

AGENDA
WYOMING CITY COUNCIL MEETING
CITY COUNCIL CHAMBERS
MONDAY, MARCH 5, 2012, 7:00 P.M.

- 1) Call to Order**
- 2) Invocation**
Pastor Mike Young, Rivertown Park Community Church
- 3) Pledge of Allegiance**
- 4) Roll Call**
- 5) Student Recognition**
- 6) Approval of Minutes**
From the regular meeting of February 20, 2012
- 7) Approval of Agenda**
- 8) Public Hearings**
- 9) Public Comment on Agenda Items** (3 minute limit per person)
- 10) Presentations and Proclamations**
 - a) Presentations
 - b) Proclamations
- 11) Petitions and Communications**
 - a) Petitions
 1. Bayberry Farms Senior Village Withdrawal of Sidewalk Request
 - b) Communications
- 12) Reports from City Officers**
 - a) From City Council
 - b) From City Manager
- 13) Budget Amendments**
- 14) 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 Council member, that member may request removal from the Consent Agenda.)

 - a) To Set a Public Hearing for the Approval of an Application for an Industrial Facilities Exemption Certificate in the City of Wyoming for Michigan Turkey Producers
 - b) Of Appreciation to Rhonda Buck for Her Service as a Member of the Parks and Recreation Commission of the City of Wyoming
 - c) To Authorize Members of the City Council to Attend the Grand Valley Metro Council Quarterly Luncheon
 - d) To Authorize Members of the City Council to Attend the Michigan Municipal League Capital Conference
- 15) Resolutions**
 - e) To Adopt the Turn On 28th Street Corridor Sub Area Plan as an Amendment to the City of Wyoming Land Use Plan 2020
- 16) Award of Bids, Contracts, Purchases, and Renewal of Bids and Contracts**
 - f) For Award of Bids and to Authorize the Mayor and City Clerk to Execute a Contract
 1. Laboratory Autoclave
 2. Weed Control

17) Ordinances

3-12: An Ordinance to Amend That Portion of Section 90-19 Entitled Definitions “S”, Site Plan Section 90-48, Section 90-63(1), Section 90-509(5)(b), Section 90-509(5)(c), Section 90-647(2), Section 90-980(2) and to Add Article XXX of the Code of the City of Wyoming (Site Plan Review) (Final Reading)

18) Informational Material

- a) Planning Commission 2011 Annual Report
- b) 2035 Thoroughfare Plan – Amendment to the City of Wyoming 2020 Land Use Plan

19) Acknowledgment of Visitors

20) Closed Session (as necessary)

21) Adjournment

Fax Cover Sheet

**Bayberry Farms Village
2520 56th st sw
Wyoming, MI 49418
Ph: 616-531-1525
Fax: 616-531-1238**

To: Russ

From: Shake' Broukian
Fax # (616) 249-3487
Date: 2/7/2012

Pages including cover page:3

Comments:

Please review the attached petition withdrawing our first proposal.

Thank you and have a wonderful day!

Upon further consideration, the residents of Bayberry Farms Senior village wish to withdraw their previous petition regarding a sidewalk along 56th st.

- | | |
|------------------------------|-------------------------------|
| 1. <u>Glida Little</u> | 16. <u>Robert Skoboda</u> |
| 2. <u>Luis Stark</u> | 17. Ernie Maitland |
| 3. <u>Jean Shurling</u> | 18. <u>Barb Benson</u> |
| 4. <u>Barb Francogs</u> | 19. <u>Jane Henry</u> |
| 5. <u>Marcella Kander</u> | 20. <u>Harv DeWes</u> |
| 6. <u>Achsa Hulbert</u> | 21. <u>Mary Ann</u> |
| 7. <u>Barbara Hohenstein</u> | 22. <u>Ruth Randa</u> |
| 8. <u>Robert Hohenstein</u> | 23. <u>Joyce Hinds</u> |
| 9. <u>Frank Moos</u> | 24. <u>Ben Kidner</u> |
| 10. <u>Dawn Moos</u> | 25. <u>Pat Chasen</u> |
| 11. <u>Marie Paucusberg</u> | 26. <u>Ellen Dick</u> |
| 12. <u>Rolfe Holt</u> | 27. <u>Wilma Klara Grady</u> |
| 13. <u>Ken Jess</u> | 28. <u>Loris Hanson</u> |
| 14. <u>William Meyer</u> | 29. <u>Butt Parson</u> |
| 15. <u>Betty Wescott</u> | 30. <u>Marge Sucharske</u> |

Upon further consideration, the residents of Bayberry Farms Senior village wish to withdraw their previous petition regarding a sidewalk along 56th st.

1. Bernadine Pearson

2. Bettie Purdy

3. Julia Smith

4. Rudolph Vance

5. Nona Ayers

6. Effie Bell

7. Sandra Anderson

8. Rose Briggs

9. Van Douglas

10. Ruby Robert

11. Peterson Covell

12. Janice Pearson

13. Betty Wisgott

14. Robert Skubak

15. Gladys Mearns

16. Clarice J. Ward

17. Stephen Covell

18. Terry Dean

19. Shak' Boulé

20. _____

21. _____

22. _____

23. _____

24. _____

25. _____

26. _____

27. _____

28. _____

29. _____

30. _____

RESOLUTION NO. _____

RESOLUTION TO SET A PUBLIC HEARING FOR THE APPROVAL OF AN
APPLICATION FOR AN INDUSTRIAL FACILITIES EXEMPTION CERTIFICATE IN THE
CITY OF WYOMING FOR MICHIGAN TURKEY PRODUCERS

WHEREAS:

1. The City established Industrial Development District Number 273 and 230, under Act 198, Public Acts of 1974, as amended, by adopting Resolution Number 21784 on June 6, 2005 and Resolution Number 19081 on May 24, 1999, respectively.
2. Michigan Turkey Producers has filed applications for Industrial Facilities Exemption Certificates under Act 198 with respect to new facilities to be acquired and installed within Industrial Development District 273, with an estimated cost of \$2,300,000.00 for personal property to be located at 1100 Hall Street SW, and within Industrial Development District 230, with an estimated cost of \$10,640,000.00 for real and personal property to be located at 2140 Chicago Drive SW.
3. Act 198 requires the City to hold a public hearing on the approval of this application.

NOW, THEREFORE, BE IT RESOLVED:

1. A public hearing on whether to approve the application by Michigan Turkey Producers, for Industrial Facilities Exemption Certificates shall be held at 7:01 p.m. on March 19, 2012, in the City Council Chambers, City Hall, 1155 28th Street SW, Wyoming, Michigan.
2. Notice of this hearing shall be given to the applicant, the City Assessor, and a representative of each affected taxing unit, and shall be published in a newspaper of general circulation in the City and posted in City Hall.

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:

Heidi A. Isakson, Wyoming City Clerk

ATTACHMENT: Staff Memo

Resolution No. _____

Staff Report

Date: 02/28/2012
Subject: Michigan Turkey Producers
From: Kelli VandenBerg, Assistant to the City Manager
Meeting Date: March 5, 2012 City Council Meeting

Recommendation:

Staff recommends a twelve (12) year IFT abatement be granted to Michigan Turkey Producers (MTP) based on the City of Wyoming’s Economic Development Policy.

Sustainability Criteria:

Environmental Quality – MTP has proven to be responsible and cooperative in their efforts to be environmentally responsible. Furthermore, approval of the expansion on this industrial site is consistent with the City’s Land Use Plan.

Social Equity – Approval of this application does not significantly impact social equity.

Economic Strength – Approval of this application will help retain a large employer, encourage continued investment by MTP and provide additional employment opportunities to the area.

Discussion:

MTP has been operating and growing in the City of Wyoming for twelve (12) years and is requesting the approval of an Industrial Facilities Exemption Certificate (IFT). Staff has reviewed the IFT application, which is summarized below by facility:

Address of project:	1100 Hall Street SW Wyoming, MI 49503	2140 Chicago Drive SW Wyoming, MI 49509
Personal Property:	\$2,300,000.00	\$1,440,000.00
Real Property:	\$ 0.00	\$9,200,000.00
Estimated Jobs:	25 new jobs 0 retained jobs	10 new jobs 0 retained jobs
Starting date of project:	April 2012	April 2012

MTP is looking to expand its cooked turkey products and intends to do so by expanding operations in both its Hall Street and Chicago Drive locations. This planned expansion will allow the company to increase production in order to support growing demand for turkey lunch meat

products. This increase in production will require an additional 35 positions between the two facilities.

Budget Impact:

The estimated first year tax savings for MTP's Hall Street location, which is located in the Godfrey Lee Public School District, is \$42,976.31. The estimated first year tax savings for MTP's Chicago Drive location, which is located in the Wyoming Public School District, is \$168,208.29.

RESOLUTION NO. _____

RESOLUTION OF APPRECIATION TO RHONDA BUCK FOR HER SERVICE
AS A MEMBER OF THE PARKS AND RECREATION COMMISSION
OF THE CITY OF WYOMING

WHEREAS:

1. Rhonda Buck has served faithfully and effectively as a member of the Parks and Recreation Commission since June 16, 2003.

NOW, THEREFORE, BE IT RESOLVED:

1. Council Members and citizens of the City of Wyoming wish to express their deep appreciation to Rhonda Buck for her dedicated service as a member of the Parks and Recreation 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:

Heidi A. Isakson, Wyoming City Clerk

RESOLUTION NO. _____

RESOLUTION TO AUTHORIZE MEMBERS OF THE CITY COUNCIL TO ATTEND THE
GRAND VALLEY METRO COUNCIL QUARTERLY LUNCHEON

WHEREAS:

1. The Grand Valley Metro Council Quarterly Luncheon will be held in Grand Rapids on April 9, 2012 and
2. It is the desire of the City Council that Wyoming be represented at the luncheon.

NOW, THEREFORE, BE IT RESOLVED:

1. That members of the Wyoming City Council are hereby authorized to attend the Grand Valley Metro Council Quarterly Luncheon in Grand Rapids on April 9, 2012 and
2. That Council members will submit their expense reports at the conclusion of the conference for approval at the next regular City Council meeting.

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:

Heidi A. Isakson, Wyoming City Clerk

RESOLUTION NO. _____

RESOLUTION TO AUTHORIZE MEMBERS OF THE CITY COUNCIL TO ATTEND THE
MICHIGAN MUNICIPAL LEAGUE CAPITAL CONFERENCE

WHEREAS:

1. The Michigan Municipal League Capital Conference will be held in Lansing, Michigan, March 21, 2012, and
2. It is desired of the City Council that Wyoming be represented at the conference.

NOW, THEREFORE, BE IT RESOLVED:

1. That the members of the Wyoming City Council are hereby authorized to attend the Michigan Municipal League Capital Conference in Lansing, Michigan, March 21, 2012 and,
2. That Council members will submit their expense reports at the conclusion of the conference for approval at the next regular City Council meeting.

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:

Heidi A. Isakson, Wyoming City Clerk

2/23/12

TC

RESOLUTION NO. _____

ADOPTION OF THE TURN ON 28TH STREET CORRIDOR SUB AREA
PLAN AS AN AMENDMENT TO THE CITY OF WYOMING LAND USE PLAN 2020

WHEREAS:

1. The 28th Street corridor, between Clyde Park Avenue and Burlingame Avenue, has experienced economic disinvestment, the underutilization of properties, the loss of several iconic businesses, and other challenges nationally common to aging commercial areas.
2. To address these issues, the City of Wyoming Downtown Development Authority commissioned a consulting team to assist the Wyoming community in developing a comprehensive sub area plan for this corridor as an amendment to the City of Wyoming Land Use Plan 2020.
3. For over two years, the Wyoming community has been engaged in a multitude of public visioning workshops, stakeholder meetings, and design review sessions to refine the appropriateness of the sub area plan.
4. The Turn On 28th Street Corridor Sub Area Plan is an important community planning tool that will assist property owners, developers and City officials with decisions related to the future uses, integration and configurations of redeveloped properties.
5. The Wyoming Planning Commission did adopt the Turn On 28th Street Corridor Sub Area Plan as an amendment to the City of Wyoming Land Use Plan 2020 on February 21, 2012.

NOW, THEREFORE, BE IT RESOLVED:

1. The City of Wyoming City Council does hereby adopt the Turn On 28th Street Sub Area Plan as an amendment to the City of Wyoming Land Use Plan 2020.

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 5, 2012:

Heidi A. Isakson, Wyoming City Clerk

ATTACHMENTS



February 23, 2012

MAYOR
Jack A. Poll

AT-LARGE COUNCILMEMBER
Sam Bolt

AT-LARGE COUNCILMEMBER
Dan Burrill

AT-LARGE COUNCILMEMBER
Kent Vanderwood

1ST WARD COUNCILMEMBER
William A. VerHulst

2ND WARD COUNCILMEMBER
Richard K. Pastoor

3RD WARD COUNCILMEMBER
Joanne M. Voorhees

CITY MANAGER
Curtis L. Holt

Ms. Heidi A. Isakson
City Clerk
Wyoming, MI

Subject: Turn on 28th Street Corridor Sub Area Plan

Recommendation: To adopt the Turn on 28th Street Corridor Sub Area Plan as an amendment to the City of Wyoming Land Use Plan 2020

Dear Ms. Isakson:

The above referenced request was reviewed by the Wyoming Planning Commission at its regular meeting on February 21, 2012. Both the Planning Commission and City Council must approve the identical Sub Area Plan for it to be adopted as an amendment to the Land Use Plan. Staff had the following comments:

The Turn On 28th Street Corridor Sub Area Plan is the culmination of a two-year long community effort to respond to the extensive range of issues facing the 28th Street business district. The study area was a one mile section of 28th Street extending from Clyde Park Avenue to Burlingame Avenue. The paramount objective was to have a transparent planning process to develop a realistic plan for the repurposing of 28th Street into a vibrant and sustainable mixed-use district. The implementation of the plan is envisioned to restore Wyoming's Downtown into a prime retail and entertainment destination.

The Turn On 28th Street Corridor Sub Area Plan has been continuously refined to this final document. The key aspect of this plan is a crescent street extending south of 28th Street through the Rogers Plaza, Wyoming Village Mall and Studio 28 properties. This street will provide the connectivity for the eventual redevelopment and mutual benefit of these, and surrounding, properties. Consideration has been given to locating large retail businesses in the district, but the design is most accommodating to small and midsize businesses that would benefit from the more compact scale. It is anticipated that almost every property within the study area will be redeveloped in the next thirty years. The plan is intended to be purely illustrative of how properties could be redeveloped or retrofitted under the recommendations. An alternate development scenario plan developed by one of the major property owners is included in the document and exemplifies the City's commitment to working with the development community to allow market driven redevelopment that will be guided by this plan. The plan does not recommend the removal of any building or business. The retrofit of this

area will be gradual and will occur in phases depending on economics, market demand and access to funding sources for public improvements such as streets, landscaping and other civic amenities.

The adoption of the Turn On 28th Street Corridor Sub Area Plan will establish the vision of the City and the greater Wyoming community for the redevelopment of this prominent area of 28th Street. To implement this vision, the City must prepare and adopt new Zoning Codes to guide this redevelopment. Concurrently, City staff will be evaluating potential opportunities for public participation and expenditures in this redevelopment effort.

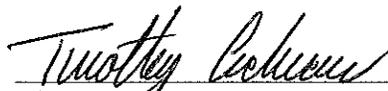
The Turn On 28th Street Steering Committee suggested the Planning Commission adopt the Turn On 28th Street Corridor Sub Area Plan as an amendment to the City of Wyoming Land Use Plan 2020.

Two letters were received suggesting the Sub Area Plan should be flexible and not be used to impede property reuse opportunities. One of the letter writers spoke to this same concern.

A motion was made by Arnoys, supported by Micele, to adopt the Turn on 28th Street Corridor Sub Area Plan. After discussion, the motion carried 7-1.

Additional explanation regarding this proposal may be obtained from the Planning Commission minutes of February 21, 2012.

Respectfully submitted,



Timothy Cochran, City Planner
Planning and Development Department

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

RESOLUTION NO. 7

ADOPTION OF THE TURN ON 28TH STREET SUB AREA PLAN AS AN AMENDMENT
TO THE CITY OF WYOMING LAND USE PLAN 2020

WHEREAS:

1. The 28th Street corridor, between Clyde Park Avenue and Burlingame Avenue, has experienced economic disinvestment, the underutilization of properties, the loss of several iconic businesses, and other challenges nationally common to aging commercial areas.
2. To address these issues, the City of Wyoming Downtown Development Authority commissioned a consulting team to assist the Wyoming community in developing a comprehensive sub area plan for this corridor as an amendment to the City of Wyoming Land Use Plan 2020.
3. For over two years, the Wyoming community has been engaged in a multitude of public visioning workshops, stakeholder meetings, and design review sessions to refine the appropriateness of the sub area plan.
4. The Turn On 28th Street Corridor Sub Area Plan is an important community planning tool that will assist property owners, developers and City officials with decisions related to the future uses, integration and configurations of redeveloped properties.
5. The procedure for adopting the Turn On 28th Street Corridor Sub Area Plan is established by the Michigan Planning Enabling Public Act No 33 of 2008.

NOW, THEREFORE, BE IT RESOLVED:

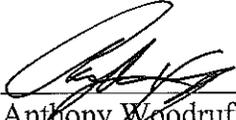
1. The City of Wyoming Planning Commission does hereby adopt the Turn On 28th Street Sub Area Plan as an amendment to the City of Wyoming Land Use Plan 2020.

Moved by member: Arnoys

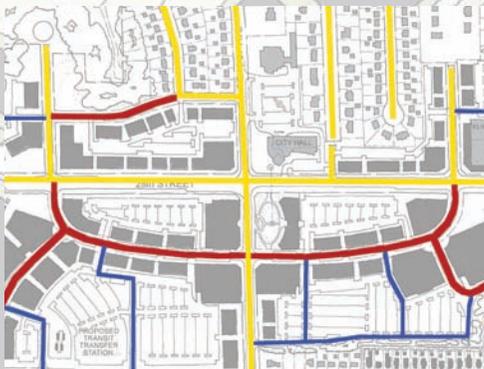
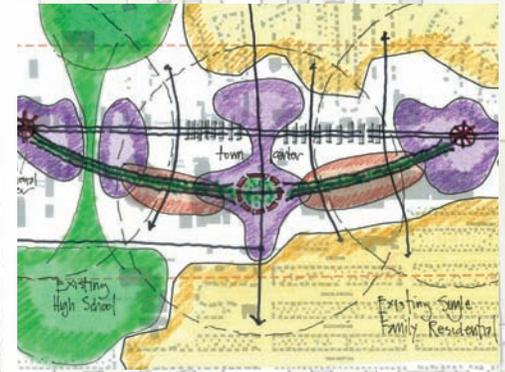
Seconded by member: Micele

Motion Carried	Yes	7
	No	1 (Postema)

I hereby certify that the foregoing Resolution was adopted by the Planning Commission for the City of Wyoming, Michigan at a regular session held on February 21, 2012:



Anthony Woodruff, Secretary
Wyoming Planning Commission



TURN ON 28TH STREET CORRIDOR SUB AREA PLAN

City of Wyoming, Michigan

JANUARY 2012

ROGERS HIGH SCHOOL



Table of Contents

Acknowledgements	1
Executive Summary	5
1. Existing Conditions and Demographics	9
2. Market Analysis	17
3. Public Input	21
4. The Design Process	25
5. Final Demonstration Plan	35
6. Implementation	51



Acknowledgements

Turn on 28th Street Steering Committee

Annette Aranda, Citizen
Sam Bolt, Mayor Pro-Tem
Brian Flanagan, Citizen
Jason Israels, DDA Board
Dennis Kent, MDOT
Doug Kochneff, DDA Chair
James Leach Jr, Citizen
David Micele, Planning Commission
Jim Reminga, Developer
Sherrie Spencer, Planning Commission Chair
Kent Vanderwood, Council Member-At-Large
Tim Cochran, City Planner
Rebecca Rynbrandt, Community Services Director
Barb VanDuren, Deputy City Manager/DDA Director
Bill Dooley, Public Works Director
Kim Lucar, Administrative Assistant

City of Wyoming City Council

Jack Poll, Mayor
Sam Bolt, Mayor Pro-Tem
William VerHulst, 1st Ward Council Member
Richard Pastoor, 2nd Ward Council Member
Joanne Voorhees, 3rd Ward Council Member
Dan Burrill, Council Member-At-Large
Kent Vanderwood, Council Member-At-Large

City of Wyoming Contributing Staff

Tim Cochran, City Planner
Rebecca Rynbrandt, Community Services Director
Barb VanDuren, Deputy City Manager/DDA Director
Curtis Holt, City Manager
Bill Dooley, Public Works Director
James Carmody, Chief of Police

City of Wyoming Downtown Development Authority

Douglas Kochneff, Chairperson
Jeff Baker, Vice Chairperson
Richard Coombs
Dale Cross
Steven Harkema
Michael Martz
Jack Poll, Mayor
Douglas Vandenberg
Lillian Vander Veen

City of Wyoming Planning Commission

Sherrie Spencer, Chairperson
Rob Postema, Vice Chairperson
Anthony Woodruff
Kirk Bloomquist
John Bueche
Robert Goodheart
William Hegyi
David Micele
Chris Weller

City of Wyoming Zoning Board of Appeals

Dan Burrill, Chairperson
William Vander Sluis, Vice Chairperson
Canda Lomonaco, Secretary
Rodney Beduhn
Blair Dykhouse
Rob Postema
Dave VanHouten
Garry Vandenberg, Alternate
Ronald Palmer, Alternate



Public Meeting Participants

The process to prepare this plan has involved numerous community residents, business owners and interested stakeholders from Wyoming and beyond. The following residents, land owners, and interested persons have made key contributions at the many public input sessions offered during the planning process and their comments, thoughts and ideas are gratefully acknowledged:

Rod Beduhn	Jeff Baker	Lillian VanderVeen	Tessa Westcott	Tom Tilma
Jack Bueche	Lisa Denton	Dave VanHouten	Bob Lomonco	Connie Potterman
Earl Clements	Greg Anderson	Marge Wilson	Dave Dishaw	Eric DeHaan
M. J. Gibrfried	Lupe Plamenden	Dan Burrill	Carol Sheets	Curtis Holt
Matthew Hofstee	Jodi Whew	Jim Carmody	Alan Sheets	Vicki Briggs
Dan Beal	John Russo	Nancy Dermody	William VerHulst	Lorraine Lysoon
Dolores Trimble	Floyd Cage	Robert Israels	Dorothy Semon-Tibbe	Sherry Mix
Harriet Sturim	Dave Bee	Steve Harkema	Ken Horneck	Jan DeGennaro
Ben Shue	Robert Sulaski	J. D. Loeks	Jodi West	Cyndee Cook
Scott Mullarky	Matt Kaluske	Jack Poll	Dani Lane	Steve Loomis
Mary Luchtman	Dennis Kent	Don Stypula	Joy Treece	Bryan D. Belanger
Joanne Voorhees	Doug Kochneff	Tim Timmons	Barb Minier	Bill Hirsch
Amy Payne	Deb Krenz	Eric Hartfield	Uzoma (Zoom) Iwuagwa	Mary Cowles
Dale Cross	Jim Leach	Mark Gorsky	Mark Ruedy	Patrick C. Kelly
Patty Dermody	Kim Lucar	Kathy DenHollander	Leslie Morrissey	Curt Hicky
Todd Duncan	Curt Male	Marsha Harrison	Laurie Kowalczyk	Trudy Kennedy
Matt Howell	Dave Micele	Rachel Connell	Donald VanderVeen	Elizabeth Czabo
Frank Wash	Rich Pastoor	Charlie Steen	Khan Hollis	Bill Velting
Nick Monoyios	Bob Potts	Lee Ann Platschorre	Bob Dolsen	Ken Velting
Rob Arnoys	Sherrie Spencer	Ken Malik	Art Takkinen	Eric Hartfield
Landon Bartley	Tim Timmons	Frank Vitale	Patel Mikl	Ted Westerman
Eric Jorgensen	Dennis Van Dam	Carolyn Brown	Richard Wenger	Wilma Westerman
Russ Lewis	Matt VandeBunte	Mike Rose	Michael Wright	Barb Wingard
Jeanette Vandermyde	May Phillips	Mike Martz	Chris Weller	Julie Buter
Blair Dykhouse	June Keane	Tony Lowe	Megan Sall	Earl Clements
Jon Felske	Barbara Veomans	Karla VerHage	Priscilla English	Joel Anderson
Mike Gallagher	Ginny Jakubowski	Ed Kettle	Jason Wilkins	Melanie Rogers
Brian Gehrcke	Bernadette Burbo	Marilyn Free	Pat Dean	Dennis Cole
Bob Goodheart	Gerri Simons	Sarah Schantz	Pastor JR Pittman	Jerry Fennell
Russ Henkel	Elaine Sulaski	Trisha Baker	Daniel Bouwkamp	



Consultant Team

Mark Miller, AIA - Nederveld

Sharon Woods, MA, MCP - LandUse | USA

Lynée Wells, AICP - Williams & Works

Robert Petko - Progressive AE

Andy Guy - Wondergem

Brian Wegener, AICP, PCP - Williams & Works

Pete LaMourie, PE - Progressive AE

Andy Moore, AICP - Williams & Works

Jay Kilpatrick, AICP, PCP - Williams & Works

Rick Pulaski PE - Nederveld

Terry Sanford - Nederveld

Jay Hoekstra - Grand Valley Metro Council

Certain maps and graphics in this plan were prepared using geographic data provided by the REGIS Agency, and their assistance is gratefully acknowledged.





TURN ON 28TH STREET CORRIDOR SUB-AREA PLAN



Acknowledgements



Executive Summary

Introduction

Background. The 28th Street corridor in Wyoming is one of the original suburban nuclei of retail and entertainment commerce in metropolitan Grand Rapids. The area was home to one of the first enclosed suburban shopping malls in the United States, and at one point, the largest movie theater in the world. More recently, the business district has been confronted with underutilized properties; the loss of several iconic businesses; and other economic and aesthetic challenges common to aging strip commercial areas in first-tier suburbs. As newer centers of commerce have emerged on the suburban periphery elsewhere in the metro area, and as population has shifted, 28th Street has struggled to maintain its identity.

Nevertheless, many viable businesses exist along the centrally-located corridor and healthy, diverse residential neighborhoods flank the district. Area merchants, landowners, community leaders and residents are emboldened with a renewed stake in the rebirth of what some have affectionately called “downtown Wyoming.”

To capitalize on this enthusiasm and respond to current challenges, this Plan was commissioned by the City of Wyoming Downtown Development Authority (DDA) to “Turn On 28th Street.” The Turn On 28th Street process is a comprehensive

effort focused on the preparation of a realistic plan to redevelop and redesign the corridor and to identify new market niches to complement existing viable businesses. The ultimate objective of the planning and design process is to repurpose 28th Street into a vibrant and sustainable mixed-use core to restore its status as a prime retail and entertainment destination.

The Redevelopment Plan recognizes the evolving local marketplace and includes market analyses and design solutions, accompanied by a flexible implementation framework, intended to strengthen the corridor. The recommendations are organized into phased implementation concepts, and are meant to transform the district over time.

Study Area. The extent of the study area is generally limited to the area along 28th Street between Clyde Park Avenue and Burlingame Avenue. These parameters were chosen for several reasons, the most obvious perhaps being that this is the area with the greatest



1959 aerial image looking east down 28th Street. Roger’s Plaza is located in the right hand corner.

concentration of key retail and entertainment sites (i.e., Studio 28, Rogers Plaza, Rogers Department Store/Klingman’s) along 28th Street in the City of Wyoming. In addition, this mile stretch of 28th Street, despite boasting what is likely the highest visibility and greatest mass of important properties, has arguably experienced the most noticeable decline because several of these larger sites sit vacant or are highly underutilized. While this planning and design effort focuses on one key segment of the corridor, it is the intent of the City to generally apply the key design recommendations herein to the entire 28th Street corridor in Wyoming.



Mission Statement. The planning effort was led by a Steering Committee, comprised of DDA members, City staff, property owners, business owners and other community stakeholders; but included an extensive public input process that generated much interest and participation from area residents. The Redevelopment Plan mission statement, prepared in August of 2010 by the Steering Committee, is as follows:

"The planning process will be transparent and inclusive, resulting in a bold and compelling plan. That plan will incorporate safe, convenient and desirable access and connections for all users. It will present a vision of an inviting and vibrant business community with complementing business types and appealing designs. And it will establish a practical strategy to restore the long-term economic viability of the district."
- Turn on 28th Street Mission Statement

Structure of Plan. The Plan is organized into the following Chapters:

Chapter 1: Existing Conditions

This chapter includes a map of the region and the study area, and narrative and graphic descriptions of the corridor as it evolved from into an auto-oriented strip development form.

Chapter 2: Market Strategy

This chapter includes a summary of the results of the market analysis containing the retail gap analysis, import/export analysis, housing assessment, and the office/jobs assessment.

Chapter 3: Public Input

The public input chapter provides an overview of the public involvement activities and the major outcomes.

Chapter 4: The Design Process

The design process chapter includes each concept plan developed by the design team through a process of feedback loops with the steering committee and public.

Chapter 5: Final Demonstration Plan

Chapter 5 contains the final demonstration plan and alternative development scenario illustrating the master plans for the study area in addition to phasing plans for redevelopment.

Chapter 6: Implementation

The implementation chapter presents realistic and strategic steps for the suburban retrofit of the study area. Also included is a matrix outlining each step, timing, responsible party and potential funding sources.

Two Appendices are included by reference in this plan and are on file with the City of Wyoming but not bound into this document. Appendix One is the Market Strategy by LandUse|USA. Appendix Two is the Public Input Report, which contains summaries and outcomes from each public involvement activity.

Recommendations

The following summarizes the key recommendation of this plan:

Design

- The designs combine the properties on the south side of 28th Street between Clyde park and Burlingame into a mixed-use town center with new complete streets and compact blocks. A curving slip street is used as the organizing element of the design and represents the new town center's "main street".
- The plan proposes a modest increase in the number of retail uses with a more substantial increase in office (approximately 600,000 square feet) and residential (about 600 dwellings) uses.
- The transformation from the existing development pattern into the pattern proposed in this plan is divided into seven logical steps to be constructed over the next thirty years, or as market conditions warrant.
- Most buildings along the new streets are proposed to be multiple-story mixed use buildings, with retail on the ground floor and residential or offices on the upper floors.



- Street frontages of these buildings should be transparent and promote activity on the street.

Implementation

- Key first steps to implementation include acquiring easements for the new crescent street and actively targeting new uses as outlined in the Market Strategy.

REGULATORY/PROCEDURAL

- Amend Master Plan and Zoning Ordinance
- Plan for utility extensions, stormwater management

TRANSPORTATION

- Explore grant opportunities to aid funding
- Improve sidewalks and non-motorized connections
- Develop a 28th Street Access Management Plan
- Collaborate with The Rapid to plan for future transit service

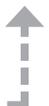
MARKETING AND PROMOTION

- Public outreach

- Seek out development partnerships
- Market plan and sites to developers

ECONOMIC DEVELOPMENT AND FINANCING ALTERNATIVES

- Focus on recruiting both small and large businesses
- Seek partnering opportunities for economic development
- Secure external funding sources to aid redevelopment process
- Create small business incubator to help startups





TURN ON 28TH STREET CORRIDOR SUB-AREA PLAN





Existing Conditions

History

M-11, or 28th Street, is the original “South belt-way” for the Grand Rapids metropolitan area. Following World War II, the suburbs blossomed and this first-tier suburb grew from 20,396 for Wyoming Township in 1940 to 45,829 in 1960 for the newly incorporated city.

28th Street in Wyoming was the place to go for any thing automobile-related. From car dealerships to the drive-in theater, the corridor evolved around the automobile. 28th Street is an iconic corridor in West Michigan with a storied history.



There was no trick photography used to exaggerate the vastness of the panorama of motorcars which packed the 35-acre parking area of Rogers Plaza last Thursday. The fact is that this was the short-end of the field, west of Ward's Department Store. There were times when the spec-

compass to this focal point of attraction. It all added up to careful advanced planning and organization, and meticulous execution on the part of every officer at his appointed post when the motor-tide rolled in. Wyoming had no reason to make apology for

The Loeks Beltline Drive-In movie establishment opened on July 10, 1948, followed by a

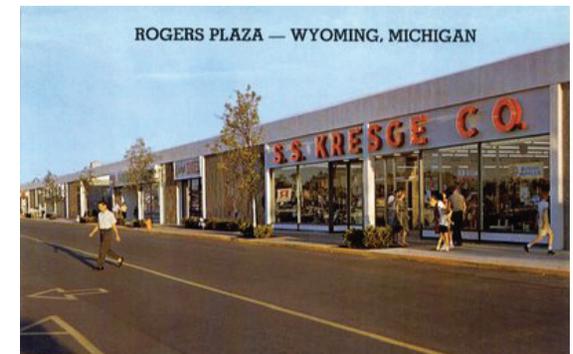


December 25, 1965 opening of neighboring Studio 28. Studio 28 was named to showcase its address at 1350 - 28th Street, and was the first multiplex theater in the United States east of the Mississippi River.

One of the first commercial uses established was a McDonald's restaurant, which located near the northwest corner of 28th Street and Michael Avenue in 1954. It was one of the first of such restaurants to open in the area.

Rogers Plaza, recognized as one of the first enclosed shopping malls in the United States, opened in July of 1960. By May of 1966, 36 different retail establishments had located within the shopping center. Wyoming Village Mall opened across the street from Rogers Plaza in March of 1964, and included Wurzburg, a local department store. In 1968, 28th Street experienced traffic counts of 45,000 vehicles per day - the second busiest thoroughfare in Michigan (only the John Lodge Freeway in Detroit had higher traffic counts).

In 1976, Studio 28 expanded to six screens and in March of 1984, expanded to twelve screens - a move that increased seating capacity to more than 4,000. At this point, Studio 28 became the only 12-screen complex in the country. The Beltline Drive-In closed in September of 1987 to accommodate another addition onto Studio 28. The facility was expanded to twenty screens in November of 1988, increasing seating capacity to more than 6,000 and establishing the world's largest freestanding theater complex, until 1995.



Another notable moment at Studio 28 occurred the day after Thanksgiving in 1990, when a record 16,000 moviegoers visited the theater to watch such films as “Dances with Wolves” and “Home Alone.” This theater attendance record remains unbroken.

Today, the corridor is characterized by significant commercial vacancies, reduced traffic counts and shifting land uses, as described in the following sections.



Study Area

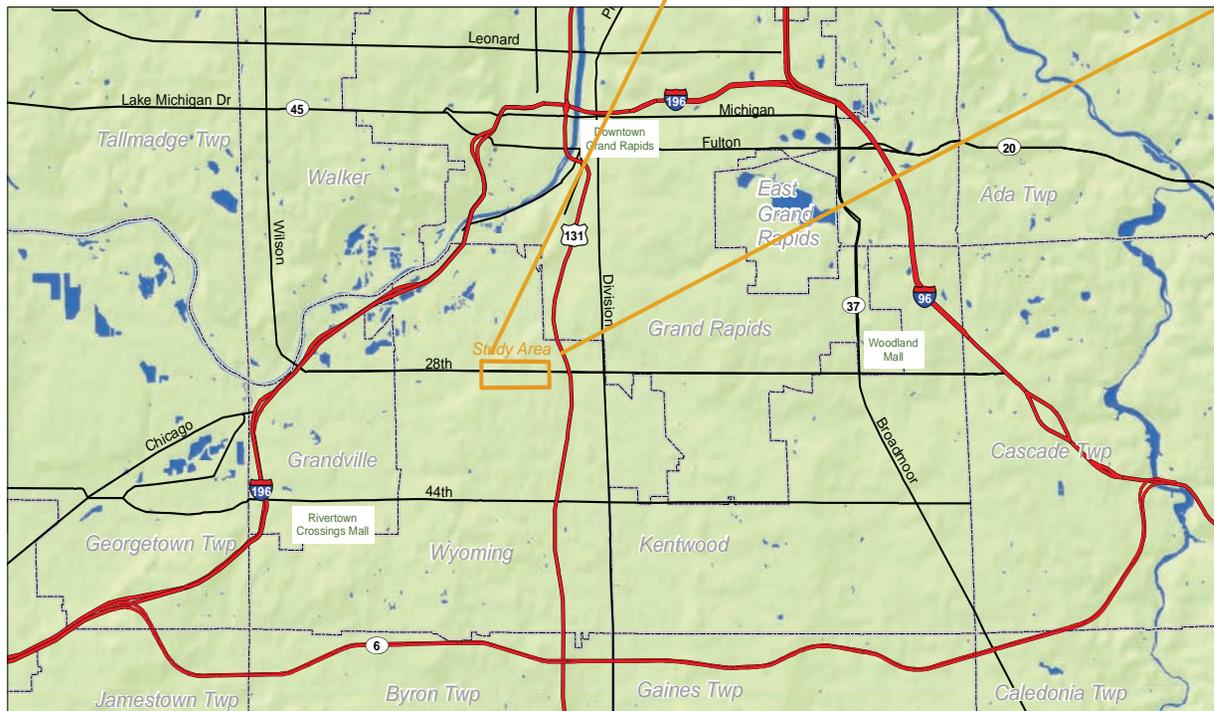
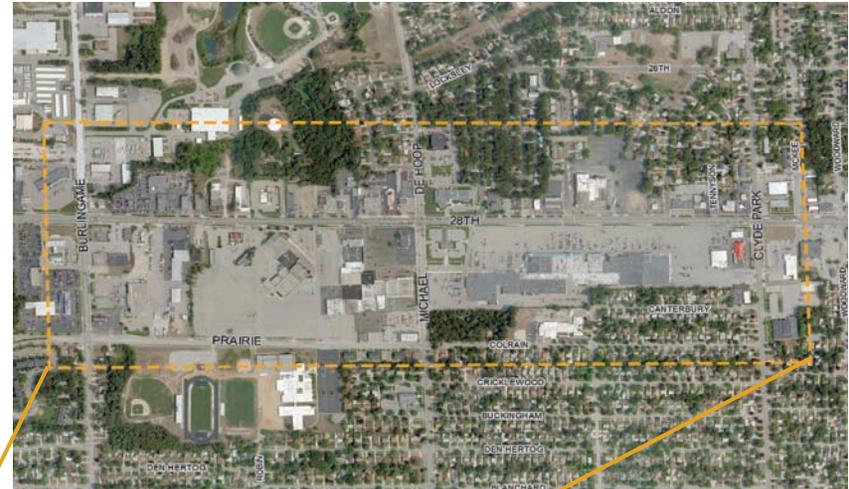
Wyoming's Town Center. The study area includes a portion of 28th Street from Clyde Park Avenue to the east and Burlingame to the west. Selected by the City and the Downtown Development Authority (DDA), this portion of 28th Street is within the City's Downtown Center Zoning District.

From a regional standpoint, the study area is centrally located amongst the commercial focal points in the metro area. The study area is equidistant from downtown Grand Rapids, Rivertown Crossings and Woodland Mall. What makes the area different is the development form of a linear commercial corridor with 45,000 average daily vehicle trips and the mix of large and small lot development.

A half mile to the east, US-131 is the primary north-south corridor traversing the metropolitan area. West of the study area, 28th Street

eventually intersects I-196, connecting the lakeshore area with Grand Rapids and eventually merging with I-96 toward Lansing or Muskegon.

This portion of 28th Street, being M-11, is classified as an urban principal arterial and regulated by the Michigan Department of Transportation. It is a five-lane cross section with



a continuous center turn lane. Additional turn lanes are present at the signalized intersections at Clyde Park, Michael/DeHoop and Burlingame.

Accommodations for pedestrians and bicyclists were an after thought in the evolution of the corridor. With intermittent sidewalks, limited bike lanes, driving might be the safest option with the existing framework of blocks, streets, and buildings.



are interspersed within the study area.

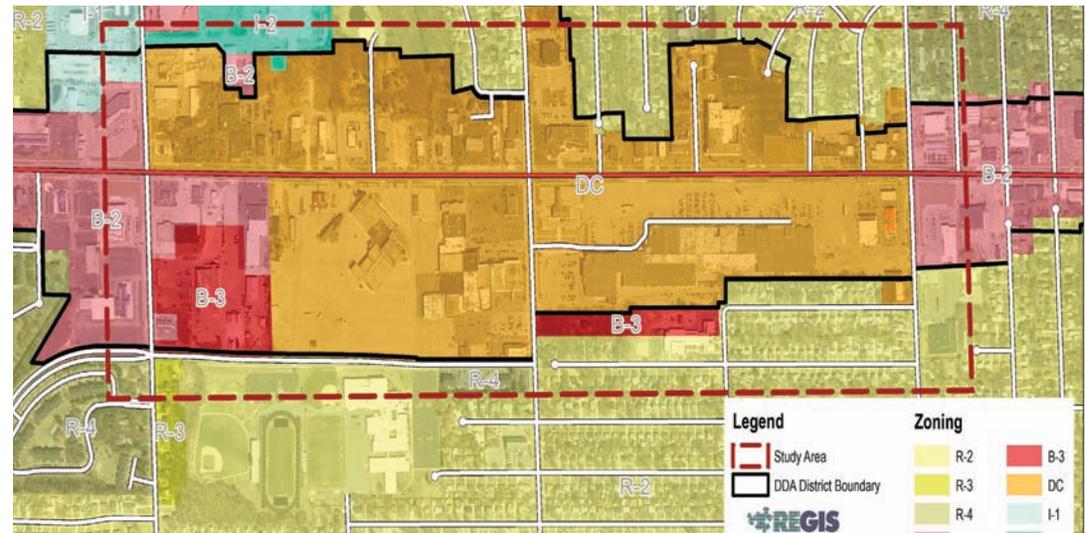
- A limited amount of multi-family residential housing is present to the south, west and north.

