

**AGENDA
PLANNING COMMISSION
CITY OF WYOMING, MINNESOTA
JULY 27, 2021
7:00 PM**

CALL TO ORDER:

CALL OF ROLL:

DETERMINATION OF A QUORUM:

PLEDGE OF ALLEGIANCE:

OPEN FORUM:

An opportunity for members of the public to address the Planning Commission on items not on the current Agenda. Items requiring Planning Commission action may be deferred to staff for research and future Planning Commission Agendas if appropriate. You will be limited to two (2) minutes and we ask that you conduct yourself in a professional, courteous manner, and refrain from the use of profanity. Failure to abide by this policy may result in the loss of your privilege to speak.

APPROVAL OF MINUTES:

1. Consider approving the minutes of the “Regular Meeting” of the Wyoming, Minnesota Planning Commission for July 13, 2021.

SCHEDULED PUBLIC HEARINGS:

2. None.

NEW BUSINESS:

3. None.

OLD BUSINESS:

4. Comprehensive Plan Update

COMMUNICATIONS:

5. None.

UPDATES:

6. Professional Exteriors Site Plan Review, Heims Lake Villas North Final Plat, and Summer

Field 2nd Addition Final Plat were approved by the City Council on July 20, 2021 with the Planning Commissions recommendations.

ADJOURN

UPCOMING:

7. August 10, 2021: Rear property line setback variance and site plan review for the Hallberg RV Storage Facility.

**UNAPPROVED MINUTES
PLANNING COMMISSION
CITY OF WYOMING, MINNESOTA
JULY 13, 2021
7:00PM**

CALL TO ORDER:

Planning Commission Chairman Lobermeier called the Regular Meeting of the Wyoming Planning Commission for July 13, 2021 to order at 7:00 PM

CALL OF ROLL:

On a Call of the Roll the following members of the Wyoming Planning Commission were present: Mark Lobermeier, Kevin Teel, Bryan Murdock, and Roger Carr

ABSENT: Katie West

Also Present: Fred Weck Zoning Administrator and City Administrator Robb Linwood

DETERMINATION OF A QUORUM:

PLEDGE OF ALLEGIANCE:

OPEN FORUM: NONE

APPROVAL OF MINUTES:

- 1. Consider approving the minutes of the “Regular Meeting” of the Wyoming, Minnesota Planning Commission for June 22, 2021**

Commissioner Murdock noted a change on page 4, to clarify his comments, “...with the presence of potential septic systems and wells, increasing setbacks are necessary so they can fit in more reasonably.”

Chair Lobermeier noted some minor changes on pages 2 and 4 to clarify the language.

A MOTION WAS MADE BY COMMISSIONER TEEL, SECONDED BY COMMISSIONER CARR, TO APPROVE THE MINUTES OF THE “REGULAR MEETING” OF THE WYOMING, MINNESOTA PLANNING COMMISSION FOR JUNE 22, 2021, AS AMENDED.

Voting Aye: Murdock, Teel, Carr, and Lobermeier

Voting Nay: None

Abstain: None

Absent: West

SCHEDULED PUBLIC HEARINGS: NONE

NEW BUSINESS

- 2. Site Plan Review: SP-21-003 – Professional Exteriors Parking Lot Expansion**
Location: 5376 260th Street
Applicant: Gary Robideau

Owner: Brad Hildreth
Property ID Numbers: 21.00589.26 and 21.00589.25

Zoning Administrator Weck explained the request for a Site Plan Review for a parking lot expansion at 5376 260th Street and noted that Mr. Robideau will be trading some property with the property to the south in order to get everything to fit. He highlighted the proposed revised property line and noted that the drainage plans are almost approved and will delineate wetlands. Staff is recommending approval with the conditions as noted in the staff report.

Chair Lobermeier asked how they met the rate control previously because the building has been there for a while and there is a pond on the property. He asked who owned the pond or if the City had an easement over this.

Zoning Administrator Weck explained that the landowner owns the pond and the City does not have an easement over it. He stated that it is one of the newer developments, but not new enough that the City required any storm water drainage.

Chair Lobermeier stated that the challenge he sees with this property as well as others in the City is that there appears to already be a stormwater solution, in particular, for rate control because there is a pond on his property. He asked if there had been any discussion between the applicant and the City Engineer asking for them to show the City the run-off from the property that goes to the pond without making him put in a separate treatment device.

Zoning Administrator Weck explained that he had not taken part in any of those conversations, so he was not sure.

Chair Lobermeier asked if the City could do better with these kinds of reviews so that applicants only really need to do what they need to do and nothing extra.

MOTION BY COMMISSIONER MURDOCK, SECONDED BY COMMISSIONER TEEL, TO RECOMMEND APPROVAL OF THE SITE PLAN REVIEW – SP-21-003 – PROFESSIONAL EXTERIORS PARKING LOT EXPANSION AT 5376 260TH STREET, PROPERTY ID NUMBERS 21.00589.26 AND 21-00589.25 SUBJECT TO THE CONDITIONS IN THE STAFF REPORT.

Voting Aye: Murdock, Ericson, Carr, and Lobermeier
Voting Nay: None
Abstain: None
Absent: West

3. Sketch Plan: D-21-007 Aadland Acres 3rd Plat
Location: Southwest corner of Pioneer Road and Iris Avenue
Applicant: Perry, Paul, and Peter Aadland
Property ID Number: 21.10482.00

Mr. Aadland explained that his parents had a minor subdivision in this area where they had sectioned off 3 lots. Two of those lots were sold about 20 years ago and the third one was just mowed and maintained and now they would like to plat this property.

