, Studies and Reports

To ensure the ***Wyoming [re]Imagined Master Plan*** is respectful to past planning efforts that have helped shaped the City into what it is today, various community-wide past plans, studies, and reports were reviewed and summarized below. Summaries of past plans and studies specific to transportation can be found in the Transportation and Mobility section of this Plan. Past plan recommendations and policies that were relevant and consistent with the community's current vision and needs were incorporated into the Master Plan.

Land Use Plan 2020 (2006, 2012)

The City of Wyoming's current Master Plan, ***Land Use Plan 2020***, was originally adopted in 2006 and later amended in 2012. The plan provides a comprehensive analysis of existing land use conditions within Wyoming and includes examination of other community characteristics, including demographics, transportation, educational facilities, utilities, and the environment. Based on identified conditions and challenges, the plan provides recommendations for future land use and development, addressing underutilized or vacant land, commercial corridor revitalization, and specific sub-area frameworks.



The eight sub-areas examined include:

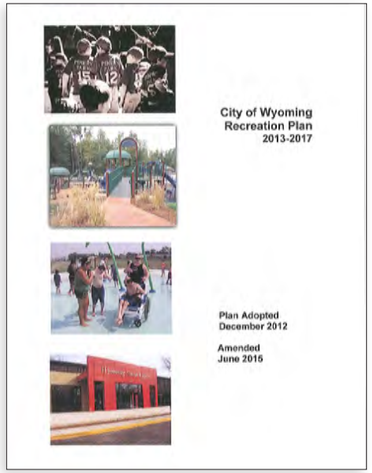
- **Wilson Avenue SW** – Grandville city limits south to M-6
- **44th Street SW** – Grandville city limits east to Division Avenue S
- **Gezon Parkway SW/54th Street SW** – Byron Center Avenue SW east to Division Avenue S
- **60th Street SW** – South of 60th Street SW, from Burlingame Avenue SW to US-131
- **Clyde Park Avenue SW**
- **Division Avenue S**
- **44th Street SW** – South to 60th Street SE (south city limits)
- **44th Street SW** – North to city limits
- **28th Street SW** – West city limits to east city limits
- **Chicago Drive SW and Burton Street SW Areas** – West city limits to east city limits along both streets, and north to city limits

Key themes from the plan include quality neighborhoods, strong commercial areas, vital employment centers, a revitalized and beautiful City, transportation system, and natural, historic, and cultural resources.



Turn On 28th Street Corridor Sub-Area Plan (2012)

Developed in coordination with the City of Wyoming's Downtown Development Authority (DDA) in 2012, the ***Turn On 28th Street Corridor Sub-Area Plan*** communicates a vision for the transformation of 28 West Place Street into a sustainable, economically vibrant, and walkable town center. The plan's study area stretches along 28th Street SW between Clyde Park Avenue SW and Burlingame Avenue SW. Recommendations are focused on repositioning the area surrounding the former Studio 28 theater site and the Wyoming Village Mall and Rogers Plaza shopping centers. The plan aims to capitalize on opportunities to revitalize underutilized or vacant lots along this highly trafficked commercial corridor. A crescent street across Michael Avenue is proposed as a tree-lined boulevard that supports a mixed use pedestrian environment with retail, office, and residential uses fronting the sidewalk. Elements of the ***Turn On 28th Street Corridor Sub-Area Plan*** that have been implemented to date include the construction of 28 West Place (the western segment of the planned crescent road) and the adoption of a ***Form Based Code*** for the corridor.



City of Wyoming Recreation Plan (2013-2017)

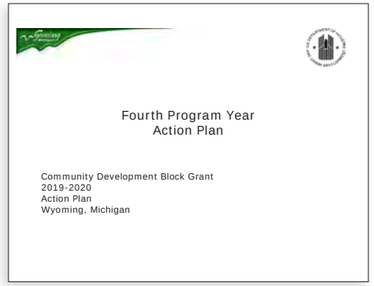
The ***City of Wyoming Recreation Plan 2013-2017*** was created to replace the previous 2008-2012 Recreation Plan. The plan provides to the City's Community Services Department on how to improve and expand recreational opportunities within its parks and recreation system. Goals for the plan are based on public input collected from the community regarding existing recreational facilities and desires for improvements and new park amenities. The plan aims to provide a diverse range of recreational activities and programs for multiple age groups and persons of all mental and physical abilities.

For each park within Wyoming, existing facilities and resources and future needs are identified, along with a Universal Access and Americans with Disabilities (ADA) Assessment to ensure the park meets accessibility guidelines. The plan establishes methods to ensure effective management of department funds and maintenance of its facilities together with a Capital Improvement Project (CIP) list. The CIP projects were categorized by health and safety, new programming, maintenance, rule enforcement, and the improvement of universal accessibility. Project priority is evaluated annually based on funding, grant potential, and needs of the public.



Regional Consolidated Housing and Community Development Plan (2016-2021)

In coordination with Kent County and the City of Grand Rapids, the City of Wyoming created the ***Regional Consolidated Housing and Community Development Plan (CHCDP)*** which outlines a five-year strategy to develop viable communities for the years between 2016 and 2021. The plan guides Kent County, Grand Rapids, and Wyoming's investment of funds from the Community Development Block Grant Program (CDBG), the HOME Investment Partnership Program (HOME), and the Emergency Solutions Grant Program (ESG), and consists of four sections—Process, Needs Assessment, Market Analysis, and Strategic Plan. The goals of the plan include improving the condition, supply, and affordability of housing; reducing blight and code violations; increasing civic engagement and public safety; enhancing infrastructure and public facilities; improving access to jobs and education; and increasing economic opportunity.



Community Development Block Grant Action Plan (2019-2020)

Each year, the City of Wyoming's Community Services Department's Community Planning and Development staff prepare an ***Action Plan*** to support development and improvement projects targeted at low- and moderate-income residents. These projects are funded by Community Development Block Grants (CDBG) provided by the U.S. Department of Housing and Urban Development (HUD). The Action Plan is based on the 2016 to 2021 Kent County, City of Grand Rapids, and City of Wyoming Regional CHCDP and outlines the programs to be initiated in the 2019 to 2020 fiscal year. The ***Action Plan*** includes clearance/demolition projects, home repair services, housing rehabilitation, rental assistance, housing stabilization, and affordable administration of HUD programs.

DRAFT
FOR PUBLIC HEARING



Steering Committee

A 20-member Steering Committee was created for the Master Plan with individuals from a diverse range of backgrounds and connections to the community. This includes members from the school districts, Parks and Recreation Commission, City Council, Planning Commission, residents, business stakeholders, and representatives from partner agencies, such as MDOT and Metro Health. The Steering Committee provided input throughout the development process of the ***Wyoming [re]Imagined Master Plan*** to ensure the Master Plan is reflective of the community's vision.

Community Outreach

The City utilized multiple outreach events and tools to gain insight on local perspectives regarding issues, opportunities, strengths, and weaknesses of Wyoming. The feedback received was used as a preliminary guide for identifying local issues and opportunities for improvements within the community. The following outreach opportunities were completed during the planning process:

Steering Committee Meetings

On April 24, 2019, the City of Wyoming hosted a Steering Committee Meeting located at the Wyoming Public Library. The meeting included a review of the planning process and solicited input on pressing issues and concerns facing the City, specific projects Steering Committee members would like to see undertaken, and the primary strengths and assets of the community. On June 19, 2019, the Steering Committee met again to discuss the ***Analysis of Impediments (AI) to Fair Housing Choice and Housing Needs Assessment***. A webinar was also held on April 27, 2020 to present and review the Master Plan's draft Land Use Plan and Vision, Goals, and Policies.



Community Workshop

On May 2, 2019, the City of Wyoming hosted a Community Workshop at the Wyoming Public Library, with approximately 40 community members in attendance from across the City. Following a presentation on the planning process and the purpose of the Master Plan, participants were asked to participate in an interactive activity and post comments on five poster boards, each prompting a different question about community priorities. Discussion took place on strengths, issues, and opportunities within Wyoming; improvements they would like to see undertaken; and residents' long-term vision for the community.

Focus Groups and Interviews

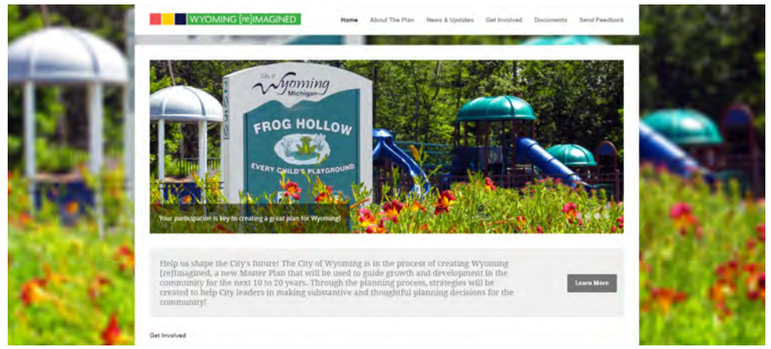
A series of focus groups and interviews were arranged with key stakeholders of the City, including Metro Health, Grace Christian University, private home builders and realtors, non-profit developer groups, and the local business and industrial community. These meetings allowed the City to receive input on specific issues, evolving trends, and facility needs facing these important and influential community stakeholders.

Immersive Outreach

On August 23, 2019, City staff and the planning consultant team attended the annual 28th Street Metro Cruise to perform immersive outreach, collecting feedback from event-goers in the form of casual conversations. Wyoming residents and visitors were asked to share their perception of the community and aspects they would like to see changed. Feedback was collected from 35 residents and 63 visitors. Responses to one of the questions, "When you think of Wyoming, what is the first word that pops into your head?" are presented in the following world cloud.

Project Website

A project website was developed to support the planning process that included background information about the plan, project news and announcements, meeting dates, documents, and online engagement tools. The website was active throughout the development of the Master Plan and acted as a 'hub' for information and engagement opportunities.



Online Questionnaires

Three online questionnaires were made available on the project website, available in both English and Spanish, that were designed to gather detailed feedback from residents, business owners, and youth. Approximately 130 responses were received between April 3 and July 14, 2019.

Social Media and Outreach Material

The following social media and outreach materials were released to keep the public updated on the planning process:

- City website posts
- Press releases
- E-news
- Social media posts
- Flyers
- Survey handouts



Outreach Themes

Major themes that reoccurred across community outreach efforts performed for the ***Wyoming [re]Imaged Master Plan*** are summarized below. These themes established the preliminary list of issues and opportunities within Wyoming that were further investigated down the planning process by the planning consultant team. They guided the focus of the Master Plan's policies and recommendations, ensuring they are responsive to the community's desires and needs.

Housing and Neighborhoods

A top issue identified by the community was the need for affordable housing to counteract increasing housing costs. Participants shared the need for affordable owner-occupied homes for all income levels as well as additional mixed use apartments to meet future housing demand. The need for more senior housing and community centers to support the City's aging population was also identified. The preservation of the City's existing housing stock was another topic addressed, particularly for more the centrally located and northernmost neighborhoods. Further, property maintenance issues related to absentee property owners, concentrations of unattractive rental properties in certain areas, and the need for stricter rental code enforcement were highlighted.

Economic Development

Site 36

The redevelopment of Site 36, a 92-acre brownfield site, was an important priority identified by the community. Comments highlighted that the large vacant site fosters community perception that Wyoming is struggling as a community despite consistent positive growth over the last several years. Ideas of how to best to utilize the site varied widely, including developing a convention center, sport complex, office park, industrial space, mixed use commercial, or an urban forest. Regardless of use, participants underscored the large site should be redeveloped in a manner that attracts people to Wyoming and helps build up Division Ave S.

In a similar light, the community highlighted the desire to redevelop the former Kelvinator site, located on the west side of Clyde Park Avenue SW between Chicago Drive SW and Burton Street SW. Discussions included the possibility of redeveloping the site into a new housing site or a mixed use development. Many felt it could act as a gateway from Grand Rapids.

City Center

Another popular topic was the desire for a thriving, pedestrian-friendly city center. There was a strong desire to fill vacancies, attract better-quality businesses into Wyoming, and diversify shopping options, particularly along 28th Street SW. Participants wished to see higher-end commercial development, more restaurants, and entertainment options like Studio 28. The future of Rogers Plaza Town Center was also discussed, together with the opportunity revitalize the aging retail center into a hub of activity and diverse uses. Ideas to help activate the area included food truck rallies, public open spaces, a community center, and a farmers' or flea market.

Commercial Nodes

The community highlighted the desire for neighborhood-level commercial nodes integrated into Wyoming's residential neighborhoods. Potential commercial nodes that are currently underutilized were identified, such as at the corner of Lee Street/Porter Street SW and Burton Street SW/Godfrey Avenue SW. Many noted that the north side of Wyoming is well designed to support such centers with a tight grid system; however, the southern portions of the City are not. There was discussion of directing future development in the Panhandle to be "less suburban in nature" with a more compact, walkable feel.

Mobility and Transportation

Increasing traffic congestion, particularly along US-131 and 54th Street SW, was a common concern. Many participants identified the need to improve roadway conditions, such as by eliminating potholes and synchronizing traffic lights along 28th Street. There was a strong desire to increase Wyoming's walkability and bikability, such as by lowering traffic speeds, enhancing safe crossings, expanding the sidewalk, trails, and bike route network, and implementing traffic calming measures along commercial corridors. Participants also highlighted the need for better east-west trail connections to the Kent Trails (including from Lemery Park) and an improved bicycle path to travel across the US 131 and M-6 corridors. An emphasis was placed on encouraging Transit-Oriented Development (TOD) along transit routes and expanding bus services to underserved areas such as Chicago Drive SW and the Panhandle.

Outdoor Recreation and Natural Environment

While the participants highlighted the parks system as one of the key assets of Wyoming, participants also voiced the need for more parks, community and shared gardens, and improved landscaping with growth. Participants expressed all residents should be within a walking distance to a park and developers should be incentivized to preserve existing trees or plant new trees. The future of the Pines and Maple Hill Golf Courses were also discussed, including the potential to redevelop the facilities into new parks, sport complexes, or mixed use centers, while preserving their natural character.

City Government and Services

Participants wished for Wyoming's leaders to be less timid or cautious about taking on bold actions for the community. Another concern among participants was a perceived lack of diversity amongst City leaders and staff, which does not reflect the demographics of Wyoming's population. Some participants commented on the high performance of the City's Police Bureau, while others expressed the need to increase personnel and quicken response times to lower crime.

Employment and Education

Several participants identified a perceived lack of local economic opportunities and jobs with sufficient benefits and livable wages as a major issue. Outreach also highlighted an increasing cost of living and number of households facing food insecurity. Comments indicated a desire for more year-round education options, mentoring, and job shadowing opportunities for youth, and vocational/trades education for adults and youth to prepare residents for middle-skill jobs.

Image and Identity

Another popular theme was the need for a better-defined identity and sense of place. Community members expressed their wish to develop an attractive city center for Wyoming to better distinguish the community in the region. The need to improve the image of the City along 28th Street SW, Division Avenue S, and at gateways into the City was accentuated. This includes attracting high quality development, incorporating streetscaping elements, and cleaning up litter at the 28th Street SW on-/off-ramps for US-131.

DRAFT
FOR PUBLIC HEARING

Demographic and Market Overview

The Demographic and Market Overview identifies present conditions in the City of Wyoming as they relate to the statistical composition of its population and key real estate indicators. It provides valuable insight into the City through summaries of technical information related to demographic trends; an overview of housing conditions; and a broad assessment of the market potential for retail, office, and industrial market conditions. A more detailed presentation of the demographic and market overview is available in the Issues and Opportunities Memorandum (IOM).

Demographics

The following section describes the basic demographic characteristics of Wyoming. Where appropriate, the City's characteristics are compared to its neighbor the City of Grand Rapids as well as Kent County as a whole.

Population

Wyoming is the second largest municipality in Kent County; its neighbor to the north, Grand Rapids, is the first. The two cities account for 43 percent of the County's total population, down from 57 percent in 1990. Wyoming's population has grown steadily over recent years, increasing by nearly 3,000 people between 2010 and 2017, and is projected to continue to into 2045. As Kent County's population as a whole continues to rise, rural and undeveloped areas of the county are likely to experience development pressure. Wyoming has limited opportunities for greenfield development and will need to increasingly pursue infill redevelopment opportunities to maintain its share of future growth.

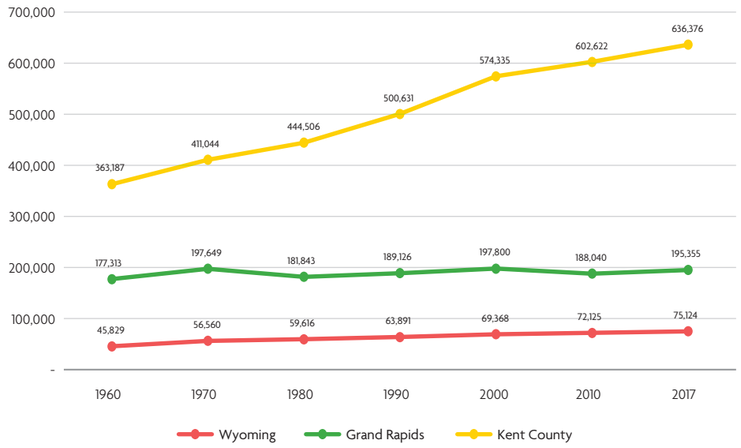
Age

Wyoming is experiencing shifts in age composition similar to Grand Rapids and Kent County, including a significant increase in the proportion of older adults aged 65 years and up and a growing population of those aged 20 to 34 and 45 to 64. Across most age groups, Wyoming, Grand Rapids, and Kent County are growing, with the exception of the under 20 and 35 to 44 groups, which are experiencing a modest decline. The under 20 age group remains the largest cohort for both Wyoming and Kent County and the second largest cohort in Grand Rapids.

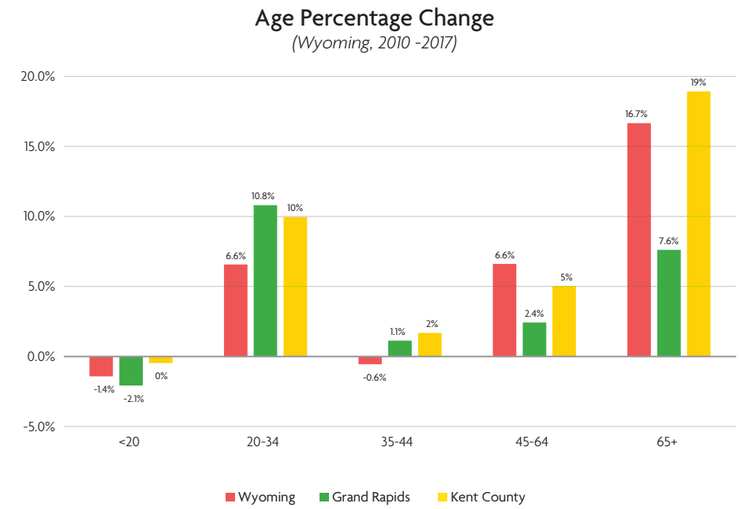
Race and Ethnicity

Wyoming's racial composition is similar to neighboring Grand Rapids and has a growing Hispanic population that is increasing the community's overall diversity. The U.S. Census defines Hispanic as an ethnicity and not a race; thus, anyone can identify as Hispanic regardless of their race. In 2017, the majority of Wyoming's population was composed of the White racial group at 74.8 percent, with the Black or African American group being the largest minority group at 7.9 percent. The Hispanic population in Wyoming grew by 2,561 between 2010 and 2017, representing an increase of 18.3 percent.

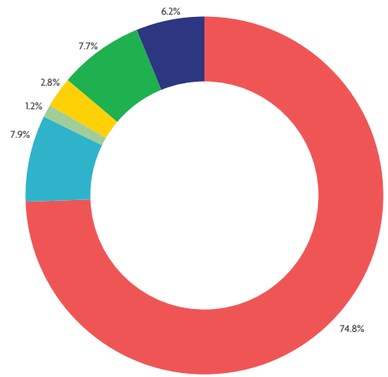
Change in Total Population
(Wyoming, Grand Rapids, and Kent County, 1960 -2017)



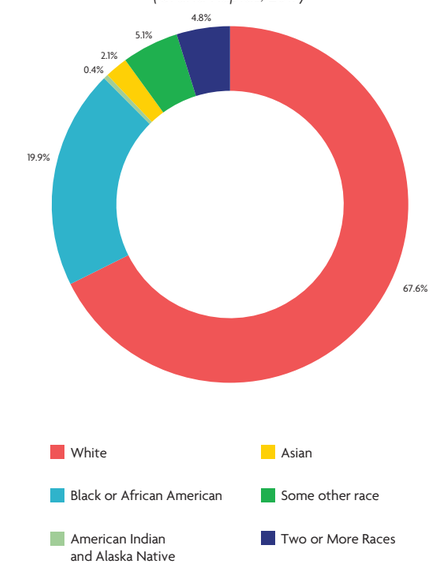
Age Percentage Change
(Wyoming, 2010 -2017)



Race Distribution
(Wyoming, 2017)



(Grand Rapids, 2017)



DRAFT
FOR PUBLIC HEARING

Household Income

Median household income is rising in Wyoming, having increased from $44,491 to $50,971 between 2010 and 2017. This represents an increase of 14.6 percent and a compound annual growth rate of 2.3 percent, which exceeds 2017 inflation at 2.1 percent. Wyoming is experiencing similar changes in household income distribution when compared to Grand Rapids and Kent County. Households earning lower annual incomes (less than $50,000) are declining and those earning higher annual incomes (greater than $50,000) are growing. Growth is particularly pronounced among households earning more than $100,000, which increased by 37.7 percent in Wyoming between 2010 and 2017.

Employment

Wyoming maintains a diverse economy with significant employers in a wide range of sectors. Detailed employment data was pulled from the U.S. Census Bureau, Center for Economic Studies for 2015, the most recent data during the time of this study.

Employment by Industry

Total employment in Wyoming has steadily increased in recent years and now exceeds pre-recession 2008 levels. Wyoming has seen multiple consecutive years of increasing employment having gained 9,719 primary jobs since 2010 (an increase of 29 percent). Like Kent County, the majority of Wyoming's job gains since 2010 were in four sectors:

- Health Care and Social Assistance
- Management of Companies and Enterprises
- Wholesale Trade
- Manufacturing

The Manufacturing sector remains Wyoming's largest employer, accounting for over 7,000 of its primary jobs (16.3 percent), followed by Wholesale Trade (15.4 percent) and Retail Trade (11.1 percent).

Unemployment

Unemployment has decreased significantly since 2010 in both Wyoming and Grand Rapids. Wyoming currently has an unemployment rate of 5.4 percent, which is lower than Grand Rapid's and the State of Michigan's rate (both at 7.4 percent), as well as the national rate at 6.5 percent.

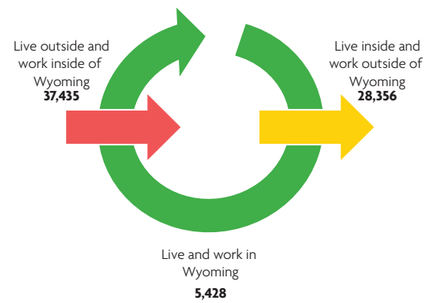
Inflow/Outflow

84 percent of people who live in Wyoming work outside of the City, while 87 percent of people that work in Wyoming live outside of the City. This exhibits a significant shift in worker inflow/outflow as most residents leave the community for work while most of the local workforce commutes in from outside communities. Overall, the number of outside workers traveling to Wyoming for employment is larger than the number of residents who commute elsewhere for work. This results in an increase in daytime population of 9,079, which can add to traffic congestion within the City as well as contribute to longer commute times.

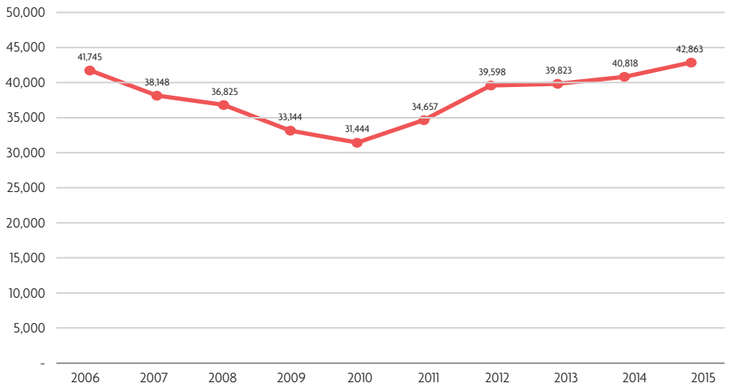
Income Distribution
(Wyoming, 2010 and 2017)



Inflow/Outflow of Primary Jobs
(Wyoming, 2015)



Change in Total Employment
(Wyoming, 2006 - 2015)



DRAFT
FOR PUBLIC HEARING

Market

Supply and demand within individual market sectors helps determine the potential for those markets to emerge or expand in a community. This section of the report presents an analysis of office, industrial, and retail sectors, their existing capacities, and future economic forecasts for each sector. Data for this section is from CoStar, a provider of real estate analytics. Further analysis is also presented in the Analysis of Impediments (AI) to Fair Housing Choice and Housing Needs Assessment.

Office Market

Wyoming has a significant amount of office space for a community of its size (with over 110 properties) and a vacancy rate of 1.3 percent for the second quarter (Q2) of 2019. The vacancy rate is well below the preferred industry standard of five percent and is below the 10-year average of 7.9 percent. The City's rate is also below Kent County's and the MSA's, which are both around 4.7 percent. Office rents in Wyoming have steadily increased since 2011 and are projected to continue rising through 2024.

Industrial Market

Wyoming has over 120 industrial properties and a current vacancy rate of 0.5 percent. The vacancy rate is projected to rise slightly over the next couple years, with the development of the million-square-foot Amazon building, then stabilize and decline from 2021-2024.

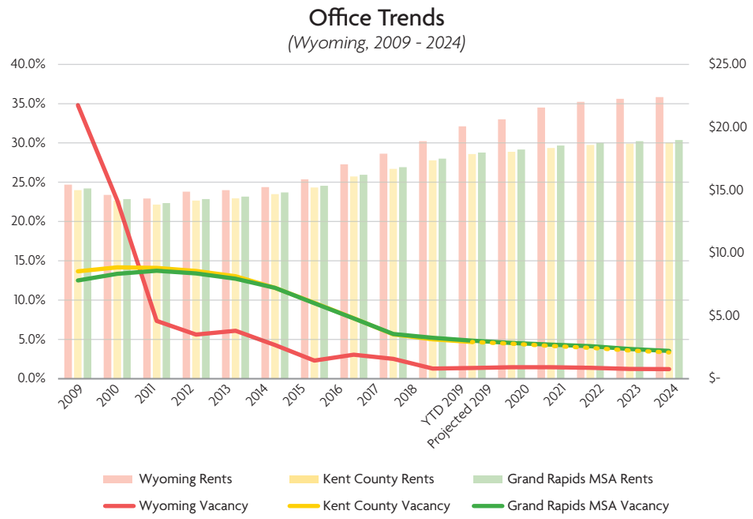
Again, County and MSA vacancy rates have similar trends but are slightly higher than Wyoming's. Like the office market, industrial rents have been increasing since 2011 and are also projected to continue rising.

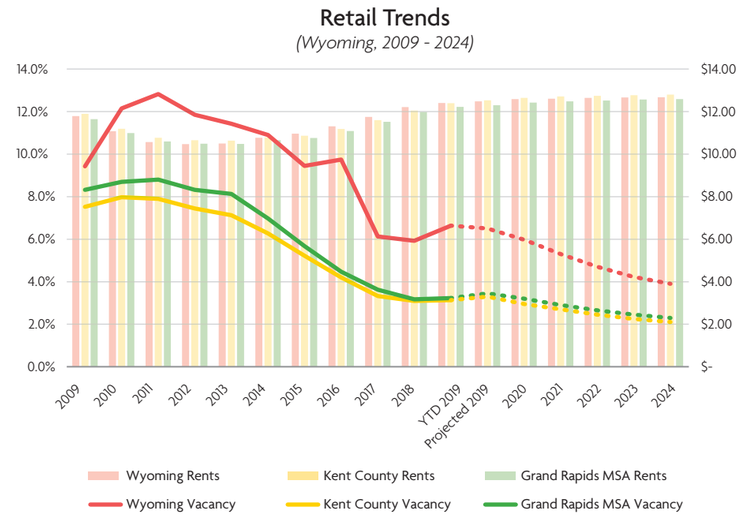
Retail Market

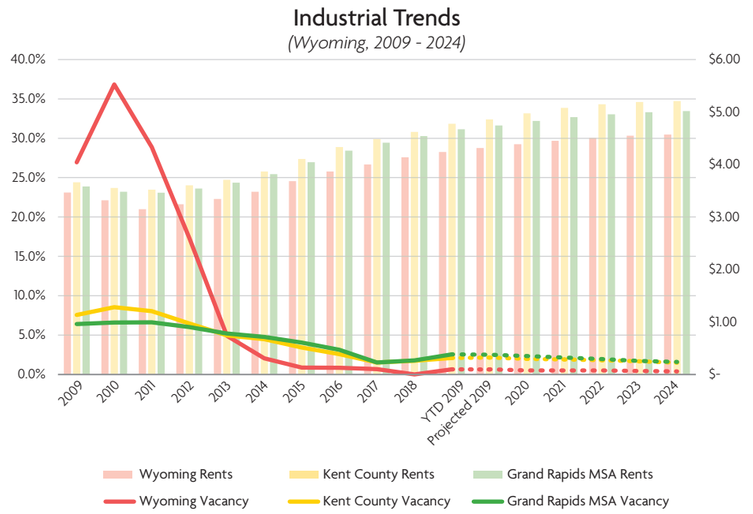
The MSA's ten-year average retail vacancy rate is 5.8 percent while Wyoming's is higher at 9.9 percent. The City's current retail vacancy rate, however, is below at three percent, and is projected to continue to decrease into 2024. Retail real estate sales over the past four quarters in the MSA were nominal, signifying continued years of limited investment; however, a continually shrinking vacancy rate and increasing market rents indicate a resurgence in retail confidence in the MSA.

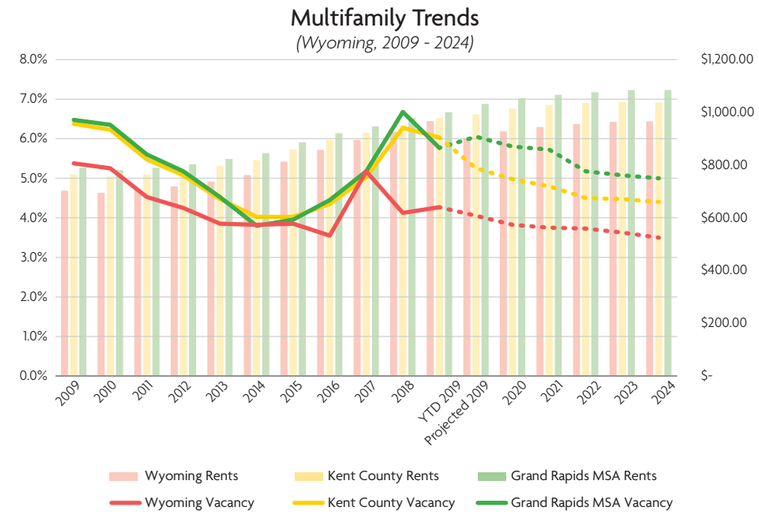
Multifamily Market

Multifamily rents per unit for Wyoming, Kent County, and the Grand Rapids MSA have increased since 2010. Wyoming experienced the greatest monetary increase ($231) since 2011, and is projected to continue an upward trend after 2022. Higher rental rates indicate greater demand for housing. While the MSA has a higher rental rate per unit, Wyoming is not far off, representing a desirability of owning and operating a property in the City. Wyoming's current vacancy rate of 4.3 percent is below the five-percent industry standard as well as the rates for the County and MSA. It is projected to decrease into 2024, which correlates with growing demand for multifamily housing in Wyoming.









DRAFT
FOR PUBLIC HEARING

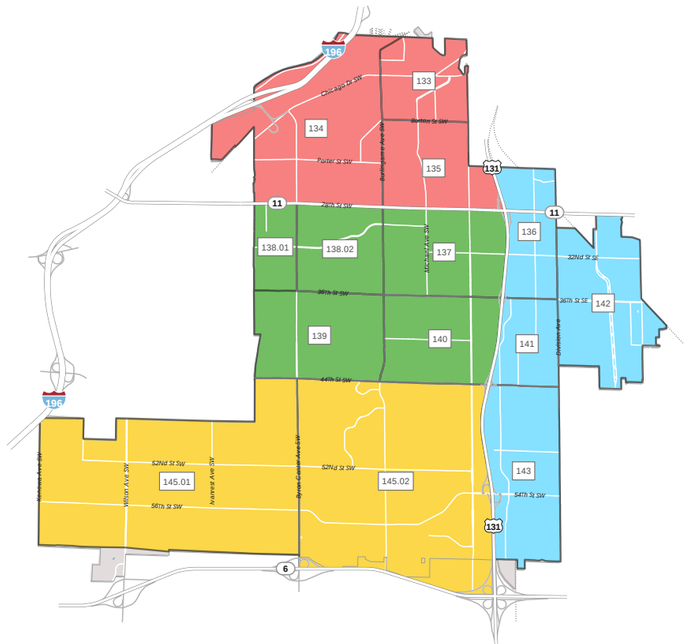
Housing Needs Assessment

Housing is a critical issue facing Wyoming and the broader region. The City of Wyoming chose to conduct an Analysis to Impediments of Fair Housing Choice (AI) as well as a housing needs assessment in concert with the Master Plan process to ensure that housing policy is aligned with current and anticipated needs. The AI and Housing Needs Assessment summarizes housing challenges and opportunities over the next 20 years and identifies methods of corrections to address identified impediments. The AI and Housing Needs Assessment was developed as a component of the overall Master Plan process, but adopted in February 2020 as a separate companion product that complies with US Department of Housing & Urban Development (HUD) regulations 24 CFR 570.904(c).

Wyoming's Housing Needs

The Housing Needs Assessment identifies demand for housing within the City based on the composition of the existing housing stock, the characteristics of the current household population, and the local share of regional household growth projected to occur within Wyoming.

Potential opportunities to accommodate projected future growth are identified based on observed housing trends within Wyoming and broader shifts in housing demand occurring at the national level by housing tenure and type. The report utilizes housing data collected at the census tract level and aggregated to summarize housing needs by subarea (North, East of US-131, Central, and Panhandle).



Census Tracts

- Census Tract
- North Census Tract Group
- East of US-131 Census Tract Group
- Central Census Tract Group
- Panhandle Census Tract Group

Capturing Regional Growth

The Grand Rapids-Wyoming MSA is vibrant and growing and, as the second largest community in the region, Wyoming has significant potential to capture this growth. Based on projections from the Grand Valley Metropolitan Council, Wyoming has the potential to grow by 30% by the year 2045 in terms of total households. New households are projected to earn higher incomes and the proportion of renter household is anticipated to increase. Accounting for proposed development (and future vacancy rate of five percent), there is an overall potential need of 7,876 new housing units through 2045.

Balanced Approach

Based on current household incomes there is a need for a more balanced housing stock that provides additional rental opportunities for lower income households, and greater housing diversity that better meets future housing demand among middle- and upper income households. A city-wide approach is needed to identify strategies to increase development capacity and physically capture potential housing demand. The City should also evaluate policies to address housing needs for low- and extremely low-income households, as market-rate development will not address gaps within the housing stock to meet the needs of existing and future households.

Projected Housing Need

	Acres	Housing Units
Projected Household Growth (through 2045)	-	8,854
Proposed Development Subtotal	200	1,372
Unmet Housing Need		7,482
Future Vacancy 5%		394
Total Housing Need		**7,876**

Source: City of Wyoming, Houseal Lavigne Associates

Future Households by Income Range by Tenure

Income Range	Total	Owner	Renter
<$20K	1,512	477	*1,035*
$20K-24,999	392	178	*214*
$25K-34,999	1,151	548	603
$35K-49,999	1,357	749	608
$50K-74,999	2,112	1,532	580
$75K<	2,330	1,962	368
Total	8,854	5,446	3,408

Source: 2013-2017 American Community Survey 5-Year Estimates, U.S. Census; Houseal Lavigne Associates

DRAFT
FOR PUBLIC HEARING

Shift in Development Pattern

As greenfield opportunities are increasingly limited and vacant infill sites are few, the City's ability to capture projected growth hinges on the ability to shift the local development pattern. This will include accommodating increased density and a more varied housing stock on remaining vacant sites than what has historically been accommodated in Wyoming.

Redevelopment opportunity sites and vacant parcels throughout the City possess the potential to accommodate an additional 2,571 to 7,713 housing units depending on the density of proposed projects. Gross density of between 13 and 15 units dwelling units (d.u.) per acre would be needed to absorb projected household growth through 2045 (which is between 6,604 and 7,452 housing units once accounting for proposed development, vacancy, and development potential on vacant sites).

The City will also need to turn to the redevelopment of underutilized sites (where existing development is minimal compared to potential development capacity related to surrounding development) and repositioning of sites previously used for non-residential purposes. This will require flexibility in the development process that accommodates a greater range of housing types, including a higher proportion of multifamily housing product. As a built-out community, context-sensitive design approaches will be needed to facilitate successful redevelopment that enhances the overall character of the community.

Potential Development Capacity of Redevelopment Opportunity Sites, 2019

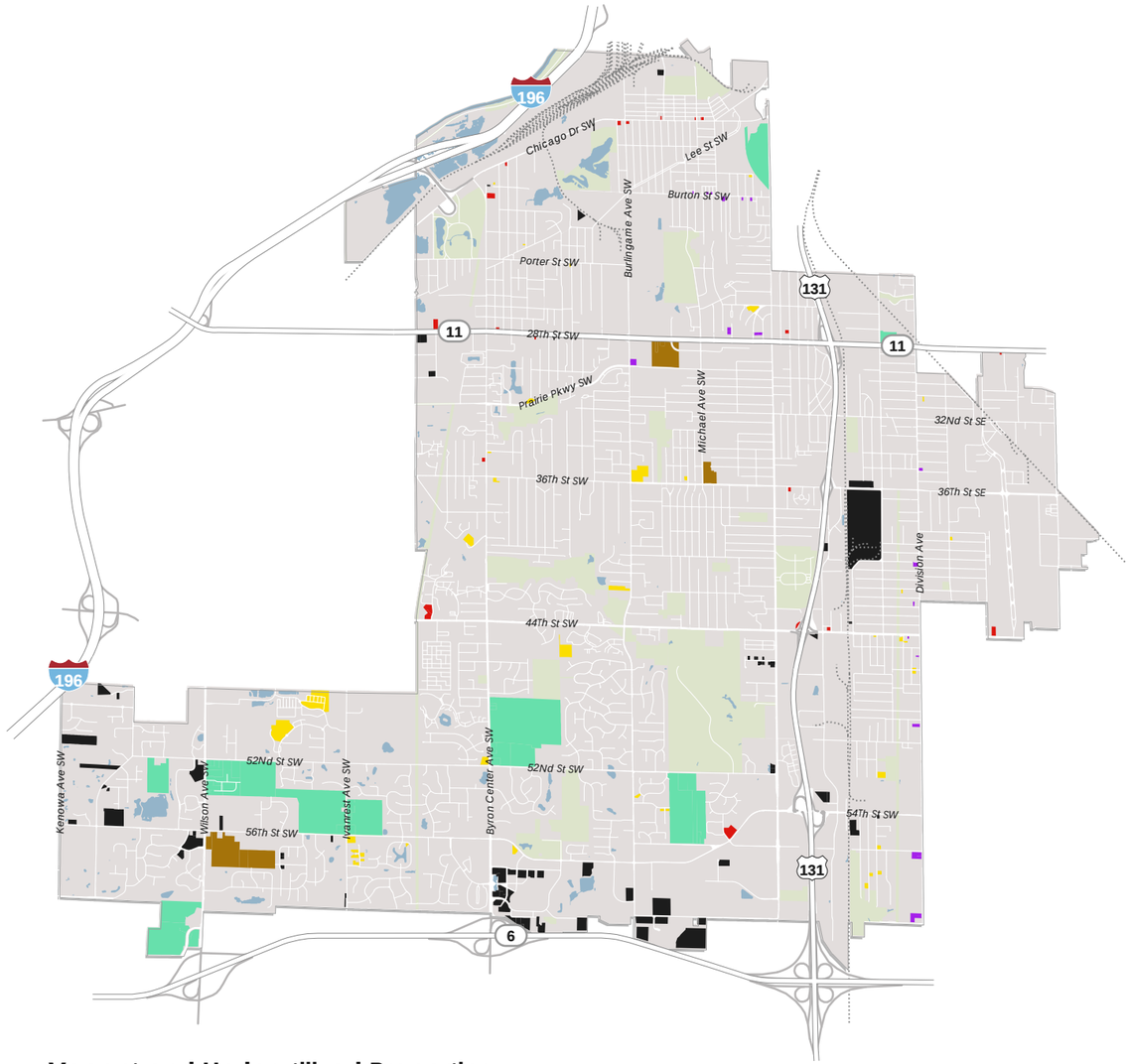
		Development Capacity		
	Acres	5 d.u. per acre	10 d.u. per acre	15 d.u. per acre
Redevelopment Opportunity Sites	514.2	2,571	5,142	7,713

Source: Houseal Lavigne Associates

Leverage Existing Tools

The City's Form Based Code (FBC) represents a tool that has yet to be fully leveraged in the community and could provide for the housing variety and quality design needed for many of the vacant and underutilized opportunity sites identified in this report. The recently approved HOM Flats at 28 West development is an example of a strategic infill redevelopment that leverages the FBC to accommodate more dense development in manner that is sensitive to surrounding contexts. Outside of the FBC zoning districts, development mechanisms such as Planned Unit Development (PUD) will play a vital role in guiding context-sensitive development that provides a greater number of housing units and mix of housing products that enhance the City's ability to capture regional housing demands.

The growth projected to occur in the region presents not only a land use challenge to the City, but also a housing and economic development opportunity. If the City does not prioritize strategies to accommodate housing needs, potential future households will move elsewhere in the region to find the housing they want and need.



Existing Land Use and Development

Wyoming's diverse mix of land use and development patterns makes it a vibrant place to live and work in West Michigan. An analysis of existing land use provided insight into how the City has grown and developed over time and helped inform what type of development will be appropriate in the future. The Existing Land Use and Development section provides an inventory and analysis of existing land use as well as an overview of current zoning within the City of Wyoming.

Existing Land Use Classifications

Existing land use was inventoried based on field reconnaissance and research conducted in Spring 2019. All parcels within city limits were categorized into one of the following 11 land use classifications:

Single-Family Detached

This category comprises stand-alone, single-family housing units on dedicated parcels. It remains the primary land use type and is distributed throughout the City. The newest single-family detached areas are located in the Panhandle and older postwar homes are located in north Wyoming.

Single-Family Attached

The single-family attached land use designation comprises structures containing multiple single-family dwellings, each sharing a common wall with at least one adjacent dwelling, and each having its own entrance. Dwelling types include rowhomes, duplexes, and townhomes. While single-family attached units can be found throughout Wyoming, large clusters of this category exist in the Panhandle developed as PUDs, such as Villas at Rivertown and Del Mar Village.

Multifamily

This category consists of structures with multiple residential units stacked vertically, featuring common entryways, stairways, and amenities, such as apartment buildings and condominium complexes. Multifamily developments are located throughout the community with notable concentrations around Clyde Park Avenue SW and 36th Street, west of Burlingame Avenue SW and 44th Street SW, along Byron Center Avenue SW and Prairie Parkway SW.

Manufactured Homes

This category includes manufactured, detached single-family homes that are constructed on a permanent chassis, allowing for transportability. Wyoming has four manufactured home communities dispersed throughout the City—Ferrand Estates, Country Estates, Eastern Mobile Villa, and Creekside Estates Park and Lodge.

Commercial

This category consists of different scales of commercial and retail services, including smaller neighborhood nodes, corridors, and regional commercial areas. Commercial uses include, but are not limited to, standalone retailers, mixed use commercial strips, restaurants, big box stores, auto body shops, gas stations, and hotels. Wyoming has multiple commercial corridors along which the majority of its retail and service options are located. They include 28th Street SW, Division Avenue S, Burton Street SW, 44th Street SW, 54th Street SW, Bryon Center Avenue SW, and Chicago Drive SW.

Office

This category includes offices used for professional services as well as medical office uses. Individual small offices, legal firms, and family physicians are dispersed within commercial corridors, along with the 150-acre Metro Health campus and Gordon Food Service headquarters along Gezon Parkway SW, which make up a significant portion of office land use.

Industrial

This category contains facilities and businesses involved in manufacturing, processing, storage, and distribution of goods and materials. Industrial uses are generally clustered together within established industrial parks. Wyoming has west Michigan's third largest industrial tax base, proceeded by Grand Rapids and Walker. Accordingly, over 17 percent of land is dedicated to industrial businesses, particularly in concentrations along Gezon Parkway SW, US-131, Roger B. Chaffee Memorial Drive SE, Chicago Drive SW, and the western city boundary west of Byron Center Avenue SW near 28th Street SW.

Public/Semi Public

This category is made up of institutional, educational, religious, public service, and governmental uses. This includes schools, colleges, churches, non-profits, hospitals, and libraries, such as Wyoming High School, Resurrection Life Church, Metro Health Hospital, Wyoming VA Community Based Outpatient Clinic, and Grace Christian University. Over 100 parcels dispersed throughout the community in Wyoming are dedicated places of worship, including two large religious complexes in the south—Resurrection Life and Grand Rapids First.

Parks and Open Space

This category includes parks managed by the Community Services Department's Parks and Recreation staff and Kent County, as well as natural areas that have not been prepared for development. The Department operates and maintains an additional 23 parks, nature preserves, and recreational facilities. Open space areas can include uncleared lots in between developments, golf courses, or areas surrounding natural features, such as Buck Creek. There are three golf courses within Wyoming, including Maple Hill Golf on 56th Street SW, the Pines Golf Course on 52nd Street SW, and the largest located within Palmer Park on 52nd Street SW, Kaufman Golf Course. This land use category also includes the Hopewell Indian Mounds Park, a historically significant site owned and operated by the National Park Service.

Utility and Railroad

This category is made up of railroads and utility infrastructure, such as electrical substations, power line rights-of-way, and water treatment facilities. The Kent Trails and Interurban Trail currently run along utility lines to utilize the space for recreational purposes and provide links between parks.

Vacant

This category comprises unimproved lots absent of any structures including lots that may have been recently cleared for development. Such vacant lots can accommodate future development. This category does not include vacant areas that are part of a larger parcel with active uses. Vacant parcels are dispersed throughout the City, including single parcels within residential neighborhoods and along commercial corridors.

Land Use Distribution

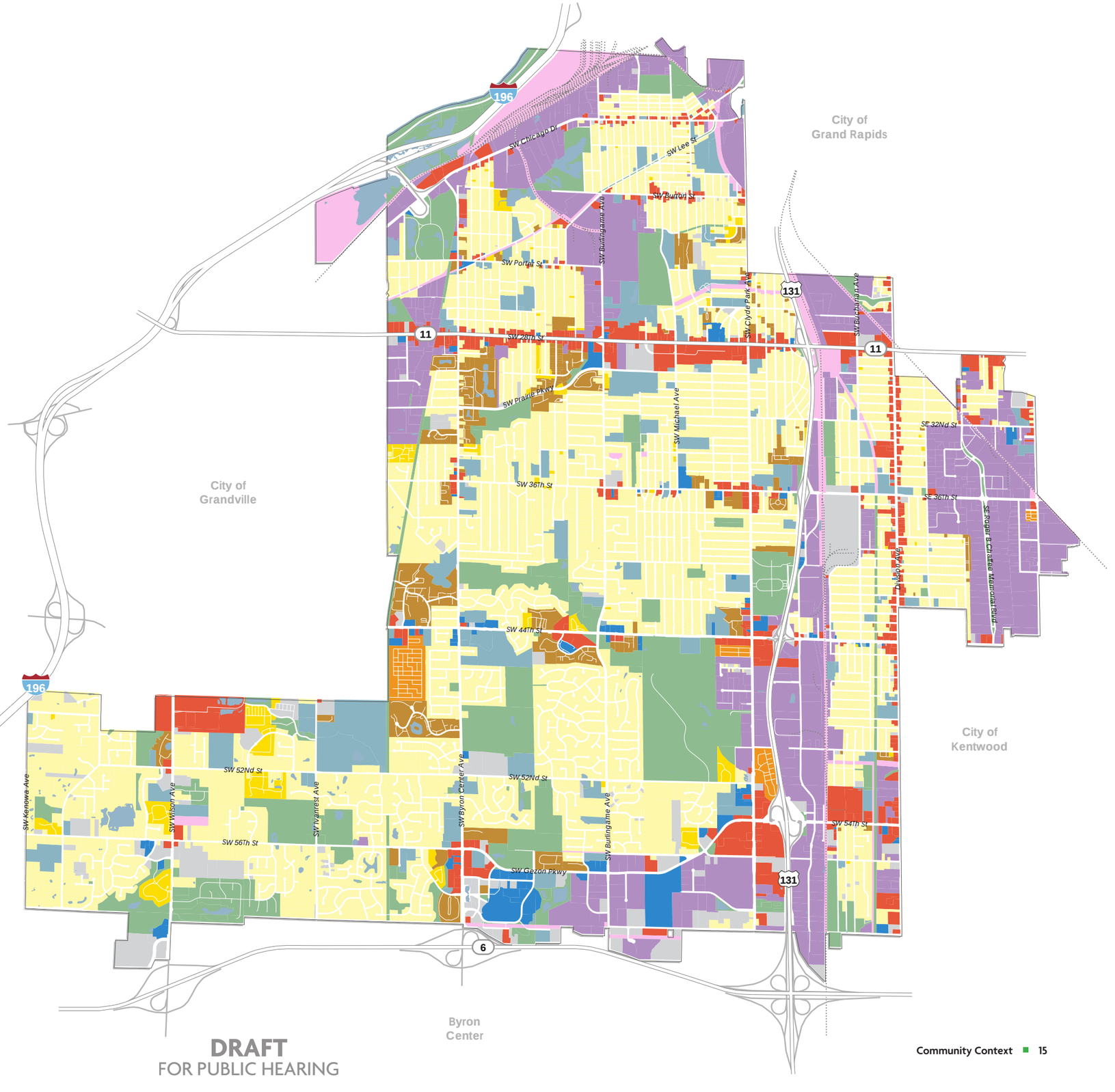
Wyoming's land use distribution is depicted in the chart below using the categories previously described. Single-family detached homes make up the majority of land area in Wyoming at 39.3 percent, followed by industrial at 17.2 percent, which supports the significant industrial tax base. Parks and open space take up the third largest amount of area at 15.1 percent. Only 2.9 percent of the City remains vacant.

Existing Land Use	Percent
Agriculture	0.4%
Manufactured Home	0.8%
Single-Family Attached	1.6%
Office	1.5%
Vacant	2.9%
Utility and Railroad	3.9%
Multifamily	4.3%
Commercial	6.2%
Public/Semi-Public	6.9%
Parks and Open Space	15.1%
Industrial	17.2%
Single-Family Detached	39.3%
Total	***100.0%***

DRAFT
FOR PUBLIC HEARING

Existing Land Use

- Single-Family Detached
- Single-Family Attached
- Manufactured Home
- Multifamily
- Commercial
- Office
- Industrial
- Public/Semi-Public
- Parks and Open Space
- Utility and Railroad
- Vacant



DRAFT
FOR PUBLIC HEARING

Zoning and Development Regulations

Zoning codes are critical for guiding land use and development and ensuring growth occurs in accordance with City goals. Regulations address factors such as maximum height, minimum building area, minimum lot sizes, building setbacks and build to lines, and use of property. They can also address parking requirements, sign and storage facility designs, and fence installations.

Current Zoning Districts

The City's Community Services Department's Planning staff manages zoning within Wyoming, which is divided into the following residential, commercial, and industrial districts:

Low-Density Residential Districts (R-1, R-2)

These districts are intended for single-family dwellings and protect single-family residential development. Non-residential uses that accommodate and support low-density neighborhoods are also allowed, including churches, daycares, and public facilities other than elementary, intermediate, or high schools. Most R-1 districts are located in southern Wyoming south of 44th Street SW, while the majority of R-2 districts are north of 44th Street SW.

Medium-Density Residential Districts (R-3, R-4)

These districts allow for a variety of residential uses including single-family, two-family, and multifamily dwellings. Certain supplementary uses that are incidental to medium-density residential uses are also permitted, including private educational facilities, foster care group homes, and nursing homes. Most R-3 districts can be found east of South Division Avenue S or north of 28th Street SW, while R-4 districts are dispersed throughout the City.

High-Density Residential Districts (R-5, R-7)

These districts are designed to allow for higher-density residential, including multifamily residential structures, high-rise apartments, and condominiums. All dwellings must have at least one property abutting a major thoroughfare or have vehicular access to one. The R-7 district is intended for higher quality multifamily housing designed to be compatible with adjoining single-family zoning districts. Most of these districts are located in the southern half of the City.

R-6 Residential District

This district is intended for mobile homes and mobile home parks. Non-profit elementary, intermediate, and high schools offering courses in general education, as well as churches and accessory uses are also permitted. These districts are typically found south of 44th Street SW.

ER Estate Residential District

This district is intended to accommodate rural estate type residential uses that typically contain large lot single-family dwellings. These districts can be found in the City's southwestern Panhandle.

B-1 Local Businesses District

This district is intended to provide basic services and convenience shopping for adjacent neighborhoods as well as the entire community. B-1 districts are typically bordered by low-density residential districts, and can be primarily found along Chicago Drive SW, 36th Street SW, 44th Street SW, and 56th Street SW.

B-2 General Business District

This district allows for a mix of retail businesses as well as a wide range of supplementary uses to accommodate a business district including hotels and motels, bus stations, theaters, and veterinary hospitals. The majority of B-2 districts are located in shopping corridors of the City.

B-3 Planned Shopping Business District

This district is intended for retail and services that are motorist oriented. These districts include larger sized lots that may be incompatible in other business districts. Permitted uses can include department stores, drive-through restaurants, and community shopping centers. The majority of these districts are located south of 44th Street SW.

RO-1 Restricted Office District

This district is designed to accommodate office buildings for executive, administrative, and professional occupations, as well as medical offices and financial institutions. These districts are dispersed throughout the City. Many of these districts can be found along 44th Street SW and Clyde Park Avenue SW.

Light Industrial Districts (I-1, I-3)

These districts are intended for light industrial activity that do not emit significant hazards or noise pollution. These uses include wholesaling, warehousing, research laboratories, laundries, and the manufacturing and packaging of food products, drugs, toys, cosmetics, and other small products. The only I-3 district is located on the southern border of the City where more than 10 truck bays and loading docks are permitted.

I-2 General Industrial District

This district is designed for heavier industrial uses that benefit from having convenient highway access and are typically located on the outskirts of the City. Industrial activity permitted in these districts include automobile manufacturing and factories that work with metals, paints, and lumber. These districts can be found in the northern, western, and eastern extremities of city limits, south of Burton Street SW and Burlingame Avenue, and along the east side of US-131.

P-1 Vehicular Parking District

This district is intended solely for the parking of private automobiles. The largest of these districts is located at 36th Street SW and Buchanan Avenue SW.

PUD-1 Low Density Planned Unit Development

This district is designed to group varying land uses including residential, commercial, and recreational where they can coexist. Single-family and multifamily dwellings are permitted as well as the uses allowed in Local Business Districts. These districts can be found in the City's southwestern Panhandle.

PUD-2 Commercial Unit Development

This district is intended for commercial centers where a wide range of shopping and services can be provided. The only PUD-2 district is located at the border of the City on the north end of Wilson Avenue SW, which features big box retail and department stores.

PUD-3 Planned Health Care District

This district is designed for general health care and medical facilities. Permitted uses include hospitals, medical laboratories, medical education facilities, health clubs and fitness centers, and additional supplementary uses. The only PUD-3 district is Metro Health, located at the southern end of the City, east of Byron Center Avenue SW.

PUD-4 Zoning District

This district is intended to provide for flexibility in development in a sustainable and character-sensitive manner for a variety of land uses. This district permits single-family detached, single-family attached, multifamily, public-/semi-public, commercial, and industrial uses. There are currently two PUD zone projects in Wyoming: Grace Christian University and Union Suites at Michael.

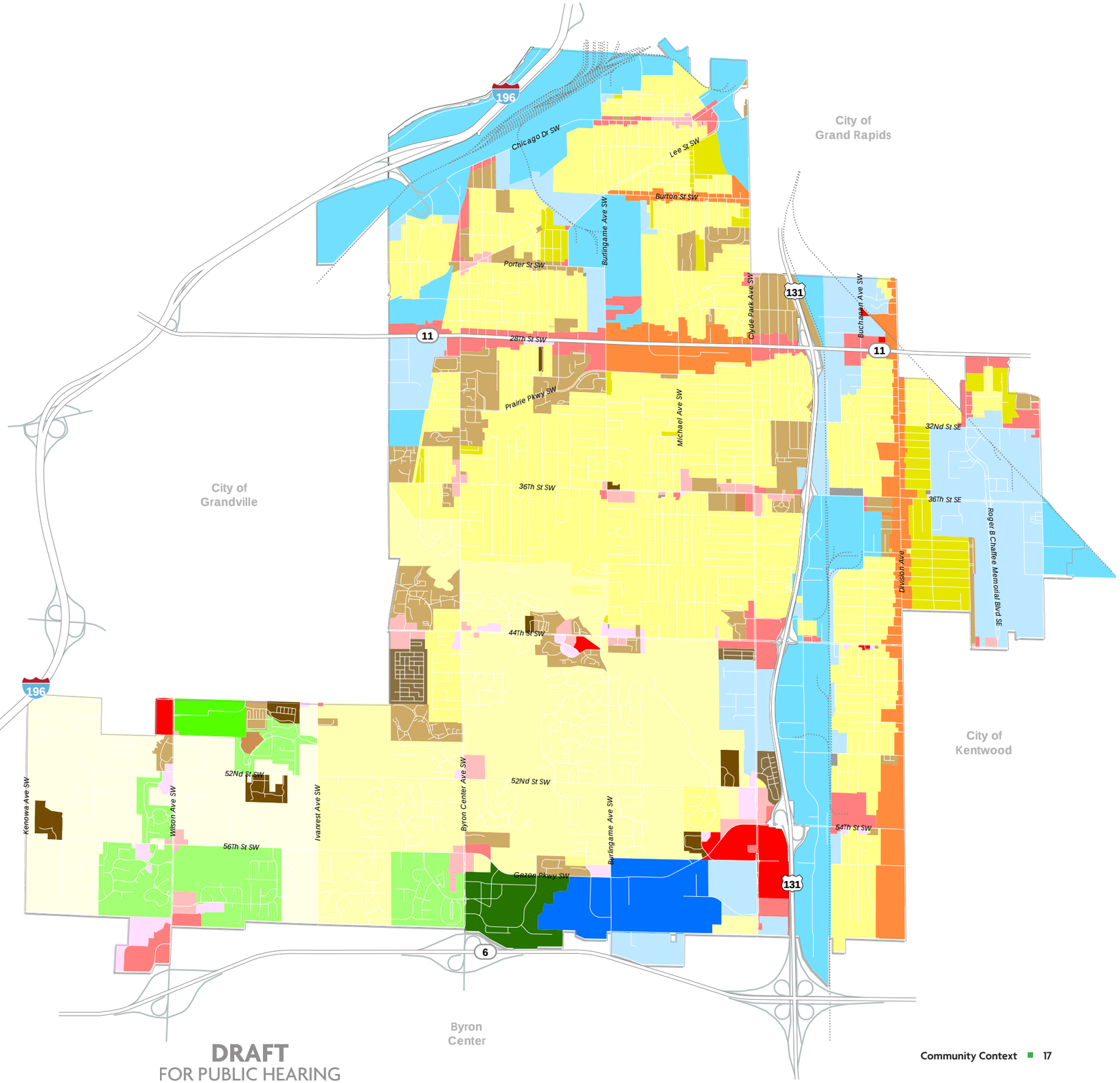
Form Based Code

The City also applies a ***Form Based Code*** (development regulations that focus on the physical appearance and design of development in addition to regulation of land use) to portions of the 28th Street SW, Burton Street SW, and Division Avenue S corridors. Adopted in 2013 and later amended in 2018, the code aims to enhance the image of the public realm by creating standards for individual building character, streetscape, and public spaces. The ***Form Based Code*** addresses land use, parking requirements, signs, and subdivision standards, and aligns with the City's land use plan as presented in the ***Land Use 2020 Master Plan*** and related amendments. Mixed use developments are only allowed within ***Form Based Code*** districts, with first floor rentable space and upper floor residential.

DRAFT
FOR PUBLIC HEARING

Current Zoning

- ER Estate Residential District
- R-1 Residential District
- R-2 Residential District
- R-3 Residential District
- R-4 Residential District
- R-5 Residential District
- R-6 Residential District
- R-7 Residential District
- B-1 Local Business District
- B-2 General Business District
- B-3 Planned Shopping Business District
- RO-1 Restricted Office District
- Form Based Code
- I-1 Light Industrial District
- I-2 General Industrial District
- I-3 Restricted Industrial District
- P-1 Vehicular Parking District
- PUD-1 Low Density Planned Unit Development
- PUD-2 Commercial Planned Unit Development
- PUD-3 Planned Health Care District
- PUD-4 Zoning District (no properties within this designation)



DRAFT
FOR PUBLIC HEARING



LAND USE PLAN

3

The Land Use Plan identifies desired future land uses for all areas of Wyoming, building off the existing development patterns within the City. The Land Use Plan strives to preserve and enhance Wyoming's established residential neighborhoods while promoting opportunities for higher density, unique, and affordable housing types. The Plan seeks to strengthen neighborhood commercial centers and revitalize the City's major corridors, supporting transit-oriented development along transit routes. Wyoming's city center along 28th Street SW is envisioned to be a bustling pedestrian-friendly, mixed use district that offers a diverse range of businesses and housing options with integrated public gathering spaces. Expansion of the local employment base through infill development and enhancements of industrial and business parks are also supported.

The Land Use Plan is an important guide for growth and development in Wyoming, serving as a foundation for future decision-making. The Land Use Plan is intended to be flexible and should accommodate creative approaches to land use and development consistent with the policies and guidelines included in Wyoming [re]Imagined.

Land Use Plan

The Land Use Plan identifies desired uses throughout the City of Wyoming. All parcels have been designated under one of 10 land uses categories which include:

- Traditional Residential
- Suburban Residential
- Mixed Use
- Neighborhood Commercial Center
- Corridor Commercial
- Public/Semi-Public
- Business Park
- Industrial
- Open Space and Recreation Facilities
- Utility and Railroad

The following section defines each land use category and highlights design and policy considerations for future development. The corresponding photos display positive examples of each land use within Wyoming.