Zoning

- The Downtown Center (DC) district is the predominant zoning district, which allows mixed use commercial and requires building facade treatments such as transparency, and building alignment with roadways.
- The B2 and B3 districts permit general commercial and office uses. Residential uses are not permitted, and design/form is not regulated.

Land Use

- Commercial land uses are predominant along 28th Street amounting to more than one million square feet. Most commercial buildings are thirty years old or more and many show signs of deferred maintenance and give a dated impression.
- Single family residential neighborhoods are behind the commercial uses. These neighborhoods were once connected via local streets that have since been converted to dead ends or cul-de-sacs.
- Institutional uses, including the City Hall, schools, and post office





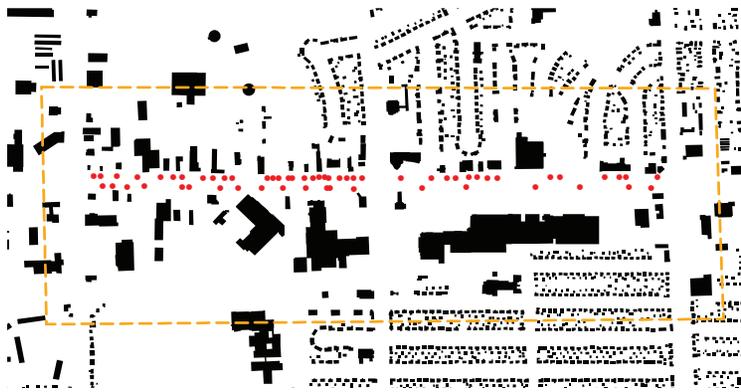
TURN ON 28TH STREET CORRIDOR SUB-AREA PLAN



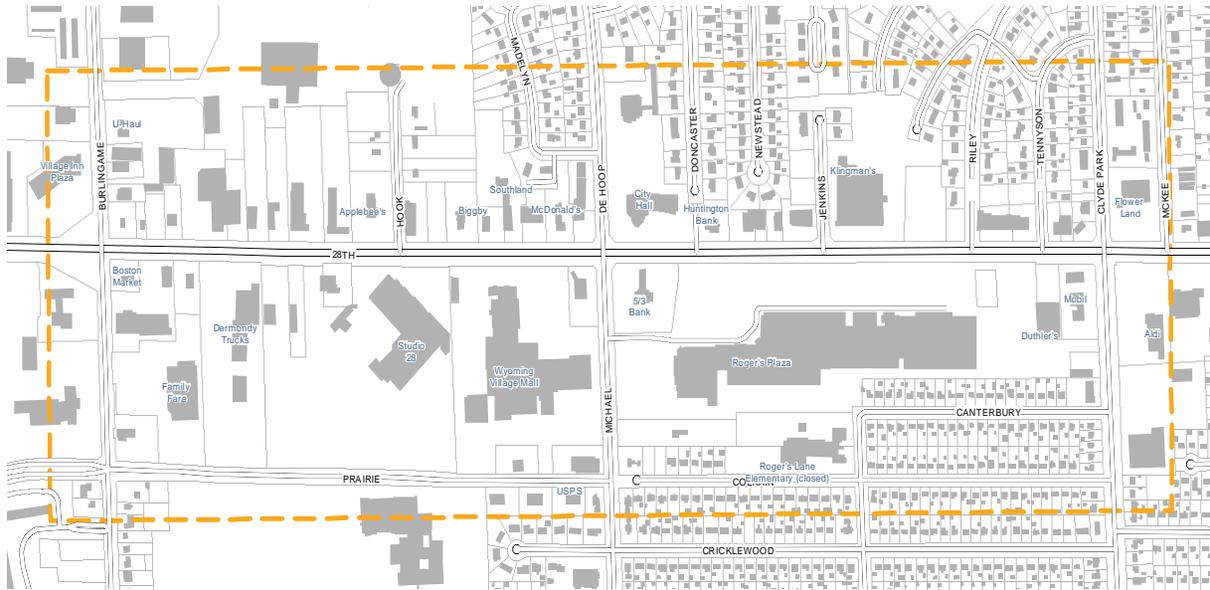
Road Configuration. Few roads penetrate the study area, signifying the “super block” pattern of development, especially south of 28th Street. The large block framework exists to provide access to 28th Street while providing ample parking. The isolation of the residential neighborhoods is evidenced by the intentional dead end street segments and broken connections into the commercial corridor. To prevent “cut-through” traffic from 28th Street invading residential areas, in the 1960s the City intentionally interrupted the former grid pattern.



Impervious Surfaces. Impervious surfaces, including both buildings and parking areas, are shown in grey. Note the almost 100% coverage in the southwest quadrant of the study area. Additionally, the red dots illustrate driveways and curb cuts into the 28th Street right-of-way. There are 59 curb cuts in the study area along 28th Street. Many opportunities exist for driveway consolidation, which could help traffic flow, and provide a safer environment for motorists, pedestrians and bicyclists.

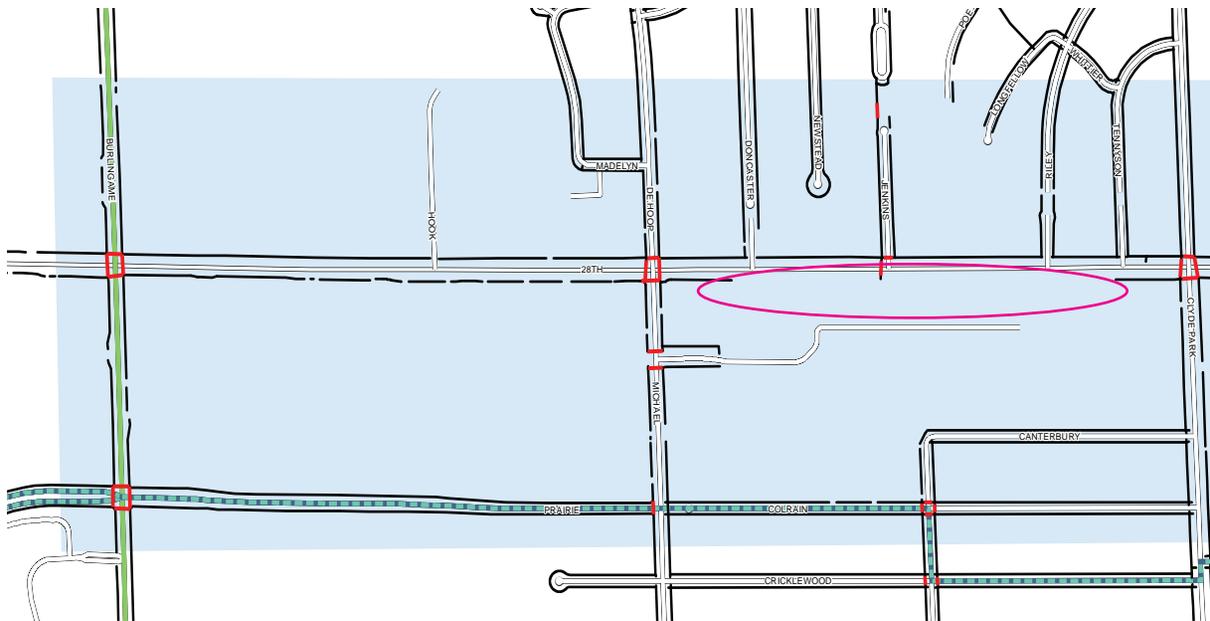


Building Patterns. The “figure ground analysis” examines the patterns of development within the study area. The commercial pattern is linear, especially north of 28th Street where lots are more shallow and buildings generally are built to and fronting the road. To the south, buildings are larger, setback from the road, and sometimes canted to maximize a motorist’s view from the road. The residential neighborhood to the south exhibits a grid pattern, while to the north, the residential pattern is curvilinear with the cul-de-sacs discussed above.



Property lines and key businesses.

Property lines and key businesses illustrate the complexity of the ownership pattern and redevelopment potential. For a suburban retrofit, ownership patterns can make redevelopment difficult. Coordination with landowners, business owners, banks, and other entities is necessary for implementation of any plan. Fortunately, the superblock configuration might facilitate implementation since there are fewer entities to coordinate. The north side of 28th Street, however, might represent more challenges to redevelopment since properties are smaller and more owners have a stake in the process and outcome.

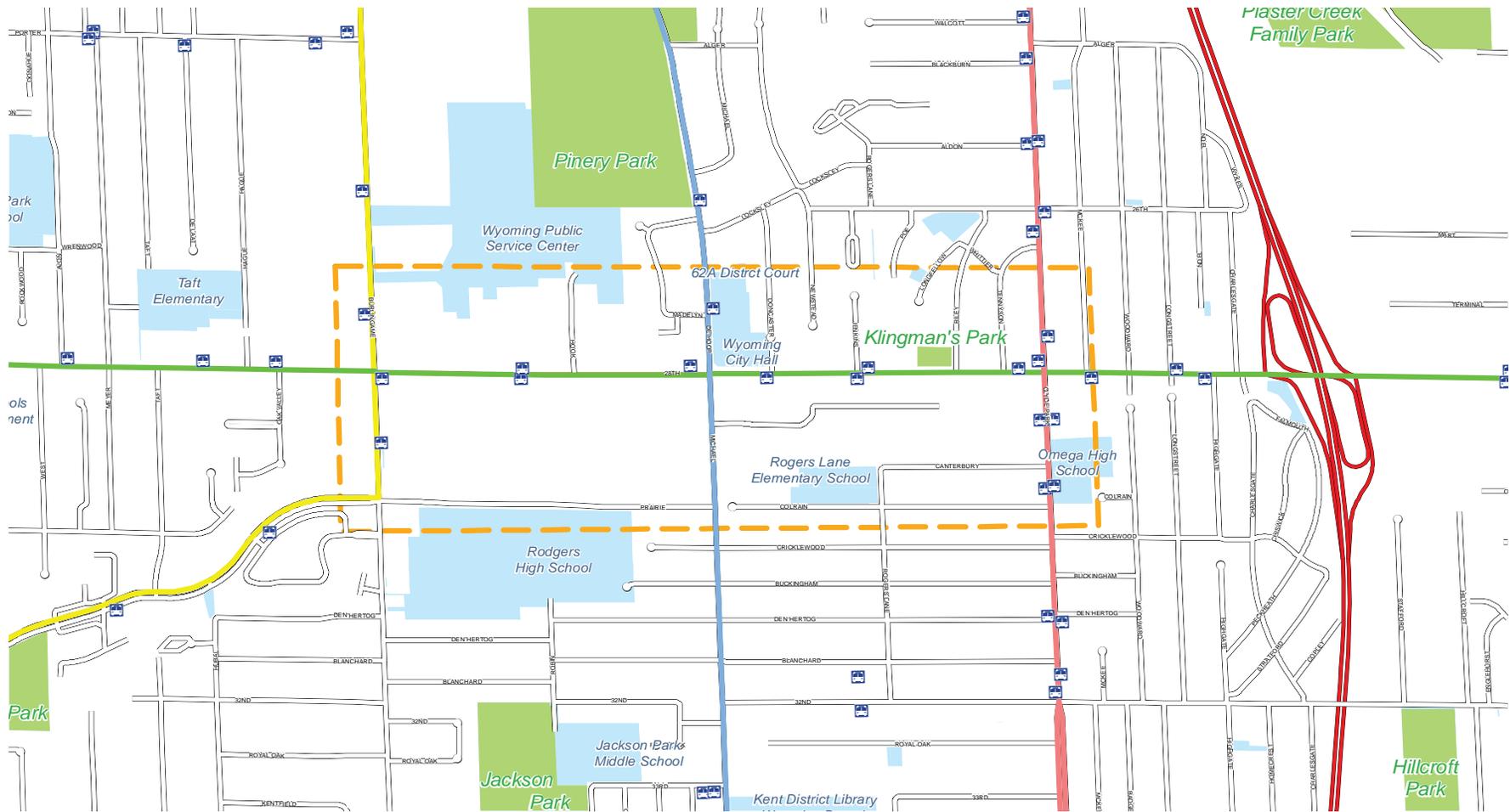


Non-motorized Circulation.

Sidewalks are shown in black, bike routes in teal and trails in green. Sidewalks are intermittent along 28th Street with expanses where dedicated areas for pedestrians are nonexistent. Prairie Street to the south is a designated bike route, although there are no markings or designated lanes for bicyclists on the street. Burlington Avenue includes a proposed trail with a connection north to Kent Trails and south to the Beltline trail paralleling M-6. Noteworthy is the absence of connected sidewalk along the south side of 28th Street at Roger's Plaza (circled).



TURN ON 28TH STREET CORRIDOR SUB-AREA PLAN



Community Facilities. Included in the map to the left are bus stops (blue icons), institutional entities (shaded in blue) including the library, City Hall, schools and post office, as well as park land (green). One park, Klingman's Park is located in the study area; however, Pinery Park, Jackson Park, and Prairie Park are all located within walking distance.



Demographics

With the release of the 2010 Census data, it is apparent that the City of Wyoming and the overall West Michigan region have continued to experience growth. However, the table below illustrates that all communities in the immediate region experienced slower growth rates between 2000 and 2010 than in previous decades, and that a couple of communities even lost population. The cities of Grand Rapids and Grandville saw population decreases, as did the State of Michigan, while neighboring Georgetown and Byron Townships saw the largest percentage increases.

Table I.1 Regional Population Data, US Census Bureau

	1980	1990	2000	2010	% Change 1980-1990	% Change 1990-2000	% Change 2000-2010
Michigan	9,262,078	9,295,297	9,938,444	9,883,640	4.7	6.9	-0.6
Kent County	444,506	500,631	574,335	602,622	12.6	14.7	4.9
Wyoming	59,616	63,891	69,368	72,125	6.8	8.7	4
Grand Rapids	181,843	189,126	197,800	188,040	4	4.6	-4.9
Grandville	12,412	15,624	16,263	15,378	25.9	4.1	-5.4
Kentwood	30,438	37,826	45,255	48,707	24.3	19.6	7.6
Walker	15,088	17,279	21,842	23,537	14.5	26.4	7.8
Byron Township	10,104	13,235	17,553	20,317	31	32.6	15.9
Georgetown Twp	26,104	32,672	41,658	46,985	25.2	27.5	12.8

This trend is generally evident in the West Michigan region, as outlying townships appear to have experienced the bulk of growth, while some cities and villages grew more slowly, if at all. This “shift” in population may have implications for 28th Street and other “older” commercial areas, because as people move further out to newer suburban communities, purchasing power in the immediate areas may decline.

Nevertheless, continued growth in Wyoming speaks to its high quality housing, affordable neighborhoods, and the city’s relatively central and convenient location in the greater Grand Rapids area and ample transportation connections. In addition, it is likely that the bulk of

new growth is occurring in the City’s “panhandle,” that part of Wyoming south of the City of Grandville, and in the area around Metro Health Village at the Byron Center Avenue interchange with M-6. 2010 Census data at the block group level was not yet released at the time this plan was prepared, so it is impossible to analyze growth trends in the study area at this time.

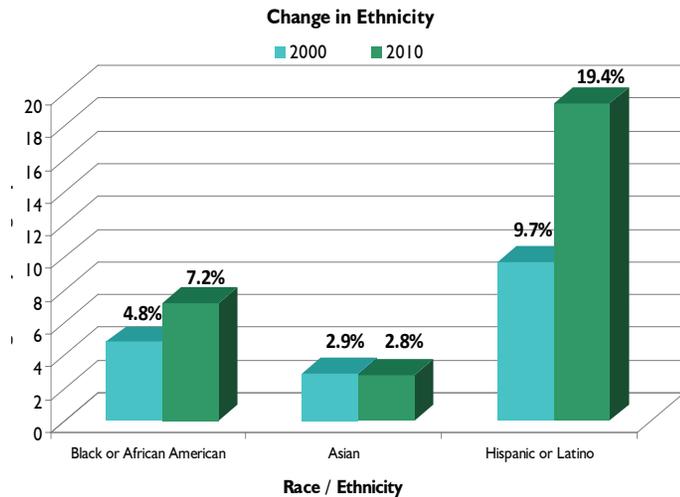
Ethnicity. As the city has gained population over the past few decades, it has also become more diverse, with this change seeming more rapid between 2000 and 2010. Figure 1.1 illustrates that overall ethnic diversity has increased in the City of Wyoming between 2000 and 2010.

Hispanic or Latino residents of Wyoming now make up almost 20% of the City’s population, an increase of 100% from 2000.

An influx of people of a particular ethnic heritage can attract continued waves of growth from families who seek to live near people of their culture, who speak their language and understand their customs. Many indicators in the community suggest that the bulk of Hispanic growth in Wyoming is within a few miles of the study area. This may imply that changes in the type of restaurants, grocery stores, and even the makeup of household units are on the horizon. Additionally, ethnic change may also bring more



Figure I.1



families with children, helping to re-energize and strengthen family neighborhoods and enhance the cultural richness of the community.

Previous Plans/Studies

2002 Downtown Plan. In 2002, the City adopted the Downtown Plan, which envisioned a mid-block road between 28th Street and Prairie. The Plan also hinged on Roger’s Plaza, Rogers Department Store, and Studio 28 as anchor establishments knitting the retail corridor together. Today, those establishments are vacant or facing financial challenges and can no longer be relied upon as destination establishments. The 2002 Downtown Plan included a market study that proposed the following five

major retail additions: discount department store (e.g., Wal-Mart), supermarket (e.g., Family Fare), farmers market, apparel (e.g. A.J. Wright), and home improvement (e.g. Home Depot). In total, the study indicated a market for almost 400,000 square feet of additional retail space.

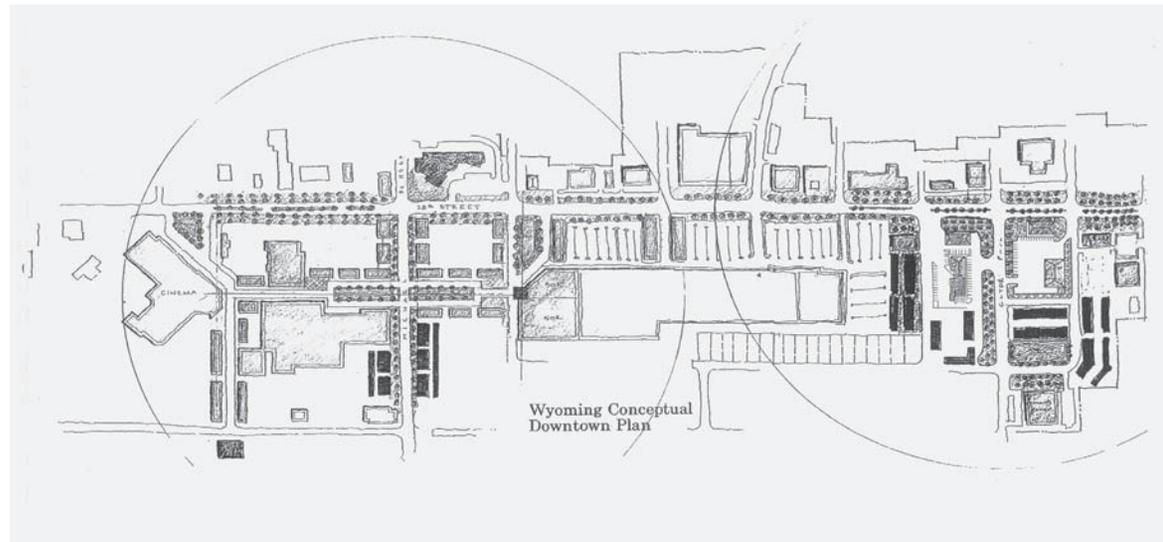
2006 Master Plan/Land Use Plan 2020

In 2006, the City adopted the Land Use Plan 2020. The plan included the following goals for the redevelopment area:

“The 28th Street/Michael/DeHoop

node will become a true downtown center, establishing a distinctive identity and sense of place for Wyoming. Redevelopment will create opportunities for new investment, mixing commercial, residential, office, and entertainment uses in this central core area.

- “Assemble vacant and declining commercial properties for redevelopment as high density residential or mixed use projects.
- “Promote the construction of mid- and highrise buildings within the Downtown Center to form a distinctive urban core, supporting the current businesses in the area and creating the synergy for others to come.”



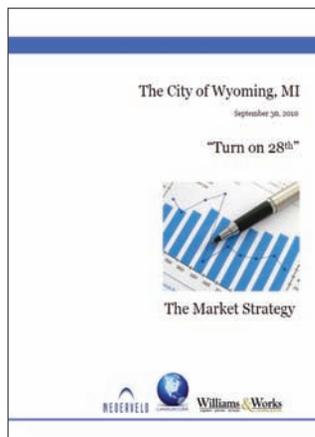


Market Analysis

Summary

In early 2011, LandUse|USA completed an evaluation of market conditions in the corridor area. The complete assessment, included as Appendix 2 and titled “The Market Strategy,” includes analyses of detailed economic data and other information to allow the Steering Committee and the public to understand various local and regional market forces that influence redevelopment of 28th Street.

The Market Strategy concludes that the 28th Street study area can continue to provide essential shopping alternatives within the local market, and that this role is sustainable going forward. The strategy indicates that the corridor should not be viewed as “expired or exhausted” and will continue to serve as a viable shopping district. Nevertheless, the report acknowledges that the corridor is dated and struggling to transition itself in response to changing demographics, and must be redefined and reformatted to include the appropriate mixture of land uses.



The 28th Street Corridor is dated and struggling to transition itself in response to changing demographics

The Market Strategy focuses on the opportunities for retail and office space, and also includes a Housing Assessment. It is concluded that any retail strategy should target sensible *general merchandise and department stores, clothing and accessory stores and speciality grocery stores*. These are the best near-term opportunities for the study area. Additionally, the effort should focus on business retention (see economic gardening sidebar on page 18), fostering small business growth and assisting new ethnic businesses.

The strategy also calls for planning and recruiting important anchors for build-to-suit office buildings. Targeted categories for jobs and office users should include:

- telecommunications
- information, data processing
- book, software publishing

- credit intermediation, financial
- professional technical services
- medical services
- education

Other types of complementary businesses are also supportable for leased office space, but the most efficient approach is to target anchors first. The Market Strategy discourages the development of speculative office space that lacks immediate anchors.

The results of the Housing Assessment indicate that the best opportunities with the lowest risks are in affordable and market-rate products beginning at prices of \$124,900. Ideal formats should include multi-family attached units; a mix of both owner and renter choices; an emphasis on unit formats that would meet the needs of working families; up-and-comers working in downtown Grand Rapids; and seniors or other residents with special needs.

Highlights

Following are some specific highlights taken from the complete market analysis.

- Kent County overall is a strong import market for most top-level retail categories, with the exception of food and beverage stores and motor vehicle parts dealers.



TURN ON 28TH STREET CORRIDOR SUB-AREA PLAN

- US-131, located just to the east of the study area, has the region's highest Average Daily Traffic of 75,000 to 105,000 vehicle trips per day. 28th Street in the Study Area experiences about 28,000 trips per day.
- Today, over 22% of the population within one mile of the study area is Hispanic, compared to just 3.5% in 1990; signaling increases in cultural diversity and growth.
- Grocery stores, limited-service restaurants, clothing and accessories stores, department and discount stores are underrepresented in Kent County.
- Potential retail establishments include business services, Hispanic grocery stores, sporting goods stores, computer supplies, veterinarians,



Education sessions may provide local business owners with tools necessary to growth their business



The Market Study proposes a combined strategy of retention and recruitment

day care centers, furniture repair, music stores, cultural cuisine, apparel stores, etc.

- Retail gap analyses show there is barely enough demand in the local trade area to accommodate a discount department store; however one might still fit with an aggressive market strategy to compete with the market's local brand, Meijer.

Beyond the task of redeveloping the physical environment within the Study Area, economic gardening activities would benefit existing businesses by nurturing and growing existing businesses. Specific strategies include:

- Assist independent store owners to grow their businesses, trade up into better retail space, improve their marketing, and reach more customers.

- Identify stores that would benefit from more efficient space in a more compact, mixed-use project that includes in-line retail along the streets and sidewalks.

What is Economic Gardening?

Economic gardening builds on community assets and targets existing human capital with a business culture that includes training, mentoring programs, networking opportunities, incubator workspace, media recognition, low-interest loans, and resource-sharing. Based on new leadership in Lansing (including the Michigan Economic Development Corporation), the future of economic gardening must reach beyond the traditional approach of offering incentives to help offset costs for home-grown businesses.

Going forward, true economic gardening must also include an expanded menu of local services and support. Examples include helping relatively small but growing companies map out new strategies; research their competition; explore new markets and niches; and find employees with specialized skills.



The needs of some small and emerging businesses can be met with new incubator buildings, which could anchor business campuses. Ideally, business incubators are physically connected and integrated in training facilities with a campus design that enables innovation and sharing of talent, training facilities and other resources.



Table 2.1 Demographic Summary and Comparison

	Year	Primary Trade Area	Effective Trade Area	Kent County
Population	1990	185,914	466,384	500,631
	2000	205,037	528,539	574,335
	2007	206,200	551,334	602,318
	2009 Est. 2nd Quarter	206,700	561,402	614,724
	2010 Est. 2nd Quarter	205,847	561,083	614,297
Average Age	2010	35.7	36.6	36.7
% with some College Education	2010	22.6%	22.6%	22.9%
2010 Percent Renter Occupied Housing	2010	31.8%	30.8%	29.4%
Median Housing Value	2010	\$102,600	\$120,400	\$119,986

- Offer small business educational sessions, perhaps supported by the DDA and the City, on topics such as business management, book-keeping and taxes, staffing, payroll and benefits, sales, promotions, crossmarketing, customer service, and other best business practices.

Table 2.1 includes the summary of demographic data related to the market strategy. In general, residents within the primary trade area tend to be younger than average for Kent County, are more likely to be renters, and have lower than average home values.

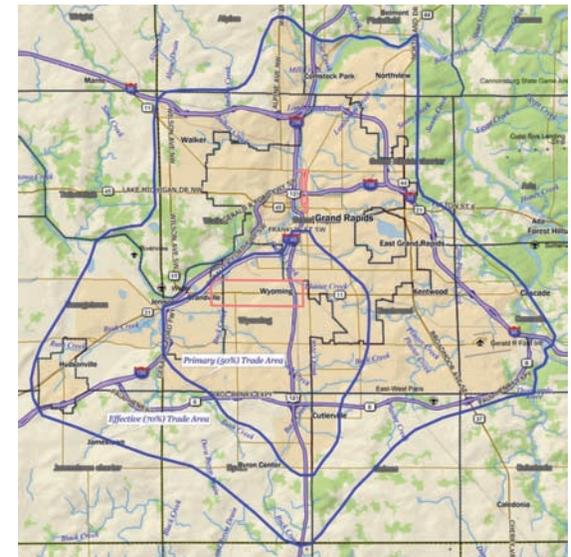
The results of the Market Strategy provide square-footage thresholds for retail and office uses. A combined strategy of retention and recruitment is proposed, with the following parameters:

Retail:

- 350,000 to 660,000 square feet of retail should be retained.
- 310,000 to 475,000 square feet of retail should be recruited.
- So the total retail potential is 660,000 to 1,135,000 square feet in the redevelopment project.

Office:

- 300,000 to 600,000 square feet of office anchors should be added.
- 300,000 to 600,000 square feet of office tenants should be added.
- So the total office potential 600,000 to 1,200,000 square feet in the redevelopment project.



The primary and effective trade areas were based on the distribution of population and income throughout the market; the study area's location relative to highway connectors; its location relative to competing shopping and regional destinations; and results of an import-export analysis.



Total:

- 1,260,000 to 2,355,000 square feet in redevelopment.

For retail, the strategy identified an opportunity for one 120,000 to 140,000 square foot big box general merchandise anchor establishment, and two 60,000 to 90,000 square foot medium box support anchors.

The concept plans and final plan for the corridor incorporate these projected users and the retention of existing retailers.

Other economic catalysts are identified as significant economic drivers, but are also discerning in their location. Advanced education and health/medical services are suggested users, however, attracting them to the City will require proactive recruitment efforts.

For the complete market analysis, see Appendix 1, incorporated here by reference.

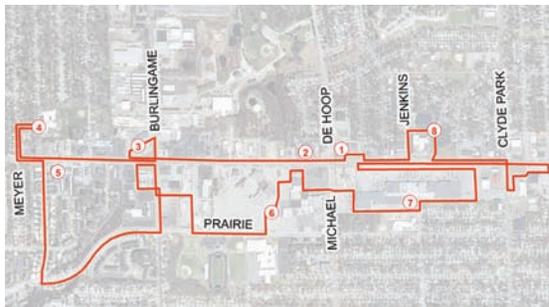


Public Input

The City of Wyoming and the DDA committed to using community input to frame policy development for the future of 28th Street. The planning and design process employed an extensive public input process, providing several opportunities for residents and business owners to participate and influence the outcome of the overall design. This chapter contains a summary of each public input opportunity but a more complete discussion on each can be found in the *Turn on 28th Street Public Input Compilation*, a separate report. (Appendix 2)

Mobile Tour

A mobile tour was held on July 28, 2010 to enable the consultant team to make observations about existing conditions in terms of land use, landscaping, access management, architecture, circulation, signage, lighting, aesthetics and other features. The tour involved forty participants



The Mobile Tour Route gave participants a thorough idea of the challenges facing 28th Street.

on a large bus and included a specific route with eight stops and an informal, yet structured input process.

As the kick-off to the planning and design process, the mobile tour helped to establish a common base from which to move forward by building momentum and excitement about the process and a common understanding of the corridor’s particular physical assets and challenges. Certain features of the corridor were praised while others were identified as areas for improvement. Additionally, the mobile tour served as an opportunity for business and property owners to delve into the background of a particular site or issue and discuss future plans for development of their properties. See the Public Input Compilation (Appendix 2) for the complete report of the mobile tour.

Stakeholder Interviews

As part of the public input process, the consultant team interviewed eighteen individuals representing key stakeholders in July and August of 2010. The interviewees included business owners, landowners, a school district representative, local and regional community leaders, residents, and others. In most cases, the interviews were conducted face-to-face in a conference room at the Wyoming Branch Library and conversations generally flowed freely, although planned questions were asked to ensure a meaningful outcome. The purpose of the stakeholder interviews was to garner feedback on: Any specific

challenges unique to a particular property; information related to site demolition costs or other real estate matters; preferable redevelopment frameworks; and other pertinent issues.

Ideas Workshop

The consultant team facilitated two Ideas Workshop meetings on October 7, 2010; one held in the late morning and the other in the evening to garner the broadest possible participation. The workshop was primarily designed to enable participants to share ideas relative to the



Participants generate concepts at the Ideas Workshop.



Turn on 28th Street Public Input Summary

Event	Number of Participants	Date	Purpose	Outcome or Result
Mobile Tour	40	July 28, 2010	Make observations about existing conditions in 28th Street study area	Generated excitement, project momentum Common understanding of corridor's assets and challenges
Stakeholder Interviews	18	July and August 2010	Specific challenges unique to a particular property Information related to site demolition costs or other real estate matters Preferable redevelopment frameworks	A number of common opinions about 28th Street that likely reflect widely-held views about the corridor and the challenges it faces
Ideas Workshops	About 110	October 18, 2010	Garner broad public input and ideas regarding the future of 28th Street	The development of themes and priorities regarding 28th Street redevelopment Assisted in creating the foundation for the redevelopment strategy
Rogers Plaza Storefront	At least 50 - 60	October - December 2010	Provide an informal venue for mall patrons to stop and share some thoughts about the future of 28th Street.	Suggestions for a number of land uses and actions to aid in the redevelopment of 28th Street
Design Workshops	About 60	December 7, 2010	Enable participants to review and critique three concept designs	Refinements to the layout Selection of most important design features Continued discussion regarding most desirable land uses
Informal Customer Survey	68	October - December 2010	Provide insight into a lack (or perceived lack) of services, businesses and entertainment opportunities along the corridor	Wide range of responses to the question: "What type of business would you like to see on 28th Street in the future?"
Open House	About 50 - 60	March 30, 2010	Present preliminary final drafts of overall design framework	Further refinements to the preliminary designs
Facebook Page	Several hundred	August 2010 - May 2011	Provide project updates Gather additional public input	Increased project interest and awareness



The process offered many outlets to express ideas.

future of 28th Street. The City engaged in an extensive effort to assure that many people participated before the workshop, and those efforts didn't disappoint: Approximately 70 individuals attended the morning session and about 40 people attended the late session. The meetings included an overview presentation, precedent examples of other successful suburban retrofits, and a summary of the market assessment.

Rogers Plaza Storefront Office

To test concepts generated at the two Ideas Workshop sessions and to garner additional input, the consultant team established a "storefront office" in a highly accessible donated space near the center of the Rogers Plaza shopping center. The storefront office was open consistent with a posted schedule, which included most Mondays and Wednesdays for two hour sessions from October 25, 2010 to December 22, 2010. Concepts generated at the Ideas Workshop were exhibited in the storefront office, along with several

informative maps and a summary of the market analysis. The primary intent of the storefront office was to provide an informal venue for mall patrons to stop and share some thoughts about the future of 28th Street. It was believed that such an informal setting brought to the people would increase candor and the range of opinions recorded. It is difficult to evaluate participation in the storefront office, because of its informality; but it has been estimated that at least fifty to sixty people offered input.

Design Workshop

On December 7, 2010 the consultant team facilitated two Design Workshops, which enabled about sixty participants to review and critique three concept designs. One workshop was conducted in the late morning and the other was conducted in the evening. Participants were encouraged to propose modifications and refine the general layout models presented in the concepts. In addition, participants were asked to



Alternatives being discussed at the Design Workshop.

select the most important design features from each proposed configuration and to continue the discussion on desirable land uses.

Informal Customer Survey

Marge Wilson, owner of Marge's Donut Den on 28th Street, developed and implemented an opinion survey instrument and asked her patrons, "What would you like to see on 28th Street?" While the survey was not conducted by the consultant team, the results of the survey are beneficial and add to the collection of perspectives gained throughout the public input exercises. The results of the survey are presented in the Public Input Compilation, under separate cover.



A consultant presents the evolution of design development at the Open House.

Open House

Two Open House meetings were held on March 30, 2011, one in the late morning and the other



in the evening to foster broad participation. The purpose of the Open House was to recapitulate the planning and design process and to present the preliminary final drafts of the overall design framework. A combined fifty to sixty people attended both the morning and evening session.

Facebook / Web Interaction

A Facebook page was established to connect with Wyoming residents and others interested in the Turn On 28th Street effort. Updates were posted periodically to inform individuals of upcoming meetings, input opportunities, and results of various phases of the project.



MDOT Coordination Meetings

Two meetings were conducted with MDOT during the Turn On 28th Street project. In addition to these specific meetings, Dennis Kent was MDOT’s representative on the steering committee during the process and provided input regarding the concept iterations during the design phase.

Selected Comments from the Turn on 28th Street Facebook page

I don’t know much about revitalizing towns but this seems like a great start. Good for you Wyoming, involving the citizens in the planning. Wyoming could once again be a great town and a great place to live.

How about getting an IKEA where Studio 28 is? This would put a store smack dab between Ann Arbor and Chicago! Let’s make Wyoming a destination city for Michigan!! Think of the jobs and revenue!!! Just a thought. It makes me sad to see all of the businesses closing up shop on what was once a major street for commerce.

Wyoming used to be a classy area. Now, I would not even use the Wyoming public schools. Growth is good but at what cost to the residents?

Many of the ideas that I have heard so far are really great., but one thing people have to keep in mind is that we must insure that established businesses are incorporated into any idea, and any businesses that are incorporated into the plan should get face lifts and or moved to another part of the downtown area.

The number one thing I would say is Keep the Flea Market!!!! Flea Markets are a dying breed, and a lot of people depend financially on the Studio 28 Flea Market. I usually go down there to walk through and look/buy every week. It’s a good way for me to get some exercise in walking around the place. Sometimes I go there to sell stuff...

I have a suggestion about the Studio 28 building. Maybe it could become a second-run “Celebration Cinema”, similar to the one at Woodland Mall. I think a lot of people would go to it because, for one thing, people don’t always want to pay high ticket prices, and plus there are so many people who loved that theater, such as myself!



The Design Process

Essential to any design and planning activity is a process for carefully reviewing and refining the proposed concepts. A process called feedback loops enabled the design team to continuously refine the concepts and ultimately, advance a final plan that was thoroughly vetted and accepted by the stakeholders and steering committee. Each concept incorporates the

market strategy as well as input from all public involvement activities. There were five feedback loops/design iterations.

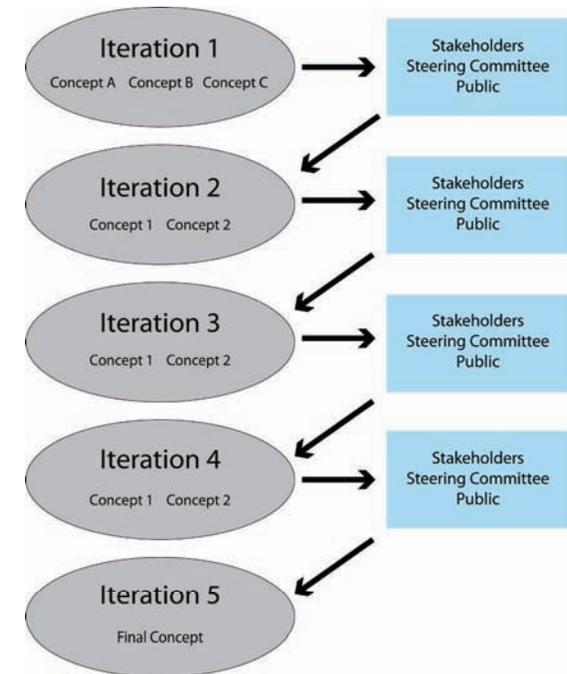
Iteration One: Three Concepts

11. Concept A. This design combines the properties on the south side of 28th Street into a mixed-use town center with new streets and

Key Input Incorporated Into Design Concepts

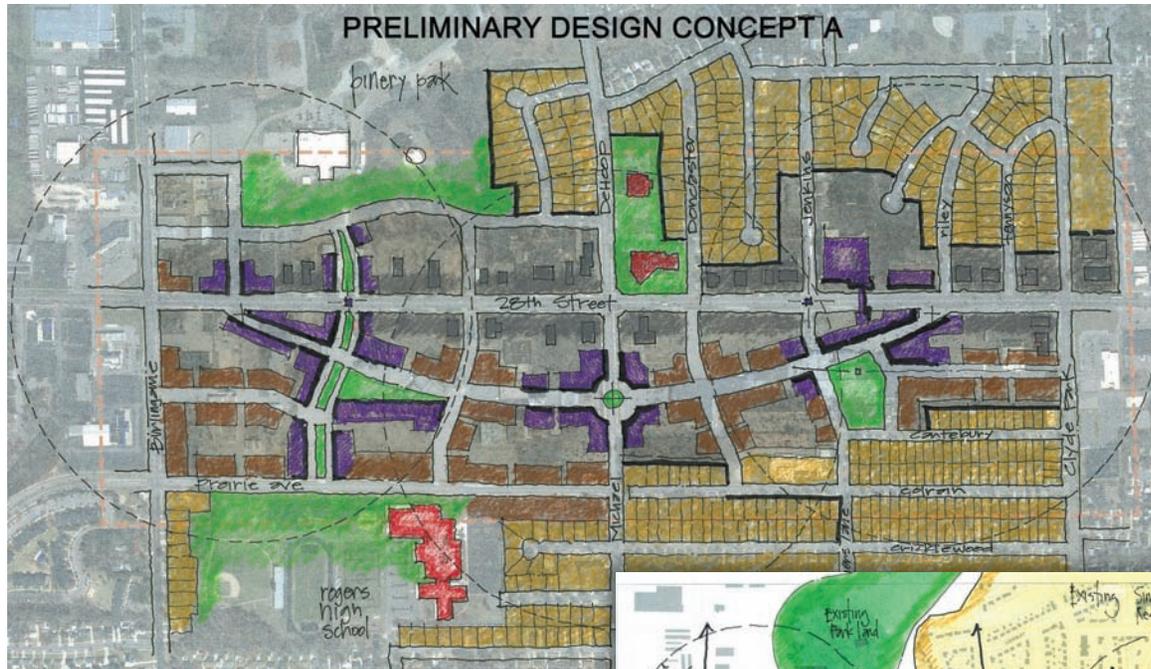
Event	Key Input
Mobile Tour	condense Roger's Plaza and Wyoming Village Mall, limit commercial access into neighborhoods, maintain sidewalks, design should allow for some parking in front of retail establishments, align driveways for access management purposes, "de-mall the mall"
Stakeholder Interviews	create a flex spaces for outdoor markets, design needs to accommodate traffic, area needs a destination
Ideas Workshops	small blocks promote walkability, mixed use development, more pedestrian amenities, add green space, connect to Pinery Park, increase housing opportunities/housing types
Rogers Plaza Storefront	do not connect commercial to residential area, add more landscaping, wider sidewalks, keep auto-oriented uses north of 28th street, increase height to 2-3 stores for mixed use
Design Workshops	keep park concept in final plan, the crescent street is favored, incorporate round-a-bouts, provide multipurpose entertainment facility, include Hispanic and Asian community
Informal Customer Survey	business suggestions included a big box (Wal-Mart or other), theater, clothing stores, boutique shops, restaurants, kid-friendly businesses, IKEA, hobby shops, etc.
Open House	save the historic Roger's homestead, maintain dead-end at Colrain and Michael, ensure new streets are bike-friendly
Facebook Page	keep the flea market or at least have area for outdoor market, make sure existing businesses are incorporated, phasing and implementation is key
MDOT Meetings	Decrease the quantity of non-signalized driveways on both sides of 28th Street, channelize any new non-signalized drives at 28th Street, do not align new non-signalized drives with existing streets

The Design Process



compact blocks. A curving slip street is used as the organizing element of the design and represents the new town center's "main street". This slip street promotes the movement of slower-paced, localized traffic into the redevelopment area while also maintaining 28th Street as the highway commercial corridor.