Commissioner Murdock asked if the plan was for residential use because the applicant simply stated that the proposed use of the property was 'building site'.

Mr. Aadland stated that he meant that it would be a residential building site.

Commissioner Murdock asked about the comment in the staff report about the statement under drainage that stormwater management is not triggered if the parcel was further subdivided into 3 or more lots.

Zoning Administrator Weck stated that is referring to the parcel to the north.

Chair Lobermeier asked if it was possible for Lot 1, Block 2 to be further subdivided into two lots.

Mr. Aadland stated that he thinks it will look better as just one lot.

4. Final Plat: D-21-008 Heims Lake Villas North
Location: 257th Street
Applicant: J. Johnson Development LLC (Jaren Johnson)
Property ID Numbers: 21.11122.00 and 21.11123.00

Zoning Administrator Weck stated that staff is recommending approval subject to the 9 conditions included in the staff report.

Chair Lobermeier asked if there was something on the woodlands that needed to be included in the conditions.

Zoning Administrator Weck stated that they did get the woodland preservation plan. There are 103 trees now and they will lose 10 of them and will have to replace a few of them, but noted that it did not need to be specifically included in the conditions.

Commissioner Teel asked if there would be a proposed walkway included.

Zoning Administrator Weck explained that there is a sidewalk and then a path going down to the lake.

Commissioner Teel noted that the Commission had previously talked about a crosswalk to get to the hospital and asked if that had been included.

Zoning Administrator Weck stated that he is not sure if that was included in the plans or not.

Chair Lobermeier asked if the 55+ was actually stated in any of their paperwork.

Zoning Administrator Weck stated that it is listed as part of their protective covenants.

MOTION BY COMMISSIONER TEEL, SECONDED BY COMMISSIONER CARR, TO RECOMMEND APPROVAL OF THE FINAL PLAT -D-21-008 HEIMS LAKE VILLAS NORTH ON 257TH STREET, FOR PROPERTY ID NUMBERS 21-11122.00 AND 21.11123.00, SUBJECT TO THE CONDITIONS LISTED IN THE STAFF REPORT WITH THE ADDITION OF A CONDITION OF A CROSSWALK AT FAIRVIEW AVENUE.

Voting Aye: Murdock, Ericson, Carr, and Lobermeier

Voting Nay: None

Abstain: None

Absent: West

5. Final Plat: D-21-009 Summer Fields 2nd Addition
Location: Kettle River Boulevard and 258th Street
Applicant: Summer Fields, LLC (Jesse Moxness)
Property ID Numbers: 21.1052.61

Jesse Moxness explained that this is just another extension of the overall Summer Fields plat that they have put together. He stated that this is the 'villa' portion of the project and noted that they have had a lot of success with this type of product in other areas that they are developing. This section will have a total of 37 lots, but this phase is just composed of 15 lots. He stated that they will bring the dirt from this side of the property to the other side where it is low for the first 19 homes that are currently going in. He stated that these lots will be, on average, 50 feet wide.

Zoning Administrator Weck stated that staff is recommending approval and reviewed the 13 conditions included in the staff report.

Commissioner Murdock asked about the Water Appropriation Permit from the Department of Health.

Zoning Administrator Weck explained that the Water Appropriation permit would be for the well water/drinking water.

Commissioner Teel asked if they had discussed sidewalks in this parcel.

Zoning Administrator Weck explained that there is not enough width to get sidewalks but noted that there are sidewalks on the other side of the street.

Ms. Moxness noted that because of this they will be paying a trail fee to the City.

Chair Lobermeier asked about the speed limit on Kettle River Boulevard.

Zoning Administrator Weck stated that it goes to 55 mph right at 258th Street.

MOTION BY COMMISSIONER CARR, SECONDED BY COMMISSIONER MURDOCK, TO RECOMMEND APPROVAL OF THE FINAL PLAT D-21-009 FOR SUMMER FIELDS 2ND ADDITION LOCATED AT KETTLE RIVER BOULEVARD AND 258TH STREET, PROPERTY ID NUMBER 21.1052.61, SUBJECT TO THE 13 CONDITIONS NOTED IN THE STAFF REPORT.

<i>Voting Aye:</i>	<i>Murdock, Teel, Carr, and Lobermeier</i>
<i>Voting Nay:</i>	<i>None</i>
<i>Abstain:</i>	<i>None</i>
<i>Absent:</i>	<i>West</i>

OLD BUSINESS:

6. Comprehensive Plan Update – Review 2nd Draft

Chair Lobermeier explained that his understanding is that the City will hand WSB the text and they will wipe out all the formatting and re-format it correctly as well as insert all the necessary graphics.

Commissioner Murdock stated that he would like to keep the document in Word, if possible, so it is not limiting the ability of the City to use it in the future without needing to have some other specific software tool in order to make edits. He clarified that he would like the City to be able to edit the document and not need to rely on having the correct presentation software.

The Commission reviewed the draft Comprehensive Plan.

Page 1 – Commissioner Murdock noted that the headings are capitalized in some areas and not capitalized in others and thinks it should be capitalized. He noted that WSB should have an editorial person who looks for those kinds of details, but that was one he noticed.