Sustainability

To ensure Wyoming will prosper as an environmentally and economically sustainable community, sustainability must remain at the forefront of future planning-related decisions. This includes supporting development that minimizes impacts to the natural environment and makes efficient use of municipal resources and assets to provide long-term economic stability. It is key for the City to stay current with, and when possible get ahead of, emerging technologies that innovatively prepares the community for long-term vitality. Sustainability was a driving theme in the development of *Wyoming [re]Imagined* and has been highlighted across each chapter in green "Sustainability" callout boxes.

Equity and Inclusivity

Equity and inclusivity are two major components to a thriving community that is supportive of people of all ages, genders, races, incomes, and physical abilities. This includes access to amenities, including health care, healthy food options, education, and transportation. It also strongly relates to ensuring desirable development and investment in the City happens equitably across all neighborhoods. This theme cuts across all topics in *Wyoming [re]Imagined* and has been highlighted in each chapter using yellow "Equity and Inclusivity" callout boxes.

DRAFT
FOR PUBLIC HEARING



Traditional Residential

This category comprises smaller lot single-family detached properties in established residential neighborhoods, as well as integrated single-family attached and multifamily development. Traditional Residential should continue to be the predominant land use in areas located north of 44th Street SW and east of US-131. Infill development and reinvestment should be encouraged within Traditional Residential neighborhoods and strategic multifamily infill development should be used to increase housing choice within the community. This includes expanding housing options for older adults seeking to age-in-place in Wyoming. All higher density development should be sensitive to surrounding residential areas and reflect local scale and character. Multifamily and single-family attached housing should also be used to transition to lower density residential neighborhoods from commercial and industrial uses and encouraged in areas surrounding Neighborhood Commercial Centers to support businesses, create community identity, and activate the area.



Suburban Residential

This category includes newer residential development located in the southern portion of Wyoming, including single-family detached, single-family attached, and multifamily development. Suburban Residential areas generally have larger lot sizes than Traditional Residential areas and have curved streets with greater distances between intersections. The Suburban Residential land use also includes isolated clusters of single-family estate homes on large lots (typically over 2 acres). While some estate areas should be preserved, redevelopment of others may be encouraged in the future as the City looks to maximize development potential to capture projected growth in the region. Residential growth within Suburban Residential areas should continue to be primarily developed as planned unit developments (PUDs) that incorporate green space and pedestrian infrastructure. Higher density residential should be prioritized along major roadways as well as around Neighborhood Commercial Centers while maintaining the character of predominantly single-family detached neighborhoods.



Mixed Use

This category includes multi-story mixed use structures, featuring retail, restaurant, and services uses on the ground floor and office or residential on the upper floors. It also includes horizontal mixed use development where a variety of uses occur within proximity to one another, either in a piecemeal fashion along key corridors (such as Division Avenue), or on large-scale development sites where a mix of uses is anticipated across the site (such as Site 36, the Kelvinator Site, and existing golf courses). Mixed Use development should be focused within the central 28th Street corridor and adhere to the City's existing Form Based Code to create a walkable city center that will act as the heart of the City. Mixed Use development should also be prioritized along portions of the Division Avenue corridor to best leverage Silver Line Bus Rapid Transit stations as anchors to transit-oriented development. Multifamily structures should also be strategically placed within Mixed Use areas to increase activity and support local businesses.



Neighborhood Commercial Center

This category consists of commercial areas that primarily serve the residential neighborhoods surrounding them. These centers should serve as neighborhood anchors, creating focal points of activity. They should provide community gathering spaces and access to daily goods and services, such as salons, dry cleaners, restaurants, cafes, and small grocery stores. Several Neighborhood Commercial Centers currently exist, but their function as anchors of neighborhood activity should be further strengthened. This should include incorporating placemaking elements, such as outdoor seating, public art, and streetscaping. Single-Family Attached and Multifamily residential development should also be promoted in surrounding areas to establish an edge to the district and increase activity in commercial areas. Mixed use development, community centers, and recreation centers are also appropriate within Neighborhood Commercial Centers as redevelopment occurs.

Equity and Inclusivity

Equity through Complete Neighborhoods

Historic planning practices have often divided American cities into districts by use, placing essential goods and services in inaccessible locations for many city residents. A complete neighborhood provides residents safe and convenient access to the goods and services they need on a daily or regular basis. This includes a variety of housing types, grocery stores, shopping options, schools, public open spaces, and access to frequent transit. A complete neighborhood also includes an interconnected network of streets, sidewalks, and trails, which makes traveling throughout the neighborhood possible for residents of all ages and abilities. Having safe, convenient and walkable access to these amenities can help Wyoming's residents save money and stay healthy. Regardless of the mode of travel chosen, shorter distances between home and the places residents need to go on a daily and weekly basis can help decrease overall costs for individuals and households. Lower transportation costs help reduce overall household expenditures and increase housing affordability and incorporating daily exercise is a lot easier with a safe network of sidewalks outside everyone's door.





Corridor Commercial

This category includes a mix of large-scale commercial retail and services along major roadways, adjacent to the expressway, or within regional commercial areas. Commercial uses can include, but are not limited to, standalone retailers, mixed use retail centers, restaurants, large scale retail stores, gas stations, and hotels. Small office developments are also included within this category. Wyoming's Corridor Commercial areas should be accessible by car, by bike, and by foot and enhanced with fully connected sidewalks. The addition of pedestrian amenities should also be prioritized, such as benches, pedestrian-scaled lighting, and traffic calming elements. Wyoming's primary Corridor Commercial corridors, 28th Street SW, Division Avenue S, and Clyde Park Avenue SW at key intersections, should continue to be developed with high quality commercial uses, filling in any existing vacancies and redeveloping underutilized areas where possible.



Public/Semi-Public

This category is made up of institutional, educational, religious, public service, and governmental uses. This includes schools, colleges, churches, non-profits, hospitals, and libraries. These institutions enhance quality of life, and as redevelopment occurs, Public/Semi-public uses should be preserved or integrated into redevelopment plans to ensure new residents have access to valued community services. Further discussion of Public-/Semi-Public uses is located in **Chapter 4: Community Facilities and Infrastructure**.



Business Park

This category consists of major employment centers, smaller scale industrial areas, and office/medical complexes. This land use is concentrated along the Gezon Parkway SW corridor, US-131 corridor, Roger B Chaffee Memorial Boulevard corridor, and the western and eastern ends of the 28th Street corridor within city limits. As Business Park uses continue to grow, attention should be given to design quality, freight access, traffic impacts, and parking supply. Beautification improvements, such as landscaping, should also be integrated to provide separation, screen unattractive views from adjacent properties, and enhance curb appeal.



Industrial

This category contains facilities and businesses involved in manufacturing, processing, storage, and distribution of goods and materials. Industrial uses are generally clustered together within established freight corridors including US-131 and Chicago Drive SW. Industrial uses should continue to be concentrated in designated areas. Industrial uses should be well buffered and screened to minimize noise, light, and other environmental nuisances to adjacent commercial and residential areas.



Open Space and Recreation Facilities

This category includes designated park space, nature preserves, golf courses, trails, and recreational or sports facilities. It includes parks and natural areas managed by the City of Wyoming and Kent County, as well as private parks developed as part of planned unit developments (PUDs). The City should continue to seek opportunities to increase available park space within the community and strive to provide parkland within walking distance to all neighborhoods. This includes pursuing strategic acquisitions of properties to redevelop into new park space and ensuring PUDs integrate prviate parks to acheive green space within southern Wyoming. **Chapter 6: Parks, Open Space and Recreation** identifies potential areas for the development of new parkland to ensure that the Wyoming's growing population continues to have quality access to parks and recreation opportunities.



Utility and Railroad

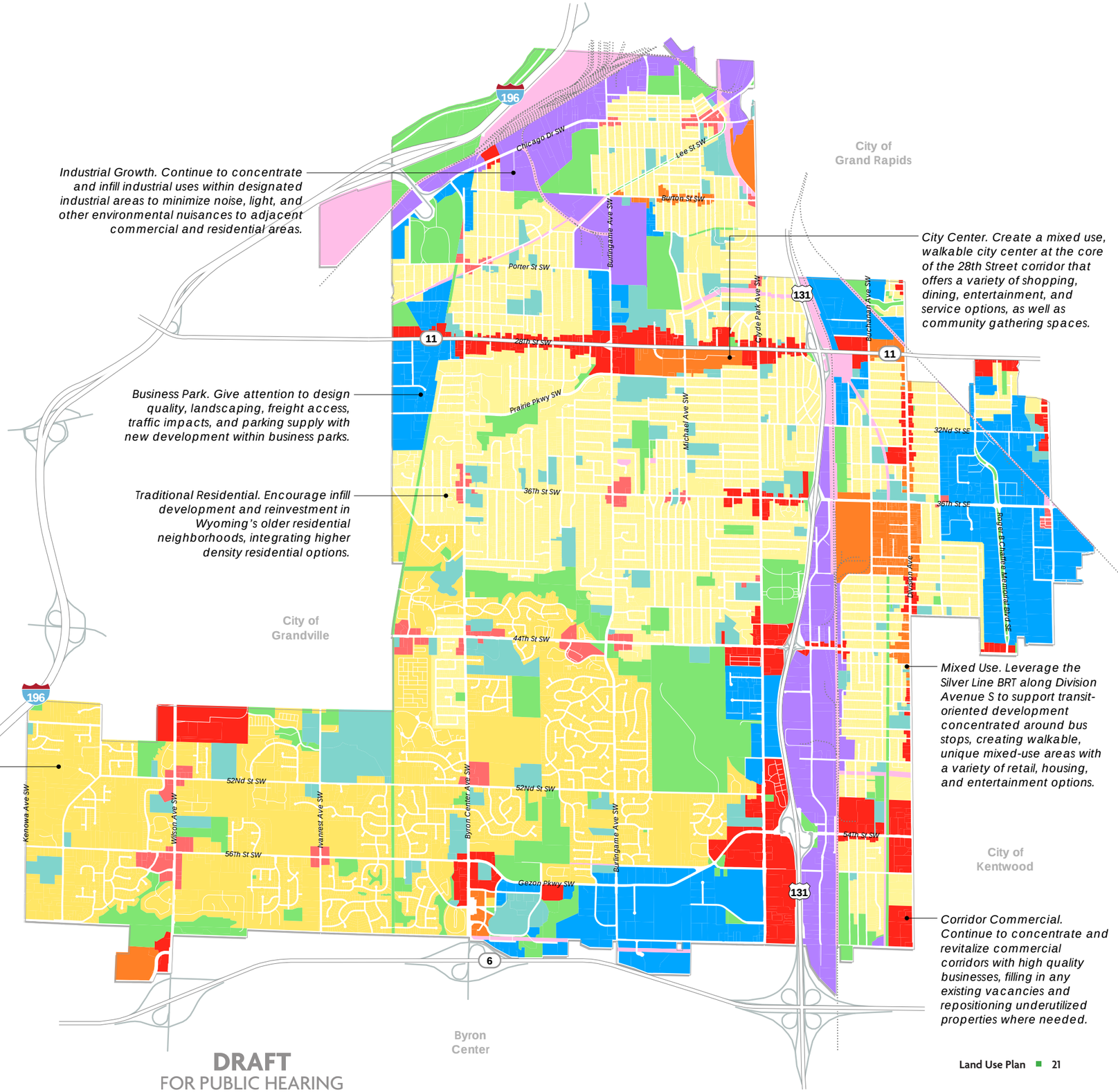
This category is made up of railroads and utility infrastructure, such as electrical substations, power line rights-of-way, and water treatment facilities. The Kent Trails and Interurban Trail currently run along utility lines to utilize the space for recreational purposes and provide links between parks. Additional opportunities to construct trails along utility lines should be pursued to further expand the City's trail network.

DRAFT
FOR PUBLIC HEARING

Land Use Plan

Parcels in Wyoming have been assigned one of ten land use designations. These cover a broad range of land use types and should serve as the basis for development review and approval and future zoning amendments that may be needed to implement the Plan's recommendations. Uses are arranged in a pattern that is intended to reflect existing development, limit incompatible uses, capitalize on arterial corridors, strengthen commercial areas, maintain existing residential neighborhoods, and take advantage of emerging development opportunities. Further recommendations for creation of high quality residential, commercial, and employment areas are contained within the Residential Areas Framework Plan and Economic Development Framework Plan.

- Traditional Residential
- Suburban Residential
- Mixed Use
- Corridor Commercial
- Neighborhood Commercial Center
- Business Park
- Industrial
- Public-/Semi-Public
- Open Space and Recreation Facilities
- Utility and Raillroad



DRAFT
FOR PUBLIC HEARING

RESIDENTIAL AREAS

Vision

In 2040, Wyoming will consist of a mix of stable, thriving residential neighborhoods, each with their own unique character and identity. These neighborhoods will offer an increased variety of housing options that enable people of all stages of life and income levels to thrive in Wyoming. The City will continue efforts to integrate affordable housing throughout the community including within new housing developments, reflecting Wyoming's desire to be an inclusive community. Older neighborhoods that once showed signs of age and wear will be renewed with a blending of new housing and reinvestment in the existing housing stock. Wyoming's residential areas will be attractive to new families and established residents alike, with highly connected and walkable neighborhoods supported by nearby restaurants and shops.

Goal 1

Reinvest in existing residential neighborhoods while fostering new housing development throughout Wyoming.

Goals 2

Encourage greater housing choice, affordability, accessibility, and livability within all Wyoming's neighborhoods.

Address Housing Need

Seek opportunities to develop vacant or underutilized lots with single-family attached and multifamily housing to better meet current housing need and capture long-term growth within the region.

Currently, single-family detached homes make up 39.3 percent of Wyoming's land use, while multifamily makes up 4.3 percent and single-family attached 1.6 percent. Wyoming's Analysis of Impediments to Fair Housing Choice (AI) and Housing Needs Assessment identified potential demand for 7,876 new housing units within the City, representing potential growth of 30 percent, through 2045. The proportion of renter households is also anticipated to increase. While single-family detached homes will continue to remain the predominant housing type, it is increasingly important to provide greater diversity in housing options. The City should support the development of higher density housing, such as townhomes, duplexes, condominiums, and apartments, on vacant or utilized lots to meet Wyoming's growing housing need.

Higher Density Infill

Within established single-family detached neighborhoods, vacant lots and older properties that may be reaching the end of their useful life should be considered opportunities to accommodate higher density residential development. Such infill development should complement the massing and scale of the surrounding neighborhood and utilize similar setbacks such that single-family attached and multifamily development relates strongly to adjacent single-family homes. The City should evaluate amending residential zoning districts, such as the R-1 and R-2 districts, to allow for such context-sensitive higher density infill, including townhomes, duplexes, and small-scale apartment buildings.

Strategic Multifamily Development Along Commercial Corridors

Multifamily development should be encouraged along Wyoming's commercial corridors in strategic locations where it can be used to reposition underutilized commercial properties and increase activity in adjacent portions of the corridor. As the retail environment continues to shift and demand for brick and mortar retail locations decreases, multifamily development should be viewed as a desirable alternative in commercial areas with decreasing rents and occupancy.

In accordance with the Land Use Plan, commercial and mixed development should be concentrated in districts and at key intersections, and multifamily development should be used to revitalize weaker commercial areas between these identified nodes. This includes along Division Avenue S and 28th Street SW where underutilized or vacant lots exist (see **Special Area Plans** for further discussion of these two corridors).

Similarly, single-family attached and multifamily developments should be encouraged around neighborhood commercial centers as they will support local businesses while serving as a transitional land use buffer between higher intensity commercial activity and single-family detached neighborhoods.

Higher Density Growth in Panhandle

Just as it has over the past decade, the Panhandle area will continue to play a critical role in accommodating Wyoming's growth. While greenfield developments are increasingly limited, numerous development opportunities remain within the Panhandle, including rural areas that have low density single-family homes and large areas of open space, as well as two golf course properties and a driving range. As the Panhandle continues to develop, the City should ensure that a range of housing products, including higher density residential types, are included in new housing projects. Large lot single-family detached properties along primary roadways or adjacent to commercial centers may also be considered for long-term, higher density redevelopment.

DRAFT
FOR PUBLIC HEARING



Example of a "Granny Flat" in backyard of single-family detached home in San Deigo, CA

Encourage Alternative Housing Types

Encourage opportunities to repurpose existing structures and explore alternative housing types within established neighborhoods to further diversify Wyoming's housing stock.

To ensure Wyoming continues to grow as a desirable place to live for all age groups, income levels, and family sizes, it is important that a variety of housing types are available. This includes the ability to support all stages of life and to age in place. The City should support the development of additional senior housing options to address its aging population as well as the development of smaller housing types that are attractive to young professionals, lower-income families, and downsizers.

Accessory Dwelling Units (ADUs)

ADUs, sometimes called "granny flats," provide for greater density in existing single-family neighborhoods without negatively impacting community character. They generally are less than 800 square feet and allow for context sensitive infill on smaller lots, such as by placing a unit above a detached garage. ADUs also provide opportunities for multi-generational housing when parents wish to downsize and continue living with their children and grandchildren. The City should consider promoting internal and detached ADUs as special uses within certain residential zoning districts. The City should ensure that certain conditions are met in the approval of the use, including the availability of sufficient parking and quality design. Such conditions would ensure ADUs have little to no impact on the appearance of the primary residence and character of development as seen from the adjacent street.



Example of a Single-Family Conversion in Peoria Heights, IL

Senior Housing

The City has been experiencing its greatest percentage of growth in the 65 years old and over age group. This older age group increased by nearly 1,100 individuals or 16.7 percent between 2010 and 2017, while the City's overall population grew by 4.2 percent. To address the aging population, senior housing should be strategically located in areas close to healthcare facilities, grocery and retail stores, public parks, open space, and public transit to provide older residents with close access or convenient means of travel to healthcare services and day-to-day activities. This includes around Metro Village, along 28th Street SW, 44th Street SW, and Wilson Avenue SW.

As empty-nesters often desire homes that require less maintenance, such as a smaller unit footprint and yard, more diverse housing options should be provided, such as cottage style homes, single-family attached, and multifamily development. Senior housing should also be integrated into existing residential neighborhoods with proximity to commercial and entertainment options to ensure high quality of life while minimizing opportunities for isolation. The Union Suites at Michael Avenue is a good example of integrated senior housing as it will be located near the Wyoming Public Library as well as two commercial corridors: 28th Street SW and Clyde Park Avenue SW.



Example of a Tiny Home in Tallahassee, FL

Single-Family Conversions

The City should also consider permitting single-family detached conversions into duplexes, triplexes, or quadplexes to increase housing density in a way that blends into the surrounding single-family detached neighborhood. Such conversions are beneficial as they extend the economic life of existing structures and allow owners to justify expenditures for internal repairs and modernization. If permitted, the City should establish clear regulations and a judicious approval process to mitigate potential issues such as parking supply, maximum number of units, unit ingress/egress, and fire code compliance.

Tiny Homes

Tiny homes are detached dwellings typically under 400 square feet that provide increased opportunity for affordable home ownership. They provide the freedom and appeal of single-family homes at a smaller scale and therefore lower cost, and are often developed in clusters to support a sense of community. They also create housing options for those who desire a minimalistic lifestyle. The City should consider allowing the development of tiny homes and similar small-footprint residential uses to help diversify housing while respecting the character of existing neighborhoods. As this type of housing has not yet been proven in the Wyoming housing market, a pilot project should be considered.

Case Study

Tiny Homes Detroit, Michigan

Rev. Faith Fowler, a 60-year-old Methodist pastor in Detroit, Michigan, built 13 tiny homes in 2019 as a radical approach to addressing people's needs who are homeless or living in poverty. Working with Cass Community Social Services, an anti-poverty nonprofit, Fowler constructed small-scale Cape Cod, Victorian, and angle-roofed modern style homes, all under 400 square feet on 30 by 100 foot lots. Each cost $45,000-$55,000 to build, much of which was donated from corporations, foundations, and Christian denominations. A rent-to-own formula is used that charges tenants a dollar per square foot, making rent affordable for those making the required minimum $7,000 annual income. The program also requires residents to pay their own utility bills, meet with a financial coach monthly, and participate in a community watch program—if successfully completed, the home and land are deeded to the tenant, mortgage free. This tiny home development sets a precedent for breaking the cycle of poverty and providing truly affordable housing options for low-income residents wishing to own their own home.



Sustainability

Sustainability through Higher Density Residential

As Wyoming is mostly built out, encouraging the development of higher density residential options would make greater use of existing infrastructure and support the established transit system. With limited opportunities for greenfield development, higher density infill projects are also needed to capture regional growth and ensure the City is in a fiscally sustainable position over the long term. An exemplary higher density residential project that is currently under construction is HOM Flats, located on 28th Street between Burlingame Avenue SW and Michael Avenue SW. This development is a positive example of infill development that will provide housing options near Wyoming's city center, which is planned to be a pedestrian-friendly, mixed use district. A portion of the apartment will be below market-rate, increasing inclusive and affordable housing options in the City.



Promote Mixed Use Districts

Promote highly walkable mixed use districts and transit-oriented housing development.

The lack of mixed use areas in Wyoming and the reliance on large and separated commercial, office, and residential areas means most residents rely on vehicles to accomplish their day-to-day activities. By promoting mixed use development in strategic locations, the City can better connect residents with the amenities they need on a day-to-day basis. Residents living in mixed use districts would benefit from high levels of accessibility and walkability. Transit system investments, including the Silver Line along Division Avenue S, as well as locations where mixed use already exists on a limited scale, such as Burton Street, should be leveraged for future mixed use.

Mixed use development can consist of either a horizontal mix of uses within close proximity, or multi-story mixed use buildings. Where possible, vertical mixed use development should be encouraged with multifamily housing placed above ground-floor commercial uses to ensure the street level remains active. Public spaces, such as small parks and plazas, should also be integrated into mixed use areas to provide opportunities for community gathering and placemaking activities. Pedestrian infrastructure improvements such as sidewalk widening, streetscaping, and intersection improvements should be prioritized. Further, opportunities to encourage accessible healthcare and childcare facilities should be pursued.

28th Street SW

28th Street SW has historically developed as Wyoming's primary commercial corridor, serving both residents and shoppers throughout the region; however, its character remains auto oriented and lacks the feel of a downtown. Today, there is a strong community desire to establish a city center and other walkable, mixed use districts that foster a stronger community identity. In addition to being hubs of commercial activity, mixed use districts provide an opportunity to integrate a variety of housing options within future development.

Form Based Code

The City's Form Based Code should be adhered to so as to encourage the formation of mixed use districts along 28th Street SW, Burton Street SW, and Division Avenue S. The code addresses aspects like building type, frontage type, materials, access, parking, and sign standards to guide compact, transit-oriented development patterns that foster multi-modal corridors, mix of uses, and diversity of residential development.

Transit-Oriented Development (TOD)

The Silver Line is a unique transportation asset, providing bus rapid transit (BRT) service to Downtown Grand Rapids and Kentwood (see the **Division Avenue S Special Area Plan** for further discussion). New mixed use development should be encouraged in the areas surrounding Silver Line stations to better leverage available transit services as an amenity for businesses and residents and provide living options for residents who do not own cars.

Site 36

As a remediated brownfield, residential uses are not permitted on Site 36. However, existing residential properties between the site and Division Avenue S should be considered for gradual redevelopment into a mixed use and multifamily district that leverages proximity to future Site 36 amenities and direct access to Downtown Grand Rapids that the Silver Line provides. As higher density housing is developed within the area, affordable housing should be incorporated within new development. Properties along 36th Street and Division Avenue S should be considered for assembly to facilitate larger-scale development.

Promote Affordable Housing

Ensure affordable housing is supplied with the growth of new housing to provide options for all income levels.

The limited availability of affordable housing is a critical issue within Wyoming that must be prioritized to ensure the City's long-term sustainability. The City's Analysis of Impediments to Fair Housing Choice (AI) identified that almost one in three (8,109 households or 29.5 percent of Wyoming's households) paid more than 30 percent in housing costs in 2017. As defined by the U.S. Department of Housing and Urban Development (HUD), these households are considered to be cost burdened and may have difficulty affording necessities such as food, clothing, transportation, and medical care. The AI also identified the need for a more balanced housing stock that provides additional rental opportunities for lower income households and for new policies to address housing needs for low- and extremely low-income households. To ensure Wyoming is welcoming and can support residents of all income groups, the City should ensure it actively promotes the creation of new affordable housing units within its housing stock.

DRAFT
FOR PUBLIC HEARING

Affordable Housing Incentives and Mechanisms

There are several incentives the City could utilize to encourage developers to include below-market rate units in new housing developments. Incentives to consider include the following:

- Density bonuses
- Expedited processing
- Parking reductions
- Tax abatements

If density bonuses or parking reductions are pursued, the City must ensure the development is still respectful to the scale of the surrounding neighborhood and adequate parking supply is provided on-site or through other locations to accommodate added demand. In addition to incentives, various mechanisms exist that could be used to preserve affordability as Wyoming and the region experience growth. Pursuits such as establishing a community land trust will require coordination with partner organizations.

Community Land Trusts

A community land trust (CLT) is a shared-equity model run by community or nonprofit landholding organizations. They provide long-term affordable land- and home-ownership models by purchasing land off the market and selling or renting out price-controlled units, CLTs can permanently maintain units at an affordable price through agreements that limit the amount of profit that a homeowner can earn when it sells to the next owner.

For example, some land trusts collect a percentage of profit from increased property value from a sale to subsidize the next resident. As CLTs' initial investments to obtain land or housing units are substantial, public subsidy is often necessary. Funding sources available to Wyoming that could be used to assist a CLT include HUD HOME Investment Partnerships Program.

Housing Co-Operatives

Housing co-operatives are another creative solution to providing affordable housing through shared-equity housing. Co-ops are formed by a group of residents that buy into a share of a multifamily building, through which they are granted partial ownership and a unit. This model creates the opportunity for collective homeownership by residents who otherwise may not to be able to afford a property independently. Residents then create their own rules and management system to maintain the co-op, such as monthly dues for maintenance, insurance, and other needs.

Limited-equity co-ops keep units affordable by capping the percentage share prices can increase annually, as well as retrieving a portion of the equity earned when a share is sold to subsidize the next buyer. Such models are gaining popularity among nonprofit affordable housing developers across the nation.

Inclusionary Zoning

While incentives can be an effective tool in promoting the inclusion of affordable housing in new development, implementation should be monitored. If the City determines that incentives do not appear to be having the desired result, the City should consider adopting inclusionary zoning (IZ).

As the Michigan Zoning Enabling Act currently prohibits local governments from adopting mandatory IZ, voluntary IZ should be considered as well as integrating IZ into PUD requirements. The City should work with private developers to include a set percentage of affordable housing units in future multi-unit developments (e.g. 10 percent of units in residential developments of 10 units or more). In exchange for compliance with this policy, developers could also receive a bonus described previously. The City may also propose an amendment to the Enabling Act to allow mandatory IZ across the state as a proactive and effective tool for increasing affordable housing.

Workforce Housing

Workforce housing that is affordable by low- and middle-income wage earners was highlighted as a need during community outreach. According to U.S. Census, 36,080 people worked in Wyoming but lived outside of the community as of 2017. These commuters represent a potential source of new residents and an economic development opportunity. People who live and work in the same community help boost the local economy by spending their earned dollars locally and alleviate congestion by shortening or eliminating their commutes. To grow the number of people who both live and work in Wyoming, the City should support the development of workforce housing near major employment centers or transit that provides easy access to jobs.

Equity and Inclusivity

Inner City Christian Federation Community Homes Initiative

The Inner City Christian Federation's (ICCF) Community Homes Initiative is a program charged with renewing and restoring homes and creating affordable housing, working towards a more equitable and inclusive housing market. Through a community-led effort, the organization has purchased 248 homes since 2017 to provide affordable rental rates and homeownership opportunities for low- and moderate-income households. Through the Community Homes Land Trust, tenants can purchase their home if they desire to. The ICCF has 188 properties in Grand Rapids and 60 in Wyoming and anticipates investing $4.5 million over 10 years for renovations and capital improvements to create energy efficient, environmentally sustainable homes.



Equity and Inclusivity

Equitable Neighborhoods through Housing Choice

Greater equity for Wyoming's residents can be obtained by ensuring housing choice and diversity within and across the City's neighborhoods. The majority of housing in Wyoming is currently detached single-family homes. Complete neighborhoods should have a range of housing types and sizes (single-family detached, single-family attached and multifamily housing) for rent and for sale. Additional variety should be provided with a range of home sizes in the form of overall square footage and number of bedrooms. Through the inclusion of supportive zoning and housing diversity policies, Wyoming can offer greater consumer choice across the housing affordability spectrum, while also addressing its future housing supply needs, as reported in the City's Analysis of Impediments to Fair Housing Choice and Housing Needs Assessment of 2019.



Enhance Existing Neighborhoods

Explore incentives to help enhance the image of residential neighborhoods and upgrade aging homes.

Wyoming's established neighborhoods make up the heart of the City and are a crucial component of a thriving community. The City's northern and eastern census tracts contain its oldest housing stock, with a median house age as old as 76 years and many houses built in 1939 or earlier. Older houses are more prone to maintenance issues and the housing stock in Wyoming's oldest neighborhoods tend to be smaller in size with limited amenities compared to newer areas. It is critical to support reinvestment in these areas to ensure Wyoming further grows as an attractive and desirable place to live. The City should support continued reinvestment into existing neighborhoods to improve overall housing stock quality and community character.

Home and Facade Improvement Funds

The City should support property maintenance by promoting façade improvement and home repair incentives. Residents should be educated on available grants, loans, and rebate programs from local, state, and federal agencies that would provide financial aid in home repairs and improvements.

Right-Of-Way Improvements

To improve the character of older residential neighborhoods, the City should continue to work with the Public Works Department to upgrade conditions within the right-of-way where needed. This could include upgrading roadway conditions, installing light fixtures, and planting street trees and other landscaping features in public rights-of-way.

Stricter Code Enforcement

In addition to providing incentives, the City should apply stricter and proactive code enforcement as opposed to passive resident complaint responses to improve conditions within neighborhoods showings signs of disinvestment or lack of maintenance. This includes ensuring proper removal of visual nuisances including trash, discarded furniture, and inoperable vehicles; renovation of aged facades; and maintenance of front lawns.

Accommodate Home Expansion

Home additions in older neighborhoods with smaller lots may require encroachment on required setbacks. Reducing side or rear setback requirements could help accommodate home additions and facilitate reinvestment. The City's R-1 and R-2 residential zoning districts currently require 35 feet minimum front and rear setbacks, unless 25 percent or more of the lots on the block is occupied by buildings, in which case the setback of a property would be the average of its adjacent lots. The City should consider reducing the 35 feet rear setback requirement to allow for single-family home expansions in older residential neighborhoods and the modernization of aging house stock into larger, updated homes.

DRAFT
FOR PUBLIC HEARING

Residential Areas Framework Plan

Existing Residential. Reinvestment should be encouraged within established residential neighborhoods, which can consist of single-family detached, single-family attached, and multifamily dwellings.

Single-Family Neighborhood Infill. Established single-family detached neighborhoods should be filled out by developing any existing vacant lots with new single-family housing. Single-family attached dwellings may be considered.

Proposed Higher Density. To meet the City's growing housing need and provide greater diversity in housing options, context-sensitive single-family attached and multifamily development should be developed where opportunity exists.

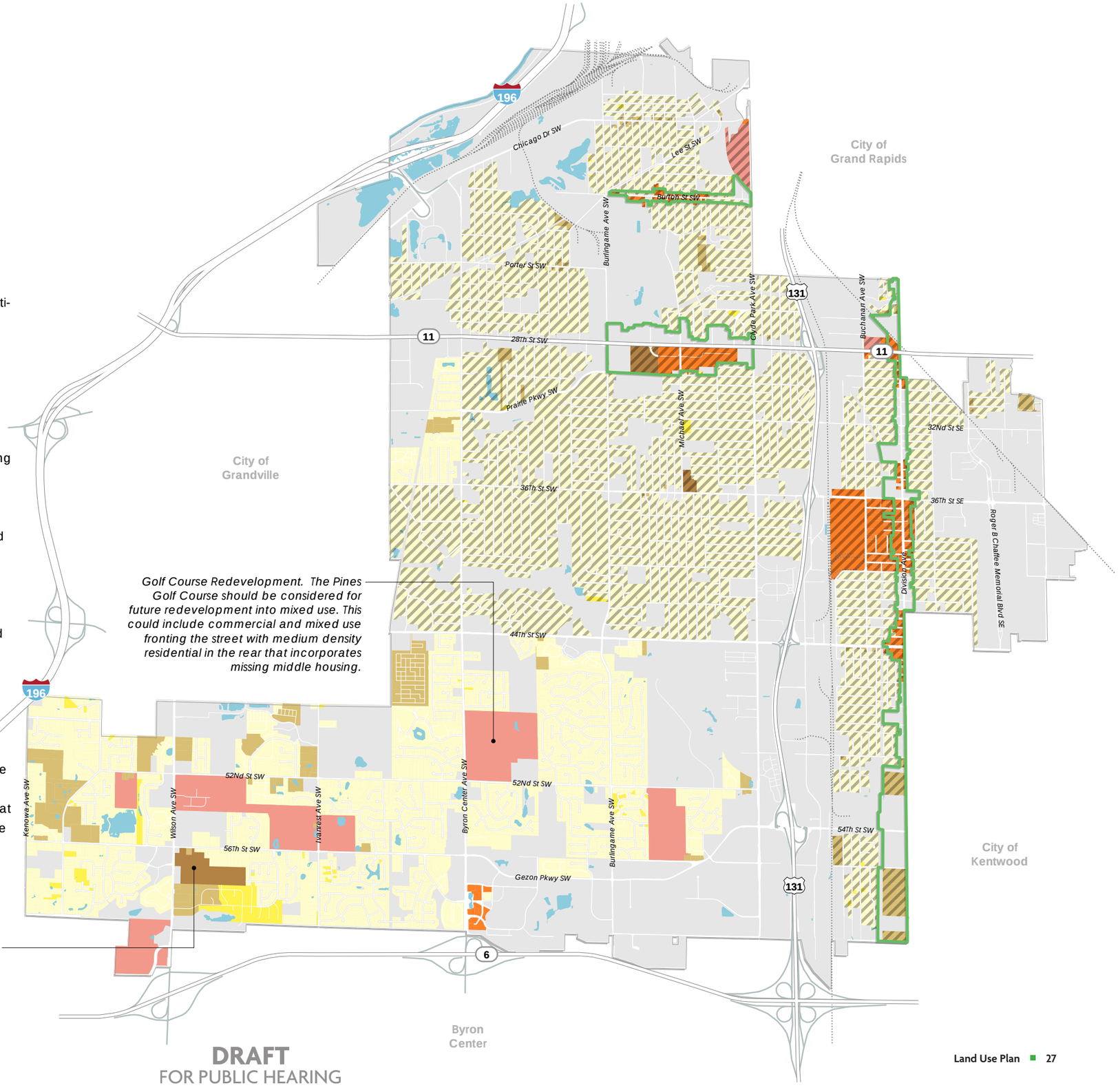
Mixed Use. Integrate higher density residential into mixed use areas that have a diverse mixture of live, work, shop, and play. These areas should have strong identities as hubs of activity, while being highly walkable and accessible by transit.

Form Based Code. Continue to apply the Form Base Code to guide compact, transit-oriented development patterns that foster multi-modal corridors, mix of uses, and diversity of residential development.

Opportunity Sites. Redevelop large vacant or underutilized sites to accommodate new higher density housing that is sensitive to and enhances the character of surrounding residential neighborhoods.

Approved Multifamily Development. These properties have been proposed for residential and mixed-use development that could result in the construction of about 1,210 housing units. They include The Reserve, HOM Flats at 28 West, and an age targeted housing development at Michael Avenue SW and 36th Street.

Mature Housing Stock. Target reinvestment and stricter code enforcement into Wyoming's older established neighborhoods to improve their character, particularly in the northern and eastern census tracts that contain the oldest housing stock in the City.



DRAFT
FOR PUBLIC HEARING

ECONOMIC DEVELOPMENT

Vision

In 2040, Wyoming's commercial corridors will be vibrant, supporting a wide variety of retail, service, office, and entertainment options that have both a local and regional draw. Commercial corridors will be attractive and green, with ample landscaping and a lack of visual clutter from signs and lighting. Residential areas will be served by smaller-scale neighborhood centers that provide locals with desired day-to-day goods and services, such as restaurants, hair salons, and fresh food stores. Such centers will provide residents a place to gather and strengthen their sense of community, enhanced with features like public art and outdoor seating areas. At the heart of the City, the central 28th Street corridor will have been transformed into a bustling, walkable city center that contains a broad mix of uses, including shops, restaurants, residences, and public green spaces and plazas. Wyoming's industrial districts and office corridors will continue to support a robust employment base with older industrial areas undergoing reinvestment to provide opportunities for future entrepreneurs and makers, including higher tech sector jobs and investments. The City will work closely with Kent County and other regional partners towards a cohesive economic development strategy to increase regional economic prosperity.

Goal 1

Provide access to a wide range of goods and services for both locals and the region by revitalizing the City's commercial districts while expanding the local tax base and employment by growing the industrial and medical sectors.

Goal 2

Promote investment in Wyoming's existing industrial areas while planning for future growth of business parks that collectively increase local employment opportunities.

Reinforce Concentrated Commercial Development

Further define and reinforce existing concentrations of commercial development to establish neighborhood nodes with a distinct sense of place.

Fostering the development and expansion of neighborhood commercial districts would increase convenient access to retail, service, and dining options for Wyoming's residential areas. The City should promote commercial and mixed use development that builds on existing clusters of commercial uses. Partnerships with non-profits should be pursued to develop community resource and recreation centers within these districts. While establishing necessary funding mechanisms for maintenance, streetscaping, plazas, and other public realm improvements should be installed to create better-defined commercial centers that are walkable, lively, and serve as social gathering spots. Such centers will help strengthen sense of community and neighborhood identity within Wyoming, while providing residents with the day-to-day goods and services they need. For additional discussion of neighborhood commercial centers, see the Land Use Plan section.

Commercial Centers for Traditional Neighborhoods

The City should leverage the tight street grid of older residential areas to support pedestrian-oriented neighborhood commercial centers with attractive shopping, dining, and entertainment options. Redeveloped buildings should be located against the property line and should create visual interest along the sidewalk through the use of large storefront windows and outdoor seating areas. Single-family detached homes that exist along highly trafficked commercial corridors, including Division Avenue S and Burton Street SW, should be redeveloped into higher density residential uses that support the commercial uses and activate the area. See the **Burton Street SW Special Area Plan** for a detailed example.

Commercial Centers for Suburban Neighborhoods

Portions of the City, such as the Panhandle area, are more suburban in nature. Neighborhood commercial centers within these auto-oriented areas should be highly accessible by cars as well as by transit, bicyclists, and pedestrians. Adjacent commercial properties should be well connected internally with cross access, consolidated access ways, and shared parking when possible. Sidewalks and paths should be provided and connect to adjacent residential neighborhoods. Buildings should be designed to have 360 architecture that is attractive when viewed from adjacent roadways as well as adjacent residential properties. Green space and landscaping should be incorporated as much as possible to beautify the commercial center. Public gathering spaces should be integrated into site design to encourage community gathering.

Neighborhood Business Associations

Neighborhood associations are made up of a group of residents, property owners, or business owners who work together to organize activities and bring about positive change within their neighborhood. Such groups build on their neighborhood's sense of community and identity, giving citizens a voice and a platform through which they can advocate for change.

Wyoming currently has the Wyoming Business Leaders Group and Metro Cruise Committee. The Metro Cruise Committee is a group of volunteers that works with the Wyoming-Kentwood Area Chamber of Commerce to organize 28th Street Metro Cruise, West Michigan's largest collector car event that attracts hundreds of thousands of visitors annually. New neighborhood associations should be encouraged within Wyoming, such as for businesses along Division Avenue, to support community engagement, inclusion, and sense of identity. Such groups will also be beneficial in improving two-way communication between the City and its citizens, allowing for clearer understandings of community goals and priority improvements.

DRAFT
FOR PUBLIC HEARING



Example of a Pop-Up Shop in New York, NY

Increase Economic Vitality of Commercial Corridors

Bolster the economic vitality of Wyoming's commercial corridors by attracting uses to fill or reposition existing vacancies and underutilized lots.

Overall, Wyoming's commercial properties have minimal vacancies; however, there are select areas where vacancies of existing structures and vacant lots are concentrated. They include portions of the 28th Street SW, Chicago Drive SW, Burton Street SW, and Division Avenue S corridors. Commercial rents are also generally lower in these areas compared to elsewhere in Wyoming and surrounding communities. The City should consider implementing strategic redevelopment and reinvestment strategies to help activate its commercial corridors and continue attracting high-quality retail, dining, office, and entertainment businesses.



Example of a Pop-Up Shop in Mentor, OH

Vacancy Fee

The City could consider implementing a vacancy fee to discourage long-term vacancies in target areas such as the central 28th Street corridor. For example, the owner of a vacant property would be required to register their vacancy within a set amount of days, otherwise facing a penalty fee. After a certain amount of time has lapsed (such as six months, or however long is deemed reasonable to market and lease a property), the owner would then pay a fee each year until the vacancy is filled (such as a straight fee based on linear frontage or retail area). All vacancy fees should be paid in full prior to the issuance of any zoning permits. Certain exemptions could be applied, such as permitted renovations and pending legal, zoning, or historic preservation cases.

Short-Term Activation Strategies

Leading up to redevelopment along commercial corridors, short term strategies for activating underutilized or vacant commercial spaces should be explored. This could include food truck rallies, pop-up shops, farmers markets, and shared use plazas.



Example of Shared Use Plaza in Oshkosh, WI

Pop-Up Shops

While helping keep streets activated, pop-up shops also support local entrepreneurship by providing temporary and less costly opportunities for a new business to test the market. They can be used as a strategy to fill the storefronts of vacant businesses or activate vacant outdoor spaces with temporary structures, such modified shipping container retail shops or mobile trucks. Short-term leases from indoor pop-ups also benefit landlords by providing immediate income and keeping the space open for long-term renters when market conditions improve, or the right tenant is found. Options for indoor and outdoor pop-up shops are numerous, ranging from cafes to fashion boutiques, and restaurants to art galleries.

Shared Use Plazas

As redevelopment occurs, permanent public plaza spaces should be established in areas of high pedestrian activity. While some plazas may be dedicated entirely to pedestrian activity, select public parking areas could also be identified as shared use plazas. Such spaces can be designed with temporary landscape features such as moveable planters and movable or removable bollards to easily transition between parking and event use. This design approach will enable certain areas to function as traditional parking lots during typical business hours, and then be used as public event space for seasonal activities.



Example of a Shared Use Plaza in Grand Rapids, MI

Higher Density Residential

The retail environment has shifted increasingly to online retail and the demand for brick-and-mortar locations has decreased. In response to this shift, multifamily development and institutional uses such as health care facilities should be considered in strategic locations to repurpose ailing commercial properties. In accordance with the Land Use Plan, higher density housing should be encouraged at strategic infill locations along commercial corridors to help increase activity within nearby commercial districts that are to remain.

Strategic Commercial Growth

In accordance with the Land Use Plan, the City should encourage commercial development along several corridors, including 28th Street SW, Division Avenue S, Clyde Park Avenue SW, and 36th Street SW. Commercial development and investment should be encouraged in strategic areas such as at key intersections to concentrate business activity and raise the quality of development. Efforts to concentrate commercial activity at key intersections should be complemented by investments in streetscaping and pedestrian infrastructure that help define the commercial areas as a distinct district and destination to visitors.

Equity and Inclusivity

Wyoming Business Leaders Group

On the last Tuesday of each month, a dedicated group of individuals from the business, nonprofit, and public sectors come together at Marge's Donut Den to find ways to support each other as well as the greater community. The gathering originally started as the 28th Street Business Association, but eventually evolved into the Wyoming Business Leaders after incorporating the North Wyoming Business Association. The group helps create an inclusive platform for community engagement and is now open to other stakeholders throughout the City. Together, the 30-plus members discuss their respective businesses and networks and collaborate on community projects. Their activities include street clean-ups, mentoring days, public safety appreciation events, and joint advertising during events like the 28th Street Metro Cruise.



DRAFT
FOR PUBLIC HEARING

Enhance Image of Commercial Corridors

Enhance the image of the City's commercial corridors and gateways by improving development standards for private development and making complementary improvements to the streetscape and public realm.

Wyoming community members have placed a strong emphasis on the need to improve the overall health and attractiveness of Wyoming's commercial corridors and gateways. Currently, numerous segments of the City's corridors can be characterized by expansive and unlandscaped parking lots, extensive curb cuts, lack of greenery, and a poor pedestrian environment. In their role as regional shopping destinations, commercial corridors like 28th Street SW, Division Avenue S, and Clyde Park Ave SW provide the first and sometimes only impression visitors get of the Wyoming community. Likewise, many of Wyoming's gateways are unmaintained and lack aesthetic improvements, giving a diminished first and last impression.

It is critical that the City works with property owners and respective roadway jurisdictions to improve the aesthetic and economic function of Wyoming's commercial corridors while enhancing gateways to create welcoming and attractive entry points into the City.

Streetscape Improvements

The City should continue to enhance the aesthetic of commercial corridors through streetscaping elements. Previous efforts completed along 28th Street that should be replicated along other corridors include the installation of pedestrian-scaled light fixtures, decorative crosswalk treatments, and push-to-walk buttons. Other improvements to consider include denser landscaping and tree plantings, banner signs, wayfinding, and decorative overhead signage. Areas that should be prioritized for streetscaping include 28th Street SW, Division Avenue S, Metro Way, Burton Street SW, and the intersection of Porter Street SW, Lee Street SW, and Bryon Center Avenue SW as indicated in the Economic Development Framework Map . Coordination with MDOT will be needed to improve some of these corridors. Additional discussion of streetscaping and pedestrian infrastructure improvements is located in **Chapter 5: Transportation and Mobility Plan**.

Parking Lot Landscaping

Compared to neighboring communities and elsewhere in the Grand Rapids region, Wyoming has minimal requirements for parking lot landscaping and screening. The City should revise its landscaping standards to better align with peer communities and enhance the appearance of its corridors as redevelopment and reinvestment occurs. This would also increase green infrastrcture and low-impact development (LID), benefiting stormwater management within the Wyoming. Over time, underutilized parking lots with low usership should be redeveloped into higher intensity uses.

Interior Landscaping Standards

Wyoming's Zoning Code (Section 90-328) currently requires a 10- to 20-foot long interior landscape island every 50 parking spaces. In comparison, Grandville requires one island per 15 spaces together with perimeter screening for every space within 50 feet of a property line or right-of-way, and Kentwood requires one canopy tree and 100 square feet of landscaped area every 10 spaces in parking lots of 10 to 100 spaces. The City should consider increasing the required parking lot landscape island density like adjacent communities as well as defining appropriate placement to improve the character of its corridors. Such efforts will also encourage implementation of green infrastructure and low impact design (LID) strategies, contributing to the City's stormwater management measures.

Perimeter Screening Standards

Wyoming does not currently require perimeter landscaping for parking lots and should consider adding such standards. Parking lot areas should be screened from public rights-of-way with a combination of vegetation and low-profile fencing. Landscaping should also be used to soften parking edges and breakup paved areas. Plant types should be durable and salt-tolerant, and include a mixture of shade trees, evergreens, deciduous shrubs, and native grasses. Perimeter landscaping should be designed to promote better onsite stormwater management and improve water quality through the use of LID and green infrastructure strategies. This includes best management practices (BMPs) such as native plants, permeable pavements, and bioretention areas.

Site Improvements Grant

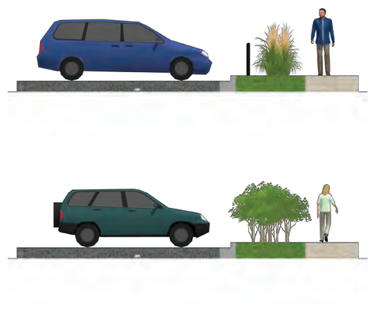
In addition to changing development standards, the City should establish tools or incentives to assist current property owners with enhancing existing commercial properties. For example, an on-site improvement grant could be established to partially fund desired landscape improvements that would otherwise not be made until a site was more extensively redeveloped.



Example of Perimeter Landscaping in Forest Park, IL



Example of Interior Landscaping in Oak Brook, IL



Perimeter parking lot screening



Interior parking lot landscaping

DRAFT
FOR PUBLIC HEARING



Example of Entry Point Enhancement in Wyoming, MI

Buildings to the Front, Parking in the Rear

New commercial development should place structures close to the sidewalk and locate parking to the rear of the building. Bringing buildings to the front of the property line helps form a streetwall that frames and activates the public space adjacent the roadway. A consistent streetwall establishes visual interest along a commercial corridor and provides desirable sense of enclosure and helps foster a comfortable, inviting, and pedestrian friendly atmosphere. This also fosters an environment in which parking is easy to access, but does not dominate lines of sight. Cross access should also be provided between properties to improve internal circulation and reduce the need for excessive curb cuts that obstruct the sidewalk for pedestrians.

Form Based Code (FBC)

In addition to promoting high quality commercial and mixed use development, the City's FBC outlines standards for the design of the public realm through building character, streetscapes, and public space requirements. The City should continue to leverage this tool in evaluating and guiding new development within the 28th Street SW, Burton Street SW, and Division Avenue S corridors.

Entry Point Enhancements

US-131, M-6, and I-196 cut through portions of Wyoming creating points of entry for regional visitors. The portions of Wyoming's commercial corridors surrounding highway off-ramps should be evaluated for gateway features and other strategic placemaking investments to improve the City's community image. Strategies could include targeting these areas for additional litter removal, adding decorative signage or welcome murals, and landscaped islands.

Branding and Marketing

Working the Wyoming-Kentwod Area Chamber of Commerce and Community Improvement Districts (CIDs), the City should focus on distinguishing Wyoming's commercial areas through unique branding and marketing. This can include promoting unique destinations, popular businesses, entertainment options, and community events. This may be done through brochure collateral for mailings, billboards, website posting, and updated listings on relevant real estate sites to attract more visitors as well as businesses.



Example of Branding and Marketing in Grand Junction, CO

Develop City Center

Continue developing a city center for Wyoming at 28th Street SW and De Hoop Avenue/Michael Avenue SW.

A long-standing desire of the community is to develop a vibrant city center that creates a focal point of activity for the City. This city center should be a walkable, mixed use environment that contains community-oriented uses, such as a community center or fitness center, and gathering spaces such as public plazas and green space. The City's Turn on 28th Street Corridor Subarea Plan establishes a phased plan for this area, which should continue to be implemented. This will include efforts to revitalize or redevelop Rogers Plaza as the economic and community anchor of the corridor. For more detailed discussion of 28th Street SW and De Hoop Avenue/Michael Avenue SW, see the **28th Street SW Special Area Plan**.

Case Study

Urban Pop-Up Park Wichita, Kansas

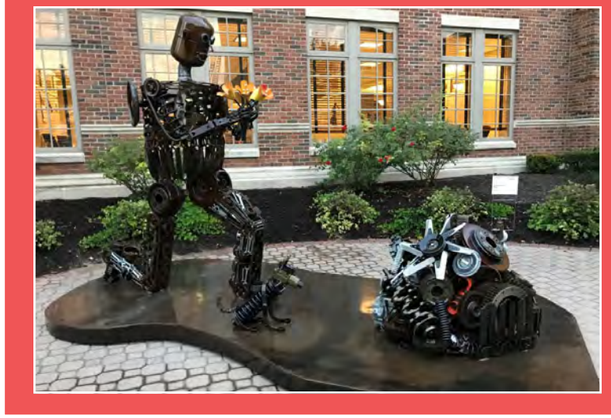
In 2007, a vacant lot from a redevelopment plan that fell through left a noticeable gap in development along Douglas Avenue in Wichita, Kansas. Recognizing the potential threat this vacancy posed to the health of the corridor, local development team worked closely with Downtown Wichita and other community partners to activate the underutilized space into a temporary Pop-up Park. The lot, locally referred to as the "The Hole," was topped with fill dirt material and furnished with colorful seating, planters, trees for shade, and string lights for night activities. It came to life as a community gathering space with many opportunities for civic engagement, including playground equipment, live music, and food trucks. The buildings adjacent to the public park were purchased by the local development team, and between 2015 and 2020 three mixed use buildings were constructed, adding 115 new residential units and 210,000 square feet of commercial space to the Downtown. The Pop-Up Park is a great example of a temporary solution to activating vacant and underutilized space. This strategy could be emulated in Wyoming's city center along 28th Street to help create a vibrant, energetic environment where people can interact and connect.



Case Study

Padnos Scrap Sculptures Holland, MI

River Avenue, the roadway that serves as a primary gateway to Downtown Holland, MI is flanked on either side by industrial uses including a power plant, wastewater treatment plant, and the Padnos Iron & Metal Co. recycling and scrap management center. Stuart Padnos used the scrap materials at his family-fun business to create over 70 unique sculptures and his work has been installed along River Avenue, framing an attractive entrance to the downtown. His works are also dispersed as public art throughout Downtown Holland, the Frederik Meijer Gardens & Sculpture Park, Grand Valley State University, and other locations across West Michigan. Padnos' work serves as a quality example of how art can be used to soften the edges of industrial areas and strengthen bonds with the surrounding community.



Enhance Image and Character of Industrial Districts

Enhance the image and character of industrial districts by improving development standards and encouraging the modernization of existing industrial parks.

Many of Wyoming's industrial areas contain an eclectic variety of older industrial development, ranging from large warehouses and manufacturing facilities to smaller standalone businesses. The City should promote reinvestment in these areas to create well-connected, aesthetically pleasing industrial areas with high quality site design and architecture. The potential evolution within the industrial sector, from less manufacturing to more technological or biomedical based enterprises, should also be supported by providing sufficient infrastructure and attractive employee amenities. This includes access to healthcare and childcare facilities via public transit. Opportunities to consolidate older industrial properties should also be pursued to facilitate comprehensive redevelopment and accommodate modern industrial buildings capable of attracting high quality tenants.

Working with property owners and the development community, the City should ensure the proper implementation of best practices for future development to ensure it reflects the community's standards and supports Wyoming's long-term economic sustainability, including the following.

Circulation and Wayfinding

Coordinated site design should be promoted in areas where industrial properties can be comprehensively planned into industrial parks or districts, such as south of Gezon Parkway SW. Wayfinding should be incorporated to clearly direct employees, freight, and visiting business partners to their destination. Dense industrial areas should exhibit high accessibility and circulation with cross access between adjacent properties, such as along Chicago Drive SW and west of Byron Center Avenue SW and 28th Street SW. The Non-Residential Use Directional Sign section in the City's Sign Ordinance should be modified to note that the City may incorporate cohesive directional signs in the surrounding industrial and business park area in addition to the signs regulated for property owners.

Industrial Park Security

The City should promote safety within all industrial parks through site design approaches that encourage windows facing parking areas, light installations, street cleanings, security systems, and site maintenance to establish industrial areas as safe, secure, and well taken care of. Buildings should also be oriented in a manner that minimizes areas hidden from right-of-way view to support natural surveillance.

Access for Employees

Industrial areas should be accessible for employees via transit and walking. The City should work with The Rapid to extend transit routes to key employment areas, particularly along Chicago Drive SW, while working with private developers to incorporate internal pedestrian paths that connect to the City's expanded sidewalk network within industrial areas.

Quality Façade Design

The City should work with private developers to ensure future redevelopment or renovations reflect high quality design. It is important that the façades of industrial buildings are well designed when visible from public rights-of-way. Good examples from recent business park development that should be replicated exist along Gezon Parkway SW.

Retrofit Standards

Whenever an existing industrial building is occupied by a new tenant, the City should consider requiring a certificate of zoning compliance to certify compliance will all applicable regulations of the Zoning Code. When required, the new tenant can obtain certification by improving the building or site to meet one of the several established retrofit standards, determined by the City. This can include ensuring compliance with parking lot and landscaping standards and the installation of needed screening and sign enhancements. If staff capacity currently does not exist to monitor this, it is recommended that staffing is increased to ensure incremental enhancements to Wyoming's industrial areas occur over time.

Design Standards

The City should revise the façade design standards outlined in Section 90-322 of the Zoning Code to have more specificity regarding façade articulation and fenestration. The language should be revised to include distinct standards for industrial districts to ensure that the character of these areas is elevated over time. Additionally, the language regarding the façade design being in keeping with the character of the area should revised to reinforce that façade design should be in keeping with the community's expectations for quality character.

Further, the Code currently sets a 50 percent maximum lot coverage but only includes buildings and structures in the measurement of this standard. Without maximum impervious surface coverage requirements or maximum parking lot requirements, property owners often choose to pave areas unoccupied by a building rather than install landscaping. The City should consider including all impervious surface in the definition of lot coverage or establishing parking maximums and requiring landscaping in uncovered lot areas. When existing industrial properties are redeveloped, the City should strictly enforce such requirements, as well as standards for perimeter landscaping and screening, parking lot striping and landscaping, and internal pedestrian connections. Sustainable design practices should be encouraged where possible, such as permeable paving and bioretention systems.

DRAFT
FOR PUBLIC HEARING

Reducing Incompatible Uses

Improve relationships between industrial areas and adjacent residential and commercial areas.

Per the Land Use Plan, industrial growth should be strategically located in existing business park and established industrial areas to avoid land use incompatibilities with residential neighborhoods. This includes areas along the US-131 corridor, Clyde Park Avenue SW, and Gezon Parkway SW. Where adjacencies are inevitable, the City should strictly enforce screening and setback requirements outlined in the Zoning Code with redevelopment or retrofits. The City should expand standards to require buffer yards of dense landscaping where industrial uses abut residential properties to fully hide unattractive industrial activity from view.

The City should also examine ways to soften the edges between industrial and residential areas through public art and streetscape improvements. Collaborative art initiatives between industrial businesses and residents would work to strengthen their connection in a creative way while elevating community pride.

An exemplary improvement project was recently completed by Michigan Turkey Producers, located at Chicago Drive SW and Jiff Avenue SW. The company expanded its parking lot and truck staging area and worked with the City to include a landscaped buffer to minimize sightlines and noise and mitigate potential conflict with adjacent residential properties. Such an improvement would be particularly beneficial along Beverly Avenue SW between Farragut Street SW and Porter Street SW where a large industrial use lies in view directly across from single-family homes despite its masonry wall. In addition, residential uses surrounded by industrial uses north of Clay Avenue SW and 44th Street SW may be considered for long-term redevelopment into industrial uses to better conform with the surrounding character.



Example of a single-family home adjacent to an industrial use in Wyoming, MI



Industrial adjacent to single-family detached on Crippen Avenue SW



Landscape and burming between industaial site and residntial

Equity and Inclusivity

Equitable Neighborhoods through Environmental Justice

The City of Wyoming can address public health concerns within existing residential districts through the reduction of incompatible uses. With many of the City's oldest neighborhoods having been built near heavy industrial centers and commercial corridors, these adjacent residential districts are highly susceptible to the hazardous outputs that nearby incompatible uses may produce. By applying the future land use plan to direct commercial and industrial growth towards appropriately planned districts, existing residential neighborhoods are not only protected from harmful environmental emissions, but also from traffic, noise, and lighting concerns.





Equity and Inclusivity

Equitable Access to Job Opportunities

As the City continues to expand its employment base, it is important that jobs are available to those who do not have access to a personal vehicle. To ensure this, the City should work with The Rapid to expand transit services to better connect major employment centers with neighborhoods across Wyoming. Encouraging local commercial and mixed used development within walking distance of employment areas will also foster an environment in which employees can access needed amenities and services such as childcare.



Expand Large Employers and Office Uses

Pursue opportunities to expand large employers and office uses within business parks and employment corridors.

To expand Wyoming's local economy and grow employment opportunities, it is important that the City continues to attract large employers and office uses. The City already has concentrations of employment centers, including along Gezon Parkway SW, Roger B Chaffee Memorial Boulevard, and Clay Avenue SW corridor, that contain major employers like Metro Health and Gordon Food Service. Per the Land Use Plan, City should continue to support the growth of local job opportunities in these areas, while leveraging nearby neighborhood commercial centers as amenities for employees. Desirable amenities include dining, shopping, and service options; parks and open space; and trails.

Metro Health: University of Michigan Health Hospital

Metro Health, a major regional employer, has acted as a catalyst for growth within southern Wyoming. Its 180-acre campus in development is envisioned to be a walkable "village" that will contain a mixture of Leadership in Energy and Environmental Design (LEED) certified medical, retail, and hospitality establishments, together with paved trails and family-friendly able-to-play parks. As the Metro Health Village and Hospital campus continues to grow, it is important that the City coordinates with Metro Health to ensure site designs are in line with the City's development standards and traffic impacts are monitored. It should serve as an example for other large employers and medical uses in providing an attractive campus with a variety of amenities for workers.

Stable Employment Centers

Wyoming's eastern business park areas are primarily built out, exhibiting mostly smaller scale development with lots that are typically smaller than in western business park areas. This includes Roger B Chaffee Memorial Boulevard, which was strategically developed in a unified pattern along the greenway, setting an example for the beautification of other business park and industrial areas. There is potential to further leverage this greenway as an asset and increase multimodal connectivity by integrating a bikeway along the boulevard.

Employment Center Growth

Several of Wyoming's industrial and business park areas, including areas along Gezon Parkway SW, Clyde Park Avenue SW, and west of 28th Street SW and Byron Center Avenue SW contain vacant and underutilized land, creating opportunity for strategic infill and growth. Future industrial and office development should be of high quality, ensuring well designed facades, high accessibility, coordinated signage, and landscape enhancements.

Adaptive Reuse on 28th Street SW

Underutilized, vacant, or lower quality commercial uses that are failing to attract business should be considered for adaptive reuse as medical or office uses along 28th Street SW. Numerous non-retail uses could take advantage of high multimodal accessibility and proximity to the mixed use city center at the corridor's core. Employees would have numerous shopping, dining, and service options at their fingertips as well as the potential for a short commute with new multifamily development along the corridor.

DRAFT
FOR PUBLIC HEARING



Develop Site 36

Facilitate the development of Site 36 as a community anchor that enhances activity along the nearby Division Avenue corridor and strengthens both community identity and economy.

The Site 36 Industrial Park is a 92-acre, shovel-ready site located at 36th Street and Buchanan Avenue, which has been vacant for a decade since General Motors closed its stamping plant. Since its acquisition of the property in 2011, the City has worked to market the site to attract a new manufacturing tenant for job creation and economic development. The site's large size, proximity to US-131, and railroad accessibility with two on-site rail spurs should be attractive to industrial users; however, public engagement has highlighted residents' desire for more community-oriented uses for the site. Connection to Downtown Grand Rapids via the Silver Line also presents the opportunity to transform the site into a new destination with higher density development. The City should continue to seek redevelopment of Site 36 while considering the following.

Brownfield Redevelopment

As the site of a former General Motors stamping plant, Site 36 is a brownfield site. The City worked with the RACER Trust to remediate the site and has received approval of a No Further Action Letter from the State of Michigan, certifying completion of active environmental cleanup activities at the property.