The new main street is envisioned as a complete street that promotes transit, bike, pedestrian and automobile use while also providing the framework for a vibrant public realm. The street's gentle curve allows opportunities for deflected vistas that frame more quaint public



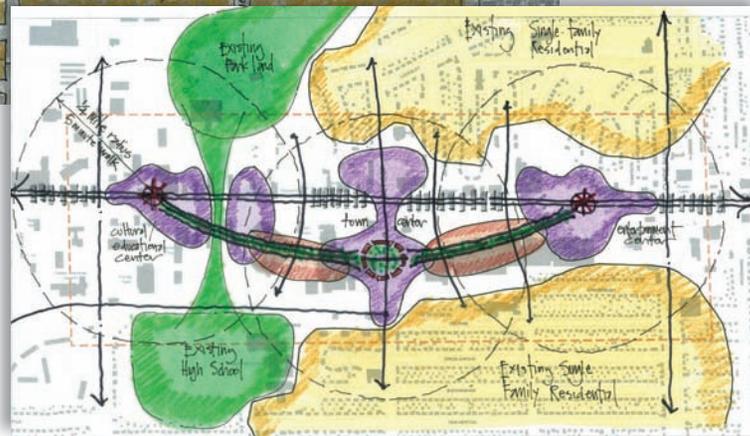
potential customers are coming from the east. The western gateway is anchored by cultural and educational uses because of its proximity to Rogers High School and Pinery Park. Both of these neighborhoods may also incorporate a small amount of ground floor retail as well as office and residential uses.

The urban center of this proposed concept is located just south of city hall at the intersection of the new main street and Michael Avenue. This commercial core is envisioned to have a focal center (indicated as a traffic circle in this design) and the highest and most intense concentration of retail within the town center. This neighborhood may also provide residential and office opportunities.

spaces while also creating interesting and dynamic views of buildings and storefronts.

New north-south streets are proposed to intersect with the main street and to provide connections with the existing nearby neighborhoods. This new street grid also provides the network for a compact and walkable block structure.

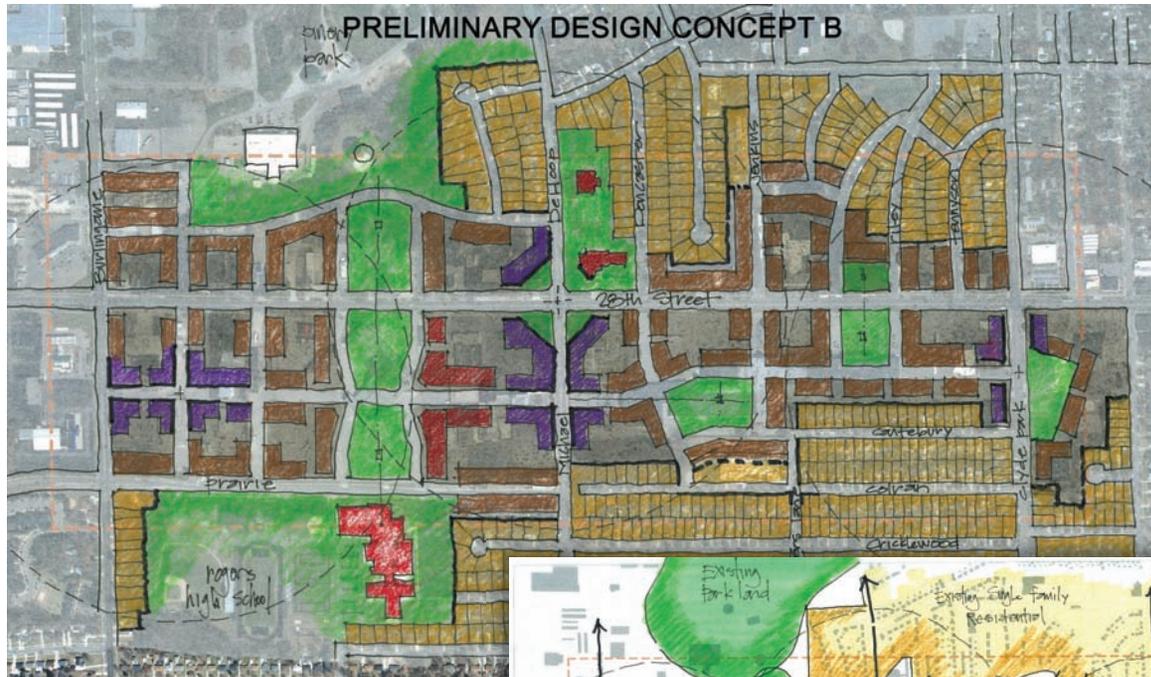
Concept A is divided into three distinct “neighborhoods” that are based on the ¼-mile radius from center to edge. Representing the distance that an average person can walk in 5-minutes, they are indicated as dashed line circles on the preliminary design.



The connective fabric between these three neighborhoods, along the new curving main street, is envisioned to be multi-story buildings that contain primarily residential and office uses on the upper floors and retail opportunities at street level. These buildings are located close to the street edges in order to help to define the public realm.

Two of the proposed “neighborhoods” act as gateways that can provide potential opportunities for an entrance or threshold into the new town center. The eastern gateway is anchored by entertainment uses due of its proximity to the US-131 corridor and the likelihood that more

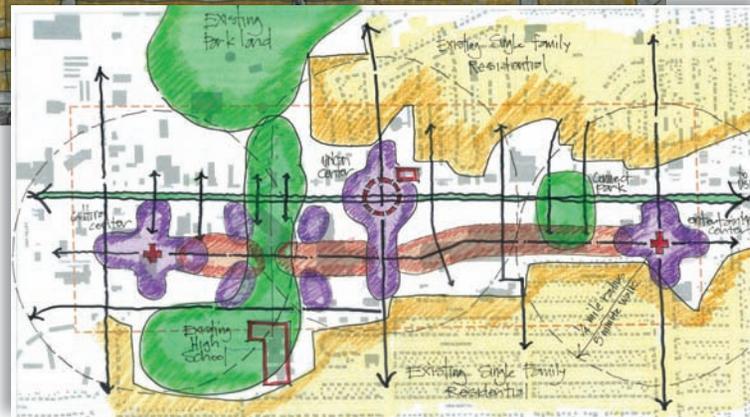
Parking lots are envisioned to be located in the center of the block structure and obscured from the streets by buildings, especially within the town center. Many parking lots will be visible from 28th Street because of the



open design of the blocks that flank this corridor. This openness will provide easy access to parking and visibility of the town center from the 28th Street corridor.

11. Concept B. Concept B also incorporates a new town center just south of 28th Street by assembling the large parcels into a compact block structure interconnected with a new street grid.

Concept B uses a new main street that extends linearly from Burlingame to Clyde Park with a small deflection on the eastern side. This deflection is the result of the narrower depth

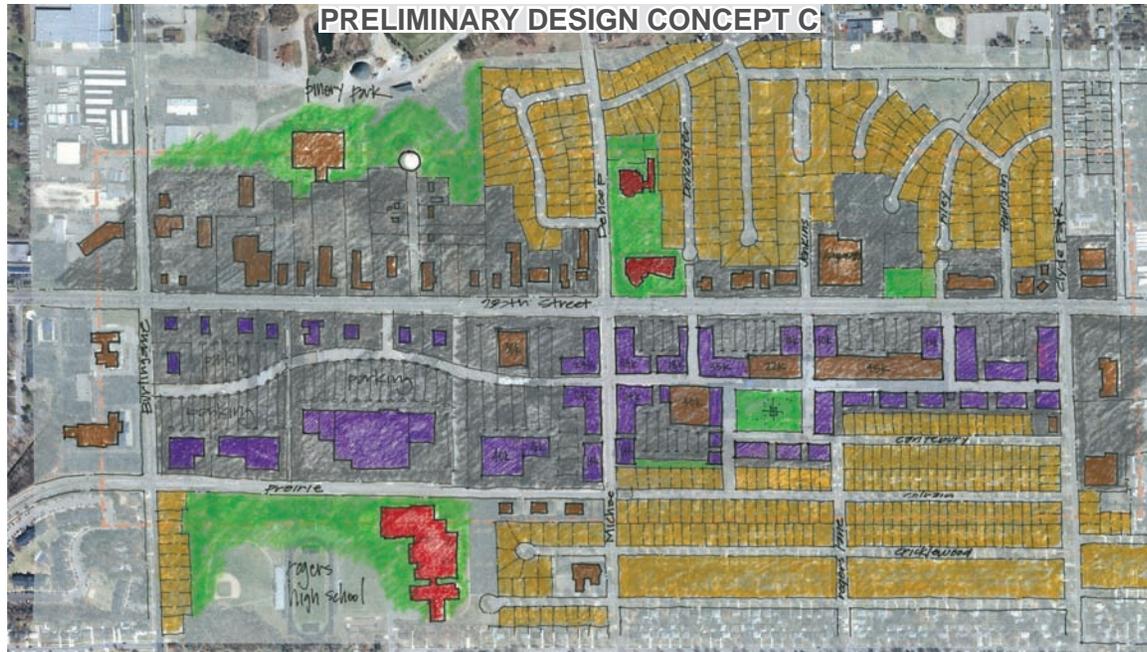


of the eastern property (Rogers Plaza) and the adjacent residential neighborhood to the south (Rogers Lane Neighborhood). Proposed new north-south streets cross this main street, providing direct connections into the new town center.

A large linear park is envisioned on the west side, linking Rogers High School to Pinery Park while also providing potential frontages for a cultural center that could incorporate an educational component to complement the existing high school. The concept of this educational component is the result of both the market analysis and discussions that occurred during the Ideas Workshops.

A smaller park connection is proposed on the east side of the new town center to help to incorporate the existing Klingman's park into the redevelopment area. Additional town greens are scattered throughout the design in order to provide public spaces while also accentuating the city's existing park system. These parks and open spaces provide for a hierarchy of public spaces and are defined by new buildings on all of their edges.

Similar to the ideas of the Concept A design, this design uses three neighborhoods to form the nodes on the new main street. These are outlined with dashed circles and represent the ¼ mile radius (5-minute walk) that helps to define walkability. The urban core of this concept is at the Michael and 28th Street intersection, extending south to the intersection with the new main street. This urban core acts as the commercial hub for the design and is an attempt to incorporate city hall more directly into the new town center.



After meeting with the Steering Committee and gathering input at the storefront office, Concept A became the favorite approach. The new “crescent” street was uniformly liked. The design offered the benefit of creating smaller blocks while offering creative solutions to access management by reducing curb cuts, creating focal points, and providing strong connections to 28th Street to facilitate commerce and provide greater visibility for end users. The crescent street solution is included in all subsequent design concepts.

The eastern neighborhood node is primarily office use and may include entertainment and some retail functions at the street level. The western neighborhood node is primarily focused on the educational component with some retail, again at the street level. These nodes are connected with residential and office uses along the new main street.

Parking lots are internal to the blocks, with many visible from 28th Street for both access and visual connection to the new main street area. This plan envisions more redevelopment directly along the 28th Street corridor, potentially as higher density residential. The new block structure of the northern blocks along 28th

Street has the end grain of the blocks facing 28th Street in order to limit direct frontages. In this concept, the redevelopment along 28th Street would most likely happen after, and as a result of, redevelopment along the new main street.

11. Concept C. Concept C is a hybrid plan with conventional development continuing on the north side of 28th Street and a mixed-use town center developing on the south. A similar slip street is proposed to shorten the existing super blocks and facilitate walkability. A grid system is proposed, and new retail and mixed use development is centered around a courtyard. The street grid aligns with the existing grid to the north, facilitating access and turning movements along 28th Street.



Iteration 2 - Concept 1

Iteration Two: Two Concepts with Crescent Street

12. Concept 1. Concept one includes the following:

Red buildings are mixed-use with retail at the ground floor. About 660,000 square feet of street level retail is available. This amount is consistent with the market strategy in that half would be new businesses recruited to the area and half would be retained.

Yellow buildings (west side) represent community college, vocational school or office uses. These buildings may be multi-story mixed use with office and/or residential above. There is approximately 180,000 square feet of school/office on the street level.

Iteration 2 - Concept 1 Statistics

Retail	660,000 square feet (total)		
	180,000 sq ft at street level		
Office	420,000 sq ft on second floor		
	600,000 sq ft total		
Residential	400 units on 2nd or 3rd floor		
	200 units for sale (blue buildings on the map)		
	600 units total		
Provided parking	3,800 surface spaces		
	600 on-street spaces		
	4,400 total spaces provided		
Parking demand	Retail	3 per 1,000 sq ft	1,980 spaces required
	Office	3 per 1,000 sq ft	1,800 spaces required
	Residential	1.5 per unit	600 spaces required
Total parking demand			4,380 spaces required



TURN ON 28TH STREET CORRIDOR SUB-AREA PLAN

Blue buildings represent residential uses and include rowhouses, live-work buildings and apartments. There are approximately 200 dwelling units.

KEY FEATURES:

- Crescent Street acts as main street with two lanes of traffic and a center turn lane with parking on both sides. The street also includes 12' to 14' wide sidewalks.
- Redevelopment at edge of Rogers Lane neighborhood includes extension of two streets into the neighborhood, a large park that connects the redevelopment with the neighborhood and residential infill around the park (which requires the loss of some existing homes).

- The concept includes three circular nodes that accentuate key intersections and thresholds of the crescent street.
- The crescent street is extended visually to the west and intersects with 28th Street. This helps to maintain the concept of the crescent visually.
- Archways, integrated into the architecture, will frame the viewshed at both ends of the crescent allow for visual and pedestrian connections.
- Buildings at the Michael-28th Street intersection are oriented to face 28th Street and help to connect city hall to the redevelopment. This pattern could be replicated at the northwest corner of the intersection to complete another activity node at city hall.

- The primary big box site is along Michael, just south of the crescent intersection.

12. Concept 2.

Concept two includes the following:

Red buildings represent retail on the street level (first floor). These buildings are multi-story mixed-use with office and/or residential above. It represents approximately 620,000 square feet of street level retail.

Blue buildings represent office or entertainment uses on the street level. These buildings are multi-story mixed use with office and/or residential above. They represent approximately 175,000 square feet on the street level (including the former Klingmans site).

Purple buildings represent civic uses on the street level. These buildings may be multi-story with offices above the street level. They

Iteration 2 - Concept 2





Iteration 2 - Concept 2 Statistics

Retail	620,000 square feet (total)		
	175,000 sq ft at street level		
Office	400,000 sq ft on second floor		
	575,000 sq ft total		
Residential	400 apartment units on 2nd or 3rd floor		
	200 units for sale (“brown buildings”)		
	600 units total		
	2,500 surface spaces		
Provided parking	600 on-street spaces (primarily on Crescent Street)		
	3,100 total spaces provided		
Parking demand	Retail	3 per 1,000 sq ft	1,860 spaces required
	Office	3 per 1,000 sq ft	1,725 spaces required
	Residential	1.5 per unit	600 spaces required
Total parking demand			4,185 spaces required*

* With mixed-use coefficient of 1.2, which assumes a certain amount of shared parking, parking requirements could be reduced to approximately 3,400 required spaces, which is closer to the number provided.

represent approximately 25,000 square feet on the street level. The buildings across from city hall potentially provide new locations for the post office and Secretary of State office that are presently located in Rogers Plaza.

Brown buildings represent residential uses and include rowhouses, live-work buildings, apartments and single-family homes. They represent approximately 200 dwelling units on the street level.

KEY FEATURES:

- The crescent street acts as main street with two lanes of traffic, an

alternating landscaped median or turn lane at the center and parking on both sides. The street also includes 12’ sidewalks.

- Redevelopment at the edge of Rogers Lane neighborhood includes an additional of single-family homes, a lack of through streets, park connections and there is no loss of existing homes.
- The concept includes strategically-placed north-south connections.

- A plaza opposite 28th Street from the former Klingmans store visually links that property to the activity of the redevelopment.
- The large park across from City Hall attempts to visually link City Hall to the activity of the redevelopment, while also providing a physical greenway connection.
- A north-south boulevard on the west side connects Rogers High School to the retail core and small central park.
- The southern edge of the redevelopment area, along Prairie, is a naturalized edge with informal landscaping.
- The northern edge, along 28th Street, is a more formalized edge with regularly-spaced deciduous street trees, a sidewalk and wide parkway buffer between redevelopment and 28th Street.
- Parking lots allow for visibility of businesses from 28th Street and the big box site is conventionally located relative to 28th Street with a large parking lot in between the store and the corridor. The big box has a pedestrian scaled corner that interfaces with the small elliptical park.





Iteration Three: Refinement of Crescent Street Concepts/ Market Strategy

13. Concept 1: Concept One, below, is a further refinement of the crescent street concept with 660,000 square feet of office uses above retail uses located along the east and west flanks of the study area. Park land and green spaces are prevalent along corridors with a larger park area across from Klingmans to help bolster the existing Klingmans park on the north side of 28th Street. Additionally, a predominant viewshed is located west of Michael and creates an entry to an educational campus. A sports complex (pink building) south of the educational campus with parking and residential uses fronts Burlingame and Prairie. Concept One includes big box retailers within the confines of the Loeks' property as well as Wyoming Village Mall. Liner

13. Concept 1



13. Concept 2

buildings complete the street edge and hide the parking lots along the crescent street.

Additionally, a transit exchange station is incorporated into this iteration based on recommendations from the planners at The Rapid.

13. Concept 2: Concept Two, above, shows the big box retailer located at the intersection

of 28th Street and Michael with a medium-box retailer south of the crescent street along Michael. Mixed-use retail buildings line the crescent street, providing retail at the street level with parking located behind buildings. Office uses are located along Clyde Park (east side of study area). Along Burlingame (west side of study area) are attached residential uses. A sports complex (green building) anchors the western end of the redevelopment.



Concept Two also includes two roundabouts providing focal points at the terminus of the crescent street and helping to align the crescent street with 28th Street.

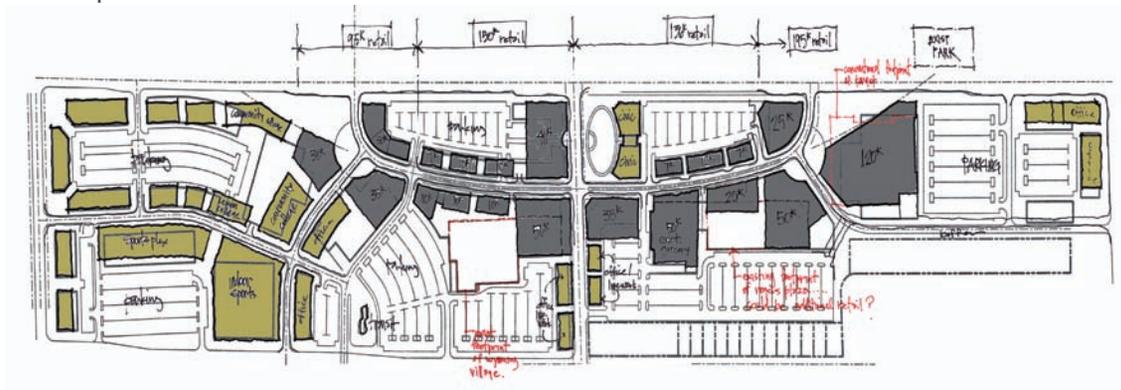


Iteration Four: Continued Refinement of Crescent Street Concept

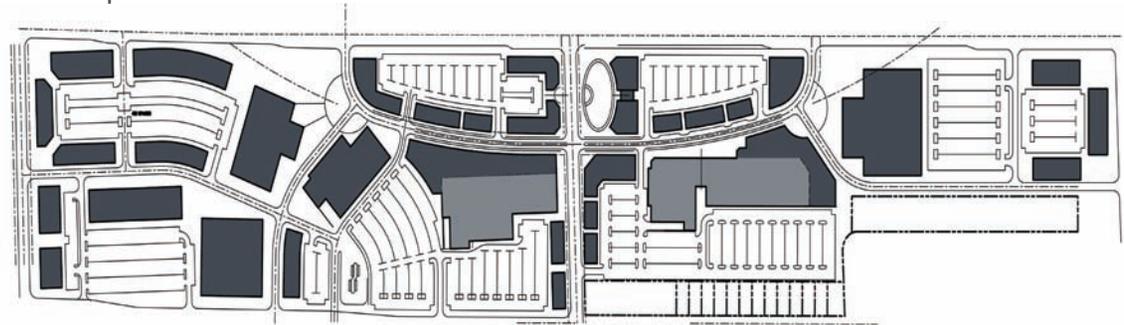
I4. Concept 1: In Concept One, below, the big box retailer is located closer to the US-131 interchange, east of DeHoop to enhance visibility and is recommended by the retail analysis and market study. A secondary retail hub is located along Michael and the crescent street, where medium box retailers are built to the right-of-way and form three corners of the intersection. A civic open space is planned at the southeast corner of Michael and 28th Street, across from the Wyoming City Hall.

Other small-scale retailers line the crescent street and the educational campus and sports complex are located between Michael and Burlingame. Additionally, the introduction of these flex office spaces at the corner of 28th Street and Burlingame provide opportunities for diverse

I4. Concept 1



I4. Concept 2



economic development while also allowing for a non-peak hour outdoor market space.

Concept One begins to consider the existing conditions and how redevelopment can gradually be incorporated within the existing fabric of the redevelopment area. The crescent street is moved slightly northward to begin to accomplish this.

I4. Concept 2: Similar to Concept One, the big box retailer is located closer to the US-131 interchange in Concept Two. The light grey boxes show the existing footprint of Rogers Plaza and the Wyoming Village Mall. In Concept Two, those entities would remain, and new retail would line those buildings, creating a uniform and activated street wall along the crescent street right-of-way.

Instead of the three corners at Michael and the crescent street devoted to medium box retailers, Concept Two includes small scale retail on two corners, and a retail liner building at Wyoming Village Mall, which could be redeveloped to form a second large box retailer.

The educational campus and sports complex are shown west of the retail center along Burlingame. and, an open space/civic plaza is located at the mid-block connection of the crescent street and 28th Street, helping to connect Pinery Park to the 28th Street corridor.



Iteration Five: Final Concept Incorporating Additional Retail

15. Concept 1: After reviewing the two concepts in Iteration Four, the Steering Committee, together with the design and economic development team, selected 14: Concept One. The fifth iteration includes a slight modification to the office and retail mix at Clyde Park and 28th Street. In this concept, retail uses are proposed, creating a formal retail corridor consistent with the existing retail along the north side of 28th Street. There is 560,000 square feet of ground floor retail proposed.

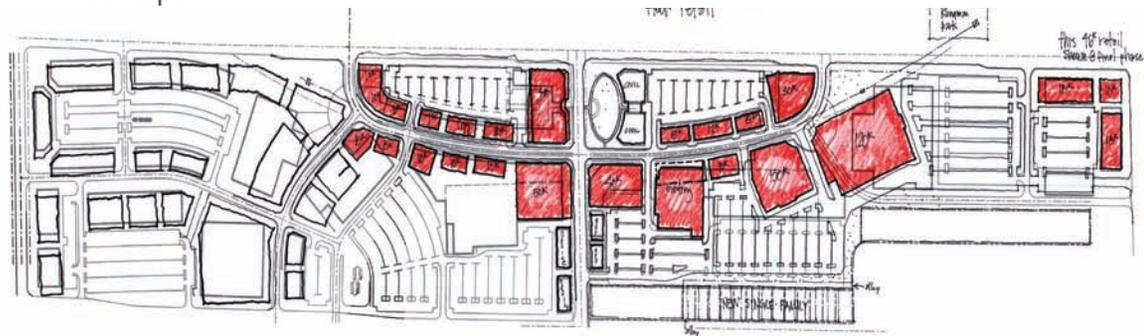
This concept also begins to refine the odd-shaped large-format retailers from the previous concepts into more realistic rectangular shapes.

Access to 28th Street is limited to the crescent street and two driveways (one of the west side, one on the east side). Secondary access from the crescent street includes streets that connect Burlingame to Clyde Park.

The eastern street, to Clyde Park, connects to the crescent street at the large format retailer and provides better traffic flow patterns for the redevelopment of the study area.

The eastern connection to 28th Street is at the existing Jenkins traffic signal. The western connection of the crescent to 28th Street, while currently not signalized, may warrant a future signal.

15. Concept 1



15: Concept One becomes the final plan proposed for the suburban retrofit of the Study Area. Chapter 5, Recommendations, includes the final design plan, a full description of the plan and suggested phasing for redevelopment.



Introduction

The illustrative master plans and images depicted in this chapter are demonstrations of how the area could eventually redevelop and not necessarily how it will redevelop. These suburban retrofit scenarios for this portion of the 28th Street corridor will require great flexibility, creativity and efficient use of land and economic resources; and therefore, while these illustrations depict potential redevelopment scenarios, there are other viable options that can yield successful outcomes.

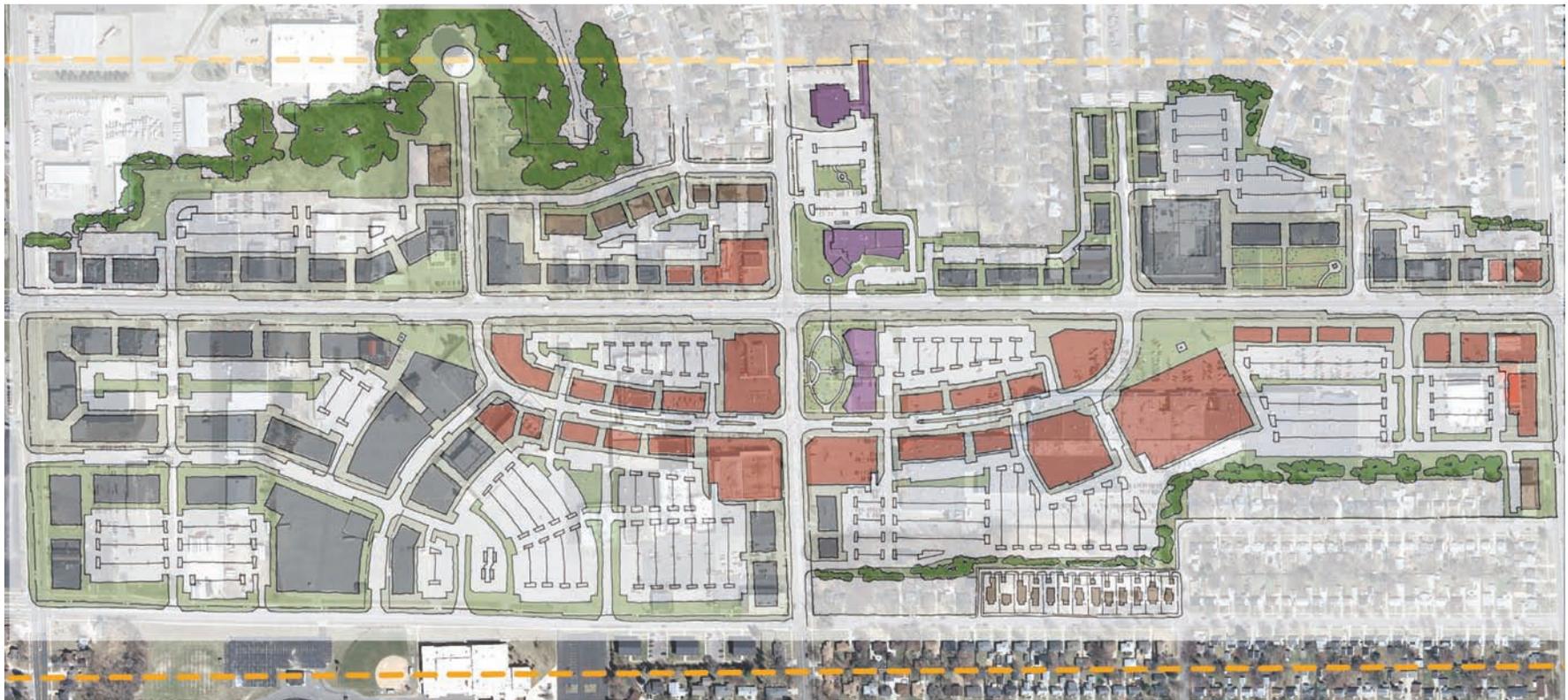
These plans are based upon extensive input from the public throughout the planning process, as well as input from the steering committee and MDOT.

The Final Demonstration Plan

The final demonstration plan depicts the vision for the eventual redevelopment and transformation of the 28th Street corridor over the next 30 years through a gradual retrofit that occurs in phases over time, depending upon economic

factors, market demand and access to available funding sources for public improvements such as streets, landscaping, and other civic amenities.

The layout and orientation of buildings, streets, open space, landscaping and parking is intended to be purely illustrative of how various parcels could be redeveloped, revitalized or retrofitted under the recommendations of this plan. Deviations from the illustrative plan are anticipated and expected during the course of market-driven redevelopment.





TURN ON 28TH STREET CORRIDOR SUB-AREA PLAN

An example of one significant, privately influenced deviation is in regard to the illustrated location of the large format retailer on the east end of the crescent street. This location could “flip” to the west end of the crescent street without substantially compromising the overall vision of the final plan, provided that the elements of the crescent street remain intact. This deviation will most likely depend on the sequence of development that occurs on the existing parcels and the real estate market. Refer to the Alternate Development Scenario Plan at the end of this Chapter.

The final plan does not recommend the immediate removal or renovation of any existing land use, building, or business within the study area. The phasing illustrations that are associated with the final plan intend to demonstrate that gradual redevelopment can occur while a majority of the existing buildings and businesses remain in place. The incorporation of existing uses and businesses into redevelopment projects and revitalization efforts may be encouraged in an effort to retain existing commercial enterprises.

The Turn On 28th Street planning effort assumed that almost every parcel and land use within the study area (with the exception of existing civic destinations) would redevelop in some way over the next 30 years. The majority of existing buildings along the corridor are over 20 years old and largely nearing the end of their serviceable life. Therefore, even without intervention through this sub-area plan, the

normal actions of the market may result in the reconstruction of a majority of the study area over time. As this process naturally occurs, the sub-area plan provides the opportunity to define the form of the future community.

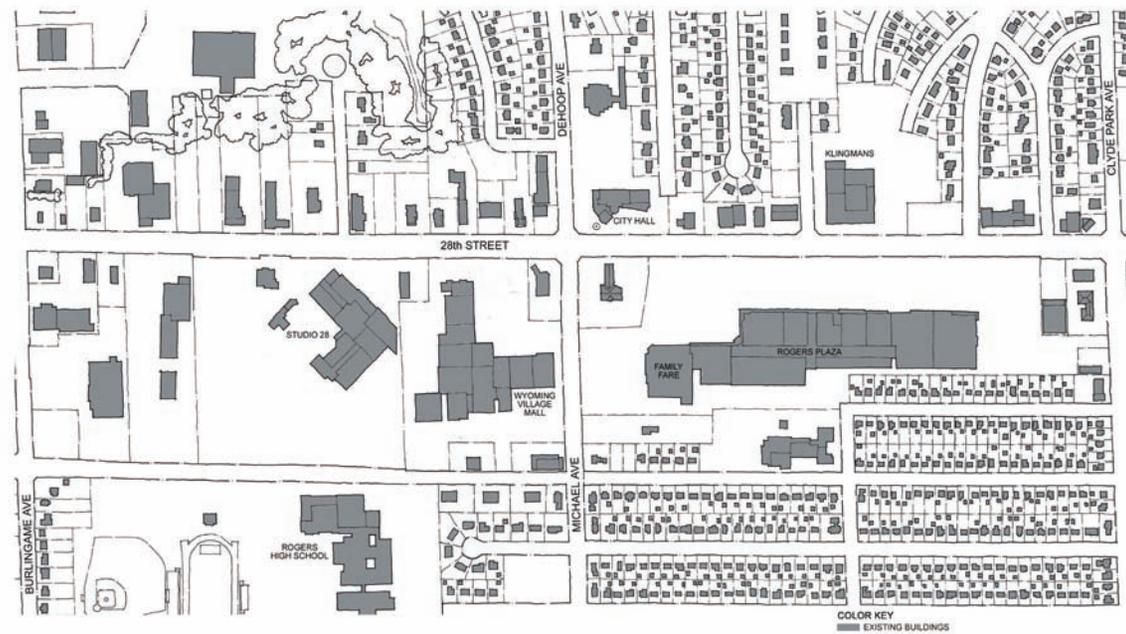
Illustrative plans portray retrofitting and redevelopment in a series of colors, so that progress can be diagrammatically demonstrated. The light grey color represents existing buildings. Yellow represents buildings that are removed in the specific phase indicated and orange represents new buildings that are added as part of the specific phase. Dark grey represents new buildings that were added in a preceding phase - these

buildings will show the cumulative effect of the possible redevelopment sequences. Finally, the grey hatch pattern illustrates new streets that are added as part of the specific phase.

Existing Conditions Figure Ground Illustration

Graphic 5.1 depicts the layout and orientation of existing buildings and streets and provides the base reference point for the transformation studies that follow. It also indicates approximate location of existing property lines. The

Figure 5.1 Existing Figure Ground Analysis





development pattern is informed by these property lines and they help to provide a framework for the illustrative phasing.

Transformation Study 1 (Years 1-4) The initial illustrative phase depicts a possible first step in the retrofit process and includes the following key efforts:

- The crescent street is added, extended from the east and west of Michael Avenue to 28th Street. This new street is envisioned as a tree-lined boulevard with an intermittent center turn lane, wide sidewalks, bike lanes and on-street

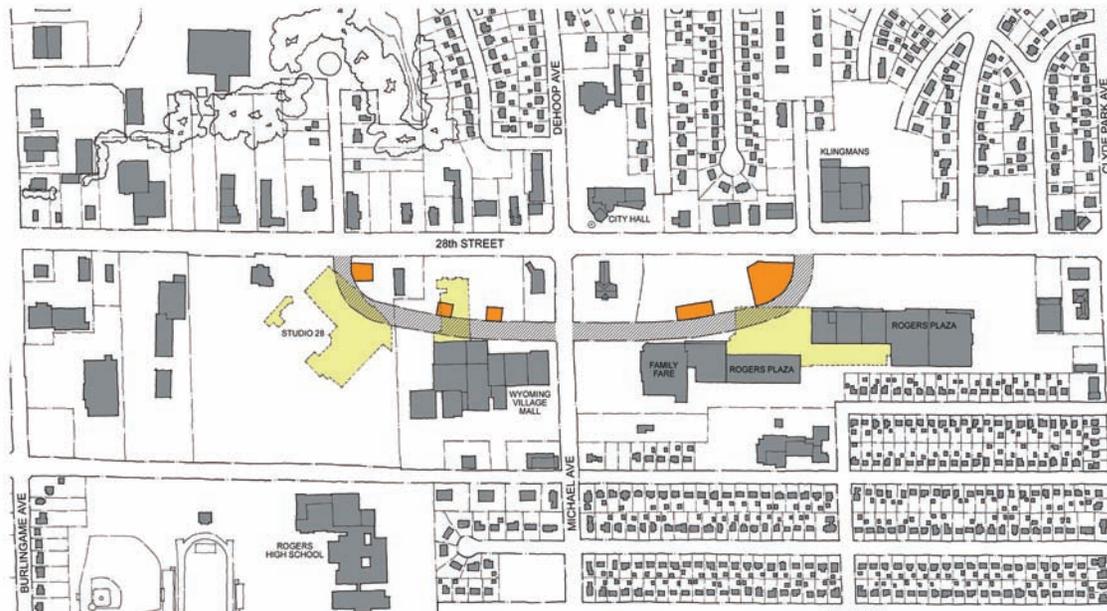
parking. Refer to the street section diagram that illustrates the crescent street.

- The location of the crescent street allows a majority of the existing buildings to remain in place, although the Studio 28 building (currently vacant), a minor northern extension of the Wyoming Village Mall and a portion of the Rogers Plaza Mall, including the concourse, are removed to accommodate the new street pattern. These removals may provide the existing malls with short-term opportunities to

adjust and refine their retail model to meet current demands through selective remodeling.

- New buildings (in orange) may start to infill along the new crescent street. To proactively urbanize the new street, these buildings should orient their frontages along the crescent street. Frontages should include retail storefronts that provide transparency while promoting activity along the street. The rear of the buildings may provide a secondary entrance associated with the parking lots and also signage that is scaled to the auto-oriented arterial. These buildings should be multiple-story mixed-use buildings. Although in the early years of the redevelopment, upper floors may remain unfinished until the market materializes.
- This phase may also be executed in two steps, one with the crescent street implemented to the west of Michael Avenue and one with it implemented to the east. The phased crescent street could function as either an east or west singular element until the second phase is constructed.

Figure 5.2 Transformation Study I





Transformation Study 2 (Years 5-7)

The second illustrative phase depicts the following key efforts:

- A western connector street is added between the crescent street and Prairie Parkway with a future connection to Burlingame Avenue started and temporarily terminated at the Studio 28 property line.
- An eastern connector street is added between the crescent and Clyde Park Avenue.
- The western connector provides an opportunity for a larger format building footprint (indicated at approximately 90,000 square feet) that is envisioned to be a sports complex, academic institution or office building in this scenario. This building should be a multiple-story mixed-use building with street frontages that provide transparency while promoting activity along the street.
- The eastern connector provides an opportunity for a large format retailer (indicated at approximately 120,000 square feet) along with its associated parking field. The big box is oriented to provide a pedestrian-scaled entry at the crescent street (curved corner) and an

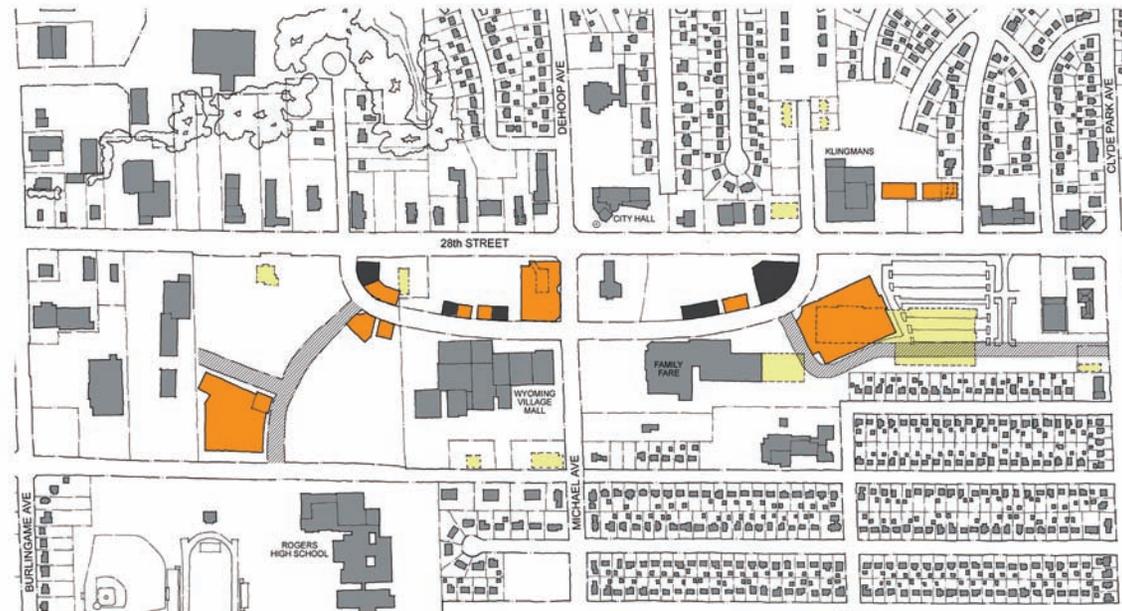
auto-scaled entry at the parking lot (along its east facing wall).

- The proposed big box retail building is also angled relative to 28th Street to provide a defined public space at the end of the crescent. This public space is intended to provide a visual and practical link to the existing Klingman's Park on the north side of 28th Street. Additionally, the big box building should have fully articulated and pedestrian scaled architectural details on the two sides that are visible from the

crescent street. This articulation should include a large amount of transparency and storefronts as well as vertical elements that divide the long horizontal façades into pedestrian-scaled sections.

- The placement of the big box allows for preferred visibility from the 28th Street corridor and a closer proximity to traffic coming from US-131 than other parcels within the sub-area. The adjacent parking lot has a direct connection from 28th Street, the crescent street and Clyde Park Avenue and provides conventional suburban access to the building.

Figure 5.3 Transformation Study 2





- The existing bank building on the southwest corner of Michael and 28th Street is replaced by a mid-sized regional or national retailer (indicated at approximately 50,000 square feet). This building should be multiple stories (two to three floors) to accentuate the intersection and this future node. Upper floors may incorporate residential or office uses and may be unfinished initially. Frontages should include retail storefronts that provide transparency while promoting activity along the street. The rear of the buildings may provide a secondary entrance associated with the parking lots and also signage that is scaled to the auto-oriented arterial.
- New buildings continue to infill along the crescent street in a form that is consistent with the descriptions indicated in Transformation Study 1.
- Two new office buildings are depicted adjacent to the Klingman's building and begin to form a defined edge for the existing Klingmans Park. These buildings should be multiple-story mixed-use buildings with street frontages that are transparent and promote activity along the street.

- The existing Klingman's building may also begin to be retrofitted as part of this phase. It is envisioned to be an office facility as part of this retrofit scenario.
- Existing buildings at key locations are removed (as indicated in yellow) to prepare for the next sequence of redevelopment. A significant portion of Rogers Plaza is removed to accommodate the large-format retailer.