Page 3 – Commissioner Murdock, under resident survey, remove the capital M from 'Most'.

Commissioner Teel suggested adding a comma at the top of the page after the word 'but'.

Page 5 – Commissioner Murdock, last paragraph, last line, the picture is copyrighted. If this picture is something the City really wants to use, he thinks the City can contact the Minnesota Digital Catalogue Collection and ask for permission. He also noted that the numbers should have commas and residents should follow the numbers each time, for example, '1,074 residents in 1960 to 7,839 residents in 2018.'

Page 6,7 – Chair Lobermeier noted that this had the original picture he had put in, but he had a citation that City Administrator Linwood had a source or had access to the photo. He stated that Commissioner Murdock had suggested that the second figure either be an alternative or an addition. Commissioner Murdock explained that if the second one is used, he thinks it needs to go in a landscape version. City Administrator Linwood stated that he thinks that picture is from the Chisago County Historical Society. Commissioner Murdock stated that the second figure was interesting to see because of the old names, but he thinks it is a little hard to figure out. He stated that he does not see a problem including both figures.

Page 9 – Commissioner Carr, second paragraph, pointed out a rough sentence near the word predominant. Commissioner Murdock noted that two lines above this there were two periods between 'feel' and 'commercial'. He stated that he also feels that anytime they are presenting numbers versus dates, that they should be separated with commas. Commissioner Teel asked if they could take 'Stacy' out when referring to the study conducted by the County at the bottom of the page.

Page 10 – Chair Lobermeier explained that he had attempted to clean up the graphic a bit. City Administrator Linwood stated that he had spoken with Nancy Hoffman for clarification and they are in the process of doing a labor study, so there may be more updated numbers. Commissioner Carr stated that the last paragraph doesn't flow. Chair Lobermeier stated that he thinks it is trying to say that the City has basic services in the City, but everything else of size is located within 5 miles and that the City does not have hotels or large big box type stores. Commissioner Murdock suggested, 'The City and its residents are interested' and then tie back to the initial survey with 'larger grocery, larger retail offerings, and chain restaurants.' He stated that it says that the City is pursuing those types of developments and explained that he did not think the City needed to say what the City does not have and list what the neighboring town does have. Following discussion, the Commission decided to leave this section blank and not give any details.

Page 13 – Commissioner Murdock noted that in the numbers section he would suggest consistently using commas with numbers. Zoning Administrator Weck stated that numbers that Maxfield predicted seem to be off because it equates to 470 units a year, which seems wrong, unless that is a County-wide total. Chair Lobermeier stated that he will look into that and check more closely on those numbers.

Page 15 – Commissioner Murdock noted the heading inconsistency with capitalization again. Under Vision and Objections, second line, should be 'public-private partnerships'. Chair Lobermeier asked if the Commission was comfortable with the Vision Statement. He stated that in his notes from past discussions, it indicated that the Commission planned to come back to work on it. Commissioner Teel suggested removing the word 'suburban'. Commissioner Murdock suggested that the colon be removed.

Page 16 – Chair Lobermeier noted that the frame needs to be removed. Commissioner Teel stated that he doesn't think the phrase, 'become an inviting community'. He stated that by using the word, 'become' it implies that we aren't an inviting community yet. Chair Lobermeier stated that then they may want to go back to Page 15 because it refers to a 'thriving and inviting' community and suggested that they remove 'inviting'. Commissioner Teel stated that he felt that

phrase was okay it was just the use of the word, 'become' that gave him problems because it says that the City is not inviting now. Chair Lobermeier suggested that in the graphic they replace 'become' with 'a thriving and inviting community'. Commissioner Carr stated that he likes that because it goes right along with the Vision Statement. City Administrator Linwood noted that the Council now has draft Vision and Mission Statements as well as goals so those could be shared with the Commission to look at this as it pertains to their goals.

Page 17 – Commissioner Murdock stated that there are different justifications in the paragraphs.

Page 18, 19 – Commissioner Carr noted that under Environmental Resources, the wording around acquiring access is unclear and later in that section there is an extra 'sure'. Commissioner Teel noted that on the last paragraph under Economic Development, it says, 'attract well paying jobs', and asked if that statement tells the employers in the City that they are not paying their employees enough. Commissioner Carr suggested changing the wording to, 'attract more well paying jobs'. Commissioner Teel noted that there is a statement that says this 'looks out to a horizon of 10 years' when earlier, on page 3 it stated that it 'looks out to a horizon of 20 years'.

Page 20 – Commissioner Murdock stated that under Land Use, 'guide a transition from agricultural land large lot housing to great densities'. He stated that everyone loves the rural feel and suggests, 'pursue a broader mix of residential housing options which will include more high density developments'.

Page 21 – Chair Lobermeier noted that his notes indicated that Zoning Administrator Weck would put together a table that compared land use designations and zoning. Commissioner Murdock stated that this may not need a table and could just have a summary sentence with an example. He suggested some other wording changes. Commissioner Carr noted that you want to be somewhat vague in the Comprehensive Plan about 'getting something' because the City could be held legally liable for.

Chair Lobermeier suggested that Page 22 was a good stopping point for tonight's discussion.

Zoning Administrator Weck stated that the entire July 27, 2021 Planning Commission meeting can be dedicated to review of the Comprehensive Plan.