To facilitate development the City could leverage tax increment financing for needed infrastructure improvements. The City has created an expedited permitting process for the site, committing to site plan approval for prospective clients in four to eight weeks. As directed by the Department of Environment, Great Lakes, and Energy (EGLE), redevelopment of the site can proceed, residential uses will not be permitted on Site 36.

Alternative Development Types

The City should remain open to proposals that include uses other than industrial. An example would be a mixed use development that improves Wyoming's image and serves as a key destination for visitors and residents. Uses could include an entertainment and sports complex, community center, and public green space including an outdoor amphitheater. Other potential development types include an office park, medical facility, research center, or mixed use commercial district. Given the sites large size, potential also exists to maintain the 36th Street frontage with more community-oriented or commercial uses while retaining the southern portion of the site for employment-focused development, such as industrial or office.

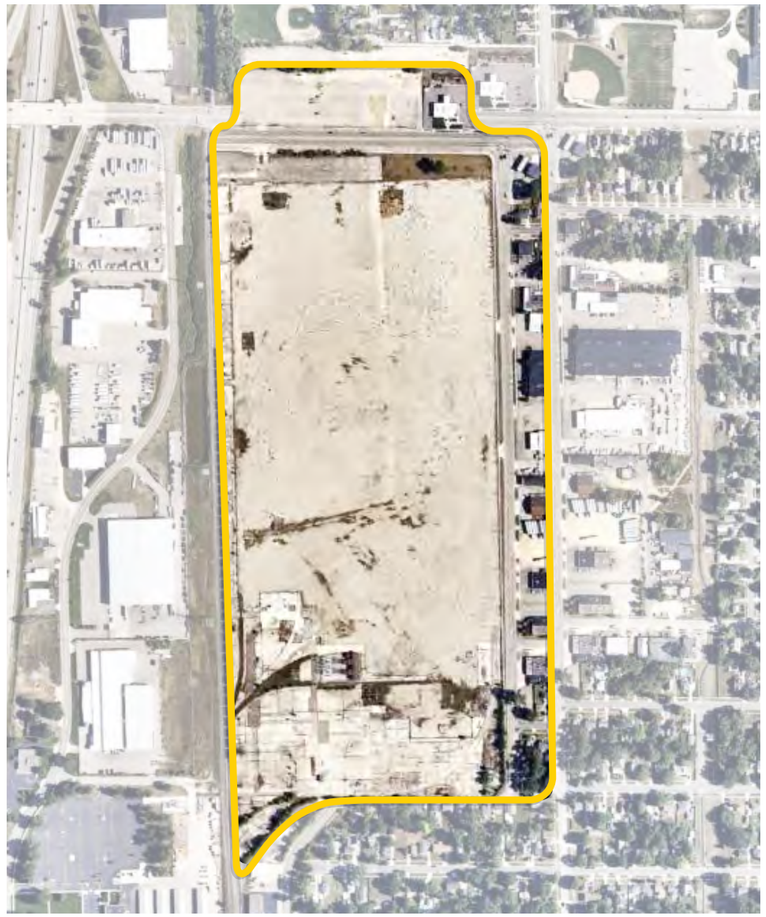
Transit/Pedestrian Access

No matter what development type is pursued in the end, the site should be highly accessible by transit, walking, and biking. The site's scale and location present a unique opportunity for innovative development and design that could act as a catalyst for activity and growth along 36th Street the nearby Division Avenue S.

Transit, pedestrian, and bicycle infrastructure should be enhanced around the site as well as along 36th Street to connect to Division Avenue S and beyond to Downtown Grand Rapids. Internal circulation for pedestrians within the site should also be provided through a well-connected sidewalk and trail system.

Kelvinator Site

The future redevelopment of Site 36 should set a quality example for what can occur at other brownfield sites in Wyoming. This includes the Kelvinator Site, located directly southwest of Clyde Park Avenue SW and Granville Avenue SW. This large industrial property is located across the street from new townhome development in Grand Rapids and Grand Rapid's Grandville Avenue Area Specific Plan study area, which is proposed for multifamily, mixed use, live/work, and row houses. The site should be redeveloped to capture the growth occurring in the neighboring community, while being mindful of the possibility of contamination as a brownfield site. For further discussion, see the **Kelvinator Site Special Area Plan**.



Site 36 located at 36th Street and Buchanan Avenue

Case Study

Artspace Dearborn, Michigan

Opened in 2016, Dearborn's City Hall Artspace Lofts was developed as the adaptive reuse of City Hall to create leasable studios for artists and commercial space for creative entrepreneurs and nonprofit art organizations. The extension, referred to as the "Connector" building, includes the Arts and Technology Learning Lab equipped with iPads, computers, software, and smart television, funded by the Ford Motor Company Fund and the Ovation Television network. The lab is being used by Pockets of Perceptions (POP) student design teams and artists who live in buildings on either side of the Connector. This live-work space established an anchor arts institution for artists and students within Dearborn, with over 50 artists and their families residing in former municipal government offices. Wyoming should seek opportunities to create similar live-work spaces that can act as a hub of creativity, arts-related programs, and artistic entrepreneurship within the community.





Example of a Makerspace in Middletown, OH

Support Local Entrepreneurs

Support entrepreneurship, co-working, and local business development within the community.

To support a thriving, growing local economy that successfully attracts and retains businesses, it is important the City focuses on drawing in new entrepreneurs. For this to occur, the City must be prepared with the necessary infrastructure, urban setting, and facilities to support business development. To grow the local business community and establish a start-up-friendly environment, the City should support innovative spaces like incubator spaces, makerspaces, and live-work spaces.

It is anticipated that these uses would often involve adaptive reuse of existing structures, opportunities for which will need to be evaluated on a case-by-case basis. The City should also form a repository of resources, including local design consultants, to provide developers with who are looking to create such spaces. Input from the community should be solicited to gain input and creative ideas for their design and desirable locations.



Example of an Incubator Space

Incubator Spaces

Explore opportunities to develop incubator spaces, particularly in high activity, mixed use areas or near industrial areas, that can be easily accessed by transit, walking, and biking. Incubator spaces support new and developing businesses by providing coworking spaces, affordable office spaces, and business mentorship and training programs. Potential locations include within the mixed use areas along 28th Street SW and Division Avenue SW. Further, opportunities to collaborate with major employers and Grace Christian University should be explored to create job training opportunities that could be hosted in these spaces.



Example of a Makerspace in Atlanta, GA

Makerspaces

Makerspaces are collaborative spaces where people can come together to create, learn, and invent hands-on. Such facilities can come in all shapes and sizes, creating co-working spaces for people with common interests, such as in technology, machining, or digital science and art. Marker spaces usually provide communal resources, such as software, electronics, hardware supplies, and tools. Partnerships should be explored with Wyoming's education providers, research centers, and major employers to create makerspaces within their facilities. This can include within Grace Christian University's campus, Metro Health Village, the Wyoming Public Library, and in public schools.



Example of a Live-Work Space in New York, NY

Live-Work Spaces

Live-work spaces are a type of urban renewal initiative that supports the reuse or rehabilitation of commercial and industrial properties. Live-work spaces collocate housing and resident workspaces within the same building, and provide a desirable option for individuals looking to start up a new business at a lower cost. Live-work developments can include art galleries, salons, and studios for architects, photographers, and graphic designers. They may be used as a short-term strategy to revitalize existing underutilized structures along the City's commercial corridors and to activate neighborhood commercial centers, while providing unique housing options.

DRAFT
FOR PUBLIC HEARING

Economic Development Framework Plan

Commercial Centers for Traditional Neighborhoods. The tight street grids of older residential areas to support pedestrian-oriented neighborhood commercial centers with attractive shopping, dining, and entertainment options.

Commercial Centers for Suburban Neighborhoods. Neighborhood commercial centers within Wyoming's suburban areas, such as the Panhandle, should be highly accessible all modes of transportation, providing 360 architecture, connections to adjacent residential neighborhoods, and public gathering spaces.

Mixed Use. Walkable, transit-oriented mixed use environments that provide a variety of dining, shopping, office, housing, and community gathering options should be developed to create hubs of activity and community identity.

Commercial Corridor. Revitalize and enhance the image of concentrated commercial corridors through streetscaping and reinvestment strategies that attract quality retail, dining, office, and entertainment businesses.

Business Parks. Attract major employers to the City's business parks, with attention given to design quality, landscaping, freight access, traffic impacts, and parking supply.

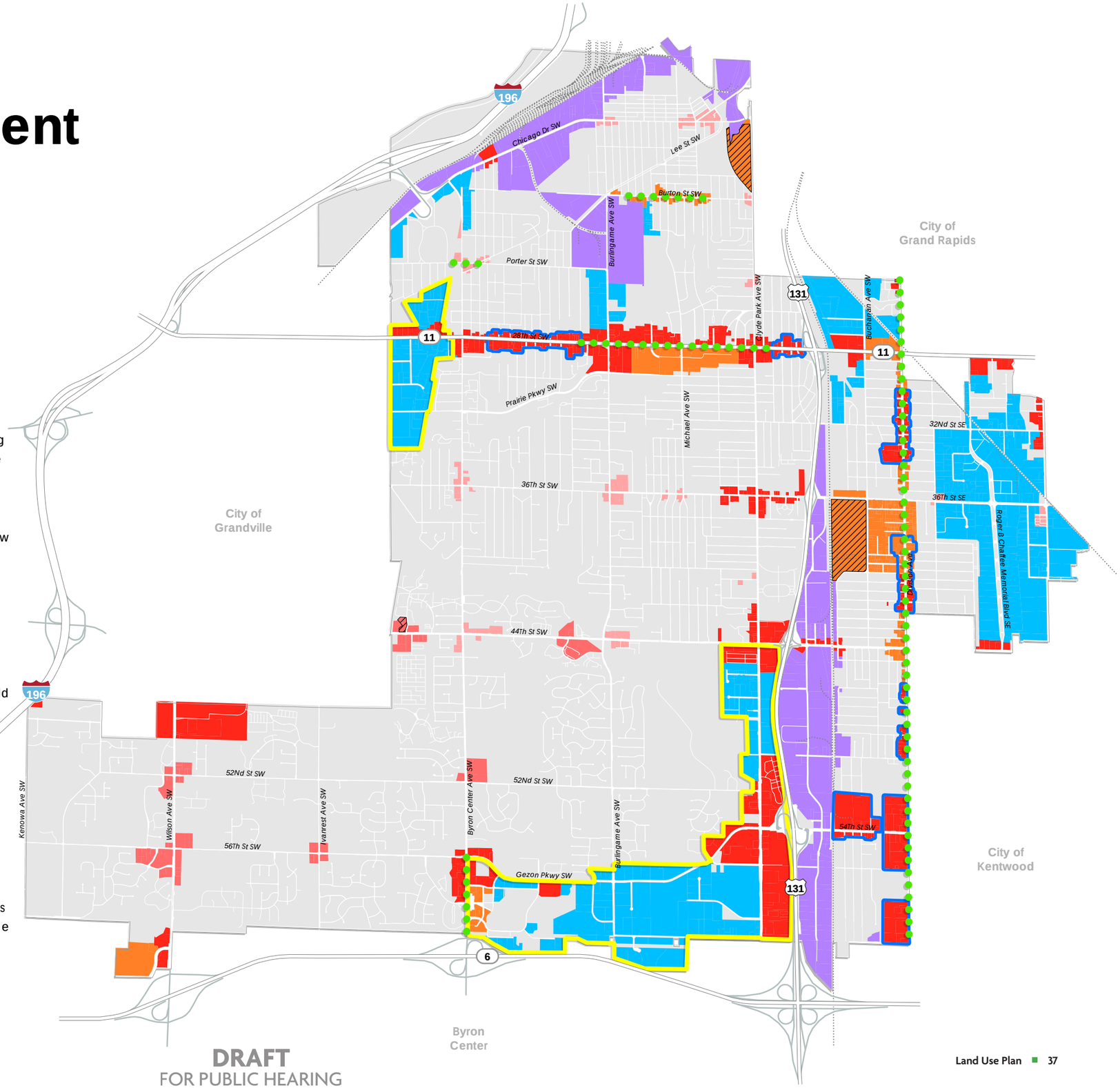
Industrial. Concentrate industrial growth within designated areas, enforcing buffering and screening requirements with new development or expansions to mitigate adverse impacts on adjacent properties.

Multifamily along Commercial Corridors. Strategically encourage multifamily development along commercial corridors in where existing businesses are ailing to help generate activity and better position sites.

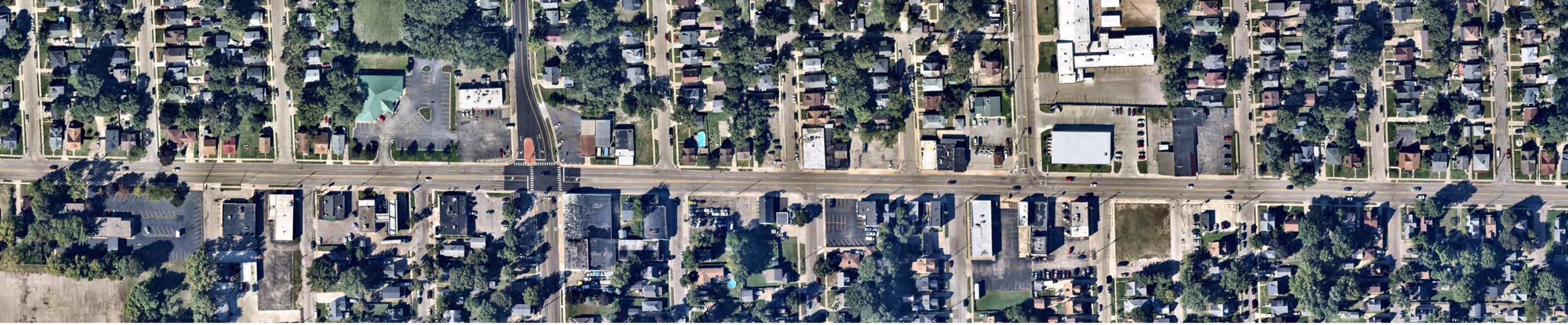
Commercial and Industrial Infill. As Wyoming is mostly built out, target new commercial and industrial growth within existing areas that contain vacant and underutilized lots.

Brownfield. Future development of brownfield sites should be sensitive to land use restrictions due to prior or potential contamination. Site 36 should set an example for other brownfield sites within Wyoming for what can be successfully built, including for the Kelvinator Site.

Streetscaping. Streetscaping efforts should be emphasized along key neighborhood commercial centers, mixed-use districts, and major commercial corridors as they act as the City's top destinations for residents and visitors. Improvements can include integrating public art, landscaping, decorative signage, and outdoor seating areas.



DRAFT
FOR PUBLIC HEARING



SPECIAL AREA PLANS

4

Building on the core components of the Wyoming [re]Imagined Master Plan, detailed Special Area Plans have been developed for distinct areas in the community that exhibit significant potential for change. The Special Area Plans highlight key concepts and strategies for land use and development, multimodal connectivity and circulation, and placemaking. They provide insight on how city-wide policies can be applied to specific neighborhoods and sites throughout the community. Both public and private investment will be essential in achieving the recommendations of these Special Area Plans.

The areas were chosen based on unique opportunities to accommodate future development that would foster impactful and positive change in the community. Each subarea addresses a different redevelopment context, including the repurposing of brownfield sites, revitalizing commercial corridors, redefining neighborhood commercial centers, and developing underutilized sites within the Panhandle.

The selected areas include the following:

- 28th Street SW
- Wilson Avenue SW
- Burton Street SW
- Division Avenue SW
- Kelvinator Site



DRAFT
FOR PUBLIC HEARING

SPECIAL AREA PLAN

28TH STREET SW

28th Street SW is Wyoming's primary commercial corridor, serving both residents and shoppers from across the region. A wide variety of commercial establishments currently exists, ranging from small restaurants and coffee shops to the expansive, yet underutilized Rogers Plaza Town Center. While 28th Street is considered the heart of the community, it remains predominantly auto-oriented and lacks a city center feel. The Comprehensive Plan supports the recommendations of the Turn On 28th Street Corridor Sub Area Plan to transform the corridor into a bustling, walkable mixed use district that is integrated with green space and community gathering spaces. Streetscaping elements should continue to be installed along the corridor to beautify and strengthen the sense of place of Wyoming's core, including benches, banner signs, and landscaping. Improvements to public areas should also be complemented by landscaping and reinvestment on private property, in the form of strategic improvements to established areas or as part of redevelopment. Through lot consolidation and redevelopment on the northern side of 28th Street, as well as implementing the Turn On 28th Street Corridor Sub Area Plan and Form Based Code, 28th Street will be transformed into the much-desired city center for Wyoming.

IMPROVEMENTS

Cross Access
Consolidate access drives by removing barriers between adjacent properties to create internal cross access and circulation. This will help improve traffic flow by reducing vehicles attempting to enter and exit along 28th Street SW and redirecting vehicles to access drives on side streets.

Rear Access
As buildings begin to develop along the property line with future redevelopment, create rear access drives that connect along the full extent of the block. This will allow cross access and divert local trips away from the main roadway.

Curb Cut Elimination
Remove excess curb cuts along 28th Street SW to reduce potential traffic conflicts and enhance the pedestrian environment by creating a continuous sidewalk network.

Key Intersections
There is opportunity to construct decorative overhead street signs that highlight the uniqueness of the corridor at key intersections. This can be complemented with public art installations and safe, highly visible pedestrian crossings and curb cuts.

Lot Consolidation
Create opportunities for larger, high quality commercial or mixed use development by consolidating small, underutilized properties.

Bus Line
This area is currently served by the 28th Street Crosstown Bus Line and the Wyoming/Metro Health Bus Line. Existing bus shelters should be upgraded to include live timetables and shelters to promote transit use and rider comfort.

Residential Screening
Screen parking, loading, and utility areas from adjacent residential properties and, where feasible, public rights-of-way. Apply 'Dark Sky' lighting standards in transition areas to minimize glare and decrease light trespass in adjacent single-family properties.

Parking Lot Enhancements
Rogers Plaza's expansive parking lot is the largest along 28th Street SW, should be enhanced to reduce its negative visual impact along the corridor. Improvements could include perimeter landscaping, interior landscape islands, and decorative fencing to screen the lot from view.

LAND USE PLAN

- Single-Family Detached
- Multifamily
- Mixed Use
- Corridor Commercial
- Business Park/Office
- Public/Semi-Public
- Open Space and Recreation Facilities

Pinery Park Trail Connection. *Consider extending the recently-completed trail at the 28th W Place intersection northward to connect to Pinery Park. A signalized or HAWK crossing may be installed to ensure pedestrian and bicyclist safety when crossing 28th Street SW.*

Bury Utility Lines. *Currently utility lines run overhead along 28th Street SW, diminishing the aesthetic of the streetscape. The City should consider burying the utility lines along the corridor as they add visual clutter and are potential limiting factors for future multistory development.*

Streetscaping. *Enhance sense of place and identity by further implementing placemaking elements and beautification efforts in coordination with MDOT. This could include pavers, additional pedestrian light fixtures, gateway features, and banner signs. The City should develop a comprehensive light/signage/tree planting design program within the corridor, requirements for which are outlined by the* ***Form Based Code****.*

Incubator Spaces. *The City should seek opportunities for incubator spaces along 28th Street in potential parternship with the nearby Grace Christian University to support local entrepreneurship, co-working, and professional development.*

Office Conversion & Rehabilitation. *The 160,000 square foot vacant Klingman's Furniture and Rogers Department Store was converted into an office building for Advantage Solutions in 2017. This successful rehabilitation consolidated 300 local employees and created 100 new jobs, setting an example for other reinvestment opportunities for underutilized or vacant lots along the corridor.*

Transit Enhancements. *Accommodations for transit service, such as passenger shelters like the one off of Clyde Park Avenue SW, and pick-up/drop-off specific lanes should be incorporated where possible.*



Leverage Lot Depth. *To maximize development potential and take advantage of large lot depths, higher density residential development that steps back towards adjacent lower density residential should be supported behind commercial uses fronting Burlingame Avenue.*

HOM Flats at 28 West. *A 226-unit apartment complex is being built on the former Studio 28 vacant lot that is intended to serve low- to moderate-income residents. Strategic infill residential housing that addresses the City's housing need and helps activate the area with new residents should be considered for elsewhere along the corridor.*

Public Green Spaces. *The* ***Turn on 28th Street Corridor Sub Area Plan*** *proposes a public green space at this site. If redevelopment is not possible, other locations along 28th Street SW should be considered for public green spaces to help beautify the area and create areas for social gathering and passive recreation.*

28 West Extension. *The* ***Turn on 28th Street Corridor Sub Area Plan*** *proposes a roadway extension of 28 West into a crescent-shaped street. The plan envisions the new street as a tree-lined boulevard with an intermittent center turn lane, wide sidewalks, bike lanes, and on-street parking.*

Rogers Plaza Frontage. *As Rogers Plaza owns a significant frontage along the southern side of 28th Street SW, there is opportunity outside of the MDOT right-of-way to accommodate beautification enhancements at an impactful scale. This could include tree plantings, landscaping, and low decorative masonry walls. The sidewalk should also be extended to stretch along the full extent of the property.*

Placemaking & Public Space Activation. *To help activate Rogers Plaza before major redevelopment occurs, the City should explore ways to activate the underutilized parking lot and enhance sense of place. A food truck court, for example, could act as an interim use that would help enliven the area, providing locals with a wide variety of mobile dining options and a central gathering space.*

DRAFT
FOR PUBLIC HEARING

SPECIAL AREA PLAN

WILSON AVENUE SW

This section of Wilson Avenue SW is currently characterized by new, higher-density residential development on the west side, and greenfield and low-density single-family properties on the east side. Given its high accessibility to Wilson Town Center and RiverTown Crossings to the north and M-6 to the south, this area presents great potential for additional higher-density mixed residential development, as well as concentrated Neighborhood Commercial Centers at the intersections of 52nd and 56th streets. New development should be sensitive to existing green space, preserving the tree canopy and wetlands where possible.

IMPROVEMENTS

Bus Line
This area is currently not served by transit. The City should work with The Rapid to assess the feasibility of adding bus routes along Wilson Avenue SW, 52nd Street SW, and 56th Street SW to increase cross-town transit connectivity and access.

Existing Sidepaths
Sidepaths currently exist along 52nd Street SW and 56th Street SW.

Proposed Sidepaths
The Wyoming Bikeways Plan proposes a sidepath for Wilson Avenue that would provide a connection between the sidepaths along 52nd and 56th streets.

High Connectivity
Future mixed residential development should be highly connected to Wyoming's existing sidewalk and roadway network. Residential properties should be easily accessible by all modes of transportation, providing connections to nearby trails, including the sidepaths along 52nd and 56th streets, and adjacent stub streets.

Pedestrian Crossing
A highly visible and safe pedestrian crossing should be constructed at the Tri-Unity Christian School to increase pedestrian connectivity across Wilson Avenue SW. The potential for a pedestrian refuge should be evaluated to increase crossing safety.

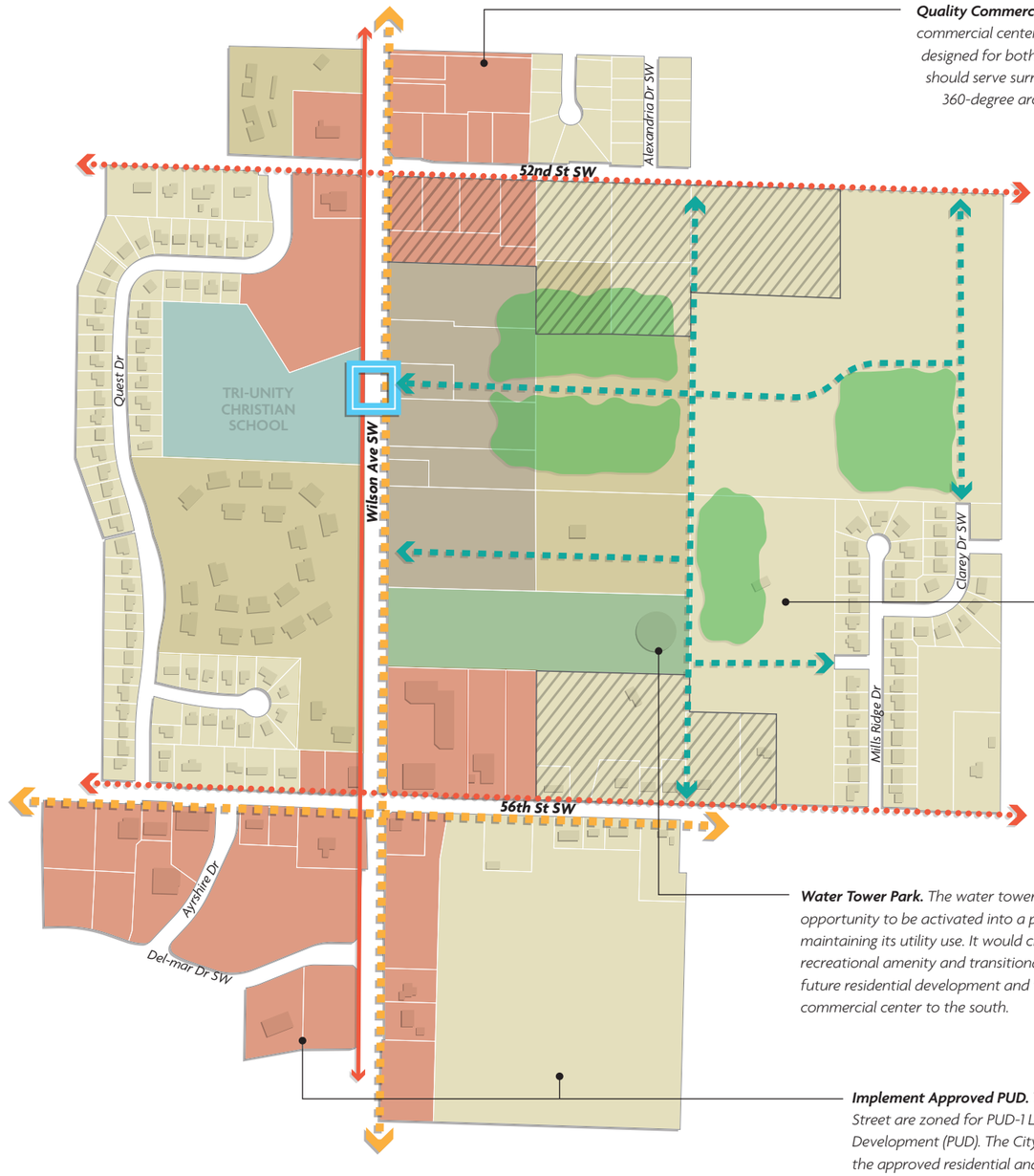
Long-Term Redevelopment Opportunity
There is opportunity in the long term to redevelop these low density single-family properties into higher density residential or neighborhood commercial.

Preservation of Greenspace
As much of the land in this area is a greenfield, future development should preserve areas of greenspace, including any wetlands and quality tree canopy. Greenspace should be integrated as an amenity to future development. This will also be beneficial for stormwater management and drainage.

LAND USE PLAN

- Single-Family Detached
- Single-Family Attached
- Multifamily
- Neighborhood Commercial
- Utility and Railroad
- Public/Semi-Public
- Open Space and Recreation Facilities

Wilson Avenue Provides Direct Access Io ***Wilson Town Center & Rivertown Crossings*** *Northward*



Quality Commercial Development. *The neighborhood commercial centers at 52nd and 56th streets should be designed for both pedestrians and vehicles. Structures should serve surrounding neighborhoods and provide 360-degree architecture, screening, and connecting sidewalks and roadways.*

Context Sensitive Density. *The density of future residential development should be reflective of adjacent existing uses. Lower density single-family detached housing should be placed around the existing single-family neighborhood along Mills Ridge Drive, while higher density residential development should be located along Wilson Avenue SW and near neighborhood commercial uses.*

Water Tower Park. *The water tower site presents an opportunity to be activated into a public park while still maintaining its utility use. It would create an attractive recreational amenity and transitional zone between future residential development and the neighborhood commercial center to the south.*

Implement Approved PUD. *The parcels south of 56th Street are zoned for PUD-1 Low Density Planned Unit Development (PUD). The City should move forward with the approved residential and commercial PUDs for these properties which propose a mix of new low density commercial, single-family detached, condominiums, and townhouses.*

Wilson Avenue Provides Direct Access Onto ***M-6*** *Southward*

DRAFT
FOR PUBLIC HEARING

SPECIAL AREA PLAN

BURTON STREET SW

Burton Street SW is currently characterized by a mix of single-family homes, vacant lots, and commercial properties and lacks a sense of cohesion or identity. Significant potential exists to make the corridor more walkable and inviting to visitors, and transform the area into a neighborhood center and a destination for local residents to shop, dine, and get together. Smaller commercial lots should be consolidated where possible to allow for larger, high-quality commercial or mixed use development that applies the Form Based Code. Businesses should serve surrounding residences, such as cafes, restaurants, dry cleaners, and small shops. Burton Street SW should also be considered for a road diet to create opportunities for outdoor dining, small plazas, and gathering places, enhance streetscaping, add bike paths, and slow down traffic.

IMPROVEMENTS

Rear Access
As buildings begin to develop along the property line with future redevelopment, create rear access drives that connect along the full extent of the block. This will allow cross access and divert local trips away from the main roadway.

Curb Cut Elimination
Remove excess curb cuts along Burton Street SW to reduce potential traffic conflicts and enhance the pedestrian environment by creating a continuous sidewalk network.

Lot Consolidation
Create opportunities for larger, high quality commercial or mixed use development where there are shallow lot depths by consolidating small, underutilized properties.

Pedestrian Crossing
Install safe, highly visible pedestrian crossings and curb cuts to support walkability. Crosswalks may be enhanced with decorative treatments and button-activated crosswalks may be considered.

Road Diet
Enhance sense of place and the pedestrian environment by giving Burton Street SW a road diet. There is opportunity to transform the four-lane street into a two-lane street with a center turn lane and pedestrian and bike infrastructure on both sides in the right-of-way.

Gateway Features
Gateway features help identify people's entry into a neighborhood or corridor, adding to sense of place. Gateway features should be placed at key locations, including Martindale Avenue SW, Cleveland Avenue, and Huizen Avenue.

Bus Line
This area is currently served by two bus routes: Wyoming/Metro Health Route 16 and Burton Crosstown Route 24. Existing bus stops should be upgraded to include live timetables, seating, and shelters where feasible to promote transit use and rider comfort.

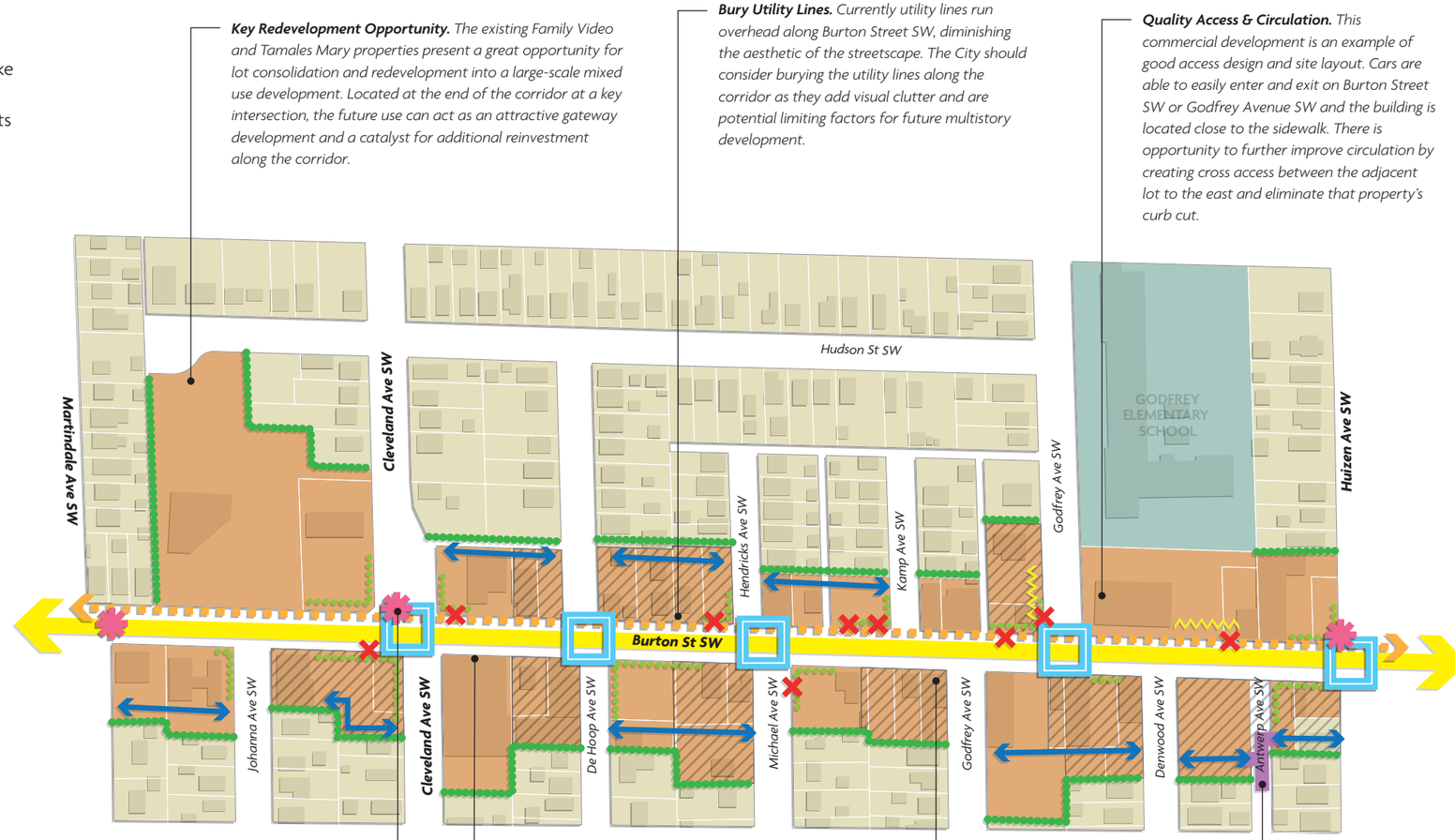
Perimeter Landscaping
Provide landscaping and decorative, low-profile fencing or knee walls to delineate public rights-of-way and screen parking areas. Perimeter landscaping should be designed to maximize stormwater management and improve water quality through the implementation of BMPs, such as bioretention areas.

Residential Screening
Screen parking, loading, and utility areas from adjacent residential properties and, where feasible, public rights-of-way. Apply 'Dark Sky' lighting standards in transition areas to minimize glare and decrease light trespass in adjacent single-family properties.

Cross Access
Consolidate access drives by removing barriers between adjacent properties to create internal cross access and circulation. This will help improve traffic flow by reducing vehicles attempting to enter and exit along Burton Street SW and redirecting vehicles to access drives on side streets.

LAND USE PLAN

Single-Family Detached Mixed Use Public/Semi-Public



Key Redevelopment Opportunity. *The existing Family Video and Tamales Mary properties present a great opportunity for lot consolidation and redevelopment into a large-scale mixed use development. Located at the end of the corridor at a key intersection, the future use can act as an attractive gateway development and a catalyst for additional reinvestment along the corridor.*

Bury Utility Lines. *Currently utility lines run overhead along Burton Street SW, diminishing the aesthetic of the streetscape. The City should consider burying the utility lines along the corridor as they add visual clutter and are potential limiting factors for future multistory development.*

Quality Access & Circulation. *This commercial development is an example of good access design and site layout. Cars are able to easily enter and exit on Burton Street SW or Godfrey Avenue SW and the building is located close to the sidewalk. There is opportunity to further improve circulation by creating cross access between the adjacent lot to the east and eliminate that property's curb cut.*

Gateway Feature. *A median exists on the northern portion of the Burton Street SW/Cleveland Avenue SW intersection that presents an opportunity for a gateway feature, such as monument or gateway sign with landscaping. This would help cultivate Burton Street SW's unique identity and highlight entry into the district.*

Quality Facade Design. *The building at the corner of Godfrey Avenue SW is a good example of desirable facade design with large windows on the ground floor and access oriented to the sidewalk.*

Strengthen Pedestrian Environment. *Segments of the existing sidewalk are narrow, forcing pedestrians to walk adjacent to traffic without buffers. If a road diet is not pursued, the City should work with private developers to ensure future development allows for ample sidewalk widths with landscaping buffers where possible to increase pedestrian safety and comfort.*

Block Consolidation at Antwerp Avenue SW. *The blocks between Denwood Avenue SW and Huizen Avenue SW are narrow and limit development potential compared to others in the area. If access to residential properties on Antwerp Avenue SW is created through east/west back alleys, the parcels to the north fronting Burton Street SW could be consolidated for redevelopment.*

DRAFT
FOR PUBLIC HEARING

SPECIAL AREA PLAN

DIVISION AVENUE SW

The Division Avenue SW corridor is characterized by numerous small businesses, including a significant number of auto body shops and car dealerships. Many properties, however, appear vacant or lack investment and the layout of sites are highly geared towards vehicles. With the development of the new BRT Silver Line, opportunity now exists to redevelop the corridor with transit-oriented development (TOD). This should be done by implementing the recommendations of past planning efforts and tools including Wyoming's Form Based Code and Align: The Rapid's Transit Improvement Study, and applying strategies from the Grand Rapid's South Division Corridor Plan to local context. To better leverage Silver Line stops, future mixed use development should be prioritized for surrounding blocks with buildings situated against the sidewalk and access and parking provided in the rear. Division Avenue SW is envisioned as a lively, walkable corridor that is supportive of a diverse range of uses, beautified with landscaping, street furniture, and placemaking elements.

IMPROVEMENTS

Cross Access
Consolidate access drives by removing barriers between adjacent properties to create internal cross access and circulation. This will help improve traffic flow by reducing vehicles attempting to enter and exit along Division Avenue SW and redirecting vehicles to access drives on side streets.

Rear Access
As buildings begin to develop along the property line with future mixed use redevelopment, create rear access drives that connect along the full extent of the block. This will allow cross access and divert local trips away from the main roadway.

Bus Line
This area is currently served by the Silver Line rapid transit route that provides connections to Kentwood and Grand Rapids along Division Avenue SW. Key bus stops at 28th Street SW are equipped with state-of-the-art stations with shelters, live timetables, seating, and ticket kiosks. Direct access to this transit service creates opportunity for TOD along the corridor.

Curb Cut Elimination
Remove excess curb cuts along Division Avenue SW to reduce potential traffic conflicts and enhance the pedestrian environment by creating a continuous sidewalk network.

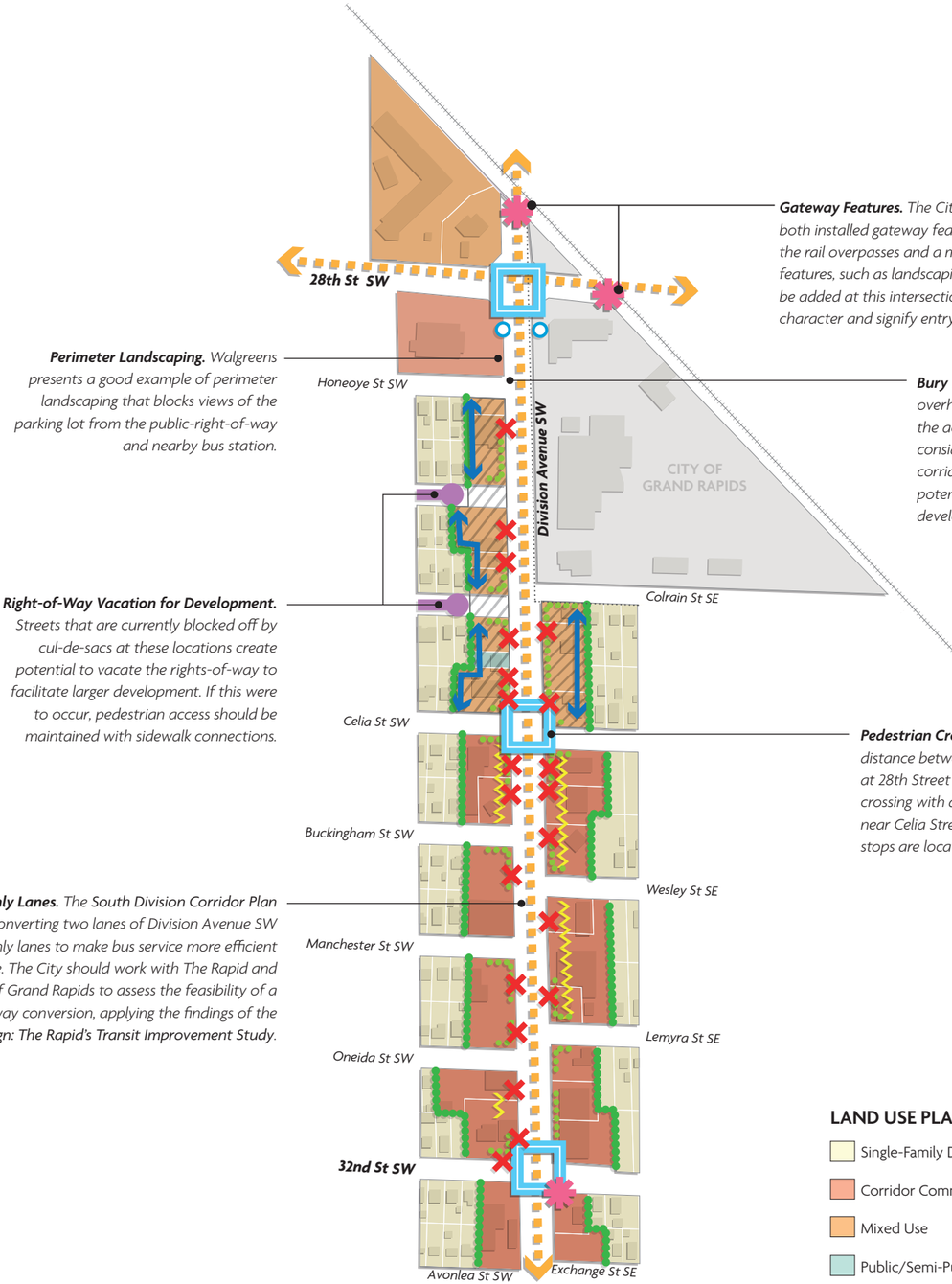
Lot Consolidation
Create opportunities for larger, high quality commercial or mixed use development by consolidating small, underutilized properties.

Pedestrian Crossing
Install safe, highly visible pedestrian crossings and curb cuts to support walkability. Crosswalks may be enhanced with decorative treatments and button-activated crosswalks may be considered.

Perimeter Landscaping
Provide landscaping and decorative, low-profile fencing or knee walls to delineate public rights-of-way and screen parking areas. Perimeter landscaping should be designed to maximize stormwater management and improve water quality through the implementation of BMPs, such as bioretention areas.

Residential Screening
Screen parking, loading, and utility areas from adjacent residential properties and, where feasible, public rights-of-way. Apply 'Dark Sky' lighting standards in transition areas to minimize glare and decrease light trespass in adjacent single-family properties.

Gateway Features
Gateway features help identify people's entry into a community or neighborhood, adding to the sense of place. Gateway features should be placed along Division Avenue SW at key locations, including 32nd Street and adding to the existing features at 28th Street.



Gateway Features. *The City of Grand Rapids and City of Wyoming have both installed gateway features at this intersection, including murals on the rail overpasses and a monument sign with flags. Additional gateway features, such as landscaping, arch signs, and decorative lighting, should be added at this intersection and at 32nd Street to enhance the character and signify entry onto Division Avenue SW.*

Perimeter Landscaping. *Walgreens presents a good example of perimeter landscaping that blocks views of the parking lot from the public-right-of-way and nearby bus station.*

Bury Utility Lines. *Currently utility lines run overhead along Division Avenue SW, diminishing the aesthetic of the streetscape. The City should consider burying the utility lines along the corridor as they add visual clutter and are potential limiting factors for future multistory development.*

Right-of-Way Vacation for Development. *Streets that are currently blocked off by cul-de-sacs at these locations create potential to vacate the rights-of-way to facilitate larger development. If this were to occur, pedestrian access should be maintained with sidewalk connections.*

Pedestrian Crossings. *There is currently a half mile distance between Division Avenue pedestrian crossings at 28th Street and 32nd Street. A new pedestrian crossing with a pedestrian refuge should be considered near Celia Street SE where Division Avenue Route 1 bus stops are located to increase walkability.*

Bus-Only Lanes. *The South Division Corridor Plan proposes converting two lanes of Division Avenue SW into bus-only lanes to make bus service more efficient and reliable. The City should work with The Rapid and the City of Grand Rapids to assess the feasibility of a roadway conversion, applying the findings of the Align: The Rapid's Transit Improvement Study.*

LAND USE PLAN

- Single-Family Detached
- Corridor Commercial
- Mixed Use
- Public/Semi-Public

DRAFT
FOR PUBLIC HEARING

SPECIAL AREA PLAN

KELVINATOR SITE

The industrial site located on the west side of Clyde Park Avenue SW, between Burton Street SW and Chicago Drive SW, is commonly referred to as the Kelvinator Site. This site is located across the street from new townhome development in Grand Rapids and the City of Grand Rapids' Grandville Avenue Area Specific Plan also proposes multifamily, mixed use, live/work, and rowhouses at along Grandville Avenue at Cordelia Street. To build upon this trend of infill and revitalization occurring in Grand Rapids and support future land uses, the Kelvinator Site should be redeveloped as a mix of higher-density residential and mixed use development. The site has a long history as an industrial site and brownfield remediation will likely be needed to facilitate redevelopment. Permitted uses will also depend on the extent of any potential contamination and the remediation undertaken. As is the case with the Site 36 brownfield, residential uses may not be feasible on the Kelvinator Site in which case retail and office development should be encouraged on the northern portion of the site with higher density development located near Chicago Drive SW. Other portions of the site could then repurposed as a regional park or open space that leverages the site's location along Plaster Creek.

IMPROVEMENTS

Potential Trails
Ensure the area is highly connected by quality sidewalks and pathways for pedestrians and cyclists. Connectivity should be created to nearby trail systems to fill in gaps in the City's trail network and work towards a comprehensive system.

Pedestrian Crossing
Install safe, highly visible pedestrian crossings and curb cuts to support walkability. Crosswalks may be enhanced with decorative treatments and button-activated crosswalks may be considered.

Bridge Connection
Construct pedestrian bridges across the creek that provide connections to Lee Field to the west and the future neighborhood commercial center to the north.

Perimeter Screening
To beautify streetscape views from the right-of-way, the utility substation should be screened either with decorative fencing or perimeter landscaping.

Potential Single-Family Attached/Open Space
The preferred future land use for the southern half of the site is single-family attached residential. If residential uses are not permitted due to contamination, the section should redeveloped for enhanced open space that can serve as an amenity to nearby residents and future commercial development to the north.

Potential Multifamily/Commercial
The preferred future land use for the site's northern end is multifamily and mixed use development. If residential uses are not permitted due to contamination, commercial uses should be developed to leverage traffic along Chicago Drive and access to commercial uses further east and west of the area.

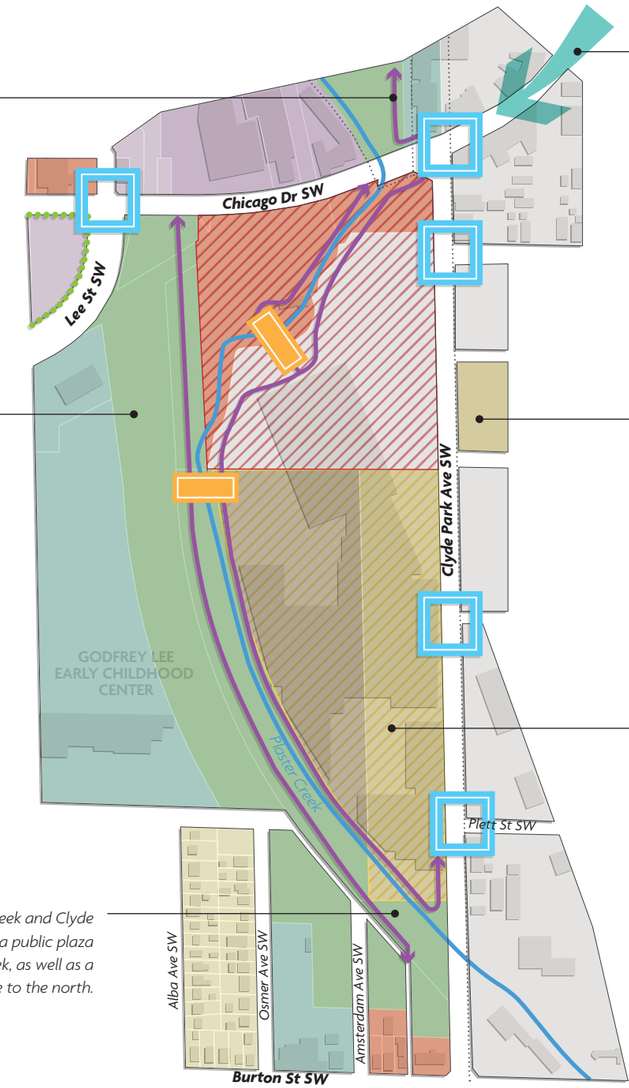
LAND USE PLAN

- Single-Family Detached
- Single-Family Attached
- Multifamily
- Neighborhood Commercial
- Business Park/Office
- Industrial
- Utility and Railroad
- Public/Semi-Public
- Open Space and Recreation Facilities

Trail Connection. *Long-term opportunity exists to extend the site's potential trails through Roosevelt Park to connect with the Oxford Street Trail that begins just east of Norwhich Avenue SW and Oxford Street SW and bridges over the Grand River.*

Plaster Creek. *Plaster Creek should be beautified and enhanced with trails to be leveraged as a natural amenity for future residents and shoppers within the area.*

Public Plaza. *This point of intersection between Plaster Creek and Clyde Park Avenue SW presents the opportunity to construct a public plaza that can serve as a trailhead for the trails along the creek, as well as a gateway feature to the Kelvinator Site to the north.*

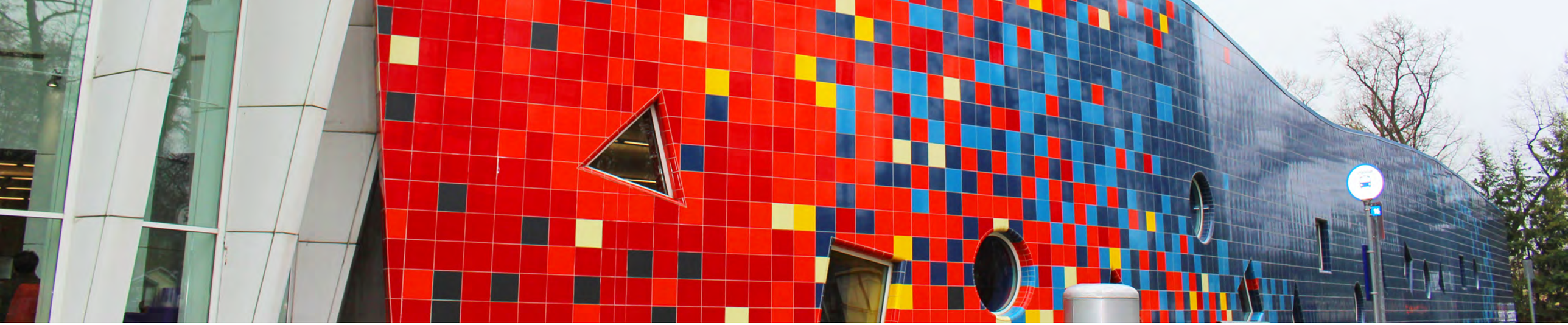


Grand Rapids Development. *The City of Grand Rapid's* ***Grandville Avenue Area Specific Plan*** *envisions multifamily, mixed use, rowhouses, and live/work uses at "Roosevelt Curve," located at Grandville Avenue and Cordelia Street. The Plan proposes infill development and pedestrian infrastructure improvements, including bulb outs, art crosswalks, and plazas, which should be replicated on Wyoming's side of the area.*

New Townhomes. *The townhomes recently constructed in Grand Rapids between Lynch Street SW and London Street SW are an example of high quality, higher density residential development that the redevelopment of the Kelvinator Site should complement.*

Brownfield Site. *The preferred future land use for the Kelvinator Site is mixed residential. Due to its brownfield nature, remediation may not allow residential development. If so, the site should be redeveloped into commercial uses with open space along the creek.*

DRAFT
FOR PUBLIC HEARING



COMMUNITY FACILITIES

5

Vision

In 2040, Wyoming will continue to support a high quality of life for all residents by providing excellent public services. Like established neighborhoods, emerging neighborhoods will be prepared to support new residents and businesses with forward-thinking planning efforts and infrastructure investment. Residents will also feel safe and have a strengthened sense of community identity at the neighborhood level. The City will continue to address concerns about flooding through the successful management of utility infrastructure and sustainable best practices. Wyoming's accessible community facilities will also set an example for surrounding communities with state-of-the-art, sustainable designs that distinguish the City from others.

Goal 1

Continue to implement utility and infrastructure management best practices and emerging technologies that reinforce the City's commitment to protecting public health and safety and managing stormwater, sanitary, and water services.

Goal 2

Continue to strike a balance between funding new infrastructure for growth areas and upgrading existing infrastructure to match increasing capacity needs when planning for asset management needs and future infrastructure investments.

Goal 3

Ensure residents are served by world-class facilities and services to foster a safe, educated, innovative, and prosperous community.

Community Facilities and Infrastructure

Community facilities and infrastructure are essential in providing residents and businesses with key public services to uphold high quality of life. This includes stormwater and wastewater management, water supply and distribution, and local government services, such as public safety, education, and library services.

The provision of these services is vital to the health, safety, and welfare of the community, as well as sustaining a strong local and regional economy. With an emphasis on close coordination with partner agencies, the following chapter provides recommendations to ensure Wyoming's community facilities and infrastructure continue to support the community over the longer term as it grows.

Public Works Department

The City of Wyoming Public Works Department is responsible for the day-to-day and long-term maintenance and management of all municipal utility and transportation assets. The Public Works facility is located off Burlingame Avenue SW just north of 28th Street SW at the James A. Sheeran Public Service Center. The Department is divided into the Department of Engineering, Public Service (streets, trails, traffic signals, and utilities), Traffic, and Fleet Services.

It is responsible for the collection and treatment of wastewater, storm sewer systems, maintenance and management of the City's fleet, and the distribution system of the public drinking water supply. It is the Department's goal to continue to implement utility and infrastructure management best practices and emerging technologies that reinforce the City's commitment to protecting public health and safety and managing stormwater, sanitary, and water services. Majority of this chapter's recommendations are under the purview of the Department as outlined in the following sections.

DRAFT
FOR PUBLIC HEARING

Stormwater Infrastructure

Continue to work with regional partners on the implementation of stormwater management standards identified in the new National Pollutant Discharge Elimination System (NPDES) permit.

The City of Wyoming is committed to protecting and preserving water quality in the community. Daily actions of residents, from washing cars to fertilizing lawns, can have significant impacts on the water environment. When it rains, stormwater can pick up debris from roads, chemicals from lawns, oil from cars, and bacteria from animal waste. These pollutants make their way through the storm sewer system and into the City's waterways, impairing water quality. Wyoming is located in the Grand River and Buck Creek Watersheds. Stormwater that leaves the City eventually enters Lake Michigan, thus, the City's actions have a direct impact on local streams and rivers as well as surrounding communities.

The City maintains approximately 266 miles of stormwater drainage infrastructure. The oldest infrastructure is located in the earliest developed areas, with stormwater infrastructure in the northernmost area of Wyoming dating back over 60 years. New infrastructure was built within the Panhandle area to support rapid development over the last 20 years.

National Pollutant Discharge Elimination System Permit

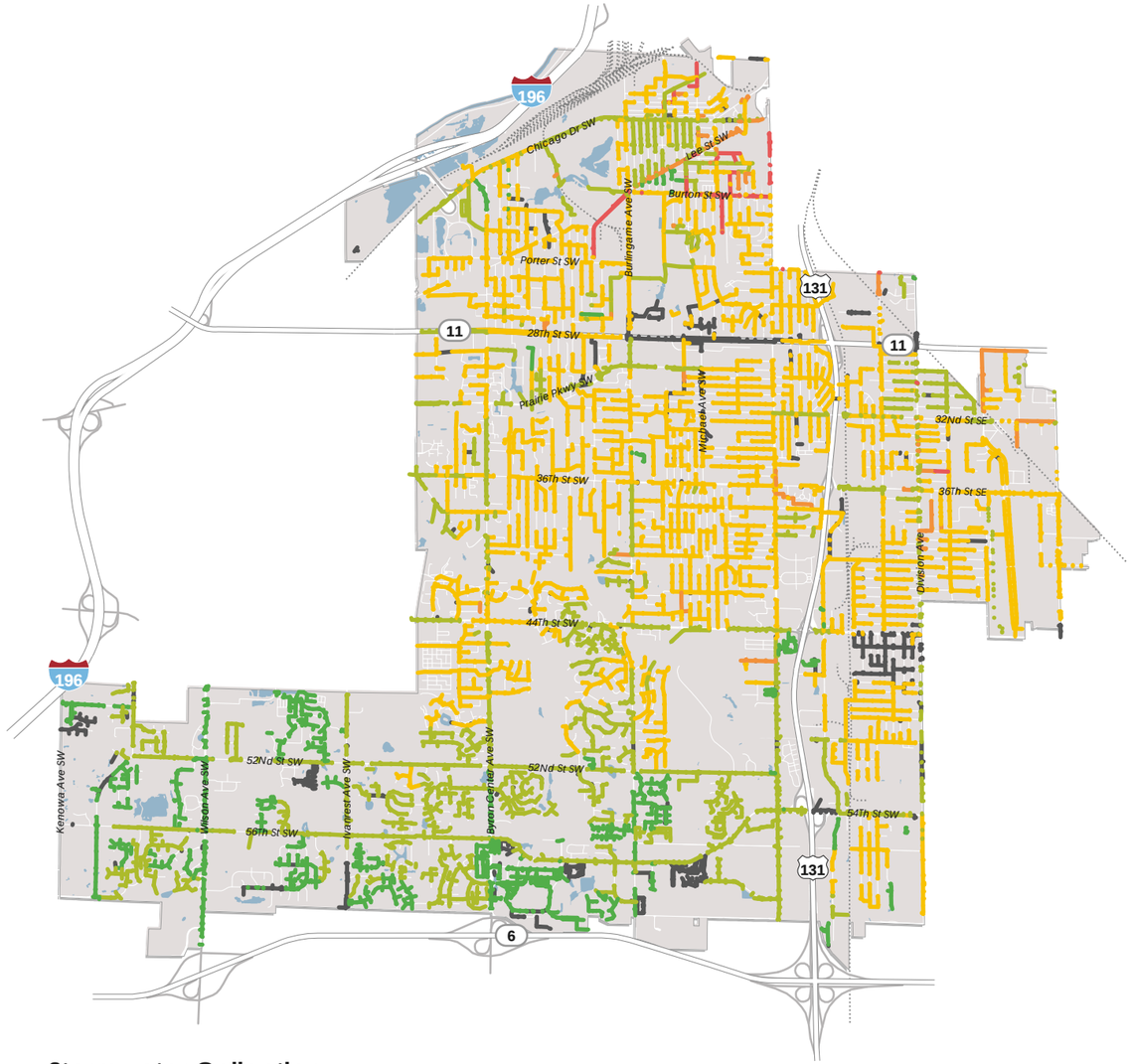
In 2020, the City is expecting the approval of an updated National Pollutant Discharge Elimination System (NPEDS) permit. This permit, which is administered by the Michigan Department of Environment, Great Lakes, and Energy (EGLE), is required by the U.S. Environmental Protection Agency's (EPA's) 1999 Phase II Stormwater Rule. The permit requires the City to manage a Municipal Separate Storm Sewer System (MS4) to manage stormwater separately from sanitary sewer systems.

The NPDES requires Wyoming to develop and implement strategies to meet the following six minimum control measures:

- Public Education and Outreach
- Public Participation and Involvement
- Illicit Discharge Detection and Elimination
- Construction-site Runoff Control
- Post-construction Runoff Control
- Pollution Prevention and Good Housekeeping

Lower Grand River Organization of Watersheds

The City is a member of the Lower Grand River Organization of Watersheds (LGROW), a group formed within the Grand Valley Metro Council consisting of municipalities, colleges, non-profits, businesses, and state regulators within the Greater Grand Rapids Region. Collectively, LGROW collects data and monitors water quality within the region's watersheds, lakes, streams, and rivers; coordinates regional stormwater planning; promotes community education and sustainable stormwater management practices; works with communities to coordinate their NPDES stormwater permits; and assists partner communities with grants and funding to support stormwater management and water quality activities. LGROW also coordinates annual reporting progress as required by NPDES permits. Wyoming should continue to play an active role in LGROW to protect regional water quality and fulfill NPDES requirements.



Public Education and Awareness

Two of the six NPDES requirements relate to creating greater public awareness and engaging the public in preserving water quality and implementing steps to manage stormwater and keep harmful chemicals out of streams and lakes. Most citizens recognize the recreational and aesthetic benefits of water features and many recognize water quality degradation as a serious concern in the Great Lakes Region. There is a lack of recognition, however, that significant pollution is generated from normal everyday actions, and not just from large commercial and industrial sources.

To increase watershed residents' awareness, public education is integrated as a key component of the region's MS4 stormwater management strategy. LGROW's Public Engagement Committee is responsible for developing and implementing these educational activities, and focuses on messaging and outreach events that address the target messages of: personal watershed stewardship, ultimate stormwater discharge, public reporting of illicit discharges, personal actions that can impact the watershed, waste management, and management of riparian lands.

Public awareness and engagement activities are included in the LGROW Public Education Plan, last updated in 2013. LGROW and its member communities have created web and social media based marketing and education campaigns targeting students, homeowners, and businesses, as well as informational brochures that are distributed during its series of community events and workshops. The Public Engagement Committee also sponsors and facilitates numerous professional training and certification programs for municipal partner staff on best practices. In 2019, LGROW provided 50 educational programs in 15 public and private school districts with a combined audience of 3,190 students ranging from 2nd to 10th grade. The City should continue to work with LGROW to actively educate its community members and staff on ecological and efficient management of stormwater, including through youth group engagement, volunteer programs, and increased social media presence.

Low Impact Design

Encourage the integration of sustainable and low impact design (LID) strategies as part of new development.

LID is the integration of green infrastructure and conservation of on-site natural features to mitigate stormwater runoff and protect water quality. Green infrastructure is an attractive alternative to traditional concrete (or "gray") infrastructure that transforms paved and hard surfaces into vegetated or permeable areas. It has numerous sustainability benefits in addition to stormwater management, including reducing urban heat islands, improving air quality, and promoting economic development through attractive urban settings.

An example of LID practices existing within Wyoming today are its regional storm basins, which are owned and maintained by the City and include pre-treatment sediment basins. Within the private sector, Metro Health Hospital and Gordon Foods Headquarters have green roofs, which were incorporated into the building designs to attain LEED certification.

