



# IMPLEMENTATION

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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

## 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.

## 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

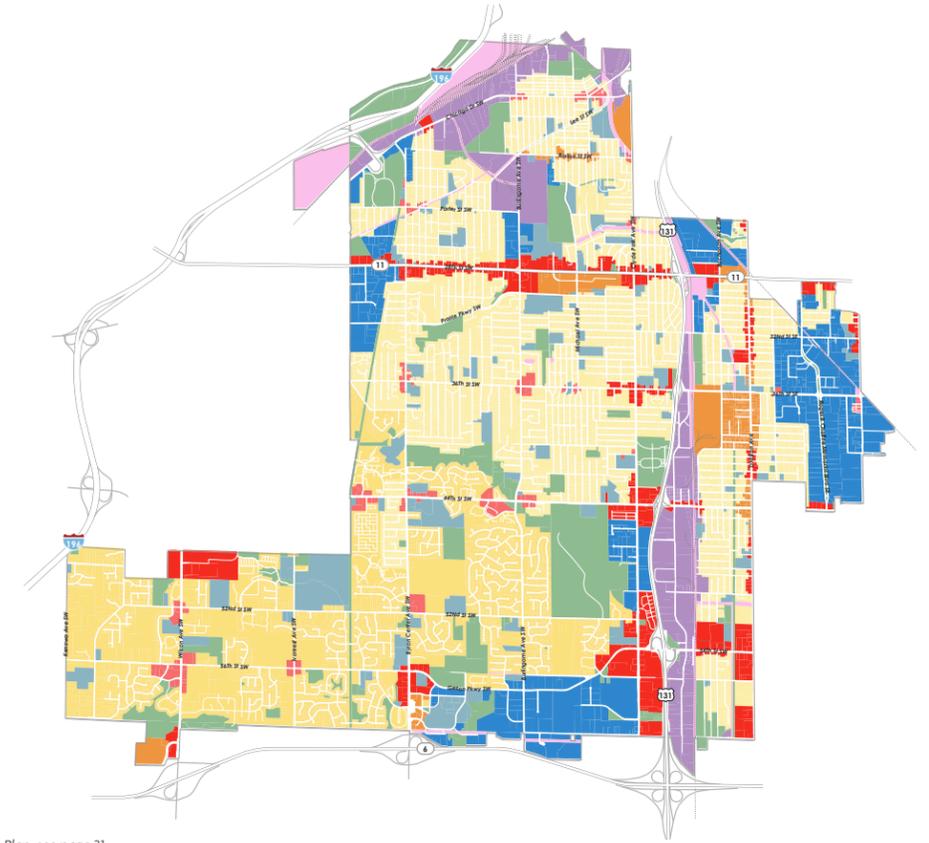
To establish an understanding of anticipated steps necessary in amending the City's zoning regulations, and in accordance with the Michigan Planning Enabling Act; Act 33 of 2008, 125.3833 (2) (d), the following graphic highlights areas where Wyoming's current zoning conflicts with future land uses proposed 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.

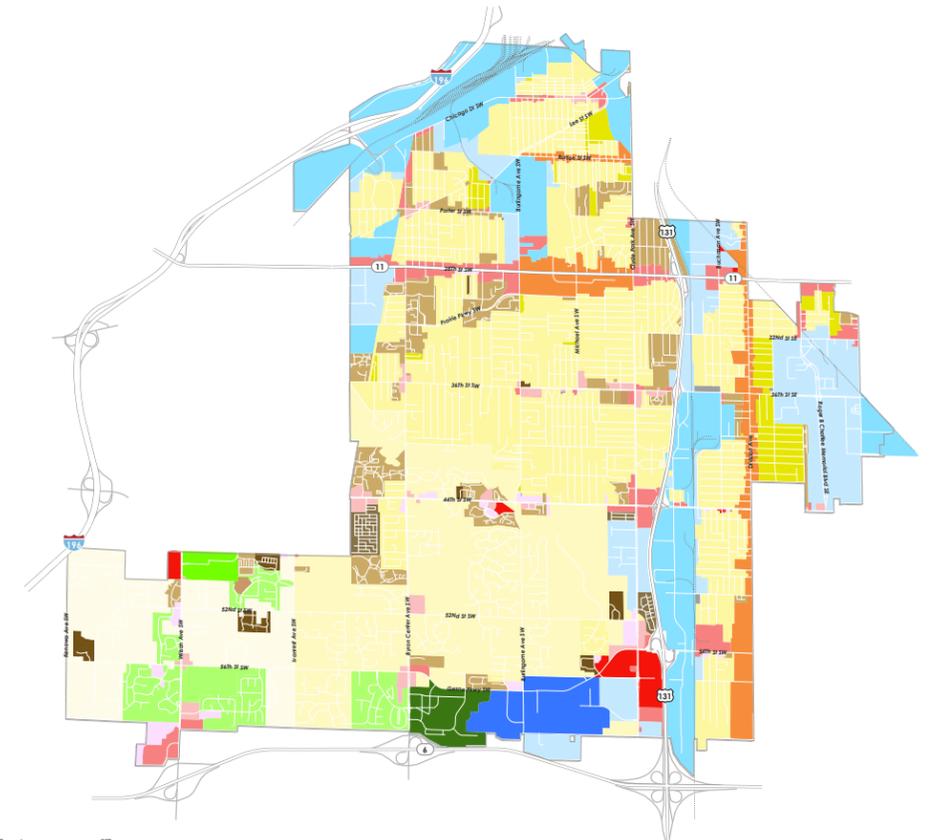
The maps to the right illustrate the existing zoning district boundaries (bottom) and proposed land uses within the Land Use Plan (top). The map on the following page illustrates locations where these two elements do not align, identifying areas where zoning amendments will be required to support the 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