Commissioner Murdock stated that he thinks the Comprehensive Plan could still use some flair, such as photos from the City. He stated that he thinks the Commission should bring their ideas of some good photos that could be used and suggested that one of them be pictures of the park, with the park name and the actual park in the background or pictures of the lakes.

COMMUNICATIONS:

Commissioner Teel asked why the City is continuing to allow developments to come in and bypass having walkways and sidewalks. He stated that the Comprehensive Plan states that the City wants greater connectivity for pedestrians, yet just tonight there was a development that did not have them.

Chair Lobermeier stated that is a great question and it will come up again when they go through the transportation piece of the Comprehensive Plan.

Commissioner Murdock stated that he thinks the implementation of it is a challenge for this particular development, because it is a short road with small lots. He noted that there may be the next one that is slightly larger and asked how the Commission decides which ones get them and which ones do not.

Chair Lobermeier stated that they are listed as, and will remain, private roads. He suggested looking ahead to the transportation table because that will be another place to bring it up and try to figure it out.

UPDATES:

City Administrator Linwood stated that this is mostly likely a 2022 item, but the Council has really been talking about the walkability and connectivity as a goal, so they will be looking at a proposal from WSB at a future budget work session, to put together a master park and trail plan in order to get a wholistic view of what they are trying to accomplish. He stated that there was a Special EDA meeting held tonight and there will be another one on August 2, 2021 along with a public hearing for a potential purchase of the Bingham property.

A MOTION WAS MADE BY COMMISSIONER MURDOCK, SECONDED BY COMMISSIONER TEEL, TO ADJOURN THE JULY 13, 2021 "REGULAR MEETING" OF THE WYOMING, MINNESOTA PLANNING COMMISSION AT 8:30 PM.

<i>Voting Aye:</i>	<i>Murdock, Teel, Carr, and Lobermeier</i>
<i>Voting Nay:</i>	<i>None</i>
<i>Abstain:</i>	<i>None</i>
<i>Absent:</i>	<i>West</i>



2021 Comprehensive Plan

City Council Members, 2021

Lisa Iverson, Mayor
Claire Luger, Linda Nanko/Yeager, Dennis Schilling, Brett Ohnstad

Planning Commission, 2021

Mark Lobermeier, Bryan Murdock, Katie West, Roger Carr, Kevin Teel

City Staff

Robb Linwood, City Administrator
Fred Weck, Zoning Administrator

Technical Consultants

WSB & Associates – Planning & Engineering

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Draft Number 2 – July 6, 2012

Table of Contents	
Introduction	1
What is a Comprehensive Plan?	1
Implementing the Plan	1
The Official Map	2
The Planning Process.....	3
Wyoming’s Initial Comprehensive Plan	3
2019 Resident Survey	3
Open House	3
Prior Plans and Studies	4
Community Profile.....	5
History	5
Township and City Merger (Reference 4, [legal doc])	8
Regional Setting & Population Trends	9
Economic Conditions/Leading Employers	10
EXISTING CONDITIONS	11
General Demographics	11
Environmental Setting.....	11
Existing Land Use	11
Highways and Transportation.....	11
Interstate I-35	11
US Highway 8	12
US Highway 61	12
Current Trends	12
Planning Factors Affecting Development (challenges and opportunities).....	13
Natural Resources	13
Municipal Utilities	13
Housing	13
Kettle River / Viking Boulevard Future Congestion	13
Inconsistent Stormwater Permitting within and outside of the CLFLWD	13
CLFLWD Watershed Boundary	14
VISION, GOALS & OBJECTIVES	15
Vision and Objectives	15
PLAN OVERVIEW.....	17
Land Use Plan	17
Transportation Plan.....	17
Utilities	17

Parks, Open Space, and Trails.....	18
Housing.....	18
Environmental Resources.....	18
Economic Development	18
Implementation.....	19
LAND USE PLAN	20
Land Use Types and Descriptions	21
Residential.....	21
Non-Residential.....	22
Parks and Open Space.....	24
Urban Service Area	25
Interim Urban Service Area	25
Ultimate Urban Service Area.....	27
Permanently Un-Serviced Area	29
Land Use Plan	29
Specific Land Use Planning Areas	31
Downtown Core	31
Greenwood Development Area	31
Transportation Plan.....	32
Functional Classification	32
Principal Arterials	34
Minor Arterials	34
Collector Roadways.....	35
Local Streets.....	35
Roadway Capacity	35
Existing Roadway Capacity	35
Safety Issues.....	36
Access Management	38
Road Design and Right of Way	39
Traffic Calming	40
Complete Streets	40
Jurisdictional Classification Plan	41
Intergovernmental Coordination.....	41
Minnesota Department of Transportation.....	41
Chisago County	43
Transportation Corridor Overlay District.....	43