The City should continue to actively promote LID strategies with future growth. This includes improving the future designs of parking lots, structures, and streetscapes by encouraging the use of pervious surfaces, bioretention areas, and green roofs. Permeable pavements and green roofs help keep excessive runoff out of the stormwater system by capturing and retaining rainwater on site. They also provide wildlife habitat and greenhouse gas reduction benefits. The City should implement the following to further promote green infrastructure within the community:

- Identify and map problematic stormwater drainage areas in the community.
- Adopt natural resource and habitat friendly development standards that incentivize developers to incorporate green concepts into their design.
- Review and modify the Community Development Code, as needed, to include effective regulations to implement the stormwater management goals and policies.

Stormwater Management within Transportation and Parks System

Continue to use the best practices in stormwater management in transportation and parks system projects.

As the threat of climate change continues to exacerbate stormwater runoff issues with higher intensity storms, green infrastructure can play a key role in ensuring Wyoming's existing infrastructure systems are not overwhelmed. Complementary to gray infrastructure, the City should continue to support and encourage green infrastructure at a large scale to help manage such potential increases in rainfall volumes. This includes incorporation into public land development and design standards, such as streetscape enhancements during road construction, capital planning processes, and public facility management, including parks or recreational areas. By investing public resources into green infrastructure, the City can achieve multiple goals simultaneously, from managing stormwater to reducing the heat island effect and improving water quality.

The City can look to its neighbor, the City of Grand Rapids, who has been very active in coordinating green infrastructure projects with transportation and public facility improvements, particularly at the neighborhood level. In the northeastern Coit Neighborhood, a total of 21 bump-out rain gardens were installed throughout the neighborhood. These improvements serve a dual purpose of traffic calming and water quality improvements by filtering run-off. Additionally, the City of Wyoming and the City of Grand Rapids partnered to create the River of Two Cities rain garden at the jointly owned Grand Valley Regional Biosolids Authority Dewatering facility, which serves to beautify and filter stormwater as part of the facility's LEED certification.

The City should establish a formal set of standards to coordinate streetscape improvements, including landscaping and stormwater management with transportation infrastructure projects to increase efficiency. The addition of new, and the enhancement of existing parks should also allow for more natural drainage areas and green infrastructure stormwater management techniques. Target areas for flood mitigation include Ideal Park and 54th Street SW and Clay Avenue SW.

DRAFT
FOR PUBLIC HEARING

Water

Continue to monitor water system quality for the presence of lead in the drinking water.

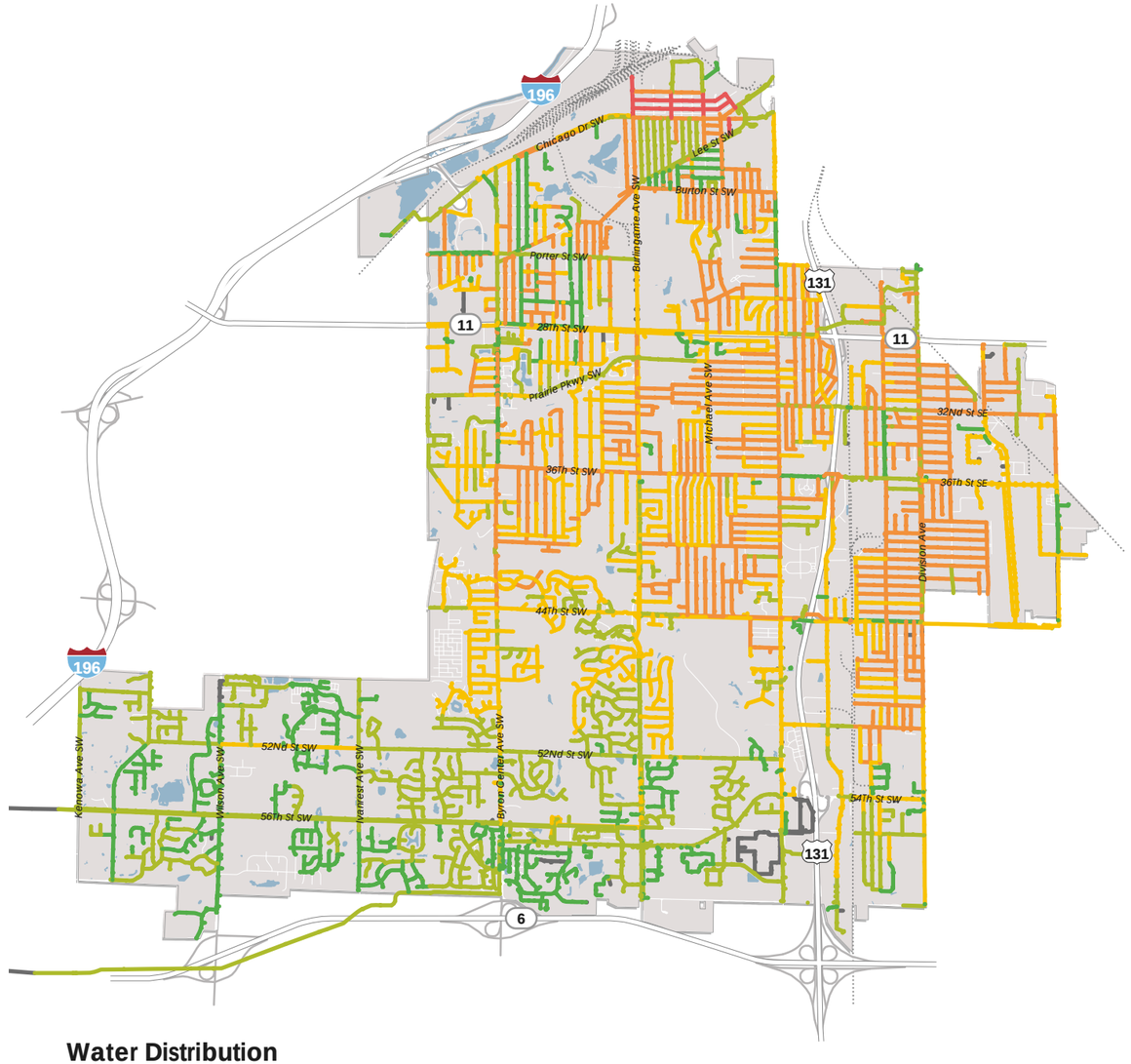
Since 1966, Lake Michigan has been the source of Wyoming's drinking water. The Water Supply system currently has a service population of about 230,000 people, serving sections of the Zeeland, Park, Olive, Blendon, Holland, Georgetown, Jamestown, Gaines, and Byron townships; the cities of Hudsonville and Grandville; a portion of the City of Kentwood; and the City of Wyoming. The Donald K. Shine Water Treatment Plant, located near Lake Michigan in Ottawa County, underwent a $73 million expansion in 2011.

Due to exponential growth since the early 1960s, the treatment plant has grown its capacity from 32 million gallons per day to 120 million gallons per day. The plant provides high quality drinking water that meets and often exceeds the requirements established by the U.S. Environmental Protection Agency and the Michigan Department of EGLE. Public tours of the plant are available as a form of community outreach to educate residents on how their drinking water is kept clean and safe.

Additionally, the City of Wyoming maintains approximately 370 miles of water infrastructure. Similar to the stormwater infrastructure, the age of the infrastructure follows the pattern in which the City was developed. Water line infrastructure in the very northern part of the City is the oldest with some lines near Chicago Drive SW and Godfrey Avenue SW dating to before 1940.

Water Quality

Wyoming's Advanced Metering Infrastructure (AMI) program replaces water meters with smart meters that connect and communicate with the City in real time. Through the implementation of this program, smart metering has demonstrated benefits in water savings. It has allowed the City to monitor and maintain compliance with all Michigan Department of EGLE standards and has identified no issues of lead in the drinking water. As required by the Michigan Department of EGLE, the City should continue to implement the AMI smart metering program to monitor Wyoming's drinking water and ensure it remains lead-free.



Sanitary Sewer

Develop and maintain a wastewater collection system that meets the existing and future needs of the community.

The City of Wyoming maintains approximately 280 miles of sanitary sewer infrastructure. Similar to both stormwater and water infrastructure, the age of the infrastructure follows the City's development pattern. The oldest sanitary sewer infrastructure is located in the northernmost part of the City, with some lines near Chicago Drive SW and Godfrey Avenue SW dating before 1940. The newest infrastructure is located in the Panhandle to support development that has rapidly occurred over the last 20 years.

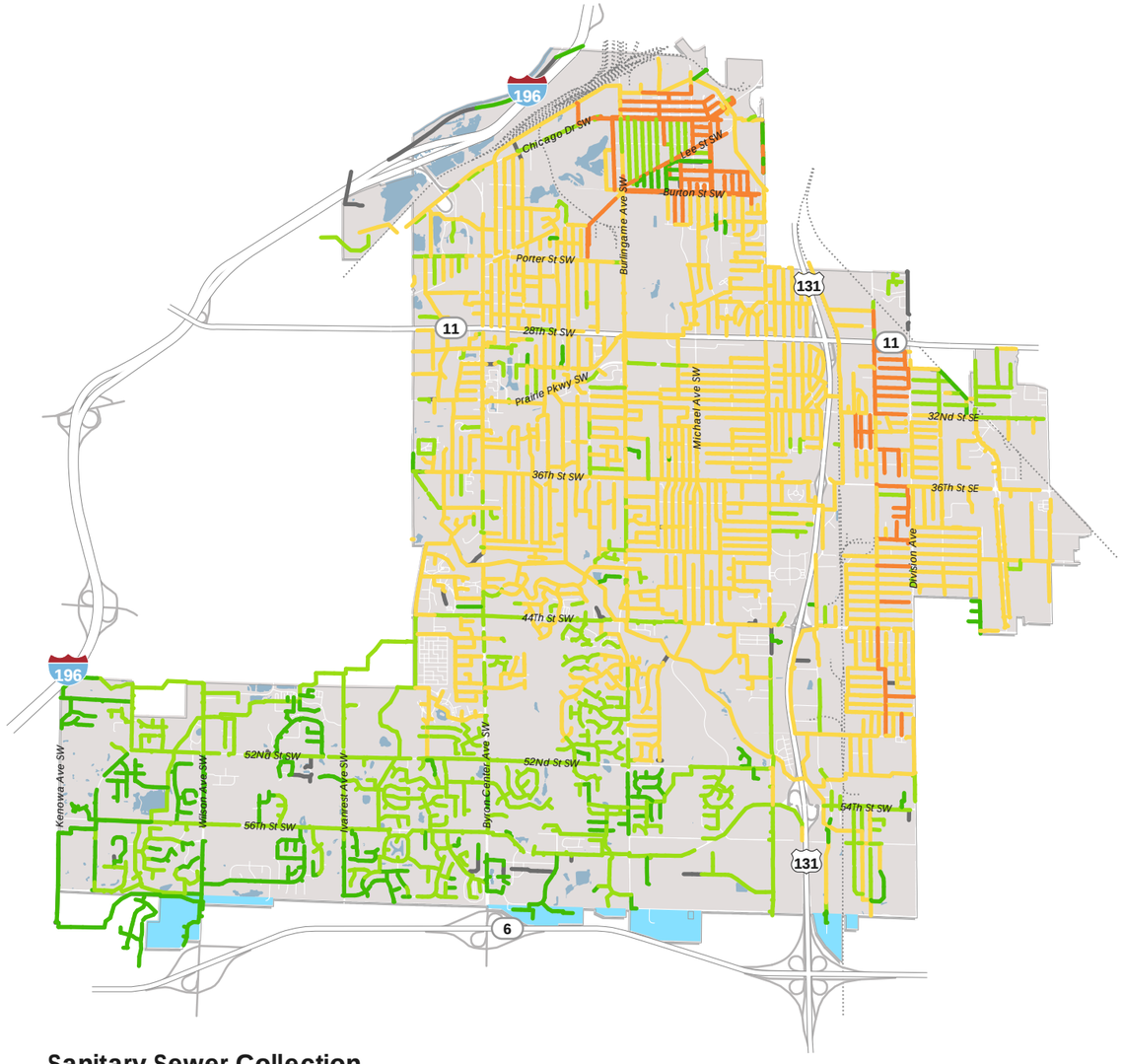
Clean Water Plant

The Utility Department operates the Clean Water Plant, located off Chicago Drive SW just east of Ivanrest Avenue SW, which treats water that continues to exceeded regulatory standards. The Plant serves 140,000 people from Wyoming and four neighboring communities. The treated water originates from wastewater produced from all human activities where water is flushed down sanitary sewer drains, including from residential, commercial, and industrial uses. Once cleaned by the plant's biological processes, the water is conveyed to the Grand River. Wyoming's biosolids are either applied to land as fertilizer or sent to landfills.

In 2004, Wyoming partnered with the City of Grand Rapids to form the Grand Valley Regional Biosolids Authority (GVRBA). This organization jointly manages the biosolids from both communities. The City takes great pride in the quality of the water produced and its efforts towards improving the nation's waterways since the passage of the Clean Water Act of 1972. As such, the facility was named the Clean Water Plant rather than the wastewater or sewage plant.

Clean Water Plant Improvements

In late 2007, the Clean Water Plant completed a $36 million expansion project known as Stage II, which included upgrades to existing process equipment, new odor control systems, the removal of trickling filters, and the construction of new aeration tanks and clarifiers. This latest project resulted in the expanded treatment capacity of 24 million gallons of wastewater per day. The facility also underwent a recent renovation where 3,750 square feet of office space on the first floor and 3,250 square feet of laboratory and office space on the second floor was reconfigured and modernized. The office and laboratory spaces are essential in the operation of the City's water and wastewater treatment process for quality control and data analysis. In May 2018, the City passed a budget of nearly $900,000 from its Sewer Fund to replace an obsolete centrifuge that has been in use since the mid-1980's. The costly but necessary investment will enable the process of removing residual solids from wastewater to become significantly more efficient and reduce costs by thousands of dollars per month.



DRAFT
FOR PUBLIC HEARING

Supporting Growth in the Panhandle

Define and plan for continued growth and development in the Panhandle area in alignment with the Land Use Plan.

Wyoming's Panhandle area has sanitary sewer capacity limitations due to the existing availability of infrastructure. The sewer line currently runs through the southern portion of the City, which was master planned to serve the Panhandle area at a capacity of four residential units per acre. The service area was expanded, however, through 425 Agreements to include development north of M-6 and the northwest portion of Byron Township. The additional population growth is creating demand beyond the amounts originally accounted for in the master plan.

A capacity study was undertaken in 2019 to assess the existing remaining capacity of the system in this area, while re-calculating anticipated growth projections to model future demands. The results should be utilized to plan for future utility investments in the Panhandle area and ensure demand volumes are sufficiently met. As a means of expanding funding sources to support growth, the City should look to developers to help with cost sharing opportunities and shared funding for infrastructure improvements in both the Panhandle and significant redevelopment projects. The City should consider requiring all new water service and wastewater fees to be adequate to fund the operations and maintenance of the system.

Asset Management and Capital Improvement Planning

Maintain a pragmatic approach to funding future utility improvements.

To ensure the City continues to provide the community with quality municipal services and can support future growth, it is critical to strategically plan for infrastructure improvements and establish secure funding strategies. Maintaining accurate projections and monitoring the demands of water and sewer utilities with new development will allow the City to plan and budget for necessary infrastructure improvements. This will ensure on-going capacity exists to support future development.

Innovative technology solutions are emerging as a cost effective way to help municipal utility operators improve operational efficiency. By investing in the right technology, the Public Works Department can improve the effectiveness of decision-making, while ensuring municipal resources are being utilized to their fullest potential. Technologies can be implemented in a variety of ways to aid and improve the Department's efficiencies, services, and asset management.

GIS Mapping Technologies

GIS (Geographic Information System) mapping technologies are becoming more powerful, affordable, and easier to use for smaller local governments looking for utility asset management solutions. Using GIS mapping, the City can maintain location information and details for all types of municipal assets (both utility and transportation), based on a web map corresponding to various systems that can be updated and shared in real-time with workers in the field. The City currently maintains CAD files of its infrastructure, which can be integrated into GIS to build an inventory of locational data available to any worker. Supplying field staff with mobile devices that can provide global coordinates (latitude and longitude) of a given location would also provide access to more precise information.

Information can be shared digitally department to department, eliminating the need for inefficient hard copy transfers. City personnel can also be granted access to digital files that can be shared between departments and partner agencies for enhanced collaboration. Further, data analytic tools can be utilized to inform policies and procedures as well as short term and long-term Capital Improvement Planning. The City should also use GIS technologies to improve the accuracy and efficiency of the following asset management activities:

- Determining levels of service.
- Defining roles and responsibilities.
- Identifying and calculate risk.
- Extrapolating a forecast.
- Adjusting the budget accordingly.

Capital Improvement Plan

The City's current Capital Improvement Plan (CIP) strategy for municipal water and sanitary sewer improvements is to continue serving the Panhandle growth area, while undertaking deliberate improvements on infill projects. Infill projects that may require infrastructure upgrades include new developments with large increases in density or uses that require significant water demand or pressure. Infrastructure investments should be aligned with traffic and road investments when the opportunity exists to maximize City resources.

Sustainability

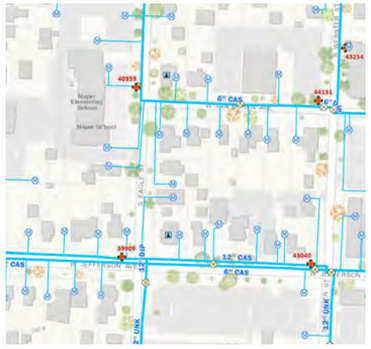
Building Smarter Infrastructure with Technology

Forward-looking utilities are aiming to build smarter infrastructure, leveraging data, software, and technology to improve operations, maintenance, efficiency, and succession planning. Utilities are increasingly taking advantage of GIS technologies in the digital mapping of assets and interconnecting digital mapping with internet connectivity. This provides access to critical real time data that allows for better planning in the management of utility assets. Better data and more informed planning allow for greater efficiencies and maximized impact of limited municipal resources over the long term maintenance and operations of the utility systems.

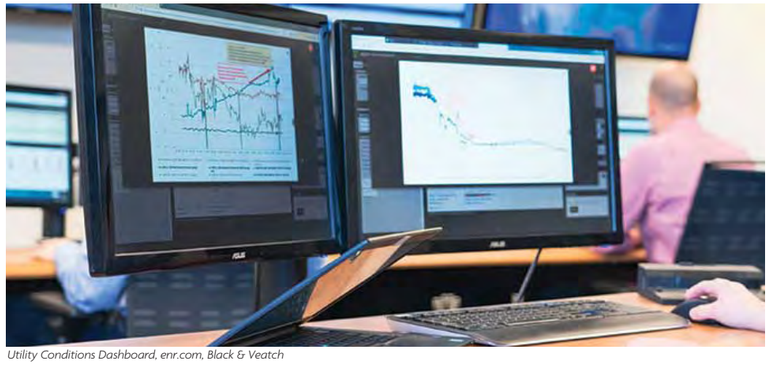
Equity and Inclusivity

Equity through Infrastructure Planning

Public Works and infrastructure projects are foundational to the development and growth of communities and neighborhoods and drive economic growth and expansion. These projects require effective, transparent government policies to guide their planning, spending, construction, and maintenance. Viewing these critical infrastructure decisions through an equity lens is an opportunity to examine who benefits, who pays, and who decides. Equitable infrastructure policies should be assessed using established measurable standards, targeting resources to high-need areas, and engaging broad community engagement and participation activities.



GIS Water Distribution System, solutions.arcgis.com


Utility Conditions Dashboard, enr.com, Black & Veatch


Smart Metering, hellofuture.orange.com



Advanced Technology Best Practices

Implement advanced technology best practices into the City's asset management system.

Municipal utility management entities have access to advanced GIS, Business Intelligence, IoT (Internet of Things) and other data management software. However, many utility companies continue to operate in the same way they did years ago.

Pipe corrosion, aging pipes, weather, soil conditions, and other environmental and historical factors can contribute to water distribution system failures. In addition, more than 1.3 million miles of public and private sewer lines are susceptible to failure across the nation. The American Civil Engineers Society (ASCE) predicts that by 2030, there will be a 23 percent increase in wastewater treatment for 56 million new customers.

This increase will occur as new users connect to wastewater treatment plants, alongside the elimination of private septic systems. Modern digital technology and data enable municipal water and sewer utilities and organizations to leverage artificial intelligence and machine learning to predict the location and likelihood of pipe ruptures.

Utility managers can use IoT, GIS, and BI and real-time data to implement an asset management plan for water distribution systems to monitor water pressure and maintain overall systems. Following are examples of the available data-driven technologies that can be used to take a progressive approach towards addressing and preventing infrastructure issues.

Predictive Modeling

Predictive modeling uses AI and machine learning to assess the history of a water distribution system. Data on weather, pipe material, soil conditions, and other factors such as nearby roadways, is pushed into a capitalization model to predict where future breaks could occur. Predictive modeling identifies areas in urgent need of repair, saving time and money for both utilities and consumers.

Leak Protection

Discovering water mains breaks before significant issues occurs is a significantly beneficial initiative, achieved by combining IoT with acoustic sensors. IoT can be integrated with traditional infrastructure to allow utilities to continuously monitor pipes for leakages.

Water Pressure Monitoring

Digital water pressure monitoring can extend the life of aging pipes. Software analytics combined with pressure sensors offers new insight for utilities, which can aid the reduction of water pressure when consumption is low. Modern pressure sensors can identify issues at the source by detecting transient pressure events. Pressure monitoring and management can reduce water loss while increasing the life expectancy of pipes. Water infrastructure can consequently be managed more effectively, as customer service improves tenfold.

Smart Metering

Smart metering enables two-way communication between metering devices and networks. This communication allows for the accurate measurement of detailed usage, billing information, customer alerts, disconnections, remote service connections, and more. Smart meters are highly advantageous in cutting utility costs, while reducing the need for personnel to enter the field.

Broadband Infrastructure and Digital Equity

In 2017, Kent County created the Community Technology Action Plan, a community technology assessment for Kent County that also includes a plan for addressing any deficiencies or opportunities for improving the local technology ecosystem in order to advance economic, social, and educational opportunities for families, businesses, and institutions in the community. While the results are for the County, the findings are applicable to the City of Wyoming. Broadband access has become increasingly important in light of work from home and e-learning needs related to the COVID 19 pandemic.

Overall, access to broadband technology (defined as 25Mbps download speeds) is readily available, with over 96% of households having access and over 90% having access to speeds of 100Mbps. Additionally, the County is served by multiple providers and platforms, including fiber, DSL, cable, fixed wireless and mobile wireless providers.

In terms of adoption, nearly 20% of households in the county do not subscribe to broadband service, with nearly half of those individuals citing cost as the primary reason for not subscribing. Households earning less than $50,000 annually are significantly less likely to adopt an Internet connection at home compared to households earning more. This is consistent with national and state trends. Adults without a college degree are less likely to adopt a home broadband connection than those with a two-year, four-year, or advanced degree.

The costs of having an Internet connection, including the monthly cost of service, installation and equipment costs in order to obtain service, and the cost of an Internet-enabled device (e.g., computer, tablet, smart phone, etc.), can be a burden for families with lower incomes and thus the choice to connect is controlled by the external cost of service for these households. This disconnection can leave families on the wrong side of the digital divide.

The Community Technology Action Plan provides four recommendations specifically addressing the Digital Equity issue, starting with launching a Digital Equity Initiative to help sustain in-depth discussions around the adoption issue in the community by bringing together public-private partners. Additional recommendations to be taken on by the initiative include promoting low-cost broadband service offerings; facilitating digital literacy training; making available low-cost devices; and identifying and expanding wireless hotspots in the community.

The City of Wyoming could play an active role in engaging partners from both the business community and other civic organizations, such as the Kent District Wyoming Public Library and schools, to develop programs promoting low-cost service offerings and available low-cost devices for vulnerable populations.

DRAFT
FOR PUBLIC HEARING





Community Facilities

Provide exceptional public facilities and services to meet the health, safety, education, and leisure needs of all Wyoming residents.

In addition to public utilities and infrastructure, growth and development will impact all community facilities in Wyoming, including fire and police services, local government, education, and library services. Impacts on these government services must be considered during the land use application process as well as when accessing the need for facility upgrades. As growth through the City continues, particularly in the Panhandle area, pressure will increase to expand municipal, education, and library services. As such, the City should coordinate the expansion and equitable, long-term funding of public facilities and services with the overall growth of the community. New investments should be evaluated against the land use priorities of ***Wyoming [re]Imagined*** and the City's financial sustainability planning for inclusion within the CIP.

Local Government

Wyoming is a home-rule city that runs under a charter and ordinances adopted by its citizens in 1959. The City has a council-manager form of government, led by an elected mayor, one councilmember from each its three geographic wards, and three councilmembers "at large" from the entire City. Together they are responsible for adopting City ordinances, appointing members to boards and commissions, and approving an annual City budget. The mayor serves as the Chief Executive Officer for ceremonial responsibilities and is chairman of the council. The City Council appoints a City Manager, City Attorney, Comptroller, and City Clerk. The City Manager oversees the day-to-day operations of the City and the implementation of City policies. As Chief Administrative Officer, the City Manager directs each of the City department's managers and staff.

Most of Wyoming's government is housed in the Wyoming City Hall, located at 28th Street SW and De Hoop Avenue. The ADA-compliant facility was constructed in 2003 and features service departments on the first floor. Overall City Hall is well functioning, and no major improvements are scheduled. The City should continue to assess community facility upgrade needs for all City departments over the years as service demands increase with growth.

Emergency Response – Wyoming Department of Public Safety

Fire Bureau

The Wyoming Department of Public Safety – Fire Bureau's 61 employees are composed of full- and part-time, paid-on-call, and dual trained fire firefighters, along with a fire investigator, administrator, and two Chief Officers.

The Department responds from the following four fire stations:

- **Station #1:** 1500 Burton Street SW
- **Station #2:** 4507 S. Division Avenue S
- **Station #3, Training Facility, and Community Room:** 2300 Gezon Parkway SW
- **Station #4 and Administrative Offices:** 1250 36th Street

The Department has an ISO (Insurance Service Office) rating of 4, which indicates how well a community is protected in the event of a fire on a scale of 1 through 10, with 1 being the best rating. The existing water supply and distribution systems were identified as adequate for firefighting operations and currently no facility renovations are planned. In 2014, the Wyoming Fire Department united with the Wyoming Police Department to become the Wyoming Department of Public Safety to improve protection and safety services for the community.

Police Bureau

The Police Bureau is composed of 88 full-time police officers, 14 staff, and seven other department members who are committed to protecting Wyoming residents. The Bureau contains a variety of services, divisions, and units, including the Investigative Division and Patrol Services Division. In 2018, the Bureau was re-accredited the Gold Standard Excellence by the Commission on Accreditation for Law Enforcement Agencies (CALEA), the worldwide leader in police accreditation.

The Bureau uses two facilities: the Wyoming Pistol Range located at the Wyoming Clean Water Plant and the Police and Public Safety Administration Headquarters located at De Hoop Avenue and Belfield Street. Constructed in 1999, the 54,000 square foot modern facility contains patrol, investigation, and administrative offices; a cross-training fitness center; 110-personnel training room; and enhanced forensic facilities and systems. While no renovations are planned for this new headquarters, upgrades the target system will be upgraded at the Pistol Range Facility. The Department is also considering refurbishing police vehicles garages and replacing the roof at the Public Safety Police Services building.

Long-Term Safety and Protection

As Wyoming's population grows with development, increased service demands will be placed on the City's Public Safety Department. The City should work with the Department to ensure sufficient facility capacities and staffing levels to provide timely and effective emergency and public safety services. Water supply and pressures for the Fire Bureau should also be accounted for when assessing the extension of services in growth areas and for future infill developments.

A well-connected street network will be essential in improving response times for both fire and police services. Attention should be given to street design and placement to allow for sufficient access and egress for fire service vehicles and equipment. Congestion levels in high-growth areas, such as near Metro Health Village, as well as delays at at-grade railroad crossing should be monitored and improved as needed to ensure quick emergency response times (see the ***Chapter 5: Transportation and Mobility*** for further discussion). The Department should also pursue opportunities increase public safety by promoting Crime Prevention Through Environmental Design (CPTED) during the development process, which focuses on orienting the built environment to create safer neighborhoods.





Education

Public Schools

Public education within Wyoming is provided by the following seven school districts.

Additionally, TEAM 21 is available to students in Wyoming—a collaborative after school and summer program serving over 1,800 students annually. The program began in 2004 as a partnership between the City of Wyoming Parks and Recreation Department, Wyoming Public Schools, Godfrey-Lee Public Schools, and Godwin Heights Public Schools.

Public School List

School District	Number of Facilities	Enrollment
Kentwood Public Schools	18	9,044
Grandville Public Schools	9	5,700
Wyoming Public Schools	9	4,308
Byron Center Public Schools	9	3,919
Kelloggsville Public Schools	7	2,248
Godwin Heights Public Schools	5	2,203
Godfrey-Lee School District	6	1,962

Source: National Center for Education Statistics (NCES) 2017-2018

Private Schools

Seven private primary schools are located in Wyoming. These schools have a total enrollment of nearly 1,100 pre-kindergarten through 12th grade students. The largest private school in Wyoming is Tri-Unity Christian School with an enrollment of 321 students.

Higher Education – Grace Christian University

Grace Christian University is a private institution with an enrollment of over 1,000 students—approximately 250 on-campus students and the remaining online. About half of the on-campus students live in housing provided by the University, including men's and women's dorms, married housing, and apartments. The 26-acre campus is located in northeastern Wyoming at Aldon Street and Rogers Lane Avenue. After considering relocation, the University recently made the decision to remain in Wyoming and is currently evaluating options to expand the campus.

Supporting Educational Institutions

The City should support its public and private educational institutions during future pursuits for facility expansions or relocations to ensure above average education services with growth. This could include providing adequate road and utility infrastructure to support facility upgrades. The City should also work with Grace Christian University in the case it seeks additional housing options to accommodate new students. This could include applying the PUD-4 Zoning District for higher density residential development, which permits townhome and institutional uses. As the Grace Christian campus partially surrounds several residential neighborhoods, any future campus planning processes should include community engagement to ensure any resident concerns are addressed.

Library Services

The Kent District Library Wyoming Branch is located on Michael Avenue between 34th Street SW and 33rd Street SW. Public library services are provided to the residents and guests of Wyoming as a joint venture between the City and Kent District Library (KDL). As part of its role in this partnership, the City constructed, maintains, and owns the civic building, which houses the community's public library.

Referred to as the Wyoming Public Library, the library first originated as a storefront library the 1940's and now sits in the state-of-the-art, contemporary civic building that covers about 49,000 square feet after its renovation in 2001. It is the largest branch in the Kent District Library system that includes a community meeting room, art gallery, café, program room, conference room, and study rooms.

The library is served by The Rapid Bus Route 16, is ADA-compliant, and includes a Library for the Blind and Physically Handicapped (LBPH), one of nine in Michigan, which is free to all eligible people who are unable to read normal print due to visual and physical disability. A series of events and programs are hosted at the library each month, such as guided reading events, drawing classes with local artists, and coding programs. The library is running successfully and has no major improvements planned for the near future. As Wyoming continues to expand, the City should work with the KDL to ensure library service capacities continue to meet demand levels. Coordination with the Rapid and GO!Bus should also be considered to ensure library services are accessible to all segments of the community via public transit.

Healthcare & Well-being

Metro Health and SpartanNash YMCA are major private providers of healthcare services and recreational and fitness opportunities within the community, respectively. As Wyoming continues to develop, it is important that attention is given to ensuring equitable distribution of healthcare and wellness facilities throughout the City. This includes ensuring access to medical and childcare services for both residents and employees as Wyoming's business park areas continue to expand.

DRAFT
FOR PUBLIC HEARING

Community Facilities

Government

15. Wyoming City Hall
30. Wyoming Housing Commission

Emergency Response

7. Fire Station 1
13. Wyoming Police Department and Wyoming Senior Center
25. Fire Station 4
38. Fire Station 2
45. Fire Station 3

Public School

2. Godfrey-Lee Early Childhood Center
4. Godfrey Elementary School
5. Lee Middle and High School
6. Godfrey-Lee Public Schools Admin
8. Parkview Elementary School
11. Wyoming Junior High School
16. Wyoming High School
19. Godwin Middle School
20. Godwin High School
21. North Godwin Elementary School
23. West Godwin Elementary School
26. Wyoming Intermediate School
27. Gladiola Elementary School
28. Wyoming Board of Education
29. Wyoming Community Education
31. Newhall Middle School and West Elementary School
32. Huntington Woods Early Childhood Center
34. Oriole Park Elementary School
35. Kelloggsville Early Childhood Learning Center
39. West Kelloggsville School
40. Kelloggsville High School
43. Pine Grove Learning Center
50. Grand View Elementary School
52. Century Park Learning Center

Private School

1. Potter's House Christian School
3. San Juan Diego Catholic Academy
10. Potter's House High School
17. Rogers Lane Head Start Preschool
18. Vista Charter Academy
22. West Michigan Lutheran School
33. Holy Trinity Evangelical Lutheran School
36. St. John Vianney Catholic Elementary School
37. South Godwin Elementary School
41. Discovery Alternative High School
42. Vanguard Charter Academy
46. The Goddard School of Grand Rapids
47. Apple Tree and Golden Woods Early Care and Preschool
48. Adams Christian School
49. Protestant Reformed Theological Seminary
51. Tri-Unity Christian School

College

14. Grace Christian University

Library

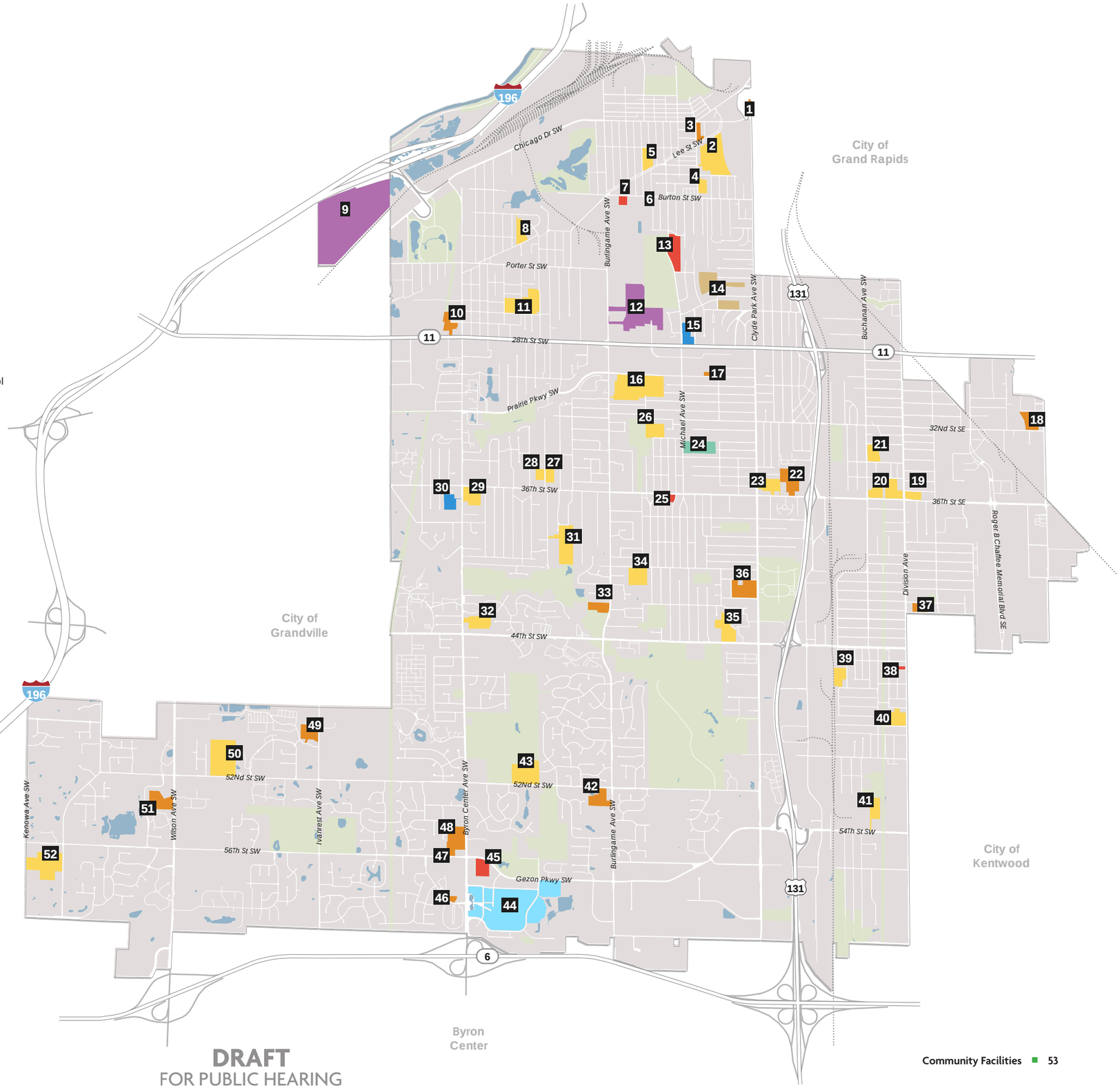
24. Wyoming Public Library

Public Works

9. City-Wyoming Clean Water Plant
12. Wyoming Public Works

Medical Campus

44. Metro Health University of Michigan Hospital



DRAFT
FOR PUBLIC HEARING



TRANSPORTATION & MOBILITY 6

Vision

In 2040, Wyoming will be highly connected and known as a walkable, bikeable, and drivable community, accessible to people of all abilities. City streets will be welcoming to not only cars, but also people and bicyclists who share the right-of-way and enjoy the outdoors. Residents will be able to comfortably walk to nearby neighborhoods and commercial centers; visitors will easily move between shops, restaurants, and entertainment options; and the youth will be able to walk or bike safely to schools and libraries. Public transit will also be available across the City, allowing for easy transfers and reliable service times. In addition to improved connectivity, Wyoming's transportation system will continue to incorporate emerging technologies and best practices that enhance the community's image and sense of place.

Goal 1

Work to optimize traffic flow/efficiency, enhance connectivity, and improve safety on Wyoming's streets for all modes of transportation.

Goal 2

Integrate investments in design and aesthetics into transportation improvement projects to reinforce placemaking principles that improve the City's image, build its local identity, and support redevelopment projects.

Transportation and Mobility

The efficient movement of people and goods through and within a community depends on a well-integrated, organized, and planned system of vehicular and non-vehicular infrastructure, including roadways, sidewalks, trails, and transit. Transportation and mobility are essential components to providing high quality of life, attracting new residents and businesses, as well as fostering economic development within Wyoming. The following chapter identifies strategies to ensure the City's transportation network is prepared to support future growth, while ensuring multimodal options, equitable access, and the application of emerging technologies.

Mobility and Congestion

Expand and enhance Wyoming's existing roadway network to address long-term growth and congestion.

As the City continues to develop, it is important that congestion levels and roadways in need of improvements or expansions are monitored. Collaboration with regional transportation agencies and the application of existing plans, such as the ***Metropolitan Transportation Plan*** and ***2035 Thoroughfare Plan*** will be essential in achieving the community's goals and securing necessary funding. The following sections expand on these plans as well as identify strategies for the use of advanced transportation technologies and asset management.

Equity and Inclusivity

Transportation and Equity

Mobility and economic development are closely linked to equity. The general concept of equity as it relates to transportation is designing transportation systems that are equally accessible across all populations. Given the high costs associated with automobile ownership, increasing access to and improving the connectivity, safety, and user experience of transit and other non-motorized options are key tools in achieving greater balance within Wyoming and throughout the Grand Rapids region.



DRAFT
FOR PUBLIC HEARING

2045 Metropolitan Transportation Plan

When planning for projects that aim to improve traffic flow/efficiency, connectivity, and safety within Wyoming, close coordination will be needed with the Grand Valley Metropolitan Council (GVMC) and its on-going development of the ***2045 Metropolitan Transportation Plan*** (MTP) which identifies and sets funding priorities for the region. As the City coordinates local municipal budgets and funding for traffic infrastructure projects, identifying and leveraging state and federal matching funding will allow for local dollars to have a greater impact. Local projects included in the ***MTP*** act as a vehicle for the City to receive necessary matching resources for priority road projects. Given the scarcity of resources at all levels, however, the ***MTP*** also serves as a list of goals for regional projects, as the number and scope of projects outpace the funding levels necessary to implement all of the activities.

To inform and assess projects that will be added to the ***2045 MTP***, the GVMC has updated the Congestion Management Process that utilizes transportation demand modeling to identify and quantify congestion throughout the region. The process has an identified set of benchmarks and measurements related to both recurring and non-recurring congestion. Corridors in the region are assessed and assigned ratings based on these criteria.

Additionally, these corridors are assessed to determine the appropriate strategies for congestion mitigation. Although it is still just a draft, the ***2045 MTP*** has identified the following City and MDOT facilities as capacity deficient shown in the chart to the right.

2040 Metropolitan Transportation Plan

The Grand Valley Metropolitan Council ***2040 Metropolitan Transportation Plan***, created in 2015, was the predecessor to the ***2045 MTP***. It created a 25-year horizon, prioritizing and planning for investments in transportation infrastructure through 2040. As a part of its ***Congestion Management Process Analysis***, which examines alternatives to mitigating congestion, the plan also identified facilities throughout the region projected to have exceeded their designed capacity by the year 2040. Facilities in Wyoming that were included on the list are shown on the Capacity and Projects Map and include the following in the chart to the right.

2035 Thoroughfare Plan

Preceding the ***2045 MTP***, the ***2035 Thoroughfare Plan*** utilized 2009 transportation planning modeling developed by GVMC to guide the future ADT projections for the City's thoroughfares. The Capacity and Projects Map provides the maximum average daily traffic volumes for primary roadways within the City of Wyoming, the data for which is a compilation of counts conducted between 2010 and 2019.

The projections from the ***2035 Thoroughfare Plan*** assessed the greatest levels of traffic volume increase for roadways, the highest of which were Wilson Avenue SW, Ivanrest Avenue SW, Byron Center Avenue SW, Gezon Parkway SW, and 56th Street SW. Thoroughfares in the already-urbanized sections of the City are anticipated to experience much lower growth in traffic volumes, with the exception of Division Avenue S. Traffic volumes on Division Avenue S are anticipated to increase due to the presence of the Silver Line Bus Rapid Transit (BRT) and associated transit-oriented development being encouraged along the corridor.

US-131 Planning and Environmental Linkages (PEL) Study

MDOT conducted a ***US-131 Planning and Environmental Linkages (PEL) Study*** in 2014 to assess environmental, community, and economic goals in relation to transportation decision-making to inform the formal federal National Environmental Policy Act (NEPA) environmental review process. The segment of US-131 between M-11 (28th Street) and the S-curve in downtown Grand Rapids was identified as a priority to be analyzed. The City should coordinate with MDOT as it uses the study's planning process to identify long term improvement options for the segment.

CAPACITY DEFICIENT FACILITIES
2045 Metropolitan Transportation Plan

Street	From	To	Length	Jurisdiction
32nd St SW	Prospect Ave SE	Madison Ave SE	0.06 miles	Wyoming
44th St SW	Crooked Tree Rd SW	Byron Center Ave SW	0.39 miles	Wyoming
52nd St SW	Olsen Springs Ct	Clyde Park Ave SW	0.16 miles	Wyoming
54th St SW	Clyde Park Ave SW	US 131/54th St SW RAMP	0.32 miles	Wyoming
56th St SW	Kent Trl	Bayberry Farms Dr SW	0.23 miles	Wyoming
Godfrey Ave SW	Chicago Dr SW	Liberty St SW	0.47 miles	Wyoming
M-11 (28th St SE)	Clyde Park Ave SW	Broadmoor Ave SE	5.19 miles	MDOT
US 131 (NandS)	36th St	28th St SW (M-11)	0.8 miles	MDOT
US 131 (NandS)	54th St	44th St	1.06 miles	MDOT
M-6 E	Byron Center Ave SW	BC/M-6 On-Ramp	0.41 miles	MDOT

Case Study

Regional Partners Wyoming, Michigan

The City of Wyoming utilizes a comprehensive approach to managing its transportation system, working within a framework of regional partners, planning efforts, and funding mechanisms. The City is a member of the Grand Valley Metro Council (GVMC), which is responsible for carrying out all transportation-related planning activities for the Grand Rapids Metropolitan Area. This includes the preparation and implementation of the *2045 Metropolitan Transportation Plan* (MTP) adopted by the GVMC Board in May 2020. Based on recent regional planning efforts, including the *2045 MTP* and *2035 Thoroughfare Plan*, it is clear that Wyoming and its Grand Rapids Metro partners are embracing similar visions for more financially sustainable transportation systems that increase inclusivity and equity. This common vision stresses the importance of reducing reliance on automobiles by enhancing infrastructure for non-vehicular modes of transportation. Expanding the usage of The Rapid and other transit systems are also key elements in regional transportation planning.





Equity and Inclusivity

Using Technology to Promote Transportation Equity

Emerging transportation technologies offer municipalities and transportation agencies new ways of expanding transportation equity and mobility that would have been impossible even a few years ago. For the most economically disadvantaged individuals, gaining access to subsidized ridesharing services that connect with the larger public transit system could prove to be significantly beneficial. Similarly, connected and autonomous vehicles have the potential to benefit those who cannot afford vehicle ownership or cannot drive themselves, including people with disabilities, the elderly, and children. As outlined in the GVMC *2045 Metro Transportation Plan*, these technologies are already operating within the Grand Rapids Region. Companies are testing delivery service by drone and Mobile GR is overseeing the Grand Rapids Autonomous Vehicle Initiative, which has brought six self-driving shuttles to downtown Grand Rapids as part of a year-long pilot program. These technologies could support a more equitable transit system by helping to resolve last-mile problems and providing better access to transit.



Asset Management of Existing Roadway Network

The expansion and enhancement of Wyoming's existing roadway network will address long-term growth and congestion. Adopting asset management planning best practices will support the health of the City's mobility infrastructure and maintain alignment within the regional planning structures. These best practices include Transportation Demand Modeling, Regional Coordination of Congestion Mitigation Projects, and Alternative Mitigation Strategies.

Transportation Demand Modeling

Using Transportation Demand Modeling, the City should continue to closely monitor streets experiencing high levels of traffic to identify areas in need of roadway improvements or expansions. This includes utilizing emerging data sources such as RITIS and performing demand modeling at the local level to support the need and justification for inclusion of Wyoming's projects in the MTP. This demand modeling should be incorporated into asset management planning to prioritize the highest impact projects.

Roundabouts

Roundabouts are a proven method to safely decrease traffic delays and congestion and should be considered within Wyoming. They reduce vehicle speeds and conflict points at an intersection. The use of yield signs instead of stops signs or traffic signals allow for greater flow of traffic and less stopped vehicles or delays. There are also operation and maintenance cost benefits due to the lack of signals, and therefore eliminated need of power to maintain. Roundabouts allow pedestrians and bicyclists to move safely cross the road due to lower vehicle speeds and the use of splitter islands. Additional crosswalk enhancements can be provided for safety of pedestrians with disabilities, including pedestrian activated crossing signals, curbing, bollards, and pavement enhancements to better identify crosswalk locations and limits.

54th Street Corridor Congestion

The 54th Street corridor was identified as having congestion issues, with the segment between US-131 and Division Avenue S being the only area to receive a Level of Service (LOS) rating of E or F in the City. At the east end of the 54th Street corridor near the US-131 interchange, the corridor's congestion was exacerbated by the presence of at-grade railroad crossing and multiple signals between Clay Avenue and Division Avenue S.

A road widening project was recently completed in 2019, which added an additional westbound lane to 54th Street SW from Haughey Avenue SW to US-131. As no additional projects are planned for 54th Street SW from US-131 to Division Ave S, the City should continue to monitor congestion levels along this roadway and work to minimize delay with signal timing improvements.

Regional Coordination of Congestion Mitigation Projects

Regional coordination will be necessary to successfully gain funding and implement congestion mitigation projects in Wyoming. This includes for the area around Metro Health Village, such as along Gezon Parkway SW and Byron Center Avenue SW, which is expected to see increases in both traffic and parking demand with future development. High development areas should be monitored for congestion mitigation in addition to the corridors currently included in the ***2045 MTP***. Further, the City should continue to implement the recommendations of the ***2035 Thoroughfare Plan*** and the ***Grand Valley Metropolitan Council 2045 MTP***.

Both plans have identified existing and projected congestion areas, developed a list of priority projects, and can be used to leverage necessary funding resources from the Michigan Department of Transportation (MDOT) and the Federal Highway Administration (FWHA) for implementation. Federal funds from FHWA come through MDOT and are distributed between MDOT and GVMC in Wyoming. GVMC is the Metropolitan Planning Organization (MPO) for the Grand Rapids urbanized area, of which Wyoming is a member. Local federal aid projects are prioritized through the MPO and MDOT projects (I, US, and M routes) using state or federal funds are prioritized based on statewide needs and funding levels, and coordinated through the MPO process.

Advanced Transportation Data and Technology

Historically, the availability of data has been a significant challenge when assessing traffic efficiencies and tracking the results of solutions implemented. Regional metropolitan planning organizations (MPOs) like the GVMC are often the source of critical data used in planning and budgeting activities

DRAFT
FOR PUBLIC HEARING



Intelligent Transportation System and Transportation System Management

Intelligent Transportation System (ITS) and Transportation System Management (TSM) strategies have traditionally focused on improving the operation of the transportation system without major capital investment and cost. They utilize advanced technology to collect and communicate data to travelers to assist in avoiding congestions or optimize traffic signals to enhance efficiency within a given corridor. In addition, Transportation Demand Management (TDM) strategies aim to reduce travel during the peak commute period travel by finding ways to eliminate the need for travel or reduce the reliance on single operator vehicles.

Some examples of these strategies that can be implemented by the City of Wyoming include traffic signal coordination/activation (ITS), encouraging of ridesharing, and expanding the use of transit and non-motorized transportation systems (TDM). Combined, these strategies can be used as tools to help Wyoming meet air quality conformity standards and provide ways to relieve congestion and improve mobility without costly infrastructure projects.

Pedestrian Environments

Make commercial and residential areas where people frequently walk more pedestrian friendly.

Exploring opportunities to enhance safety for non-motorized system users will make commercial and residential areas where people frequently walk more pedestrian friendly where applicable. Traffic calming measures should be incorporated into future roadway improvements, such as medians, and bulb-outs to allow people to comfortably walk to shops and within their neighborhood. Reducing speed limits along commercial corridors, such as along 28th Street, should also be considered to increase safety and comfort of pedestrians, while drawing more foot traffic to patronize businesses. This will require coordination with Michigan State Police (MSP) and MDOT to conduct a speed study and assess speed reduction feasibility for implementation.

Active Modes of Transportation

Enhance the safety of and expand opportunities for active modes of transportation.

Non-motorized, or active transportation consists of pedestrian (e.g. walking and running) and bicycle travel, along with the infrastructure that supports these modes of travel within the community. This includes sidewalks and bikeway facilities (both on-road and off-road). Emphasis on the benefits of non-motorized transportation have continued to grow in the region, increasing attention to enhancing non-motorized transportation options. While working to diversify transportation mode options, a robust non-motorized transportation system also contributes to increased mobility, safety, recreation, placemaking, economic development, and the health of community residents.

To enhance safety and expand opportunities for active modes of transportation, the City should continue to implement and update the ***2016 Wyoming Bikeways Plan***. This will encourage strategic investments in off-street trails and paths, along with on-street routes that will provide greater connectivity throughout the City and to other regional routes.

The ***2017 Grand Region Non-Motorized Plan*** should also be used as a resource for prioritizing regional trail projects and coordinating with other area trail plans connecting to Wyoming. Additionally, the plan can help make local non-motorized projects more competitive for statewide grant funding.

The City should also explore opportunities to coordinate with adjacent municipalities to connect bike routes across municipal limits. Further, measures that expand the sidewalk network connecting residential neighborhoods to commercial and industrial centers should be pursued, along with measures to enhance safety in corridors with higher vehicular traffic.

Micromobility

Micromobility has gained popularity in cities across the nation as a strategy to increase alternative transportation options through small-scale, environmentally friendly modes. Examples include scooters and bicycles shared using docking stations or a dockless system. These modes have a minimal physical footprint, can be effective in moving people over short distances, and can leverage existing bike infrastructure or trails within a community.

Micromobility solutions have also proven to help smooth daily traffic flow and shift traffic demand to hours traditionally considered off-peak. Growing traction in micromobility is in part due to increased access to information via smart phones and digital platforms, as well as increased demands for short, convenient trips to city centers.

To further diversify convenient transportation options and increase access to community destinations across Wyoming in an equitable manner, the City should work towards actively integrating micromobility options into the community. A micromobility plan should first be developed to identify infrastructure and funding needs and guide strategies for implementation.

Regional Planning and Coordination

Much like the vehicular transportation system, the GVMC manages regional planning and coordination of resources to support non-motorized transportation systems. As a component of the 2045 Metro Transportation Plan, non-motorized transportation resource needs and priorities are determined locally and integrated into the regional plan priorities. In 2014, the GVMC developed a ***Non-Motorized Transportation Plan***, which has been integrated into the ***2045 MTP*** as the primary guide for non-motorized system needs and priorities at a regional level. The primary objectives of the ***2014 Regional Non-motorized Transportation Plan*** are to identify regionally significant priority projects, enhance cooperation and coordination between jurisdictions for facility development, and address some of the challenges facing non-motorized transportation facility development.

As with the vehicular systems, the City should adopt an asset management approach to maintain and develop of priority infrastructure investments and ensure alignment with regional efforts. This will expand opportunities for and enhance the safety of active modes of transportation.

Capacity and Projects

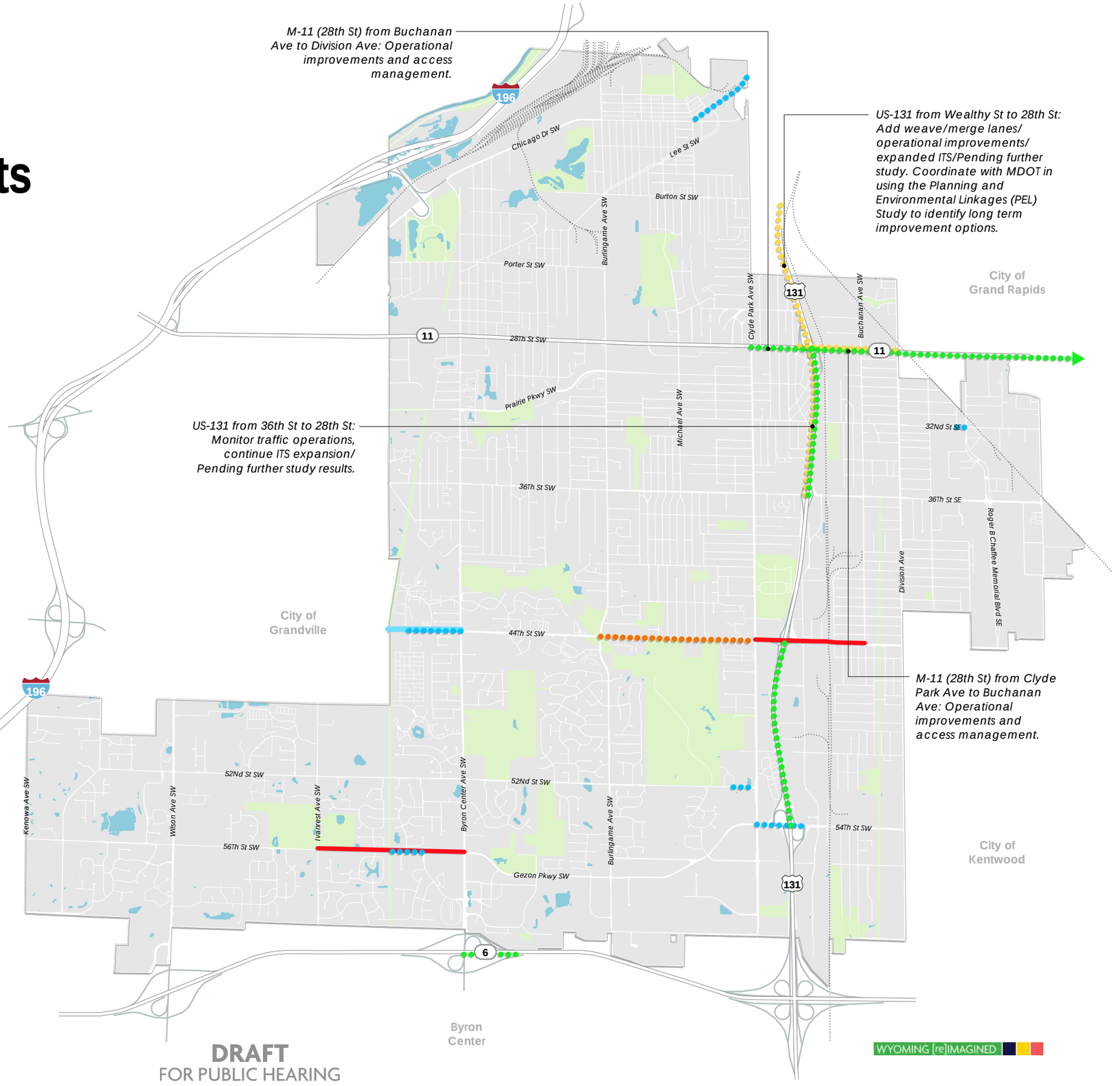
- City of Wyoming, MTP 2040, Completed
- City of Wyoming, MTP 2040, Planned
- City of Wyoming, MTP 2040, Not Programmed
- City of Wyoming, MTP 2045, Not Programmed
- MDOT, MTP 2040, Not Programmed
- MDOT, MTP 2045, Not Programmed

Case Study

Regional Integrated Transportation Information System (RITIS)

With the arrival of technology for freeway and arterial management, data is increasingly available for major facilities in many metropolitan areas. The Regional Integrated Transportation Information System (RITIS), developed by The University of Maryland Center for Advanced Transportation Technology Lab, is a leading big data aggregation and dissemination platform for transportation systems. RITIS provides departments of transportation, MPOs, and other agencies with historical and real time data such as travel time, speed, travel time index, user delay, system reliability, and other transportation-related measurements critical for system planning.





DRAFT
FOR PUBLIC HEARING

WYOMING [re]IMAGINED

2016 Bikeways Plan

A 2014 MDOT study showed that 39 percent of households in Michigan reported someone in their home used a bike for transportation in the last year. The City of Wyoming currently has a fairly extensive set of bikeway facilities that provide connectivity between many of its parks, key community destinations, and to bikeways in adjacent communities. In 2016, the City of Wyoming undertook a review of its current bikeway system and developed an update of the ***2016 Wyoming Bikeways Plan*** to recognize additions to the system and the changing needs of the biking community, both within the City and in neighboring communities.

Coordination of local and regional system expansions and enhancements should include continued implementation and updating of the City's ***2016 Bikeways Plan***. Implementation of the Bikeways Plan will encourage strategic investments in off-street trails and paths, along with on-street routes that will provide greater connectivity throughout the City and to other regional routes.

The City should also explore opportunities to coordinate with adjacent municipalities to connect bike routes across municipal limits. Further, measures that expand the sidewalk network connecting residential neighborhoods to commercial and industrial centers should also be pursued, along with measures to enhance safety in corridors with higher vehicular traffic, such as the 28th Street Corridor.

Bike Facilities in 2045 MTP

The ***2016 Bikeways Plan*** serves as the City's primary tool for non-motorized facility planning, design and construction, and acts as the foundation for the City's integration of priority projects into the ***2045 MTP*** for future grant opportunities and funding requests. As the ***2016 Bikeways Plan*** is approaching five years in age, the City should update this document to better position itself within the ***2045 MTP*** to access needed funding for non-motorized transportation network expansions.

2045 MTP Non-Motorized Projects

Fiscal Year	Project Name	Project Limits	Length (Miles)	Description	Federal Cost	State Cost	Local Cost	Total Budget
2020	Byron Center Ave	At 44th Street SW	0.00	Add Northbound Right Only Lane	$142,000	$0	$58,000	$200,000
2020	Byron Center Ave	South City Limit to 44th Street SW	2.03	Rotomill and Resurface	$520,000	$0	$130,000	$650,000
2020	Byron Center Ave	South City Limit to 44th Street SW	2.03	Rotomill and Resurface	$550,000	$0	$140,000	$690,000
2021	Wilson Ave SW	South City Limits to North City Limits	2.98	Resurface	$0	$984,000	$246,000	$1,230,000
2022	36th St SW	Burlingame Avenue SW to Clyde Park Avenue SW	1.00	Resurface	$562,007	$0	$187,993	$750,000
2023	Gezon Pkwy SW	Byron Center Avenue to Clyde Park Avenue SW	2.17	Resurface	$98,334	$0	$26,666	$125,000
2023	Gezon Pkwy SW	Byron Center Avenue to Clyde Park Avenue SW	2.17	Resurface	$1,280,000	$0	$320,000	$1,600,000
2023	54th St SW	Clyde Park Avenue SW to Division Avenue S	1.01	Resurface	$746,000	$0	$204,000	$950,000
2023	54th St SW	Clyde Park Avenue SW to Division Avenue S	1.01	Resurface	$440,536	$0	$119,464	$560,000

Equity and Inclusivity

Enhancing the Pedestrian Network for All

Greater equity in the non-motorized transportation network can be attained by ensuring more diverse mobility options for young people, older adults, or those physically or financially unable to drive. Opportunity exists to enhance pedestrian infrastructure throughout the City by filling in gaps in the sidewalk network, widening narrow sidewalks, upgrading crosswalk ramps to ADA standards, and improving visibility and prevalence of crosswalks. Other pedestrian improvements that are common nationally and should be further explored in Wyoming include:

- Truncated domes
- Raised crosswalks
- Pedestrian refuges islands
- Pedestrian hybrid beacons
- Road diets
- Rectangular rapid flashing beacons

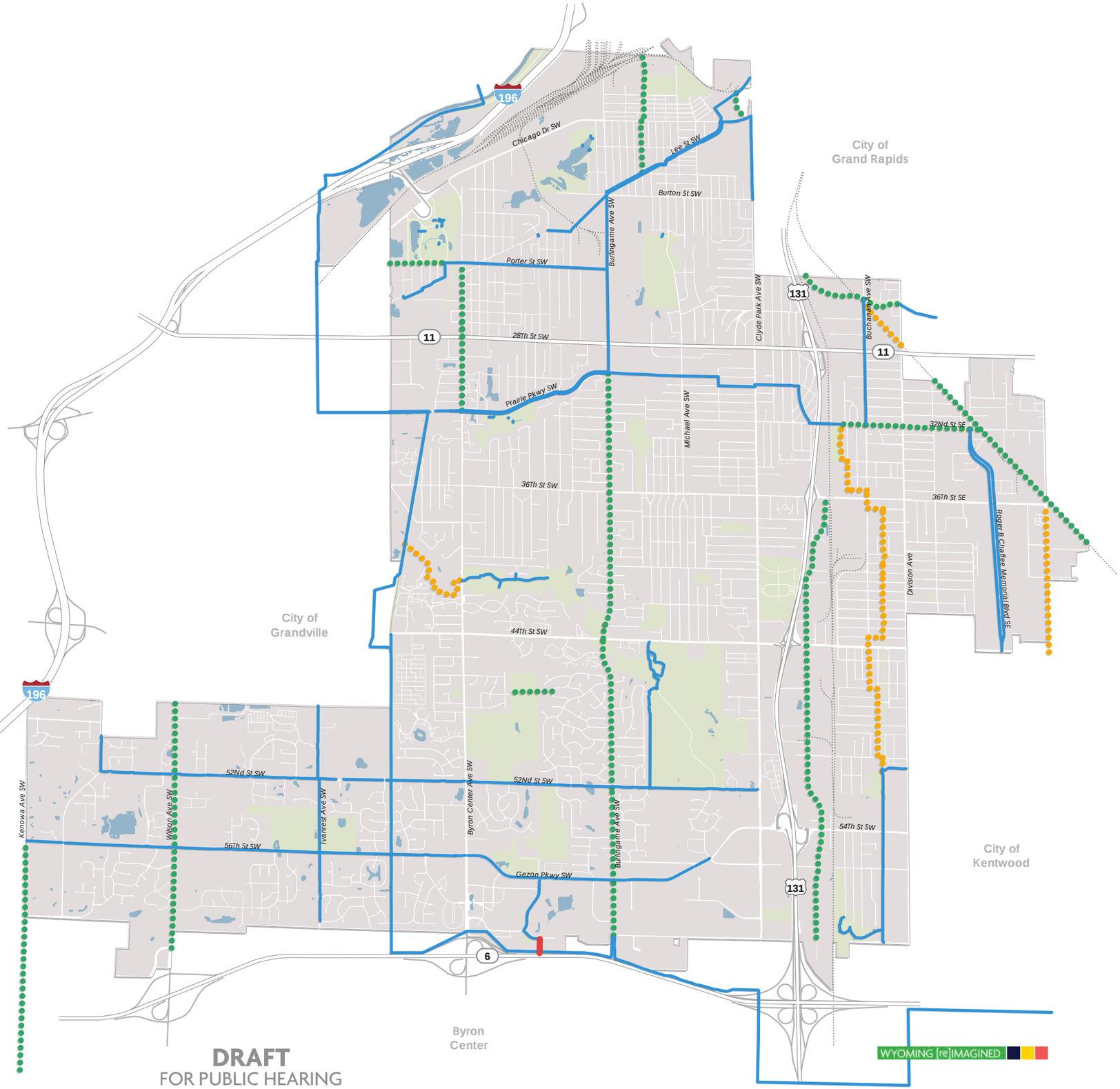
Some existing sidewalks, such as along Chicago Drive, should also be improved by providing a larger buffer between the street to increase sense of comfort for pedestrians. 36th Street between Wentworth and Wedgewood drives is a quality example of a welcoming pedestrian area that includes sidewalks on both sides and a landscaped buffer to the roadway.