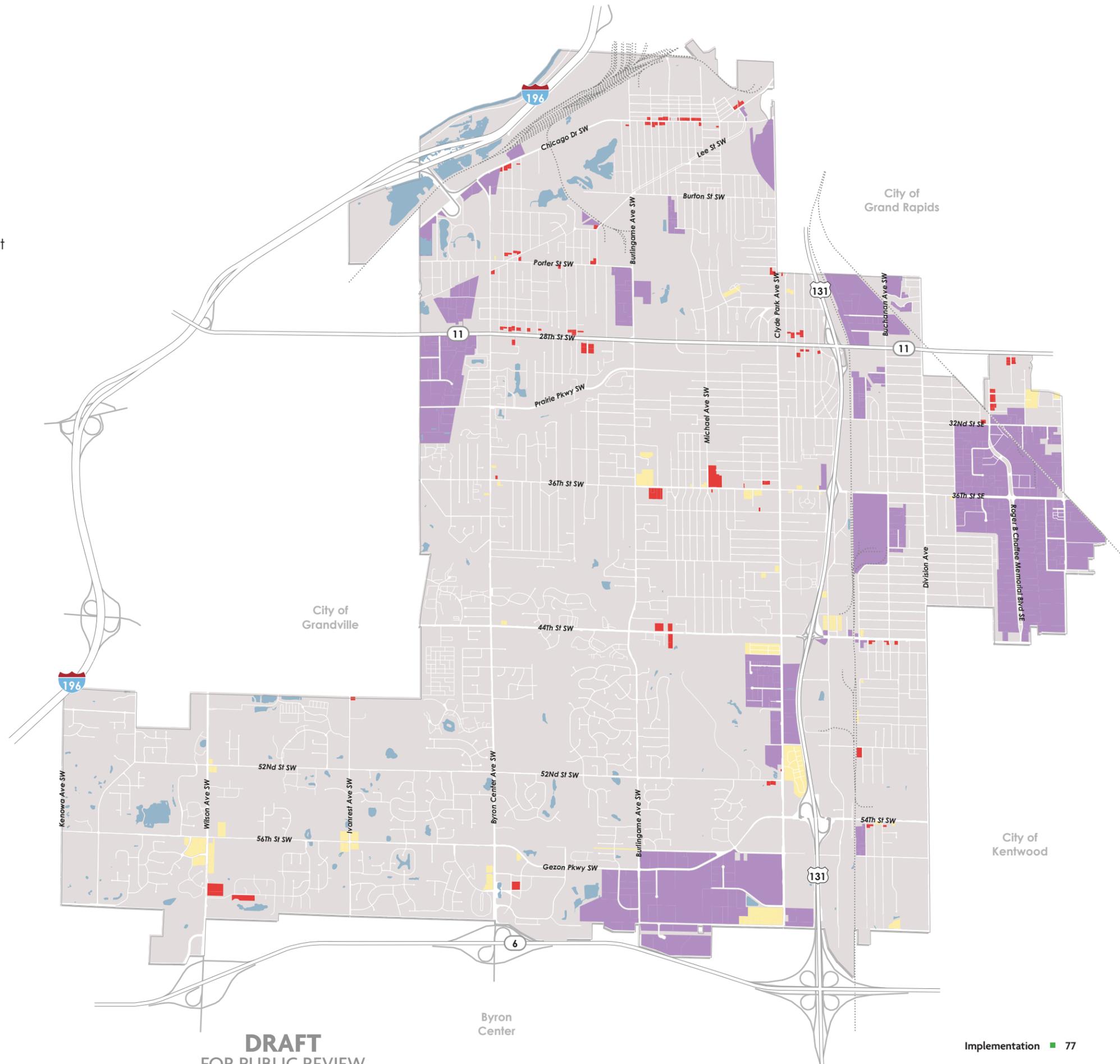


Current Zoning, see page 17

# 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



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## 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, critical
- **Priority Two:** Mid-term, essential
- **Priority Three:** Long-term, 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.

Objective	Recommended Action	Priority	Ease of	
			Implementation	Potential Partners
<b>Residential Areas</b>				
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
Encourage opportunities to repurpose existing structures and explore alternative housing types within established neighborhoods to further diversify Wyoming's housing stock.	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
	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
Promote highly walkable mixed use districts and transit-oriented housing development.	Consider allowing the development of tiny homes and similar small-footprint residential uses.	2	A	Private Developers
	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
Ensure affordable housing is supplied with the growth of new housing to provide options for all income levels.	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
	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
Explore incentives to help enhance the image of residential neighborhoods and upgrade aging homes.	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
	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 showing 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	
<b>Economic Development</b>					
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	

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
Improve relationships between industrial areas and adjacent residential and commercial areas.	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
	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
Pursue opportunities to expand large employers and office uses within business parks and employment corridors.	Examine ways to soften the edges between industrial and residential areas through public art and streetscape improvements.	2	C	
	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
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.	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
	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
Support entrepreneurship, co-working, and local business development within the community.	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
	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
<b>Community Facilities &amp; Infrastructure</b>				
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 (NPDES) 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

Objective	Recommended Action	Priority	Ease of Implementation	Potential Partners
<b>Transportation &amp; Mobility</b>				
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 (FHWA), 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
Work with The Rapid to improve transit routes to better connect residents to local destinations and to the larger Grand Rapids region.	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
	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
Encourage and expand Transit-Oriented Development (TOD) opportunities throughout the City.	Work with The Rapid to ensure transit routes reach neighborhood commercial centers, larger employment areas, and emerging development growth areas.	1	C	The Rapid
	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
<b>Parks, Open Space &amp; Recreation</b>				
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	