Transformation Study 3 (Years 8-12)

The third illustrative phase depicts the following key efforts:

- Western redevelopment continues at the crescent / 28th Street / connector intersections with a series of larger footprint buildings that are envisioned to be academic institutions or offices. These buildings should be multiple-story mixed-use buildings with street frontages that are transparent and promote activity along the street.

Figure 5.4 Transformation Study 3





TURN ON 28TH STREET CORRIDOR SUB-AREA PLAN

- A portion of the Wyoming Village Mall is removed to accommodate a new mid-sized regional or national retailer (indicated at approximately 40,000 square feet). This building should be a multiple-story mixed-use building with street frontages that are transparent and promote activity along the street. Upper floors may incorporate residential or office uses.
- The existing bank building on the south-east corner of Michael and 28th Street is replaced by a focal point building that incorporates a public open space at the intersection. This building is envisioned to be either a civic building for the relocated Secretary of State's office and Post office or a retail building that may have a restaurant use. This building should be a multiple-story mixed-use building with street frontages that are transparent and promote activity along the street. Upper floors may incorporate residential or office uses and by this phase, the market for upper floor uses should be more apparent.
- The open space at this intersection is envisioned to be a hard-scaped plaza or a landscaped park and to have active spaces that could

include a seasonal ice-skating rink. Additionally the space is envisioned to connect the existing city hall to the crescent street, while also extending the existing city hall open space across 28th Street.



The existing bank building at Michael and 28th Street

- The final part of Rogers Plaza is removed to accommodate an additional mid-sized regional or national retailer (indicated at approximately 40,000 square feet). This building should be encouraged to be multiple stories with the upper floors incorporating residential or office uses. Additionally, this building should have fully articulated and pedestrian scaled architectural details on the side facing the crescent street. This articulation should include a large amount of transparency and storefronts as well as vertical elements that divide the long horizontal façades into pedestrian-scaled sections.
- The eastern Family Fare grocery that was connected to Rogers Plaza remains.
- The western Family Fare is depicted as removed, along with the Dermody Truck Sales facility. This will accommodate the final extension of the west connector to Burlingame while also promoting the future redevelopment of this portion of the study area.
- The buildings at the southwest corner of Clyde Park and 28th Street are removed and new retail buildings are constructed. These buildings should be multiple-story mixed-use buildings with street frontages that are transparent and promote activity along the street.
- Infill buildings are now indicated adjacent to Klingman's. These are envisioned to be primarily offices and should be multiple-story mixed-use buildings with street frontages that are transparent and promote activity along the street.
- Existing buildings continue to be removed (as indicated in yellow) to prepare for the next sequence of redevelopment.



- The Rogers homestead (large parcel on east side of Michael Avenue, just behind Family Fare) is indicated as removed in this phase. Some public input during the design portion of the project indicated a desire to preserve this building in either its current location or at a new location. The City of Wyoming Historical Commission has not done a study on the historical need to retain this property, nor whether or not the home is in a condition which would allow it to be relocated. It is the recommendation of this plan that the homestead be relocated, if feasible, in order to not impede the retrofit and to preserve any historic resource that may result from further studies.
- New buildings continue to infill along the crescent street in a form that is consistent with the descriptions indicated in Transformation Study 1.

Transformation Study 4 (Year 13-18)

The fourth illustrative phase depicts the following key efforts:

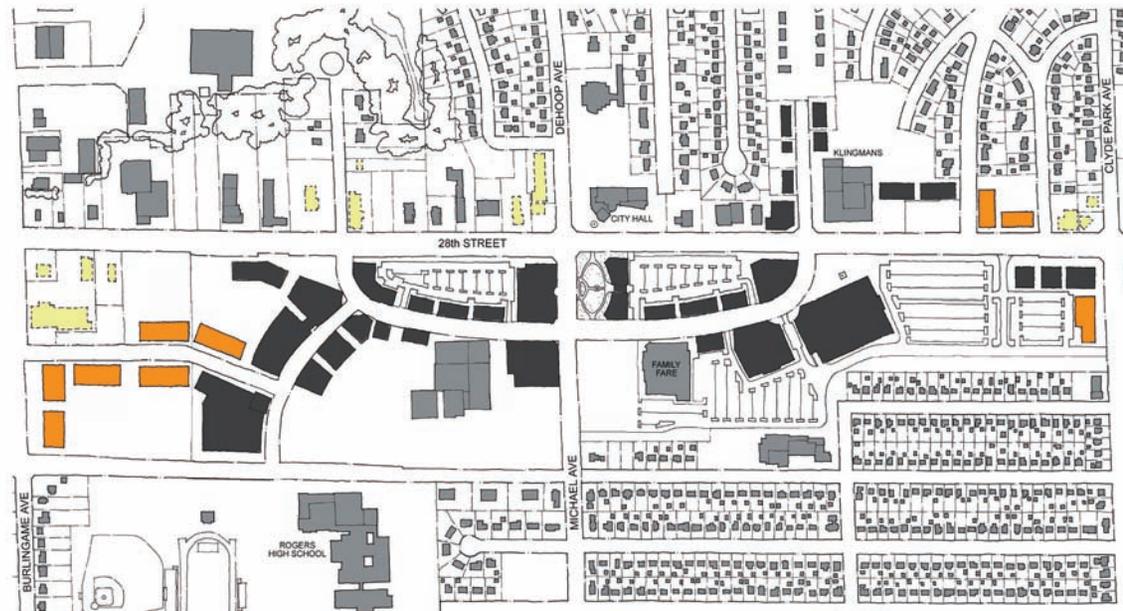
- A majority of the retrofit is now complete along the crescent street, with the existing Family Fare and part of the Wyoming Village Mall still present.

- The existing Rogers Lane School (not currently used as an elementary school) is still present at this stage, although its outbuildings have been depicted as removed in order to facilitate the infrastructure for the redevelopment along the crescent street.
- New buildings are infilled along the western connector. These buildings are envisioned as offices and/or support buildings for academic institutions. These buildings should

be multiple-story mixed-use buildings with street frontages that are transparent and promote activity along the street.

- The retail at the corner of 28th Street and Clyde Park Avenue is added to complement the previously installed retail at this intersection. These buildings should be multiple-story mixed-use buildings with street frontages that are transparent and promote activity along the street.

Figure 5.5 Transformation Study 4





- Two new office buildings are depicted at the Action Tire Center site east of Klingman’s Park. These buildings complete the urban framework around the existing park, providing it with a defined edge. They also complement the previously installed buildings in this area of the retrofit. These buildings should be multiple-story mixed-use buildings with street frontages that are transparent and promote activity along the street.
- Existing buildings continue to be removed (as indicated in yellow) to prepare for the next sequence of redevelopment.

- The last remaining existing building, the Family Fare, is still in place in this illustrative phase.
- Three new office buildings are depicted at the northwest corner of Clyde Park Avenue and 28th Street. These buildings complement the previously installed buildings in this area of the retrofit. These buildings should be multiple-story mixed-use buildings with street frontages that are transparent and promote activity along the street. As part of this retrofit, the partial Tennyson

Street connection at 28th Street is removed, although it potentially could be utilized as a drive for the rear parking lots. This southern portion of Tennyson Street does not connect to the northern portion of Tennyson at this location and is not proposed to do so as part of this sub-area plan.

- A new building is depicted at the northwest corner of DeHoop Avenue and 28th Street. This building (indicated as approximately 20,000 square feet) should be a multiple-story mixed-use building with street

Transformation Study 5 (Years 19-21).

The fifth illustrative phase depicts the following key efforts:

- The remaining portion of Wyoming Village Mall is indicated as removed to facilitate redevelopment of the site in subsequent phases.
- Rogers Lane Elementary School (not currently used as a school) is also indicated as removed to facilitate redevelopment. While the illustration depicts this building as removed, the vision is not detrimentally impacted if the building were to remain in place and be adaptively re-used.

Figure 5.6 Transformation Study 5





frontages that are transparent and promote activity along the street.

- The new building to the north of the above mentioned mixed-use building is envisioned to be a row-house building that introduces a distinct and non-represented residential type to the study area, and to the city in general. The building front should face the existing street and the garage access should be from the rear either via an alley or through a shared parking lot. The rowhouse building allows for a transition from the mixed-use elements of the retrofit to the single-family elements of the existing adjacent neighborhoods.
- New buildings are depicted at the Hook and 28th Street intersection, to begin to make the transition from the south to the north side of the arterial. These buildings are envisioned primarily as office uses and should be multiple-story mixed-use buildings with street frontages that are transparent and promote activity along the street. The building to the west of the intersection is set back from the street in order to provide a complementary civic space to the civic space previously installed on the south side of 28th

Street. This civic space provides the western node of the crescent street while promoting a connection to Pinery Park (to the north of this intersection).



Mixed use buildings in Mashpee Commons, MA, one of the precedent studies explored during the design phase.

- New buildings are shown at the south east corner of Burlingame Avenue and 28th Street. These buildings are envisioned as offices and/or academic institutions. These buildings should be multiple-story mixed-use buildings with street frontages that are transparent and promote activity along the street.
- The new buildings along Burlingame are depicted as set back (not built to the right-of-way line). This is to enhance the existing street

with landscaping opportunities and is consistent with the envisioned treatment of 28th Street as a parkway, with green buffers, street trees and a more naturalistic edge.

- The last of the proposed new streets is added connecting DeHoop Avenue with Hook Avenue. This will allow for alternative circulation and provide opportunities to promote the removal of driveways along 28th Street. This street will provide the southern edge to the Pinery Park access.
- Existing buildings continue to be removed (as indicated in yellow) to prepare for the next sequence of redevelopment. This removal also includes the homes located along Hook Avenue in order to extend the access to Pinery Park.

Transformation Study 6 (Years 22-25)

The sixth illustrative phase depicts the following key efforts:

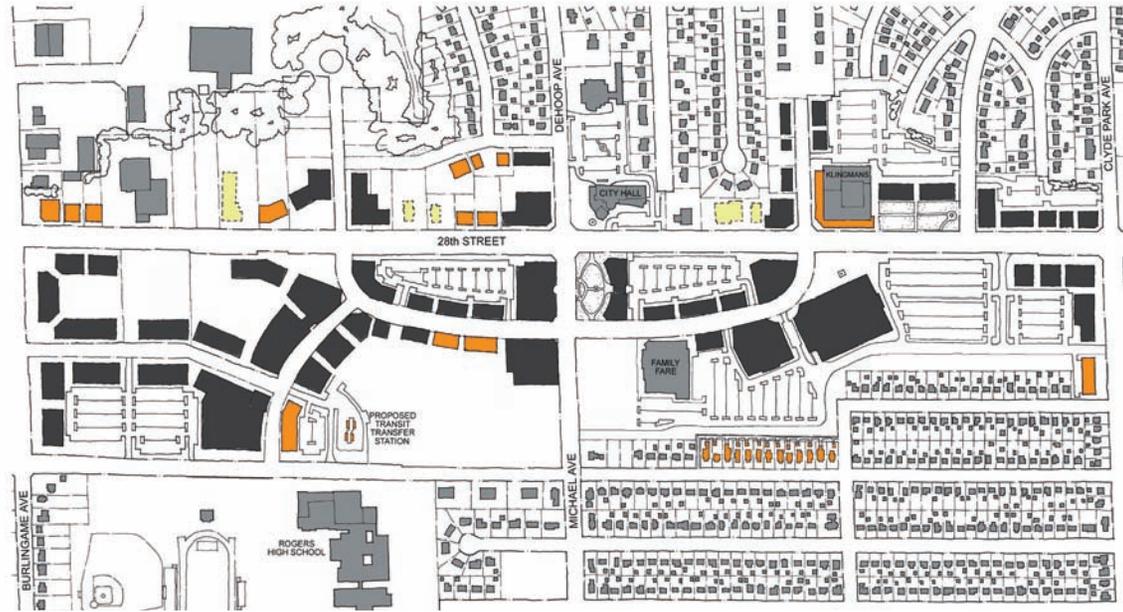
- The existing Klingman’s building is lined with new infill that increases its street presence and accentuates the enclosure of Klingman’s Park. To proactively urbanize the existing intersection, these liner building should orient their frontages toward the intersection. The frontages



should include transparency and encourage activity along the street.

- Buildings are depicted to continue the western expansion of the retrofit from the DeHoop Avenue and 28th Street intersection. The buildings facing 28th Street are envisioned to gradually transition to office uses and it is likely that the only retail frontage at this location is the previously installed corner building. These buildings should be multiple-story mixed-use buildings with street frontages that are transparent and promote activity along the street.
- The buildings that front on the newly constructed connector between DeHoop and Hook Avenues are envisioned to be rowhouses, consistent with the description indicated in Transformation Study 5.
- A proposed transit transfer station is depicted near Prairie Parkway as part of an integration of this planning process and the ongoing planning process of The Rapid. This transit station may also provide student access to an academic institution that is envisioned on the west side of the study area.

Figure 5.7 Transformation Study 6



- The final building along the southern connector is depicted adjacent to the transit station. This building, in following the programming of previously installed adjacent buildings is envisioned as office and/or an academic institution support building. This building should be a multiple-story mixed-use building with street frontages that are transparent and promote activity along the street.
- The final two buildings are installed along the western leg of the crescent street in a form that is consistent with the descriptions indicated in Transformation Study 1.
- New single-family residential is indicated along Colrain Street in the previous site of the school. This is intended to continue the residential fabric of the Rogers Lane Neighborhood and may also be in the form of rowhouses. This depiction also indicates an alley way for



automobile access to the rear of these residences, with the intent that no other connections occur from the existing neighborhood to the redevelopment. This is an effort to avoid traffic in the neighborhood, which was a high priority of many of the stakeholders who participated in the public input sessions.

- A new building along Clyde Park Avenue is depicted to complete the redevelopment of the eastern edge of the study area in the form of a rowhouse. The building front should face the existing street and the garage access should be encouraged to be from the rear either via an alley or through a shared parking lot. The rowhouse building allows for a transition from the mixed-use elements of the retrofit to the single-family elements of the existing adjacent neighborhoods.
- Existing buildings continue to be removed (as indicated in yellow) to prepare for the next sequence of redevelopment.

Transformation Study 7 (Years 26-28)

The seventh illustrative phase depicts the following key efforts:

- A new (approximately 30,000 square foot) building is depicted at the corner of the crescent street and Michael Avenue. This building is envisioned to provide a new retail space for the Family Fare, which is indicated as removed in this illustration. The new location will provide the grocery store with visibility and place it as an anchor at the intersection and to the public plaza to the north. This should be a multiple-story mixed-use building with street

frontages that are transparent and promote activity along the street.

- New buildings continue to fill out the block structure. These buildings are envisioned to be consistent with the previously described adjacent buildings. These buildings should be multiple-story mixed-use buildings with street frontages that are transparent and promote activity along the street.
- Existing buildings at remaining locations continue to be removed (as indicated in yellow) to prepare for the next sequence of redevelopment.

Figure 5.8 Transformation Study 7





Transformation Study 8 (Years 29-30)

The eighth illustrative phase depicts the following key efforts:

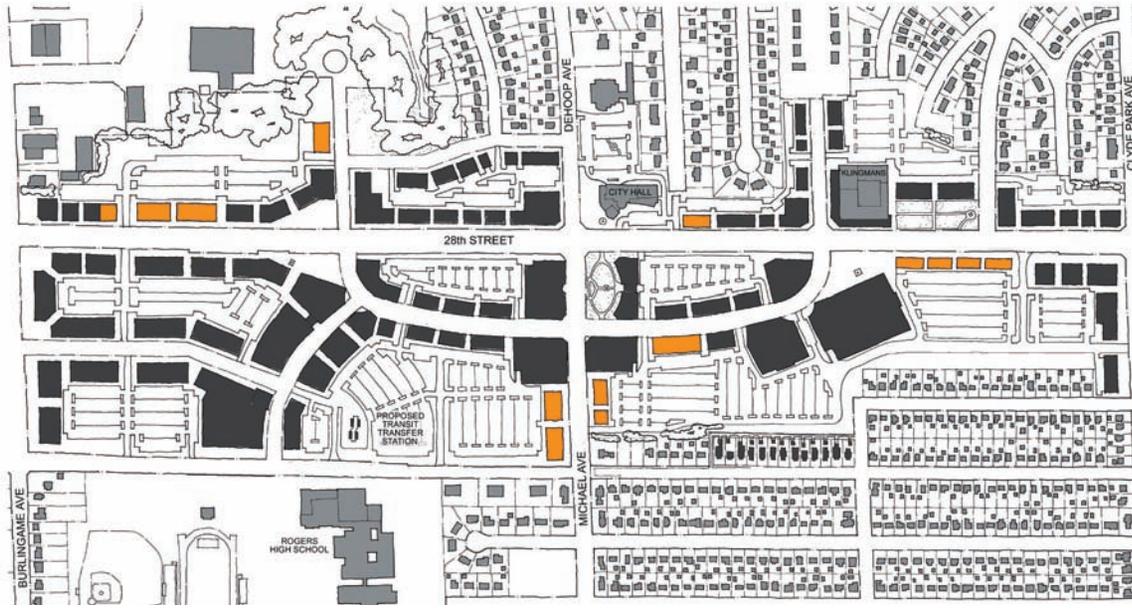
- The final building is installed along the eastern leg of the crescent street in a form that is consistent with the descriptions indicated in Transformation Study 1.
- Office buildings are depicted along Michael Avenue to obscure the parking lots. These buildings should be multiple-story mixed-use

buildings with street frontages that are transparent and promote activity along the street.

- New buildings continue to fill out the block structure. These buildings are envisioned to be consistent with the previously described adjacent buildings. These buildings should be multiple-story mixed-use buildings with street frontages that are transparent and promote activity along the street.

- New liner retail buildings are depicted along 28th Street near the large format retailer. These are envisioned as one of the last phases of the retrofit in an effort to provide a formalized southern edge for Klingman's Park and to complete the block structure of the eastern side of the sub-area.

Figure 5.9 Transformation Study 8





Final Demonstration Plan: Figure Ground Illustration

Figure 5.10 depicts the final plan layout and completion of the envisioned suburban retrofit. All buildings indicated in dark grey are the result of the retrofit and redevelopment that is anticipated to take place over a 30-year period. Light grey buildings are existing buildings that remain in place.

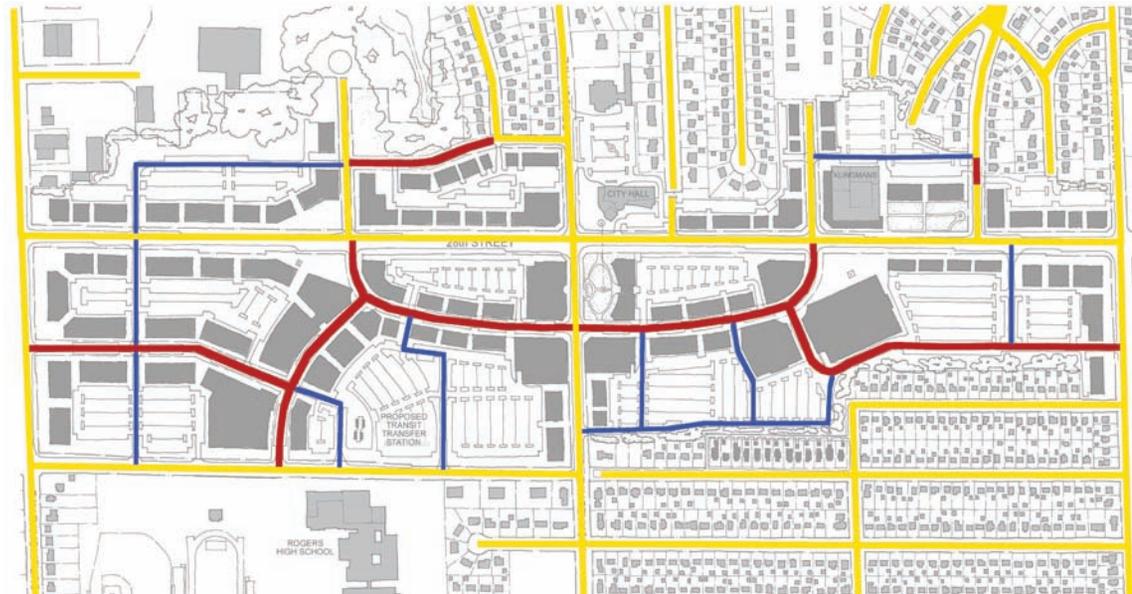
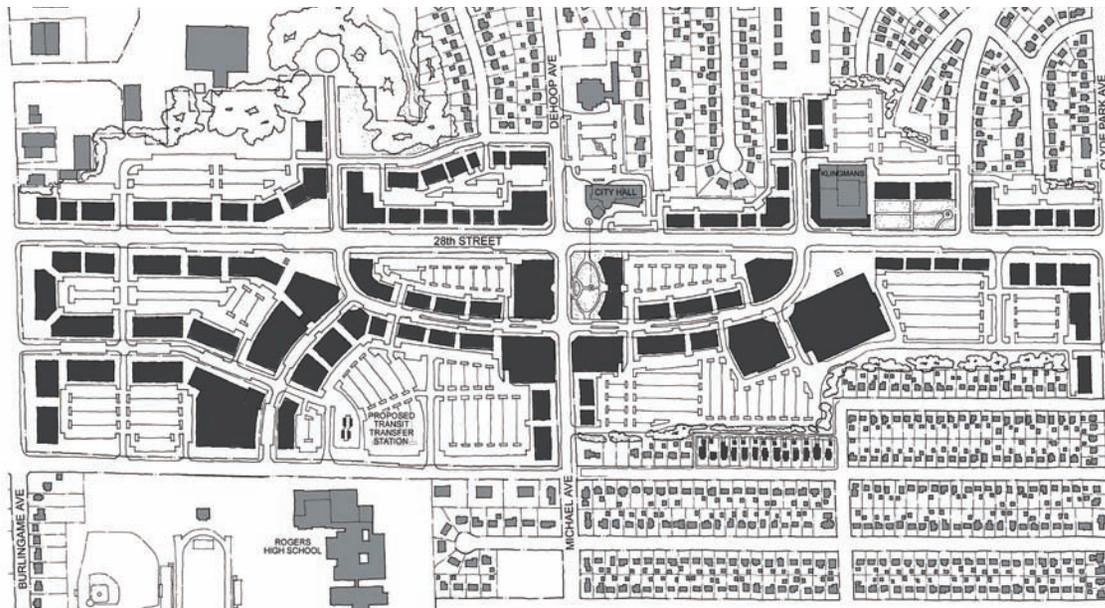


Figure 5.11 Connection Plan

Figure 5.10 Figure Ground Illustration



Final Demonstration Plan: Final Connection Plan

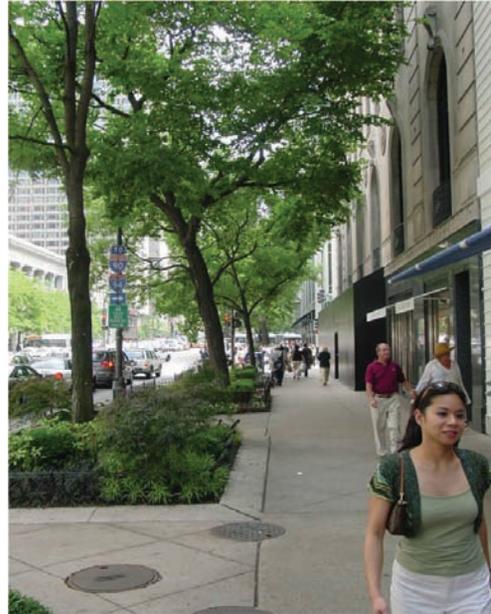
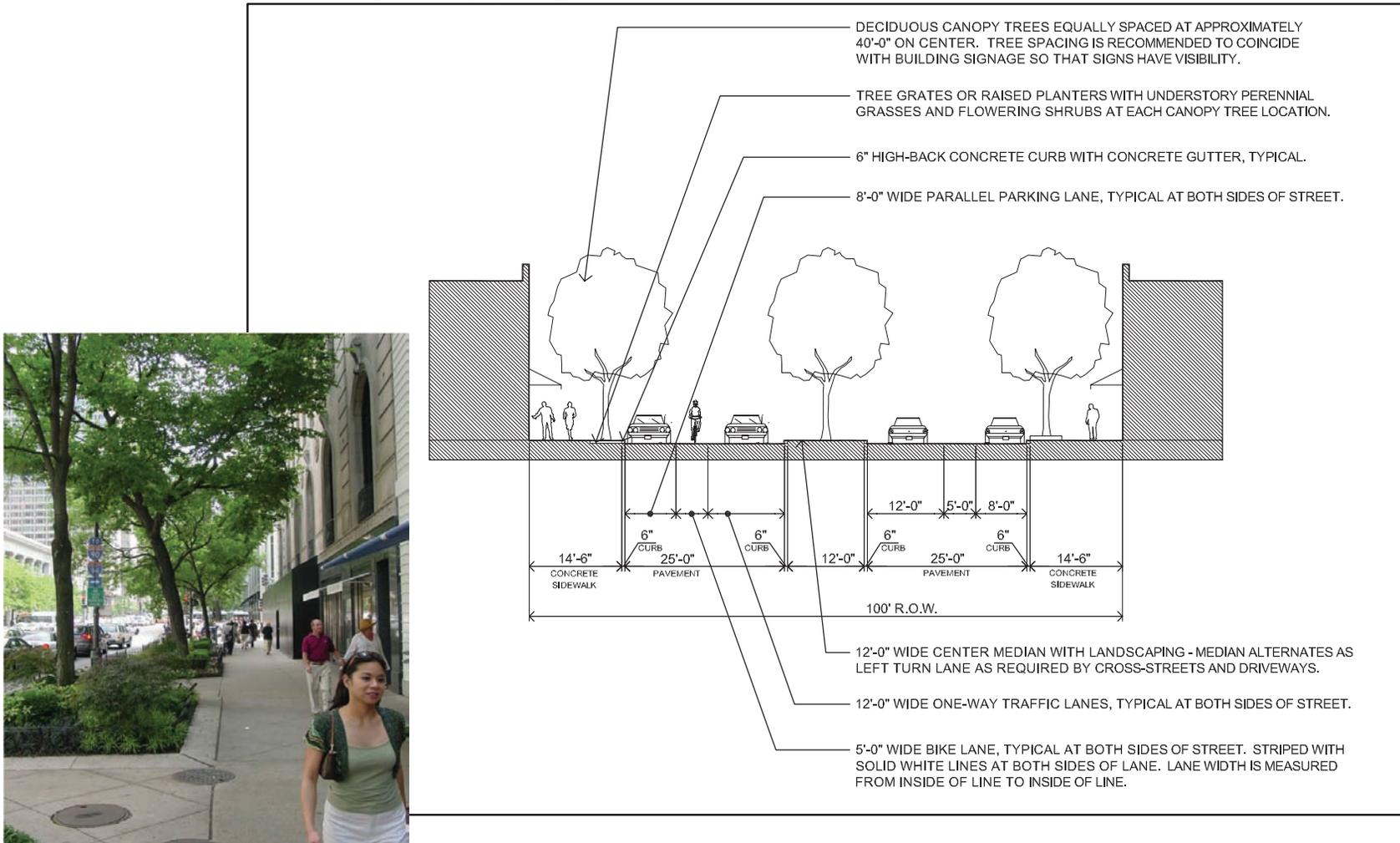
The connection plan shows existing streets in yellow, proposed new streets in red and driveways/secondary connections in blue.

The following page includes a proposed cross section for the crescent street. It is a two lane cross section with on-street parking. Five foot wide bike lanes are proposed for each direction of travel. A center median provides a planting area. The fourteen foot sidewalk accommodates pedestrians, street furniture, and outdoor cafe seating.



TURN ON 28TH STREET CORRIDOR SUB-AREA PLAN

DIAGRAM CROSS SECTION OF CRESCENT STREET



An example of a sidewalk system with space allocated for street furnishings and plantings with buildings built to the edge of the pavement.



Sketch-up model of the final demonstration plan, view from the northeast.

Sketch-up model of the final demonstration plan, view from the west looking east along 28th Street and the proposed crescent street.





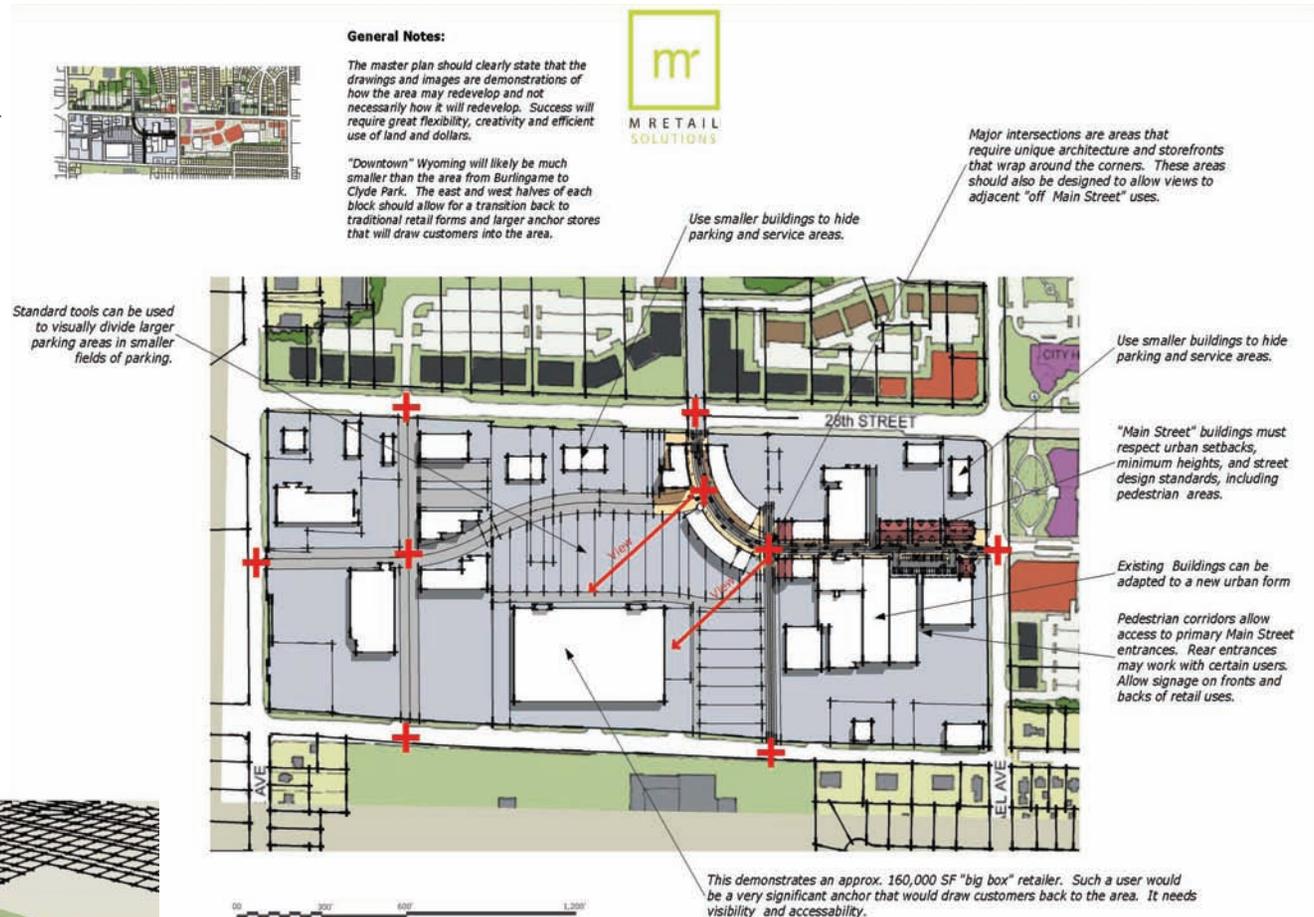
Alternate Development Scenario Plan

As part of the continued public outreach of this master plan, stakeholders and property owners were invited to review and provide comments regarding the draft document. During these review sessions, one of the property owners provided an alternative redevelopment scenario that was consistent with the outcomes of the master plan.

This plan depicts an alternative redevelopment vision for the west side of Michael Avenue that can accommodate a large format retailer. This scenario reinforces the desired flexibility of the master plan while also maintaining the core elements (crescent street configuration and compact block sizes) that were envisioned by the stakeholders.



Aerial Perspective





Plan Implementation

Empty properties along 28th Street pose a major challenge to attracting new investment. It can be cost-prohibitive to demolish obsolete structures and prepare a site for new development, especially compared to greenfield sites in newer suburban areas. Nevertheless, these sites along 28th Street must be viewed as opportunities. 28th Street is a popular, heavily traveled roadway and the study area is within a core part of the Grand Rapids metropolitan region, surrounded by established, well-populated neighborhoods and existing infrastructure.

One key to a successful rebirth of 28th Street will be the availability of funding. Successful brownfield projects often result from a union of federal, state, and local financing mechanisms. One important part of the puzzle to securing funding is the combination of willing private partners and a viable plan for reuse. While redevelopment of the 28th Street study area may take time and occur on a site-by-site basis, as private sector partners emerge and as funding becomes available, it is essential that redevelopment generally follows the overall vision presented in this Plan.



Vacant buildings pose a challenge to attracting new investment



Much of the redevelopment area is designated as Downtown Center in the 2006 Master Plan

It is anticipated and preferred that redevelopment of the study area be driven by private-sector development and investment, but public-private partnerships are also anticipated. The City of Wyoming and/or the City's DDA may need to take the first steps in implementing the first phase of redevelopment, as outlined in Chapter 5. This could take the form of providing financial incentives, purchasing property for redevelopment, working to attract new development or other actions. Regardless, the City and the DDA will need to play a proactive role in realizing the ambitious vision presented in this Plan.

The following tasks are intended to be undertaken by the City of Wyoming and DDA and should be seen as steps necessary to encourage and facilitate new investment that follows the vision presented in this plan.

Key First Steps to Implementation

While much of the elements proposed by this plan will develop as economic conditions warrant, there remain steps that can be taken in the interim to get redevelopment "off the ground." For example:

- Acquire easements for new roads in redevelopment area. The alignment of future roads will define the entire effort. Easements will confirm the desired pattern and, conversely, prevent the emergence of a development that could thwart this plan's vision. The process of acquiring easements for the placement of new roadways can be difficult and time consuming. Following the Phasing Plan outlined in Chapter 5, the city should begin discussions with property owners to acquire easements necessary for the construction of the road network proposed by this Plan even as existing buildings remain for the interim.



TURN ON 28TH STREET CORRIDOR SUB-AREA PLAN

- Actively target new uses as per Market Strategy. Using the Market Strategy as a guide, the City should target new types of land uses contemplated by this plan and seek to establish these land uses as redevelopment occurs. These targeted land uses can also be used to drive discussions with developers and guide redevelopment opportunities along the corridor.
- Expand and maintain discussions with the decision-makers for keystone properties, such as Studio 28, Wyoming Village Mall and Roger’s Plaza to assure clear and complete communication of public and private sector objectives.

Regulatory and Procedural Strategies

Short-term priorities

Amend Master Plan to Include Turn on 28th Street

A Master Plan establishes a direction for the physical development of a community. It is Wyoming’s blueprint for growth and development, and is used by the City to make zoning and land use decisions that affect the future

of the City’s natural and built environments. Therefore, it is imperative that the City’s Master Plan, adopted in 2006, embrace this Sub Area Plan and incorporate it into a cohesive, forward-looking land use policy that will guide development in the City for the next thirty years.

The process to amend the Master will involve the Planning Commission, City Council and the City’s planning staff. It may include revising certain components of the plan document to reflect the vision proposed in this plan, changes to the Future Land Use map, and other amendments to goals and objectives.

Amend zoning ordinance

The Zoning Ordinance is the primary mechanism for plan implementation. However, some of the development forms and uses envisioned in this plan may not fully conform to the City’s current zoning ordinance. As



Access management is a significant issue for some properties on 28th Street



Incorporating mass transit opportunities is an important component of this plan

such, the Zoning Ordinance should be amended to promote and encourage the development proposed in this plan.

Much of the Turn on 28th Street study area is located in the “Downtown Center” zoning district, which allows for mixed uses and contains general standards pertaining to street layout, streetscaping, and architecture. However, this section should be revised and enhanced to incorporate the concepts from this plan, and graphics should illustrate the preferred land uses and building form. A form-based code format would be a favorable approach for regulating development in the study area.

Concepts proposed by this document should be incorporated and clearly addressed in the City’s Zoning Ordinance, including:

- Building types/use



- Frontage types
- Building form/stories
- Multi-story requirements

The amended zoning ordinance should provide for some limited flexibility to meet market demands and needs of developers. However, conformance with the basic concepts of this plan – mixed primary uses, walkability, density, buildings built to the front lot line, etc – must be mandatory, regardless of the development proposed. Otherwise, the City risks undermining this plan’s vision, as well as the public support and interest that has been generated.

Expedite project review process

For redevelopment projects that fulfill the goals of the master plan, the City should consider an expedited review process. This process could include pre-approving several building designs for eventual application on multiple sites and staff approval of elements that meet the intent of the master plan and/or comply with the amended zoning ordinance. Ongoing efforts to streamline development review should be continually evaluated for improvement of the municipal review process.

Mid-term priorities

Develop a plan for utility extensions

While the study area is currently well-served with

public utilities, a logical plan to extend and/or relocate public utilities should be undertaken in conjunction with this plan’s recommendations for phasing, making certain portions of the site as “shovel-ready” as possible. Communications and electric infrastructure should be addressed as well. When other improvements are undertaken, wires should be placed underground and sites should have telephone, internet and similar services available.

Develop stormwater management plan

Stormwater management should be provided in a holistic manner as redevelopment occurs, being sensitive to conservation design principles and consistent with the urban design envisioned in the final plan whenever possible. Stormwater management systems should be treated as amenities and integrated into the overall site as visual features.

Parcel acquisition

In instances where willing sellers come forward or as foreclosed or tax delinquent properties become available, the City and DDA should consider parcel acquisition. This will allow the City to exert more control of the redevelopment process over time and utilize the acquired properties as part of an incentive mechanism to promote redevelopment and investment. Generally, it is expected that land assembly will occur through private negotiations between willing property

owners and developers and that much of the redevelopment process will be implemented from the private sector rather than through public sector property acquisition and condemnation for economic development is not anticipated.

The City should prepare acquired sites for redevelopment by proactively addressing potential environmental concerns.

Public open space dedication

In order to incorporate the public open space, particularly at the connection nodes along 28th Street, as envisioned by the final plan, the City should consider dedicating or assessing fees in lieu of dedication as part of any redevelopment agreements. This would apply to any redevelopment within the study area and would require that developers either dedicate land for parks and open space or pay a cash-in-lieu fee. The expectation is that the public land dedication



Carefully planned open space is an important component in the final design



requirement is sufficient to provide open space that is consistent with that depicted on the final plan.

Ongoing assessment of existing business needs

An ongoing assessment of the current and future needs of existing businesses and users within the study area should be periodically revisited during the redevelopment and retrofit cycle, to better understand the potential for business relocation, retention or expansion within the sub area. This could be accomplished through a variety of means, such as a regularly administered survey, regular stakeholder meetings, and one-on-one meetings with property and business owners.

Encourage sustainable development practices

Environmentally sustainable development practices should be required for all redevelopment projects in the sub area, in particular if financial incentives are being requested. Developers of new commercial, mixed use and residential buildings should be encouraged to seek LEED or LEED-ND certification, utilizing “green” construction techniques and energy conservation measures in building design. LEED



certification, or certification utilizing similar standards should be a requirement for projects seeking financial assistance from the City.

Transportation

Short-term priorities

Explore grant opportunities to aid transportation funding

With a growing movement to reverse a trend of disinvestment in inner-ring suburbs, facilitate multi-modal transportation and promote healthy lifestyle choices such as walking and bicycling, funding opportunities may be available for some of the improvements contemplated by this plan. The City should explore opportunities for grants to help offset the cost of implementing this plan. These may include the following Michigan Department of Transportation (MDOT) Grants:

Safe Routes to School

Safe Routes to School (SR2S) is an international movement—and now a federal program—to make it safe, convenient and fun for children to bicycle and walk to school. One of the primary purposes of the SR2S program is to develop projects and encourage activities that will improve student health and safety while reducing traffic, fuel consumption, and air pollution in the vicinity of schools.



Sidewalks, traffic calming measures, pedestrian and bicycle crossing improvements, bicycle facilities and traffic diversion improvements are examples of infrastructure that is eligible for SR2S funding.

Transportation Economic Development Fund

The Transportation Economic Development Fund (TEDF) was created to assist in the funding of highway, road, and street projects necessary to support economic growth. As part of the TEDF, category A: Economic Development Road Projects promotes projects that increase economic potential and improve the quality of life through support of job creation and retention in Michigan.

The fund will provide matching grants (with a minimum 20% local match) for projects that address a transportation need that is critical to

an economic development project that will create or retain jobs.

Eligible projects are those that address a transportation

need (condition, safety or accessibility) that is critical to an economic development project that relates to food processing, high technology



research, manufacturing or office centers that are 50,000 square feet or more.

Transportation Enhancement Program

The Transportation Enhancement (TE) program is a competitive grant program that funds projects such as nonmotorized paths and streetscapes that enhance Michigan’s intermodal transportation system and improve the quality of life for Michigan citizens.



Some portions of the 28th Street corridor are lacking sidewalks.

TE funding requires matching funds of at least 20% of project cost and proposed TE projects must have a relationship to surface transportation.

Eligible projects may include provisions for facilities for pedestrians and bicycles, transportation aesthetics including landscaping and control and removal of outdoor advertising.