Kettle River and Viking Boulevard Transportation Plan.....	43
UTILITIES.....	44
Urban Service Area.....	44
Sanitary Sewer System Plan.....	44
Interim Sanitary Sewer System	46
Ultimate Wastewater System	48
Private Individual or Community Wastewater Systems.....	52
Water System	53
HOUSING	58
Current Housing Conditions	58
Housing Plan.....	59
Housing Mix and Types	59
Life Cycle Housing	59
PARKS, TRAILS AND RECREATION	61
Comprehensive Park Plan.....	63
Community Feedback	63
Park Acquisition.....	65
Park Classification	65
Park Design Guidelines	66
Open Space	66
Trails System.....	66
County Trails:	66
Parks, Open Space and Trails Policies.....	69
NATURAL ENVIRONMENT AND SUSTAINABILITY	70
Natural Environment.....	70
Wetlands Regulation	70
Shoreland Management.....	70
Clustering	72
Natural Drainage	72
Sustainability	73
Reduced Automotive Vehicle Driving.....	73
Protection of Water and other Natural Resources.....	73
Housing Options.....	73
Green Step City	73
ECONOMIC DEVELOPMENT.....	75
Economic Development Goals.....	75
Comprehensive Planning and Economic Development.....	76

Cost of Services Study (Referfence XXX)	76
Small Area Plans	77
Land Assembly (Reference XXX)	77
PLAN IMPLEMENTATION PROGRAM	79
Official Controls.....	79
Update the Zoning Ordinance	79
Update the Zoning Map	79
Revise the City’s Subdivision Ordinance	79
Adopt an Official Map of Public Facilities	80
Guidelines for Adjusting the Zoning Map	80
Annual Report	80
Formal Reviews	81
Periodic Amendments	81
Criteria to Consider When Reviewing Plan Changes	81
Priority Actions	82
List of References	Error! Bookmark not defined.

List of Tables

Table 1	Population Growth	8
Table 2	Population Trends	9
Table 3	Racial Makeup of Wyoming.....	9
Table 4	Recent Development Projects	12
Table 5	Land Use and Zoning Descriptions	21
Table 6	Acreage by Land Use Category	24
Table 7	Land Use Categories and Urban Service Area Acreage	29
Table 8	Functional Classification and Jurisdiction by Street.....	34
Table 9	Planning Level Roadway Capacity.....	36
Table 10	Motor Vehicle Crashes in Wyoming (2016-2020)	
Table 11	Top Eight Crash Locations in Wyoming (2016-2020) (by total crashes)	
Table 12	City of Wyoming Roadway Guidelines.....	
Table 13	Sanitary Sewer Service Area.....	
Tabel 14	Ultimate Sanitary Sewer System Costs.....	
Table 15	Wyoming Interceptor Capacity Allocation.....	
Table 16	Water Service Area.....	
Table 17	Cost of Proposed Ultimate Water System	
Table 18	City of Wyoming Building Permits	
Table 19	Existing City Parks.....	
Table 20	Major Plan Implementation Actions.....	

List of Figures

Figure 1	1888 Map of Wyoming.....	6
Figure 2	Estimated Number of Workers.....	10
Figure 3	Plan Vision and Objectives	
Figure 4	Interim Service Area	26
Figure 5	Ultimate Service Area.....	28
Figure 6	Land Use Plan	30
Figure 7	Road System Plan	33
Figure 8	Highway 8 Corridor.....	39
Figure 9	Chisago Lakes Joint Sewage Collection and Treatment System	45
Figure 10	Existing Sanitary Sewer Residual Capacity	47
Figure 11	Development Phasing.....	49
Figure 12	Ultimate Sanitary Sewer System	50
Figure 13	Sanitary Sewer System Expansion Areas	

Figure 14	Existing Water Supply System
Figure 15	Ultimate Water Supply System.....
Figure 16	Parks, Trails and Open Space.....
Figure 17	Future Park Program
Figure 18	Watersheds

Introduction

What is a Comprehensive Plan?

A comprehensive plan is an extension of the community's vision for future growth and development. It is also a strategic road map to reach that vision. Comprehensive planning is an important tool to guide future development of land to ensure a safe, pleasant and economically viable environment for residential, commercial, industrial, and public activities (Ref. 1).

The Comprehensive Planning process helps to:

- Protect important resources, agricultural and other open lands.
- Create the opportunity for residents to participate in guiding a community's future.
- Identify issues, stay ahead of trends, and accommodate change.
- Ensure that growth makes communities better, not just bigger.
- Foster sustainable economic development.
- Provide an opportunity to consider future implications of today's decisions.
- Protect property rights and values.
- Enable other public and private agencies to plan their activities in harmony with City plans.

As a result, the comprehensive plan lays out a vision for future development and land use, dictating where growth should occur, the type of growth that is allowed in various areas of the City, and the density of such growth. The plan should also establish the following:

- Public facilities plan (water and sewer)
- Thoroughfare or transportation plan.
- Parks and open space plan.
- Capital Improvement Plan.

Once adopted, the plan guides local officials in making their day-to-day decisions and becomes a factor in their decision process. Comprehensive plans assist the City in articulating the basis for zoning decisions, providing legal support to ensure that zoning ordinances are reasonable and have a rational basis.

Implementing the Plan

Once a Comprehensive Plan is adopted, the Planning Commission is tasked to study and propose to the City Council a reasonable and practicable means for putting the plan or sections of the plan into effect (Ref. 2). Reasonable and practicable means for putting the plan into effect, including:

- Zoning regulations.
- Subdivision regulations.
- A program for coordination of the normal public improvements and services of the City.

- A program for development and redevelopment.
- A capital improvement program.
- An official map.

The Official Map

The official map is a unique map designed to help carry out the policies of the major thoroughfare plan and municipal facilities plan. The official map can cover parts of the city or the entire City. The purpose of the official map is to identify land for future public uses such as streets and other public facilities. The official map allows property owners to make plans that align with the planned future land use.