Trails and Non-Motorized Paths

There is a strong community desire for more east-west trail connections to connect neighborhoods and existing parks to the Kent Trails, as well as to key activity centers and community assets. Some of the biggest gaps in the existing trail system appear to be in providing additional east-west routes in the center of the community as well as connecting the northern and southern sections, which already have established trail networks. At Wyoming's perimeter, there are several planned bikeway facilities in Grand Rapids, Grandville, Georgetown Township, and Byron Township that provide opportunities for improved connectivity. To the west, these planned facilities are located along Porter Street SW and 56th Street SW; to the northeast, they are along Plaster Creek, Buchanan Avenue SW, Madison Avenue SE, Burton Street SW, and Hall Street SW.

- Existing Trails/Path
- Funded Trail/Path,MTP 2045
- Proposed Trail/Path,WBP 2016
- Proposed Trail/Path,MTP 2045



Non-motorized Safety

As investments continue and barriers are eliminated, the number of users of the non-motorized transportation system will grow. Ensuring the safety of these users is critically important. While non-motorized crashes make up a small portion of all crashes in the region, non-motorized users are significantly more likely to suffer injuries or death as a result of a crash than a driver. A federal performance measure for safety is the number of non-motorized fatalities and serious injuries. Building off of this, the GVMC has developed a list of the top 20 intersections for number of fatalities and serious injuries for bicyclists and pedestrians from 2013 to 2017. This list includes four Wyoming intersections for pedestrian incidents, two Wyoming intersections for bicycle incidents, and one intersection with an incident that involved both pedestrians and bicyclists. Notably, two significant events occurred within the area where Interurban Trail's crosses 54th Street SW.

The City should work with GVMC to make improvements to reduce future risk of pedestrian and bicycle accidents. Transportation safety can be improved to help protect non-motorized travelers from accidents through both engineering-/design-based initiatives and the expansion of public education campaigns. Engineering driven solutions can be as simple as the addition of signage, increased enforcement, traffic signals, and crossings. More advanced solutions can include implementing marked lanes, creating separated paths, and reconfiguring road rights-of-way to incorporate traffic calming measures. Strategies include road diets or implementation of complete street designs. The City's ***2016 Bikeways Plan*** provides a street conversion analysis that identifies recommended corridors suitable for these types of solutions.

Transit

Work with The Rapid to improve transit routes to better connect residents to local destinations and to the larger Grand Rapids region.

Transit is an integral part of a multi-modal transportation system that provides an alternative to personal vehicles while increasing access to jobs, healthcare, and other services and destinations for residents and visitors who may not have access to a car. The transit system, in conjunction with the non-motorized transportation system, represent strong community TDM tools that can help reduce peak congestion on local roadways, providing alternatives to the reliance on single use vehicles.

The Rapid

The Interurban Transit Partnership (The Rapid) operates the region's transit operations, including bus rapid transit (BRT), fixed route, and on demand response bus service. The Rapid's current Service Area consists of Grand Rapids and the five cities that surround it, including the City of Wyoming. Over the past decade, The Rapid significantly increased the amount of transit service that operates in the Grand Rapids region. Increased transit opportunities, along with increases in the region's population and employment have contributed to ridership growth of nearly four million passengers in the past 10 years.

According to information published by the Rapid, ridership on the system is primarily made up of frequent customers. About 85 percent of the total ridership are using the system three or more days per week, according to the 2017 Rapid Rider Survey. Additionally, most customers are highly reliant on transit as their main mode of transportation, as 78 percent of the respondents to the survey said they have no access to a private vehicle.

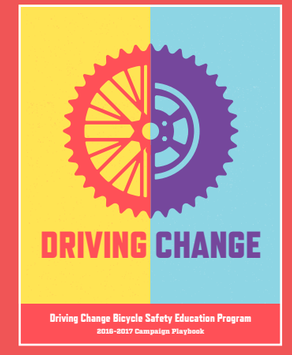
Align: The Rapid's Transit Improvement Study

Align: The Rapid's Transit Improvement Study was a year-long project released in 2018, led by The Rapid. The study identified, analyzed, and prioritized a set of transit improvements for the existing bus system to improve the rider experience and potentially expand the transit system in Grand Rapids and the surrounding communities. Building off The Rapid's previous transit projects, the Silver Line BRT, and the Laker Line BRT, the study explores the feasibility of implementing new BRT corridors and constructing infrastructure enhancements to improve bus travel time and reliability statistics. It also examines opportunities to enhance amenities to improve rider comfort at bus stops and improve the visibility of transit in the community. Further, significant investments in projects are outlined in the study for improved infrastructure, scheduling, and equitable ridership opportunities both within Wyoming and the connected Grand Rapids region.

Case Study

Public Education Driving Change 2016-2017 Campaign Playbook

While engineering and infrastructure improvements should be investigated to improve non-motorized safety, additional public education campaigns may also help reduce crash, fatality, and injury rates. The City of Wyoming can look to its neighbor for a recent example of this type of initiative. Grand Rapids, through the help of a federal grant sponsored by MDOT, partnered with Güd Marketing to study, develop, and implement a bicycle safety education campaign that would educate both motorists and bicyclists about new bicycle infrastructure and laws. As part of this effort, a "playbook" was created to help other municipalities or organizations implement programs of their own, providing guidance on how to move through the process.





Equity and Inclusivity

Equitable Access to Transit

Opportunities for regional collaboration to expand or alter Transit services are based on a variety of factors, including whether the proposed expansions enhance transit access in low-income areas. Enhanced transit services can help address concerns from local business owners, for which a lack of nearby transit routes or infrequent services are negatively impacting employees' ability to commute to their jobs. Employers are encouraging carpooling and have indicated a desire to coordinate with The Rapid to alter transit routes or provide peak hour service that improves service during shift changes. Opportunity exists to expand the City's transit system, particularly east-west routes in the Panhandle along 52nd and 56th streets, along Chicago Drive, and to extend north-west bound lines along Byron Center Avenue SW and Burlingame Avenue SW to cover the full extent of the City. Pedestrian and bicycle facilities that are coordinated and connected to transit can increase the range that people can travel.



Enhancing the Transit System

The City of Wyoming should actively seek opportunities for regional collaboration to expand and enhance transit services. To provide greater effectiveness and ridership of the system, The Rapid has undertaken a Comprehensive Operational Analysis (COA) to review the efficiency of the system and to identify opportunities to reduce redundancies and improve service levels offered throughout the entire system. The current recommendations included in the draft of the COA examined 3 scenarios based on the primary goals of:

- **Scenario 1** – Increasing all-day frequency on key corridors in the service area by reducing service on underperforming routes and reallocating resources to increase high-frequency service on the most productive corridors.
- **Scenario 2** – Increasing coverage by reducing services on underperforming routes and reallocating resources to increase high-frequency service on key routes and develop new/expanded crosstown services.
- **Scenario 3** – Increasing weekend service, while maintaining high-frequency service during peak periods on high ridership corridors.

In the development of these scenarios, potential transit demand is based on the density of five combined indicators: older adults (ages 65 and up), people with low-incomes (under 100 percent of the federal poverty level), people with disabilities, rental units, and zero-vehicle households. These scenarios are aligned with the City of Wyoming's goals to identify and link underserved areas, such as the Rivertown and Clyde Park corridors along with the panhandle growth area and the addition of more cross-town bus lines to provide greater connections to existing bus lines.

Key recommendations from the COA that impact routes serving the City of Wyoming include the following:

Rivertown

Route 8 and Route 24 are the primary links serving the Rivertown area. Route 24 is also the northernmost crosstown route serving the City of Wyoming.

Route 8 – Grandville/ Rivertown

Route 8 provides service between Central Station in downtown Grand Rapids, the City of Wyoming, and the City of Grandville. Route 8 is an average ridership route. It currently has 15-minute peak service from the Goodwill to downtown Grand Rapids. Recommendation for improving service for Route 8 include:

- Removing service from Grandville Library and realigning service to Ivanrest Ave to provide faster, more reliable service and serve a new high growth corridor.
- Shortening the alignment in RiverTown Crossings to terminate at Meijer, creating a transfer hub with Routes 28 and 44.

Route 24 – Burton Street Crosstown

Route 24 provides east-west crosstown service between Woodland Mall and the Visser Family YMCA in Grandville. Route 24 is one of the lower performing routes. Several recommendations are made to reduce route duplication and improve ridership potential by adding a major destination to the route, including:

- Shortening the route within Woodland Mall onto Mall Service Drive to provide faster, more reliable service.
- Extending the alignment in RiverTown Crossings to terminate at Meijer, creating a transfer hub with Routes 8 and 44. Service would be on Ivanrest Avenue SW between Chicago Drive SW and RiverTown Crossings, which will serve some new apartment complexes.
- Realigning the route between Cleveland Avenue SW and Burton Street SW and Byron Center Avenue SW and 44th Street SW to operate on the same alignment as the existing Route 16 terminating at the high ridership stops in Metro Health: University of Michigan Health Hospital.
- Removing service from the low ridership industrial areas along Porter Street SW and Chicago Drive SW.

DRAFT
FOR PUBLIC HEARING



Panhandle/ Crosstown Routes

The panhandle is currently served by Routes 1, 10, and 16 while Routes 28 and 44 are crosstown routes.

Route 1 - Division

Route 1 travels between Central Station in downtown Grand Rapids and the Meijer located in the City of Wyoming via Division Avenue S. Route 1 is among the highest ridership routes in the system but also has the worst on-time performance. Recommendations are intended to improve on-time performance, provide more complementary service with the Silver Line, and extend to serve new high demand destination. Recommendations include:

- Extend service west along Gezon Parkway SW to Metro Health: University of Michigan Health Hospital. Gezon Parkway SW has been identified as a key high growth area, and this change would add service to the area. It would also directly connect southeast Grand Rapids residents directly to more retail opportunities (Target, Walmart, and Meijer) and employment opportunities.
- Eliminate loop around 68th Street SW to the Clyde Park Avenue SW Meijer. All areas of this loop would continue to be served by the Silver Line or Route 10.
- Expand Sunday service span to operate from 6 a.m. to 10 p.m.
- Continue operating service every 30-minutes all-day on Saturday and Sunday.

Route 10 – Clyde Park

Route 10 provides direct service between Central Station in downtown Grand Rapids and the Meijer located at the intersection of Clyde Park Avenue SW and 54th Street SW. Route 10 currently combines with Route 16 to provide all-day 15-minute service on Clyde Park Avenue SW and Grandville Ave SW between Central Station and Burton Street SW. Recommendations are designed to expand this high frequency service and extend the route to additional high ridership locations, including:

- Extend Route 10 to serve the 54th Street SW, Division Avenue S, 68th Street SW, and Clyde Park Avenue SW loop currently operated by Route 1.
- Remove deviation into 54th Street SW Meijer, improving travel times and reliability. The stop would still be within ¼ mile walking distance from Route 10 and be directly served by Route 1.
- Extend service west along Gezon Parkway SW to Metro Health: University of Michigan Health Hospital. Gezon Parkway SW has been identified as a key high growth area, this change would add service to the area and improve the quality of service to Metro Health: University of Michigan Health Hospital.
- Expand Sunday service span to operate from 6 a.m. to 10 p.m.
- Continue operating service every 30-minutes all-day on Saturday and Sunday.

Route 16 – Wyoming/ Metro Health: University of Michigan Health Hospital

Route 16 provides service between Central Station in downtown Grand Rapids and Metro Health: University of Michigan Health Hospital in Wyoming. Route 16 currently combines with Route 10 to provide all-day 15-minute service on Clyde Park Avenue SW and Grandville Avenue SW between Central Station and Burton Street SW.

Possible Route 16 scenarios involving consolidating or eliminating Route 16 services, including the following options:

- Shortening the route to serve Rivertown Crossing at 44th Street, which the travel demand analysis identified as a major destination. A restructured Route 1 would continue to serve Metro Health: University of Michigan Health Hospital. Passengers on Bryon Center Avenue between 44th Street SW and Gezon Parkway would no longer have service.
- Route 16 would be removed from service and partially replaced by Route 10 and Route 24. The alignment of Route 16 between Burton Street SW and 44th Street SW would continue to be served by Route 24, operating every 30 minutes all-day. Only the segment of Byron Center Avenue SW between 44th Street SW and 56th Street SW would no longer have service.

Route 28 – 28th Street SW Crosstown

Route 28 is the highest ridership crosstown route in the system. Multiple changes are suggested to expand service to new high ridership locations and provide greater flexibility for scheduling. Route 28 would be split into two separate routes, Route 28W and Route 28E, with both routes sharing the Woodland Mall Hub. Route 28W would operate to the west of the Woodland Mall and Route 28E would operate to the east. This split allows the two routes to operate with different frequencies based on difference in demand for transit along the two alignments and more importantly shortens the route, which improves reliability. Recommendations include:

- Route 28W: Extend service from the Grandville Library to the Visser Family YMCA.
- Route 28W: Operating 15-minute service from 6 a.m. to 6 p.m. along the entire route length.

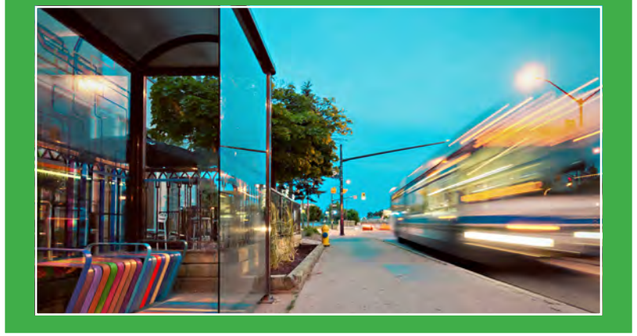
Route 44 – 44th Street Crosstown

Route 44 would be largely unchanged in all 3 scenarios. In accordance with the Land Use Plan, the City should also proactively encourage density that would support the transit system through transit-oriented development, as well as provide ridership data to The Rapid to ensure transit services are equitably distributed throughout the City. This includes ensuring transit routes reach neighborhood commercial centers, larger employment areas, and emerging development growth areas. Transit-oriented development should also be promoted within neighborhood commercial centers as they develop. This will encourage and expand access, connectivity, and use of the transit system throughout the City.

Sustainability

Sustainable Development through TOD

Transit-Oriented Development is a pattern of development that is compact, pedestrian-oriented, and dense, with a rich mix of uses located near transit stations. TOD developments are sustainable for a number of reasons. This form of development reduces the reliance on personal vehicles, promotes walking, and provides bike parking for cyclists, encouraging environmentally friendly transportation modes that reduce the City's carbon footprint. It also creates public spaces for social interaction, supports a variety of uses such as retail and services, provides a mix of housing choices, decreases parking needs, and supports energy and water efficiency.



Transit-Oriented Development

Encourage and expand Transit-Oriented Development (TOD) opportunities throughout the City.

Working together, The Rapid, Grand Rapids, Kentwood, and the City should ensure last mile commutes to and from Silver Line bus stations can be easily completed by providing well connected pedestrian and bicycle infrastructure. This includes prioritizing bike paths, bike racks, wide sidewalks, and traffic calming measures around bus stops. This should be done in conjunction with the findings of the ongoing Division Avenue S study, referred to as Division United, that will identify strategies to spur economic development along the Silver Line route. In addition to Division Avenue S, Site 36 and the 36th Street Corridor should also be explored for TOD strategies and high connectivity improvements for pedestrians and bicyclists. Further, the addition of sidewalks within industrial areas will accommodate employees wishing to take walks on breaks and encourage alternative transportation modes for commuting.

The Silver Line

The Silver Line is Michigan's first BRT route, a 9.6-mile system stretching north-south along the Division Avenue S corridor that connects Kentwood, Grand Rapids, and Wyoming. Initiated in 2014, the Silver Line runs into the core of Grand Rapids where about two billion dollars were invested into the City's Medical Mile. The Division Avenue S corridor at the southern end of the line has the highest total population, greatest density, and most transit-dependent residents compared with other areas along the Silver Line, offering significant development opportunities. The Rapid received a $696,000 grant from the Federal Transit Administration (FTA) as part of a new $945,000 effort to plan for development along the Silver Line, focusing on the Division Avenue S corridor from Wealthy Street SE to 60th Street SE. The FTA grant, combined with a new $174,000 grant from MDOT and $25,000 in grants from each Grand Rapids, Kentwood, and Wyoming, is funding a $945,000 study that will identify strategies to spur economic development along the Silver Line route.

Key Corridor and Gateway Enhancements

Incorporate aesthetic enhancements along key corridors and at high visibility gateways.

Corridors and gateways should be prioritized for aesthetic enhancements that include streetscape enhancements, public art, and pedestrian comfort and safety improvements. These high visibility corridors can have a significant impact on how the Wyoming community is perceived. Previous gateway improvements were completed at 28th Street SW and US-131, including the painted "Welcome to Wyoming" mural on the railroad overpass at the Division Avenue S intersection. The City also installed decorative street lighting between Division S and Burlingame SW avenues and through the city center to the west of US-131. Such improvements should be expanded both within the corridor and in other corridors to strengthen identity and community pride.

28th Street

The 28th Street Corridor has been recognized as Wyoming's main street, with plans to create the community's city center in between Burlingame Avenue SW and Clyde Park Avenue SW. As 28th Street is an MDOT Trunkline Highway (M11), jurisdiction over the right-of-way is not within the City's control. As such, the City should work with MDOT to create high quality design alternatives that both accommodate multiple transportation modes and support the desired aesthetics.

DRAFT
FOR PUBLIC HEARING

Guidance for Trunkline Main Streets

MDOT has recently issued ***Guidance for Trunkline Main Streets***, a summary guide for community leaders and staff to understand the key expectations, requirements, and shared responsibilities for main street projects, including when and how to engage MDOT staff in the planning process.

The City should utilize this guide when pursuing corridor improvements that focus on the following community goals:

- **Incorporate aesthetic enhancements along key corridors and high visibility gateways.** Gateway intersections were repeatedly identified in community discussion as part of Master Plan process. Corridors and gateways should be prioritized for aesthetic upgrades that include streetscape enhancements, signage, public art, and pedestrian comfort and safety. The development of corridor specific sub-area plans should be explored to define corridor themes and identify implementation strategies, as well as potential amendments to the City's landscape ordinance. To fund these projects and guide implementation the City should also consider the establishment of Corridor Improvement Authorities.
- **Incorporate stormwater management practices into transportation system projects.** The City should coordinate streetscape improvements, including landscaping and stormwater management, with transportation infrastructure projects to increase efficiency while reducing maintenance costs. The addition of new parks and the enhancement of existing parks should also allow for more natural drainage areas and green infrastructure stormwater management techniques. Target areas for flood mitigation include Ideal Park and 54th Street SW and Clay Avenue SW. Additional discussion of stormwater management is included in **Chapter 4: Community Facilities and Infrastructure**.

28th Street SW Corridor Walkability/Safety

Additional walkability/safety solutions that can be incorporated on the 28th Street SW corridor include reduced crosswalk distances, new crosswalk locations, and additional advanced signage for pedestrian crossings. Curb extensions, or "bulb outs," are another method that can be implemented. These extend the sidewalk or curb line into the street, reducing the street width, which in turn reduces the pedestrian crossing distance. This method improves the site distance between driver and pedestrians as well.

Streetscape elements that can be incorporated to improve walkability along the 28th Street SW corridor include:

- Street furnishings (furniture, benches, bike racks, trash receptacles, flower baskets)
- Banners and decorations
- Outdoor seating for restaurants
- Planting strips
- Sidewalk treatments (brick pavers, colored/textured design)
- Signage wayfinding
- Street lighting (decorative or pedestrian scale)
- Street trees
- Transportation artwork

28th Street SW currently has sidewalks along most of the north and south side of the corridor. This does not include west of Byron Center Avenue, which has a few locations with sidewalks along driveways on the north side of 28th Street SW, and no sidewalk on the south side. The addition of sidewalks along this extent would expand the sidewalk network to the City limits. There is currently no sidewalk along the Rogers Plaza Town Center parking lot. Adding a sidewalk across this stretch would connect the sidewalks that exists on either side of the parking lot. The south side of 28th Street SW from Buchanan Avenue to Division Avenue has fragmented sections of sidewalks, but could by improved by closing the gaps.

There are a couple locations that would benefit from additional crosswalks along the 28th Street SW corridor. Adding crosswalks at Wyoming Avenue, Meyer Avenue, and Hook Avenue/28 W Place would reduce crosswalk locations to no further than half a mile apart along the corridor. The addition of a crosswalk at Riley Avenue would provide a convenient crossing between Kingston Park and the Rogers Plaza Town Center.





Coordinate Non-Motorized System Enhancements with Development

As the City develops neighborhood commercial centers, ensure they are accessible by alternative modes of transportation.

Neighborhood commercial centers in traditional residential neighborhoods should support a pedestrian-oriented environment that include amenities such as wide sidewalks and street furniture. Bike access via bike paths and bike racks should also be provided.

Road Diets

To create such environments, "road diets" may be necessary where road capacities allow (AADT should not exceed 17,500 vehicles per day). Road diets are often seen as a key element of improving a street or corridor segment to help meet complete streets tenets if certain basic traffic volume characteristics are met. They are also seen as a cost-efficient way to provide additional bike facilities by making better use of a street's current cross section.

Burton Street SW from Cleveland Avenue SW to Godfrey Avenue SW currently has two travel lanes in each direction and could be improved with a road diet. The AADT in this segment is 16,363 vehicles per day. With commercial businesses on either side of the road and a surrounding residential area, a road diet at this location would improve pedestrian and bike traffic. For example, street width currently dedicated to one travel lane could be repurposed for wider sidewalks or bike lanes, while leaving sufficient right-of-way width for a travel lane in each direction and a center turn lane.

For more information on the benefits of a road diet for pedestrian/bike traffic, refer to the *2016 Wyoming Bikeways Plan*.

Multimodal Access to Neighborhood Commercial Centers

Good design can take infrastructure projects beyond providing mere utility. Streets are the most fundamental shared public spaces, and for most of the last century, they have been primarily utilized as zones for cars, parking, and transporting goods. How places are experienced is often viewed through the lens of the public realm and by what community members see, share, and use every day. Design within this public realm should aim to achieve both aesthetic and practical goals and provide an opportunity to communicate the unique aspects of a place. A good street is a public place, one that can be visually appealing as well as functional and sustainable.

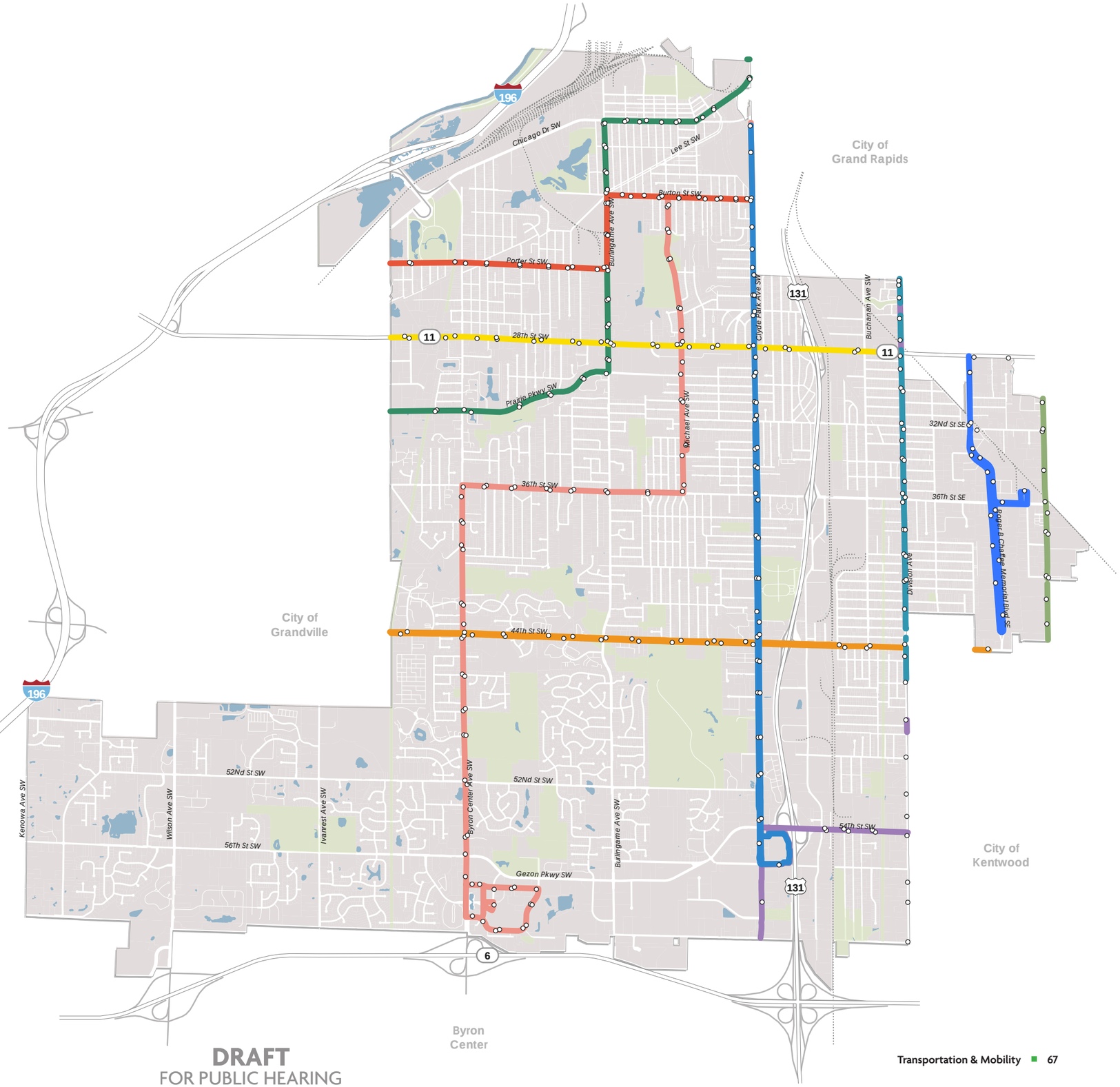
As outlined in the previous non-motorized and transit sections of this chapter, a more multi-modal transportation system will require thoughtful design in the street rights-of-way to accommodate the necessary pedestrian and bicycle infrastructure along with transit-oriented design. Additionally, consideration should be given to how the infrastructure is designed as a part of the overall stormwater management system for the community, helping to balance environmental and economic sustainability goals. There are many examples of communities that have incorporated green infrastructure design utilizing natural systems to filter and manage stormwater runoff as an alternative to gray infrastructure, or human-constructed infrastructure that involves concrete and steel. These designs can both contribute positively to the aesthetics of the street and save construction costs.

DRAFT
FOR PUBLIC HEARING

Transit System

During the community and stakeholder engagement events many noted that a transit route linking Metro Health campus to Rivertown Mall is desirable. This would improve service in the panhandle and provide better access to jobs and amenities.

- 28th Street Crosstown
- 44th Street Crosstown
- Burton Crosstown
- Clyde Park
- Division
- Eastern
- Grandville/Rivertown
- Madison
- Silverline
- Wyoming/Metro Health
- Bus Stops



DRAFT
FOR PUBLIC HEARING



PARKS, OPEN SPACE & RECREATION 7

Vision

In 2040, the City of Wyoming will continue to grow as a desirable community thanks in large part to its verdant character and attractive green spaces. All residents will live within walking distance to a public park, green space, public school property, or planned unit development (PUD) park, which they can easily reach either by the City's highly connected trail network, bike paths, or tree-lined sidewalks. Wyoming's parks, green space, and recreational facilities will support healthy, active lifestyles in the community with ample opportunities for exercising, playing sports, and relaxing. Access to the City's unique natural areas will also be enhanced, including areas along Buck Creek, Plaster Creek, and the Grand River.

Goal

Ensure the preservation of parks, open spaces, water resources, and natural areas while pursuing opportunities to increase the City's park supply and connectivity between facilities.

Parks

Wyoming's parks and recreational facilities are managed by the Community Services Department. The City maintains 19 parks that range between 1.8 to 94.0 acres, along with two nature preserves (Buck Creek Nature Preserve and George Tilma Nature Preserve), and the Wyoming Senior Center. Fourteen of the parks are equipped with a playground, and the majority provide athletic, including Gezon Park Sports Complex, Lamar Park, and Pinery Park. The Wyoming Senior Center (WSC), located along DeHoop Avenue, is available to adults 55 years and older with opportunities for active engagement in recreational, social, and volunteer activities.

City of Wyoming Recreation Plan

In 2012, the City updated its Recreation Plan, which serves as a comprehensive plan for the management and improvement of the City's public parks and facilities. The plan includes an inventory of each park's existing condition and amenities and assesses ADA compliance and improvement needs. In 2017, residents of Wyoming approved a flexible funding initiative which gives the City permission to spend funds collected under the dedicated Library Maintenance millage for dedicated park capital improvement.

The Recreation Plan estimated a total of $23 million to complete all proposed park improvements, which the new funding initiative has been helping work towards. The City should continue to regularly review and actively implement the Recreation Plan, while adopting master plans for individual parks to address their specific needs.

Improve Access to Parkland

Continue to improve access to quality parks and green space.

The City of Wyoming maintains a total of 673 acres of public parkland and natural areas, which play an essential role in the City's environmental stewardship, sustainability, and stormwater management efforts. When combined with Kent County parks (including Palmer Park and Kaufman Golf Course), school district recreational facilities, and private parks and open space within PUDs, Wyoming has a total of 1,210 acres of parks and open space.

DRAFT
FOR PUBLIC HEARING



Park Supply

The City of Wyoming has a population of 75,124 people (2013-2017 American Community Survey 5-year Estimates) and provides a total of 16.1 acres of parks and open space per 1,000 residents. This supply reaches well above the National Recreation Parks Association (NRPA) standard of 10 acres per 1,000 residents, which is in line with community members' expressed satisfaction with the City's parks and recreation system.

With continued population growth, the City should continue to evaluate opportunities to expand its public parks and open space inventory to maintain high levels of service. As new parks are created, the community should be actively engaged during the development of park master plans to integrate cultural aspects of the surrounding neighborhoods they serve.



Park Distribution

Together with park acreage, it is important to examine the distribution of parks to ensure all areas of the community have equitable access to recreational opportunities. The Parks, Open Space, and Environmental Features Map identifies existing parks as well as opportunities for new parks. Each public park managed by the City was given a half mile service area, which is typically recommended for neighborhood parks, representing an average walk time of 10 minutes between a home and park. Per State of Michigan standards, schools were also allocated a service area. Wyoming's existing public parks are currently dispersed throughout the community; however, underserved portions of residential neighborhoods exist.



Opportunities for new parks are identified on the Parks, Open Space, and Environmental Features Map, which would address underserved neighborhoods, adding to the total service area of Wyoming's public parks system. Potential parks include infill opportunities for new parks along major corridors or pockets parks on vacant or underutilized parcels within established neighborhoods. In addition to the identified potential parks, opportunities for new public spaces such as plazas or green space should be identified along commercial corridors in accordance with the Land Use Plan to better serve the increasing number residents living in mixed use and multifamily developments.



Connect the Park System

Ensure Wyoming's parks system is highly connected and accessible for all residents.

Community members voiced a desire for additional trail segments that would help connect existing trail facilities and provide a more cohesive trail network to access existing parks. The City should continue to expand its trail network and bike path connections to create a comprehensive system that allows residents from any neighborhood to easily access parks by foot or bike. This includes further implementing the Wyoming Bikeways Plan as well as seeking additional trail expansion opportunities, particularly along east-west routes. For additional discussion of trails, see **Chapter 5: Transportation.**

Equity and Inclusivity

Ensuring Park Access Across All Neighborhoods

Parks and open space have proven to have significant health benefits, including mental health and stress reduction, as well as improving quality of place. The importance of park space has become even more pronounced with the onset of COVID-19, providing outdoor spaces for refuge, mental relaxation, and recreation at a safe social distance. As Wyoming continues to grow, the City should work towards ensuring all residents are within convenient walking distance to a park by developing new park facilities in underserved areas. Access to parks across the system can also be improved by expanding the trail network and connecting facilities in different neighborhoods.

Sustainability

Environmental Sustainability through the Parks System

In addition to providing recreational opportunities for the community, parks and open space support ecological functions and biodiversity within the urban context. They are vital for preserving natural areas for wildlife and protecting water and air quality in Wyoming. At the same time, parks and open space serve as natural systems for stormwater management, reducing runoff volumes and therefore capacity impacts on man-made stormwater infrastructure. Parks and open space should continue to be maintained and expanded to ensure environmental sustainability and effective stormwater management for the long term.





Preserve Green Space

Prioritize the preservation of green space and natural areas as growth occurs, particularly where improved access to parks is needed.

Natural environments, such as wooded areas and creek corridors, have significant community benefits, including increased air quality, beautification, and stormwater management. It is essential that as development and redevelopment occur, quality green space and natural areas are preserved. To achieve this, the City should consider the following strategies:

Nature Preserves

The City should ensure its established natural areas continue to be protected while seeking opportunities for new preservation areas. In implementing the Recreation Plan, opportunities to further enhance the Buck Creek Nature Preserve and George Tilma Nature Preserve should be explored. For example, while the Buck Creek Nature Trail boardwalk was removed in 2014 due to flood damage and was not reconstructed because of its uninsurable nature located within the floodplain, other amenities and design elements should be integrated to transform the nature preserve into an activated recreational space. The entrance to George Tilma Nature Preserve should also be enhanced to better indicate its location and to provide amenities for visitors.

Golf Course Redevelopment

Due to their prime location and size, the Pines Golf Course and Maple Hill Golf Course present long-term opportunities for redevelopment. If redeveloped, a portion of these green spaces should be preserved for public parks and open space. This would help fill in gaps in park service areas for existing and future residential areas surrounding the two golf courses. Located next to the George P Tilma Nature Preserve, if redeveloped, a portion of the Pines Golf Course area should be used to establish an enhanced southern connection into the nature preserve, which is identified as a need in the Recreation Plan. This could include a small park with parking, pathways, and a visitor area.

If redevelopment of the golf courses were to occur, it would create the opportunity to construct new recreation facilities to better serve residents in the southern half of Wyoming. This would address the community desire highlighted during the master plan's community engagement process for a sports complex or recreation center. The City would first need to evaluate the need and feasibility of establishing the facility.

Save the Trees

Protect and expand the City's tree canopy.

A tree canopy provides numerous advantages for a community, including increasing its attractiveness, cleaning the air, and cooling urban heat islands. A more complete tree canopy may also increase property values due to its direct positive effect on improving neighborhood character and desirability. Future development, however, is a threat to the City's existing tree canopy, which currently stands at 13.5 percent. As the City continues to expand, the City should consider the following strategies to preserve and grow its tree canopy:

Shift in Perspective

Community members indicated the need for a shift in how trees are viewed, such as being considered part of infrastructure with practical benefits rather than just existing greenery. The City should work with the Wyoming Tree Commission (referred to locally as "The Tree Amigos") to educate the community on the benefits of trees, including crime reduction, mental health, and stormwater management. The Commission should also continue to be supported in pursuing the City's annual designation as a Tree City USA community by the Arbor Day Foundation.

Public-Private Coordination

The City should work with private developers and property owners to ensure new development preserves the existing tree canopy when possible. The Zoning Code currently does not require developers to plant trees in new subdivisions, rather stating it is encouraged. In comparison, the City of Grandville requires at least one shade tree per lot (no closer than 50 feet from trunk to trunk) in new subdivisions, while the City of Kentwood requires one canopy for every 40 linear feet of frontage in its commercial/office, industrial, open space, and most of its residential districts. Kentwood also requires one canopy tree for every 80 feet of lot fronting along a public or private street in all residential projects. The City should strengthen its tree preservation and planting requirements by establishing specific metrics (Wyoming Code of Ordinances, Chapter 82, Article II and Chapter 74, Article II). The City's Form Based Code currently has detailed standards for tree plantings within its districts, which should be strictly enforced.

Beautification Through Trees

The City should seek opportunities to plant new trees throughout the community, particularly within older residential neighborhoods and along commercial corridors to improve their image and character. Working with The Tree Amigos, a survey of the City's existing tree canopy should be performed to identify gaps in tree coverage, which would then be targeted for new plantings. Within walkable, mixed use-areas, trees should be integrated into the right-of-way, enhanced with decorative tree grates where possible. All tree plantings should be strategically placed to prevent interference with City utilities.

DRAFT
FOR PUBLIC HEARING

Open Space and Recreation Facilities

The Wyoming Community Services Department's Parks and Recreation Office manages the City's parks and recreational facilities, including 19 parks, two nature preserves, and the Wyoming Senior Center. The City's parks provide a variety of passive and active recreational opportunities for residents and visitors, supporting an active and healthy community. Wyoming's total of 673.8 acres of maintained parkland and natural areas also play an essential role in the City's environmental stewardship, sustainability, and stormwater management efforts. Opportunities for potential parks, including new facilities and infill pocket parks, are identified in the following map to help expand the City's park service areas to cover currently underserved neighborhoods.

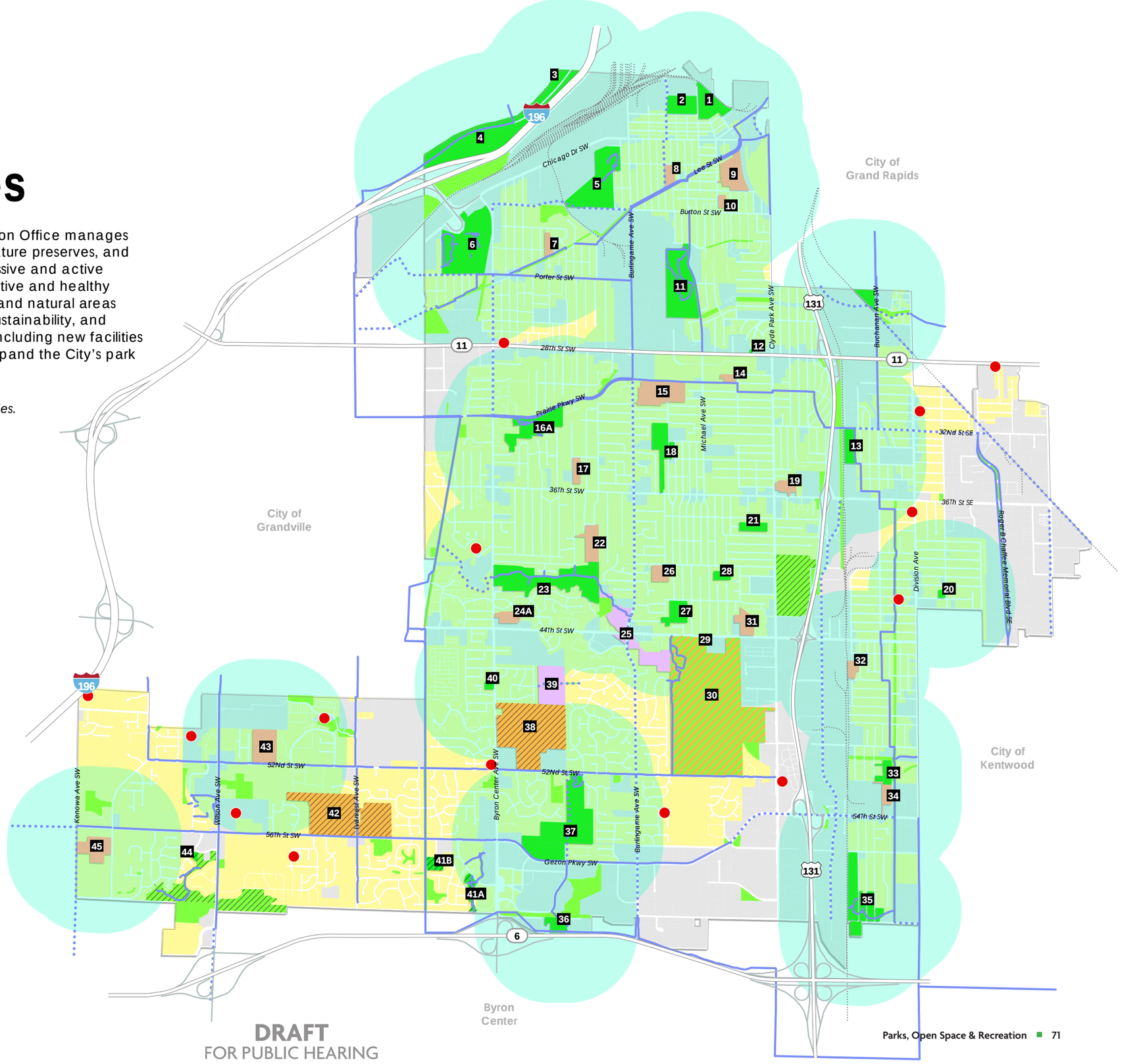
Note: Information on this page is illustrative and includes private and public dedicated park spaces, open space, natural areas, and recreational facilities.

- Potential Park
- Existing Facilities
- Golf Course
- Nature Preserve
- Public School with Park Facility
- Open Space
- Existing and Proposed Residential and Mixed Use Area
- Privately Owned Facility
- School and Existing Park 0.5 Mile Service Area Buffer
- Existing Trails and Bike Route
- Proposed Trails and Bike Routes

Existing Open Space, Recreation and School Facilities Key

1. Kimble Stadium
2. Margquette
3. Millennium
4. Indian Mounds
5. Battjes
6. Lamar
7. Parkview Elementary
8. Lee Middle and High School
9. Godfrey-Lee Early Childhood Center
10. Godfrey Elementary
11. Pinery
12. Kingston*
13. Hillcroft
14. Roger Lake Head Start
15. Wyoming High School
16. Prairie
17. Gladiola Elementary
18. Jackson
19. Anchor Point Christian School
20. Southlawn
21. Lions
22. West Elementary
23. Charles Lemery
24. Huntington Woods Head Start
25. Buck Nature Preserve
26. Oriole Park Elementary School
27. Oriole
28. 40th Street
29. Palmer Field
30. Linus C Palmer Golf Course
31. Kellog Early Childhood Learning
32. West Kellog Elementary
33. Kelloggville
34. 54th Street Academy
35. Ideal
36. Frog Hollow
37. Gezon
38. The Pines Golf Course
39. George P Tilma Nature Preserve
40. Ferrand
41A. Bayberry Farms*
41B. Bayberry Farms*
42. Maple Hill Golf Course
43. Grand View Elementary
44. Del Mar Community*
45. Century Park Learning Center

**Note: These facilities are privately owned and are not included within the buffer analysis.*



DRAFT
FOR PUBLIC HEARING



IMPLEMENTATION

8

Implementation of *Wyoming [re]Imagined* is crucial to realizing the community's aspirations fostering positive change over the next 20 years. This process will require the cooperation and dedicated effort of City staff, public officials, partner agencies, developers, the local businesses community, property owners, and residents. This chapter outlines the tools and strategies needed to help drive the implementation process.

Active Use

Wyoming [re]Imagined is the official policy guide for land use, growth, and reinvestment as the City undergoes future development and improvement. It is important that the Plan is used on a regular basis by City staff, boards, and commissions when reviewing all proposals for new development and planning-related initiatives. This includes directing agencies and service providers to use the Plan as new facilities, infrastructure, and programming are considered for investment. The City's City Council, Planning Commission, and Zoning Board of Appeals should also ensure future regulatory actions or policy changes that impact development are in line with the Plan.

Understanding the Plan

To ensure City staff, key stakeholders, department heads, and newly elected and appointed officials understand the purpose and benefits of ***Wyoming [re] Imagined***, the City should host plan orientations to introduce the Master Plan and its core concepts. The City should also work closely with the Planning Commission, Zoning Board of Appeals, and other boards and commission in the day-to-day administration, interpretation, and application of the Plan. Copies of the Plan should be made available to publicly download from the City's website and as hard copies at City Hall.

Collaboration and Partnerships

Successful implementation of ***Wyoming [re]Imagined*** will require a collaborative effort between the City and its numerous partner agencies and organizations. These include local and regional agencies, educational institutions, community groups and organizations, the local business community, and the private sector—all of which have a strong impact on Wyoming's quality of life. The City should take the lead in building partnerships and instigating collaboration when taking on projects recommended by the Plan. Establishing strong partnerships and maintaining open, clear communication will help ensure a more efficient implementation process.

Partners in plan implementation include, but are not limited to:

- City of Grand Rapids
- City of Grandville
- City of Kentwood
- City of Walker
- Byron Township
- Kent County
- Metro Health - University of Michigan Health
- Wyoming Public Schools
- Byron Center Public Schools
- Grandville Public Schools
- Kentwood Public Schools
- Kelloggsville Public Schools
- Godwin Heights Public Schools
- Godfrey-Lee School District
- Trinity-Unity Christian School
- Kent District Library
- Michigan Department of Transportation
- The Interurban Transit Partnership
- Passenger Adaptive Suburban Service
- Grand Valley Metro Council
- Grand Valley Regional Biosolids Authority
- Wyoming-Kentwood Chamber of Commerce
- Michigan State Housing Development Authority
- Inner City Christian Federation
- Grace Christian University
- Business Community
- Major Employers
- Private Property Owners and Developers

DRAFT
FOR PUBLIC HEARING

Maintain Public Communication

Wyoming [re]Imagined was built on a foundation of input, ideas, and feedback gathered from residents, business owners, and other key stakeholders during the planning process. Outreach is essential to educating the Wyoming community about the relevance of planning and the City's role in defining its future. Building on efforts completed through the planning process, the City should work to convey the major recommendations and overall vision of the Plan to the entire community. This can be done through regular updates, coverage of major milestones and projects, and by providing further opportunities for residents to voice their opinions. In addition, the City should provide, easy-to-understand and graphically attractive pamphlets that simplify and explain typical civic processes. This could include informational materials that provide guidance on applying for zoning, building, subdivision, home expansion, or other development-related permits and approvals.

Align with Capital Improvement Program

It is important that the implementation of *Wyoming [re]Imagined* is coordinated with the City's financial resources and capital planning. This will help ensure future capital investments successfully address both short- and long-term objectives of the Plan and are strategically budgeted and prioritized. The City's Capital Improvement Program (CIP) is continually updated and includes a three year implementation plan. CIP projects include street, watermain, storm sewer, and non-motorized trail construction, as well as preventative maintenance of infrastructure.

The City should review and integrate *Wyoming [re]Imagined* into the capital improvement process, including the City's annual budgeting process and during updates to the CIP. This will help assess funding needs and plan for potential sources, ensuring completion of desired improvements in a prioritized manner over the life of the Plan.

Regular Updates

Wyoming [re]Imagined is not intended to be a static document. The plan should adjust and morph to the changing needs and trends facing the City over time. This will require regularly updating of the Plan to ensure it remains relevant to new issues and community interests. Although a proposal to update the Plan can be brought forth by petition at any time, the City should regularly undertake a systematic review of the Plan at least every three to five years. Ideally, this review should coincide with the preparation of the City's budget and Capital Improvement Programs as well as the preparation of an annual action agenda. This allows recommendations or changes relating to capital improvements or other programs to be considered as part of the City's commitments for the upcoming fiscal year. The City should also consider reviewing the plan following the completion of major projects or after significant events that may directly impact the community. Further, throughout the year, the City should maintain a list of possible amendments or issues to be considered for change, addition, or deletion from the Plan.

Potential Funding Sources

The following is a description of potential funding mechanisms and sources currently available to the City and its partners for Plan implementation. As the funding sources are subject to change over time, it is important to continue to research and monitor grants, funding agencies, and programs to identify new opportunities as they become available.

Business Improvement District (BID)/Principal Shopping District (PSD)

As a result of Michigan Public Act 120 of 1961, municipalities in Michigan can create BIDS or PSDs , which focus on the development or redevelopment of principal shopping and business districts. BIDs are authorized to collect revenues, levy special assessments, and issue bonds to fund the BID's/PSD's maintenance, security, and operations. A provision of the act allows property owners of parcels within the zone plan to form Business Improvement Zones (BIZs), which permits levying special assessments to fund projects and initiatives outlined in the zone plan for 10 years.

General Economic Development Funding Sources

Tax Increment Financing (TIF)

The purpose of TIF funding is to incentivize and attract desired development within key commercial areas. TIF dollars can typically be used for infrastructure, streetscaping, public improvements, land assemblage, and offsetting the cost of development. It can also be used for brownfield redevelopment, water resource improvement, economic growth, and promoting residential growth through different State of Michigan TIF statutes. Michigan municipalities are granted the power by state to create TIF districts and their respective authorities.

TIF utilizes future property tax revenues generated within a designated area or district, to pay for improvements and further incentivize continued reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the incremental growth in property tax over the base year that the TIF was established, is reinvested into that area. The revenue generated may be used to pay for development projects in the districts or used to secure bond issues for large public expenses. Over the life of a TIF district, existing taxing bodies receive the same level of tax revenue as in the base year. The City currently leverages TIFs to fund brownfield redevelopment.

Downtown Development Authority (DDA)

Enacted by Michigan Public Act 57 of 2018, DDAs may be established by a municipality to promote development with its downtown district. DDAs provide various funding options, including TIFs, that can be used to finance downtown public improvement and grants the authority the ability to levy a limited millage to address administrative costs. Other financing options include special assessments, revenue bonds, revenues from properties owned or leased by the DDA, public donations and grants, and contributions from the local government. Once created, a DDA is required to a development plan and may create a TIF plan to submit to the local government for approval.

Wyoming's Downtown Development Authority

Wyoming currently has one DDA that extends roughly from Clyde Park Avenue SW to Byron Center Avenue SW along the 28th Street Corridor. The DDA supports businesses within Wyoming's city center to uphold the area as a shopping and dining destination for the City and region. Most recently, the DDA was charged with implementing 28 West, a long-term vision to transform 28th Street SW into a pedestrian-friendly, thriving, and sustainable mixed use city center.

Case Study

Community Development Block Grant (CDBG)

The Community Development Block Grant program, funded by the U.S. Department of Housing and Urban Development, is administered by the Michigan Strategic Fund (MSF) through the Michigan Economic Development Corporation (MEDC). The program is used to assist municipalities in economic development, community development, and housing projects. This includes assisting small businesses in creating and retaining jobs by establishing an economic development strategy to support locally owned and operated businesses. The grant is also used to improve infrastructure and sense of place within downtowns. CDBG require matching funds by either the benefiting business or the municipality. Each year, Michigan receives approximately $30 million in federal CDBG funds, supporting projects throughout the state via several grant programs.



Corridor Improvement Authority (CIA)

Established by Michigan Public Act 57 of 2018 like DDAs, CIAs are designed to help communities fund commercial corridor improvements outside their primary downtown or commercial area. Specifically, they allow TIFs to be used for commercial and economic growth within its district. Michigan municipalities have the power to establish CIAs, and may appoint a director, create a TIF plan, levy special assessments, and issue revenue bonds. A CIA may contain multiple municipalities and more than one CIA is permitted within a municipality. The potential of forming a BID or CIA to support transit-oriented development along Division Avenue building off the Silver Line, as well as along other major corridors, should be evaluated moving forward.

Community Development Financial Institutions Fund

The Community Development Financial Institutions (CDFI) Fund allocates New Market Tax Credits to Community Development Entities (CDEs) to attract private investment to low-income communities. The CDFI Fund is administered by the U.S. Department of Treasury. Investments made by CDEs may be for the purposes of residential, commercial, industrial, and retail real estate development projects

Public Spaces Community Places (PSCP)

Public Spaces Community Places is a grant match program administered by MEDC that utilizes donation-based crowdfunding to generate public interest and raise funding to revitalize or create public spaces. By utilizing web-based donations, projects are accessible to anyone willing to make a donation in real time. This crowdfunding model engages the public as each person plays a part in achieving community improvements and instills community pride as residents become invested in their surroundings.

Incentives

The following is a list of incentives and related programs which can be used to encourage investment in the City from the private sector. While sharing the same goal as those funding sources previously identified, incentives provide a means to support projects that further the vision of ***Wyoming [re]Imagined*** in collaboration with businesses, investors, property owners, and other community stakeholders.

Facade Improvement Grants

Facade Improvement Programs provide funding for commercial and mixed use building facade rehabilitation and reconstruction. The goal of these programs is to reduce the deterioration of traditional downtowns, assuming that exterior improvements will stimulate additional investment in the area and attract additional customers.

Signature Building Acquisition Grants

The Signature Building Acquisition Program, offered by MEDC, funds the acquisition and rehabilitation of vacant and underutilized buildings in downtown districts. Municipalities may also contribute funding to acquisition, allowing developers to lower overall project costs. It is expected that the developer will spend at least the amount of the acquisition cost to improve the building's interior.

Payment In Lieu of Taxes (PILOT)

Payment in Lieu of Taxes (PILOT) allows the City to reduce the property tax burden of a desired business for a predetermined period. In this instance, a local taxing body and a property owner will agree to the annual payment of a set fee in place of the property taxes. Payments are typically made in the form of a fixed sum, but they may also be paid as a percentage of the income generated by a property.

In addition, PILOT can also be a means of reducing the fiscal impact on the City of a nonprofit, institutional use, or other non-taxpaying entity locating to a key site. While such uses can be desirable as activity generators, they can also negatively impact municipal services. Provisions can be made to offset that negative impact by allowing the City to be compensated for at least a portion of the revenue that would otherwise be collected in the form of property tax.

Wyoming has used PILOTs in two instances in the past: the HOM Flats affordable housing project on 28th Street and The Union Suites senior housing redevelopment at Michael Avenue and 36th Street.

DRAFT
FOR PUBLIC HEARING

Tax Exemptions

There are a number of exemptions allowed by the Michigan Department of the Treasury to assist businesses in the state wishing to improve their physical assets. Examples include New Personal Property Exemptions (affords a 100 percent property tax exemption for specific businesses located within eligible distressed communities) or Industrial Facilities Exemptions (provides a tax incentive to manufacturers to enable renovation and expansion of aging facilities, assist in the building of new facilities, and to promote the establishment of high tech facilities). The City should review and consider exemptions that may be applicable as part of development opportunities in Wyoming.

Economic Development Planning Grants

Under the Planning and Local Technical Assistance program, the Economic Development Administration (EDA) assists states, counties, municipalities, and educational institutions in drafting economic development plans. The plans should be regional in scope, targeted to guide the economic development efforts of a community or region. The EDA also supports Partnership Planning investments that fund the development, implementation, revision, or replacement of Comprehensive Economic Development Strategies (CEDS), which describe and prioritize regional strategic economic goals.

Transportation and Infrastructure

Fixing American's Surface Transportation (FAST) Act

The FAST Act, a five-year transportation reauthorization bill, was established in December 2015 as a replacement for the Moving Ahead for Progress in the 21st Century (MAP-21) Act. The FAST Act, which is implemented and administered by the Federal Highway Administration (FHWA), aims to improve infrastructure, provide long-term certainty and increased flexibility for states and local governments, streamline project approval processes, and encourage innovation to make the surface transportation system safer and more efficient. It authorizes $305 billion through 2020 for highways, vehicle safety, motor carrier safety, rail, public transportation, hazardous materials safety, and technology, research, and statistics programs.

As FAST Act is set to expire in September 2020, the Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America) Act is currently undergoing the approval process as its replacement. Moving forward, the City should stay up to date on the development of the new act to use as a potential funding source in the future.

Safe Routes to School (SRTS)

The Safe Routes to School program has provided funding through the U.S. Department of Transportation for various infrastructure-related projects including the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bike to school, including:

- Sidewalk improvements
- Traffic calming and speed reduction improvements
- Pedestrian and bicycle crossing improvements
- On-street bicycle facilities
- Off-street bicycle and pedestrian facilities
- Secure bicycle parking facilities
- Traffic diversion improvements in the vicinity of schools

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Administered by the FHWA, the CMAQ program focuses on projects that provide solutions to regional congestion and air quality problems. Eligible project types have included transit improvements, commuter parking lots, traffic flow improvements, bicycle/pedestrian projects and projects that result in emissions reductions. In the past, these projects have been federally funded at 80 percent of project costs.

Michigan Department of Transportation Category A

The Michigan Department of Transportation (MDOT), under the mission of maintaining the state's transportation network, administers the Economic Development Fund – Category A, designed to promote increased economic potential and improve the quality of life through support of job creation and retention in Michigan. County road commissions and municipal street agencies can receive up to 80 percent of costs for transportation projects that will lead to private sector job creation. The project must be related to agriculture or food processing, tourism, forestry, high technology research, manufacturing, mining, or office centers of 50,000 square feet or more.

Parks, Trails and Open Spaces

The Michigan Department of Natural Resources (MDNR) administers a variety of grant programs to help municipalities and other local agencies provide public outdoor recreational areas and facilities. The following are specific grant programs which the City could utilize to implement parks, trails, and open space related recommendations of ***Wyoming [re] Imagined***. It should be noted that this list does not include all grant programs offered by MDNR, but only those deemed most relevant.

Land and Water Conservation Fund (LWCF)

Federal Land and Water Conservation Fund grants are available to municipalities, counties, and school districts to be used for outdoor recreation projects. Projects require a 50 percent match. All funded projects are taken under perpetuity by the National Park Service and must only be used for outdoor recreational purposes.

Michigan Natural Resources Trust Fund (MNRTF)

The Michigan Natural Resources Trust Fund provides funding for the purchase of land for resource protection and public outdoor recreation as well as the development of outdoor recreation facilities. Development projects can range from $15,000 to $300,000 but there is no limit to grants for land acquisition.

Recreation Passport Grants (RPG)

Recreation Passport Grants are supported by the sales of the state Recreation Passport, which is required for entrance into state parks, recreation areas, and boating access sites. Grants are available to local units of government for development of public recreation facilities. The program is primarily focused on renovation and improvement to existing parks; however, projects for the development of new parks are eligible.

Recreational Trails Program (RTPG)

The FHWA's Recreational Trails Program provides funding for maintenance and development of recreational trails and related facilities. This program is an internal process and local governments must partner with a state division to receive funding for a project.

Implementing the Land Use Plan through Zoning

It is essential the City's Zoning Code aligns with the Land Use Plan within ***Wyoming [re]Imagined*** to ensure future development occurs as the community envisions. The Land Use Plan serves as the formal policy guide for desired development types and land uses, though it is not a regulatory document or a legally binding obligation of what must be done. The Zoning Code, on the other hand, includes the legally binding regulations that dictate how properties can be used and establishes the permitted character of development in an effort to implement the land use policy of the Master Plan. The adoption of ***Wyoming [re]Imagined*** and its Land Use Plan establishes this land use policy for Wyoming. The Master Plan should serve as a guide for updating of the City's zoning regulations, as well as other decisions related to capital programming, community facilities, neighborhood planning, and more.

Zoning Ordinance Update

Adoption of ***Wyoming [re]Imagined*** should be followed by an immediate review and update of the City's various development controls, including the zoning ordinance. The Land Use Plan, including the Residential Areas Framework and the Economic Development Framework, outlines the desired type, location, and character of future development. It should be used to inform zoning regulations regarding appropriate uses, as well as building height, bulk, orientation, and intensity standards. Further, as ***Wyoming [re]Imagined*** is updated to address changes in community issues and priorities over time, the zoning ordinance should also be revisited to ensure it continues to work in unison with the Land Use Plan.

Land Use and Zoning Alignment

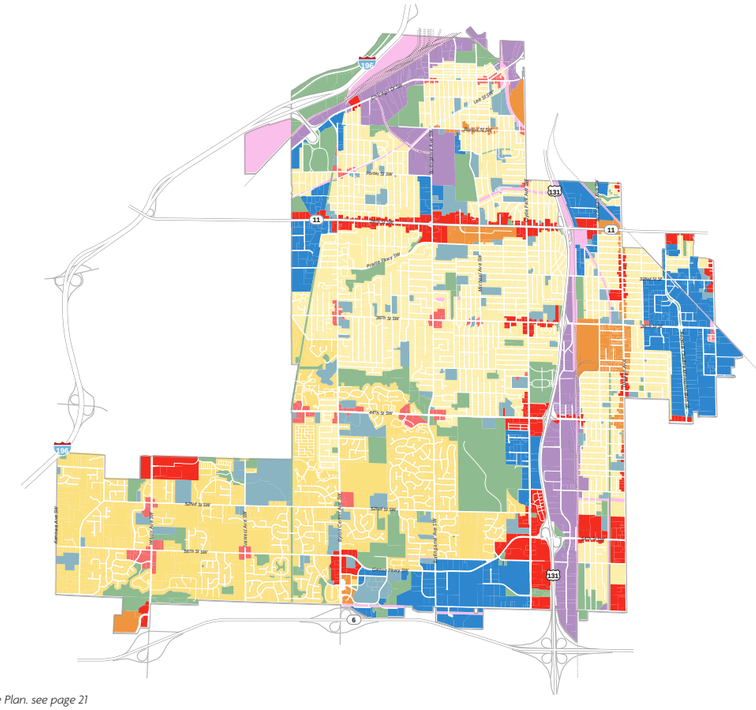
To establish an understanding of anticipated steps necessary in amending the City's zoning regulations, and in accordance with the Michigan Planning Enabling Act; Act 33 of 2008, 125.3833 (2) (d), the following graphic highlights areas where Wyoming's current zoning conflicts with future land uses proposed within the Land Use Plan. The City should utilize this analysis to help identify necessary amendments to the Zoning Code to ensure it works in concert with the policies and vision of ***Wyoming [re]Imagined***. It should be noted that this represents only a preliminary analysis of general uses permitted within each zoning district.