Complete and improve sidewalks

Sidewalks currently exist along both sides of 28th Street, but they are disjointed and frequently interrupted with curb cuts, driveways and parking lots. As driveways close and curb cuts are removed, the sidewalks should be connected with the eventual goal of completely connected sidewalks along the north and south sides of the 28th Street corridor. Such improvements to 28th Street will also need to be coordinated with MDOT.

Continue implementing non-motorized connections

The city should continue to enhance the existing non-motorized network, specifically in regards to connections that are adjacent to the study area and in support of the Turn on 28th Street Final Plan. In many cases, short-term improvements may include affordable strategies such as restriping existing streets. Such improvements to 28th Street will also need to be coordinated with MDOT.



The proliferation of driveways and curb cuts along 28th Street can impede traffic flow.

Mid-term priorities

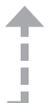
Develop a 28th Street Access Management Plan

Currently, 59 driveways exist along 28th Street between Burlingame and Clyde Park Avenues leading to individual businesses and/or properties. This proliferation of driveways and curb cuts make pedestrian and bicycle travel difficult and dangerous and create potential vehicular conflicts at each curb cut reducing the roadway efficiency. To address this issue, the City should work with property owners and MDOT to develop an Access Management Plan for the 28th Street corridor. The plan should look to close unused or under-used driveways, particularly on the north side of 28th Street, and to develop access roads either in front of or behind existing properties to improve traffic flow and safety for all users of 28th Street.

Long-term priorities

Collaborate with The Rapid to plan future transit services and amenities

Working with The Rapid, plan for one or more accessible and logical locations for a transit stop, both along 28th Street and along the proposed crescent street, depending on feasibility.





Marketing and Promotion

Short-and mid-term priorities

Public outreach

A plan that does not have the support of residents is often ignored and therefore doomed to failure. Given the ambitious redevelopment design proposed by this document, the City must actively seek the ongoing support of residents and business owners to carry the plan through implementation.

Public outreach may take the form of updates in the City’s newsletter, social media (facebook, twitter, etc.) or periodic public meetings. It will also be important to consult frequently and cultivate a positive and fruitful relationship with local business owners, as their support is also crucial to the implementation of this plan. This group should be reminded of the plan and notified when key benchmarks are readied.

Seek out development partnerships

As redevelopment begins to take shape, the City will need to be actively involved in seeking out partnerships with developers to ensure an orderly and successful transfer of property, if necessary, and to ensure the properties are developed in accordance with this plan and the City’s Master Plan.

As this process moves forward, the City should work to cultivate collaborative partnerships

with developers to facilitate the redevelopment process.

Market sites and the plan to developers

If this plan is to be realized, developers must redevelop sites in a way that follows the blueprint provided by this plan. However, it cannot be assumed that development will simply arrive without being actively and aggressively recruited by the City.

Using information from this plan and the Market Study, the City should identify a group of developers and land owners with the capability to redevelop the site in a way that generates the desired land uses and building form outlined in this plan and the Market Study.

Economic Development and Financing Alternatives

Short-term priorities

Focus business recruiting on both large retailers and smaller local businesses

For the vision outlined in this plan to be fully realized, the redeveloped 28th Street corridor will need to contain a healthy mix of land uses owned by a mix of both small and large businesses. As such, business recruitment and retention efforts should include economic gardening (see

page 16) and the recruitment of large national retailers.

Seek partnering opportunities for economic development

Partnering with a non-profit development entity who can assemble and hold land in cooperation with the city. This partnership could assist with land swap transactions and also undertake infill and redevelopment projects within the sub area. Potential local non-profit development partners could include LINC, ICCF and Dwelling Place. The Right Place is another excellent resource.

Mid- and Long-term priorities

Explore and secure external funding sources to aid the redevelopment process

Redevelopment and retrofit of the sub area may present financial gaps that prohibit successful reconstruction and infill. The magnitude of this gap will vary based on the infrastructure upgrades and other public improvements necessitated by the project, market value of properties to be acquired and any increase in the allowable density being considered.

The City and DDA should consider assisting in the redevelopment process to reduce the financial gaps through various means, potentially including the following State of Michigan programs:



- Business Improvement District (BID)
- Principal Shopping District (PSD)
- Business Improvement Zone (BIZ)

A BID/PSD allows a municipality to collect revenues, levy special assessments and issue bonds in order to address the maintenance, security and operation of that district. A BIZ may be created by private property owners and may level special assessments to finance activities and

projects. The cost of projects within a BID or PSD may be financed by grants and gifts to the City or district, municipal funds and levying of special assessments. Example projects may include maintaining and operating park areas, relocating or reconstructing sidewalks, curbs, street medians, fountains and lighting. The BIZ may be financed by grants, gifts, special assessments and loans in anticipation of receipt of assessments.

TURN ON 28TH STREET RETROFIT SNAPSHOT

Land Use	Existing	Proposed (by 2030)
Curb Cuts (#)	60	3
Blocks (#)	5	15
Retail (square feet)	1,300,000	660,000
Office (square feet)	100,000	400,000
Residential (units)	0	600
Green Space (acres)	Less than 1	3.5
Sidewalks* (linear feet)	8,300	28,210





Brownfield tax increment financing (TIF)

Through the Wyoming Brownfield Redevelopment Authority, contaminated, blighted or functionally obsolete properties may be allowed to capture state and local property taxed to pay the costs associated with the brownfield site.

Community development block grant (CDBG)

The Michigan CDBG program consists of grants for local units of government for activities such as economic development, downtown development and planning. Specifically, monies may be available to aid in funding infrastructure improvements, securing development, and funding planning activities that lead to other eligible development projects.

Create small business incubator to help startups

Because of the high capital costs of new construction, many newer buildings are often occupied initially by franchise or “chain” commercial establishments. While a certain number of these uses is anticipated and desired, this plan also seeks to encourage local entrepreneurial businesses in the study area. To aid local entrepreneurs, the City should create a small business incubator program that would provide assistance to businesses looking to establish themselves or grow their existing business in Wyoming.

Consider rent subsidies or other financial assistance for new small businesses in redevelopment area

Because many new construction projects are simply too expensive for local merchants, and as a result, local businesses are forced to find other accommodations in the City. To attract and retain local businesses in the redevelopment area, the City and/or DDA should consider funding a program to subsidize rent payments or offer other types of financial assistance. Such a program may attract a healthy and desirable mix of larger “destination” businesses as well as local establishments.

Create a Community Development Corporation

Community development corporations are non-profit, community-based organizations that anchor capital locally through the development of both residential and commercial property, ranging from affordable housing to developing shopping centers and even owning businesses.

Conclusion

The suburban retrofit of 28th Street is ambitious yet feasible. While the predominant suburban development pattern is well established, its current form provides opportunities for redevelopment from the large expanses of parking lots to the “super block” parcel configurations. The DDA and the City must be the stewards of this plan and ensure that all land use decisions consider the vision and the implementation of the retrofit. Decisions must advance the design concept and move it forward.

Each incremental change and step towards redevelopment should be acknowledged and celebrated as it will provide reminders to those who participated that the elected and appointed officials are moving in a common direction. Daniel Burnham said “Make no small plans, they have no power to stir men’s blood.” Indeed, this is not a small plan and it will take time to accomplish, but momentum will build with each small step achieved and with each step achieved it will be easier and easier to keep the vision in mind. It took 40 years for 28th Street to reach its zenith, and it will likely take decades for it to revitalize and redevelop.

RESOLUTION NO. _____

RESOLUTION FOR AWARD OF BIDS
AND TO AUTHORIZE THE MAYOR AND CITY CLERK
TO EXECUTE A CONTRACT

WHEREAS:

1. Formal bids have been obtained on the below listed items and services.
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 following as recommended in the attached Staff Reports and summarized below.

Item	Recommended Bidder	Cost
Laboratory Autoclave	Geneva Scientific, LLC	\$8,835.50
Weed Control	Pit Crew Landscapes	Bid prices as shown on the attached tabulation sheet

2. The Wyoming City Council does hereby authorize the Mayor and City Clerk to execute a contract for Weed Control to Pit Crew Landscapes.

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:

Heidi A. Isakson, Wyoming City Clerk

ATTACHMENTS:
Staff Reports
Tabulation Sheets
Contract

Resolution No. _____

Staff Report

Date: February 27, 2012
Subject: Autoclave Purchase for Clean Water Plant Lab
From: Jaime Halm, Utilities Laboratories Manager
Meeting Date: March 5, 2012

RECOMMENDATION

It is recommended that the bid for a laboratory autoclave be awarded to Geneva Scientific, LLC.

SUSTAINABILITY CRITERIA

Environmental Quality - The Clean Water Plant is actively engaged in the protection of Michigan's natural water environment and the public health of Wyoming's citizens. A large part of this work is conducting laboratory analysis to quantifiably document our compliance with permit limitations and treatment success. In addition to being a step in several analytical methods, proper sterilization in an autoclave prior to disposal of laboratory materials used for microbiological testing is required for contamination prevention.

Social Equity - The Utility function within the City of Wyoming provides the same high quality service to all areas of the City without regard to income level or socio-economic status. All of Wyoming's residents enjoy equal access to the benefits of our state-of-the-art wastewater and drinking water treatment technologies. Proper sterilization minimizes risk of exposure to contamination for those who may come into contact with lab waste as a result of their job (i.e. plant operator, lab technician, sanitary worker).

Economic Strength - By maintaining our own independent laboratories in the Utilities Department, we are able to keep our costs as low as possible, while generating more analytical data in which we have higher confidence. Replacement of equipment reduces costs associated with failures of aging equipment.

DISCUSSION

An autoclave is used in the Clean Water Plant laboratory for sterilizing microbiological testing waste and for digesting samples for certain analyses. The contents of an autoclave are under extreme temperature and pressure generated while it is in operation. The autoclave that is currently in use in the laboratory is showing signs of age and wear. Due to the risk presented should the autoclave fail to operate properly, purchase of a replacement is recommended at this time.

Seven bids were received and are as shown on the attached tabulation sheet, thirty one invitations were sent to prospective bidders. The autoclave unit currently used at the Clean Water Plant laboratory is a freestanding unit. Due to the limited amount of counter space in the laboratory, the replacement unit must also be freestanding. The lowest bidder submitted a bid for a countertop unit and therefore did not meet the bid specifications.. The second lowest bidder, Geneva Scientific, LLC, bid a freestanding unit and is equivalent to the laboratory autoclave currently used.

BUDGET IMPACT

The bid from Geneva Scientific, LLC is for the amount of \$8,835.50. Funds are available in the current year's budget in capital outlay account 590-590-54400-980.200.

Attachment: Tabulation Sheet



CITY OF WYOMING, MICHIGAN

**TABULATION OF BIDS
On Laboratory Autoclave with Stand**

Opened By City Clerk On January 31, 2012 At 11:00 a.m.
All bid prices are firm for one year from date of award of bid.
All bid prices reduce to net.

Company	Bid Price
Southwest Medical	\$8,292.50
Geneva Scientific LLC	\$8,835.50
VWR International LLC	\$9,488.10
VWR International LLC	\$9,493.07
Fisher Scientific Co. LLC	\$9,534.14
Products Unlimited	\$10,074.00
Jade Scientific Inc.	\$10,697.00

Staff Report

Date: February 29, 2012
Subject: Contracted Service for Weed Mowing and Property Clean-up
From: David Rupert, Housing Inspector
CC: Rebecca Rynbrandt, Director of Community Services
James DeLange, Chief Building Official

Meeting Date: March 5, 2012

Recommendation:

Staff recommends awarding the Weed Control Contract to the low bidder, Pit Crew Landscapes, for the three year period 2012, 2013, and 2014 (ending March 31).

Sustainability Criteria:

Environmental Quality – The Weed Control Contract is an important component of the Building Inspection Department’s Code Enforcement Program. The contractor is utilized to eliminate blight and secure vacant structures throughout the community. The elimination of blight has a direct impact on the aesthetics and perception of neighborhoods and communities.

Social Equity – Removing code violations from properties helps ensure that all neighboring property values are maximized. Property owners throughout the community share in the benefits of blight elimination.

Economic Strength – Property maintenance has a direct impact on property values. Well maintained properties have a positive impact on their neighborhoods. Well maintained neighborhoods have a positive impact on their communities. The elimination of tall weeds, blight, and securing vacant structures adds value to the community.

Discussion:

The current three year contract expires March 31, 2012. In January of 2012, 172 invitations to bid on the Weed Control Contract were mailed. Twelve bids were received on February 7, 2012. The three lowest bidders were interviewed by staff on February 15 and 16, 2012.

Pit Crew Landscapes is the lowest bidder and meets the minimum contract qualifications. Their bid prices are \$30.00 per hour for each year of the contract.

**CITY OF WYOMING, MICHIGAN
TABULATION OF BIDS**

On Weed Control

Opened by the City Clerk on February 7, 2012 at 11:00 a.m.

All bid prices reduce to net. All bid prices shown are firm.

Year	Grass & Weed Mowing (Per Hour)	Clean Up of Lots (Per Hour)	Travel Time (Per Day)
Pit Crew Landscapes			
2012	\$30.00	\$30.00	Included
2013	\$30.00	\$30.00	Included
2014	\$30.00	\$30.00	Included
Natural Landscapes LLC			
2012	\$34.50	\$34.50	Included
2013	\$34.50	\$35.00	Included
2014	\$35.00	\$35.00	Included
Quality Cut Lawn Care			
2012	\$38.00	\$38.00	
2013	\$39.00	\$39.00	
2014	\$42.00	\$42.00	
Creative Property Solutions			
2012	\$40.00	\$40.00	Included
2013	\$42.00	\$42.00	Included
2014	\$44.00	\$44.00	Included
Mr. Bill's Lawn Service			
2012	\$43.00	\$43.00	Included
2013	\$44.00	\$44.00	Included
2014	\$45.00	\$45.00	Included
Groot Builders, Inc.			
2012	\$43.00	\$43.00	Included
2013	\$44.00	\$44.00	Included
2014	\$45.00	\$45.00	Included
A&R General Services, LLC			
2012	\$45.00	\$58.00	\$ 15.00
2013	\$45.00	\$58.00	\$ 15.00
2014	\$45.00	\$58.00	\$ 15.00
Miclawn Services Inc.			
2012	\$55.00	\$75.00	\$ 35.00
2013	\$55.00	\$75.00	\$ 35.00
2014	\$55.00	\$75.00	\$ 35.00
Heyboer Landscape Maintenance Inc.			
2012	\$60.00	\$60.00	Included
2013	\$61.00	\$61.00	Included
2014	\$62.00	\$62.00	Included
Rivers Edge Property Maintenance			
2012	\$70.00	\$90.00	\$150.00
2013	\$70.00	\$90.00	\$150.00
2014	\$77.00	\$99.00	\$150.00
Everett's Landscape Management, Inc.			
2012	\$80.00	\$52.00	\$ 80.00
2013	\$82.40	\$53.56	\$ 82.40
2014	\$84.87	\$55.17	\$ 84.87
Lawncare Unlimited LLC			
2012	\$90.00	\$ 150.00	\$ 60.00
2013	\$90.00	\$ 150.00	\$ 70.00
2014	\$90.00	\$ 150.00	\$ 80.00

WEED CONTROL CONTRACT

THIS CONTRACT, made this 28th day of February, 2012, by and between the City of Wyoming, a Michigan Municipal Corporation, whose address is 1155 – 28th Street, Wyoming, Michigan, 49509, hereinafter referred to as the “City”, and **Pit Crew Landscapes**, hereinafter referred to as the “CONTRACTOR”, the terms and conditions of which are as follows:

1. The term of this contract shall be from April 1, 2012 to March 31, 2015 on an as needed basis as determined by the Building Inspection Department and may be extended up to sixty (60) additional days upon mutual agreement. The bid proposal and its specifications shall be made a part of the contract.

2. The Contractor shall provide and maintain all necessary equipment, manpower, supplies and any other items needed to efficiently cut weeds, grass or any growth considered noxious on parcels of property as directed by the City. The Contractor shall also provide the necessary men and equipment to efficiently clear, remove and dispose of any debris on said parcels prior to cutting.

3. Contractor shall, at the request of the City, provide lot clean up and rubbish removal on certain lots within the city even if no weed or grass mowing is necessary.

4. The City shall pay the Contractor at the following rates indicated below. Travel time per day includes necessary travel to or from a job site(s). However, in the case of trips to the County landfill or the City’s yard waste site, the per hour rate and dump fees are applicable and are to be added to the invoice for the property location(s) that necessitated the additional expense.

2012 – Grass and weed mowing	- <u>\$30.00</u> per hour
– Clean-up of lots	- <u>\$30.00</u> per hour
– Travel time per day	- <u>\$included</u>
2013 – Grass and weed mowing	- <u>\$30.00</u> per hour
– Clean-up of lots	- <u>\$30.00</u> per hour
– Travel time per day	- <u>\$included</u>
2014 -Mar. 31, 2015 – Grass and weed mowing	- <u>\$30.00</u> per hour
– Clean-up of lots	- <u>\$30.00</u> per hour
– Travel time per day	- <u>\$included</u>

5. The Contractor shall obtain general liability insurance in an amount of \$1,000,000 for each occurrence of bodily injury and \$1,000,000 for property damage. The Contractor shall also have comprehensive automobile liability of \$1,000,000 for bodily injury per person, \$1,000,000 bodily injury for each accident, and \$1,000,000 property damage. Said policies shall name the City as an additional insured. The Contractor shall have worker's compensation coverage as required by law, copies of said insurance policies shall be provided to the City Manager prior to the commencement of the Contractor's services.

6. The Contractor, its employees, officers or agents shall at no time during the term of this Contract be considered employees of the City.

7. The Contractor agrees to save the City harmless from and defend it against any loss, damage or liability which it may suffer from any claim, by reason or negligent acts or omissions by the officers, agents, and employees of the Contractor in the performance of this Contract.

8. The procedures for assignment and inspection of work shall be as follows:

- a. The Building Inspection Department shall have the sole responsibility of determining the lots and property to be mowed and/or cleaned and for giving work orders to the Contractor. At occupied properties a City representative will accompany the Contractor to the site at the initiation of required work.
- b. The City shall notify the Contractor, by a mutually agreeable method, and keep a monthly log, including date of notification, exact location of lot to be mowed and/or cleaned, and person contacted. Said notification shall not constitute an assurance of work as the property owner may mow or clean the lot after the City's inspection.
- c. The Contractor shall complete all rubbish removal, mowing, and clean-up operations by 5:00 p.m. on the fifth working day, excluding Saturdays, Sundays and legal holidays, after being notified by the Building Inspections Department.
- d. The Contractor shall not work on any lot before 8:00 a.m., or after 8:00 p.m., nor on Sundays or any legal holidays. The Contractor may be directed not to work on a particular day for any reason by the Building Inspection Department.
- e. If the Contractor sees any evidence of debris removal or mowing to the lot, he shall contact the Building Inspection Department before starting work on the lot.
- f. The Contractor shall notify the Building Inspection Department, within a reasonable time period, when the job had been completed.
- g. Upon notification of a completed job, the Building Inspection Department shall inspect the job and accept or reject work performed. The Contractor shall be responsible for cutting all weeds and grass to less than 3 inches in height, for removing all rubbish and debris from the site, and general clean-

up after mowing or as deemed appropriate by the Building Inspection Department.

9. The procedures for payment by the City for work completed by the Contractor shall be as follows:

- a. Monthly, the Contractor shall submit invoices to the Building Inspections Department and shall include; the location of the lot, number of hours, total cost of the job, and copies of receipts for dump fees.
- b. The Building Inspection Department shall review the invoices and submit approved invoices to the Accounting Department for payment.
- c. Payments to the Contractor shall be made monthly based on invoices approved two (2) weeks prior to the monthly payment date.

10. The City may terminate this Contract at any time by providing the Contractor with written notice of termination; said notice to be provided five (5) days prior to termination.

Witnesses:

CITY OF WYOMING

By: _____

Its Mayor, Jack Poll

By: _____

Its Clerk, Heidi Isakson

APPROVED AS TO FORM


Contractors Name: Pit Crew Landscapes

Address: 1330 Hess Lake Dr.

Grant, MI 49327

Signature By: _____

ORDINANCE NO. 3-12

AN ORDINANCE TO AMEND THAT PORTION OF
SECTION 90-19 ENTITLED DEFINITIONS "S", SITE PLAN
SECTION 90-48, SECTION 90-63(1), SECTION 90-509(5)(b),
SECTION 90-509(5)(c), SECTION 90-647(2),
SECTION 90-980(2) AND TO ADD ARTICLE XXX
OF THE CODE OF THE CITY OF WYOMING

THE CITY OF WYOMING ORDAINS.

Section 1. That the portion of Section 90-19 "S" entitled Site Plan is amended to read as follows:

Sec. 90-19. Definition "S" Site Plan:

A scaled, drawing, containing all required information and drawn in compliance with Article XXX, illustrating existing conditions and containing the elements required as applicable to the proposed development to ensure compliance with zoning provisions.

Section 2. That Section 90-48 is hereby amended to read as follows:

Sec. 90-48. Reserved.

Section 3. That Section 90-63(1) is hereby amended to read as follows:

(1) Site Plan Review. Prior to recording of the master deed required by the Condominium Act, State of Michigan Public Act 59 of 1978, as amended, the condominium project shall undergo site plan review and approval pursuant to Article XXX. This section applies also to single-family site condominiums except that only the condominium project and not each individual house is subject to site plan review. A description of the common elements and use and occupancy restrictions as will be contained in the master deed shall be include in the submittal. The expansion of the condominium project shall also undergo site plan review and approval pursuant to Article XXX prior to recording the master deed or master deed amendment establishing such expansion of conversion.

Section 4. That Section 90-509(b) is hereby amended to read as follows:

(b) Site plan review is required prior to the proposed development, redevelopment, improvement or re-use of, or the demolition of any building on, and auto plant property. Site plans shall be prepared showing the changes to result from the entirety of any intended development project. In accordance with Article XXX of this zoning code, a site plan submitted under this section shall contain the following items of information:

1. A legal description of the property.
2. The gross land area and the zoning of the surrounding area, including the location of structures and other improvements.
3. A full-dimensioned map of the land showing topographic information at a contour interval of two feet or less.
4. Location of existing and proposed buildings and structures in the development area, the uses to be contained therein, the number of stories, gross building areas, distances between the lot line, setback lines and approximate location of vehicular entrances and loading points.
5. Streets, driveways, easements, service aisles and parking areas, including the general layout and design of parking lot spaces.
6. Pedestrian walks, malls and open areas for parks and recreation.
7. A location and height of walls, fences and screen planting, including a general plan for landscaping.
8. Types of surfacing, such as paving, turfing or gravel to be used.
9. Grading plan.
10. Existing and proposed utilities.
11. Elevations of any proposed buildings and structures indicating the architecture.
12. Such other information as may be required to assist in the consideration of the proposed development.

Section 5. That Section 90-509(c) is hereby amended to read as follows:

(c) Site plans submitted under this section shall be reviewed by the planning commission in accordance with Article XXX of this zoning code. Upon completion of its review, the planning commission shall provide a recommendation to the city council.

Section 6. That Section 90-647(2) is hereby amended to read as follows:

(2) Parking Construction and Development. The construction of any parking lot shall require approval of a site plan in accordance with Article XXX. Upon completion, the parking lot shall be inspected and approved by the Building Department before issuance of a certificate of occupancy.

Section 7. That Section 90-980(2) is hereby amended to read as follows:

(2) Site Plan Review. In addition to the site plan review requirements and standards of Article XXX, the following information shall be submitted by the applicant

- a. All land use categories, blocks, squares and parks, greenbelts, civic and/or public/semi-public building footprints and parking and landscaped open space areas.
- b. Any existing and proposed pedestrian, bikeway and vehicular circulation systems, including streets, alleys and major points of access.
- c. Drawing indicating the type of street furniture, signage and streetlights proposed for the development.
- d. Landscaping and trees.
- e. Building design, which will comply with the design criteria for the DC district as established herein, referring to materials and methods of construction, proportions and conformance to any environmental or design issues, including the general use of roof overhangs, colonnades, porches and trellises.
- f. Documentation of construction scheduling for all elements of the projects.

Section 8. That Article XXX is hereby added to the Code to read as follows:

ARTICLE XXX SITE PLAN REQUIREMENTS AND PROCEDURES

Section 90-1000 Statement of Purpose

(1) Site plan review is required to provide City staff and the Planning Commission with the opportunity to review the proposed use of a site in relation to surrounding uses, planned future development, accessibility, pedestrian and vehicular circulation, roadway traffic, spatial relationships, off-street parking, public utilities, general drainage, environmental characteristics and other site elements which may affect the public health, safety, and general welfare, and its relationship and harmony with City ordinances and plans.

(2) Further, it is the intent of this Article to require the eventual upgrade of redevelopment sites that do not conform with current standards of this Article and ensure that the arrangement, location, design and materials within a site are consistent with the character of the City and the goals and design guidelines in the City of Wyoming Land Use Plan.

Section 90-1001 Uses Requiring Site Plan/Sketch Plan Review

- (1) There shall be two levels of site plan review:
 - a. Sketch Plan. A sketch plan level review is required for certain activities of a less intensive nature. Small-scale expansions of structures and change of uses may be eligible for sketch plan review.

- b. Full Site Plan Review. A full site plan level review is required for all new non-residential uses and multiple-family residential uses.
- c. Full site plan and sketch plan reviews and approvals shall be required for the activities or uses listed in Table 90-1001, Plan Review Requirements.
- d. Specific site plan detail requirements, and review processes, for particular land uses identified within this ordinance (i.e. wind energy turbines, communication towers, auto plant development), shall have precedent over the more general regulations of this Article.

(2) Approvals are obtained from the Planning Commission (PC), City Council (CC), City Planner (CP), or Chief Building Official (CBO) depending upon the nature of the proposal. Site plan reviews by the City Planner or Chief Building Official shall be administrative.

TABLE 90-1001: USES REQUIRING SITE PLAN/SKETCH PLAN REVIEW		
Activity/Use	Full Site Plan	Sketch Plan
Construction of an initial building or structure on properties of two acres or more	PC	
Construction of an initial building or structure on properties less than two acres with no special use approval	CP	
Multiple-family developments	PC	
Construction of a new special use approval (see Section 90-761)	PC	
Change in use to a special use approval with no new building construction (see Section 90-761)		PC
Expansion of 50% or more from the square footage of a building or structure on properties of two acres or more with no special use approval	PC	
Expansion of between 10% and less than 50% from the square footage of a building or structure with no special use approval	CP	
Expansion of less than 10% from the square footage of a building or structure with no special use approval		CP
Planned Unit Development	PC	
Condominium or Site Condominium Projects (see Section 90-63)	PC	
Auto plant development (see Section 90-509)	PC/CC	
Subdivisions (see Code of Ordinances Chapter 74)	PC/CC	
Wind energy turbines (see Section 90-990)	PC/CP	
Non-residential accessory structures		CP
Residential accessory structures		CBO
Accessory industrial outdoor storage		CBO
New parking lot/loading area	CP	
Construction, relocation or erection of signs, retaining walls, fences, walls, waste receptacle, sidewalks, antennas, lights, poles, cooling/heating or other mechanical equipment		CBO

TABLE 90-1001: USES REQUIRING SITE PLAN/SKETCH PLAN REVIEW		
Activity/Use	Full Site Plan	Sketch Plan
Modifications to comply with accessibility requirements		CBO

Section 90-1002 Sketch Plan / Full Site Plan Review Procedures and Requirements

Sketch plans and full site plans and must be submitted in accordance with the following procedures and requirements:

- (1) **Submittal.** The application shall be submitted by the owner of an interest in the land for which site plan approval is sought, or the designated agent of the owner. The application shall include a complete sketch plan or full site plan that includes the information required by Section 90-1003. The plans shall be of the required size, format, and of the appropriate number, as set by City policy. The applicable review fees shall also be provided as set by the City Council. Applicants are encouraged to obtain a pre-application conference with the City Planner for the purpose of determining the approval type and process that shall be followed to obtain project approval. The meeting is a non-binding and informal review of the proposal. It is intended to provide information to the applicant on the procedures, ordinance requirements, and policies of the City. It does not confer upon the applicant any development approvals or other rights.
- (2) **Administrative Review by the City Planner or Chief Building Official.** The City Planner or Chief Building Official shall conduct administrative reviews, with consideration by other City departments or agencies, as appropriate. Following the administrative review, the applicant shall revise the plan as necessary and provide revised plans for follow-up review. Once the City Planner or Chief Building Official determines the plans to be compliant, the plans shall be certified as approved with any conditions noted. The applicant shall have the right of appeal to the Planning Commission from any decision made on the sketch/ full site plan by the City Planner or Chief Building Official.
- (3) **Planning Commission Review.**
 - a. **Application and Review.** Where Planning Commission review is required, the Planning Commission shall review the plans, together with the report and recommendations from staff, and any other agencies, as appropriate.
 - b. **Planning Commission Action.** The Planning Commission shall make a determination based on the requirements and standards of this Article to approve, approve with conditions, postpone a decision, or deny approval of the plan. If approved, any conditions shall be made part of the motion, and documented in the Planning Commission's minutes.
- (4) **Recording of Site Plan Review Action.** The site plan shall be revised to reflect any conditions of approval and resubmitted to the Planning Department. The City Planner shall review the revised plans for compliance with conditions of site plan approval. The City Planner may grant final approval if he finds the site plan to properly address the required revisions and conditions and otherwise complies with this Ordinance. Copies of the approved site plan will be filed with the Planning Department, Building Department, and the Engineering Department.

- (5) Board of Zoning Appeals. In any instance where the need for a variance from the Board of Zoning Appeals is determined to be required, the plan review process shall be completed prior to BZA review.
- (6) Building Permit. An application for a building permit may be submitted at any time during the sketch/full site plan review process. A building permit shall not be issued until final approval of the site plan, sketch plan or special use, and any other plans as required. The applicant is responsible for obtaining all other applicable Federal, State, County, City or utility permits. These permits shall be provided to the appropriate City departments prior to the to the issuance of building permits and before substantial development activity takes place.
- (7) Expiration. If construction encompassing a minimum of twenty-five (25) percent of the gross floor area of new buildings or additions, or site development areas involving no building construction, has not commenced within two (2) years of site plan approval, approval becomes null and void and a new application for site plan review shall be required. The applicant may request, and the appropriate reviewing authority may grant, up to a one (1) year extension, provided a written request is received prior to the expiration date.
- (8) Property Maintenance. The owner of a property shall be responsible for maintaining the property on a continuing basis as required by the approved site plan until the property is razed, until new zoning regulations supersede the regulations upon which site approval was based, or until a new site plan approval is sought. Changes to the property that are determined by the City to be detrimental or inconsistent with the original design authorization shall require approval of the City under the requirements of this Ordinance. This maintenance requirement includes healthy landscaping, walls, fences, pavement, pavement markings, signs, building exterior, drainage facilities and all other elements of a site. Any property owner who fails to maintain a property in compliance with an approved site plan shall be deemed in violation of this Ordinance and a nuisance per se.

Section 90-1003 Submittal Requirements

The data listed in Table 90-1003, Site Plan Submittal Requirements, shall be included with and as part of the site plan(s) or sketch plan(s) submitted for review unless waived in writing by the City Planner or Chief Building Official. Uses requiring site plan/sketch plan review are identified in Table 90-1001.

- (1) Items Not Provided. If any of the items are missing and have not been waived by the City Planner or Chief Building Official, the site plan shall list each missing item and the reason(s) why each listed item is not considered applicable. The City Planner or Chief Building Official shall determine if the missing item(s) must be included before allowing the application to move forward. An application shall not be considered complete and shall not move forward unless all items have been submitted and any waivers have been approved by the City Planner or Chief Building Official.
- (2) Additional Requirements. The City Planner or the Planning Commission may require additional data to be included with the site plan(s) or sketch plan(s) where determined necessary by the nature of the proposed use or site conditions.

TABLE 90-1003: SITE PLAN SUBMITTAL REQUIREMENTS (TWO PAGES)		
Site Plan Data	Required for:	
	Site Plan	Sketch Plan
(a) Application Form: The application form provided by the Planning Department shall be completed in full with the following information:		
Name, address and phone number of the applicant and property owner	X	X
Address and property identification number of all properties	X	X
Name, address and phone number of firm or individual who prepared the site plan	X	X
Description of proposed project or use, type of building or structures, and name of proposed development, if applicable	X	X
Date of application	X	X
(b) Site Plan Descriptive and Identification Data:		
Site plans shall consist of a plan for the entire development, drawn to an engineer's scale of not less than 1 inch = 50 feet for property less than 3 acres, or 1 inch = 100 feet for property 3 acres or more in size.	X	X
Sheet size shall be a maximum of 24 x 36 inches and collated according to sheet number. If a large development is shown in sections on multiple sheets, then one overall composite sheet shall be included	X	X
Title block with sheet number/title; name, professional seal, address and telephone number of the applicant and firm or individual who prepared the plans; and date(s) of submission and any revisions (month, day, year)	X	X
Scale and north-point	X	X
Location map drawn to a separate scale with north-point, showing surrounding land, and streets, within a quarter mile	X	
Dimensions of land and total acreage, with boundary survey and improvements	X	
Zoning classification of petitioner's parcel and all abutting parcels	X	
Proximity to section corner and Major Thoroughfare	X	
Net acreage (minus rights-of-way) and total acreage	X	
Proposed number of employees, if applicable	X	
(c) Site Data:		
Existing lot lines, building lines, structures, parking areas and other improvements on the site	X	X
Building footprints	X	X
Finished floor elevation of all proposed buildings	X	X
On parcels of more than one (1) acre, topography on the site and within 100 feet of the site at two-foot contour intervals	X	
Proposed lot lines, lot dimensions, property lines, required and proposed setback dimensions, structures, and other improvements on the site	X	
Location of existing drainage courses, floodplains, lakes and streams, wetlands with elevations, and woodlands	X	X

TABLE 90-1003: SITE PLAN SUBMITTAL REQUIREMENTS (TWO PAGES)		
Site Plan Data	Required for:	
	Site Plan	Sketch Plan
All existing and proposed easements	X	X
Location of waste receptacle(s), transformer pad(s), ground mounted mechanical equipment, and method of screening	X	
Dimensions and area of any outdoor sales display or storage area	X	X
(d) Access and Circulation:		
Existing and planned right-of-way for all streets	X	X
Dimensions, curve radii and centerlines of existing and proposed access points, road rights-of-way, private roads or access easements	X	
Opposing driveways and intersections within 100 feet of site	X	
Dimensions and location of existing and proposed driveways, parking lots, sidewalks and non-motorized paths	X	X
Dimensions of acceleration, deceleration, and passing lanes	X	
Dimensions of parking spaces including barrier free, islands, circulation aisles and loading zones (including loading dock/door orientation and screening)	X	X
Dimension and location of all clear vision areas	X	
Calculations for required number of parking and loading spaces	X	X
Access easements, if shared access is proposed	X	X
Designation of fire lanes	X	X
Truck circulation plan showing turning templates for delivery trucks and emergency vehicles	X	X
Traffic impact analysis meeting the requirements of Section 90-1003 (3), if applicable	X	
(e) Landscape Plans:		
General location of existing plant materials, with an identification of materials to be removed and materials to be preserved	X	
Calculations of all landscape requirements, as set forth in Section 90-64	X	
Landscape plan, including location and type of all existing and proposed shrubs, trees, and other live plant material	X	
Location, size, height and material of construction for all obscuring wall(s) or berm(s) with cross-sections, where required	X	
Planting list for proposed landscape materials with container size, caliper size or height of material, botanical and common names, and quantity	X	
(f) Building and Structure Details:		
Building elevations for all facades. Elevation drawings shall indicate the height of building, materials, and architectural quality, and shall detail any rooftop or building mounted screening.	X	
Location, height, and outside dimensions of all proposed buildings or structures	X	X

TABLE 90-1003: SITE PLAN SUBMITTAL REQUIREMENTS (TWO PAGES)		
Site Plan Data	Required for:	
	Site Plan	Sketch Plan
Building floor plans for multiple-family buildings and gross floor area	X	
Details on accessory structures and any screening	X	X
(g) Information Concerning Existing and Proposed Utilities, Drainage and Related Issues:		
Location of existing and proposed sanitary sewers, water mains, fire hydrants, storm sewers and other utilities that are proposed to serve the project	X	X
Location of existing above and below ground gas, electric and telephone lines	X	X
Storm water retention and detention ponds, including grading, side slopes, depth, high water elevation, volume and outfalls with calculations (for details refer to Wyoming's storm water ordinance Sec.86-351 through 436)	X	
Indication of site grading, drainage patterns and other storm water management	X	X
(h) Additional information required for Residential Development		
The number and location of each type of residential unit	X	X
Density calculations by type of residential unit (dwelling units per acre)	X	X
Garage or carport locations and details, if proposed	X	X
Location and design of mailbox clusters, if applicable	X	
Location, dimensions, and elevations of common building(s), if applicable	X	X
Location, size and facilities within, of recreation and open space areas, if applicable	X	
(i) Other Requirements		
Applicable fees, as set by the City Council	X	X

(3) Traffic Impact Analysis. For projects expected to have fifty (50) or more peak hour directional trips or five hundred (500) or more vehicle trips daily, the application shall include a traffic impact analysis, unless waived in whole or in part under the requirements of subparagraph i, below. Contents of the traffic impact study shall include:

- a. Illustrations and a narrative which describes the study area and existing operations for the street system (right of way, functional classification, lane configuration, speed limits, any sight distances limitations, driveways on both sides of streets adjacent to the site, current traffic conflicts, etc.)
- b. An evaluation for the a.m. and p.m. peak hour of both the use(s) and adjacent street system. This level of service evaluation shall be conducted for representative uses allowed under both the current and requested zoning districts. For uses expected to generate more than one hundred (100) peak hour directional

trips or seven hundred fifty (750) trips daily, an evaluation of operations at major signalized or non signalized intersections in proximity to the site is required in addition to site access points.

- c. A table that describes the peak hour and daily trips for representative uses under both the current and requested zoning district. The city may require concept or schematic drawings or other information to confirm the size of development permitted under each scenario.
- d. The traffic impact analysis shall be developed in accordance with accepted practices in Michigan. The preparation shall be conducted by a qualified traffic engineering professional. Traffic count data shall be collected using accepted practices and shall not be over two (2) years old. The forecasts shall be based on the data and procedures outlined in the most recent edition of Trip Generation published by the Institute of Transportation Engineers (ITE). The applicant may use other commonly accepted sources of data or supplement the standard data with data from at least 3 projects in similar locations in Michigan.
- e. The traffic study shall provide at least three (3) levels of analysis: current conditions, project impacts (projects permitted under requested zoning + existing), and future conditions (existing + project traffic + background traffic growth + traffic associated with other developments in the immediate area approved or under construction). The city may require corridor level computer modeling when multiple uses or projects are being considered.
- f. Any trip reduction for pass by trips, transit, ridesharing, other modes, internal capture rates, etc. shall be based both on ITE findings and documented survey results acceptable to the city. The community may elect to reduce the trip reduction rates used.
- g. The report shall evaluate the design of proposed access including: any sight distance limitations, proper spacing, and relationship to other access points, and potential for shared access facilities.
- h. The study shall outline mitigation measures and demonstrate any changes to the level of service achieved by these measures. Any alternatives or suggested phasing of improvements should be described. The mitigation measures may include items such as roadway widening, need for bypass lanes or deceleration tapers/lanes, changes to signalization, use of access management techniques, or a reduction in the proposed intensity of use. Proposed mitigation measures must be acceptable to the applicable road agency (City, Kent County, or MDOT). The responsibility, timing of roadway improvements, and relationship to available right-of-way shall be described.
- i. The requirement for a traffic impact study, or the specific study elements required may be waived or modified by the City. Reasons for the waiver or modification shall be documented. Factors to be considered include:
 - 1. Roadway improvements are scheduled which are expected to mitigate any impacts associated with the proposed project.

2. The existing level of service is not expected to be significantly impacted by the proposed project due to specific conditions at this location.
3. A similar traffic study was previously prepared for the site and is still considered applicable.

Section 90-1004 Site Plan Review Standards

Site plan or sketch plan approval shall be granted only if the site plan or sketch plan meets all applicable standards set forth in this Ordinance and as outlined below:

- (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).
- (2) Buildings. Buildings and structures shall meet the minimum dimensional requirements of this Ordinance. Redevelopment of nonconforming structures shall bring the site into closer conformity to the extent deemed practical by the review authority. Expansions to nonconforming buildings shall be as provided for in Section 90-684.
- (3) Privacy. The site design shall provide reasonable visual and sound privacy for dwelling units located adjacent to the site. Walls, berms, barriers and landscaping shall be used, as appropriate, for the protection and enhancement of property and the privacy of adjacent uses.
- (4) Preservation of Natural Areas. The landscape shall be preserved in its natural state, insofar as practicable, by strategic building placement, minimizing tree and soil removal, alteration to the natural drainage courses, and the amount of cutting, filling and grading. Insofar as practical, natural features and the site topography shall be incorporated into the proposed site design.
- (5) Drainage. Storm water management system and facilities shall preserve natural drainage characteristics and enhance the aesthetics of the site to the maximum extent possible, and shall not substantially reduce or increase the natural retention or storage capacity of any wetland, water body, or water course, or cause alterations which could increase flooding or water pollution on or off the site.
- (6) Soil Erosion. Measures are included to prevent soil erosion and sedimentation.
- (7) Ingress and Egress. Every structure and dwelling unit shall be provided with adequate means of ingress and egress via public streets and walkways. Access to the site shall be located and designed to ensure minimal impact on the safety and efficiency of traffic flow along all adjoining roadways. All access points shall comply with the access management requirements of Section 90-649.
- (8) Emergency Vehicle Access. All buildings and site circulation shall be arranged to permit emergency vehicle access by practicable means to all buildings and areas of the site.
- (9) Vehicular Circulation Layout. The arrangement of public or common ways for vehicular and pedestrian circulation shall respect the pattern of existing or planned streets and pedestrian pathways in the area. Public streets adjacent or through the proposed development shall be required when it is essential to promoting and protecting public health, safety and general welfare and to provide continuity to the public road system.