The Planning Process

The Comprehensive Plan is meant to be a living document, grounded in real challenges and opportunities. It is meant to be revisited often and revised as conditions change. The Plan looks out to a horizon of twenty years but is meant to be revisited every ten years. The City will use the continuous input of the public, whether through formal or informal means, to make sure that the vision, goals and policies are still relevant. This plan was prepared with the guidance of representatives from the City of Wyoming. Working with staff and consultants, members of Planning Commission developed a draft plan.

Wyoming's Initial Comprehensive Plan

In the Fall of 2007, the City of Wyoming and Wyoming Township formed a Comprehensive Plan Task Force to combine the Township's 2004 Comprehensive Plan and the City's 2001 Comprehensive Plan into a single cohesive document to guide the future of the community (the two communities were merged in August of 2008). Some of the initial guiding principles for the inaugural meeting of the task force included (Ref. 3):

- Rural Character – Small town feel
- Balance rural setting and urbanization
- Property Rights
- Orderly extension of sewer and water
- Compatibility of adjoining uses
- Natural Resources
- Agriculture.

Ultimately, the Taskforce completed the combined comprehensive plan, which was officially adopted on January 21, 2009. However, the 2009 Comprehensive Plan was, for the most part, a land use map, that did not include a realistic development plan. In 2015, the Planning Commission kicked off an effort to update the plan. The effort proceeded slowly, retaining much of the 2009 document. In the fall of 2019, an effort was undertaken to seek public input. Progress slowed in 2020 in part due to the Covid-19 pandemic.

2019 Resident Survey

A resident survey was made available online during October 2019. The questions engaged respondents on a variety of subjects, from how they commute within the City, to what business they would like to see, to how they feel about the parks and trails system. A majority of respondents preferred the description of Wyoming that emphasized its small-town feel and that it was a nice and quiet community. The community's small-town qualities were highlighted in responses to other questions, for which Most respondents believed that that the small-town feel was the most important quality. Other survey findings included an emphasis on planning and growth, lowering taxes, and improvements to roads and infrastructure.

Open House

A public open house was held on November 20, 2019 at City Hall. Staff arranged three stations which were organized around specific themes and prompted attendees to respond to questions addressing those themes.

The **Community Identity and Culture** station identified the low intensity nature of a “small town feeling”, the rural setting, and consideration and trust amongst neighbors.

The **Wyoming is Open for Business** station identified a desire for a larger variety of restaurants and retail businesses, actions that would increase job growth, and more specifically further development of the Fairview Campus area.

Station Three, the **Developing Wyoming** station prompted participants to identify prime areas of development, specific types of development that support a “bedroom-type” community, and other specific tenant types.

Prior Plans and Studies

This plan builds on a considerable amount of previous planning done by the City. A complete list of references is included in the appendix. Some of the critical resources relied on for the completion of this plan include the following:

- City of Wyoming Comprehensive Plan, 2009
- City of Wyoming Zoning Ordinance and Map
- City of Wyoming Strategic Plan, 2017
- City of Wyoming Urban Service Area
- Chisago County Housing Study, 2018
- Comprehensive Water Plan, 2010
- Comprehensive Sewer Plan, 2010

Community Profile

History

To help understand the future of the City, it is important to acknowledge the rich history of the community. The City of Wyoming began as the Township of Wyoming. The initial survey of the Township dates back to 1847.

The first settlers arrived in Wyoming in 1855. They were six German and Dutch families from Pennsylvania, shortly joined by families from Chicago and St. Paul. Wyoming Township was organized in 1858. They named the site “Wyoming” because it reminded them of the Wyoming Valley in Pennsylvania. “Wyoming” is an Algonquin word for “large plains” or “extensive meadows”. Many descendants of the original settlers still thrive in the area. The spot where the first structure was built is marked by a memorial stone. It’s in a small park on the southeast corner of 270th Street and Felton Avenue. In those days, it would have overlooked the Sunrise River, just to the North. When Wyoming was founded, there were only 225 houses in St. Paul (Ref. 3).

The original City was platted in 1869, taking its name from the Township.



Wyoming’s growth was closely linked to transportation. Wyoming was the first stop on the stagecoach route from Rice Street in St. Paul to Duluth. The house where travelers stayed overnight still exists. After the era of the stagecoach, the same travelers’ house served as a train crew house when the St. Paul & Duluth Railroad Company laid tracks down the old stage road. In the 1960’s the I-35 freeway was built and the population increased from 1074 in 1960 to 7839 in 2018.