A comprehensive, thorough analysis should be undertaken before amending the City's zoning regulations and district boundaries, including standards related to specific permitted uses, bulk requirements, scale, buffering, design, and other elements.

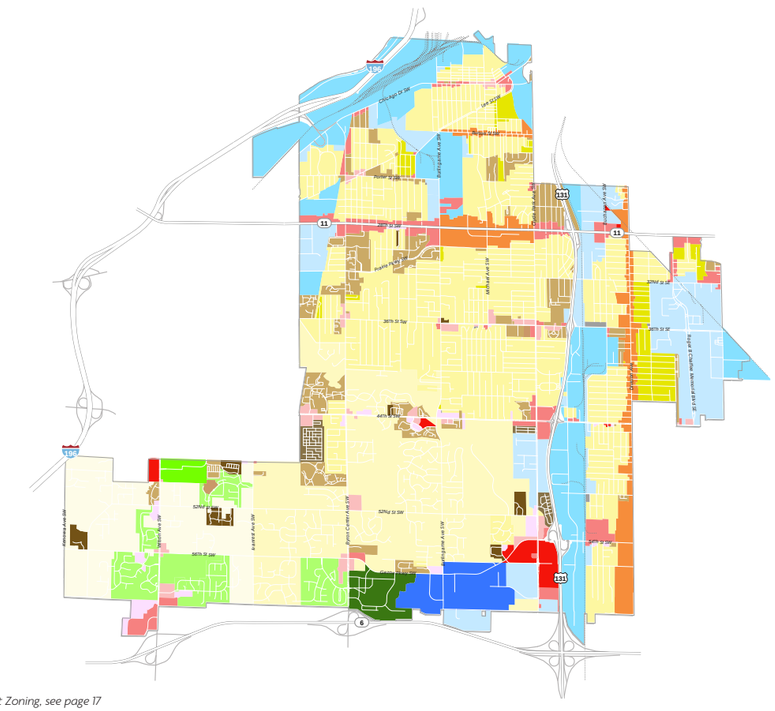
The maps to the right illustrate the existing zoning district boundaries (bottom) and proposed land uses within the Land Use Plan (top). The map on the following page illustrates locations where these two elements do not align, identifying areas where zoning amendments will be required to support the desired types of residential, commercial, or industrial development described in ***Wyoming [re]Imagined***.

Many of the areas highlighted for misalignment consist of:

- Industrially zoned districts where the designated future land use is a Business Park and Master Plan supports the expansion of employment centers including office and medical complexes.
- Residentially zoned properties at key intersections where the establishment or expansion of Neighborhood Commercial Centers is encouraged.
- The redevelopment of underutilized industrial sites such as Site 36 and Kelvinator Site into mixed use developments.
- The redevelopment of piecemeal commercial properties into residential properties to better concentrate commercial activity in key areas.



Land Use Plan, see page 21



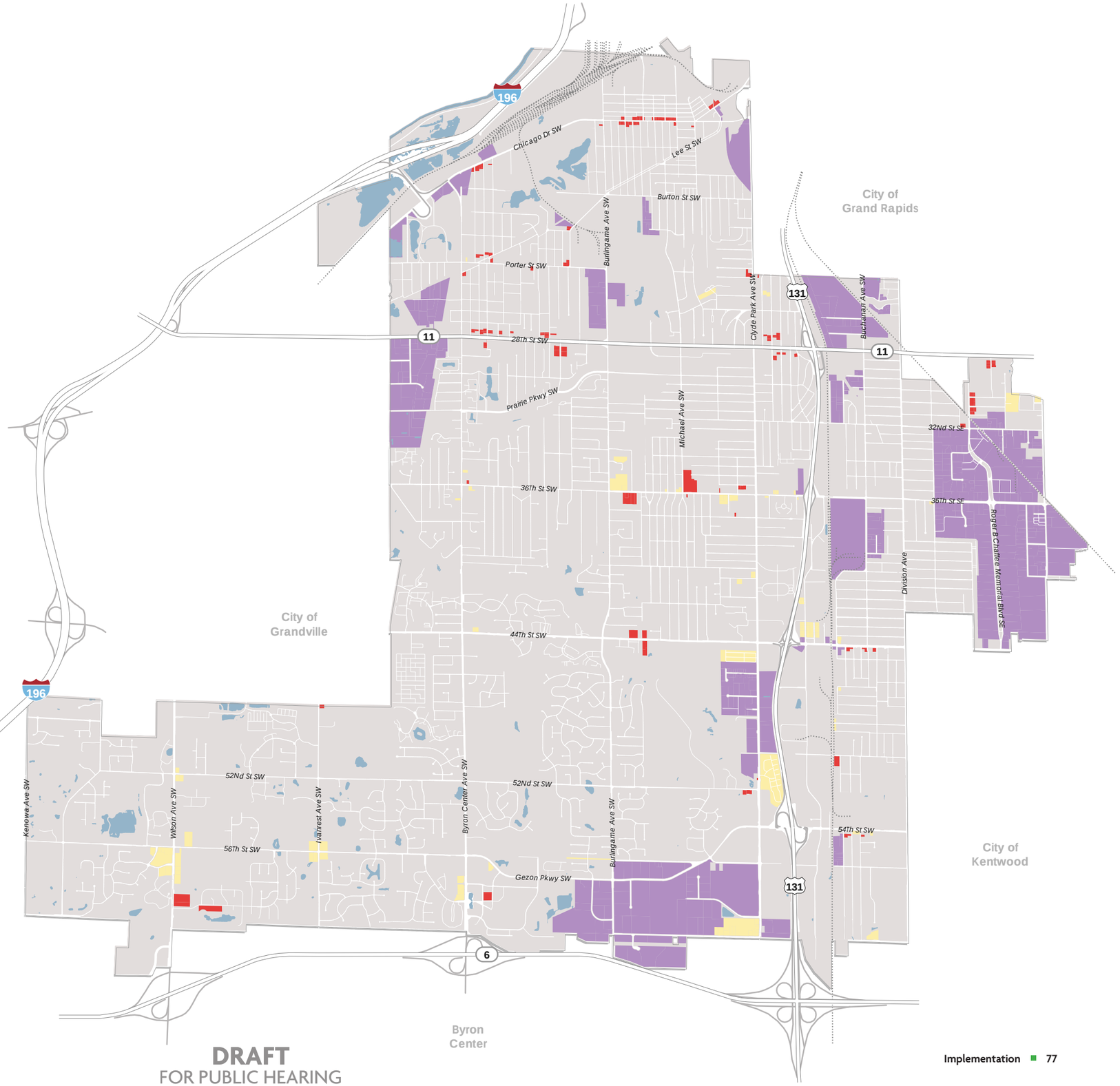
Current Zoning, see page 17

DRAFT
FOR PUBLIC HEARING

Land Use and Zoning Alignment

The following map highlights areas where existing zoning districts do not align with the proposed Land Use Plan. For example, a “Residential Zoning Incompatibility” means the property is currently zoned for residential but is proposed as a new land use in the Land Use Plan.

- Residential Zoning Incompatibility
- Commercial Zoning Incompatibility
- Industrial Zoning Incompatibility
- Zoning Compatible with Land Use Plan



DRAFT
FOR PUBLIC HEARING

Implementation Action Matrix

The Implementation Action Matrix offers a comprehensive list of all implementation strategies, policies, and recommendations contained within ***Wyoming [re]Imagined***. The matrix provides City staff with a tool to prioritize implementation activities and projects over the life of the plan. In addition, the matrix allows the City to approve specific, actionable items on an annual basis and evaluate progress based upon completed implementation strategies. The Implementation Action Matrix offers a brief description of each project and indicates the following:

Priority Level

Priority is assigned to each recommendation of the Plan based on cost, ease of implementation, and importance. Each item in the Implementation Action Matrix is indicated as one of the following:

- **Priority One:** Near-term, less than two years, critical
- **Priority Two:** Mid-term, two to four years, essential
- **Priority Three:** Long-term, over five years, desirable

Ease of Implementation

The ease of implementation is indicated by a traditional grade scale from A to F, with A being easiest to implement and F being most difficult to implement. This category is a collective indicator of the anticipated level of effort by responsible parties, estimated cost, budget opportunities, and general stakeholder interest.

Potential Partnerships

Potential partnerships identifies government bodies, civic organizations, private entities, and other associations which may be able to provide assistance with the identified strategy through coordination and cooperation.

Zoning and Development Regulations

Recommendations for revisions to zoning and development regulation amendments are highlighted in yellow in the implementation matrix.

DRAFT
FOR PUBLIC HEARING

Objective	Recommended Action	Priority	Ease of Implementation	Potential Partners
Residential Areas				
Seek opportunities to develop vacant or underutilized lots with single-family attached and multifamily housing to better meet current housing need and capture long-term growth within the region.	Support the development of higher density housing, such as townhomes, duplexes, condominiums, and apartments, on vacant or utilized lots.	1	B	Private Developers
	Ensure higher density infill development complements the massing and scale of the surrounding neighborhood and utilize similar setbacks.	1	C	Private Developers
	Evaluate amending residential zoning districts, such as the R-1 and R-2 districts, to allow for context sensitive higher density infill.	1	B	Zoning Board of Appeals, Planning Commission
	Encourage multifamily development along Wyoming's commercial corridors in strategic locations.	1	C	Private Developers
	Concentrate commercial and mixed development in districts and at key intersections in accordance with the Land Use Plan.	1	C	Private Developers
	Use multifamily development to revitalize weaker commercial areas between Commercial Corridor nodes identified in the Land Use Plan.	2	C	Private Developers
	Encourage single-family attached and multifamily developments around neighborhood commercial centers.	2	B	Private Developers
	Ensure a range of housing products, including higher density residential types, are included in new housing projects within the Panhandle as it continues to develop.	2	B	Private Developers
	Consider large lot single-family detached properties along primary roadways or adjacent to commercial centers in the Panhandle for long term, high density redevelopment.	3	B	Private Developers
Encourage opportunities to repurpose existing structures and explore alternative housing types within established neighborhoods to further diversify Wyoming's housing stock.	Consider promoting internal and detached ADUs as special uses within certain residential zoning districts.	2	B	Private Developers
	Strategically locate senior housing in areas close to healthcare facilities, grocery and retail stores, public parks, open space, and public transit.	1	C	Private Developers
	Integrate senior housing into existing residential neighborhoods with proximity to commercial and entertainment options.	1	C	Private Developers
	Consider permitting single-family detached conversions into duplexes, triplexes, or quadplexes.	2	A	Private Developers
	Consider allowing the development of tiny homes and similar small-footprint residential uses.	2	A	Private Developers
Promote highly walkable mixed use districts and transit-oriented housing development.	Leverage transit system investments as well as locations where mixed use already exists on a limited scale for future mixed use development.	1	A	Private Developers
	Encourage vertical mixed use development with multifamily housing placed above ground-floor commercial uses.	1	B	Private Developers
	Ensure mixed use districts include public spaces such as small parks and plazas.	1	D	Parks and Recreation Department
	Prioritize pedestrian infrastructure and intersection improvements within mixed use districts.	1	D	Public Works Department
	Develop 28th Street SW into walkable, mixed use districts that foster a stronger community identity.	1	E	Downtown Development Authority, Development Area Citizens Advisory Council, Michigan Department of Transportation (MDOT)
	Encourage new mixed use development in the areas surrounding Silver Line stations.	1	B	Private Developers
	Consider existing residential properties between Site 36 and Division Avenue S for gradual redevelopment into a mixed use and multifamily district.	3	B	Private Developers
	Incorporate affordable housing near Site 36 as higher density housing is developed within the area.	1	C	Private Developers, Housing Commission
	Adhere to the FBC when developing mixed use districts along 28th Street SW, Burton Street SW, and Division Avenue S.	1	B	Zoning Board of Appeals, Planning Commission
Ensure affordable housing is supplied with the growth of new housing to provide options for all income levels.	Proactively promote the creation of new affordable housing units within the City's housing stock.	1	B	Private Developers, Housing Commission, Community Development Committee
	Implement affordable housing incentives and mechanisms, such as density bonuses, expedited processing, parking reductions, and tax abatement.			Private Developers
	Work with community or nonprofit landholding organizations to establish a Community Land Trust.	2	B	Inner City Christian Federation
	Support the formation of housing co-operatives.	1	A	Private Developers, Property Owners
	Consider adopting inclusionary zoning if affordable housing mechanisms are not as effective as desired.	2	B	Zoning Board of Appeals, Planning Commission
	Support the development of workforce housing near major employment centers or transit that provides easy access to jobs.	1	B	Private Developers
Explore incentives to help enhance the image of residential neighborhoods and upgrade aging homes.	Support property maintenance by promoting façade improvement and home repair incentives.	1	A	Property Owners, Housing Board of Appeals
	Educate residents on available grants, loans, and rebate programs from local, state, and federal agencies that would provide financial aid in home repairs and improvements.	2	A	Property Owners, Michigan State Housing Development Authority (MSHDA), U.S. Department of Housing and Urban Development (HUD), Habitat for Humanity of Kent County, Inner City Christian Federation
	Continue to work with the Public Works Department to upgrade rights-of-way conditions where needed.	1	D	Public Works Department
	Apply stricter and proactive code enforcement as opposed to passive resident complaint responses to improve conditions within neighborhoods showings signs of disinvestment or lack of maintenance.	1	B	Property Owners, Zoning Board of Appeals, Planning Commission
	Consider reducing the 35 feet rear setback requirement in the R-1 and R-2 residential zoning districts to accommodate home expansions.	2	A	Zoning Board of Appeals, Planning Commission

Objective	Recommended Action		Priority	Ease of Implementation	Potential Partners
Economic Development					
Further define and reinforce existing concentrations of commercial development to establish neighborhood nodes with a distinct sense of place.	Promote commercial and mixed use development that builds on existing clusters of commercial uses.		1	C	Private Developers
	Pursue partnerships with non-profits to develop community resource and recreation centers within concentrated commercial areas.		2	C	Non-profits
	Install streetscaping, plazas, and other public realm improvements in commercial centers while securing a funding mechanism for maintenance.		2	D	Public Works Department
	Traditional Neighborhood Commercial	Leverage the tight street grid of older residential areas to support pedestrian-oriented neighborhood commercial centers with attractive shopping, dining, and entertainment options.	1	D	Private Developers
		Promote the placement of redeveloped buildings against the property line in traditional neighborhood commercial centers as well as large storefront windows and outdoor seating areas.	1	C	Private Developers
		Support the redevelopment of single-family detached homes along highly trafficked commercial corridors into higher density residential uses.	3	C	Private Developers
	Suburban Neighborhood Commercial	Ensure neighborhood commercial centers within the Panhandle are highly accessible by cars, transit, bicyclists, and pedestrians.	1	C	The Rapid, MDOT, Public Works Department
		Ensure commercial properties adjacent to suburban neighborhood commercial centers are well connected internally with cross access, consolidated access ways, and shared parking when possible.	1	C	Private Developers
		Provide sidewalks and paths in suburban neighborhood commercial centers that connect to adjacent residential neighborhoods.	1	C	Public Works Department
		Ensure buildings are designed to have 360 architecture in suburban neighborhood commercial centers that is attractive when viewed from adjacent roadways as well as adjacent residential properties.	1	B	Private Developers
		Incorporate green space, landscaping, and public gathering spaces into suburban neighborhood commercial centers.	1	C	Public Works Department
		Encourage new neighborhood associations.	2	A	Local Business Community
Bolster the economic vitality of Wyoming's commercial corridors by attracting uses to fill or reposition existing vacancies and underutilized lots.	Explore short term strategies for activating underutilized or vacant commercial spaces, including food truck rallies, pop-up shops, farmers markets, and shared use plazas.		1	B	Community Enrichment Commission, Economic Development Corporation
	Consider implementing a vacancy tax.		2	B	Economic Development Corporation
	Consider repurposing ailing commercial properties into multifamily development and institutional uses.		2	C	Private Developers
	Encourage higher density housing at strategic infill locations along commercial corridors.		1	B	Private Developers
	Encourage commercial development and investment in strategic areas, such as key intersections, in accordance with the Land Use Plan.		1	C	Private Developers
	Complement efforts to concentrate commercial activity at key intersections with investments in streetscaping and pedestrian infrastructure.		1	D	Public Works Department
Enhance the image of the City's commercial corridors and gateways by improving development standards for private development and making complementary improvements to the streetscape and public realm.	Improve the aesthetic and economic function of Wyoming's commercial corridors through streetscape improvements.		1	D	MDOT, Property Owners
	Revise landscaping standards to better align with peer communities and enhance the appearance of its corridors as redevelopment and reinvestment occurs.		1	B	Zoning Board of Appeals, Planning Commission
	Redevelop underutilized parking lots with low usership over time into higher intensity uses.		3	C	Private Developers, Property Owners
	Consider increasing the required parking lot landscape island density similar to adjacent communities as well as defining appropriate placement.		2	B	Zoning Board of Appeals, Planning Commission
	Screen parking lot areas from public rights-of-way with a combination of vegetation and low-profile fencing.		1	C	Property Owners
	Use landscaping to soften parking edges and breakup paved areas.		1	C	Property Owners
	Promote better onsite stormwater management and improve water quality through perimeter landscaping best management practices (BMPs).		1	C	Property Owners, Public Works Department
	Establish tools or incentives to assist current property owners with enhancing existing commercial properties.		2	B	Property Owners
	Ensure the placement of new commercial development close to the sidewalk and locate parking to the rear of the building.		1	C	Private Developers
	Ensure cross access is provided between commercial properties to improve internal circulation and reduce the need for excessive curb cuts.		1	C	Private Developers
	Continue to leverage the FBC in evaluating and guiding new development within the 28th Street SW, Burton Street SW, and Division Avenue S corridors.		1	C	Private Developers
	Evaluate the portions of Wyoming's commercial corridors surrounding highway off-ramps for gateway features and other strategic placemaking investments.		1	D	MDOT, Public Works Department
	Distinguish Wyoming's commercial areas through unique branding and marketing.		2	B	Wyoming-Kentwood Area Chamber of Commerce and Community Improvement Districts (CIDs),
Continue developing a city center for Wyoming at 28th Street SW and De Hoop Avenue/Michael Avenue SW.	Develop a city center with a walkable, mixed use environment that contains community-oriented uses.		1	E	Downtown Development Authority, Development Area Citizens Advisory Council, MDOT, Public Works Department, Private Developers
	Continue to implement the City's Turn on 28th Street Corridor Subarea Plan.		1	E	Downtown Development Authority, Development Area Citizens Advisory Council, MDOT, Public Works Department, Private Developers

DRAFT
FOR PUBLIC HEARING

Objective	Recommended Action	Priority	Ease of Implementation	Potential Partners
Enhance the image and character of industrial districts by improving development standards and encouraging the modernization of existing industrial parks.	Support the potential evolution within the industrial sector from less manufacturing to more technological or biomedical based enterprises by providing sufficient infrastructure and attractive employee amenities.	2	E	Private Developers, Major Employers, Public Works Department, Economic Development Department, Michigan Economic Development Corporation
	Pursue opportunities to consolidate older industrial properties for comprehensive redevelopment and accommodation of modern industrial buildings.	3	C	Private Developers
	Work with property owners to ensure the proper implementation of best practices for future development to ensure it reflects the community's standards.	1	C	Property owners
	Promote coordinated site design in areas where industrial properties can be comprehensively planned into industrial parks or districts.	1	C	Private Developers
	Ensure high accessibility and circulation in dense industrial areas with cross access between adjacent properties.	1	C	Private Developers
	Modify the Non-Residential Use Directional Sign section in the City's Sign Ordinance to note that the City may incorporate cohesive directional signs in the surrounding industrial and business park area in addition to the signs regulated for property owners.	1	A	Zoning Board of Appeals, Planning Commission
	Extend transit routes to key employment areas.	1	D	The Rapid
	Work with private developers to incorporate internal pedestrian paths that connect to the City's expanded sidewalk network within industrial areas.	1	C	Private developers
	Work with private developers to ensure future redevelopment or renovations reflect high quality design.	1	C	Private developers
	Promote safety within all industrial parks through site design approaches that encourage windows facing parking areas, light installations, street cleanings, security systems, and site maintenance.	1	C	Private developers, Public Works Department
	Ensure buildings are oriented in a manner that minimizes areas hidden from right-of-way view.	1	C	Private developers
	Consider requiring a certificate of zoning compliance whenever an existing industrial building is occupied by a new tenant to certify compliance will all applicable regulations of the Zoning Code.	2	A	Zoning Board of Appeals, Planning Commission
	Revise the façade design standards outlined in Section 90-322 of the Zoning Code to have more specificity regarding façade articulation and fenestration in industrial districts.	1	A	Zoning Board of Appeals, Planning Commission
	Consider including all impervious surface in the Zoning Code's definition of lot coverage or establishing parking maximums and requiring landscaping in uncovered lot areas.	2	A	Zoning Board of Appeals, Planning Commission
	Strictly enforce lot coverage requirements, as well as standards for perimeter landscaping and screening, parking lot striping and landscaping, and internal pedestrian connections.	1	A	Zoning Board of Appeals, Planning Commission
Improve relationships between industrial areas and adjacent residential and commercial areas.	Strategically locate industrial growth in existing business park and established industrial areas in accordance with the Land Use Plan.	1	C	Private Developers
	Expand standards to require buffer yards of dense landscaping where industrial uses abut residential properties.	1	A	Zoning Board of Appeals, Planning Commission
	Examine ways to soften the edges between industrial and residential areas through public art and streetscape improvements.	2	C	
Pursue opportunities to expand large employers and office uses within business parks and employment corridors.	Continue to support the growth of local job opportunities in the City's employment centers while leveraging nearby neighborhood commercial centers as amenities for employees.	1	B	Major Employers, Private Developers
	Coordinate with Metro Health to ensure site designs are in line with the City's development standards and traffic impacts are monitored.	1	C	Metro Health
	Further leverage the Roger B Chaffee Memorial Boulevard greenway as an asset and increase multimodal connectivity by integrating a bikeway along the boulevard.	1	D	Public Works Department
	Ensure future industrial and office development is of high quality, ensuring well designed facades, high accessibility, coordinated signage, and landscape enhancements.	1	C	Private Developers
	Consider underutilized, vacant, or lower quality commercial uses that are failing to attract business for adaptive reuse as medical or office uses along 28th Street SW.	2	C	Private Developers
Facilitate the development of Site 36 as a community anchor that enhances activity along the nearby Division Avenue corridor and strengthens both community identity and economy.	Leverage tax increment financing for needed infrastructure improvements for Site 36.	1	D	Public Works Department
	Remain open to proposals for Site 36 that include uses other than industrial.	1	A	
	Enhance transit, pedestrian, and bicycle infrastructure around Site 36 as well as along 36th Street to connect to Division Avenue S and beyond to Downtown Grand Rapids.	1	D	The Rapid
	Provide internal circulation for pedestrians within Site 36 through a well-connected sidewalk and trail system.	1	C	Private Developers
	Develop the Kelvinator Site to capture the growth occurring in the neighboring community, while being mindful of the possibility of contamination as a brownfield site.	1	C	Private Developers
Support entrepreneurship, co-working, and local business development within the community.	Form a repository of resources, including local design consultants, to provide developers with who are looking to develop entrepreneurial or creative spaces.	1	A	Private Developers, Creative Spaces & Design, LLC.
	Explore opportunities to develop incubator spaces, particularly in high activity, mixed use areas or near industrial areas.	1	B	Grace Christian University, Major Employers, Business Community
	Explore opportunities to collaborate with major employers and Grace Christian University to create job training opportunities hosted in incubator spaces.	1	B	Grace Christian University, Major Employers
	Explore partnerships with Wyoming's education providers, research centers, and major employers to create makerspaces within their facilities.	1	C	Christian University, Metro Health, Major Employers, Wyoming Public Library, Public Schools
	Support live-work spaces within commercial areas.	1	A	Private Developers

Objective	Recommended Action	Priority	Ease of Implementation	Potential Partners
Community Facilities & Infrastructure				
Continue to work with regional partners on the implementation of stormwater management standards identified in the new National Pollutant Discharge Elimination System (NPDES) permit.	Develop and implement the National Pollutant Discharge Elimination System's (NPEDS) six minimum control measures.	1	D	Public Works Department
	Continue to play an active role in the Lower Grand River Organization of Watersheds (LGROW) to protect regional water quality and fulfill NPDES requirements.	1	A	LGROW
	Continue to work with LGROW to actively educate community members and staff on ecological and efficient management of stormwater.	1	B	LGROW
Provide exceptional public facilities and services to meet the health, safety, education, and leisure needs of all Wyoming residents.	Coordinate the expansion and equitable, long-term funding of public facilities and services with the overall growth of the community.	2	B	All City Departments
	Evaluate new investments against the land use priorities of Wyoming [re]Imagined and the City's financial sustainability planning for inclusion within the CIP.	1	A	Public Works Department
	Continue to assess community facility upgrade needs for all City departments over the years as service demands increase with growth.	1	A	All City Departments
	Work with the Public Safety Department to ensure sufficient facility capacities and staffing levels to provide timely and effective emergency and public safety services.	1	B	Wyoming Department of Public Safety
	Account for water supply and pressures for the Fire Bureau when assessing the extension of services in growth areas and for future infill developments.	1	A	Wyoming Department of Public Safety - Fire Bureau, Private Developers, Public Works Department
	Ensure Wyoming's street design and placement allow for sufficient access and egress for fire service vehicles and equipment.	1	B	Wyoming Department of Public Safety - Fire Bureau, Public Works Department, MDOT
	Monitor and improve congestion levels in high-growth areas as well as delays at at-grade railroad crossing as needed to ensure quick emergency response times.	1	C	Wyoming Department of Public Safety
	Pursue opportunities increase public safety by promoting Crime Prevention Through Environmental Design (CPTED) during the development process.	1	B	Wyoming Department of Public Safety
	Support public and private educational institutions during future pursuits for facility expansions or relocations.	1	A	Public School Districts, Private Schools, Grace Christian University
	Work with Grace Christian University in the case it seeks additional housing options to accommodate new students.	1	B	Grace Christian University
	Work with the Kent District Library (KDL) Wyoming Branch to ensure library service capacities continue to meet demand levels.	1	B	KDL
	Coordinate with the Rapid and GO!Bus to ensure library services are accessible to all segments of the community via public transit.	1	C	The Rapid, GO!Bus, KDL
	Ensure equitable distribution of healthcare and wellness facilities throughout the City as it continues to develop.	1	B	Metro Health Village, SpartanNash YMCA
Encourage the integration of sustainable and low impact design (LID) strategies as part of new development.	Identify and map problematic stormwater drainage areas in the community.	1	B	Public Works Department
	Adopt natural resource and habitat friendly development standards that utilize incentives for developers to incorporate green concepts into their design.	1	B	
	Review and modify the Community Development Code, as needed, to include effective regulations to implement the stormwater management goals and policies.	1	B	Zoning Board of Appeals, Planning Commission, Public Works Department
Incorporate stormwater management practices into the transportation and parks system projects.	Continue to install green infrastructure at a large scale to help manage potential increases in rainfall volumes.	1	D	Public Works Department
	Establish a formal set of standards to coordinate streetscape improvements, including landscaping and stormwater management with transportation infrastructure projects.	1	B	MDOT
	Add new parks and enhance existing parks for more natural drainage areas and green infrastructure stormwater management techniques.	1	D	Parks and Recreation Department
Continue to monitor water system quality for the presence of lead in the drinking water.	Continue to implement the AMI smart metering program to monitor Wyoming's drinking water and ensure it remains lead-free.	1	C	Michigan Department of EGLE
Develop and maintain a wastewater collection system that meets the existing and future needs of the community.	Continue to work with the Grand Valley Regional Biosolids Authority (GVRBA) to manage biosolids from Wyoming and Grand Rapids.	1	B	City of Grand Rapids, GVRBA
Define and plan for continued growth and development in the Panhandle area in alignment with the Land Use Plan.	Identify funding strategies and enact policies that share the cost burden of infrastructure development with developers in both the Panhandle and significant redevelopment projects.	1	B	Private Developers
	Consider requiring all new water service and wastewater fees to be adequate to fund the operations and maintenance of the system.	2	A	Public Works Department
Maintain a pragmatic approach to funding future utility improvements.	Use GIS technologies to improve the accuracy and efficiency of the asset management activities.	2	A	Public Works Department
	Align infrastructure investments in the City's Capital Improvement Plan (CIP) with traffic and road investments when the opportunity exists to maximize City resources.	1	A	Public Works Department, MDOT
	Monitor the conditions of existing clay tile lines and perform necessary updates as older industrial areas and infill opportunities are redeveloped.	1	C	Public Works Department
Implement advanced technology best practices into the City's asset management system.	Work with utility managers to implement an asset management plan for water distribution systems using IoT, GIS, and BI and real-time data.	1	B	Public Works Department, Utilities Department

DRAFT
FOR PUBLIC HEARING

Objective	Recommended Action	Priority	Ease of Implementation	Potential Partners
Transportation & Mobility				
Expand and enhance Wyoming's existing roadway network to address long-term growth and congestion.	Work with the GVMC in the on-going development and later implementation of the 2045 Metropolitan Transportation Plan (MTP).	1	D	GVMC
	Continue to closely monitor streets experiencing high levels of traffic using Transportation Demand Modeling.	2	B	Public Works Department, MDOT
	Incorporate Transportation Demand Modeling into asset management planning to prioritize the highest impact projects.	1	B	Public Works Department
	Practice regional coordination to successfully gain funding and implement congestion mitigation projects in Wyoming.	1	D	GVMC, MDOT, FWHA
	Monitor Metro Health Village in addition to the corridors currently included in the 2045 MTP for congestion mitigation.	1	B	Public Works Department, MDOT
	Continue to implement the recommendations of the 2035 Thoroughfare Plan and the Grand Valley Metropolitan Council's MTPs.	1	D	Grand Valley Metropolitan Council (GVMC), MDOT, the Federal Highway Administration (FWHA), Public Works Department
	Consider construction of roundabouts as a strategy to safely decrease traffic delays and congestion.	2	C	Public Works Department, MDOT
	Continue to monitor congestion levels along 54th Street SW from US-131 to Division Ave S, including at the at-grade railroad crossing.	1	B	Public Works Department
	Implement Transportation System (ITS) and Transportation System Management (TSM) strategies.	1	C	Public Works Department, MDOT
Make commercial and residential areas where people frequently walk more pedestrian friendly.	Incorporate traffic calming measures into future roadway improvements.	1	D	Public Works Department
	Consider reducing speed limits along commercial corridors.	1	B	Public Works Department, MDOT
Enhance the safety of and expand opportunities for active modes of transportation.	Continue to implement and update the 2016 Wyoming Bikeways Plan.	1	C	Public Works Department, MDOT
	Explore opportunities to coordinate with adjacent municipalities to connect bike routes across municipal limits.	1	D	City of Grandville, City of Grand Rapids, City of Kentwood, City of Walker, Byron Township, MDOT, Public Works Department
	Expand the sidewalk network connecting residential neighborhoods to commercial and industrial centers.	1	D	Public Works Department, MDOT
	Pursue measures to increase safety of sidewalks in corridors with higher vehicular traffic.	1	D	Public Works Department, MDOT
	Adopt an asset management approach to maintain and develop of priority infrastructure investments and ensure alignment with regional efforts.	2	B	Public Works Department
	Coordinate local and regional bikeway system expansions and enhancements when continually implementing and updating of the City's 2016 Bikeways Plan.	1	D	City of Grandville, City of Grand Rapids, City of Kentwood, City of Walker, Byron Township, MDOT, Public Works Department
	Pursue measures to enhance bicyclist safety in corridors with higher vehicular traffic.	1	D	Public Works Department, MDOT
	Update the 2016 Bikeways Plan to better position itself within the 2045 MTP.	2	B	Public Works Department, MDOT, GVMC
	Improve transportation safety for non-motorized travelers through both engineering-/design-based initiatives and the expansion of public education campaigns.	1	C	Public Works Department, MDOT, GVMC
	Develop a micromobility plan to identify infrastructure funding needs and guide strategies for the implementation of micromobility options in the City.	1	C	Public Works Department, MDOT, City of Grandville, City of Grand Rapids, City of Kentwood, City of Walker, Byron Township
Work with The Rapid to improve transit routes to better connect residents to local destinations and to the larger Grand Rapids region.	Activity seek opportunities for regional collaboration to expand and enhance transit services.	1	B	City of Grandville, City of Grand Rapids, City of Kentwood, City of Walker, Byron Township, MDOT, Public Works Department, The Rapid
	Work with The Rapid to identify and link underserved areas.	1	D	The Rapid
	Work with The Rapid to explore the feasibility of more cross-town bus lines.	2	B	The Rapid, MDOT, Public Works Department
	Proactively encourage density that would support the transit system through transit-oriented development.	1	C	The Rapid, Private Developers
	Provide ridership data to The Rapid to ensure transit services are equitably distributed throughout the City.	1	A	The Rapid
	Work with The Rapid to ensure transit routes reach neighborhood commercial centers, larger employment areas, and emerging development growth areas.	1	C	The Rapid
Encourage and expand Transit-Oriented Development (TOD) opportunities throughout the City.	Ensure last mile commutes to and from Silver Line bus stations can be easily completed through well connected pedestrian and bicycle infrastructure.	1	D	The Rapid, Grand Rapids, Kentwood, Public Works Department
	Explore strategies and high connectivity improvements for pedestrians and bicyclists along Division Avenue S, Site 36, and the 36th Street Corridor.	1	D	Public Works Department, MDOT
	Prioritize bike paths, bike racks, wide sidewalks, and traffic calming measures around bus stops in conjunction with the findings of the ongoing Division Avenue S study.	1	D	The Rapid, Public Works Department

Objective	Recommended Action	Priority	Ease of Implementation	Potential Partners
Incorporate aesthetic enhancements along key corridors and at high visibility gateways.	Prioritize corridors and gateways for aesthetic enhancements that include streetscape enhancements, public art, and pedestrian comfort and safety improvements.	1	D	Public Works Department, MDOT
	Work with MDOT to create high quality design roadway design alternatives for 28th Street that both accommodate multiple transportation modes and support the desired aesthetics	1	D	Public Works Department, MDOT
	Utilize MDOT's Guidance for Trunkline Main Streets guide when pursuing corridor improvements.	1	B	Public Works Department, MDOT
	Explore the development of corridor specific sub-area plans to define corridor themes and identify implementation strategies.	2	C	Public Works Department, MDOT
	Explore potential amendments to the City's landscape ordinance.	1	A	Public Works Department, MDOT
	Coordinate streetscape improvements, including landscaping and stormwater management, with transportation infrastructure projects.	1	C	MODT, Public Works Department
	Add new parks and enhance existing parks for more natural drainage areas and green infrastructure stormwater management techniques.	1	D	MODT, Public Works Department, Parks and Recreation Department
As the City develops neighborhood commercial centers, ensure they are accessible by alternative modes of transportation.	Ensure neighborhood commercial centers in traditional residential neighborhoods support a pedestrian-oriented environment that include amenities such as wide sidewalks and street furniture.	1	D	Public Works Department, MDOT
	Provide bike access via bike paths and bike racks in neighborhood commercial centers.	1	D	Public Works Department, MDOT
	Consider road diets where road capacities allow, such as Burton Street SW from Cleveland Avenue SW to Godfrey Avenue SW.	2	D	Public Works Department, MDOT
	Design infrastructure as a part of the overall stormwater management system for the community with both green and human-constructed infrastructure.	1	D	Public Works Department, MDOT
Parks, Open Space & Recreation				
Continue to improve access to quality parks and green space.	Continue to evaluate opportunities to expand its parks and open space inventory to maintain high levels of service.	1	C	Parks and Recreation Department, Kent County
	Actively engaged the community during the development of park master plans as new parks are created to integrate cultural aspects of the surrounding neighborhoods they serve.	1	B	Parks and Recreation Department
	Pursue infill opportunities for new parks along major corridors or pockets parks on vacant or underutilized parcels within established neighborhoods.	1	D	Parks and Recreation Department
	Identify opportunities for new public spaces such as plazas or green space along commercial corridors in accordance with the Land Use Plan.	1	D	Parks and Recreation Department, Kent County
Ensure Wyoming's parks system is highly connected and accessible for all residents.	Continue to expand its trail network and bike path connections, particularly along east-west routes.	1	D	Parks and Recreation Department, Kent County, Public Works Department, MDOT, Greater Grand Rapids Bicycle Coalition, GVMC, West Michigan Trails & Greenways Coalition
	Further implement the Wyoming Bikeways Plan.	1	D	Parks and Recreation Department, Kent County, Public Works Department, MDOT, Greater Grand Rapids Bicycle Coalition, GVMC, West Michigan Trails & Greenways Coalition
Prioritize the preservation of green space and natural areas as growth occurs, particularly where improved access to parks is needed.	Ensure established natural areas continue to be protected from development while seeking opportunities for new preservation areas.	1	C	Parks and Recreation Department, Michigan Department of Natural Resources (DNR)
	Explore opportunities to further enhance the Buck Creek Nature Preserve and George Tilma Nature Preserve as the City's Recreation Plan is implemented.	2	C	Parks and Recreation Department
	Preserve a portion of the Pines Golf Course and Maple Hill Golf Course for public parks and open space if they are redeveloped in the long term.	3	C	Parks and Recreation Department, Private Developers
	Establish an enhanced southern connection into the George P Tilma Nature Preserve if the Pines Golf Course is redeveloped.	3	C	Parks and Recreation Department, Private Developers
	Consider constructing new recreation facilities in the redevelopment of the Pines Golf Course and Maple Hill Golf Course.	3	C	Parks and Recreation Department, Private Developers
Protect and expand the City's tree canopy.	Work with the Wyoming Tree Commission to educate the community on the benefits of trees.	1	B	Wyoming Tree Commission
	Continue to support the Wyoming Tree Commission in pursuing the City's annual designation as a Tree City USA community by the Arbor Day Foundation.	1	B	Wyoming Tree Commission, Arbor Day Foundation
	Work with private developers and property owners to ensure new development preserves the existing tree canopy when possible.	1	B	Private Developers, Property Owners
	Strengthen the City's tree preservation and planting requirements by establishing specific metrics (Wyoming Code of Ordinances , Chapter 82, Article II and Chapter 74, Article II).	1	A	Zoning Board of Appeals, Planning Commission
	Strictly enforce the Form Based Code's detailed standards for tree plantings within its districts.	1	A	Zoning Board of Appeals, Planning Commission
	Seek opportunities to plant new trees throughout the community, particularly within older residential neighborhoods and along commercial corridors.	1	B	Public Works Department
	Survey of the City's existing tree canopy to identify gaps in tree coverage for targeted new plantings.	1	A	Wyoming Tree Commission
	Integrate trees into the rights-of-way of walkable, mixed use-areas, enhanced with decorative tree grates where possible.	1	B	Wyoming Tree Commission, Public Works Department
	Ensure trees are strategically placed to prevent interference with City utilities.	1	A	Public Works Department

DRAFT
FOR PUBLIC HEARING

DRAFT
FOR PUBLIC HEARING

RESOLUTION NO. _____

RESOLUTION TO AMEND CITY COUNCIL POLICY MANUAL SECTION 4.03 TO REVISE THE PROPERTY TAX POVERTY EXEMPTION POLICY AND GUIDELINES

WHEREAS:

1. Subsection 7u(4) of the General Property Tax Act, 1893 PA 206, MCL 211.7u(4), requires the City Council to adopt and make available to the public a policy and guidelines the City will use for granting "poverty exemptions" to persons who, in the judgment of the Assessor and Board of Review, own and occupy as their principal residence a home, but due to poverty, are unable to contribute to the public charges; and

2. The City's current poverty exemption policy needs revision to comply with recent legislation.

NOW, THEREFORE, BE IT RESOLVED:

1. That section 4.03 of the City Council Policy Manual is amended to read as follows:

4.03 Property Tax Poverty Exemption Policy and Guidelines

Pursuant to MCL 211.7u, this policy and guidelines apply to the City Assessor's and City Board of Review's consideration of applications for exemptions from real property taxes by persons who, in the judgment of the Assessor and Board of Review, own and occupy as their principal residence a home, but due to poverty, are unable to contribute to the public charges.

1. City Policy. If a person qualifies for a real property tax exemption under this policy, the City will grant a total exemption. The City will not grant partial exemptions.

2. Eligibility Determination. The following criteria and information shall be used to determine eligibility for the exemption. All the eligibility criteria must be met and all required and any requested information must be provided.

A. The applicant must own and reside in the property as the applicant's principal residence. This is determined as follows:

1. The applicant must file a fully and properly completed Michigan Department of Treasury form 5737, "Application for MCL 211.7u Poverty Exemption."

2. If requested by the Assessor or Board of Review, the applicant must file a copy of deed, land contract, or other evidence acceptable to the Assessor and Board of Review showing the applicant owns the property.

3. If the applicant is seeking an annual extension of a previously approved poverty exemption, the applicant must file a fully and properly completed Michigan Department of Treasury form 5739, "Affirmation of Ownership and Occupancy to Remain Exempt by Reason of Poverty."

B. The City will apply an income test to determine income eligibility for this exemption.

1. The applicant must file a fully and properly completed Michigan Department of Treasury form 5737, "Application for MCL 211.7u Poverty Exemption." This is the same form as required under paragraph 2.A.1 above.

2. The total income of all household members (all persons residing in the subject property) must fall at or below the federal poverty guidelines annually updated by the United States Department of Health and Human Services. The State Tax Commission normally publishes the guidelines applicable to the next tax year in its annual Bulletin of Procedural Changes issued in the fall of each year. For 2021, the following guidelines apply:

Size of Family Unit	Poverty Guidelines
1	$12,760
2	$17,240

Size of Family Unit	Poverty Guidelines
3	$21,720
4	$26,200
5	$30,680
6	$35,160
7	$39,640
8	$44,120
Each additional person	$4,480

The Assessor shall, without further action of the City Council, annually update this table to be consistent with the annually established US DHHS guidelines.

3. Household income includes the following:

   a. Money, wages, salaries before deductions, regular contributions from persons not living in the residence
   b. Net receipts from non-farm or farm self-employment (receipts from a person's own business, professional enterprise, or partnership, after business expense deductions)
   c. Regular payments from social security, railroad retirement, unemployment, worker's compensation, veteran's payments, public assistance, supplemental security income (SSI)
   d. Alimony, child support, military family allotments
   e. Private and governmental retirement and disability pensions, regular insurance, annuity payments
   f. College or university scholarships, grants, fellowships, assistantships
   g. Dividends, interest, and net income from rentals, royalties, estates, trusts, gambling or lottery winnings

4. Household income does not include the homestead property tax credit.

5. The applicant must file copies of the most recently federal and state income tax returns for all persons residing in the residence for which the exemption is sought. If a household member was not required to file federal and state income tax returns for the most recently completed calendar year, a fully and properly completed Michigan Department of Treasury form 4988, "Poverty Exemption Affidavit" must be filed for that household member.

C. The City will apply an asset test to determine income eligibility for this exemption.

1. The applicant must file a sworn statement that the fair market value of the combined assets of all persons residing in the residence for which the exemption is sought do not exceed the following guidelines.

2. If requested, the applicant must provide a list of the assets each person residing in the subject property.

3. The asset limits for eligibility are:

   a. $2,535 for the claimant, adjusted annually in accordance with cost of living adjustments based on the Inflation Rate Multiplier annually calculated by the Michigan State Tax Commission, and
   b. $6,084 for the household seeking exemption, adjusted annually in accordance with the cost of living adjustments based on the Inflation Rate Multiplier annually calculated by the Michigan State Tax Commission.

4. The following asset values are included in personal assets for purpose of the asset test:

   a. A second home, land, vehicles
   b. Recreational vehicles such as campers, motor-homes, boats and ATV's

c. Buildings other than the residence
d. Jewelry, antiques, artworks
e. Equipment, other personal property of value
f. Bank accounts over $2,535 (to be annually adjusted in accordance with cost of living adjustments based on the Inflation Rate Multiplier annually calculated by the Michigan State Tax Commission), stocks
g. Money received from the sale of property, such as, stocks, bonds, a house or car (unless a person is in the specific business of selling such property)
h. Withdrawals of bank deposits and borrowed money
i. Gifts, loans, lump-sum inheritances and one-time insurance payments
j. Food or housing received in lieu of wages and the value of food and fuel produced and consumed on farms
k. Federal non-cash benefits programs such as Medicare, Medicaid, food stamps and school lunches

5. The value of the following are not included in the asset test.

a. The value of the principal residence
b. The cash value of one car or other vehicle

D. If requested by the City Assessor or Board of Review, the applicant must produce a valid driver's license or other form of photo identification to verify identity.

3. Application Consideration and Exemption Effects.

A. The application and all required and requested information must be filed after January 1 of the calendar year for which the exemption is sought and before the final meeting of the December Board of Review in that same year.

B. After all the required and requested information and documentation has been provided, the City Assessor and Board of Review will consider the application for the poverty exemption by determining whether the applicant meets all the eligibility criteria. If the applicant meets all the eligibility criteria, the exemption will be granted.

C. The assessment roll will be modified, and the exemption applied in the manner provided by the Michigan State Tax Commission and Michigan Department of Treasury.

D. A person who files an application for a poverty exemption under this policy is not prohibited from also appealing to the March Board of Review in that same year the assessed and/or taxable value on the property for which the poverty exemption application was filed.

4. Extended Exemptions.

A. An exemption under this policy for tax years 2019 or 2020, or both, may remain in effect for tax years 2021, 2022, and 2023 without subsequent reapplication for the exemption, if the applicant annually files a fully and properly completed Michigan Department of Treasury form 5739, "Affirmation of Ownership and Occupancy to Remain Exempt by Reason of Poverty" and there is no reason to believe the applicant no longer meets the eligibility requirements.

B. An exemption granted under this policy for the first time in tax year 2021, 2022, or 2023 may remain in effect for up to 3 additional years after its initial year of exempt status without subsequent reapplication for the exemption, if the applicant annually files a fully and properly completed Michigan Department of Treasury form 5739, "Affirmation of Ownership and Occupancy to Remain Exempt by Reason of Poverty" and there is no reason to believe the applicant no longer meets the eligibility requirements.

5. Later Determination of Ineligibility.

A. Persons no longer eligible to receive an extended exemption are subject to the exemption rescission requirements in MCL 211.7u(6).

B. The City Assessor shall develop an audit program per MCL 211.7u(9).

C. If property is determined to be ineligible for an extended exemption as a result of an audit performed by the City Assessor, the person who filed for the exemption is subject to repayment of additional taxes and interest to be paid as provided in MCL 211.7u(6).

2. All resolutions and parts of resolutions are, to the extent of any conflict with this Resolution, rescinded.

Moved by Councilmember:
Seconded by Councilmember:
Motion Carried Yes
No

I hereby certify that the foregoing Resolution was adopted by the City Council for the City of Wyoming, Michigan at a regular session held on March 1, 2021.

_____
Kelli A. VandenBerg, Wyoming City Clerk

ATTACHMENTS:
Staff Report

Resolution No._____

STAFF REPORT

Date:	February 16, 2021
Subject:	Poverty Exemption Policy
From:	Scott Engerson, City Assessor
Meeting Date:	March 1, 2021

BACKGROUND:

Subsection 7u(4) of the General Property Tax Act, 1893 PA 206, MCL 211.7u(4), allows for partial or complete real property tax exemptions for persons who, in the judgment of the Assessor and Board of Review, own and occupy as their principal residence a home, but due to poverty, are unable to contribute to the public charges. That section requires the Wyoming City Council to adopt and make available to the public the policy and guidelines the City will use for the granting those "poverty exemptions."

RECOMMENDATION:

Adopt the Resolution Amending Section 4.03 of the City Council Policy Manual to Adopt a Revised Property Tax Poverty Exemption Policy and Guidelines.

COMMUNITY, SAFETY, STEWARDSHIP:

Community – Financially challenged homeowners must be afforded an opportunity to avail themselves of the law allowing relief from property taxes.

Safety – The resolution will have no impact on safety.

Stewardship – A poverty exemption policy complying with current law ensures the exemption is available to those who qualify but cannot be claimed by those who do not.

DISCUSSION:

Recent legislative changes to MCL 211.7u and corresponding requirements issued by the State Tax Commission (STC) require the City to revise its poverty exemption policy. Legislative changes include language allowing "extended exemptions" under specific circumstances; provisions prescribing repayment of taxes and interest should the City Assessor later determine a person was ineligible to receive an "extended exemption;" the creation and mandatory use of Michigan Department of Treasury form 5737; and the creation and mandatory use of Michigan Department of Treasury form 5739.

Last year, that policy was revised to comply with the statute then in place. A couple months ago, the City Council adopted a resolution allowing the exemptions to be extended, without annual reapplication, for up to 3 years. The recent STC direction requires additional technical changes.

The proposed revised poverty exemption policy is also more extensively modified, in response to some inquiries and suggestions, to make application requirements and review criteria clearer and more transparent for applicants, the Board of Review, the Michigan Tax Tribunal (when addressing appeals from applicants), and the public. In addition, while state law allows the City to grant 25%, 50%, and 100% poverty tax exemptions, given the few poverty tax exemption applications, the stringent income and asset tests applied, and the minimal effect on the city's taxable value, it seemed that those qualifying for the poverty exemption should be entirely exempt at 100%. That obviates a need to otherwise develop and apply criteria for, and respond to appeals about partial exemptions.

BUDGET IMPACT:

There will be no budget impact from this policy revision. The legislative changes requiring the City to revise its existing policy do not affect the financial thresholds and/or asset levels which must be met to qualify for a poverty exemption.

RESOLUTION NO. _____

RESOLUTION TO ENGAGE ADAMS & ASSOCIATES APPRAISAL COMPANY, LLC FOR APPRAISAL SERVICES FOR SIX PROPERTY TAX APPEALS

WHEREAS:

1. The owners of 6 hotel parcels have appealed to the Michigan Tax Tribunal (MTT) the 2020 taxable values for these properties.
2. Fair property taxation requires taxable values to be in appropriate relation to the true cash value of the property subject to constitutional and statutory limitations.
3. The City Attorney and City Assessor recommend engaging an appraiser to determine the true cash values of the properties within the time needed to meet the valuation disclosure exchange dates set by the MTT.
4. Adams & Associates Appraisal Company, LLC is highly recommended by assessors in other communities and the MTT favorably relied on an appraisal and testimony by that firm submitted by the City in a previous matter.
5. That firm submitted a proposal to produce appraisal reports and testify, as needed, in in the MTT proceedings for those appeals.
6. Sufficient funds are available in the Assessing-Professional Services fund – 101-209-200900-801.000 – to cover the anticipated costs.

NOW, THEREFORE, BE IT RESOLVED:

1. The proposal from Adams & Associates Appraisal Company, LLC to provide separate appraisal reports for the 2020 tax year for each specified parcel for a total of $20,000 and to testify as needed at the rate of $225 per hour is approved and the City Manager is authorized and direct to sign it on behalf of the City.
2. All resolutions and parts of resolutions are, to the extent any conflict with this resolution, rescinded.

Moved by Councilmember:
Seconded by Councilmember:
Motion Carried Yes
No

I hereby certify that the foregoing Resolution was adopted by the City Council for the City of Wyoming, Michigan at a regular session held on March 1, 2021.

_____
Kelli A. VandenBerg, Wyoming City Clerk

ATTACHMENTS:
Staff Report
Contract

STAFF REPORT

Date:	February 17, 2021
Subject:	Appraisal contract for 6 hotel property tax appeals
From:	Scott Smith, City Attorney
Meeting Date:	March 1, 2021

BACKGROUND:

Hyatt Place- 2150 Metro Lane SW (41-21-03-600-022), Best Western- 2725 Buchanan Ave SW (41-17-12-452-011), Holiday Inn Express- 5870 Clyde Park Ave SW (41-17-36-354-001), Townplace Suites by Marriot- (41-17-36-354-002), Vacant Lot (41-17-36-354-003), Vacant Lot (41-17-36-354-004) all filed a 2020 property tax appeal with the Michigan Tax Tribunal. The closest valuation exchange date is June 4, 2021. With some of these hotels still under construction the appraisal of these properties is more complex than a typical commercial parcel.

To adequately defend these appeals and protect its assessments of other hotels, the city will need an experienced valuation expert familiar with appraising such property. Doug Adams of Adams and Associates Appraisal Company, LLC – Grand Rapids has worked with assessing units in Michigan on such matters. Services will include consultation, preparation of appraisal reports, and preparing for and testifying at the MTT hearings.

RECOMMENDATION:

Adopt the Resolution Approving Engagement of Adams and Associates Appraisal Company, LLC for Property Tax Appeal Appraisal Services.

COMMUNITY, SAFETY, STEWARDSHIP:

Community – Defense of the tax appeal will help the city to ensure property tax assessments are fair for all.

Safety – The resolution will have no impact on safety.

Stewardship – Defense of the tax appeal preserves the property tax base for the city and other property taxing units.

BUDGET IMPACT:

The Assessor's professional services fund has adequate funds to pay for the appraisal services.

APPRAISAL SERVICES CONTRACT

This Appraisal Services Contract is made as of March 1, 2021 (the "**Effective Date**") between the City of Wyoming, a Michigan municipal corporation of 1155 28th Street SW, Wyoming, MI 49509 (the "**City**") and Adams & Associates Appraisal Company, LLC, a Michigan Limited Liability Company of 791 Kenmoor SE, Suite B, Grand Rapids, MI 49509 ("**Professional**").

RECITALS

A. Professional submitted a proposal, a copy of which is attached as Exhibit A (the "**Proposal**") to provide services consisting of providing an appraisal report for each of the following buildings and properties: Hyatt Place 2150 Metro Lane SW (41-21-03-600-022), Best Western 2725 Buchanan Ave SW (41-17-12-452-011), Holiday Inn Express 5870 Clyde Park Ave SW (41-17-36-354-001), Townplace Suites by Marriot (41-17-36-354-002), Vacant Lot (41-17-36-354-003), Vacant Lot (41-17-36-354-004), together with related consulting services, hearing preparation services, and hearing testimony in accordance with the Proposal and this Contract (the "**Services**").

B. City wishes to engage Professional to provide the Services as provided in this Contract.

TERMS AND CONDITIONS

In exchange for the consideration in and referred by this Contract, the parties agree:

1. Services. The Professional will perform the Services and will provide all qualified personnel, supplies and tools needed to perform them. Professional will perform its services under this Contract consistent with the standard of practice and care of other professionals performing similar services in Michigan.

2. Payment. The City will pay the Professional in accordance with the Proposal.

A. Amounts to be paid for services provided after completion of the appraisal report, including for consultation, hearing preparation, hearing testimony and other professional services to be provided by Mr. Adams shall be invoiced on a monthly basis for services provided the preceding month. All invoiced amounts shall be paid within 30 days of the City's receipt of the invoice. Professional must return to the City Finance Department at accountspayable@wyomingmi.gov an IRS W-9 form before starting work under this Contract.

B. Professional will provide drafts of portions of the appraisal report as they are completed with a complete draft provided not later than May 21, 2021, to allow the City Assessor and City Attorney an opportunity to review it for errors, omissions and clarity but not for review of Professional's conclusions as to the value of the subject property.

3. Legal Compliance. Professional will comply with applicable (i) laws, rules, regulations, codes, and ordinances, (ii) license and permit requirements, and (iii) orders of governmental agencies, officials or courts of competent jurisdiction.

4. Qualifications. Professional represents and promises that:

A. Professional and Professional's personnel (as defined below) providing the Services have and will maintain (i) all licenses, registrations, certifications, memberships, and other approvals needed to perform such services in Michigan and (ii) the experience and other qualifications stated on Professional's website.

B. Neither Professional nor its owners, officers, shareholders, key employees, directors or members ("**Professional's personnel**"): (i) are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from transactions by any federal department or agency; (ii) have within 3-years preceding this Contract been convicted of or had a judgment against them for fraud or a criminal offense related to obtaining, attempting to obtain, or performing a public transaction or contract; violated federal or state antitrust statutes or embezzlement, theft, forgery, bribery, falsification or destruction of records, or made false statements, or received stolen property; (iii) are presently indicted for or otherwise criminally charged with any offenses stated in this certification; or (iv) had within 3-years preceding this Contract any public transaction terminated for cause or default.

C. Professional is not on and will remain off the Federal Excluded Parties List ("EPLS").

D. Professional is not an "Iran linked business" under Michigan's Iran Economic Sanctions Act, 2012 PA 517.

5. Diversity and Inclusion. Professional will not discriminate against an employee or applicant for employment in hiring, tenure, terms, conditions, or privileges of employment, or directly or indirectly related to employment, because of race, color, religion, national origin, age, sex, height, weight, marital status, mental or physical disability, or another reason prohibited by law.

6. Ethical Standards. Professional (including Professional's personnel, and any parent, affiliate, or subsidiary) has not engaged in and will refrain from: (i) having an interest conflicting with this Contract; (ii) conduct creating an appearance of impropriety with respect to this Contract's award or performance; (iii) attempting or appearing to influence a City elected or appointed officer or employee by directly or indirectly offering anything of value; or (iv) paying or agreeing to pay anyone, other than its employees or consultants, consideration for this Contract's award. None of Professional's personnel is a spouse, parent, child, grandchild, or sibling of the mayor, city council member, or another City elected or appointed officer or board/commission member except as already disclosed in writing to the City. Professional will promptly notify the City of a change in this status.

7. Intellectual Property. Professional represents and promises the sale or use of software, records or other intellectual property provided under or used to provide the Services will not infringe any copyright, patent, trademark or other intellectual property rights. Professional will, without expense to the City, defend all actions brought against the City or the City's officers or employees for alleged infringement of intellectual property rights by due to their use by Professional and will pay all costs, damages, and profits recoverable in any such action.

8. Independence. Professional is wholly independent of the City. None of Professional's personnel are or shall be represented to be City officers or employees. The City has no responsibility to supervise, compensate or insure Professional or Professional's personnel. Professional is solely responsible for (i) the means and methods of providing the Services, (ii) the conduct and statements of Professional's personnel, (iii) compensation and benefits to be provided Professional's personnel for the Services, and (iv) injuries or property damage resulting from Professional's performance of the Services. Professional will hold the City and the City's officers and employees harmless from, indemnify them for, and defend them against claims made by persons other than the City for personal injuries or property damage occurring as a result of Professional's Services, except for negligence or wrongdoing of the City or the City's officers or employees.

9. Insurance. Professional will maintain the following coverage:

COMMERCIAL GENERAL LIABILITY
Minimal Limits: $1,000,000 Each Occurrence Limit and $2,000,000 General Aggregate Limit
AUTOMOBILE LIABILITY INSURANCE
Minimal Limits (hired and non-owned automobile coverage): $1,000,000 per person and $1,000,000 per occurrence
WORKERS' DISABILITY COMPENSATION
Coverage shall be in accordance with Michigan law. Waiver of subrogation, except where waiver is prohibited by law.
PROFESSIONAL LIABILITY INSURANCE
The greater of $250,000 or the amounts to be paid Professional for services under this Contract.
EXCESS/UMBRELLA INSURANCE
If required liability limits are obtained using an Excess or Umbrella Liability policy in addition to primary liability policy(ies) the Excess and/or Umbrella policy(ies) must follow the form of the primary policy(ies).

Upon the City's request, Professional will provide to the City copies of certificates of insurance, policies and endorsements.

10. Records. Professional will retain copies of records related to this Contract until at least December 31, 2025, and will, upon the City's request, allow inspection, auditing and copying of them.

11. Assignment/Beneficiaries. No right or duty of Professional under this Contract may be assigned or delegated without the City's prior written consent. No individuals or entities other than the parties are intended beneficiaries of this Contract.

12. Interpretation. This is the only agreement between the parties regarding the Services and there are no other agreements, representations or warranties. This Contract can be amended only in writing signed by both the City and Professional.

The City and Professional have signed this Contract as of the Effective Date.

CITY OF WYOMING

By:_____
Jack A. Poll, Mayor

By:_____
Kelli A. VandenBerg, City Clerk

Date signed: _____, 2021

Approved as to form:



_____
Scott G. Smith, Wyoming City Attorney

Adams & Associates Appraisal Company, LLC

BY:_____
Douglas C. Adams, MAI

Date Signed: _____, 2021

Exhibit A

Hi Scott,

Our quote for these appraisals are as follows:
Hyatt Place, 2150 Metro Lane SW - $4,500
Best Western, 2425 Buchanan SW - $4,500
Holiday Inn Express - 5870 Clyde Park SW - $4,500
Townplace Suites, 5880 Clyde Park SW - $4,500
Vacant Site, 5860 Clyde Park SW - $1,000
Vacant Site, 5850 Clyde Park SW - $1,000
Please let me know if you have any questions.

Thanks,

Doug Adams, MAI
Adams & Associates
791 Kenmoor Avenue SE
Grand Rapids, MI 49546
Ph: 616-977-9500

3/1/2021
RLR:sbk

RESOLUTION NO. _____

A RESOLUTION TO AUTHORIZE THE MAYOR AND CITY CLERK TO EXECUTE A SUBRECIPIENT CONTRACT WITH UNITED CHURCH OUTREACH MINISTRY (UCOM) TO ADDRESS FOOD INSECURITY

WHEREAS:

1. The City is a recipient of Community Development Block Grant-Coronavirus (CDBG-CV) funds authorized by the federal Coronavirus Aid, Relief, and Economic Security Act (CARES Act) and administered by the United States Department of Housing and Urban Development (HUD).
2. The Wyoming City Council and HUD have approved the use of CDBG-CV funds for the purpose of food pantry activities intended to alleviate and reduce food insecurity and economic instability for City residents who have been adversely impacted by the coronavirus pandemic
3. United Church Outreach Ministry (UCOM) operates a food pantry program which provides food to City residents who are experiencing financial difficulties and food insecurity.
4. This Subrecipient Contract provides low- to moderate-income individuals and families who have been adversely financially impacted by the Coronavirus pandemic increased access to food assistance through the Subrecipient's Eat Healthy Be Healthy program.
5. Funds shall be available in Account No. 256-400-69220-956.000.