(10) Pedestrian Circulation. The site plan shall provide a pedestrian circulation system which is insulated as completely as is reasonably possible from the vehicular circulation system.

(11) Traffic Impact. The expected volume of traffic to be generated by the proposed use shall not adversely affect existing roads and traffic patterns. Roadway access shall minimize excessive vehicle traffic on local residential streets to reduce the possibility of any adverse effects upon adjacent property. Projects expected to have fifty (50) or more peak hour directional trips or five hundred (500) or more vehicle trips daily shall provide a traffic impact study, as outlined in Section 90-1003 (3), above.

(12) Public Services. The scale and design of the proposed development shall facilitate the adequate provision of services currently furnished by or that may be required of the City or other public agency including, but not limited to, fire and police protection, stormwater management, sanitary sewage removal and treatment, traffic control and administrative services.

(13) Site Redevelopment. Redevelopment of existing sites shall conform to the site improvement provisions of this Ordinance to the extent deemed practical by the reviewing authority. The extent of upgrade to site improvements shall be relative to and proportionate with the extent of redevelopment or expansion in accordance with the nonconforming site requirements of Section 90-684.

Section 90-1005 Amended Plans

(1) Minor Changes. Prior to making any change to an approved site plan the applicant or property owner shall notify the City Planner of any desired change. The City Planner shall review the request and determine whether the requested change is minor or major. The following shall be considered minor changes:

- a. Plantings approved in the landscape plan may be replaced by similar types and sizes of landscaping which provides a similar screening effect on an equal or greater basis.
- b. Improvements to site access or circulation, such as deceleration lanes, boulevards, curbing, pedestrian/bicycle paths, but not the addition of new driveways.
- c. Changes of building materials to another of higher quality, as determined by the City Planner.
- d. Changes required or requested by the City, County, State or Federal agency for safety reasons or for compliance with applicable laws.
- e. Revisions that do not alter the basic design, compliance with the standards of approval, nor any specified conditions of the approved site plan.
- f. Situations the City Planner deems similar to the above.

(2) Major Changes: All other changes not considered minor shall be considered a major change requiring a new application.

JRS/sak
2/6/12

Section 9. This ordinance shall be in full force and effect on the ____ day of _____, 2012.

I hereby certify that the above-entitled Ordinance was adopted by the City of Wyoming at a session of the City Council held on the ____ day of _____, 2012.

Heidi A. Isakson
Wyoming City Clerk

Ordinance No. 3-12



Planning & Development Department

Telephone (616) 530-7258

1155 - 28th Street, S.W., Box 905 Wyoming, Michigan 49509-0905

Web: www.wyomingmi.gov



MAYOR
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Sam Bolt

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CITY MANAGER
Curtis L. Holt

February 23, 2012

Heidi A. Isakson
City Clerk
Wyoming, MI

Subject: Wyoming Planning Commission – 2011 Annual Report

Dear Ms. Isakson:

The above referenced report was reviewed by the Planning Commission at its regular meeting on February 21, 2012. Staff had the following comments:

The Michigan Planning Enabling Act (Act 33 of 2008) 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.”

The attached report is a synopsis of the Planning Commission’s reviews and actions for 2011.

Motion by Micele, supported by Arnoys, to approve the Wyoming Planning Commission - 2011 Annual Report and forward it to the City Council. A vote on the motion carried unanimously.

Respectfully submitted,

Timothy Cochran, City Planner
Planning and Development Department

WYOMING PLANNING COMMISSION 2011 ANNUAL REPORT

Site Plan Reviews

- 1/18/11 Approved Site Plan for Gordon Food Service Offices at 1300 Gezon Parkway, SW. (Section 35) (Gordon Food Service)
- 1/18/11 Approved an amended Condominium Plan for Metro Health Village PUD at the northeast corner of M-6 and Byron Center Avenue. (Section 34) (Exxel Engineering)
- 1/18/11 Approved Site Plan for an addition to Cummins Bridgeway at 3715 Clay Avenue, SW. (Section 24) (Roosien & Associates)
- 3/15/11 Recommended to City Council the Demolition Plan and Conceptual Site Plan for the GM Stamping Plant at 300-36th Street, SW (Section 24) (Lormax Stern)
- 6/21/11 Approved Site Plan for an addition to Lee Steel at 5875 Weller Court, SW. (Section 35) (Steven Flum, Inc.)
- 8/16/11 Approved an amended Site Plan for an addition to Hager Wood Preserving at 1211 Judd Avenue, SW. (Section 2) (Brian Hager)
- 8/16/11 Approved Site Plan for North Retail Building at 2355 Health Drive, SW. (Section 34) (Jason Granger)
- 11/15/11 Approved Site Plan for an addition to G. Christians & Sons. At 3040 Union Avenue, SE (Section 18) (Exxel Engineering)

Special Use Reviews

- 3/15/11 Approved Special Use for DC Truck Parts – Salvage Yard at 2151 Chicago Drive, SW. (Section 3) (DC Truck Parts) (Included Site Plan Approval)
- 5/17/11 Approved Special Use for Subway Drive Through Restaurant at 2101- 28th Street, SW. (Section 10) (JKB Construction) (Included Site Plan Approval)
- 5/17/11 Approved Special Use for 34th Street Banquet Hall at 3375 Division Avenue, SW. (Section 13) (Juan Davis) (Included Site Plan Approval)

- 7/19/11 Approved Special Use for CJT Trailer – Trailer Storage, Sales and Rental at 4047 Eastern Avenue, SE. (Section 19) (CJT - LLC) (Included Site Plan Approval)
- 8/16/11 Approved Special Use for The Well Mannered Dog Center at 5949 Clay Avenue, SW. (Section 36) (Kathryn Snyder) (Included Site Plan Approval)
- 8/16/11 Approved Special Use for Division Gold & Silver Second Hand Business at 4044 Division Avenue, SE (Section 19) (Pamela Tompkins) (Included Site Plan Approval)

Rezoning Recommendations

- 2/15/11 Recommended to City Council the request to rezone 8.7 acres from R-2 Single Family Residential to R-4 Multiple Family Residential at 2700 Taft Avenue, SW (Section 10) (Humara Health Partners LLC)

Zoning Code Text Recommendations

- 3/15/11 Recommended to City Council the request to amend Zoning Code Chapter 90 pertaining to the regulation of secondhand dealers, used goods, pawn brokers, used vehicle sales and the clarification of retail uses in the PUD-3 Planned Health Care District. (Wyoming Planning Department)
- 6/21/11 Recommended to City Council the request to amend Zoning Code Chapter 90 Article I pertaining to Definitions. (Wyoming Planning Department)
- 8/16/11 Recommended to City Council the request to amend Zoning Code Chapter 90 Article XIX pertaining to Parking, Loading, Access and Circulation. (Wyoming Planning Department)
- 10/18/11 Recommended to City Council the request to amend Zoning Code Chapter 90 pertaining to Residential facilities to House persons on Parole or Probation. (Wyoming Planning and Police Departments)
- 10/18/11 Recommend To City Council the request to amend Zoning Code Chapter 90 pertaining to Fences. (Wyoming Planning Department)

Resolutions, Reports & Correspondence

- 2/15/11 Approved the Wyoming Planning Commission 2010 Annual Report and forwarded it to City Council
- 7/19/11 Recommended to City Council the Draft Turn On 28th Street Corridor Sub Area Plan

7/19/11 Recommended to City Council the Draft 2035 Thoroughfare Plan

Rules of Procedure Amendments

11/15/11 Amendments to voting requirements.

Election of Officers

6/21/11 Election of officers

Presentations

3/15/11 Interurban Transit Partnership Millage Proposal Presentation

Ongoing Planning Activities

Turn On 28th Street Corridor Sub Area Plan (Master Plan Amendment)
2035 Thoroughfare Plan (Master Plan Amendment)

Annual Comparison:

PROJECTS	2010 Total	2011 Total	% Change
Site Plan Reviews	5	10	+100
Special Use Reviews (Includes Site Plan)	17	8	-55
Rezoning	1	1	0
Zoning Code Text	11	8	-28
Totals	34	27	-21

Note: The number of reviews reflect multiple considerations of particular projects at different Planning Commission meetings.



Anthony Woodruff, Secretary
Wyoming Planning Commission



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CITY MANAGER
Curtis L. Holt

February 27, 2012

Heidi A. Isakson
City Clerk
Wyoming, MI

Subject: 2035 Thoroughfare Plan – Amendment to the City of Wyoming
2020 Land Use Plan

Dear Ms. Isakson:

The 2035 Thoroughfare Plan was reviewed by the Planning Commission at its regular meeting on February 21, 2012.

After staff presentations, a motion was made by Goodheart, supported by Postema, to approve the 2035 Thoroughfare Plan as an amendment to the City of Wyoming 2020 Land Use Plan. A vote on the motion carried unanimously.

The attached 2035 Thoroughfare Plan is submitted to City Council as required under the Michigan Planning Enabling Act (Act 33 of 2008). This correspondence is for informational purposes. There is no further action on this amendment required by the City Council.

Respectfully submitted,

A handwritten signature in cursive script that reads 'Timothy Cochran'.

Timothy Cochran, City Planner
Planning and Development Department

RESOLUTION NO. 8

ADOPTION OF THE 2035 THOROUGHFARE PLAN AS AN AMENDMENT TO THE
CITY OF WYOMING LAND USE PLAN 2020

WHEREAS:

1. The City of Wyoming Thoroughfare Plan is an important community planning tool to assist City officials with decisions related to traffic demands placed upon the City's thoroughfare system;
2. The City of Wyoming Thoroughfare Plan was last updated and amended in 1998. The proposed 2035 Thoroughfare Plan incorporates recent data collected by the City of Wyoming and the Michigan Department of Transportation and utilizes the latest transportation model developed by the Grand Valley Metro Council for this region;
3. The procedure for adopting the City of Wyoming Thoroughfare Plan is established by the Michigan Planning Enabling Public Act No 33 of 2008;

NOW, THEREFORE, BE IT RESOLVED:

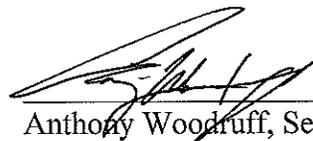
1. The City of Wyoming Planning Commission does hereby adopt the 2035 Thoroughfare Plan as an amendment to the City of Wyoming Land Use Plan 2020.

Moved by member: Goodheart

Seconded by member: Postema

Motion Carried	Yes	8
	No	0

I hereby certify that the foregoing Resolution was adopted by the Planning Commission for the City of Wyoming, Michigan at a regular session held on February 21, 2012:



Anthony Woodruff, Secretary
Wyoming Planning Commission

FINAL REPORT

CITY OF WYOMING
2035 THOROUGHFARE PLAN

Prepared For:



CITY OF WYOMING
2660 Burlingame Avenue
Wyoming, MI 49509

Prepared By:

URS

GRAND RAPIDS – SOUTHFIELD – TRAVERSE CITY

FEBRUARY 28, 2012

Table of Contents

<u>Section</u>	<u>Page</u>
1.0 INTRODUCTION.....	1-1
1.1 Background	1-1
1.2 Report Organization	1-1
2.0 EXISTING (2009) CONDITIONS	2-1
2.1 Functional Classification.....	2-1
2.2 Existing Traffic Volumes.....	2-1
2.3 Number of Lanes.....	2-2
2.4 Level-of-Service	2-3
2.5 Existing Right-of-Way.....	2-5
2.6 Traffic Signals.....	2-5
2.7 On-Street Parking.....	2-6
2.8 Crash Analysis	2-6
2.9 Existing Speed Limits, Truck Routes, Transit Routes, and Non-Motorized Network.....	2-11
3.0 FUTURE (2035) CONDITIONS.....	3-1
3.1 Future Year (2035) Traffic Projections	3-1
3.2 Future Year (2035) Volume-to-Capacity Ratio	3-2
4.0 2035 THOROUGHFARE PLAN.....	4-1
4.1 Recommended Expansion of City Thoroughfares.....	4-1
4.2 Non-Motorized Considerations	4-3

List of Tables

<u>Table</u>	<u>Page</u>
2-1 Traffic Volume Comparison on Various Thoroughfares (1996 to 2009)	2-2
2-2 Peak Hour Level-of-Service Ranges	2-3
2-3a Maximum Peak-Hour Service Flows And Approximate Maximum ADT Values For Various Levels-of-Service And Facility Types (45 mph)	2-4
2-3b Maximum Peak-Hour Service Flows And Approximate Maximum ADT Values For Various Levels-of-Service And Facility Types (40 mph)	2-4
2-3c Maximum Peak-Hour Service Flows And Approximate Maximum ADT Values For Various Levels-of-Service And Facility Types (35 mph)	2-4
2-3d Maximum Peak-Hour Service Flows And Approximate Maximum ADT Values For Various Levels-of-Service And Facility Types (30 mph)	2-5
2-4a Intersection Crash Analysis (I-196BS, Burton Street, and Porter Street)	2-7
2-4b Intersection Crash Analysis (M-11, Prairie Parkway, and 32 nd Street)	2-8
2-4c Intersection Crash Analysis (36 th Street and 54 th Street)	2-9
2-4d Intersection Crash Analysis (44 th Street, 52 nd Street, 56 th Street, and Gezon Parkway)	2-10
2-5 Intersections with Higher-than-Average Crash Rates (2007-2009)	2-11
3-1 Traffic Volume Comparison on Various Thoroughfares (2009 to 2035)	3-1
3-2 Roadway Segments with Projected (2035) v/c Ratios Greater Than 0.9	3-2

List of Figures

<u>Figure</u>	<u>Page</u>
2-1 Existing Functional Classification	2-13
2-2 Existing (2009) Average Daily Traffic	2-14
2-3 Existing Number of Lanes	2-15
2-4 Existing (2006) Peak-Hour Level of Service	2-16
2-5 Existing Right of Way	2-17
2-6 Existing Traffic Signals	2-18
2-7 Existing On-Street Parking	2-19
2-8 Intersections with Higher Than Average Crash Rates	2-20
2-9 Existing Speed Limits	2-21
2-10 Existing Truck Routes	2-22
2-11 Existing Transit Routes	2-23
2-12 Existing Non-Motorized Facilities	2-24
3-1 Design Year (2035) Average Daily Traffic	3-3
3-2 Design Year (2035) v/c Ratio Map	3-4
4-1 Potential Capital Improvement Projects	4-5

1.0 INTRODUCTION

1.1 Background

The City of Wyoming, Michigan, which adjoins the City of Grand Rapids, created its first Thoroughfare Plan in 1970. The Plan was updated and amended in 1976, 1987 and 1998. Each of these plans have been important community planning tools which have assisted City officials with decisions related to traffic demands placed upon the City's thoroughfare system.

The preparation of this 2035 Thoroughfare Plan incorporates traffic data collected by the City of Wyoming and the Michigan Department of Transportation (MDOT) in 2008 and 2009. The Plan utilized the latest version of the transportation planning model developed by the Grand Valley Metropolitan Council (GVMC)—the local Metropolitan Planning Organization (MPO) for the Grand Rapids metropolitan area. The GVMC is responsible for organizing transportation improvement projects and allocating funds to complete such projects. The GVMC planning model guided the development of Average Daily Traffic projections for city thoroughfares. The traffic projections in turn were used to determine areas of need.

1.2 Report Organization

This report is organized into the following sections:

- 2.0 *Existing Conditions* – This section provides an inventory of current physical conditions and an analysis of the existing operational quality of the City's thoroughfares.
- 3.0 *Future Conditions* – This section contains an operational analysis of the City's thoroughfare system under traffic conditions projected to the year 2035. The need for future changes and enhancements to the current thoroughfare system was studied and analyzed utilizing the GVMC transportation planning model.
- 4.0 *2035 Thoroughfare Plan* – The results of the future conditions analysis were used to develop the updated Thoroughfare Plan. The Plan contains recommendations regarding the expansion of existing thoroughfares to provide the needed capacity for future years.

All analyses documented in this report were performed in accordance with MDOT, FHWA, and AASHTO practices, guidelines, policies, and standards, including the 2000 Highway Capacity Manual (HCM), A Policy on Geometric Design of Highways and Streets (AASHTO, 2004) and the Michigan Manual of Uniform Traffic Control Devices (MMUTCD, 2005).

2.0 EXISTING (2009) CONDITIONS

This section contains an inventory of current physical conditions and an analysis of the existing operational quality of the City's thoroughfare system. The inventory includes presentations of functional classification, existing traffic volumes, crash analyses, on-street parking, existing number of lanes and pavement widths, and existing right-of-way widths. These data are used to determine the operational characteristics and existing Level-of-Service of each of the City's thoroughfares.

2.1 Functional Classification

Any street in a roadway network can be classified as to the character of service it is intended to provide. Its functional classification is necessary for communication purposes. Each thoroughfare in the City of Wyoming has been assigned to the following hierarchical system of functional classes by the Grand Valley Metro Council (GVMC):

- *Principal Arterials*
The function of principal arterials such as M-11 (28th Street), 44th Street, Wilson Avenue, and Byron Center Avenue are to provide regional travel capabilities as well as to serve the City's major activity centers. Principal arterial streets typically carry large volumes of traffic over long distances.
- *Minor Arterials*
Minor arterial streets such as Burlingame Avenue and 52nd Street augment the principal arterial system by distributing traffic to smaller geographical areas within the City. Mobility is emphasized less on minor arterial streets than on principal arterials, while access to abutting land is emphasized more. Minor arterial streets can provide access between communities, but they do not typically enter specific neighborhoods.
- *Collectors*
The function of collector streets such as 40th Street and De Hoop Avenue is to funnel traffic from the arterial system to local streets and other destinations. Collector streets typically provide access to neighborhoods as well as commercial and industrial areas within the City.
- *Local Streets*
The function of local streets is to provide access to abutting land; mobility is minor as local streets carry minimal traffic at low speeds over short distances.

Figure 2-1 depicts the functional class of each thoroughfare in the City of Wyoming as defined by the Grand Valley Metro Council.

2.2 Existing Traffic Volumes

The City of Wyoming and MDOT maintain annual traffic count programs. This data was used to determine the existing traffic volumes on each of the City's thoroughfares, including those streets owned and maintained by MDOT (M-11 and I-196BS). The I-196 and US-131 freeways are not included as they are not deemed as city thoroughfares for the purposes of this Plan. A bandwidth plot of the existing Average Daily Traffic (ADT) on each of the City's thoroughfares is presented in Figure 2-2. The 2-way, 24-hour traffic counts shown in Figure 2-2 were collected in 2008 and 2009. The counts were collected at intersection approaches during various calendar months. Seasonal adjustments to the counts were not made.

As shown in Figure 2-2, the highest traffic volumes occur on 54th Street, 44th Street, 36th Street, and M-11 which are the principal east-west arteries. 54th Street carries the highest volume of traffic in the city, with more than 40,000

ADT west of Division Avenue. In general, the north-south streets do not carry as much traffic as the east-west corridors.

Existing (2009) ADT values were compared to the 1996 ADT values as presented in the previous Thoroughfare Plan. The comparisons are shown in Table 2-1 for selected approaches along selected corridors.

TABLE 2-1
TRAFFIC VOLUME COMPARISON ON VARIOUS THOROUGHFARES (1996 TO 2009)

Thoroughfare	Location	ADT (1996)*	ADT (2009)	% Change
56th Street	Just west of Byron Center Avenue	1,500	12,100	+707 %
Byron Center Avenue	Just south of 52 nd Street	6,500	19,700	+203 %
Wilson Avenue	Just south of 52 nd Street	6,000	16,600	+177 %
Ivanrest Avenue	Just north of 52 nd Street	6,000	11,500	+92 %
54 th Street	Just east of US-131	35,000	43,400	+24 %
52 nd Street	Just west of Clyde Park Avenue	10,500	10,000	-5 %
36 th Street	Just east of US-131	32,000	29,800	-7 %
Division Avenue	Just south of 36 th Street	27,000	22,900	-15 %
Clyde Park Avenue	Just south of 44 th Street	19,000	14,500	-24 %
Byron Center Avenue	Just north of 36 th Street	21,000	14,300	-32 %
M-11	Just west of Byron Center Avenue	37,000	24,000	-35 %
44 th Street	Just east of US-131	53,000	33,000	-38 %
Eastern Avenue	Just south of 36 th Street	23,000	13,500	-41 %
Burlingame Avenue	Just north of M-11	22,000	12,800	-42 %

* - as presented in the previously-adopted 2020 Thoroughfare Plan.

As shown in Table 2-1, the traffic on some of the City's thoroughfares has decreased in the last ten to fifteen years. The economic slowdown beginning in 2008 has played a part in reducing vehicular travel (e.g. closure of the Wyoming Stamping Plant on 36th Street). Road construction may also have impacted traffic volumes along some of the corridors depicted in Table 2-1 and in Figure 2-1. For instance, traffic volumes along 44th Street may be lower than normal due to the construction at the US-131 interchange in 2009, while traffic volumes along 54th Street may be higher than normal as a result of the 44th Street construction.

The opening of the M-6 freeway has resulted in increased travel in the southwest corner of the city, particularly along the Byron Center Avenue and Wilson Avenue corridors which have interchanges along M-6. The completion of Gezon Parkway several years ago has reduced travel on 52nd Street and increased traffic on 56th Street. The Metropolitan Hospital complex along Byron Center Avenue between M-6 and Gezon Parkway has likewise increased travel in the southern part of the city.

2.3 Number of Lanes

In addition to traffic volume, the number of travel lanes is an important factor in determining thoroughfare Level-of-Service because it greatly impacts the capacity of a street. The number of travel lanes for each thoroughfare in the City of Wyoming is presented in Figure 2-3.

As shown in Figure 2-3, some streets are 4-lane undivided facilities (Gezon Parkway, Burton Street, Burlingame Avenue) while other 4-lane streets are divided (boulevard) facilities (44th Street, Clyde Park Avenue, Wilson Avenue, Byron Center Avenue). Boulevard thoroughfares generally have raised center medians which separate opposing traffic flows. Whereas 4-lane undivided streets are free-access facilities, boulevard facilities have more access control by allowing access to side streets at selected locations only. The presence of a center median provides a pro-

tected queuing area for left-turn movements and increased access control. As a result, boulevard facilities are typically able to operate more efficiently.

Some streets in the City of Wyoming are 5-lane undivided facilities (M-11, Division Avenue, Eastern Avenue). Instead of having a center median like a boulevard facility, a continuous two-way center left-turn lane separates opposing traffic flows. Streets with 5-lane cross-sections are typically found on heavy-volume roads with numerous drive-ways, or where right-of-way may be limited preventing the construction of a boulevard facility.

2.4 Level-of-Service

Level-of-Service is a qualitative measure of how well (or poorly) a street operates. The quality of service is dependent on many factors including peak-hour traffic volumes, traffic composition (percent heavy-vehicles), vehicle speeds, the number of travel lanes, traffic control (signs and signals), and on-street parking. Chapter 21 (*Multilane Highways*) of the 2000 Highway Capacity Manual (HCM) defines each of the levels as shown in Table 2-2.

TABLE 2-2
PEAK-HOUR LEVEL-OF-SERVICE RANGES

Level-of-Service	Definition
A	Free-flow conditions. Drivers travel at speeds at which they feel comfortable.
B	Slightly reduced maneuverability due to presence of other vehicles. Delays at intersections are not bothersome.
C	Stable operation. Drivers feel appreciable tension as maneuverability becomes more restricted, and vehicular queues form behind any traffic disruption.
D	Maneuverability severely restricted as small increases in traffic flow may cause significant increases in delay.
E	Unstable operations which are at or near the capacity of the roadway; significant delays occur at intersections.
F	Forced Flow. Vehicles arrive at a faster rate than is serviceable creating stop-and-go traffic conditions with extensive queuing and high delays.

Source: 2000 Highway Capacity Manual

Level-of-Service "C" is considered desirable for urban and suburban arterial streets during peak traffic hours, while Level-of-Service "D" is typically deemed acceptable. The methods of Chapter 21 of the 2000 HCM were used to determine the peak-hour Level-of-Service for each thoroughfare in the City of Wyoming. Chapter 21 of the HCM utilizes "maximum service flow" to quantify the boundaries of each Level-of-Service for peak-hour conditions. These maximum peak-hour service flows and the approximate ADT values are shown in Tables 2-3a thru Table 2-3d for various types of thoroughfare facilities present within the city.

Caution is advised when using the information displayed in Table 2-3a thru Table 2-3d. It should be noted these tables do not constitute a standard but should be used for general planning purposes only. The methods of Chapter 15 (Urban Streets) of the 2000 HCM offers a more detailed analysis of Level-of-Service for signalized arterial streets; however, detailed intersection turning movement counts and delay information, which are required for the analysis, were not available.

The values shown in Table 2-3a thru Table 2-3d should be reduced by approximately 30 percent for those thoroughfares with more than three major signalized intersections per mile. Streets exhibiting this characteristic are Burton Street, M-11 east of Burlingame Avenue, 36th Street east of Clyde Park Avenue, 44th Street east of Clyde Park Avenue, and 54th Street. Existing (2009) Average Daily Traffic on each thoroughfare were used to determine its Level-of-Service based on the maximum values contained in Table 2-3a thru Table 2-3d. The results of the Level-of-Service analysis are displayed in Figure 2-4.

TABLE 2-3a (45 MPH)
MAXIMUM PEAK-HOUR SERVICE FLOWS AND APPROXIMATE MAXIMUM ADT VALUES
FOR VARIOUS LEVELS-OF-SERVICE AND FACILITY TYPES

Facility Type	Level-of-Service									
	A		B		C		D		E	
	MSF (pcph*)	ADT	MSF (pcph)	ADT						
2-lane Undivided	270	5,444	446	9,000	644	13,000	853	17,222	1,045	21,111
3-lane Undivided	449	9,074	743	15,000	1,073	21,667	1,421	28,704	1,742	35,185
4-lane Undivided	539	10,889	891	18,000	1,287	26,000	1,705	34,444	2,090	42,222
4-lane Divided	719	14,519	1,188	24,000	1,716	34,667	2,273	45,926	2,787	56,296
5-lane Undivided	719	14,519	1,188	24,000	1,716	34,667	2,273	45,926	2,787	56,296
6-lane Undivided	809	16,333	1,337	27,000	1,931	39,000	2,558	51,667	3,135	63,333
6-lane Divided	988	19,963	1,634	33,000	2,360	47,667	3,126	63,148	3,832	77,407

*pcph = passenger cars per hour in peak direction

Note: Table 2-3a has been developed from Table 21-2 of the 2000 Highway Capacity Manual. The above table assumes turn lanes have two thirds the capacity of through lanes, g/C = 0.55, k-factor = 0.09, and free-flow speed = 45 mph.

TABLE 2-3b (40 MPH)
MAXIMUM PEAK-HOUR SERVICE FLOWS AND APPROXIMATE MAXIMUM ADT VALUES
FOR VARIOUS LEVELS-OF-SERVICE AND FACILITY TYPES

Facility Type	Level-of-Service									
	A		B		C		D		E	
	MSF (pcph*)	ADT	MSF (pcph)	ADT						
2-lane Undivided	237	4,778	396	8,000	572	11,556	759	15,333	990	20,000
3-lane Undivided	394	7,963	660	13,333	953	19,259	1,265	25,556	1,650	33,333
4-lane Undivided	473	9,556	792	16,000	1,144	23,111	1,518	30,667	1,980	40,000
4-lane Divided	631	12,741	1,056	21,333	1,525	30,815	2,024	40,889	2,640	53,333
5-lane Undivided	631	12,741	1,056	21,333	1,525	30,815	2,024	40,889	2,640	53,333
6-lane Undivided	710	14,333	1,188	24,000	1,716	34,667	2,277	46,000	2,970	60,000
6-lane Divided	867	17,519	1,452	29,333	2,097	42,370	2,783	56,222	3,630	73,333

*pcph = passenger cars per hour in peak direction

Note: Table 2-3b has been developed from Table 21-2 of the 2000 Highway Capacity Manual. The above table assumes turn lanes have two thirds the capacity of through lanes, g/C = 0.55, k-factor = 0.09, and free-flow speed = 40 mph.

TABLE 2-3c (35 MPH)
MAXIMUM PEAK-HOUR SERVICE FLOWS AND APPROXIMATE MAXIMUM ADT VALUES
FOR VARIOUS LEVELS-OF-SERVICE AND FACILITY TYPES

Facility Type	Level-of-Service									
	A		B		C		D		E	
	MSF (pcph*)	ADT	MSF (pcph)	ADT						
2-lane Undivided	204	4,111	347	7,000	501	10,111	660	13,333	935	18,889
3-lane Undivided	339	6,852	578	11,667	834	16,852	1,100	22,222	1,558	31,481
4-lane Undivided	407	8,222	693	14,000	1,001	20,222	1,320	26,667	1,870	37,778
4-lane Divided	543	10,963	924	18,667	1,335	26,963	1,760	35,556	2,493	50,370
5-lane Undivided	543	10,963	924	18,667	1,335	26,963	1,760	35,556	2,493	50,370
6-lane Undivided	611	12,333	1,040	21,000	1,502	30,333	1,980	40,000	2,805	56,667
6-lane Divided	746	15,074	1,271	25,667	1,835	37,074	2,420	48,889	3,428	69,259

*pcph = passenger cars per hour in peak direction

Note: Table 2-3c has been developed from Table 21-2 of the 2000 Highway Capacity Manual. The above table assumes turn lanes have two thirds the capacity of through lanes, g/C = 0.55, k-factor = 0.09, and free-flow speed = 35 mph.

TABLE 2-3d (30 MPH)
MAXIMUM PEAK-HOUR SERVICE FLOWS AND APPROXIMATE MAXIMUM ADT VALUES
FOR VARIOUS LEVELS-OF-SERVICE AND FACILITY TYPES

Facility Type	Level-of-Service									
	A		B		C		D		E	
	MSF (pcph*)	ADT	MSF (pcph)	ADT						
2-lane Undivided	171	3,444	297	6,000	429	8,667	556	11,222	880	17,778
3-lane Undivided	284	5,741	495	10,000	715	14,444	926	18,704	1,467	29,630
4-lane Undivided	341	6,889	594	12,000	858	17,333	1,111	22,444	1,760	35,556
4-lane Divided	455	9,185	792	16,000	1,144	23,111	1,481	29,926	2,347	47,407
5-lane Undivided	455	9,185	792	16,000	1,144	23,111	1,481	29,926	2,347	47,407
6-lane Undivided	512	10,333	891	18,000	1,287	26,000	1,667	33,667	2,640	53,333
6-lane Divided	625	12,630	1,089	22,000	1,573	31,778	2,037	41,148	3,227	65,185

*pcph = passenger cars per hour in peak direction

Note: Table 2-3d has been developed from Table 21-2 of the 2000 Highway Capacity Manual. The above table assumes turn lanes have two thirds the capacity of through lanes, g/C = 0.55, k-factor = 0.09, and free-flow speed = 30 mph.

As shown in Figure 2-4, existing Levels-of-Service of most roadway segments within the city are acceptable (LOS "D" or better). Only one roadway operates in the Level of Service "E" or "F" area—54th Street between US-131 and Division Avenue. It should be noted that peak-hour Levels of Service at individual intersections may be worse than what is depicted in Figure 2-4.

2.5 Existing Right-of-Way

The ability to add lanes and increase the capacity of a thoroughfare is dependant upon many factors. One important factor is the availability of right-of-way. Without right-of-way, property must be purchased before a lane can be constructed; however, the added expense may make capacity increases financially infeasible. Figure 2-5 contains the basic existing right-of-way widths for corridors throughout the City of Wyoming. As shown in Figure 2-5, the existing right-of-way varies from road to road. The right-of-way widths shown in Figure 2-5 may vary slightly along each route, particularly near intersections where additional space is needed to construct turn lanes and provide clear vision corners.

2.6 Traffic Signals and Roundabouts

Traffic signals are needed at intersections with high volumes of traffic; however, they reduce the capacity of a street by frequently stopping traffic. There are a total of 71 signalized intersections in the City of Wyoming. The majority of these signals are located at major intersections. One (1) signal is located at factory/business entrances which have heavy traffic for short durations during peak traffic hours (Eastern Avenue / 40th Street). Other traffic signals are located at intersections with a higher concentration of pedestrians (Godfrey Avenue at Joosten Street). The location of each traffic signal in the City of Wyoming is shown in Figure 2-6.

Some of the traffic signals shown in Figure 2-6 have actuated features. Actuated traffic signals utilize traffic detectors, inductance loops imbedded into the pavement or video cameras that sense the presence of vehicles. Actuated traffic signals respond to demand and apportion green time more efficiently than pre-timed traffic signals. Most of the traffic signals in the City of Wyoming have detectors in left-turn lanes which allow the traffic signal controllers to apportion more green time to the heaviest-volume turning movements during peak periods.

The reduction of capacity caused by traffic signals can be diminished somewhat by interconnecting and coordinating the timing schemes of multiple traffic signals. Coordination of traffic signals provides efficient progression of the traf-

fic stream through the street network. With efficient progression, vehicles can be served by a series of traffic signals without being stopped. The traffic signals in the City of Wyoming, including the traffic signals along state trunkline roadways, are a part of a master system coordinated by the City of Grand Rapids. The City of Grand Rapids has optimized the timings of several key corridors in Wyoming, including the east-west corridors of 54th Street, 44th Street, 36th Street, and Burton Street, and the north-south corridors of Wilson Avenue, Byron Center Avenue, and Division Avenue. MDOT optimized the traffic signal timings along 28th Street (M-11) in 2009.

Modern roundabouts are becoming more popular across the United States as an alternative method for controlling traffic at an intersection. The modern roundabout involves a circular roadway with entry and exit points. Approaching vehicles must yield at the roundabout entry and circulate counterclockwise until reaching the desired exit point. The modern roundabout has been shown to reduce crash severity, since vehicles are required to slow down in order to enter the roundabout. Crashes that occur at roundabouts are typically slow-speed sideswipe crashes. Modern roundabouts, if designed properly, can also serve high volumes of traffic at Levels of Service equal to or better than traffic signals.

The City of Wyoming constructed its first roundabout at the intersection of Jacob Street and Maple Tree Court, just west of Canal Avenue in the southwest corner of the city. Modern roundabouts at major intersections could also be considered at intersections such as the Burton Street/Burlingame Avenue/Lee Street intersection and at the I-196BL (Chicago Drive)/Godfrey Street intersection. These intersections may be good candidates for the modern roundabout, given the 6-legged nature of the Burton Street location and the skewed north approach at the I-196BS location. Additional study would be required, as standards of practice are still evolving for how best to handle pedestrians at both single-lane and multi-lane roundabouts.

2.7 On-Street Parking

The existence of on-street parking can impact the capacity of a street, as the presence of parked vehicles directly adjacent to the traffic stream tends to restrict the flow of traffic. The location of all on-street parking areas in the City of Wyoming is shown in Figure 2-7. When compared with Figure 2-2 and Figure 2-4, it can be seen that those streets which allow “on-street” parking are all low-volume streets without any existing capacity problems.

2.8 Crash Analysis

Crash records from January 1, 2007 through December 31, 2009 were analyzed for all thoroughfare intersections. A summary of the results are shown in the following tables:

Table 2-4a	I-196BS, Burton Street, and Porter Street (10 intersections)
Table 2-4b	M-11, Prairie Parkway, and 32 nd Street (18 intersections)
Table 2-4c	36 th Street and 54 th Street (17 intersections)
Table 2-4d	44 th Street, 52 nd Street, 56 th Street, and Gezon Parkway (16 intersections)

The tables include the three (3) most common crash types at each intersection as well as crash severity and crash rate statistics. Two (2) fatalities occurred during the 3-year period. Both of the fatal crashes took place in 2009.

Intersection crash rates were evaluated to determine which intersections had higher-than-average crash rates when compared to intersections with similar entering ADT. Table 2-5 lists intersections with higher-than-average crash rates and Figure 2-8 depicts the locations of these intersections. It should be noted that only limited data exists regarding the rate of crashes at intersections. The average crash rate data was supplied by the Southeast Michigan Council of Governments (SEMCOG), which is the Metropolitan Planning Organization (MPO) for the metropolitan Detroit area.

A total of 14 intersections (of 61 intersections studied) had higher-than-average crash rates. The following five (5) intersections were more than 50% above the average crash rate:

- M-11 @ Burlingame Avenue
- M-11 @ Michael Avenue
- M-11 @ Clyde Park Avenue
- M-11 @ Division Avenue
- 44th Street @ Clyde Park Avenue

These intersections as well as the other intersections with higher-than-average crash rates should be examined more closely to determine if any intersections have correctable crash patterns.