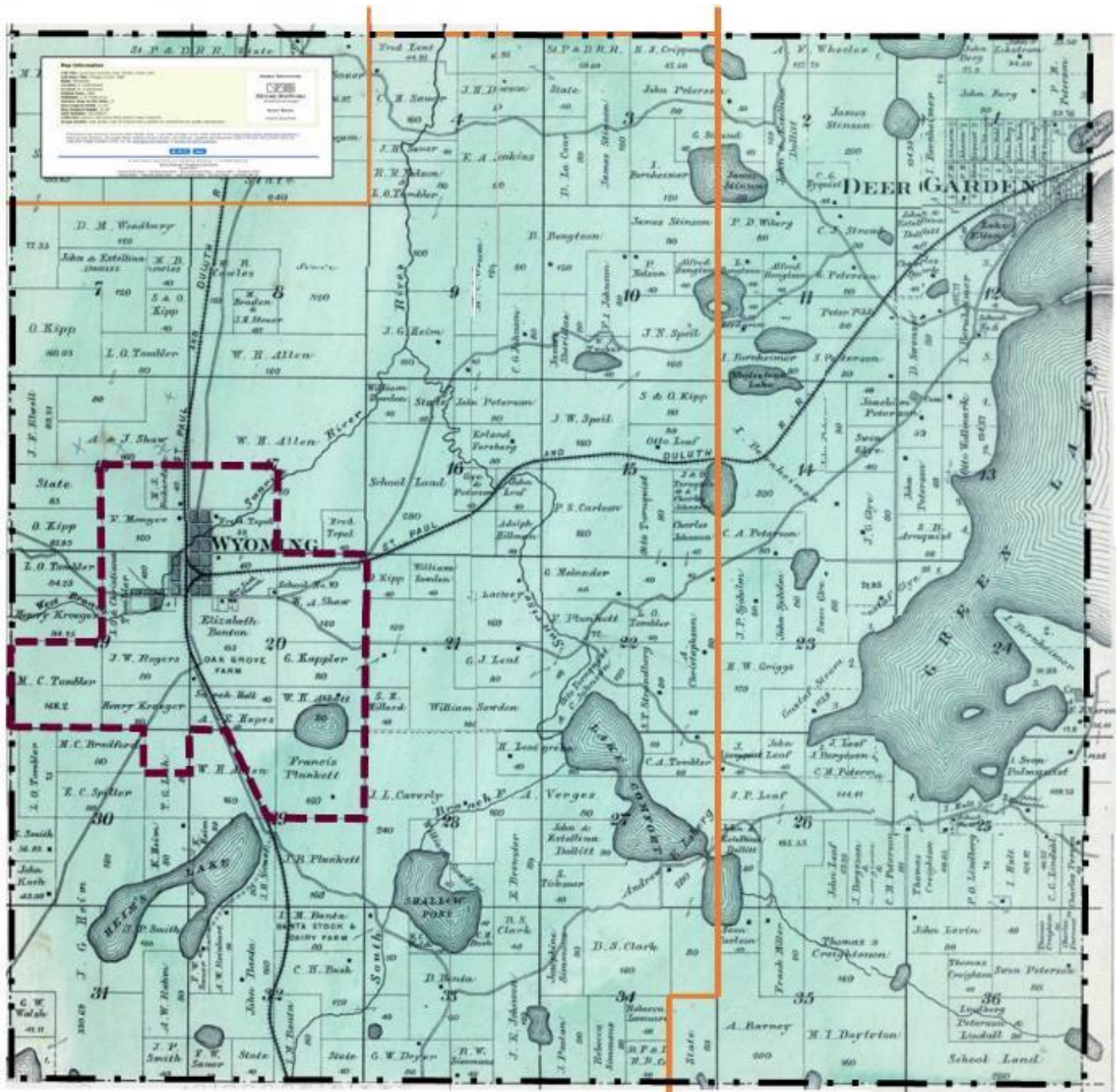
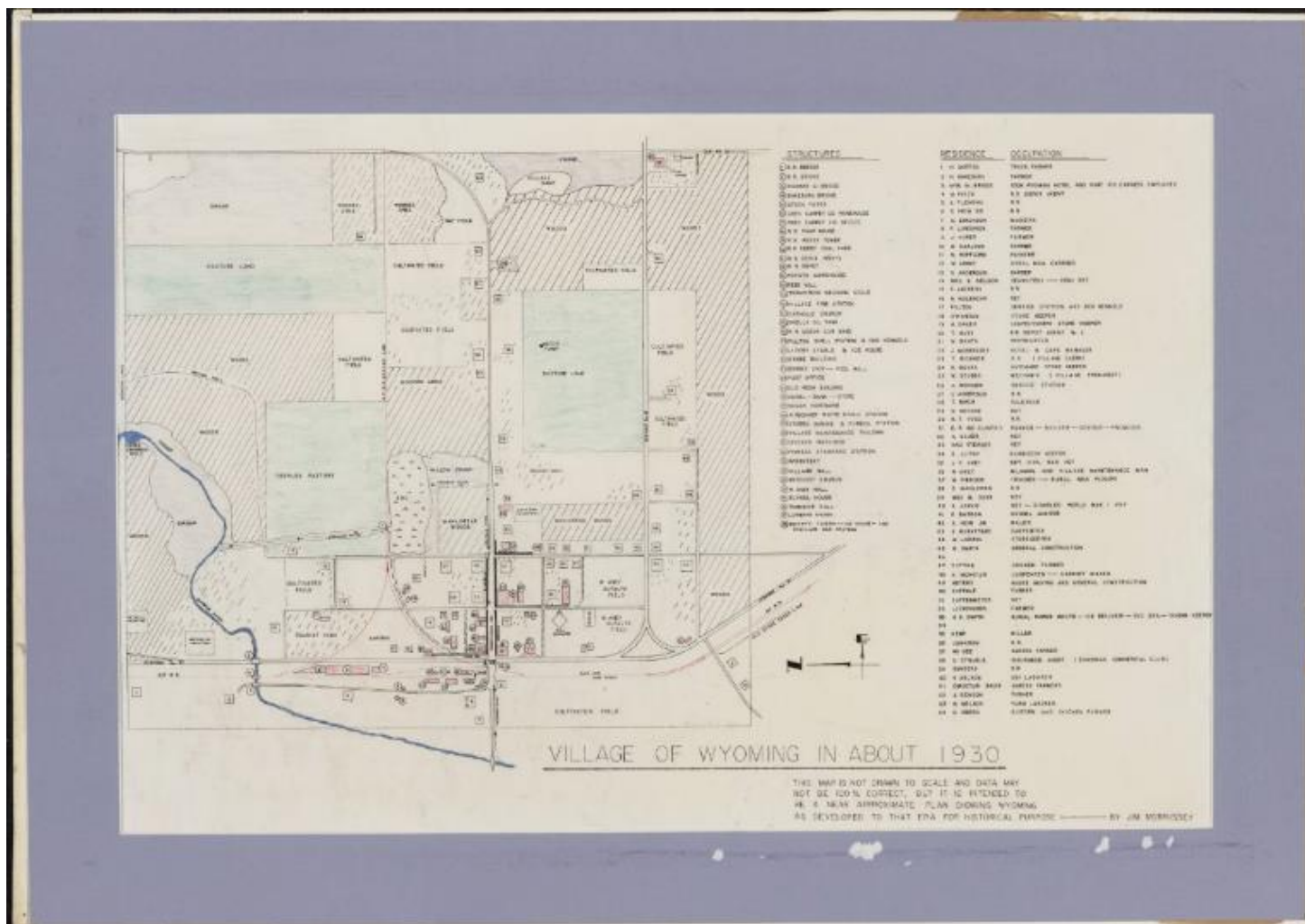