NOW, THEREFORE, BE IT RESOLVED:

1. The Mayor and City Clerk are hereby authorized to execute the attached Subrecipient Contract with United Church Outreach Ministry.

Moved by Councilmember:
Seconded by Councilmember:
Motion carried Yes
No

I hereby certify that the foregoing Resolution was adopted by the City Council for the City of Wyoming, Michigan, at a regular session held on March 1, 2021.

_____
Kelli A. VandenBerg, Wyoming City Clerk

ATTACHMENTS:
Staff Report
United Church Outreach Ministry Contract

STAFF REPORT

Date: February 22, 2021

Subject: United Church Outreach Ministry – CDBG-CV Funding 2021-2024

From: Rebecca Rynbrandt, Director of Community Services

Cc: Bruce Roller, Executive Director, United Church Outreach Ministry

Meeting Date: March 1, 2021

RECOMMENDATION:

The City Council enter a 3-year contract with United Church Outreach Ministry (UCOM) to support food assistance to provide increased food security to low- and moderate-income individuals and families living in the City who have been adversely financially impacted by the coronavirus pandemic.

a. This contract provides for payment of up to $30,000 from March 1, 2021 to February 28, 2022; up to $35,000 from March 1, 2022 to February 28, 2023; and up to $40,000 from March 1, 2023 to February 29, 2024, based upon actual expenses incurred.

b. The contract amount (not to exceed) totals $105,000.00 over the three-year period.

COMMUNITY, SAFETY, STEWARDSHIP:

CDBG-CV funds support activities intended to alleviate and reduce food insecurity and economic instability for City residents who have been adversely impacted by the coronavirus pandemic. Reducing residents' food insecurity will allow them to redirect limited financial resources to other needs, such as clothing, shelter, and utility or other bills.

DISCUSSION:

The Wyoming City Council approved the budget for the CDBG-CV funding, which was applied for through a substantial amendment to the Wyoming Consolidated Housing and Community Development Plan July 1, 2019 through June 30, 2020 on Monday, June 1, 2020. Included within the plan are activities designed to provide support for area food banks in order for them to be able to distribute food to economically disadvantaged residents of Wyoming.

The attached agreement with UCOM provides funding to address the rise in the costs of expanded staffing, generally for the pantry resource assistant, directly attributed to the increase in demand for program services as a result of the coronavirus pandemic and the increased need of Wyoming residents for food for individuals and families experiencing food insecurity.

BUDGET IMPACT:

The contract is in the total amount (not to exceed) of $105,000.00 over the three-year period. Sufficient funds are available in the activity account #256-400-69220-956.000.

###

SUBRECIPIENT CONTRACT BETWEEN
CITY OF WYOMING
AND
UNITED CHURCH OUTREACH MINISTRY

This Subrecipient Contract is made as of February ___, 2021 to be effective from March 1, 2021 through February 28, 2024, between the City of Wyoming a Michigan municipal corporation of 1155 28th St, SW, PO Box 905, Wyoming, MI 49509-0905 (**City**), and United Church Outreach Ministry**,** Inc., a Michigan nonprofit corporation of 1311 Chicago Dr. SW Wyoming, MI 49509 (**Subrecipient**).

RECITALS

A. City is a recipient of Community Development Block Grant-Coronavirus (**CDBG-CV**) funds authorized by the federal Coronavirus Aid, Relief, and Economic Security Act (**CARES Act**) and administered by the United States Department of Housing and Urban Development (**HUD**) and City wishes to support activities intended to alleviate and reduce food insecurity and economic instability for City residents who have been adversely impacted by the coronavirus pandemic.

B. City identified as a high priority in its 2016-2020 Kent County, Cities of Grand Rapids and Wyoming Regional Consolidated Plan the need for increased access to services.

C. City identified as a high priority response to the coronavirus pandemic alleviation some adverse economic impacts suffered by City residents, particularly residents with low to moderate incomes.

D. Accordingly, City desires to provide some CDBG-CV funding to Subrecipient as detailed in section 4 of this Contract (**Subrecipient Funding**) to support food assistance to provide increase food security to low- to moderate-income individuals and families living in the City who have been adversely financially impacted by the coronavirus pandemic.

Terms and Conditions

Now, therefore, the parties agree:

1. Project Objective. The project objective of this Contract is for Subrecipient to provide low- to moderate-income individuals and families who have been adversely financially impacted by the Coronavirus pandemic access to food assistance through the Subrecipient's Eat Healthy Be Healthy program (**Project Objective**). The Project Objective is the standard City will use to determine the impact and effectiveness of Subrecipient's services and activities under section 2 of this Contract.

2. Scope of Services. To accomplish the Project Objective Subrecipient will provide the following services and engage in the following activities in a lawful, satisfactory, and proper manner:

A. Subrecipient will use the Subrecipient Funding for the costs of expanded staffing, generally for the pantry resource assistant, directly attributed to the increase in demand for program services as a result of the coronavirus pandemic and the increased need of Wyoming residents for food for individuals and families experiencing food insecurity. There will be no maximum quantity of food distributed per individual or family, and Subrecipient will distribute food according to Subrecipient's existing distribution policies, with the total funds expended not to exceed the total of Subrecipient Funding provided in section 4.

B. Subrecipient will use the Subrecipient Funding to pay wages and benefits of a 1.0 full-time-equivalent food pantry assistant to respond to the demonstrated increase in demand for food services due to the economic impacts of the coronavirus.

C. Subrecipient will determine eligible households to be low income at or below 50% of the Area Median Income (**AMI**) and moderate income between 50% and 80% of AMI. AMI will be determined using the method acceptable to City and HUD.

D. Subrecipient will invoice City a maximum total of the Subrecipient Funding as provided in section 4 to reimburse Subrecipient the costs of staffing of the food pantry to provide for increased demand for food bank services. Each invoice will include a written status report on progress in providing that assistance, including required demographic information and documentation of incurred reimbursable expenses.

3. Time of Performance. Subrecipient will commence providing services and activities for this Contract on March 1, 2021, and, unless this Contract is terminated earlier, continue to provide those services until the expiration of this Contract on February 29, 2024. If the Subrecipient Funds are not entirely spent by February 29, 2024, an extension of the contract is an option subject to City's approval.

4. Compensation and Method of Payment.

A. City will pay Subrecipient, as full compensation for Subrecipient's satisfactory performance under this Contract, up to $30,000 from March 1, 2021 to February 28, 2022; up to $35,000 from March 1, 2022 to February 28, 2023; and up to $40,000 from March 1, 2023 to February 29, 2024, based upon actual expenses incurred and in accordance with the following schedule:

1. Subrecipient will expend funds on a monthly reimbursable basis, or as mutually agree in writing between City's Director of Community Services and Subrecipient's Executive Director, but not less than quarterly.

2. Consistent with City's fiscal year, the Subrecipient must submit its June invoice not later than July 15, 2021, for all or any remaining reimbursable expenses for the previous period beginning March 1, 2021 through June 30, 2021, and annually thereafter by July 15 of the appropriate year. Final invoices for reimbursement for the completed contract period ending February 29, 2024, must be submitted to City with all necessary supporting documentation not later than March 15, 2024.

3. If Subrecipient incurs no expenses for the fiscal year reporting period ending June 30, written documentation of that lack of expenses must be provided to City within 15 days of the period's end with the exception of the period end of February 29, 2024, which shall be by March 15, 2024.

4. Failure to submit a final invoice for all unreimbursed expenses incurred through February 29, 2024, by March 15, 2024 will result in loss of funding for any expenses.

B. The total compensation and reimbursement to be paid by City to Subrecipient pursuant to this Contract will not exceed the maximum sum of $30,000 from March 1, 2021 to February 28, 2022; $35,000 from March 1, 2022 to February 28, 2023; and $40,000 from March 1, 2023 to February 29, 2024, for a maximum reimbursable total of $105,000.00 over the 3-year contract period.

5. Financial Transparency. Transparency and full disclosure relating to sources and uses of public funds are materially imperative under this Contract. Subrecipient must publicly disclose it receives funding from City's Community Development Block Grant–Coronavirus Fund in support of its food assistance program. That disclosure must be posted on Subrecipient's website during the term of this Contract. Subrecipient must maintain an operational internet website accessible to the general public.

6. Continued Funding. City makes no offer, representation, or promise of future funding from City after the termination of this Contract. City further makes no representation or promise that it will not terminate this Contract and funding under this Contract pursuant to section 29.

7. Finance Procedures. Regardless of any other provision of this Contract, the City, in its sole discretion, may suspend, reduce or disallow any payment(s) of funds to Subrecipient under upon written notice to Subrecipient if Subrecipient's internal fiscal controls and records are changed without City's approval, or when, in City's sole determination, there is a reasonable likelihood that funds may be misused, misappropriated, or spent for an ineligible purpose or for some use not permitted under this Contract.

A. Unearned payments under this Contract may be suspended by the City upon Subrecipient's refusal to accept and comply with any additional conditions or requirements of City.

B. Unearned payments under this Contract may be suspended or reduced if the funding sources for this Contract are reduced or suspended or terminated for any reason.

8. Donations and Fees. All donations and fees Subrecipient receives in connection with providing services under this Contract must be included in its financial reports in a balance sheet and operating statement presentation showing disposition of those donations and fees.

9. Contract Modifications. City, from time to time, may expand, reduce, or otherwise modify the Project Objective, scope of services and activities, or any other contract term the Subrecipient is required to

provide under sections 1 and 2 of this Contract. However, City and Subrecipient must sign written Contract amendments with those t mutually agreed upon modifications.

10. Subrecipient's Failure of Performance.

A. Subrecipient's failure to provide any work or services required by this Contract in a satisfactory and timely manner is a material breach of this Contract.

1. City shall determine in its sole discretion whether the work is satisfactorily completed.

2. If City determines services provided under this Contract have not been performed in a timely or satisfactory manner, City shall notify Subrecipient in writing and allow Subrecipient 10 days to cure any such failure.

3. If Subrecipient fails to cure the unsatisfactory or untimely work or performance pursuant to subsection 10.A.2, City may take any other action permitted by law or this Contract, including but not limited to termination or reduction in compensation to Subrecipient.

B. If Subrecipient fails to provide, in a timely and proper manner, any of the services or activities required under this Contract, City may reduce or modify the compensation payable to Subrecipient in a manner which appropriately reflects such reduction or diminution of services or activities.

C. If Subrecipient fails to fulfill in a timely and proper manner or violates any of the terms of this Contract, City with 60 days written notice to Subrecipient, may terminate this Contract with no further liability to Subrecipient beyond that expressly provided for in this Contract.

1. If this Contract is terminated:

a. All data, documents, drawings, maps, models, photographs, reports, studies, and surveys which have been or were prepared by Subrecipient with City funds pursuant to this Contract, shall become City's property; and

b. Subrecipient shall receive just and equitable compensation for work Subrecipient satisfactorily completed pursuant to this Contract prior to its termination, subject to subsection 10.B.2.b below.

2. Nothing in this Contract:

a. Deprives City of any rights or remedies, either at law or in equity or under this Contract, which it may assert against Subrecipient upon failure to fulfill any of the terms of this Contract; or

b. Relieves Subrecipient of any liability to City for any damages City sustains or losses City incurs resulting from Subrecipient's breach of this Contract. If City sustains such damages or incurs such losses, unless City has terminated this Contract, City may withhold as a set-off any payments due Subrecipient, until (i) an exact amount of City's damages and losses is fully and legally determined and (ii) City has recovered those amounts.

3. Nothing in this Contract precludes City and Subrecipient from mutually agreeing in writing to terminate this Contract.

11. Reports and Information. City and Subrecipient will comply with the following record keeping, City and HUD requirements.

A. Subrecipient must compile and maintain adequate financial records in a form satisfactory to the City. Those financial records must reflect all costs and expenses incurred in performing this Contract and records of the use of all consideration received pursuant to this Contract. Financial records and reports of Subrecipient must conform to regulations found at 2 CFR Part 200 entitled "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, Final Guidance."

B. Subrecipient must follow Subrecipient's own administrative practices and policies established for its operation. Subrecipient represents to and promises City that those administrative practices and policies include, but are not limited to, a client self-determination of low and moderate income policy, and a statement concerning employment, salary, wage rates, working hours, holidays, fringe benefits (health, hospitalization, retirement, etc.).

C. Subrecipient must implement and adhere to all pertinent equal opportunity compliance procedures, as adopted by City (including those in other sections of this Contract) and all federal and state, civil rights and equal opportunity laws, rules, regulations, orders, and guidelines.

D. Subrecipient must maintain case files, or other documentation acceptable to HUD and City, on each household served which include name, address, income eligibility, size of household, sex, race, disability status, and age of head of household, and self-certification of financial hardship as a result of coronavirus. Subrecipient must also include in those case files or other documentation such other information as HUD or City may subsequently require. Subrecipient shall submit an Annual Performance Report, which includes a demographic report, in formats approved by the City, by July 15, 2022, July 15, 2023 and March 15, 2024.

E. The Annual Performance Report must detail levels of service given and include a full description of each activity to be assisted (or being assisted) with City CDBG-CV funds, including its location (if the activity has a geographical locus), and the amount of CDBG-CV funds budgeted for the activity. At the conclusion of each fiscal year period ending June 30, and the final contract period, a report will be required affirming how the funds were obligated and expended in comparison to budget and projected geographical impact.

F. The City, as a pass-through entity for federal awards, is providing the following Catalog of Federal Domestic Assistance (CFDA) information to the Subrecipient to be used for Subrecipient's single audit and any reporting to the federal government required by the non-profit organization:

Subrecipient Name – United Church Outreach Ministry

Subrecipient's Unique Entity Identifier – DUNS

City Federal Award Identification Number – B-20-MW-26-0020

City Federal Award Date – 7/17/2020

Subaward Period of Performance Start & End Date – March 1, 2021-February 28, 2024

Amount of Federal Funds Obligated by this Action by the Pass-Through Entity to the Subrecipient for the following periods –

March 1, 2021 to February 28, 2022, $30,000.00
March 1, 2022 to February 28, 2023, $35,000.00
March 1, 2023 to February 29, 2024, $40,000.00

Total Amount of Federal Funds Obligated to the Subrecipient by the Pass-Through Entity Including the Current Obligation - **$105,000.00**

Total Amount of Federal Award Committed to the Subrecipient by the Pass-Through Entity – **$105,000.00**

Federal Award Project Description – Public services administered by United Church Outreach Ministry: Low- and moderate-income persons will have increased access to food for the benefit of increasing their access to services.

Name of Federal Awarding Agency – Department of Housing & Urban Development/Office of Community Planning & Development

Pass-Through Entity & Contact Information for Awarding Official - City of Wyoming/Community Development Office; DUNS 07928-3982; Community Services Director Rebecca Rynbrandt (616) 530-7266.

CFDA Number and Name – 14.218; Community Development Block Grants/Entitlement Grants; Entitlement, Sec. 106(b); Coronavirus Relief, CDBG-CV

Identification of whether the award is R & D (Research & Development) – No

Indirect Cost Rate for the Federal Award – Not to exceed 10% of the Subrecipient's MTDC (Modified Total Direct Costs), unless the Subrecipient supplies to the City confirmation of an approved federally negotiated indirect cost rate, to be attached to this agreement.

G. Subrecipient will make an appropriate effort to acknowledge City as a provider of funding in Subrecipient's promotional and educational materials, website, etc.

12. Eligible Costs of the Subrecipient. Under this Contract, a cost incurred or expenditure made by or pursuant to this Contract must be fully documented and must comply with any limitations or exclusions in applicable federal, state and local laws, rules, regulations, orders and guidelines and conditions required by City, including the regulations in 2 CFR Part 200 entitled, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, Final Guidance."

13. Records and Documentation. Subrecipient must compile and maintain all necessary records concerning any matter covered by this Contract that City, from time to time, may require. Unless City otherwise expressly authorizes, Subrecipient must maintain all records related to this Contract, including financial records and accounts, for a period of 6 years after receipt of final payment under this Contract. If any litigation, claim, or audit is started before the expiration of the 6-year period, the records Subrecipient must retain those records until all litigation, claims or audit findings involving the records have been resolved.

14. Audits and Inspections.

A. At any time during normal business hours and as often as City may deem necessary to ensure proper accounting for project funds, Subrecipient shall:

1. Make available to City or City's designated representatives all checks, payrolls, time records, invoices, contracts, vouchers, orders and other data, information, and material concerning any matter covered by this Contract; and

2. Permit City or City's designated representatives to audit, examine, excerpt, or transcribe all checks, payrolls, time records, invoices, contracts, vouchers, orders or other data, information and material concerning any matter covered by this Contract; and

3. Allow City or City's designated representatives to review any documents pertaining to this Contract that are considered as backup to Subrecipient's operation, regardless of funding source.

B. Within 180 days after the end of its fiscal year, Subrecipient will provide to City an audit meeting the requirements of the regulations of 2 CFR Part 200 entitled, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, Final Guidance."

C. A single audit must be conducted if Subrecipient as a non-federal entity expends $750,000 or more in total federal awards in a year in accordance with OMB 2 CFR 200 and must be provided to City within 180 days after the end of Subrecipient's fiscal year. If a single audit is not required, Subrecipient must submit to City a letter of confirmation so stating within 180 days after the end of Subrecipient's fiscal year.

D. Subrecipient must furnish City or City's designated representatives the amounts reported by Subrecipient on Subrecipient's Schedule of Expenditures of Federal Awards (SEFA) to ensure accuracy in reporting the correct amounts of expended federal awards within 180 days after the end of Subrecipient's fiscal year.

15. Certification. Subrecipient must comply with certifications requirements and standards in 2 CFR 200.415, as a part of all annual and final fiscal reports and vouchers for payment using the following specific certification language:

> By signing this report, I certify to the best of my knowledge and belief that the report is true, complete and accurate, and the expenditures, disbursements and cash receipts are for the purposes and objectives set forth in the terms and conditions of the federal award. I am aware that any false, fictitious or fraudulent information, or the omission of any material fact, may subject me to criminal, civil or administrative penalties for fraud, false statements, false claims or otherwise (US Code Title 18, Section 1001 and Title 31, Sections 3729-3730 and 3801-3812).

16. Conflicts of Interest.

A. Subrecipient promises it has no conflict of interest and will not employ an individual having a conflicting interest in this Contract for the purpose of providing the services and activities set forth in the section 2 of this Contract or fulfilling other terms of this Contract.

B. Subrecipient has or will establish safeguards to prohibit Subrecipient's employees from using their positions for a purpose that is or gives the appearance of being motivated by a desire for private gain for themselves or others, particularly those with whom they have family, business or other ties.

C. Subrecipient and its directors, officers and employees, as well as any parent, affiliate, or subsidiary organization of Subrecipient have not engaged in and shall refrain from: (i) holding or acquiring an interest that would conflict with this Contract; (ii) engaging in any act creating an appearance of impropriety with respect to the award or performance of this Contract; (iii) attempting to or appearing to influence a City elected or appointed officer or employee by a direct or indirect offer of anything of value; or (iv) paying or agreeing to pay any person, other than its employees, any consideration contingent upon the award of this Contract. No director, officer, or key employee of Contractor and no director, officer, or key employee of any parent, affiliate, or subsidiary organization is a spouse, parent, child, grandchild, or sibling of the mayor, city council member, or any other City elected or appointed officer or board/commission member except as already disclosed in writing to City. Subrecipient will immediately notify City of any change in this circumstance.

17. Assignment and Transfer of Interest; Subcontracting. Subrecipient must not assign or transfer, whether by assignment or notation, any interest in this Contract, or subcontract any performance or of this Contract without City's prior written consent. However, Subrecipient may assign or transfer to a bank, trust company, or other financial institution accounts receivable or claims for money due or to become due Subrecipient from the City pursuant to this Contract without such consent, but, if it does so, Subrecipient must promptly inform City in writing of any such assignment or transfer.

18. Lobbying and Political Activities. None of the money, compensation, reimbursement, funds, property or services provided, directly or indirectly, under, by or pursuant to this Contract will be used for any partisan political activity or to further the election or defeat of any candidate for any public office, or for information designed to support or defeat any legislation pending before the Congress of the United States, the Michigan State Legislature, or the City Council.

19. Risk Allocation.

A. Subrecipient is solely responsible for (i) means and methods of the work provided under this Contract, (ii) the conduct of its officers, employees, subcontractors and consultants, and (iii) injuries or property damage occurring as a result of its work under this Contract.

B. Subrecipient will hold City (defined for purposes of this section to include City's officers and employees) harmless from, indemnify it for, and defend it (with legal counsel reasonably acceptable to the) against any claims or demands made by persons other than City as a result of Subrecipient's services under this Contract or other acts or omissions of Subrecipient or Subrecipient's directors, officers, employees, or agents. Subrecipient will reimburse City for or pay in City's stead costs City may incur as a result of claims, demands, judgments, administrative actions, or any order to pay any amounts made or entered against City or City officers or employees as a result of Subrecipient's services under this Contract or other acts or omissions of Subrecipient or Subrecipient's directors, officers, employees, or agents.

C. Subrecipient's obligations under this section will not be limited by the amounts of any insurance covering Subrecipient or Subrecipient's directors, officers, employees, or agents. Any insurance Subrecipient is required to obtain and maintain under this Contract are only minimum coverage requirements. Subrecipient shall procure and maintain, at its own costs and expense, any additional kinds and amounts of insurance that, in Subrecipient's own judgment, may be necessary for its proper protection in performing its obligations under this Contract.

20. Qualifications; Debarred or Ineligible Contractors.

A. Subrecipient has and will maintain, and any personnel engaged by Subrecipient to provide services or perform work under this Contract have and will maintain, any needed licenses, registrations, certifications, memberships, or other approvals needed to perform such services or work in Michigan.

B. Subrecipient will comply with 24 CFR Part 24, which includes but is limited to the following: HUD funds may not be used to directly or indirectly to employ, award contracts to, or otherwise engage the services of any contractor or subrecipient during any period of debarment, suspension, or placement or

ineligibility status. Subrecipient will check all Subrecipient's contractors, subcontracts, and vendors against the federal excluded parties list of debarred contractors at https://www.sam.gov to ensure they are not on that list.

C. Subrecipient is not an "Iran linked business" under Michigan's Iran Economic Sanctions Act, 2012 PA 517.

21. Federal Uniform Administrative Requirements. Subrecipient will comply with the following federal requirements for City contracted services using HUD CDBG funds:

A. 2 CFR Part 200 entitled, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, Final Guidance."

B. Subpart K of 24CFR570, "Other Program Requirements", except that the Subrecipient does not assume the City's environmental responsibilities or the responsibility for initiating the environmental review process.

C. Subpart J of 24CFR570.504, "Program Income."

D. Subpart J of 24CFR570.502, "Applicability of Uniform Administrative Requirements."

22. Insurance. Subrecipient must, for the term of this Contract, carry the following insurance and, before beginning any services under this Contract Subrecipient must provide to City copies of certificates of insurance showing the coverage to be in place. If requested by City, Subrecipient will provide copies of policies and endorsements setting out all coverage terms. Subrecipient will provide City updated certificates of insurance to demonstrate insurance is in place during the entire term of this Contract.

A. Insurance coverage will include:

1. Commercial general liability insurance to include coverage for premises/operations, products/completed operations, independent contractors, personal injury, and contractual liability. Coverage provided shall be primary and non-contributory to any coverage City may have in place.
   Minimum Limits:
   Bodily Injury - $1,000,000 per person/$1,000,000 per occurrence
   Property Damage - $1,000,000 per occurrence

2. Automobile liability insurance to include coverage for owned/leased vehicles, non-owned vehicles, and hired vehicles. Coverage provided shall be primary and non-contributory to any coverage City may have in place.
   Minimum Limits:
   Bodily Injury - $1,000,000 per person/$1,000,000 per occurrence
   Property Damage - $1,000,000 per occurrence

3. Workers' disability compensation and employer's liability as required by Michigan law.

B. The following language must be included on the certificates of commercial general liability and automobile liability insurance:

The following shall be Additional Insured's on all insurance policies: The City of Wyoming, including all elected and appointed officials, all employees, all volunteers, all boards, commissions, and/or authorities and their board members, employees, and all parties involved as their interest may appear.

Endorsements must be obtained to provide such coverage.

C. All insurance providers shall be "A" rated by the A.M. Best Company (www.ambest.com).

23. Nondiscrimination and Respect. City is committed to equity, fairness, impartiality, courtesy, respect and nondiscrimination in all its programs, benefits, and actions, including in its contracts and in any activities that contractors, subcontractors, consultants, or subrecipients engage in for or on behalf of City. Accordingly:

A. Subrecipient and its subcontractors and consultants in (i) employment actions, (ii) solicitation, bidding or contracts with subcontractors or consultants, or (iii) solicitation, bidding or contracts for materials will

not discriminate based on race, color, religion, national origin, age, sex, height, weight, marital status, familial status, mental or physical disability, genetic information, or any other reason prohibited by law that is unrelated to the employee's or applicant's ability to perform the duties of a job or position. For purposes of this section, "sex" means both sex and gender, sex or gender stereotypes, sexual orientation, gender identity (including transgender status) or expression, and pregnancy, childbirth or a condition related to pregnancy or childbirth. Subrecipient and its subcontractors and consultants will comply with applicable state and federal laws, rules, regulations, orders, and other requirements regarding discrimination and inclusion, including, without limitation, Title VI of the federal Civil Rights Act of 1964, Michigan's Elliott-Larsen Civil Rights Act, Michigan's Persons with Disabilities Civil Rights Act, the federal Age Discrimination Act of 1975,and §504 of the federal Rehabilitation Act of 1973, together with all rules, regulations, orders, directives and guidance issued pursuant to those statutes.

1. Subrecipient will, in all solicitations or advertisements for employees placed by or on behalf of Subrecipient, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, height, weight, marital status, sex, age, national origin, or disability unrelated to an individual's ability to perform the duties of a particular job or position.

2. Subrecipient will send to each labor union or representative of workers with which Subrecipient has a collective bargaining agreement or other contract or understanding, a notice advising the labor union or workers' representative of Subrecipient's commitments under this section and will post copies of that notice in conspicuous places available to employees and applicants for employment under this Contract.

B. If Subrecipient or its subcontractors or consultants will, as part of its work on the contract, be engaging for or on behalf of City with others, Subrecipient shall ensure such engagement (i) treats all individuals with fairness, equity, impartiality, courtesy and respect, and in a manner that does not discriminate based on race, color, religion, national origin, age, sex, height, weight, marital status, familial status, mental or physical disability, genetic information, or any other reason prohibited by law that is unrelated to the employee's or applicant's ability to perform the duties of a job or position, and (ii) if that engagement includes communications with individuals with limited English proficiency (*i.e.*, those who speak English less than very well), the engagement will use language assistance services for oral and written communications. Language assistance services in accordance with City's Limited English Proficiency (LEP) Plan will comply with this requirement.

C. Noncompliance with this provision is a material breach of this Contract that can result in withholding payments to Subrecipient under this Contract until Subrecipient complies and/or in cancellation, termination, or suspension of this Contract, in whole or in part. Noncompliance may also result in Subrecipient's ineligibility to bid on or enter future contracts with City.

D. Subrecipient must retain and, upon City's request, provide access to and copies of all information and reports required by all the laws, rules, regulations, orders, directives and guidance referred to in this provision as may be determined by City or by any state or federal agency to be pertinent to ascertain compliance with them. If any information required of Subrecipient is in the exclusive possession of another who fails or refuses to furnish it, Subrecipient shall so certify to City's Director of Community Services.

E. Subrecipient must include provisions of paragraphs A through D in every subcontract, consultant contract, and documentation for material procurement and equipment leasing, directly or indirectly related to this Contract and any other Subrecipient programs and activities that HUD or the United States Department of Justice determined are required to comply with those provisions. Subrecipient must take such action with respect to any subcontractor, consultant, material supplier, or equipment lessor as City deems reasonably necessary to enforce compliance with these provisions including sanctions for noncompliance.

24. Compliance with the Law. In providing services and activities required under and in fulfilling the terms of this Contract, Subrecipient will comply with all applicable federal, state and local laws, rules, regulations, orders, and guidelines, including but not limited to: the Architectural Barrier Act of 1968, 42 USC § 4151 *et seq.*; Barrier Free Design Act, 1966 PA 1, MCL 125.1351 *et seq.*; Davis–Bacon Act, 40

USC § 3141 *et seq.*; Copeland Anti-Kickback Act, 18 USC § 874, 40 USC § 3145, as supplemented by 29 CFR Part 3; and Federal Fair Labor Standards Act of 1938, 29 USC § 201 *et seq.*

25. Severability of Provisions. If any provisions or parts of this Contract are held invalid by a court or a state or federal agency of competent jurisdiction, or if any portion of any provision, or part of this Contract is held invalid, the remainder of this Contract shall not be affected if the remainder of this Contract would then continue to conform to applicable law.

26. Waiver. The failure of City to demand compliance with any term of this Contract or to take action when this Contract is breached in any way shall not be considered a waiver of a later breach of that contractual requirement or of the City's right of action for the breach of that term.

27. Disclosure of Confidential Material. All reports, data, information, forecasts, and records assembled, constructed, or prepared pursuant to or as a consequence of this Contract are subject to all federal and state laws, rules, regulations, orders and guidelines governing confidentiality and disclosure of public and other records and information. Subrecipient must comply with all federal and state laws, rules, regulations, orders, and guidelines governing confidentiality and disclosure of public and other records and information.

28. City Department or Office. City's Community Development Office will be responsible for the administration of this Contract on behalf of the City.

29. Termination at City's Election. City may, upon 60 days written notice to the Subrecipient, terminate this Contract and all of City's obligations under this Contract, including any obligations to provide Subrecipient Funding. City may exercise its rights under this provision regardless of whether Subrecipient breached any condition or obligation under this Contract. Once City provides written notice to Subrecipient without claiming Subrecipient breached this Contract, City shall not be obligated to supply Subrecipient Funding for any subsequent months of this Contract in an amount greater than the average monthly payment to the Subrecipient. Average monthly payment, for the purpose of this section, will be determined by totaling the City's payments from the beginning of the Contract term until the time notice is provided and dividing that amount by the number of funded months (or parts of months). City shall also compensate Subrecipient for any required expenses exceeding the average monthly payment in an amount not to exceed the total amount of Subrecipient Funding specified in Section 4.

The parties have signed this Contract as of the date first written above.

CITY OF WYOMING

By:_____
Jack A. Poll, Mayor

By:_____
Kelli A. VandenBerg, Clerk

Date signed: _____, 2021

Approved as to form:

_____
Scott G. Smith, City Attorney

UNITED CHURCH OUTREACH MINISTRY, INC.

By:_____
Bruce Roller, Executive Director

Date signed: _____, 2021

03/01/21
Purchasing/LAJ

RESOLUTION NO._____

RESOLUTION TO AWARD A BID FOR THE PALMER PARK FIELD LIGHTING AND NETTING PROJECT, APPROVE THE ATTACHED BUDGET AMENDMENT, AND AUTHORIZE THE MAYOR AND CITY CLERK TO EXECUTE THE CONTRACT

WHEREAS:

1. As detailed in the attached staff report, bids were received for the Palmer Park field lighting and netting project.
2. It is recommended the City Council accept the lowest bid from Buist Electric in the amount of $277,137.00.
3. It is further recommended the City Council authorize an extra 10% or $27,720.00 of the bid value for construction contingency.
4. Funds for the project will require approval of the attached budget amendment.

NOW, THEREFORE, BE IT RESOLVED:

1. The City Council does hereby award the bid for the Palmer Park field lighting and netting project to Buist Electric in the total estimated amount of $277,137.00.
2. The City Council does hereby authorize an extra 10% or $27,720.00 of the bid value for construction contingency.
3. The City Council does hereby authorize the attached budget amendment.
4. The City Council does hereby authorize the Mayor and City Clerk to execute the contract.

Moved by Councilmember:
Seconded by Councilmember:
Motion Carried Yes
No

I hereby certify that the foregoing Resolution was adopted by the City Council for the City of Wyoming, Michigan at a regular session held on March 1, 2021.

_____
Kelli A. VandenBerg, Wyoming City Clerk

ATTACHMENTS:
Budget Amendment
Staff Report
Contract

CITY OF WYOMING BUDGET AMENDMENT

Date: March 1, 2021 **Budget Amendment No. 056**

To the Wyoming City Council:

A budget amendment is requested for the following reason: To appropriate $130,000.00 of budgetary authority to replace the field lighting and netting at Palmer Park per the attached resolution.

Description/Account Code	Current	Increase	Decrease	Amended
Library Maintenance & Capital Fund				
Library Maintenance & Capital Fund - Parks and Rec Facility - Capital Outlay				
401-267-75600-975.000	411,188.46	130,000.00		541,188.46
Fund Balance/Working Capital (Fund 401)		$ 130,000.00		

Recommended: _____ _____
Finance Director City Manager

Motion by Councilmember _____, seconded by Councilmember _____ that the General Appropriations Act for Fiscal Year 2020-2021 be amended by adoption of the foregoing budget amendment.

Motion carried: Yes _____, No _____

I hereby certify that at a _____ meeting of the Wyoming City Council duly held on _____ the foregoing budget amendment was approved.

_____
City Clerk

STAFF REPORT

Date: February 16, 2021

Subject: Palmer Park Field Lighting and Netting Project
Approval of Contractor (Lowest Bidder)

From: Rebecca Rynbrandt, Director of Community Services

Cc: Kenny Westrate, Recreation Programmer; Tim Montgomery, Parks Foreman

Meeting Date: March 1, 2021

RECOMMENDATION:

1. That the City Council award the bid for the general contractor and installer of the Palmer Park Field Lighting and Netting Project to the lowest bidder, Buist Electric, in the amount of $277,137 with a related construction contingency of 10% or $27,720.

2. To approve a budget amendment in the amount of $130,000 to provide for the overall construction cost with contingency.

COMMUNITY, SAFETY, STEWARDSHIP:

Our programs, facilities and services create community for residents by fostering connections for families and friends while building strong minds and bodies. Safe facilities, including through updating of the electrical services found in this project, are provided by bringing such service up to code as required. Safety is also increased by the replacement of netting along the left field fence and raising the height of the netting, preventing balls being hit into 44th Street. This project will allow continued opportunities for community members to participate at night safely and maintain a level of softball programming consistent with high public demand.

DISCUSSION:

Palmer Park field lights are 35 years old and in need of replacement. Electrical service within the park is antiquated and in need of upgrades to meet code. This project was noted as a priority within the city's 5-Year Community Recreation Plan and was identified for replacement in the park system's asset management plan in the year 2021.

The use of LED lighting consumes a fraction of the energy relative to other sources of lighting. The 25-year warranty for the LED lights will also provide a savings in terms of maintenance and repair costs, and staff time. Compared to the HID lighting being replaced, there will be a significant reduction of light spillover into the surrounding neighborhood.

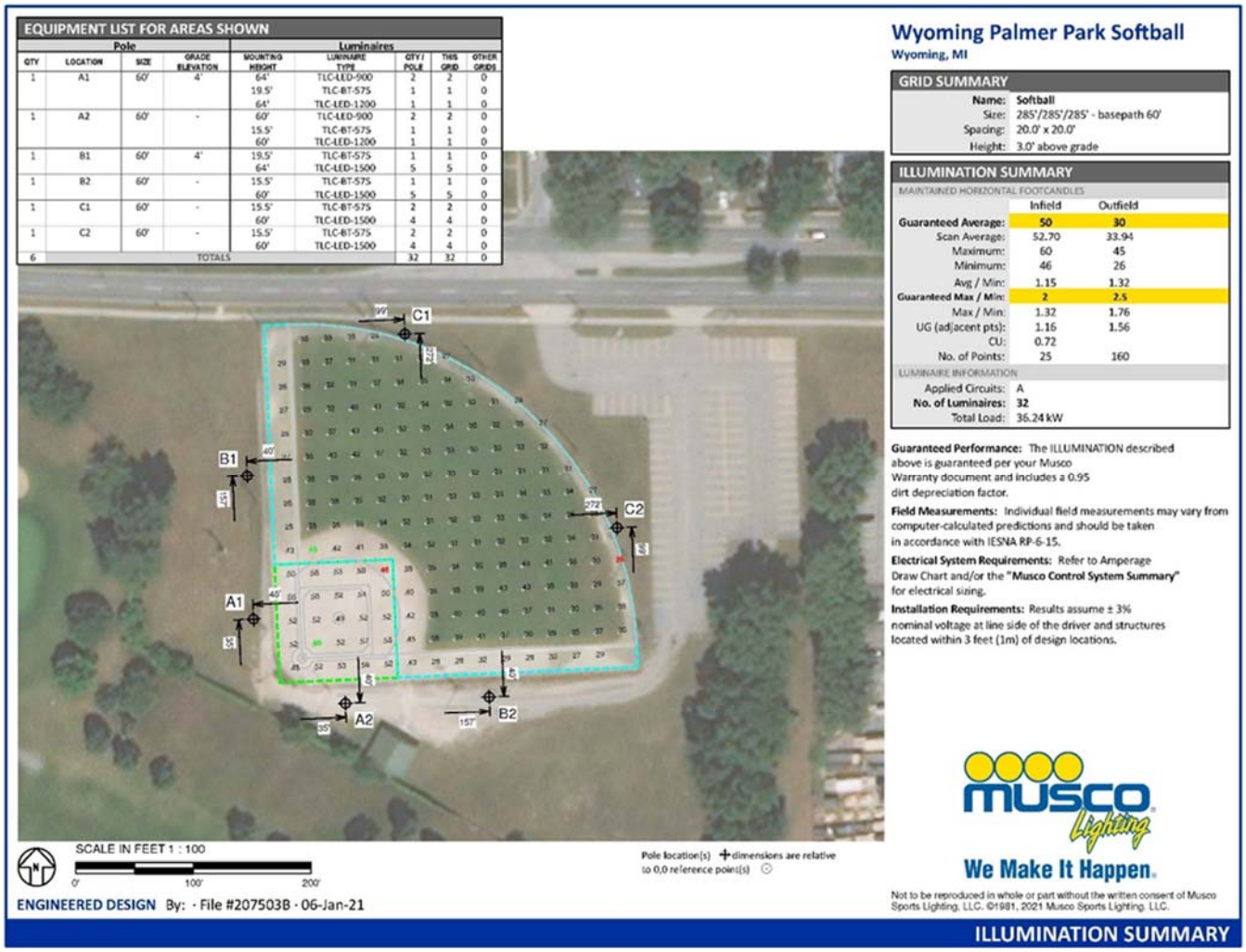
Twenty-seven (27) general contractors and other registered interested parties were invited to bid. This included noticing of bid opportunity to several plan houses, such as Builders Exchange of

Michigan and ConstructConnect which distribute bid opportunities to a wide audience. Four (4) bids (see bid tabulation table) for the proposed project were received on February 16, 2021.

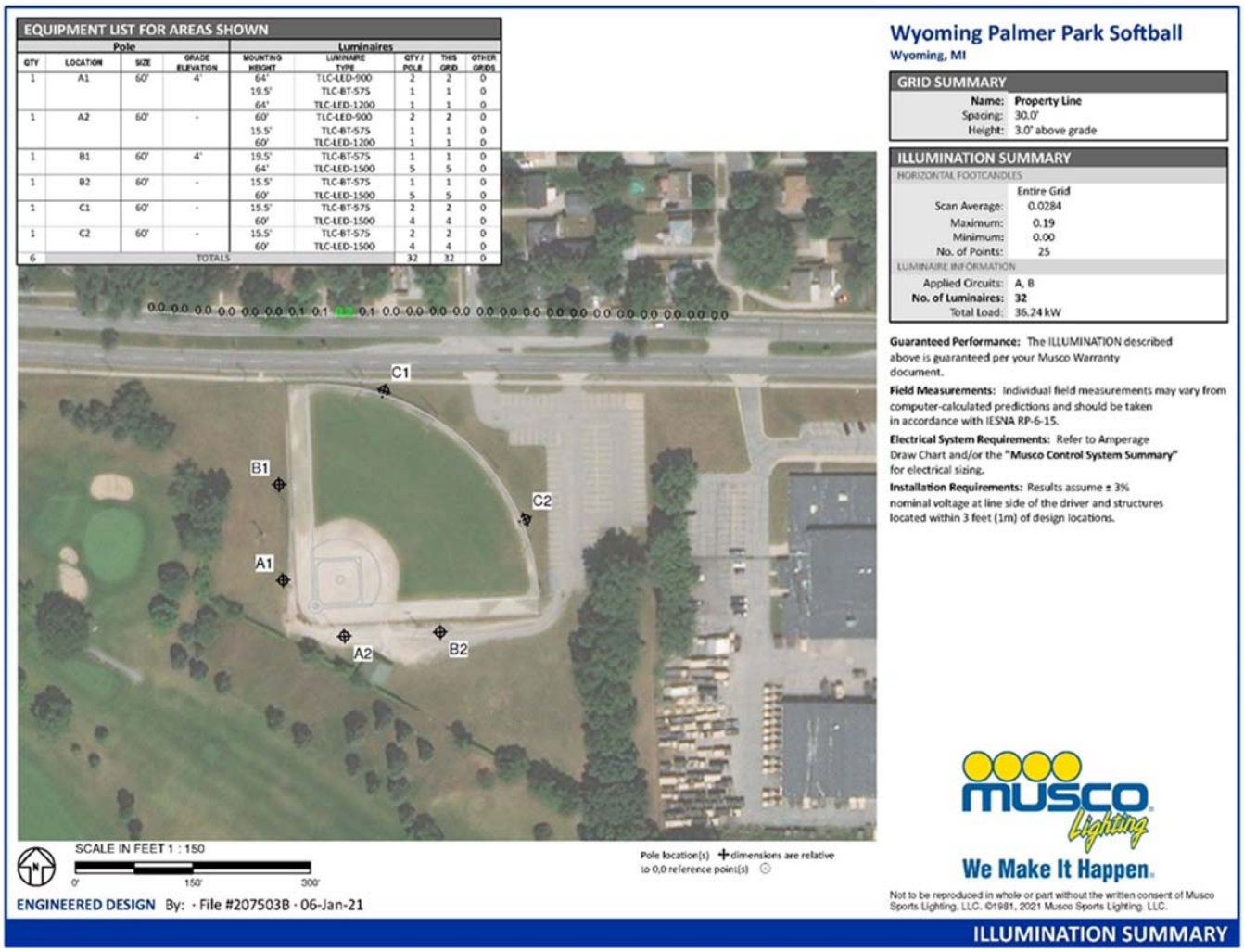
Bidder	Total with Option A – Replace netting pole with existing pole on site.	Total with Option B – replace netting pole with a new pole.
Buist Electric	$ 277,137	$ 281,637
Windemuller Electric Inc.	$ 295,600	$ 296,100
J. Ranck Electric, Inc.	$ 306,834	$ 310,843
Airport Lighting Employee Owned, LLC	$ 326,500	$ 327,500

As is the case for all bid awards, City staff, under the project management leadership of Kenny Westrate, Recreation Programmer, engaged in a review to recommend an award of the contract in the best interests of the City.

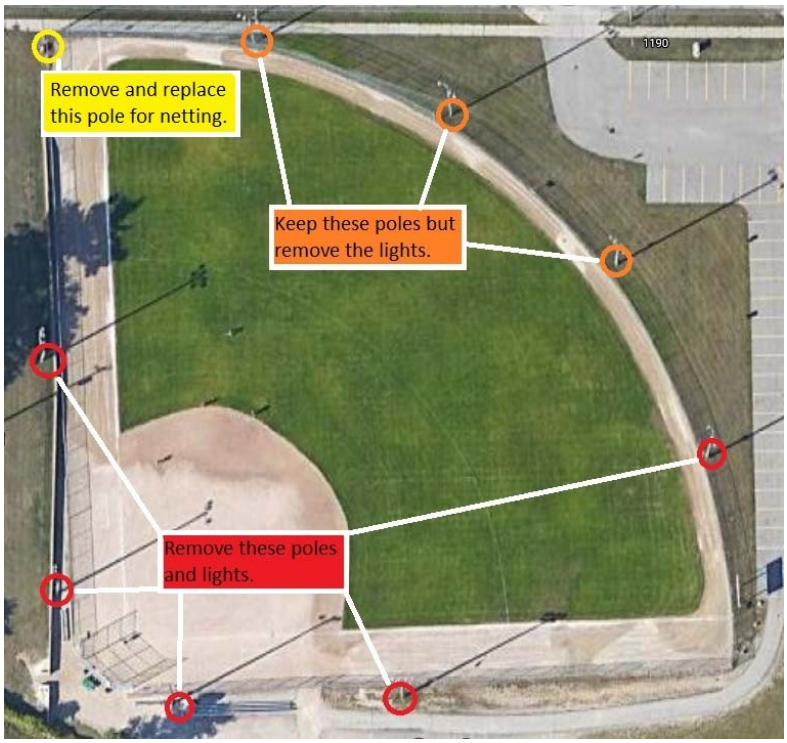
Buist Electric was the low bidder. Having checked with references for Buist Electric on similar jobs, we are confident in their ability to complete the project on time, on budget, and to required specifications. The following graphics provide insights into this project:



*Location of new light poles and foot candles provided by new fixtures on the field.



* Shows light spill into the surrounding neighborhood.



* Current poles to be removed and replaced, plus poles kept for safety netting in the outfield.

BUDGET IMPACT:

City Council authorized the project within the FY 2021 budget. The initial construction cost estimate and subsequent budgeted amount did not anticipate a need to update the electric service within the park. Product costs have increased during the last two years since the construction cost estimate was prepared.

Due to the age of the equipment and transition to an LED product, we are pursuing a reimbursement of some funding for this project through a Consumers Energy program. The final eligibility and value are currently being determined.

A budget amendment is necessary to activate funds within the FY 2021 budget for the payment of this bid award. City Council authorized initial funding levels in the budget, specifically the Library/Parks Capital account number 401-267-75600-975.000.

Library/Parks Capital Account 401-267-75600-975.000	**Amount**
Current approved budget	$175,000
Buist Electric General contractor bid	$277,137
Contingency (10%)	$27,713
Total project construction cost (including Contingency)	$304,850
Budget amendment needed for expense (rounded up):	$130,000

Attachments: Bid Tab, Resolution, Bid, Budget Amendment

###

PALMER PARK FIELD LIGHTING AND NETTING PROJECT CONTRACT

This Contract is made as of the Effective Date between the City of Wyoming, a Michigan municipal corporation, of 1155 28th Street SW, PO Box 905, Wyoming, MI 49509-0905 ("City") and the Contractor identified below.

Recitals

City requested bids/proposals for the **PALMER PARK FIELD LIGHTING AND NETTING PROJECT** contract (the "Request for Bids/Proposals" that included the bid/proposal requirements, city contract standard terms and conditions, risk allocation and insurance provisions, bonds and lien provisions, specific requirements, bid/proposal form, plans, and project or technical bid specifications) and Contractor submitted the bid/proposal by the required date of February 16, 2021 and related required materials (the "Bid") that was selected by City.

"Contract Documents" means this contract, the Bid, the Request for Bids/Proposals including all materials that are part of it, the approving City Council resolution, insurance information meeting contract requirements (including any requested policies, endorsements and certificates), and any required bonds.

"Contractor" means:

Buist Electric
LEGAL NAME OF COMPANY

BUSINESS NAME / D.B.A., IF DIFFERENT FROM ABOVE

Corporation State of Michigan
FORM OF BUSINESS and STATE IN WHICH FORMED – e.g. partnership, corporation, limited liability company, or professional corporation and the state in which it was formed

2 - 84th Street SW
STREET ADDRESS

Byron Center (CITY) Michigan (STATE) 49315 (ZIP CODE)

"Effective Date" means the day after the date that (i) the Contract is approved by the City Council and (ii) the City receives all bonds, insurance documents, and other documents required from Contractor.

Terms and Conditions

In exchange for the consideration in and referred by this Contract, the parties agree:

1. Contractor will provide the materials and services in accordance with the Contract Documents.
2. City will pay the Contractor in accordance with the Contract Documents.
3. This is the only agreement between the parties regarding its subject matter. There are no other agreements, representations or warranties. **No terms and conditions apply other than those expressly and fully stated in the Contract Documents.** This contract can be amended only in writing signed by both City and Contractor.

City and Contractor have signed this Contract as of the Effective Date.

City of Wyoming

By: _____
Jack A. Poll, Mayor

By: _____
Kelli A. VandenBerg, City Clerk

Date signed: _____

Approved as to form:

_____
Scott G. Smith, City Attorney

Contractor

By: _____
Signature for Contractor

Steve Longstreet, President
Printed Name & Title of Person Signing

Date signed: 2/16/21

03/01/21
Purchasing/LAJ

RESOLUTION NO._____

RESOLUTION TO AUTHORIZE PAYMENT TO THE WATER RESEARCH FOUNDATION

WHEREAS:

1. As detailed in the attached staff report, it is recommended the City Council authorize payment to the Water Environment Research Foundation in the amount of $36,397.00.
2. Approximately $18,000.00 of this total is attributable to the wholesale customer communities and is recovered in the wholesale rates.
3. Funds for the subscription fee are available in the water fund account number 591-591-55300-956.000 and the sewer fund account number 590-590-54300-956.000.

NOW, THEREFORE, BE IT RESOLVED:

1. The City Council does hereby authorize payment to the Water Research Foundation in the amount of $36,397.00.

Moved by Councilmember:
Seconded by Councilmember:
Motion Carried Yes
No

I hereby certify that the foregoing Resolution was adopted by the City Council for the City of Wyoming, Michigan at a regular session held on March 1, 2021.

_____
Kelli A. VandenBerg, Wyoming City Clerk

ATTACHMENTS:
Staff Report
Invoice

STAFF REPORT

Date: February 22, 2021

Subject: Continued Support for the Water Research Foundation

From: Jaime Fleming, Utilities Laboratories Manager

Meeting Date: March 1, 2021

RECOMMENDATION:

It is recommended that Wyoming continue to support the Water Research Foundation, and pay the 2020/21 subscription period fee in the amount of $36,397.00.

COMMUNITY, SAFETY, STEWARDSHIP:

By supporting the Water Research Foundation (WRF), we will continue to ensure that all City of Wyoming Utility customers will benefit from ongoing research on a variety of water quality topics including treatment, distribution/collection, chemistry, microbiology, asset management and regulatory compliance.

DISCUSSION:

For more than 30 years, the City of Wyoming Water Treatment Plant has been a subscribing member of the Water Research Foundation. A subscription provides financial support to their research efforts on a variety of water quality topics. In 2020, some topics that were of interest to Wyoming were: asset management, PFAS, biological nutrient removal, pandemic response, and corrosion control chemistry.

Our participation with the Water Research Foundation provides access to the research library for an unlimited number of City and customer community employees. As we continue to comply with new regulatory requirements and guidelines, it is important that we have a firm understanding of them. This begins with supporting sound science and research undertaken within our own professional community. Our subscription fee is pooled with those from other utilities, multiplying the benefit we receive, uniting us with other utilities around the country and the world, and reducing the dollar amount that individual organizations would incur if conducting this work on their own. Wyoming should be proud of its ongoing commitment to the Water Research Foundation.

BUDGET IMPACT:

The Water Research Foundation subscription fee covers the drinking water and the wastewater memberships. The drinking water portion of the fee is $27,869.00, with about $18,000 attributed to the wholesale customer communities and recovered in the wholesale rates. The wastewater portion of the fee is $8,528.00. The total subscription fee is $36,397.00

Funds for this are available in the Water Fund account 591-591-55300-956.000 and the Sewer Fund account 590-590-54300-956.000.

2020

THE Water Research FOUNDATION

6666 W Quincy Avenue Denver, CO 80235-3098
P 303.347.6128 F 303.734.0196
pschrader@waterrf.org

	Date September 9, 2020
Subscriber Number 0004522	**Foundation Tax ID** 13-6211384
Subscriber Since 1986	**Invoice Number** 0004522-2020-1

City of Wyoming Water Department
Jaime Fleming
Laboratory Manager
16700 New Holland Rd
Treatment Plant
Holland, MI 49424-5554

Order No.	Description	Total Commitment
7000151554	WRFMBR - Utility Membership 01-Nov-2020 to 31-Oct-2021	$27,869.00
7000151560	WRFMBR - Utility Membership - Waste Water 01-Nov-2020 to 31-Oct-2021	$8,528.00
	Amount Due:	**$36,397.00**

Detach and return with payment

Please make check payable to: **The Water Research Foundation**

THE Water Research FOUNDATION

6666 W Quincy Avenue Denver, CO 80235-3098
P 303.347.6128 F 303.734.0196
pschrader@waterrf.org

	Date September 9, 2020
Subscriber Number 0004522	**Invoice Number** 0004522-2020-1

Order No.	Description	Amount Due
7000151554 7000151560	MBRUTILITY MBRUTILITY-WW	$36,397.00
Revised Invoice Requested? Yes No		**Amount Enclosed**

City of Wyoming Water Department
Jaime Fleming
Laboratory Manager
16700 New Holland Rd
Treatment Plant
Holland, MI 49424-5554

03/01/21
Purchasing/LAJ

RESOLUTION NO._____

RESOLUTION FOR AWARD OF BIDS AND TO
AUTHORIZE THE MAYOR AND CITY CLERK TO EXECUTE THE CONTRACT

WHEREAS:

1. Formal bids have been obtained on the below listed items.
2. The bids received have been reviewed and evaluated as per the attached staff reports.

NOW, THEREFORE, BE IT RESOLVED:

1. The City Council does hereby award the bids for the listed items as recommended in the attached staff reports and summarized below.

Item	Recommended Bidder	Cost
Stainless Steel Clamp Couplings	Etna Supply Company	Bid prices as shown on the attached tabulation sheet.
Brass Water Service and Meter Installation Materials and Meter Mountings	Core and Main LP	Bid prices as shown on the attached tabulation sheet.
Disposable Paper Products and Cleaning Supplies	Kalamazoo Sanitary Supply, LLC (DBA KSS Enterprises), Miner Supply Company, Inc., Unipak Corporation and Nichols Paper Supply Company (DBA Nichols)	Bid prices as shown on the attached staff report.
Residuals Hauling and Disposal	Waste Management of West Michigan	Bid prices as shown on the attached staff report.

2. The City Council does hereby authorize the Mayor and City Clerk to execute the contract for the residuals hauling and disposal.

Moved by Councilmember:
Seconded by Councilmember:
Motion Carried Yes
No

I hereby certify that the foregoing Resolution was adopted by the City Council for the City of Wyoming, Michigan at a regular session held on March 1, 2021.

_____
Kelli A. VandenBerg, Wyoming City Clerk

ATTACHMENTS:
Staff Reports
Tabulation Sheets
Contract

Resolution No._____

STAFF REPORT

DATE: February 17, 2021

SUBJECT: Bid Award – Stainless Steel Clamp Couplings

FROM: Jodie Theis, Public Services Supervisor

Date of Meeting: March 1, 2021

RECOMMENDATION:

It is recommended that the City Council award the bid for stainless steel clamp couplings to the low bidder, Etna Supply Company, at the unit prices shown in the attached bid tabulations.

COMMUNITY, SAFETY, STEWARDSHIP:

The use of stainless steel clamp couplings allows the Public Works Department to provide quality water and sewer mains repairs that otherwise would need extensive excavation, repair and restoration. The use of couplings ensures that utility service is returned in a timely and economical manner.

DISCUSSION:

On Tuesday, February 16, 2021, the City received three bids for stainless steel clamp couplings. Fifty-six invitations to bid were sent to prospective bidders. Etna Supply Company was the low bidder.

The Public Works Department utilizes stainless steel clamp couplings to repair damaged water mains and sewers throughout the City. Sewer main and water main breaks can be caused by several factors, including age, freezing or thawing of soil, pipe corrosion, soil conditions, or ground movement.

The Public Works Department is anticipating a yearly total of approximately $6,800 for stainless steel clamp couplings. The total price based on estimated quantities is a decrease of 23% from last year's total price.

BUDGET IMPACT:

Sufficient funds are available in the sewer and water maintenance accounts: 590-441-54200-775.000, 591-441-56200-775.000 and 591-441-56700-775.000.

ATTACHMENTS:

Bid Tabulations, February 16, 2021

City of **Wyoming** Michigan

TABULATION OF BIDS

FOR STAINLESS STEEL CLAMP COUPLINGS - BID # 1896

OPENED BY THE CITY CLERK ON FEBRUARY 16, 2021 AT 11:00 A.M. O'CLOCK

Est. Qty.	Nom. Size (inches)	O.D. Range (inches)	Width (inches)	Weight (pounds)	Core and Main		Etna Supply Company		Ferguson Enterprises	
					Unit Price	Total (based on est. qty.)	Unit Price	Total (based on est. qty.)	Unit Price	Total (based on est. qty.)
2	4	4.74-5.14	12	10.5	$75.51	$151.02	$66.60	$133.20	$72.00	$756.00
30	6	6.84-7.24	12	12.2	$91.96	$2,758.80	$72.80	$2,184.00	$78.00	$951.60
6	6	6.84-7.24 with 1" tap	12	12.2	$112.84	$677.04	$87.60	$525.60	$95.00	$1,159.00
6	6	6.84-7.24	15	14.6	$101.25	$607.50	$85.85	$515.10	$95.00	$1,387.00
15	8	8.99-9.39	12	14.5	$107.15	$1,607.25	$79.90	$1,198.50	$86.00	$1,247.00
4	8	8.99-9.39 with 1" tap	12	14.5	$128.01	$512.04	$99.55	$398.20	$104.00	$1,508.00
2	8	8.99-9.39	20	23.2	$178.74	$357.48	$133.65	$267.30	$144.00	$3,340.80
2	10	11.04-11.44	12	16.5	$136.68	$273.36	$111.60	$223.20	$124.00	$2,046.00
2	12	13.10-13.50	12	18.7	$165.50	$331.00	$124.80	$249.60	$15.00	$280.50
2	6	6.84-7.24 with 1" tap	20	20	$179.92	$359.84	$143.40	$286.80	$155.00	$3,100.00
2	8	8.99-9.39 with 1" tap	20	23	$199.61	$399.22	$153.35	$306.70	$166.00	$3,818.00
2	12	13.10-13.50 with 1" tap	20	29	$278.14	$556.28	$216.20	$432.40	$214.00	$6,206.00
0	16	17.15-18.35	20	53	$603.26	$0.00	$376.95	$0.00	$412.00	$21,836.00
Total					**$8,590.83**		**$6,720.60**		**$47,635.90**	
Brand of clamps bid					Smith Blair		Smith Blair		Ford	
Is there a location within 15 miles to the City of Wyoming limits available for 24/7 Emergency Purchases?					Yes		Yes		Yes	

STAFF REPORT

Date: February 18, 2021

Subject: Bid Award - Brass Water Service and Meter Installation Materials and Meter Mountings

From: Aaron Vis, Assistant Director of Public Works

Date of Meeting: March 1, 2021

RECOMMENDATION:

It is recommended that the City Council award the bid for brass water service and meter installation materials and meter mountings to the low bidder, Core and Main LP, for the prices as shown on the attached bid tabulation.

COMMUNITY, SAFETY, STEWARDSHIP:

Brass water service and meter installation materials and meter mountings are used throughout the City when repairing or replacing water services or water meters. These no-lead brass materials will reduce the exposure of lead to the public, providing safe living and working conditions for our residents and protect the environment from lead contamination.

DISCUSSION:

On Tuesday, February 16, 2021, the City received four bids for brass water service and meter installation materials and meter mountings. Eighty-eight invitations to bid were sent to prospective bidders. Core and Main LP was the low bidder.

The Public Works Department utilizes brass water service and meter installation materials to repair and replace broken water services and water meters throughout the City of Wyoming. Federal regulations require that all of the brass fittings be free of lead. Bids are received each year in order to acquire quality brass water service and meter installation materials.

The City is anticipating that it will spend approximately $35,000 for brass water service materials and approximately $30,000 on meter installation materials on an annual basis. Unit costs are relatively unchanged from last year.

BUDGET IMPACT:

Sufficient funds are available in the water service maintenance and water meter maintenance accounts: 591-441-56700-775.000 and 591-591-56500-775.000.