TABLE 2-4a
INTERSECTION CRASH ANALYSIS (I-196BS, BURTON STREET, AND PORTER STREET)

Intersection	Top 3 Crash Types		Total Crashes	% Injury Crashes	# of People Injured	ADT Entering Intersection	Average Crash Rate (per MEV*)	Actual Crash Rate (per MEV*)
	Crash Type	%						
I-196BS (Chicago Dr) @ Byron Center Avenue	Fixed Object	23.1	6	17.0	1	16,900	1.70	0.32
	Rear-End Straight	23.1						
	Side-Swipe Same	23.1						
I-196BS (Chicago Dr) @ Burlingame Avenue	Head-On Left-Turn	35.0	20	25.0	5	24,050	1.43	0.76
	Angle	35.0						
	Rear-End	15.0						
I-196BS (Chicago Dr) @ Godfrey Avenue	Rear-End Straight	33.3	24	29.2	10	20,000	1.70	1.10
	Head-On Left-Turn	20.8						
	Angle	20.8						
I-196BS (Chicago Dr) @ Clyde Park Avenue	Rear-End Straight	29.2	24	16.7	4	33,500	1.21	0.65
	Angle	16.7						
	Bicycle	12.5						
Burton Street @ Burlingame Avenue	Rear-End Straight	61.1	18	11.1	3	29,400	1.43	0.56
	Angle	11.1						
	Side-Swipe Same	5.6						
Burton Street @ Cleveland Avenue	Angle	25.0	8	50.0	4	22,900	1.43	0.32
	(6 Types)	12.5						
Burton Street @ Godfrey Avenue	Rear-End Straight	50.0	16	18.8	3	27,300	1.43	0.54
	Side-Swipe Same	18.8						
	Angle	18.8						
Burton Street @ Clyde Park Avenue	Rear-End Straight	37.3	59	20.3	14	42,300	1.14	1.27
	Angle	30.5						
	Head-On Left-Turn	10.2						
Porter Street @ Burlingame Avenue	Head-On Left-Turn	40.0	15	20.0	5	17,300	1.70	0.79
	Angle	26.7						
	Rear-End Straight	13.3						
Porter Street @ Byron Center Avenue	Angle	50.0	8	25.0	2	11,250	1.70	0.65
	(4 Types)	12.5						

*MEV – million entering vehicles

TABLE 2-4b
INTERSECTION CRASH ANALYSIS (M-11, PRAIRIE PARKWAY, AND 32ND STREET)

Intersection	Top 3 Crash Types		Total Crashes	% Injury Crashes	# of People Injured	ADT Entering Intersection	Average Crash Rate (per MEV*)	Actual Crash Rate (per MEV*)
	Crash Type	%						
M-11 (28 th Street) @ Byron Center Avenue	Rear-End Straight	33.3	60	31.7	22	36,650	1.21	1.50
	Angle	33.3						
	Head-On Left-Turn	11.7						
M-11 (28 th Street) @ Burlingame Avenue	Rear-End Straight	51.2	84	14.3	12	40,250	1.14	1.91
	Angle	13.1						
	Side-Swipe Same	10.7						
M-11 (28 th Street) @ Michael Avenue	Rear-End Straight	43.8	73	15.1	13	36,800	1.21	1.81
	Angle	20.5						
	Side-Swipe Same	17.8						
M-11 (28 th Street) @ Clyde Park Avenue	Rear-End Straight	43.9	98	26.5	33	44,800	1.14	2.00
	Angle	22.4						
	Side-Swipe Same	11.2						
M-11 (28 th Street) @ SB US-131	Rear-End Straight	57.8	45	22.2	11	42,200	1.14	0.97
	Side-Swipe Same	13.3						
	Angle	11.1						
M-11 (28 th Street) @ NB US-131	Rear-End Straight	69.4	36	19.4	8	44,100	1.14	0.75
	Angle	8.3						
	Rear-End Right-Turn	8.3						
M-11 (28 th Street) @ Buchanan Avenue	Rear-End Straight	45.8	72	22.2	26	47,350	1.14	1.39
	Side-Swipe Same	16.7						
	Angle	16.7						
M-11 (28 th Street) @ Division Avenue	Rear-End Straight	48.6	111	21.6	27	56,500	1.18	1.79
	Angle	18.2						
	Side-Swipe Same	13.5						
Prairie Parkway @ Byron Center Avenue	Angle	38.1	21	23.8	6	23,850	1.43	0.80
	Rear-End Straight	19.0						
	Side-Swipe Same	14.3						
Prairie Parkway @ Burlingame Avenue	Angle	58.6	29	24.1	10	24,000	1.43	1.10
	Rear-End Straight	20.7						
	Head-On Left-Turn	17.2						
Prairie Parkway @ Michael Avenue	Angle	40.0	10	10.0	1	18,350	1.70	0.50
	Fixed Object (4 Types)	20.0						
		10.0						
32 nd Street @ Michael Avenue	Side-Swipe Same (4 Types)	33.3	6	16.7	1	15,350	1.70	0.36
		16.7						
32 nd Street @ Clyde Park Avenue	Head-On Left-Turn	38.1	21	33.3	7	21,500	1.43	0.89
	Angle	28.6						
	Side-Swipe Same	19.0						
32 nd Street @ Buchanan Avenue	Angle	60.0	5	40.0	2	28,950	1.43	0.16
	Rear-End Straight	20.0						
	Side-Swipe Opp	20.0						
32 nd Street @ Division Avenue	Angle	41.9	43 (1 fatal)	41.9	25	40,100	1.14	0.98
	Rear-End Straight	30.2						
	Head-On Left-Turn	14.0						
32 nd Street @ Jefferson Avenue	Angle	28.6	7	57.1	5	12,700	1.70	0.50
	Head-On Left-Turn	14.3						
	Side-Swipe Same	14.3						
32 nd Street @ Madison Avenue	Head-On Left-Turn	33.3	6	33.3	2	15,050	1.70	0.36
	Angle	33.3						
	Rear-End Straight	33.3						
32 nd Street @ Eastern Avenue	Rear-End Straight	35.7	14	35.7	7	24,450	1.43	0.52
	Head-On Left-Turn	21.4						
	Angle	21.4						

*MEV – million entering vehicles

TABLE 2-4c
INTERSECTION CRASH ANALYSIS (36TH STREET AND 54TH STREET)

Intersection	Top 3 Crash Types		Total Crashes	% Injury Crashes	# of People Injured	ADT Entering Intersection	Average Crash Rate (per MEV*)	Actual Crash Rate (per MEV*)
	Crash Type	%						
36th Street @ Byron Center Avenue	Head-On Left-Turn	27.6	29	31.0	13	26,900	1.43	0.98
	Rear-End Straight	27.6						
	Angle	20.7						
36th Street @ Burlingame Avenue	Rear-End Straight	38.1	42	33.3	15	35,000	1.21	1.10
	Angle	23.1						
	Head-On Left-Turn	11.9						
36th Street @ Michael Avenue	Angle	28.6	28	39.3	18	29,000	1.43	0.88
	Rear-End Straight	25.0						
	Head-On Left-Turn	21.4						
36th Street @ Clyde Park Avenue	Rear-End Straight	34.6	52	26.9	20	37,350	1.21	1.27
	Angle	28.8						
	Head-On Left-Turn	13.5						
36th Street @ SB US-131	Rear-End Straight	37.5	40	15.0	9	35,400	1.21	1.03
	Angle	27.5						
	Side-Swipe Same	17.5						
36 Street @ NB US-131	Rear-End Straight	32.1	28	17.9	8	33,700	1.21	0.76
	Head-On Left-Turn	25.0						
	Angle	14.3						
36th Street @ Clay Avenue	Rear-End Straight	50.0	12	33.3	4	30,700	1.21	0.36
	Bicycle	16.7						
	Angle	16.7						
36th Street @ Buchanan Avenue	Rear-End Straight	24.0	25	44.0	15	35,900	1.21	0.64
	Head-On Left-Turn	24.0						
	Side-Swipe Same	20.0						
36th Street @ Division Avenue	Rear-End Straight	51.1	47	25.5	17	48,050	1.14	0.89
	Angle	23.4						
	Head-On Left-Turn	17.0						
36th Street @ Jefferson Avenue	Angle	46.1	13	46.2	10	23,400	1.43	0.51
	Head-On Left-Turn	30.8						
	Side-Swipe Same	7.7						
36th Street @ Madison Avenue	Angle Straight	40.0	20	20.0	5	27,700	1.43	0.66
	Rear-End Straight	25.0						
	Rear-End Right-Turn	10.0						
36th Street @ Eastern Avenue	Rear-End Straight	34.8	23 (1 fatal)	21.7	5	34,500	1.21	0.61
	Head-On Left-Turn	21.7						
	Angle	17.4						
54th Street @ Gezon Parkway / Clyde Park Avenue	Rear-End Straight	52.5	59	23.7	15	44,100	1.14	1.22
	Side-Swipe Same	16.9						
	Angle	11.9						
54th Street @ SB US-131	Rear-End Straight	60.1	46	13.0	7	47,700	1.14	0.88
	Angle	15.2						
	Side-Swipe Same	8.7						
54th Street @ NB US-131	Rear-End Straight	58.6	29	20.7	8	47,800	1.14	0.55
	Side-Swipe Same	13.8						
	Angle	10.3						
54th Street @ Clay Avenue	Rear-End Straight	85.7	28	17.9	6	47,900	1.14	0.53
	Other	7.1						
	Head-On Left-Turn	3.6						
54th Street @ Division Avenue	Angle	32.9	82	24.4	25	59,000	1.18	1.27
	Rear-End Straight	26.8						
	Side-Swipe Same	14.6						

*MEV – million entering vehicles

TABLE 2-4d
INTERSECTION CRASH ANALYSIS (44TH STREET, 52ND STREET, 56TH STREET, AND GEZON PARKWAY)

Intersection	Top 3 Crash Types		Total Crashes	% Injury Crashes	# of People Injured	ADT Entering Intersection	Average Crash Rate (per MEV*)	Actual Crash Rate (per MEV*)
	Crash Type	%						
44th Street @ Byron Center Ave	Rear-End Straight	45.6	90	28.9	32	50,800	1.18	1.62
	Head-On Left-Turn	17.8						
	Angle	15.6						
44th Street @ Burlingame Avenue	Rear-End Straight	56.7	60	30.0	22	42,900	1.14	1.28
	Angle	10.0						
	Head-On Left-Turn	6.7						
44th Street @ Clyde Park Avenue	Rear-End Straight	44.2	86	18.6	18	44,800	1.14	1.75
	Angle	19.8						
	Side-Swipe Same	16.3						
44th Street @ SB US-131	Rear-End Straight	43.1	51	19.6	13	42,600	1.14	1.09
	Angle	21.6						
	Side-Swipe Same	13.7						
44th Street @ NB US-131	Rear-End Straight	45.0	40	15.0	9	36,100	1.21	1.01
	Angle	30.0						
	Head-On Left-Turn	10.0						
44th Street @ Clay Ave	Rear-End Straight	40.0	45	13.3	11	35,000	1.21	1.17
	Side-Swipe Same	24.4						
	Angle	17.8						
44th Street @ Buchanan Avenue	Angle	38.9	18	33.3	6	34,400	1.21	0.48
	Rear-End Straight	27.8						
	Head-On Left-Turn	11.1						
44th Street @ Division Avenue	Rear-End Straight	48.8	84	29.8	29	49,700	1.14	1.54
	Side-Swipe Same	15.5						
	Angle	14.3						
44th Street @ Roger B Chaffee Blvd	Rear-End Straight	44.4	18	44.4	8	26,300	1.43	0.63
	Side-Swipe Same	16.7						
	Fixed Object	11.1						
52nd Street @ Wilson Avenue	Rear-End Straight	40.0	10	10.0	1	23,150	1.43	0.39
	Side-Swipe Same	30.0						
	Angle	10.0						
52nd Street @ Ivanrest Avenue	Angle	42.9	14	21.4	4	17,050	1.70	0.75
	Rear-End Straight	21.4						
	Head-On Left-Turn	14.3						
52nd Street @ Byron Center Avenue	Head-On Left-Turn	31.8	22	36.4	11	28,550	1.43	0.70
	Rear-End Straight	27.3						
	Angle	27.3						
52nd Street @ Burlingame Avenue	Angle	45.5	11	45.5	6	14,550	1.70	0.69
	Rear-End Straight	18.2						
	(4 Types)	9.1						
56th Street @ Wilson Avenue	Rear-End Straight	44.4	9	11.1	2	21,400	1.43	0.38
	Fixed Object	22.2						
	Head-On Left-Turn	11.1						
56th Street @ Gezon Parkway	Rear-End Straight	25.0	44	13.6	6	34,950	1.21	1.15
	Angle	25.0						
	Head-On Left-Turn	9.1						
Gezon Parkway @ Burlingame Avenue	Rear-End Straight	38.5	13	23.1	3	22,600	1.43	0.53
	Head-On Left-Turn	23.1						
	Angle	15.4						

*MEV – million entering vehicles

TABLE 2-5
INTERSECTIONS WITH HIGHER-THAN-AVERAGE CRASH RATES (2007-2009)

Entering ADT Range	Intersection	ADT Entering Intersection	Average Crash Rate (1)	Actual Crash Rate*
30,000– 40,000 ADT	M-11 @ Michael Avenue	36,800	1.21 *	1.81
	M-11 @ Byron Center Avenue	36,650		1.50
	36 th Street @ Clyde Park Avenue	37,350		1.27
40,000– 50,000 ADT	M-11 @ Clyde Park Avenue	44,800	1.14 *	2.00
	M-11 @ Burlingame Avenue	40,250		1.91
	44 th Street @ Clyde Park Avenue	44,800		1.75
	44 th Street @ Division Avenue	49,700		1.54
	M-11 @ Buchanan Avenue	47,350		1.39
	54 th Street @ Gezon Parkway/ Clyde Park Avenue	44,100		1.32
	44 th Street @ Burlingame Avenue	42,900		1.28
	Burton Street @ Clyde Park Avenue	42,300		1.27
Over 50,000 ADT	M-11 @ Division Avenue	56,500	1.18 *	1.79
	44 th Street @ Byron Center Avenue	50,800		1.62
	54 th Street @ Division Avenue	59,000		1.27

(1) Source: Southeast Michigan Council of Governments (SEMCOG), Traffic Safety Manual, 2nd Edition.
* crashes per Million Entering Vehicles (MEV)

2.9 Existing Speed Limits, Truck Routes, Transit Routes, and Non-Motorized Network

The City of Wyoming is modifying the speed limits on its major thoroughfares to comply with Public Act 85 of 2006 and is reviewing the adequacy of its system of truck routes, transit routes, and non-motorized facilities.

Speed Limits

Figure 2-9 shows the speed limit of each of the City's thoroughfares, as modified to comply with Public Act 85 (Michigan Compiled Law, Chapter 257 (Motor Vehicles), Section 627, modified in 2006). Public Act 85 describes new criteria for how speed limits can be established. The prima facie speed limit is based on the number of access points (driveways and intersections), but can otherwise be set higher or lower if an engineering study determines it is appropriate to do so. Most drivers will drive at a speed that enables them to safely respond to potential roadside hazards, so engineering studies typically use the 85th-percentile speed (the speed such that 85% of motorists drive at that speed or lower) to determine what a reasonable speed limit should be. There are various exceptions that allow for fixed lower speed limits (such as in platted residential areas or in the vicinity of schools).

The City of Wyoming posts the speed limit on each city thoroughfare based on engineering studies that determine the 85th-percentile speed.

Truck Routes

Figure 2-10 shows the City's truck route system.

Transit Routes

Figure 2-11 shows the City's current transit route system, which is a fixed-route transit service.

The City of Wyoming is a partner in the Interurban Transit Partnership (ITP) through which the city receives transit bus service called *The Rapid*. In early 2007, the Rapid completed a preliminary study that involved a review of numerous transportation corridors in the Grand Rapids area for application of major public transportation investment. Division Avenue from 60th Street in Wyoming/Kentwood border northerly into downtown Grand Rapids surfaced as the preferred route for application of Bus Rapid Transit (BRT) to connect a highly-transit-dependent population with major employment centers in downtown Grand Rapids. BRT is a system of buses traveling on a corridor in such a way as to emulate the speed, comfort, and convenience of a rail transit system.

Division Avenue BRT would allow “buses only” in the outside lane of Division Avenue during certain peak hours (AM and PM). Passenger cars and trucks would be able to use the outside lane only to turn right at key intersections. Studies are currently ongoing in order to determine what impact the use of “bus only” lanes will have on the capacity of Division Avenue.

Each bus and a handful of signalized intersections along Division Avenue would be outfit with “transit signal priority” technology which would allow the extension of the green signal phase in order to ensure that the bus makes it through the cross-street intersection. The extra green time would be taken from the side street green time. The intersections at Burton Street, 28th Street (M-11), 36th Street, 44th Street, and 54th Street would likely be excluded from using transit signal priority due to the heavy volumes of traffic on these east-west thoroughfares which lack any excess green time during peak hours.

The Division Avenue BRT project is included in the Rapid’s Regional Long Range Plan. The Rapid has applied for federal funding from the Federal Transit Administration (FTA), since the Division Avenue BRT meets the requirements of the FTA’s Very Small Starts Program. The total project cost (minus the cost of BRT vehicles) is \$36.3 million. An Environmental Assessment for Division Avenue BRT is currently being completed, which will be closely followed by preliminary design.

Non-Motorized Network

Like many cities, the City of Wyoming has been built to accommodate mobility patterns that are best supported by the automobile. Additional non-motorized connections within and through the City are desirable. Based on feedback from City personnel, there are a substantial number of non-motorized users that are primarily recreational in nature. Non-motorized users that do not have other available mobility alternatives are more prevalent in the dense, urban portion of Wyoming, and less common in the suburban and rural areas of the City. While there is typically a sociological and economic relationship that influences the number of non-motorized users who have no other mobility options, more households may choose to use non-motorized facilities if and when future improvements are made to the non-motorized network.

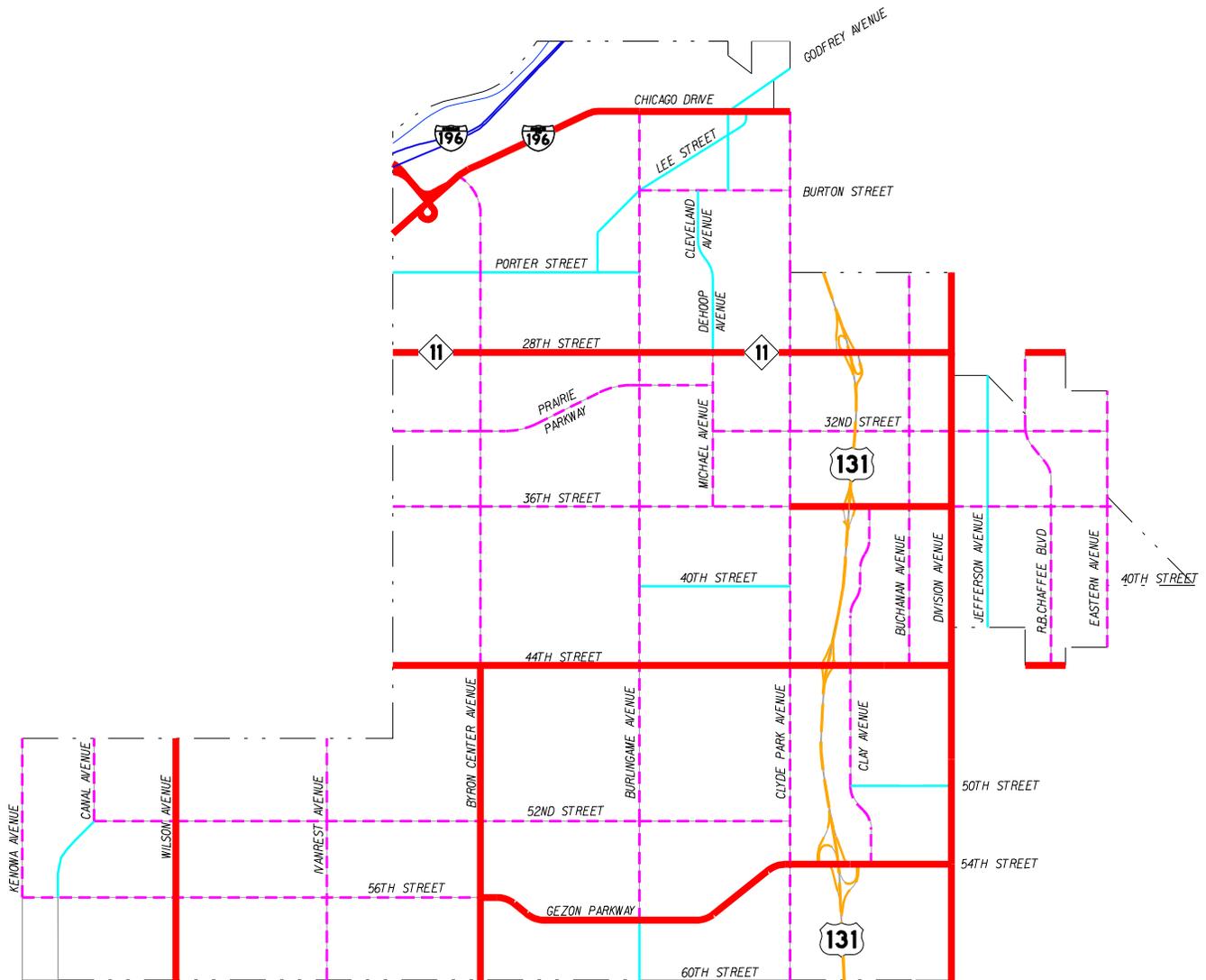
The City has not completed a formal process of detailing the long-term non-motorized needs; however, the City has capitalized on several opportunities to provide recreational facilities, including the Kent Trails, the Interurban Trail, and Buck Creek Trail.

Figure 2-12 shows the existing non-motorized facilities within and nearby the City. Most of the City’s residential streets and major thoroughfares are lined with sidewalks.

The State of Michigan became the fourteenth state to enact “complete streets” legislation when Public Acts 134 and 135 of 2010 were signed into law in August. The legislation requires the needs of pedestrians, bicyclists, people with disabilities, and transit users to be considered in all roadway projects. The legislation also acknowledges that road planning needs vary depending on the setting (rural, urban, suburban) and that cost factors must also be considered.

LEGEND:

- INTERSTATES
- OTHER FREEWAYS
- OTHER PRINCIPAL ARTERIALS
- - - MINOR ARTERIALS
- COLLECTORS
- LOCAL STREETS



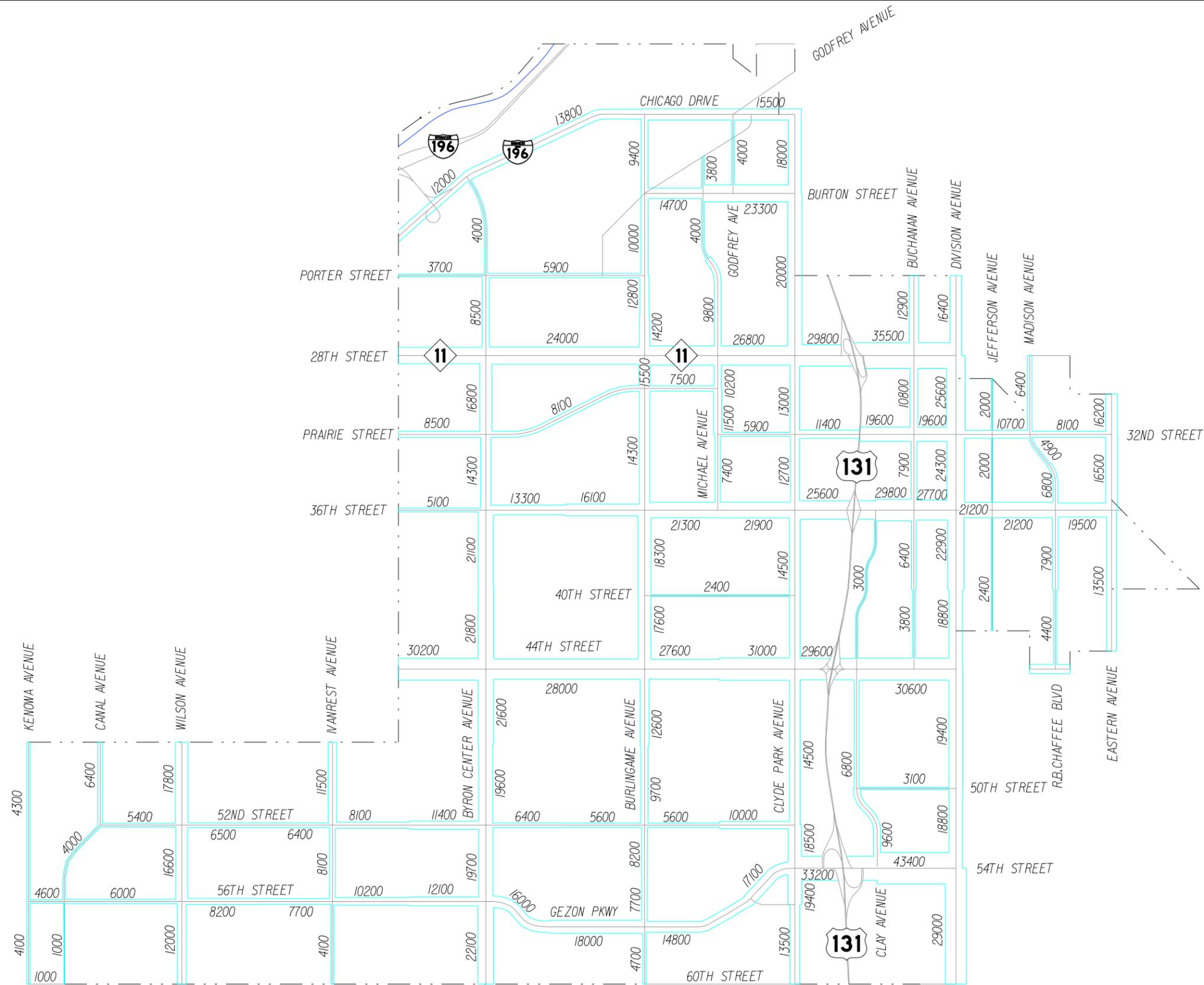
CITY OF WYOMING 2035 THOROUGHFARE PLAN



URS

**EXISTING
FUNCTIONAL CLASSIFICATION**

**FIGURE
2-1**



NOTES

- 1) 2008 ADT DATA USED IN PLACE OF 2009 ADT DATA ON 44TH STREET DUE TO MAJOR CONSTRUCTION AT THE US-131/44TH STREET INTERCHANGE
- 2) 2008 ADT DATA USED WHERE 2009 ADT DATA NOT AVAILABLE

DATA SOURCES:
CITY OF WYOMING, MDT, URS CORPORATION

CITY OF WYOMING 2035 THOROUGHFARE PLAN



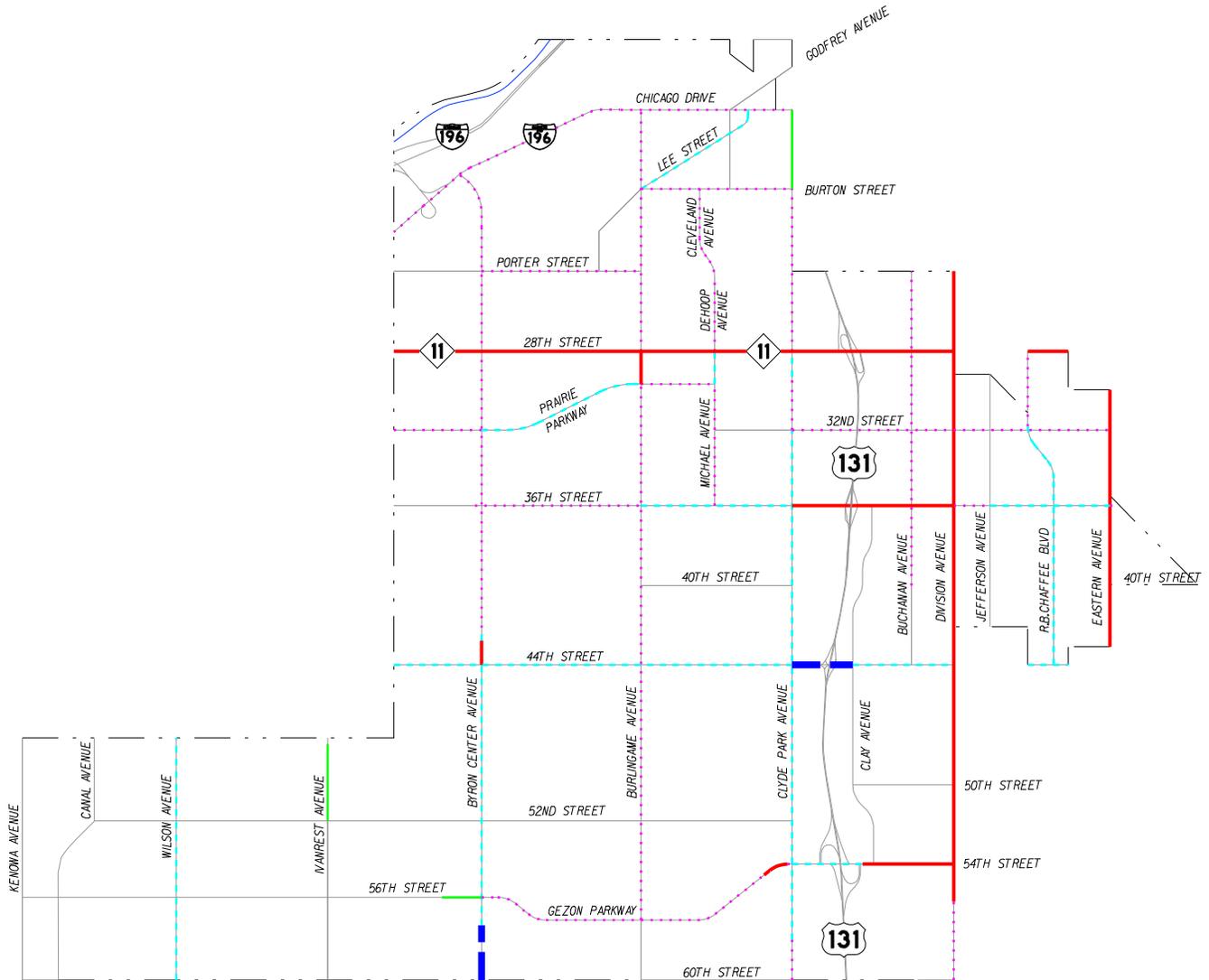
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**EXISTING (2009)
AVERAGE DAILY TRAFFIC**

**FIGURE
2-2**

LEGEND:

- 6-LANE DIVIDED
- 5-LANE UNDIVIDED
- - - 4-LANE DIVIDED
- - - 4-LANE UNDIVIDED
- 3-LANE UNDIVIDED
- 2-LANE UNDIVIDED



CITY OF WYOMING 2035 THOROUGHFARE PLAN



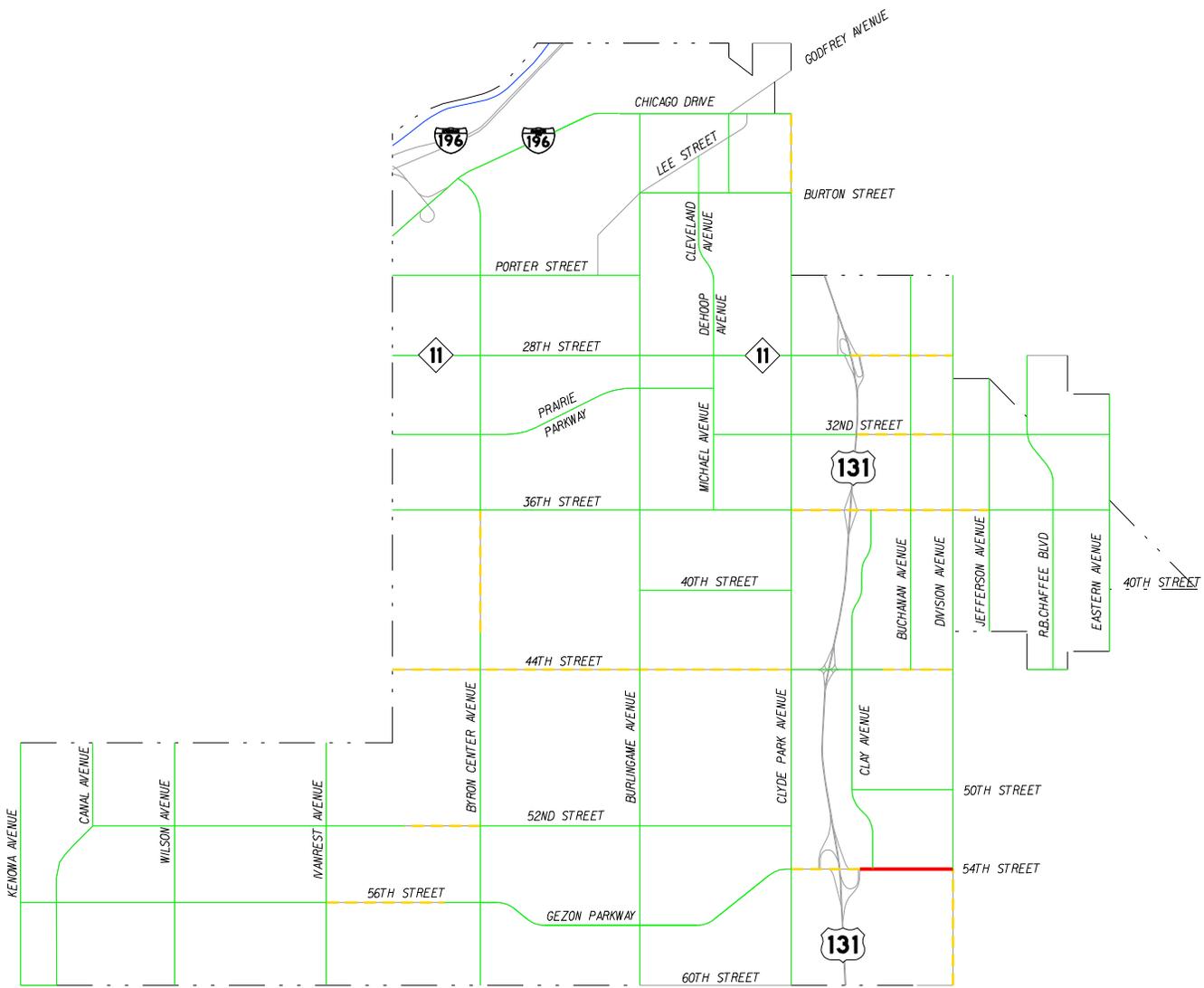
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EXISTING NUMBER OF LANES

**FIGURE
2-3**

LEGEND:

	LOS E-F
	LOS D
	LOS A-C

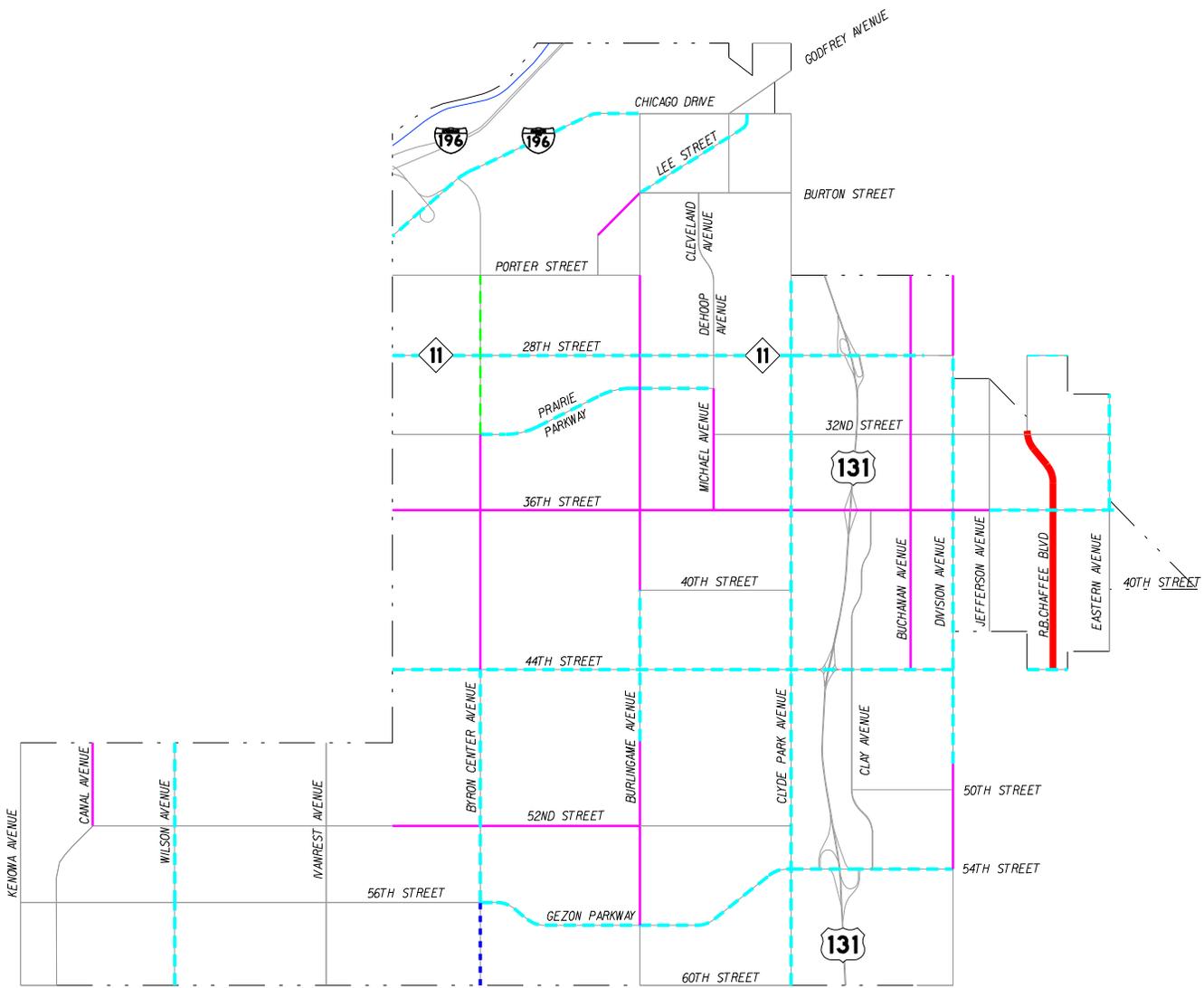


CITY OF WYOMING 2035 THOROUGHFARE PLAN

			<p>EXISTING (2009) PEAK-HOUR LEVEL OF SERVICE</p>	<p>FIGURE 2-4</p>
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LEGEND:

	150 FEET
	125 FEET
	100 FEET
	80 FEET
	73 FEET
	66 FEET



CITY OF WYOMING 2035 THOROUGHFARE PLAN



EXISTING RIGHT OF WAY

FIGURE
2-5



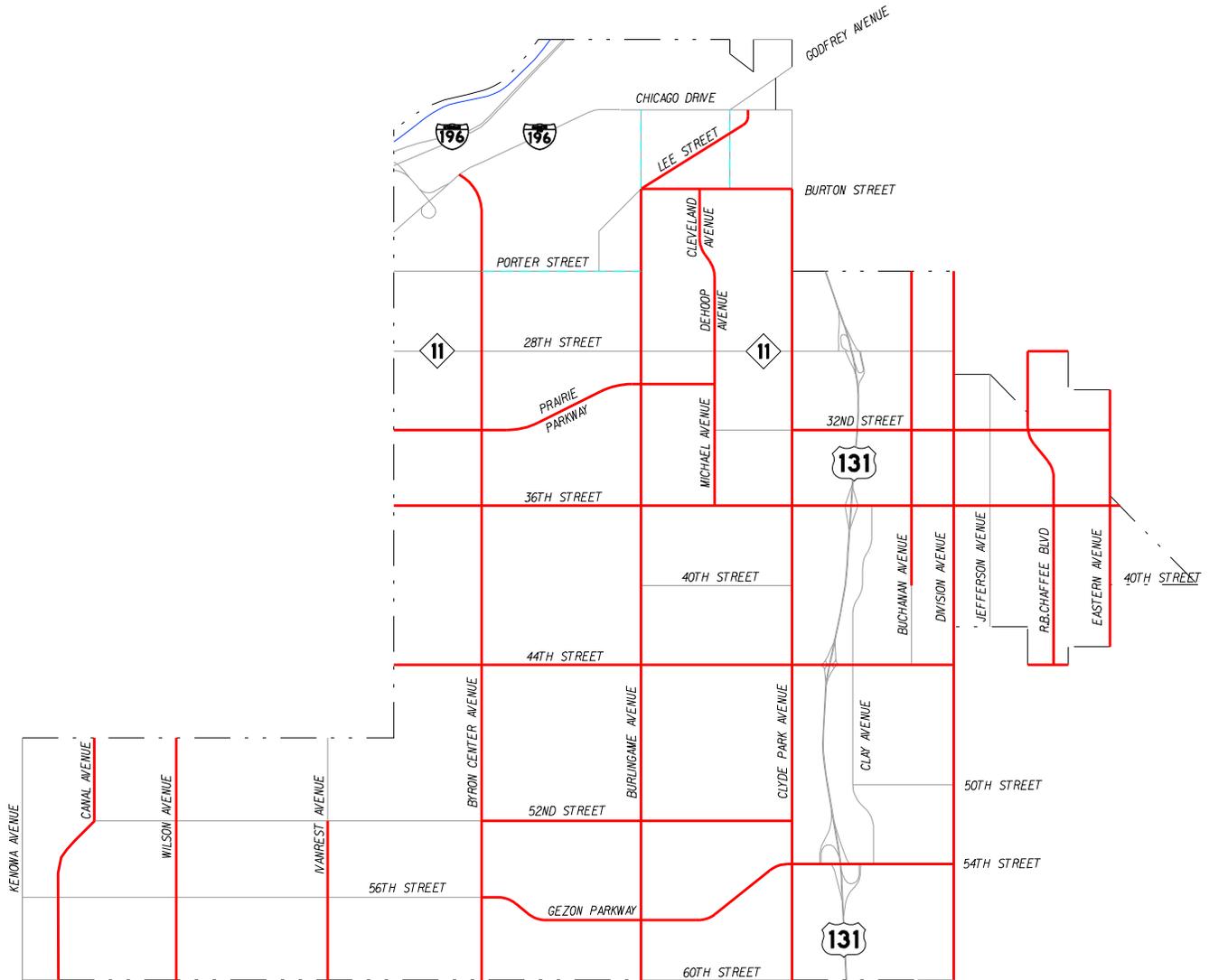
LEGEND:	
●	SIGNALIZED INTERSECTION
■	SIGNALIZED 4-WAY STOP

CITY OF WYOMING 2035 THOROUGHFARE PLAN

			<p>EXISTING TRAFFIC SIGNALS</p>	<p>FIGURE 2-6</p>
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LEGEND:

- NO PARKING AT ANY TIME
- - - NO PARKING (6-9AM, 3-6PM, M-F)
- PARKING RESTRICTIONS ARE NOT POSTED



CITY OF WYOMING 2035 THOROUGHFARE PLAN



URS

EXISTING PARKING RESTRICTIONS

**FIGURE
2-7**



LEGEND:

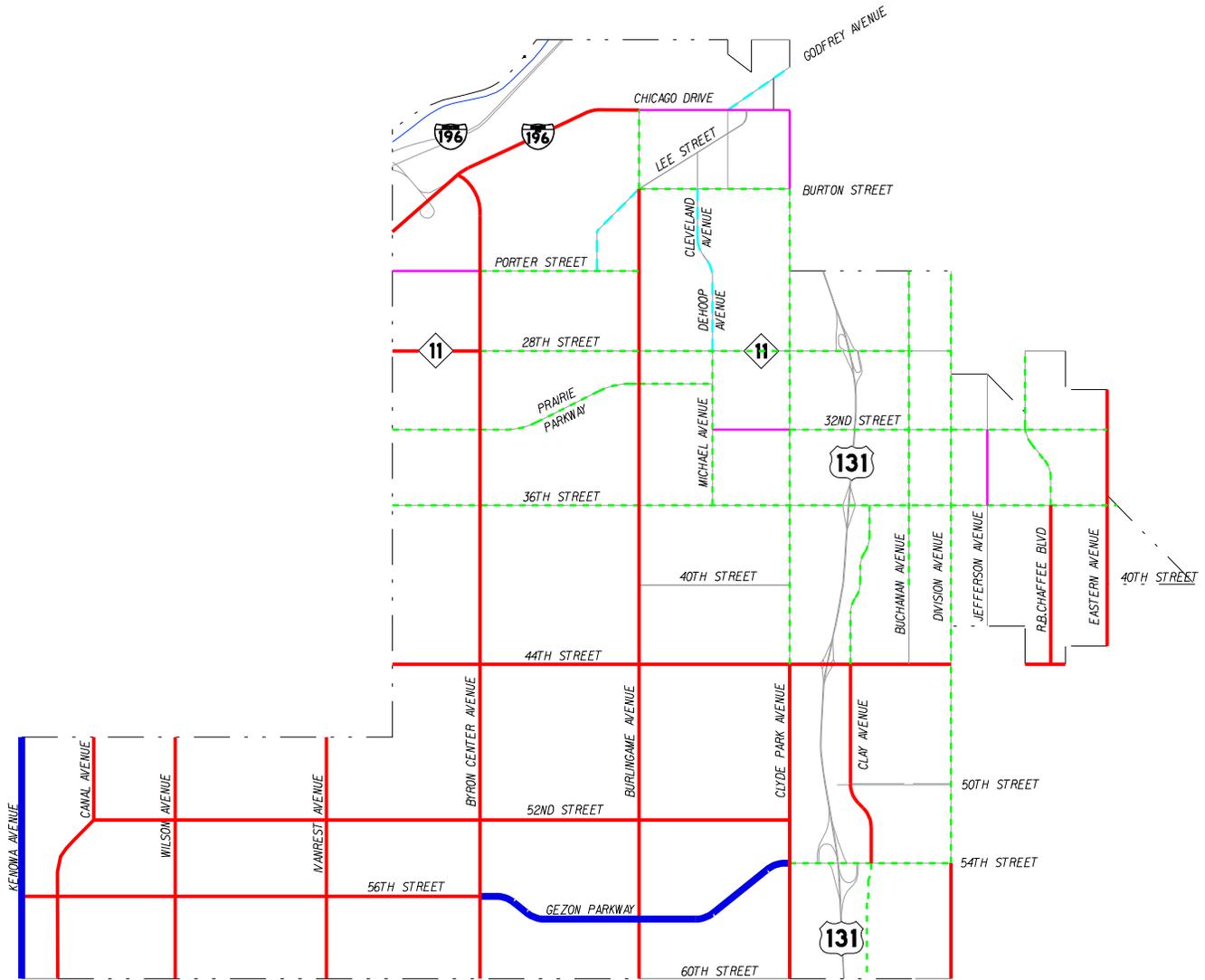
- SIGNALIZED INTERSECTION
- SIGNALIZED 4-WAY STOP
- HIGHER-THAN-AVERAGE CRASH RATE (SEE TABLE 2.5)

CITY OF WYOMING 2035 THOROUGHFARE PLAN

			<p>INTERSECTIONS WITH HIGHER-THAN-AVERAGE CRASH RATES</p>	<p>FIGURE 2-8</p>
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LEGEND:

- SPEED LIMIT 50
- SPEED LIMIT 45
- - - SPEED LIMIT 40
- SPEED LIMIT 35
- - - SPEED LIMIT 30
- SPEED LIMIT 25



NOTE:
I-196 AND US-131 SPEED LIMIT IS 70 MPH.