ATTACHMENT:
Bid Tabulation

City of **Wyoming** Michigan

TABULATION OF BIDS
FOR BRASS WATER SERVICE AND METER INSTALLATION MATERIALS AND WATER METER MOUNTINGS
OPENED BY THE CITY CLERK ON FEBRUARY 16, 2021 AT 11:00 A.M. O'CLOCK

Est. Qty.	Item Description	Etna Supply Company		Core & Main LP		Ferguson Waterworks		EJ USA Inc.	
		Unit Price	Total (based on est. qty.)	Unit Price	Total (based on est. qty.)	Unit Price	Total (based on est. qty.)	Unit Price	Total (based on est. qty.)
50	1" corporation stop	$42.50	$2,125.00	$40.89	$2,044.50	$42.04	$2,102.00	$43.72	$2,186.00
200	1" curb stop	$90.80	$18,160.00	$105.54	$21,108.00	$90.06	$18,012.00	$93.38	$18,676.00
500	5/8" x ¾" x ¾" coupling	$8.37	$4,185.00	$8.05	$4,025.00	$8.39	$4,195.00	no bid	
250	1" compression coupling	$17.95	$4,487.50	$17.27	$4,317.50	$17.87	$4,467.50	$18.46	$4,615.00
10	1½" corporation stop	$122.55	$1,225.50	$117.87	$1,178.70	$121.23	$1,212.30	$126.03	$1,260.30
20	1½" compression coupling	$49.70	$994.00	$47.83	$956.60	$49.20	$984.00	$51.14	$1,022.80
20	1½" curb stop	$210.70	$4,214.00	$202.67	$4,053.40	$208.80	$4,176.00	$216.69	$4,333.80
10	2" corporation stop	$202.70	$2,027.00	$194.95	$1,949.50	$200.36	$2,003.60	$208.44	$2,084.40
20	2" curb stop	$293.80	$5,876.00	$282.62	$5,652.40	$290.44	$5,808.80	$302.17	$6,043.40
20	2" compression coupling	$81.10	$1,622.00	$78.00	$1,560.00	$80.19	$1,603.80	$83.40	$1,668.00
250	Curb box, 5'6" depth	$31.85	$7,962.50	$35.11	$8,777.50	$36.47	$9,117.50	$37.53	$9,382.50
150	Curb box lid w/plug	$10.65	$1,597.50	$10.55	$1,582.50	$11.71	$1,756.50	no bid	
80	Copper meter insetters, 5/8" x ¾", "M" Style Insetter, 43-2-NNMD 43x403 NO LEAD	$139.00	$11,120.00	$87.00	$6,960.00	$104.50	$8,360.00	$93.02	$7,441.60
50	1" Full port straight curb valve, ball style 300 PSI w/lock wing mac-pak compression x 1" FIP	$78.55	$3,927.50	$75.55	$3,777.50	$77.61	$3,880.50	$80.77	$4,038.50
20	¾" MIP union for copper horn insetter	$4.53	$90.60	$4.52	$90.40	$4.59	$91.80	no bid	
200	1" x ¾" Brass Bushings	$2.54	$508.00	$2.43	$486.00	$2.40	$480.00	no bid	
50	¾" x 2 1/2" meter couplings, ¾ ribbed tail piece	$8.37	$418.50	$8.05	$402.50	$8.35	$417.50	no bid	
100	1" x 2 5/8" meter coupling, ribbed tail piece	$12.89	$1,289.00	$12.40	$1,240.00	$12.86	$1,286.00	no bid	
10	¾" FIP ball valve, full port	$7.75	$77.50	$5.28	$52.80	$7.80	$78.00	no bid	
75	1½" female flanged coupling	$37.25	$2,793.75	$36.56	$2,742.00	$37.00	$2,775.00	$38.30	$2,872.50
150	1" Full port angle curb valves, ball style 300 PSI lock wing with Mac-Pak Compression X 1" FIP	$89.50	$13,425.00	$86.08	$12,912.00	$88.97	$13,345.50	no bid	
50	2" female flanged coupling	$48.65	$2,432.50	$46.78	$2,339.00	$48.29	$2,414.50	no bid	
10	¾" FIP gate valves	$9.85	$98.50	$7.58	$75.80	$8.07	$80.70	$6.04	$60.40
150	1" FIP gate valves	$14.65	$2,197.50	$10.62	$1,593.00	$11.40	$1,710.00	$8.05	$1,207.50
5	1½" FIP gate valves	$26.20	$131.00	$20.09	$100.45	$23.85	$119.25	$14.72	$73.60
5	2" FIP gate valves	$40.00	$200.00	$29.55	$147.75	$33.34	$166.70	$22.44	$112.20
20	¾" x close brass nipple	$1.27	$25.40	$1.54	$30.80	$1.24	$24.80	no bid	
20	1" x close brass nipple	$1.87	$37.40	$2.26	$45.20	$1.85	$37.00	no bid	
20	¾" x 2" brass nipple	$1.59	$31.80	$1.93	$38.60	$1.58	$31.60	no bid	
20	¾" x 2 ½" brass nipple	$1.85	$37.00	$2.24	$44.80	$1.81	$36.20	no bid	
20	¾" x 3" brass nipple	$2.13	$42.60	$2.59	$51.80	$2.10	$42.00	no bid	
20	¾" x 3 ½" brass nipple	$2.40	$48.00	$2.90	$58.00	$2.33	$46.60	no bid	
20	¾" x 4" brass nipple	$2.78	$55.60	$3.38	$67.60	$2.74	$54.80	no bid	
20	¾" x 4 ½" brass nipple	$3.03	$60.60	$3.68	$73.60	$2.98	$59.60	no bid	
20	¾" x 5" brass nipple	$3.34	$66.80	$4.06	$81.20	$3.28	$65.60	no bid	
20	¾" x 5 ½" brass nipple	$3.64	$72.80	$4.43	$88.60	$3.60	$72.00	no bid	
20	¾" x 6" brass nipple	$3.50	$70.00	$4.93	$98.60	$3.98	$79.60	no bid	
20	1" x 2" brass nipple	$2.30	$46.00	$2.80	$56.00	$2.28	$45.60	no bid	
20	1" x 2½" brass nipple	$2.68	$53.60	$3.26	$65.20	$2.63	$52.60	no bid	
20	1" x 3" brass nipple	$3.09	$61.80	$3.76	$75.20	$3.06	$61.20	no bid	
20	1" x 3 ½" brass nipple	$3.58	$71.60	$4.35	$87.00	$3.49	$69.80	no bid	
20	1" x 4" brass nipple	$4.03	$80.60	$4.89	$97.80	$3.91	$78.20	no bid	
20	1" x 4 ½" brass nipple	$4.50	$90.00	$5.54	$110.80	$4.40	$88.00	no bid	
20	1" x 5" brass nipples	$4.96	$99.20	$6.03	$120.60	$4.86	$97.20	no bid	
20	1" x 5 ½" brass nipples	$5.44	$108.80	$6.60	$132.00	$5.34	$106.80	no bid	
20	1" x 6" brass nipple	$5.93	$118.60	$7.19	$143.80	$5.80	$116.00	no bid	
20	1½" x close brass nipple	$3.65	$73.00	$4.45	$89.00	$3.54	$70.80	no bid	
20	1 ½" x 3" brass nipple	$5.42	$108.40	$6.58	$131.60	$5.30	$106.00	no bid	
20	1½" x 4" brass nipple	$7.06	$141.20	$8.57	$171.40	$6.90	$138.00	no bid	
10	1 ½" x 5" brass nipple	$8.77	$87.70	$10.65	$106.50	$8.60	$86.00	no bid	
10	1½" x 6" brass nipple	$10.43	$104.30	$12.65	$126.50	$10.30	$103.00	no bid	
20	2" x close brass nipple	$5.57	$111.40	$6.76	$135.20	$5.41	$108.20	no bid	
5	2'' x 2 ½ " brass nipple	$6.02	$30.10	$7.30	$36.50	$5.81	$29.05	no bid	
10	2" x 6" brass nipple	$13.40	$134.00	$16.27	$162.70	$13.12	$131.20	no bid	
10	2" x 9" brass nipple	$19.93	$199.30	$24.20	$242.00	$19.38	$193.80	no bid	
10	2" x 12" brass nipple	$26.40	$264.00	$32.06	$320.60	$25.47	$254.70	no bid	

500	1" Meter Washers	$0.25	$125.00	$0.28	$140.00	$0.28	$140.00	no bid	
20	1 ½" Adjustable MNPT Oval Meter Flange	$40.23	$804.60	$112.65	$2,253.00	$112.00	$2,240.00	no bid	
20	2" Adjustable MNPT Oval Meter Flange	$53.68	$1,073.60	$135.10	$2,702.00	$134.00	$2,680.00	no bid	
20	1" Brass Threaded Couplings	$3.86	$77.20	$3.68	$73.60	$3.49	$69.80	no bid	
10	2" x 1" brass bushings	$9.87	$98.70	$9.40	$94.00	$8.88	$88.80	$10.92	$109.20
10	1 ½" x 1" brass bushings	$5.53	$55.30	$5.26	$52.60	$4.77	$47.70	$6.11	$61.10
300	Curb Box Plug 1 ¼" – MEPLG 1 ¼ Brass Plug	$2.80	$840.00	$2.80	$840.00	$3.10	$930.00	no bid	
25	1" NIBCO Full Port Ball Valve	$11.80	$295.00	$8.29	$207.25	$10.95	$273.75	$8.83	$220.75
5	1" APOLLO thrd Full Port Ball Valve	$11.80	$59.00	$12.21	$61.05	$10.95	$54.75	no bid	
10	¾" NIBCO Full Port Ball Valve	$7.90	$79.00	$5.28	$52.80	$7.80	$78.00	$5.99	$59.90
300	1 ½" Drop In Gaskets for 1 ½" Flanged Meter	$1.90	$570.00	$0.44	$132.00	$0.78	$234.00	$2.20	$660.00
300	2" Drop In Gaskets for 2" Flanged Meter	$2.17	$651.00	$0.44	$132.00	$0.87	$261.00	$2.51	$753.00
5	2" x 1 ½ Brass Bushings	$8.19	$40.95	$7.80	$39.00	$7.15	$35.75	$9.07	$45.35
15	1" x ¾" Brass Bushings	$2.54	$38.10	$2.43	$36.45	$2.21	$33.15	$2.80	$42.00
5	1 ½" x ¾" Brass Bushings	$6.77	$33.85	$6.44	$32.20	$5.78	$28.90	no bid	
30	AY McDonald 5/8" x ¾" meter to 1" meter adapter	$21.38	$641.40	$10.31	$309.30	$21.36	$640.80	no bid	
2	AY McDonald Converts 1" meter to 2" flanged meter	$127.19	$254.38	$61.18	$122.36	$125.89	$251.78	no bid	
2	AY McDonald Converts 1" meter to 1 ½" flanged meter	$124.27	$248.54	$59.77	$119.54	$123.00	$246.00	no bid	
2	AY McDonald Converts 1 ½" meter to 2" flanged meter	$183.00	$366.00	$80.92	$161.84	$182.00	$364.00	no bid	
20	¾" Brass 90's	$3.14	$62.80	$2.99	$59.80	$2.70	$54.00	no bid	
20	¾" Brass Threaded couplings	$2.54	$50.80	$2.43	$48.60	$2.20	$44.00	no bid	
15	2" Brass Pentagon Stopbox Cap Plugs (plugs only)	$7.40	$111.00	$7.30	$109.50	$7.96	$119.40	no bid	
30	1 ¼" Stopbox lid with plug	$11.00	$330.00	$10.55	$316.50	$11.60	$348.00	$11.28	$338.40
15	2" Stopbox lid with plug	$14.35	$215.25	$15.74	$236.10	$17.44	$261.60	$16.83	$252.45
5	2" Brass THD Coupling	$13.48	$67.40	$12.84	$64.20	$11.47	$57.35	no bid	
5	2" x 1.5" Brass THD Bushing	$8.19	$40.95	$7.80	$39.00	$7.03	$35.15	no bid	
12	2" Meter Flange THD	$48.65	$583.80	$48.78	$585.36	$52.00	$624.00	no bid	
6	1.5" Meter Flange THD	$37.25	$223.50	$45.56	$273.36	$50.00	$300.00	no bid	
100	1" Brass 90's	$4.84	$484.00	$4.61	$461.00	$4.20	$420.00	no bid	
3000	5/8" x ¾" gaskets	$0.25	$750.00	$0.26	$780.00	$0.18	$540.00	no bid	
50	1" angle valve (1" compression to 1" female THD)	$53.10	$2,655.00	$35.56	$1,778.00	$88.64	$4,432.00	no bid	
10	1'' full port flared angle valve	$93.92	$939.20	$35.56	$355.60	$57.00	$570.00	no bid	
5	3'' Brass Meter Flange Kit- THD	$223.00	$1,115.00	$259.25	$1,296.25	$328.00	$1,640.00	no bid	
5	4'' Brass Meter Flange Kit- THD	$271.00	$1,355.00	$396.50	$1,982.50	$385.00	$1,925.00	no bid	
1	6'' Brass Meter Flange Kit –THD	$526.00	$526.00	$672.84	$672.84	$800.00	$800.00	no bid	
Total		**$111,578.27**		**$109,833.60**		**$113,999.08**		**N/A**	
PERCENTAGE DISCOUNT FROM PRICES FOR OTHER MISC. BRASS (OTHER THAN LISTED ABOVE)		0%		25%		0%		20%	
PERCENTAGE DISCOUNT FROM PRICES FOR SUPPLEIS (OTHER THAN THOSE LISTED ABOVE)		0%		25%		0%		20%	
MINIMUM POUND DELIVERY REQUIRED PER ORDER		0 pounds		0 pounds		0 pounds		5 pounds	
NUMBER OF DAYS REQUIRED FOR DELIVERY FROM DATE OF RECEIPT OF PURCHASE ORDER		7-14 days		2 - 14 Days		7 - 10 Days for most items		3-7 Days	
Is there a location within 15 miles to the City of Wyoming limits available for 24/7 Emergency Purchases?		Yes		Yes		Yes		Yes	

STAFF REPORT

Date: February 22, 2021

Subject: Disposable Paper Products and Cleaning Supplies

From: Laura Jackson, Secretary II, Purchasing Department

Meeting Date: March 1, 2021

RECOMMENDATION:

It is recommended the City Council award the bid for disposable paper products and cleaning supplies to Kalamazoo Sanitary Supply, LLC (DBA KSS Enterprises), Miner Supply Company, Inc. and Unipak Corporation in the percentage discounts off the distributors and manufacturer's list prices. It is also recommended the City Council also award the bid to Nichols Paper and Supply Company (DBA Nichols) using the National Public Sector Omnia Partners (formally National IPA) contract prices.

COMMUNITY, SAFETY, STEWARDSHIP:

Disposable paper products and cleaning products play an essential role in our daily lives. Keeping the City facilities and parks clean is essential. Removing soils, germs and other contaminants help prevent the spread of infectious diseases and control allergens, such as dust and mold, helping to keep both employees and citizens healthy.

DISCUSSION:

On February 22, 2021, four responses were received in answer to our invitation to bid on disposable paper products and cleaning supplies. Seventy-nine invitations to bid were sent to prospective bidders.

The disposable paper products and cleaning supplies are required for the City's buildings and parks. Each department uses different products based on their needs and current dispensing equipment at their location.

The bid requested a percentage discount from the manufacturer's list price for a three year period (shown below) for disposable paper products and cleaning supplies.

	Kalamazoo Sanitary Supply, LLC dba KSS Enterprises**			Miner Supply Co. Inc.			Unipak Corporation		
				Year 1	Year 2	Year 3	Year 1	Year 2	Year 3
UPC (Gloves)							10%	10%	10%
UPC (PPE)							12%	12%	12%
UPC (Trash Liners)							25%	28%	30%
UPC (Clinical Supplies)							25%	25%	25%
SCA				55%	55%	55%			
Tork				55%	55%	55%			
Spartan Chemical (Paper) *				35%	35%	35%			
Cascades Pro (Trash Liners) *				40%	40%	40%			
Janteplast				40%	40%	40%			
Noramco Bag				40%	40%	40%			
SC Johnson				25%	25%	25%			

	Kalamazoo Sanitary Supply, LLC dba KSS Enterprises**			Miner Supply Co. Inc.			Unipak Corporation		
				Year 1	Year 2	Year 3	Year 1	Year 2	Year 3
Kimberly Clark	44%	44%	44%						
Net Choice	42%	42%	42%						
SCA	40%	40%	40%						
Essity	40%	40%	40%						
Cottonelle	44%	44%	44%						
Georgia Pacific	39%	39%	39%						
Hillyard	36%	36%	36%						
Interplast Group	41%	41%	41%						
Buckeye Int'l	33%	33%	33%						
Clorox Professional	45%	45%	45%						
P&G Professional	44%	44%	44%						
Pro Link	55%	55%	55%						
Claire	37%	37%	37%						
Canberra	38%	38%	38%						
Diamond	46%	46%	46%						
Gojo	52%	52%	52%						
Fresh	23%	23%	23%						
Rubbermaid	24%	24%	24%						
Carlisle	41%	41%	41%						
Frank Mill& Sons	60%	60%	60%						
Microfiber & More	47%	47%	47%						
3M	27%	27%	27%						
Impact Products	41%	41%	41%						
Americo	33%	33%	33%						
Ettore	35%	35%	35%						
Von Drehle	48%	48%	48%						
Hospico	19%	19%	19%						
Dart	22%	22%	22%						
Sellars	36%	36%	36%						
Tronex	72%	72%	72%						
Portico	54%	54%	54%						
Dial Professional	48%	48%	48%						
Unipak (Trash Can Liners)	25%	28%	30%						
Unipak (Gloves)	10%	10%	10%						
Unipak (Medical Supplies)	25%	25%	25%						
PPE Supplies	10%	10%	10%						

Nichols submitted a proposal to provide pricing based on the National IPA contract number 202329-01. The National IPA is a cooperative purchasing organization that allows educational institutions, government agencies and other non-profit entities to purchase at the awarded contract prices. The National IPA current contract term is June 1, 2020 to May 31, 2023 with an option to renew for one (1) additional two-year period through May 31, 2025.

BUDGET IMPACT:

Disposable paper products are purchased as required throughout the year and funds are budgeted in the various departmental accounts.

The estimated expenditure for disposable paper products during the coming year is expected to total approximately $46,000.00.

STAFF REPORT

Date: February 23, 2021

Subject: Water Plant Residuals Hauling and Disposal

From: Robert Veneklasen, Water Plant Superintendent

Meeting Date: March 1, 2021

RECOMMENDATION:

It is recommended the City Council approve the bid submitted and enter into a three-year contract with Waste Management of West Michigan for the Water Plant Residuals Hauling and Disposal Services. This is for the removal and disposal of the water treatment process residuals in a sanitary landfill.

COMMUNITY, SAFETY, STEWARDSHIP:

Although benign, there are no beneficial reuses for water treatment residuals, so they are correctly and appropriately disposed of in a landfill.

DISCUSSION:

The City's water treatment plant produces residual material resulting from the process of chemical application to remove material from the raw, untreated, Lake Michigan water. This material is then mechanically dewatered by centrifuge to reduce the mass and volume. The material is deposited into tractor trailers which when full are hauled to a sanitary landfill for disposal. The water plant budgets annually for this activity based on typical raw water conditions producing an average amount of material for disposal.

Competitive price bids were solicited for a three-year period, beginning April of 2021 with annual costs identified. The costs identified are inclusive of the transportation and disposal per ton of material. Only one bid was received for this service as follows:

Bidder	Cost, Year 1 (FY 22)	Cost, Year 2 (FY 23)	Cost, Year 3 (FY 24)
Waste Management	$86.51/ton	$89.10/ton	$91.77/ton

BUDGET IMPACT:

This activity is budgeted annually in account #591-591-55300-921.000.

WATER PLANT RESIDUALS HAULING AND DISPOSAL CONTRACT

This Contract is made as of the Effective Date between the City of Wyoming, a Michigan municipal corporation, of 1155 28th Street SW, PO Box 905, Wyoming, MI 49509-0905 ("City") and the Contractor identified below.

Recitals

City requested bids/proposals for the **Water Plant Residuals Hauling and Disposal** contract (the "Request for Bids/Proposals" that included the bid/proposal requirements, city contract standard terms and conditions, risk allocation and insurance provisions, bonds and lien provisions, specific requirements, bid/proposal form, plans, and project or technical bid specifications) and Contractor submitted the bid/proposal by the required date of February 16, 2021 and related required materials (the "Bid") that was selected by City

"Contract Documents" means this contract, the Bid, the Request for Bids/Proposals including all materials that are part of it, the approving City Council resolution, insurance information meeting contract requirements (including any requested policies, endorsements and certificates), and any required bonds.

"Contractor" means: _____
LEGAL NAME OF COMPANY

_____
BUSINESS NAME / D.B.A., IF DIFFERENT FROM ABOVE

_____
FORM OF BUSINESS and STATE IN WHICH FORMED – e.g. partnership, corporation, limited liability company, or professional corporation and the state in which it was formed

_____
STREET ADDRESS

_____
CITY STATE ZIP CODE

"Effective Date" means the day after the date that (i) the Contract is approved by the City Council and (ii) the City receives all bonds, insurance documents, and other documents required from Contractor.

Terms and Conditions

In exchange for the consideration in and referred by this Contract, the parties agree:

1. Contractor will provide the materials and services in accordance with the Contract Documents.
2. City will pay the Contractor in accordance with the Contract Documents.
3. This is the only agreement between the parties regarding its subject matter. There are no other agreements, representations or warranties. **No terms and conditions apply other than those expressly and fully stated in the Contract Documents.** This contract can be amended only in writing signed by both City and Contractor.

City and Contractor have signed this Contract as of the Effective Date.

City of Wyoming

By: _____
Jack A. Poll, Mayor

By: _____
Kelli A. VandenBerg, City Clerk

Date signed: _____

Approved as to form: _____
Scott G. Smith, City Attorney

Contractor

By: _____
Signature for Contractor

_____
Printed Name & Title of Person Signing

Date signed: _____

02/01/2021
Planning/NH

ORDINANCE NO. 3-21

ORDINANCE TO AMEND CHAPTER 90 OF THE CODE OF ORDINANCES
BY AMENDING SECTION 90-418B IN ARTICLE 4B

THE CITY OF WYOMING ORDAINS:

Section 1. That Chapter 90, Article 4B, Section 90-418B of the Code of Ordinances, City of Wyoming, Michigan is amended to read as follows:

Sec. 90-418B PRINCIPAL PERMITTED USES

In the RO-1 restricted office district, the following uses are permitted:

(1) Office buildings for any of the following occupations: Executive, administrative, professional, accounting, clerical, stenographic, drafting and office equipment and supply sales;

(2) Medical offices, including clinics;

(3) Financial institutions;

(4) Nursery schools, day nurseries and childcare facilities for the care of seven or more people; and

(5) Accessory buildings and uses customarily incidental to the above uses.

Section 2. This ordinance shall take effect on _____, 2021.

I certify that this ordinance was adopted by the City of Wyoming at a regular session of the City Council held on _____, 2021.

_____
Kelli A. VandenBerg
Wyoming City Clerk

City of **Wyoming** Michigan

Planning & Community Development | 1155 28th St SW, Wyoming, MI 49509
616.530.7266 | Fax 616.249.3442 | wyomingmi.gov

January 27, 2021

Ms. Kelli A. VandenBerg
City Clerk
Wyoming, MI

Subject: Proposed Zoning Ordinance Text Amendment to Permit Nursery Schools, Day Nurseries, and Child Care Facilities for More than Seven Children, as a Permitted Use in the RO-1 District (Section 90-418B)

Recommendation: To approve the subject Zoning Ordinance amendment

Dear Ms. VandenBerg,

The above referenced request was reviewed by the Wyoming Planning Commission at its regular meeting on January 19, 2020. A motion was made by Arnoys, supported by Micele, to recommend to the City Council adoption of revised *Section 90-418B Principal Permitted Uses* Zoning Ordinance text amendment which would permit Nursery Schools, Day Nurseries, and Child Care Facilities for More than Seven Children in the RO-1 zone district. The motion passed unanimously.

A detailed review of the request is available in the attached Planning Commission minutes and supportive materials. Following please find some general information.

The City of Wyoming restricts where childcare facilities are permitted in the city. Currently, when caring for seven or more children, these facilities are permitted in R-4, R-5, and B-2 zoning districts by right, and R-1, R-2, R-3, R-7, B-3, and PUD-1 as a special use.

Over the past year, the city has received inquiries from potential day care operators and others about allowing daycare facilities at medical offices and other professional offices. Through research staff learned that it is not uncommon for childcare facilities to partner with the types of uses permitted in the RO-1 district.

Following a full zoning review, staff recommended that Nursery Schools, Day Nurseries, and Child Care Facilities for More than Seven Children be permitted in RO-1 districts as a permitted use. These facilities are compatible with the existing RO-1 dimensional requirements of the district and will provide greater access to families seeking childcare.

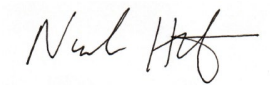
WYOMING MICHIGAN
CITY OF VISION AND PROGRESS

CITY COUNCIL
Sheldon DeKryger John Fitzgerald Kent Vanderwood Marissa Postler Robert Postema Sam Bolt
Jack A. Poll, Mayor

During the public hearing no members of the public spoke on the proposed ordinance.

The proposed zoning code text amendment is attached.

Respectfully submitted,



Nicole Hofert, City Planner
Department of Community Services

Cc: Curtis Holt, City Manager
Rebecca Rynbrandt, Director of Community Services

A motion was entered by Hall and supported by Arnoys to defer the vote on the adoption of the Master Plan until the February Planning Commission meeting.

A vote on the motion passed unanimously.

Hofert stated that she would set up a special meeting with the Commissioners to further discuss the Master Plan as requested by Chair DeLange. DeLange encouraged the Commissioners to send in questions and concerns to Hofert prior to the meeting and stated that he had been disappointed that more Commissioners had not attended the special meetings that had been held before.

AGENDA ITEM NO. 2

Request to amend Zoning Code Section 90-418B Principal Permitted Uses to include Nursery schools, day nurseries and childcare facilities for the care of seven or more people in a RO-1 Zoning District (Wyoming Planning)

Hofert shared that the proposal was for a text amendment to be approved and recommended to Council.

Hofert provided the general background on the request. Staff have received inquiries about the current zoning and believe that the proposed amendment supports local families and employers. Childcare facilities are currently not permitted in the RO-1 zoning district. These facilities receive children under the age of 18 for group care periods of less than 24 hours a day when the parents or guardians of the child are not immediately available. When caring for seven or more children, these facilities are permitted in R-4, R-5, and B-2 zoning districts by right, and R-1, R-2, R-3, R-7, B-3, and PUD-1 as a special use. In addition to the provisions of the zoning code, childcare facilities must also obtain licensure and meet a series of standards provided by the State of Michigan's Public Act 116 of 1973 and the Michigan Department of Health and Human Services in order to operate.

Hofert shared that staff had conducted research on this request and learned that it is not uncommon for childcare facilities to partner with the types of uses permitted in the RO-1 district, such as medical offices or professional offices. Further, staff believes that this use is a less intensive commercial use in comparison to other uses permitted in commercial districts and could be compatible within the general character of a restricted office district setting. The City's RO-1 districts are also commonly adjacent to major thoroughfares and residential neighborhoods, where the permittance of this use could be beneficial for both working parents and neighboring residential communities.

Hofert shared that due to their compatibility with restricted office districts, staff is recommending that Nursery Schools, Day Nurseries, and Child Care Centers for the care of 7 or more children be permitted as a principle permitted use in the RO-1 Zoning District. The Development Review

Team recommends that Planning Commission adopt the recommended Section 90-418B text amendment and recommend the same to council.

DeLange opened the public hearing at 7:49 pm. There was no public comment and the public hearing was closed at 7:49 pm.

A motion was entered by Arnoys, supported by Micele to approve the proposed text amendment.

A vote on the motion passed unanimously.

NEW BUSINESS

AGENDA ITEM NO. 3

> Request for site plan approval for Rivertown Valley Amenities. The property is located at 5972 Wilson Ave SW (Section 32) (TMGB Wilson LLC)

Hofert outlined the specifics of the request. The Reserve development had been approved as a PUD by the City with a series of requirements for amenities, and these amenities are what is being proposed for site plan approval. Hofert shared a map of the site and highlighted the location of the proposed amenities. The area is currently vacant.

Hofert shared that the proposed land use included a walking path, a community clubhouse, and tennis courts that had been previously approved by the Planning Commission and City Council as a part of the Reserve's original development plan. The original development plan had been approved in August of 2018. In November 2019, the site received approval for a clubhouse, tennis courts, and walking paths. These amenities will be maintained by the HOA. This revised proposal relocates the tennis courts from their previously approved location to the clubhouse site.

Hofert stated that The Reserve encompasses 187.26 acres, and that an Overall Development Plan (ODP) for this site was approved by Planning Commission and City Council in August 2018. The ODP required a minimum 1,000sf community center and two tennis courts.

Hofert outlined the following finding of facts regarding the proposal's conformance with ordinance standards.

Section 90-505 specifies the standards to apply to site plan review:

(1) *Adequacy of information. The site plan shall include all required information in sufficiently complete and understandable form to provide an accurate description of the proposed use(s) and structure(s).*

RO-1 Restricted Office District

Sec. 90-418B PRINCIPAL PERMITTED USES

In the RO-1 restricted office district, the following uses are permitted:

(1) Office buildings for any of the following occupations: Executive, administrative, professional, accounting, clerical, stenographic, drafting and office equipment and supply sales;

(2) Medical offices, including clinics;

(3) Financial institutions;

(4) Nursery schools, day nurseries, and child care facilities for the care of 7 or more people; and

(5) Accessory buildings and uses customarily incidental to the above uses.

(Code 1983, § 60.220)

Sec. 90-419B LOT AND AREA REQUIREMENTS

All uses permitted in the RO-1 restricted office district as principal or special use approvals shall be subject to the same lot and area requirements as for B-1 business district as indicated in section 90-404B.

(Code 1983, § 60.222; Ord. No. 10-14, § 1, 6-2-14)

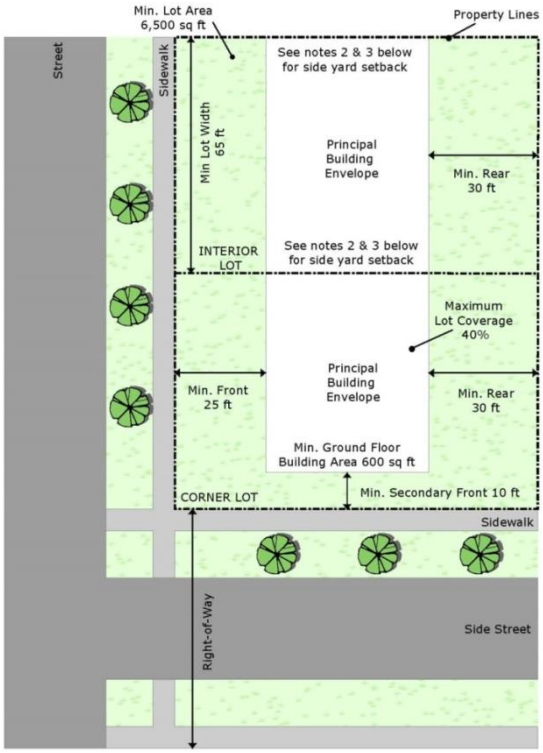
Sec. 90-420B PERMITTED USES AFTER SPECIAL APPROVAL

The following uses shall be permitted in the RO-1 restricted office district, subject to the approval of the planning commission: all permitted uses in the B-1 business district. Uses allowed under this provision must be located within office buildings and are restricted to no more than 25 percent of the building's first floor square footage. Drive-through services are not permitted, except for financial institutions.

(Ord. No. 11-07, § 1, 4-2-07)

Sec. 90-421B DEVELOPMENT STANDARDS

Minimum Lot Area (1)(5)	6,500 sq ft
Minimum Lot Width (1)(5)	65 ft
Minimum Front Yard (4)(5)	25 ft
Minimum Rear Yard (3)	30 ft
Minimum Side Yard (2)(3)	
Minimum Ground Floor Building Area	600 sq ft
Maximum Building Height	35 ft
Maximum Lot Coverage	40%



Sec. 90-422B SPECIFIC REQUIREMENTS

(1) Lots existing prior to June 3, 1991 may be utilized for building purposes provided that they are at least 40 feet in width, 4,000 square feet in area and that minimum required yard setbacks can be met.

(2) Not required unless property abuts a residentially or industrially zoned district, in which case the minimum yard setback shall be 20 feet for that side yard abutting the residentially or industrially zoned district.

(3) Where a B-1 business district borders a residentially zoned district, excepting where there is a public street or alley located between the districts, there shall be provided along the lot line bordering the residentially zoned district a solid fence or ornamental wall six feet in height above grade constructed of wood, concrete block, brick or comparable material on which there shall be no advertising. However, such fencing shall be reduced to a height of three feet for the nearest 20 feet in length that is perpendicular to a public street right-of-way. Where a public alley is located between the B-1 business district and the residentially zoned district, no fence or wall is required in those locations where a building housing a permitted use is located adjoining the alley or where driveway access is provided to the public alley. Where a public street is located between the B-1 business district and the residentially zoned district, no fence is required.

(4) (a) For the secondary front yard, there shall be a minimum front yard setback of ten feet except for along major thoroughfares where the minimum setback shall be 25 feet.

(b) Parking shall not be permitted in the required front yard and secondary front yard setbacks, except that parking may be permitted in conjunction with site plan approval in that portion of the required front yard located more than 25 feet from the street right-of-way of property

which abuts 28th Street.

(c) A landscaped greenbelt, as described in Section 90-328 shall be provided in the required front yard and secondary front yard unless parking is otherwise permitted as noted above.

(5) For all properties which border 28th Street, the front lot line shall be deemed as bordering 28th Street, the minimum front yard shall be 50 feet, the minimum lot width shall be 100 feet and the minimum lot depth shall be 200 feet.

Sec. 90-423B ADDITIONAL REGULATIONS

(1) General Requirements

(a) Façade Standards. Section 90-322
(b) Accessory Buildings. Section 90-311
(c) Fence Regulations. Section 90-312
(d) Landscaping for non-residential uses. Section 90-328
(e) Projections into yards. Section 90-306
(f) Screening of roof top equipment. Section 90-318
(g) Signs. Article 7
(h) Off-street parking. Article 6
(i) Mechanical Appurtenances. Section 90-310
(j) Dwellings in non-residential zones. See Section 90-319
(k) Refuse disposal. Section 90-321

(2) Development Procedures

(a) Special land uses. Section 90-507
(b) Site Plan. Section 90-500
(c) Site Condominiums. Section 90-509

(3) Administration and Enforcement

(a) Board of Zoning Appeals. Article 10
(b) Permits. Section 90-1008
(c) Non-conforming lot and uses. Article 9

City of **Wyoming** Michigan

Planning & Community Development | 1155 28th St SW, Wyoming, MI 49509
616.530.7266 | Fax 616.249.3442 | wyomingmi.gov

February 23, 2021

Ms. Kelli A. VandenBerg
City Clerk
Wyoming, MI

Subject: Planning Commission 2020 Annual Report

Recommendation: To accept the Planning Commission 2020 Annual Report

Dear Ms. VandenBerg,

The above referenced report was reviewed by the Wyoming Planning Commission at its regular meeting on February 16, 2021. The report was provided in compliance with the Michigan Planning and Enabling Act (Act 33 of 2008), which stipulates that:

> "The Planning Commission shall make an annual written report to the legislative body concerning its operations and the status of planning activities, including recommendations regarding actions by the legislative body related to planning and development."

A motion was made by Micele, supported by Hall, to accept the Planning Commission 2020 Annual Report as presented and forward it to City Council. The motion passed unanimously following discussion. A detailed review of the request is available in the attached Planning Commission minutes. The report is attached.

Respectfully submitted,

Nicole Hofert, City Planner
Department of Community Services

Cc: Curtis Holt, City Manager
Rebecca Rynbrandt, Director of Community Services

APPROVAL OF AGENDA

The agenda was otherwise approved to stand as read.

PUBLIC COMMENT ON NON-PUBLIC HEARING AGENDA ITEMS

DeLange opened the public comment period for non-public hearing agenda items at 7:05 pm. There was no public comment and the public comment period closed at 7:05 pm.

PUBLIC HEARING

OLD BUSINESS

AGENDA ITEM NO. 1

Request to adopt the Wyoming [re]imagined Master Plan (Wyoming Planning)

Hofert shared a brief history of the Master Plan. The public hearing period opened in December 2020 and was closed in January 2021. There had been a motion to defer the vote on the Plan to the February 2021 meeting. There was a joint Planning Commission and City Council meeting held on February 8, 2021. The Development Review Team recommends that the Planning Commission adopt the Wyoming [re]Imagined Master Plan and recommend the same to City Council.

A motion was entered by Hall, supported by Hegyi, to adopt the Wyoming [re]Imagined Master Plan and recommend the same to City Council.

A vote on the motion carried unanimously.

NEW BUSINESS

AGENDA ITEM NO. 2

Planning Commission Annual Report (Wyoming Planning)

Hofert shared that the purpose of the Annual Report is to report out on actions taken by the Planning Commission during 2020 as a requirement of the Michigan Zoning Enabling Act of 2008. The Commissioners all received a copy of the full report in their meeting packets.

Hofert shared that in 2020, there were 10 Planning Commission meetings held, and a total of 17 public hearings. There were three special sessions regarding the Master Plan and one joint meeting of the whole as well. COVID-19 restrictions led to 8 of the 10 meetings being held virtually, with one meeting being held in a hybrid manner, with some Commissioners and staff in

attendance at City Hall and other Commissioners and the public being able to call into the virtual meeting or attend in person. All meetings were held in accordance with state executive orders and the Open Meetings Act.

Hofert shared that the Mayor had issued several executive orders in response to the COVID-19 pandemic including allowing for outdoor seating at restaurants and COVID testing locations to operate with an expedited review in City limits.

Hofert shared that the Annual Report contains information about the various types of reviews that City staff undertake each year. This includes Site Plan Reviews, Special Use Reviews, Plat Approvals and Rezonings. The report also includes annual comparisons from past years.

Hofert shared that the Development Review Team recommend that the Planning Commission accept the 2020 Planning Commission Annual Report and forward on to Council.

A motion was entered by Micele, supported by Hall, to accept the 2020 Planning Commission Annual Report and forward to City Council.

A vote on the motion carried unanimously.

DeLange asked the Commissioners for final comments. DeLange shared that he was very thankful for the way staff handled the challenges that COVID brought in 2020, particularly in getting all the Commissioners up and running on Zoom to have virtual meetings.

PUBLIC COMMENT

Hofert reminded attendees about the various options members of the public have for entering their comments during the virtual meeting.

DeLange opened the public comment period at 7:12 pm. There was no public comment and the public comment period closed at 7:12 pm.

DeLange stated that Chatterley had requested to resign her post as a Planning Commissioner effective immediately due to scheduling conflicts and asked that the other Commissioners refer good candidates for her replacement to staff.

Commissioner Arnoys joined at the end of the meeting and did not hear or see any of the content of the meeting. He did not vote in either of the votes on agenda items.

DeLange asked for any other comments from Commissioners, and there were none.

ADJOURNMENT












City of Wyoming
Planning Commission Annual Report

2020

2020 Planning Commission

James DeLange, *Chairperson*
David Micele, *Vice Chairperson*
William Hegyi, *Secretary*
Robert Arnoys
Sarah Chatterley
Christopher Hall (*joined July 2020)*
Robert Goodheart
Barbara VanDuren
Chris Weller
John Bueche (*last meeting June 2020)*

William Hegyi, *Secretary*
Wyoming Planning Commission

2020 Annual Report

This report is a summary of City of Wyoming Planning Commission actions taken during 2020, as a requirement of the Michigan Zoning Enabling Act of 2008.

The Planning Commission held 10 regular session meetings in 2020, inlcuding 17 public hearings. The Commission additionally held 3 special sessions on 8/31/2020, 9/14/2020, and 9/28/2020, and one joint meeting with City Council, the Board of Zoning Appeals, and the CDBG Committee on 2/3/2020.

For additional information, please contact the City Planner at 616-530-3170.

Following is a summary of actions taken by the Planning Commission in 2020.

Site Plan Reviews

4/21/2020

Approved Site Plan for Union Suites at Michael. The property is located at 3566 Michael Avenue SW
(Section 14) (Union Suites, LLC)

5/19/2020

Approved Site Plan and Condominium Plan for Wyoming Townhomes. The property is located at 135 and 137 36th Street SE
(Section 18) (Linc Up)

6/16/2020

Approved Conceptual Site Plan and PUD amendment for Rivertown Park "The Crossings". The Property is located at 3520 Scenic River Drive SW
(Section 29) (Redstone Land Dev. LLC)

6/16/2020

Approved Conceptual Site Plan and PUD amendment for Rivertown Park "The Highlands". The property is located at 3520 Scenic River Drive SW
(Section 29) (Redstone Land Dev. LLC)

8/18/2020

Approved Site Plan for Deerview Phase II Apartments. The property is located at 1950 44th Street SW
(Section 27) (KI DV, LLC)

9/15/2020

Approved Site Plan for Valduga Business Center. The property is located at 6192 Valduga Drive SW
(Section 02 Byron Center) (Vision Real Estate Investment)

10/20/2020

Approved Site Plan for an industrial spec building. The property is located at 1250 60th Street SW
(Section 02 Byron Center) (Vision Real Estate Investment)

11/17/2020

Approved Site Plan for an industrial spec building. The property is located at 1486 60th Street SW
(Section 02 Byron Center) (First Companies, Inc)

12/15/2020

Approved Site Plan for a daycare facility. The property is located at 4075 64th Street SW
(Section 06 Byron Center)
(KRG Acquisitions, LLC)

Special Use Reviews

1/21/2020

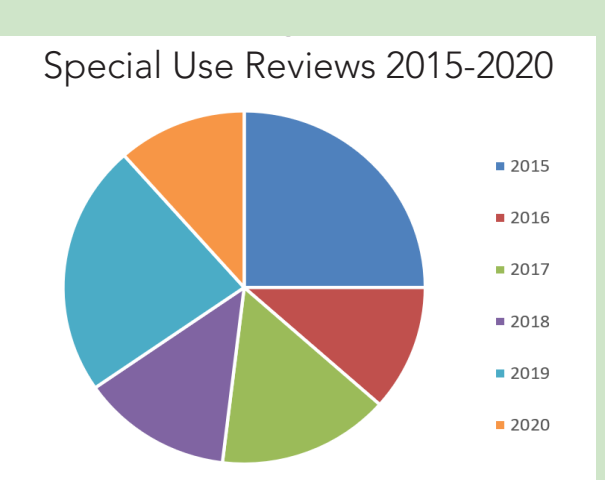
Approved Special Use and Site Plan for a rental car business. The property is located at 640 28th Street SE
(Section 18) (Chris Miller)

4/21/2020

Approved Special Use and Site Plan for a drive through restaurant. The property is located at 5640 Wilson Avenue SW
(Section 32) (Wilson Rd. Dev. LLC)

4/21/2020

Approved Special Use and Site Plan for a urgent care veterinary clinic. The property is located at 5640 Wilson Avenue SW
(Section 32) (Wilson Rd. Dev. LLC)



Special Use Reviews 2015-2020: In 2020, Planning Commission reviewed 6 Special Use Approvals. This number is a decrease from last year (13 reviews) but more consistent with the number of reviews provided annually since 2016.

6/16/2020
Denied Special Use for a recycle/salvage operation. The property is located at 3933 Clay Avenue SW
(Section 24) (Full Circle Recycling)

9/15/2020
Approved Special Use and Site Plan for a truck repair facility. The property is located at 1398 60th Street SW
(Section 02 Byron Center) (CBW 6010, LLC).

10/20/2020
Approved Special Use and Site Plan for a self-storage facility. The property is located at 5633 Division Ave S.
(Section 36) (PMG Holding LLC)

Plat Approvals

4/16/2020
Recommended Approval to City Council for Preliminary Plat Final Approval for Rivertown Valley Phase V. The property is generally located along Nile Drive extended south of 56th Street SW and east of Wilson Avenue SW
(Section 32) (TMGB Wilson LLC)

Rezonings

1/21/2020
Recommended Denial to City Council for a Rezone from R-1 to R-4. The property is located at 1950 44th Street SW
(Section 27) (KI DV, LLC)

1/21/2020
Recommended Approval to City Council for a Rezone from B-1 to PUD-4. The property is located at 3566 Michael Avenue SW (Section 14) (Union Suites, LLC)

1/21/2020
Recommended Denial to City Council for a Rezone from B-2 and RO-1 to PUD-4. The properties are located at 4022, 4075, and 4111 64th Street SW
(Section 6) (Wilson Land Company, LLC)

1/21/2020
Recommended Approval to City Council for a Rezone from R-2 to PUD-4. The properties are located at 1011, 959, and 958 Aldon Avenue SW; 2531, 2541, and 2553 Rogers Avenue SW; 2537 Newstead Avenue SW; 1010 Locksley Drive SW; 1011 and 1006 26th Street SW; 962 and 948 Blackburn Street SW; and 2550 Rogers Lane Avenue SW
(Section 11) (Grace Christian University)

1/21/2020
Recommended Approval to City Council for a Rezone from R-3, RO-1 and P-1 to R-4. The property is located at 135 and 137 36th Street SE.
(Section 18) (Linc Up)

5/19/2020
Recommended Approval to City Council for a Rezone from R-1 to R-4. The property is located at 1950 44th Street SW (Section 27) (KI DV, LLC).

8/18/2020
Recommended Approval to City Council for a Conditional Rezone of 1.11 acres from R-1 to R-3. The property is located at 5050 Byron Center Avenue SW
(Section 27) (Grandview Ventures, LLC)

9/15/2020
Recommended Denial to City Council for a Rezone from B-2 and RO-1 to PUD-4. The property is located at 4022, 4075, and 4111 64th Street SW
(Section 06 Byron Center) (Wilson Land Company, LLC)

Resolutions, Reports, Procedures & Correspondence

1/21/2020
Reviewed the Analysis of Impediments (AI) to Fair Housing Choice and Housing Needs Assessment
(Wyoming Planning Staff)

5/19/2020
Approved the Wyoming Planning Commission 2020 Annual Report and forwarded it to City Council.
(Wyoming Planning Staff)

The Planning Commission reviewed 1 plat request in 2020. This is decrease from the previous two years (7 in both 2018 and 2019).

7/21/2020
Recommended Approval to City Council to release the Draft Wyoming [re]Imagined Master Plan for Public Comment
(Wyoming Planning Staff)

8/18/2020
Adopted the updated Planning Commission Rules of Procedure
(Wyoming Planning Staff)

12/15/2020
Approved the public comment period for the Wyoming [re]Imagined Master Plan to remain open until January 19, 2021
(Wyoming Planning Staff)

Text Amendments

4/21/2020
Recommended Approval to City Council to amend Zoning Code Section 90-1605 Standards For All Building Types
(Wyoming Planning Staff)

10/20/2020
Recommended Approval to City Council to amend Zoning Code Article 3 General Requirements by adding a new section that permits the operation of mobile food vendors in Wyoming.
(Wyoming Planning Staff)

12/15/2020
Recommended Approval to City Council to amend Zoning Code Section 90-401B Principal Permitted Uses to permit Gyms in the B-1 Zoning District
(Wyoming Planning Staff)

Election of Officers/Appointments

7/21/2020
Elected Chairperson James DeLange

7/21/2020
Elected Vice Chairperson David Micele

7/21/2020
Elected Secretary William Hegyi

7/21/2020
Appointed Commissioner Christopher Hall

Presentations to Planning Commission

5/19/2020
Planning Commission 2020 Annual Report
(City Planner Hofert)

7/21/2020
New Urbanism Presentation
(Planner I Meagher)

7/21/2020
Introduction of the updated Planning Commission Rules of Procedure
(City Planner Hofert)

7/21/2020
Update on Division United
(City Planner Hofert)

8/18/2020
Wyoming [re]Imagined Master Plan Update
(City Planner Hofert)

9/15/2020
Wyoming [re]Imagined Master Plan Update
(City Planner Hofert)

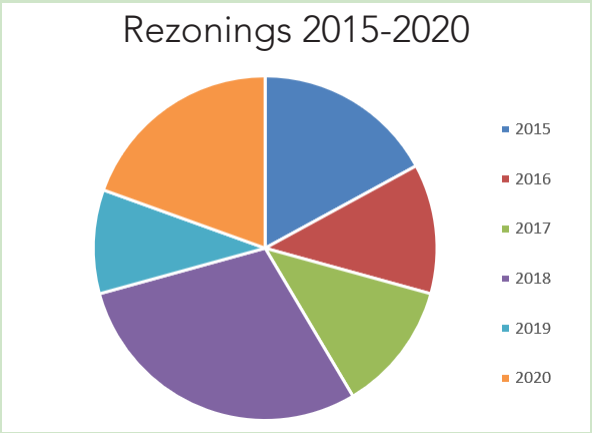
10/20/2020
Wyoming [re]Imagined Master Plan Update
(City Planner Hofert)

11/17/2020
Update on Division United Incremental Development Meeting
(City Planner Hofert)

Right-of-Way/Alley Vacation

11/17/2020
Recommended Approval to City Council to vacate platted Batt Street south of Southview Street, north of Plaster Creek Boulevard, and east of Vangie Drive SW. (Section 12) (Wyoming Planning Staff)

11/17/2020
Recommended Approval to City Council to vacate platted Vangie Drive SW southwest of Southview Street, north of Plaster Creek Boulevard, and west of Batt Street. (Section 12) (Wyoming Planning Staff)



Rezoning Applications 2015-2020: 2020 saw an increase in rezoning applications compared to 2019 (4), and recorded the second highest number of applications over the five year period. 2018 had the most with 12.

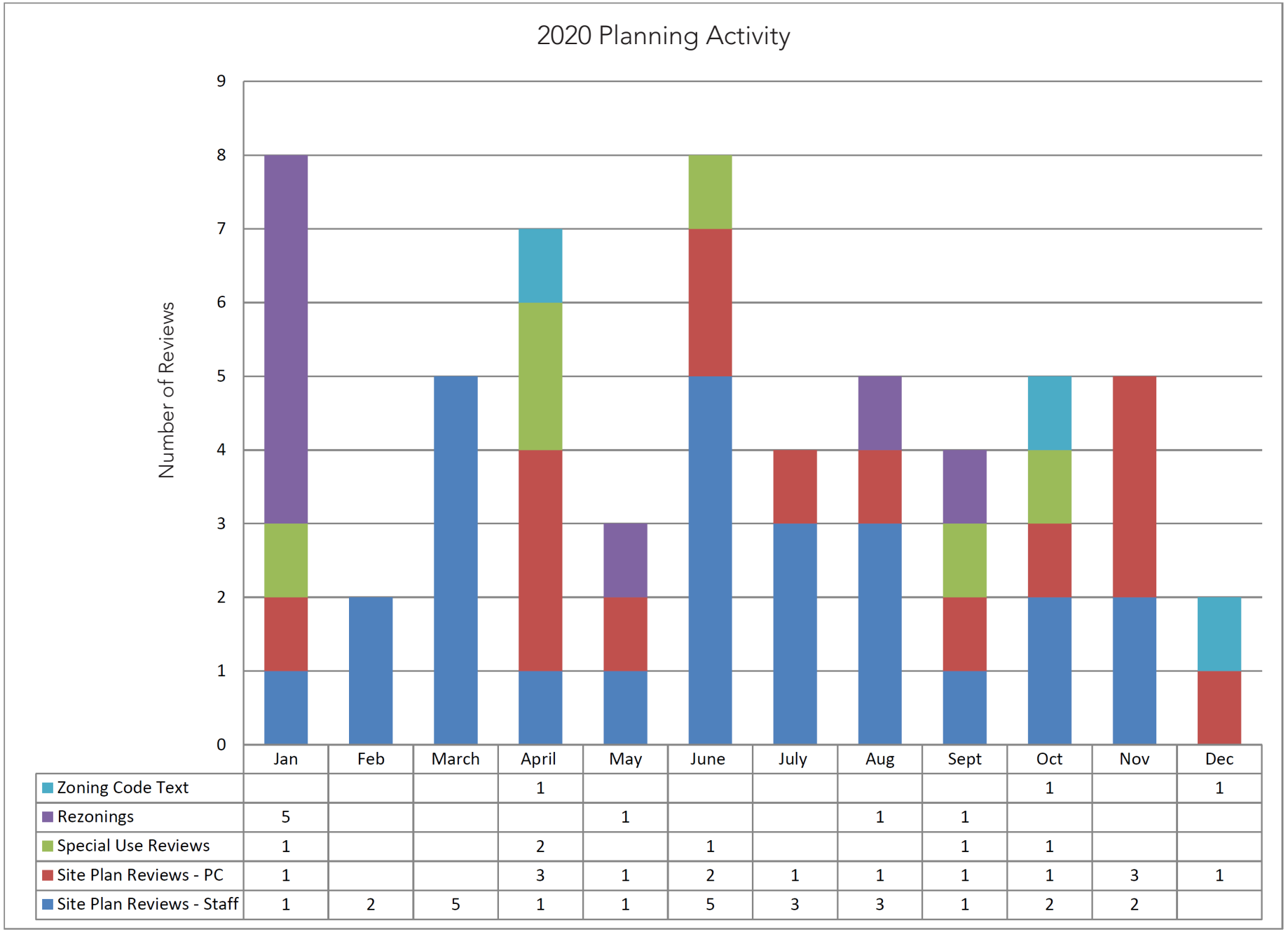
Planning Staff

Planning staff performed 26 administrative site plan reviews in 2020. Of these reviews, 8 of them were performed in relation to Mayoral Executive Orders permitting temporary outoor seating, temporary outdoor structures, temporary outdoor cookers, or temporary Covid-19 testing sites. This is a decline in the number of reviews performed by staff annually over the past few years, with staff completing 37 reviews in 2019. A similar number of administrative reviews were performed in the years prior.

Impact of Covid-19

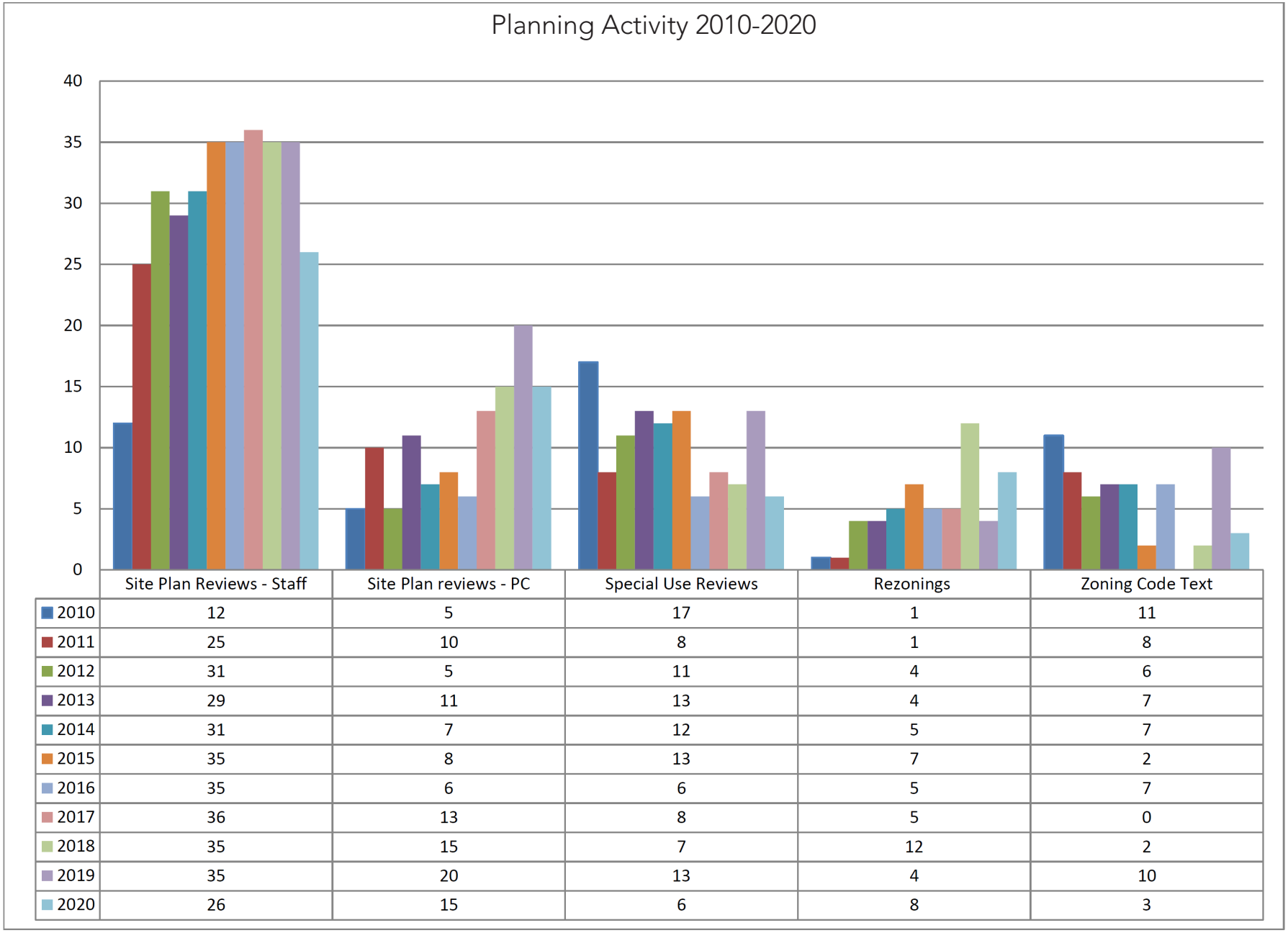
Due to the Covid-19 pandemic, 8 of the 10 regular meetings where held virtually in accordance with various executive orders, health department orders, and Open Meetings Act requirements. In addition to the regular meetings, all three of the special meetings held were also conducted virtually.

Annual Comparisons



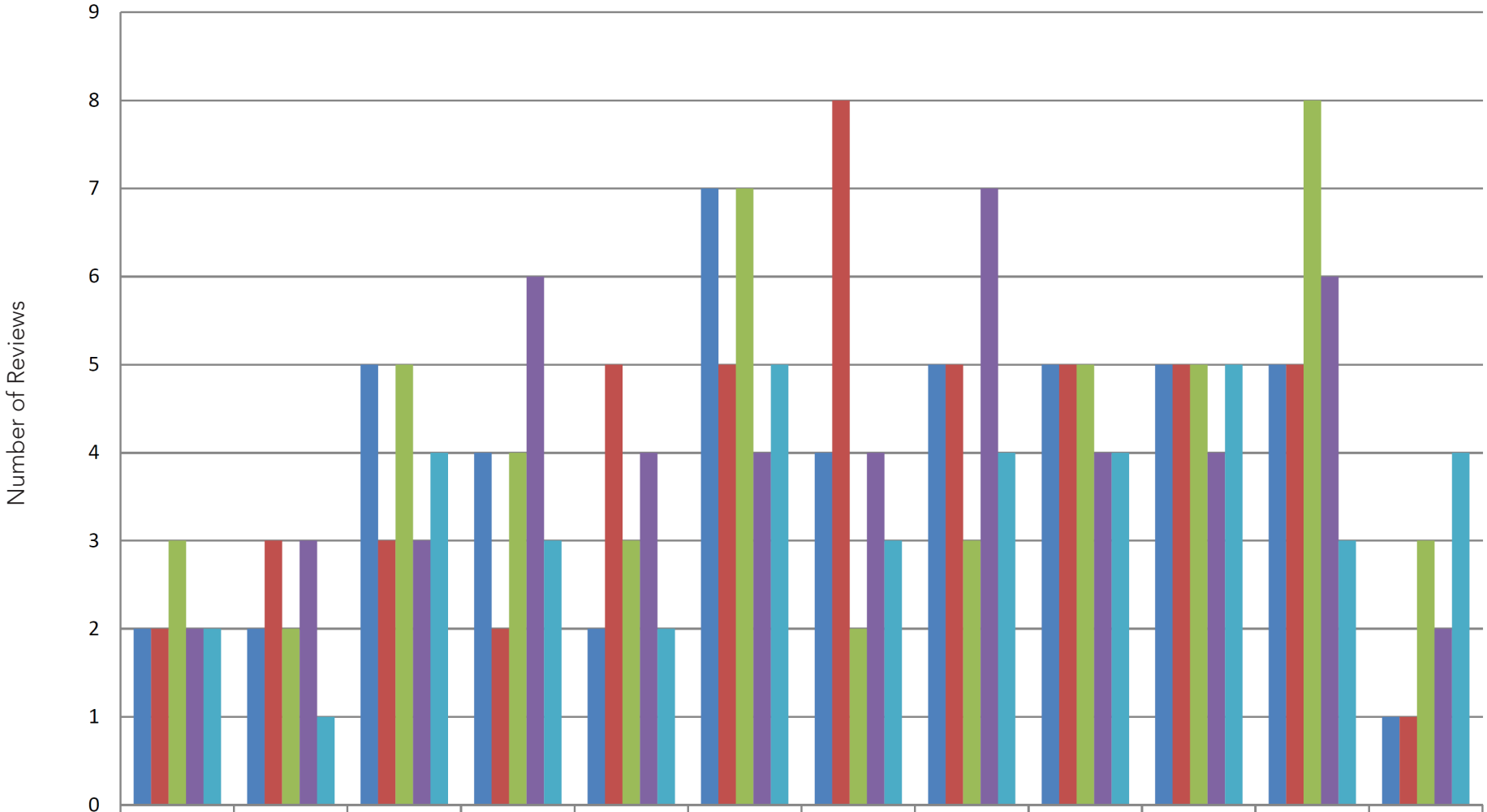
	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Zoning Code Text				1						1		1
Rezonings	5				1			1	1			
Special Use Reviews	1			2		1			1	1		
Site Plan Reviews - PC	1			3	1	2	1	1	1	1	3	1
Site Plan Reviews - Staff	1	2	5	1	1	5	3	3	1	2	2	

Annual Comparisons



	Site Plan Reviews - Staff	Site Plan reviews - PC	Special Use Reviews	Rezonings	Zoning Code Text
2010	12	5	17	1	11
2011	25	10	8	1	8
2012	31	5	11	4	6
2013	29	11	13	4	7
2014	31	7	12	5	7
2015	35	8	13	7	2
2016	35	6	6	5	7
2017	36	13	8	5	0
2018	35	15	7	12	2
2019	35	20	13	4	10
2020	26	15	6	8	3

Site Plan Reviews: Staff and Planning Commission Combined



	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
CY 2020	2	2	5	4	2	7	4	5	5	5	5	1
CY 2019	2	3	3	2	5	5	8	5	5	5	5	1
CY 2018	3	2	5	4	3	7	2	3	5	5	8	3
CY 2017	2	3	3	6	4	4	4	7	4	4	6	2
CY 2016	2	1	4	3	2	5	3	4	4	5	3	4

For additional information, please contact the City Planner at 616-530-3170 or planning_info@wyomingmi.gov.

MEMORANDUM
City of Wyoming, Michigan

TO : Mayor Jack Poll
City Councilmembers

cc: Curtis Holt, City Manager
Kate Balfoort, Finance Director

FROM: Kelli VandenBerg, City Clerk

DATE: February 15, 2021

RE: Local Officers Compensation Commission

The Local Officers Compensation Commission met on February 11, 2021, and passed a motion to increase the annual compensation of elected officials in the City of Wyoming. For the Mayor and Mayor Pro Tem, the commission recommended a 2% increase. For Councilmembers, the commission recommended a 1.5% increase. This increase would go into effect on July 1, 2021 and carry through June 30, 2023. This increase would result in the following annual rates:

	Mayor	Mayor Pro Tem	Councilmember
Current	$14,114	$10,753	$9,614
July 1, 2021	$14,396	$10,968	$9,758
July 1, 2022	$14,396	$10,968	$9,758

The draft minutes of the Commission are attached.

Under State law and our Charter, the City Council may reject the determination of the Commission within 30 days by a two-thirds vote. If the Council takes no action, or if a vote to reject fails, the Commission's determination will take effect. Under your rules of procedure, the request of two Councilmembers is required to place the item on the agenda for consideration.

Please let me know if you have any questions.

City of Wyoming
OFFICERS COMPENSATION COMMISSION
February 11, 2021

PRESENT: Karl Cuncannan, Tim Dent, Kim Grzeszak, Don Stypula and Barb VanDuren

ABSENT: None (Two vacant positions)

STAFF: Kelli VandenBerg and Connor Zuidema

The meeting was called to order at 3:00 p.m. by VandenBerg in a virtual Zoom meeting. VandenBerg advised those present of the virtual meeting rules.

Election of Officers

Motion by Stypula, seconded by Grzeszak, CARRIED, to appoint VanDuren as Chairperson. All ayes.

Motion by VanDuren, seconded by Stypula, CARRIED, to appoint Grzeszak as Secretary. All ayes.

Approval of the Minutes

Motion by Dent, seconded by Grzeszak, CARRIED, to approve the minutes of February 6, 2019. All ayes.

Public Comment

None.

Consideration of Elected Officials Compensation

Commission members reviewed the data provided by VandenBerg and asked VandenBerg to provide an overview of City Council duties and how those duties have changed during the pandemic.

Commission members discussed per capita and percentage-based increases and the difference in the roles of Mayor and Mayor Pro Tem versus Councilmembers. There was lengthy discussion about whether existing rates accurately compensate those in these roles.

Motion by Stypula, seconded by VanDuren, CARRIED, to increase the compensation of Mayor and Mayor Pro Tem by 2% and the compensation of Councilmembers by 1.5% for fiscal years 2021-22 and 2022-23. All ayes.

Commission members praised the efforts of Council, especially given the issues they have had to address in the last year.

VanDuren asked that the minutes note the desire by the commission to further review the differentiation of compensation between the Mayor, Mayor Pro Tem and Councilmembers in the next review.

There being no further business, the meeting adjourned at 4:01 p.m.

_____
Kimberly Grzeszak, Secretary

_____
Kelli A. VandenBerg, City Clerk
Recording Secretary