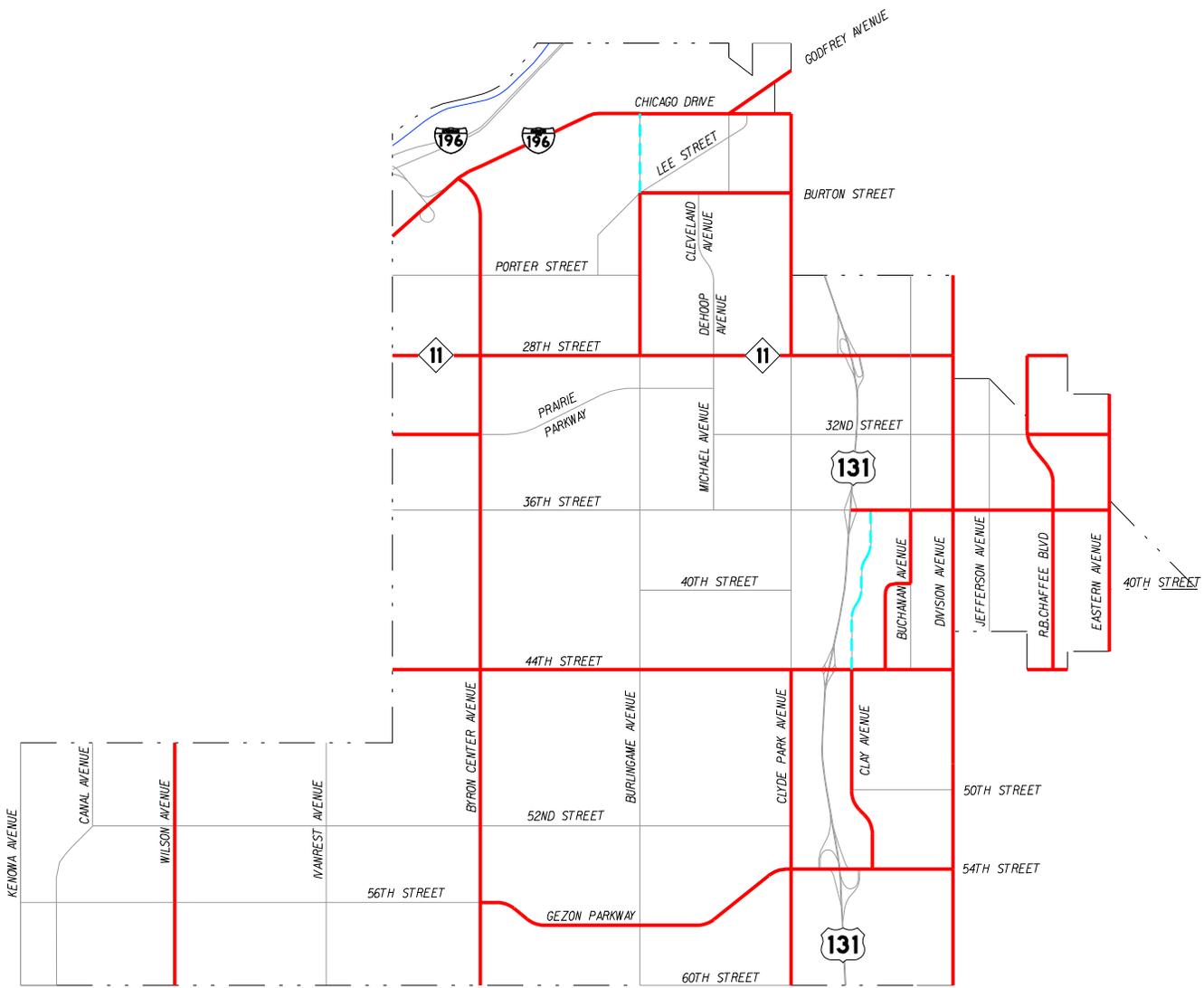
CITY OF WYOMING 2035 THOROUGHFARE PLAN



EXISTING SPEED LIMITS

FIGURE
2-9

LEGEND:	
	TRUCK ROUTE
	TRUCK ROUTE (6AM - 7PM)



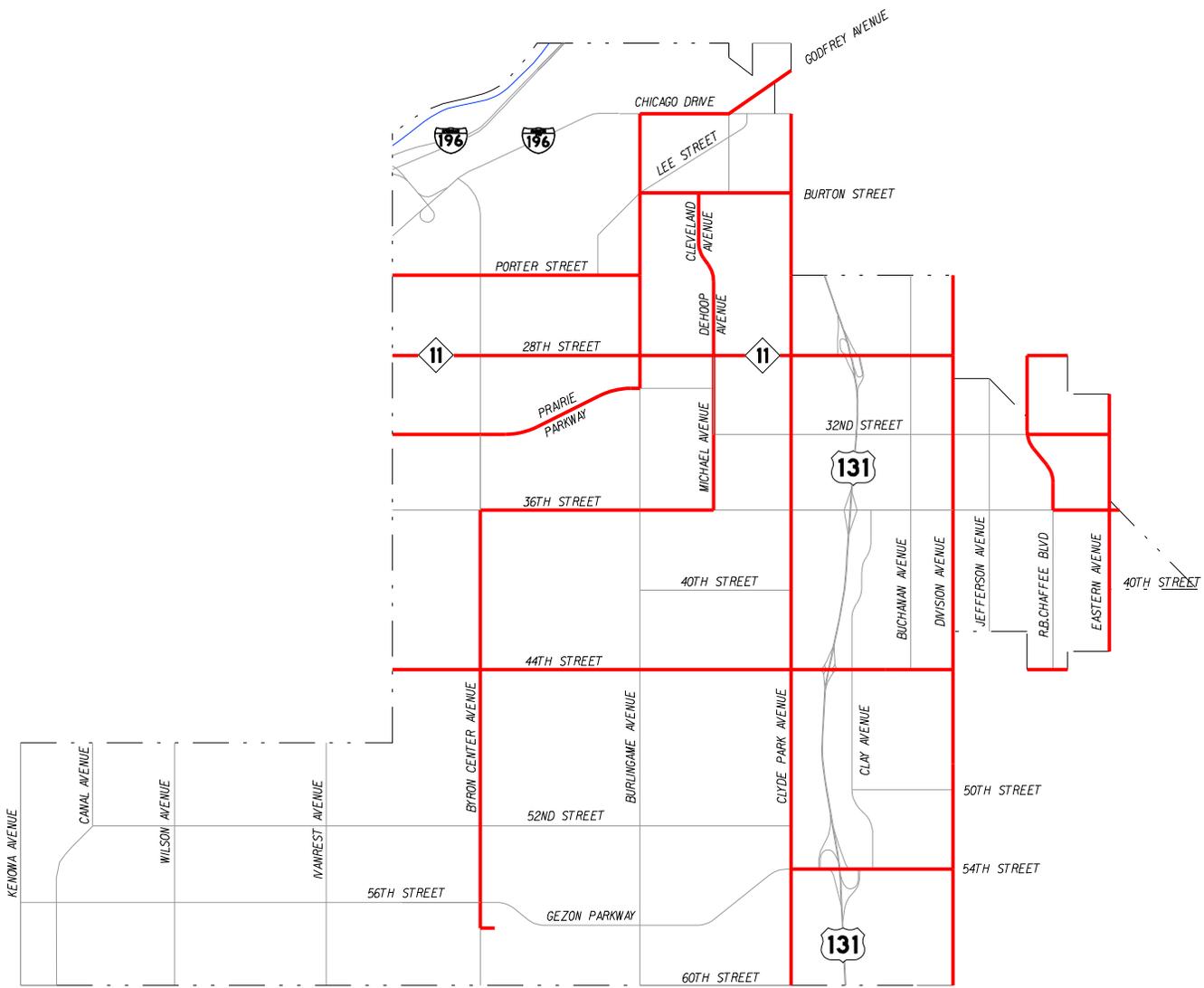
CITY OF WYOMING 2035 THOROUGHFARE PLAN



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EXISTING TRUCK ROUTES

**FIGURE
2-10**

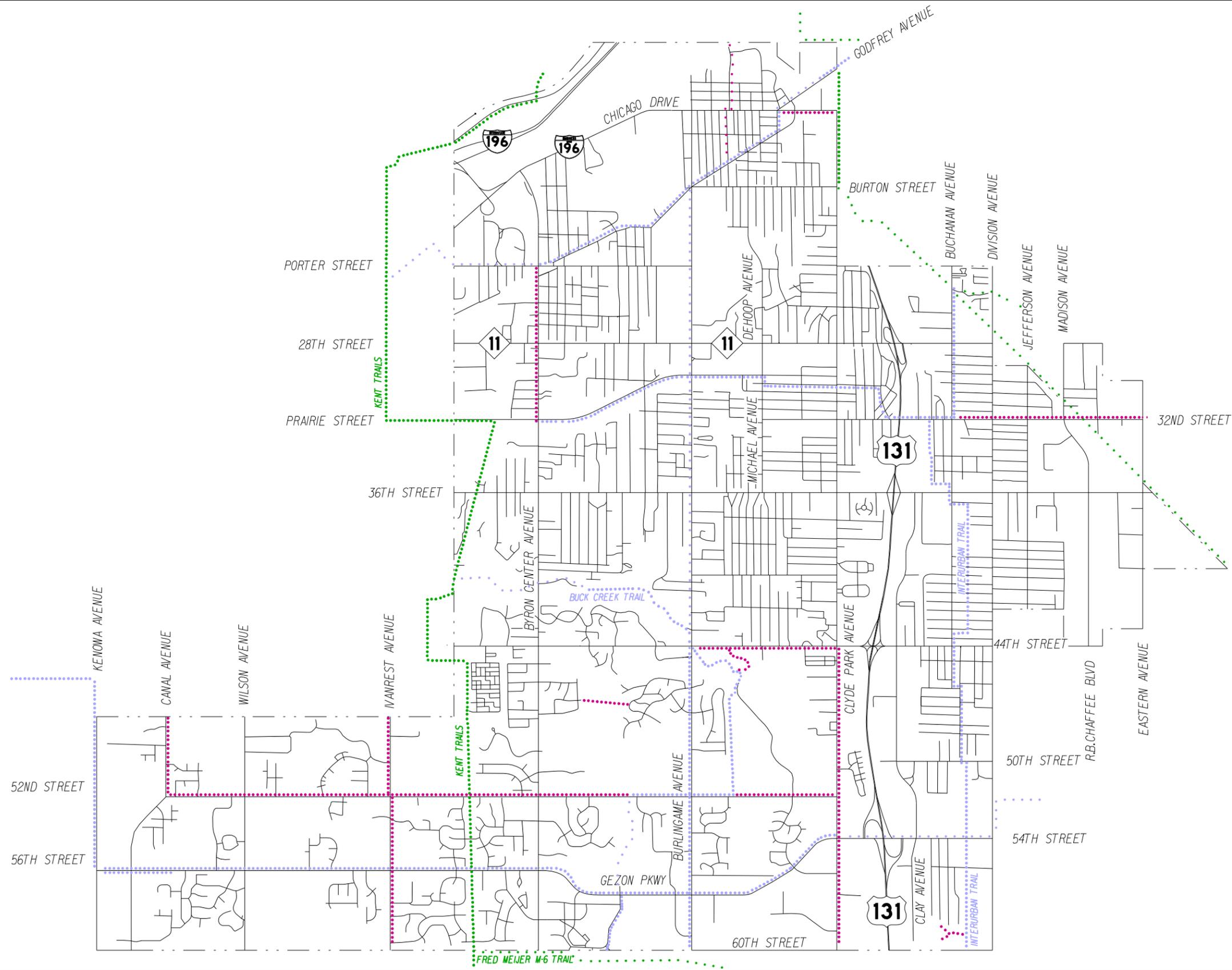


LEGEND:
 TRANSIT ROUTE (THE RAPID)

SOURCE: INTERURBAN TRANSIT PARTNERSHIP

CITY OF WYOMING 2035 THOROUGHFARE PLAN

			<h2>EXISTING TRANSIT ROUTES</h2>	<p>FIGURE 2-11</p>
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LEGEND

- ⋯⋯⋯ REGIONAL EXISTING
- ⋯⋯⋯ REGIONAL PROPOSED
- ⋯⋯⋯ LOCAL MAJOR EXISTING
- ⋯⋯⋯ LOCAL MAJOR PROPOSED
- ⋯⋯⋯ LOCAL MINOR EXISTING
- ⋯⋯⋯ LOCAL MAJOR PROPOSED

DATA SOURCES: CITY OF WYOMING, URS



URS

CITY OF WYOMING 2035 THOROUGHFARE PLAN

**EXISTING
NON-MOTORIZED FACILITIES**

**FIGURE
2-12**

3.0 FUTURE (2035) CONDITIONS

This section contains an analysis of design year (2035) traffic operations and Level-of-Service on City of Wyoming thoroughfares. The transportation planning model developed by the Grand Valley Metro Council (GVMC) for the Grand Rapids metropolitan area was used to project traffic volumes in the City of Wyoming for the year 2035. The GVMC planning model utilizes future land-use projections and socioeconomic data to estimate the number of trips generated on each link in the roadway network. The GVMC planning model projections are calibrated against a network containing actual 2009 traffic volumes.

3.1 Future Year (2035) Traffic Projections

The GVMC planning model network analysis of Base Case conditions assumes that the laneage of all city thoroughfares is the same as existing (2009) laneage. The model also assumes implementation of Bus Rapid Transit along the Division Avenue corridor as discussed on page 2-6. Future land use data for the City of Wyoming was supplied to GVMC by the City prior to calibration of the planning model by GVMC. The Average Daily Traffic (ADT) projections on City of Wyoming thoroughfares for the analysis of Base Case conditions are shown in Figure 3-1. Projections were developed by comparing base (2009) model and future (2035) model ADT volumes and applying the percent change in model ADT to actual (2009) traffic volumes.

Table 3-1 depicts a comparison of existing (2009) ADT values against projected (2035) ADT values for a variety of thoroughfares in the city. A review of Table 3-1 indicates that much of the growth in traffic volumes is anticipated in the southern and western parts of the city where residential, commercial, and industrial development is ongoing. Traffic volumes along thoroughfares such as Wilson Avenue, Ivanrest Avenue, Byron Center Avenue, Gezon Parkway, and 56th Street are projected to experience the greatest levels of traffic growth. 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. Traffic volumes on Division Avenue are anticipated to increase due to the presence of BRT and the associated transit-oriented development which is anticipated along the Division Avenue corridor.

TABLE 3-1
TRAFFIC VOLUME COMPARISON ON VARIOUS THOROUGHFARES (2009 TO 2035)

Thoroughfare	Location	Actual ADT (2009)	Projected ADT (2035)*	% Change
Wilson Avenue	Just south of 52 nd Street	16,600	22,200	34%
56 th Street	Just west of Byron Center Avenue	12,100	16,100	33%
Ivanrest Avenue	Just north of 52 nd Street	11,500	14,100	23%
Gezon Parkway	Just east of Byron Center Avenue	16,000	19,200	20%
36 th Street	Just east of US-131	25,600	30,600	20%
Division Avenue	Just south of 36 th Street	22,900	27,100	18%
Byron Center Avenue	Just south of 52 nd Street	19,700	22,800	16%
54 th Street	Just east of Clay Avenue	43,400	50,000	15%
Eastern Avenue	Just south of 36 th Street	13,500	15,500	15%
M-11	Just west of Byron Center Avenue	24,000	27,200	13%
44 th Street	Just east of US-131	29,600	33,400	13%
Clyde Park Avenue	Just south of 44 th Street	14,500	16,200	12%
Byron Center Avenue	Just north of 36 th Street	14,300	15,400	8%
52 nd Street	Just west of Clyde Park Avenue	10,000	10,700	7%
Burlingame Avenue	Just north of M-11	14,200	14,400	1%

*Source: Grand Valley Metropolitan Council traffic demand model.

3.2 Future Year (2035) Volume-to-Capacity Ratio

The ADT projections shown in Figure 3-1 were used to estimate future year (2035) peak-hour “volume-to-capacity” ratios for each thoroughfare in the City of Wyoming. The volume-to-capacity (v/c) ratio is a measure that can be used to determine whether a thoroughfare is able to service the traffic demand. Ratios of v/c that are greater than 1.0 are indicative of roadways that experience traffic demand that is greater than the road’s capacity. Such roads are in need of capacity improvements (construction of additional through lanes, intersection improvements, etc.). A v/c ratio in the range of 0.8 to 1.0 indicates a roadway that is approaching the need for additional through-lane capacity. Ratios less than 0.8 describe roadways with sufficient capacity. The projected (2035) v/c ratios for the various thoroughfares in the city are displayed in Figure 3-2.

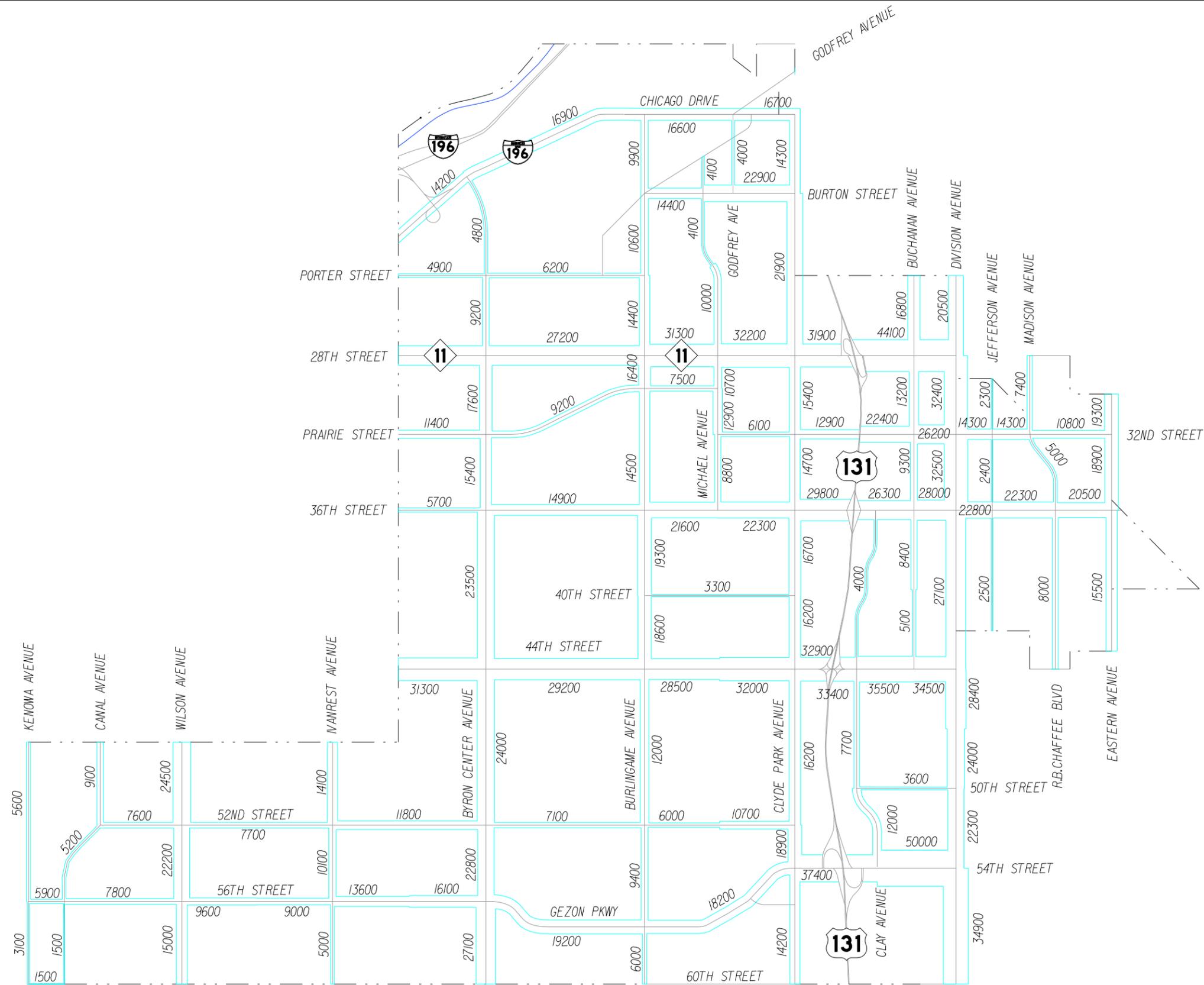
Roadway segments projected to operate with v/c ratios greater than 0.9 are also listed in Table 3-2. Segments with a v/c ratio exceeding 1.0 are shaded and bolded in Table 3-2. The roadway segments with projected v/c ratios greater than 1.0 are in the greatest need of capacity improvement.

TABLE 3-2
ROADWAY SEGMENTS WITH PROJECTED (2035) v/c RATIOS GREATER THAN 0.9

Thoroughfare	Segment	Roadway Type*	ADT (2035)	v/c ratio
EAST – WEST THOROUGHFARES				
M-11 (28 th Street)	Michael Avenue to Clyde Park Avenue	5L-U	26,800	0.93
	Clyde Park Avenue to US-131		29,800	0.92
	US-131 to Buchanan Avenue		35,500	1.27
	Buchanan Avenue to Division Avenue		35,700	1.27
32 nd Street	Buchanan Avenue to Division Avenue	4L-U	26,200	0.99
44 th Street	Burlingame Avenue to Clyde Park	4L-D	32,000	0.92
	Clay Avenue to Buchanan Avenue		35,500	1.02
	Buchanan Avenue to Division Avenue		34,500	0.99
52 nd Street	Ivanrest Avenue to Byron Center Avenue	2L-U	11,800	0.98
54 th Street	Clyde Park Avenue to US-131	4L-D	37,400	1.07
	US-131 to Clay Avenue	5L-U	37,400	1.07
	Clay Avenue to Division Avenue		50,000	1.44
56 th Street	Ivanrest Avenue to Byron Center Avenue	2L-U / 3L-U	16,100	1.33
NORTH – SOUTH THOROUGHFARES				
Ivanrest Avenue	52 nd Street to North City Limit	3L-U	14,100	1.16
Clay Avenue	54 th Street to 50 th Street	2L-U	12,000	0.99
Division Avenue	60 th Street to 54 th Street	5L-U / 4L-U	34,900	1.32
	36 th Street to 32 nd Street	5L-U	32,500	0.93
	32 nd Street to 36 th Street		32,400	0.93

*L = Lane, D = Divided, U = Undivided (5L-U = 5-Lane Undivided)

As shown in Table 3-2, various segments of M-11 (28th Street), 44th Street, 54th Street, 56th Street, Ivanrest Avenue, and Division Avenue are in need of some form of capacity improvement in order to reduce the projected (2035) v/c ratio to something below 1.0.



NOTES

1) 2035 ADT PROJECTIONS WERE DEVELOPED BY COMPARING BASE (2009) AND FUTURE (2035) MODEL ADT VOLUMES AND APPLYING THE PERCENT CHANGE IN MODEL ADT TO ACTUAL (2009) TRAFFIC VOLUMES.

CITY OF WYOMING 2035 THOROUGHFARE PLAN



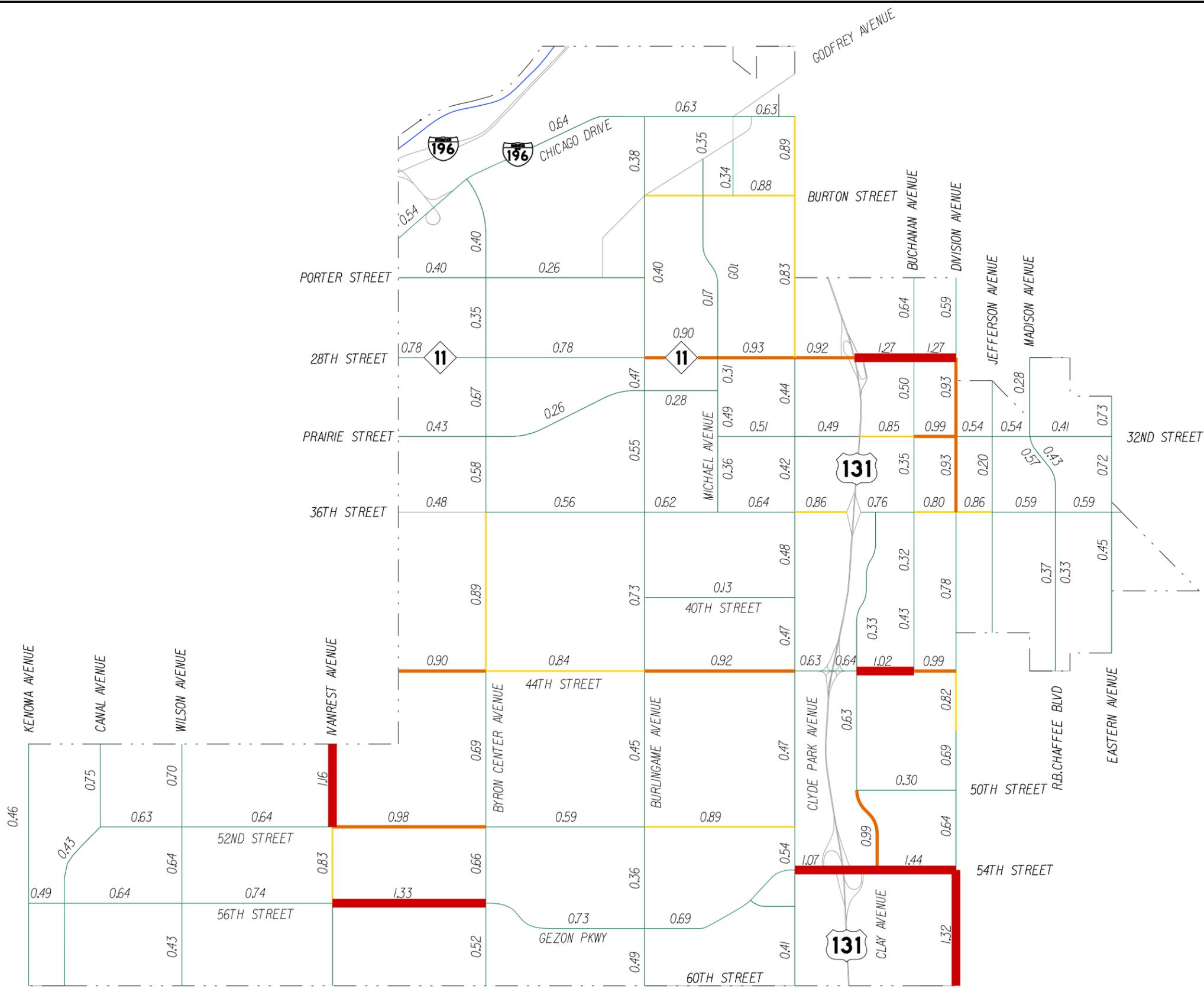
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DESIGN YEAR (2035)
AVERAGE DAILY TRAFFIC

FIGURE
3-1

V/C RATIO LEGEND:

- >= 1.00
- 0.90 - 1.00
- 0.80 - 0.90
- < 0.80



NOTES

CITY OF WYOMING 2035 THOROUGHFARE PLAN



URS

DESIGN YEAR (2035)
V/C RATIO MAP

FIGURE
3-2

4.0 2035 Thoroughfare Plan

This section contains the recommended improvements for the City of Wyoming *2035 Thoroughfare Plan*. The items included in the *2035 Thoroughfare Plan* are a result of the existing conditions and future conditions analyses included in previous sections of this document. The Plan includes the expansion of some thoroughfares to increase capacity and improve Level-of-Service. The Plan also includes recommendations for development of a more comprehensive non-motorized plan. The recommended 2035 Thoroughfare Plan is depicted in Figure 4-1 and is discussed herein.

4.1 Recommended Expansion of City Thoroughfares

The City desires to plan for the expansion of those thoroughfares that would otherwise operate at poor Levels-of-Service during the year 2035. Those thoroughfares which require additional capacity are discussed herein.

56th Street

56th Street should be considered for widening as a 4-lane undivided roadway from Ivanrest Avenue to Byron Center Avenue, matching the existing 4-lane undivided roadway cross-section of Gezon Parkway east of Byron Center Avenue. Projected (2035) ADT along 56th Street is anticipated to exceed 16,000 vehicles per day.

Ivanrest Avenue

Ivanrest Avenue should be considered for widening as a four-lane undivided roadway north of 52nd Street in order to serve the projected (2035) ADT of 14,100 vehicles per day. Widening into a 3-lane undivided section between 56th Street and 52nd Street may also be needed if traffic grows at a greater rate than projected by the GVMC model, which is possible considering the recommended widening of 56th Street between Ivanrest Avenue and Byron Center Avenue.

54th Street

54th Street is the city's highest volume thoroughfare and is projected to have the greatest ADT under future year (2035) conditions. The congested intersection at 54th Street/Clay Avenue reduces the overall capacity of the 54th Street corridor, as it acts as a bottleneck during peak hours. The close proximity of the intersection to the northbound US-131 ramps exacerbates the situation.

54th Street should be considered for widening from some point east of Clay Avenue to the northbound US-131 ramps. Specifically, a third westbound through lane is recommended with additional turn-lane capacity at the 54th Street/Clay Avenue intersection. Interconnection of the traffic signals along 54th Street at Clay Avenue and the northbound US-131 ramp signal is recommended as part of this effort. Widening of 54th Street between Haughey Avenue and Division Avenue is not recommended, nor is widening of 54th Street recommended west of US-131.

44th Street

Traffic volumes have fallen or stabilized along the 44th Street corridor due to the opening of the M-6 freeway in 2004 and with completion of Gezon Parkway in the late 1990's. While the previous Thoroughfare Plan included widening of 44th Street as a 6-lane boulevard within the city limits, that improvement no longer appears necessary. The most heavily-traveled section of 44th Street occurs within the vicinity of the US-131 interchange. The city and MDOT recently completed a project to reconstruct and modernize the interchange at US-131, a project that included widening of 44th Street in order to carry three lanes in each direction from west of Clyde Park Avenue to east of Clay Avenue.

Roadway capacity along 44th Street is expected to increase in the future, as the City of Wyoming plans to close the median and remove the signal at the Buchanan Avenue intersection. Left-turns between 44th Street and Buchanan Avenue would be completed at median crossovers along 44th Street on each side of Buchanan Avenue. The improvements at the 44th Street/Buchanan Avenue intersection are expected to increase roadway capacity so that the projected (2035) v/c ratio is reduced below 1.0.

No additional capacity improvements along 44th Street are contemplated.

M-11 (28th Street)

Projected (2035) v/c ratios are greater than 1.0 between US-131 and Division Avenue. M-11 is under the jurisdiction of MDOT, as M-11 is a state trunkline highway. MDOT reconstructed M-11 as a 5-lane undivided pavement between Buchanan Avenue and Division Avenue in 2008. The M-11 bridge over US-131 was replaced by MDOT in 2006. The signal timings along the M-11 corridor were optimized in 2009, which has improved traffic signal progression and marginally increased capacity.

MDOT has no plans to widen the M-11 corridor, so only Transportation System Management (TSM) improvements are feasible. It is recommended that MDOT modify the left-turn signal phasing for the eastbound and westbound left-turn movements at Buchanan Avenue by providing permissive/protected phasing (instead of protected-only phasing). Such a phasing change would undoubtedly increase the capacity for the eastbound and westbound left-turn movements. The eastbound and westbound through movements could potentially be given additional green time to improve overall roadway capacity if the amount of protected green time given to the eastbound and westbound left-turn movements could be reduced.

The Downtown Development Authority is beginning to consider changes to the operation of 28th Street in downtown Wyoming (Clyde Park Avenue to Burlingame Avenue). One conceptual cross-section being considered is a unique five-lane section in which the outside lanes are separated from the middle three and provide access to some form of on-street parking. Theoretically, motorists would use the outside lane if they had destinations within the downtown zone, while motorists within the middle three lanes would be for motorists with no mid-block driveway destination. Impacts to capacity and Level of Service would need to be considered as the study moves forward. Approval from MDOT would also be required.

Division Avenue

Major capital improvements to Division Avenue are not recommended to be included in the Thoroughfare Plan, despite what the projected (2035) v/c ratios indicate. The proposed Bus Rapid Transit (BRT) system along Division Avenue and elsewhere will undoubtedly impact traffic operations along Division Avenue during peak-hour drive times. The long-term impact of BRT is difficult to project, given the few operating BRT corridors in the United States and the present state of the economy. While BRT is intended to spur economic growth, which would mean additional trips along Division Avenue, it remains to be seen what the demand for BRT along Division Avenue will be and how BRT will impact the passenger car mode.

The City of Wyoming will continue to work with the Interurban Transit Partnership (ITP) to ultimately launch and operate BRT along Division Avenue. Once the impacts of BRT are more fully recognized, the city will be able to develop a plan for any future capacity improvements along Division Avenue. Given that Division Avenue is primarily a five-lane undivided roadway with commercial land uses running up and down the corridor, it is unlikely that Division Avenue will ever be widened in the future. The City of Kentwood intends to widen the last remaining four-lane undivided segment of Division Avenue north of 60th Street in 2014.

If the proposed BRT system does not move forward, it is anticipated that Division Avenue will maintain sufficient capacity as a five-lane undivided roadway to serve future travel demands.

4.2 Non-Motorized Considerations

Non-motorized planning is particularly important along major corridors where the right-of-way is limited and in high-speed environments. A conscious and deliberate effort to either incorporate non-motorized users within a corridor or to provide an alternative parallel route is important to ultimately provide a practical, safe, comfortable, and functional non-motorized transportation network.

Providing adequate non-motorized facilities will reduce the need for non-motorized users to use traffic-oriented facilities which were not intended to support non-motorized users, particularly in high-speed environments. Pedestrian and bicycle safety varies based on a number of factors, including non-motorized user compliance with the rules of the road and situations when driver expectancy is violated. While the perception of user safety is a critical part of non-motorized facility planning and implementation, user comfort and convenience are equally important aspects of how and why the community may choose to use non-motorized facilities.

Non-Motorized Benefits

A well-conceived non-motorized transportation system may provide the community with the following benefits:

- Improved community sustainability by enhancing transportation options beyond the automobile, particularly for the population segment which is eligible to drive an automobile.
- A transportation network that provides improved connections to common destinations, such as employment, shopping, schools, and places of worship.
- Improved connections to local and regional recreational facilities, which promote healthy lifestyle opportunities.
- Improved walkability and neighborhood connectivity, which increases social interaction and strengthens sense of community.
- Reduced need for parking spaces and vehicle-oriented roadway improvements.
- Reduced air pollution, stormwater pollution, and carbon emissions.

Non-Motorized Planning

Due to the discretionary nature of many non-motorized trips, it is challenging to estimate the latent demand for non-motorized facilities. Adding non-motorized facilities will almost always increase the number of non-motorized users, particularly if the facilities meet specific needs.

A planning process is recommended to identify the corridors that would best serve the non-motorized needs of the community. Once these corridors are identified, then appropriate improvements can be considered with future roadway improvement projects. In general, a non-motorized planning process should include the following steps:

- Engage community stakeholders to determine the destinations and areas that should be particularly served by non-motorized facilities.
- Conduct a field survey to inventory the available right-of-way, existing street width, and evidence of non-motorized users.
- Gauge community preferences about non-motorized facility options, such as on-street bike lanes, shared lanes, and off-street paths.
- Identify corridors that best match the travel paths between destinations that are likely to be accessed by non-motorized users.
- Identify corridors that connect with existing and future recreational paths, such as the Kent Trails.
- Review other non-motorized plans developed by other peer communities and the standard non-motorized design practices.

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- Identify standard applications for a range of non-motorized facilities that might apply to future projects, such as those projects identified in Section 4.1.

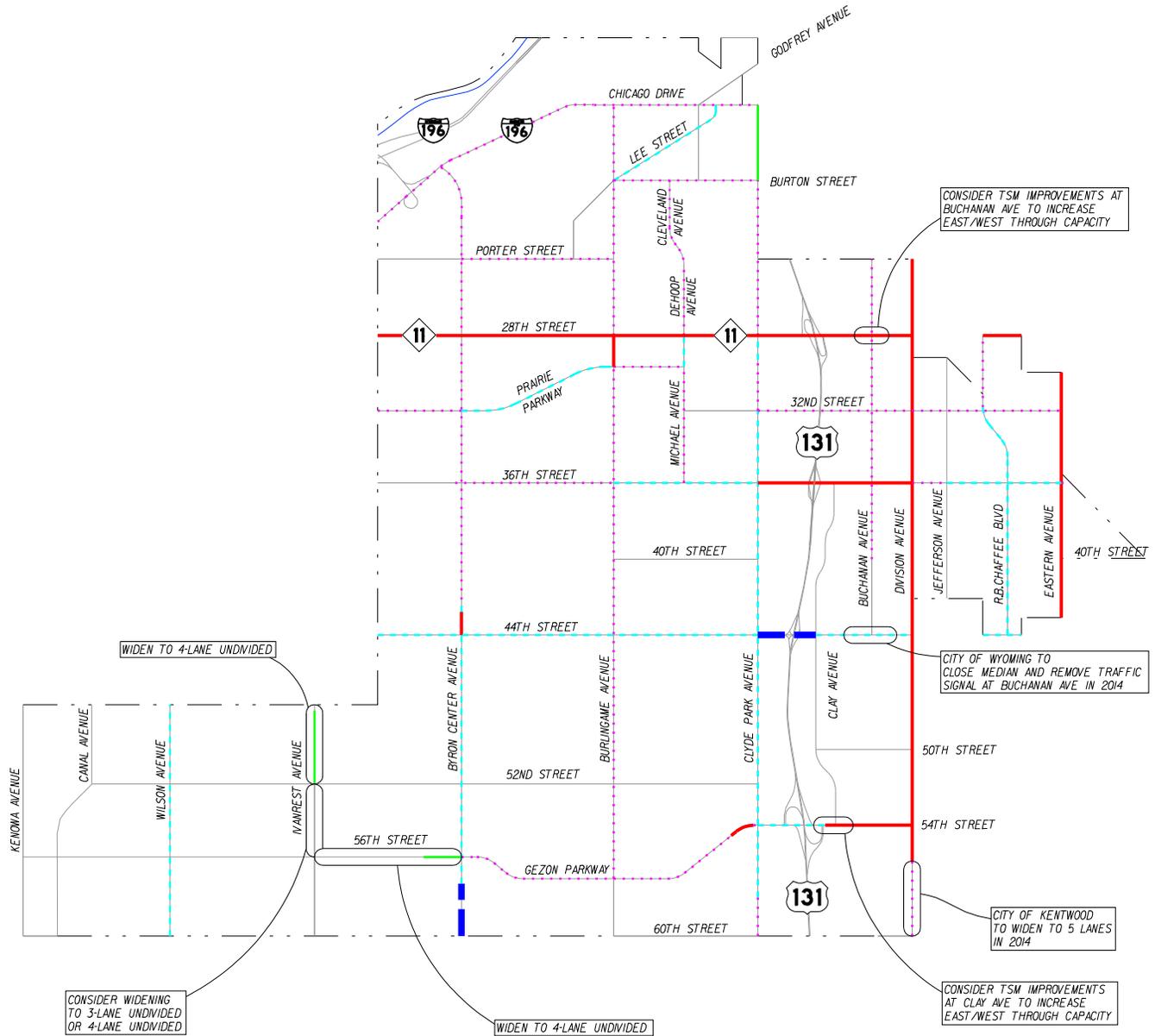
Areas for Consideration

Based on the existing network of non-motorized facilities, the following areas are likely to be the subject of future non-motorized planning:

- Routes to schools.
- Routes to fixed transit routes such as Bus Rapid Transit along Division Avenue.
- North-south connectivity north of 44th Street, which is currently limited to the far east and west edges of the City.
- East-west connectivity across US-131, which is primarily limited to the interchange bridges (there is only one US-131 crossing that is not an interchange—at 32nd Street).
- Connectivity between Prairie Parkway and Chicago Drive.
- Connectivity between 44th Street and Prairie Parkway.

LEGEND (EXISTING LANEAGE):

- 6-LANE DIVIDED
- 5-LANE UNDIVIDED
- - - 4-LANE DIVIDED
- · · 4-LANE UNDIVIDED
- 3-LANE UNDIVIDED
- 2-LANE UNDIVIDED



CITY OF WYOMING 2035 THOROUGHFARE PLAN



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POTENTIAL CAPITAL IMPROVEMENT PROJECTS

FIGURE 4-1