Figure No. 1: 1888 Map of Wyoming Township.

Gold line illustrates current City Boundary. The Red line depicts the city-boundary prior to the merger with the Town.



Morrissey, Jim. 1950 - 1959. "Map of the Village of Wyoming's Landmarks in about 1930, Wyoming, Minnesota. Wyoming Historical Society, Accessed March 9, 2021. <https://collection.mndigital.org/catalog/p16022coll67:1>

Table 1 – Population Growth

Census Year	Wyoming Township		City of Wyoming	
	Population*	Percent change	Population*	Percent change
1860	240	117.5%		
1870	522	-13.8%		
1880	450	28.9%		
1890	580	29.7%		
1900	752	-19.5%		
1910	605	17.4%	207	22.2%
1920	710	-10.1%	253	-15.4%
1930	638	-5.2%	214	18.2%
1940	605	-6.4%	253	28.5%
1950	566	12.9%	325	33.8%
1960	639	97.5%	435	59.8%
1970	1262	83.2%	695	124.3%
1980	2312	28.3%	1559	37.4%
1990	2967	47.6%	2142	42.3%
2000	4379	117.5%	3048	22.2%

*U.S. Decennial Census – Wikipedia

Up until the 1980s, the Township was primarily an agricultural community. Slowly the transformation from rural to small town and towards metropolitan suburb began. The City of Wyoming had also grown steadily and it had developed infrastructure to support additional development, including its own water and wastewater systems.

Township and City Merger

In 1994 , Wyoming Township and the City of Wyoming began merger discussions. In 2003, the City and the Township adopted a joint resolution for the orderly annexation of 611 acres for the site of Polaris Industries in the north east part of the Township. At the same time, the City extended sewer and water service to the site (Ref. 4).

Prior to annexation, approximately 200 - 250 acres of land remained within the City for development. Without annexation of the Township, the City's ability to accommodate growth would be significantly limited. Annexation would allow for further commercial, residential and industrial growth. At the time, the Township was the fastest growing township in Chisago County, but the growth was almost entirely on one-, two- and five-acre lots with individual wells and individual sewage treatment systems (ISTs).

On August 15, 2008, the majority of Wyoming Township was merged with the City of Wyoming with the remaining portions of the Township being annexed into the City of Stacy and Chisago City.

Regional Setting & Population Trends

Wyoming is located in the very southwest corner of Chisago County. The City of Wyoming borders Washington County and the City of Forest Lake to the south and Anoka County and the City of Columbus and Linwood Township to the west. Wyoming is not included in the Seven County Metropolitan Planning Area which falls under the planning authority of the Metropolitan Council of the Twin Cities.

Over 41 percent of the City is open space (Reference 5. [2009 Comp Plan]), including the Carlos Avery Wildlife Area, numerous wetlands and other natural areas. From the rural origins of Wyoming Township, the City continues to transition to becoming more suburban. The municipal water and sewer services basically extended to the pre-merger City core area. The City core area generally has smaller residential lots and exhibits more of a suburban feel.. Commercial and industrial land use is also prominent within the City core. Beyond the City core, a mix of medium to higher density residential, semi-rural and rural land uses predominate. , and The Highway 8 corridor supports residential, commercial and industrial uses. Agricultural uses including row crops, hay, and livestock operations still dot the landscape contributing to the small town feel of the community. Table 2 summarizes the populations trends for Wyoming:

Table 2 – Population Trends		
Year	Population	Number of households
2008	6940	2361
2009	7013	2402
2010	7791	2845
2011	7796	2745
2012	7777	2746
2013	7800	2754
2014	7854	2776
2015	7877	2794
2016	7906	2804
2017	7793	2818
2018	7839	2847

Source: 2017 City Strategic Plan, Wikipedia, 2010 Census, Data USA

Table 3 illustrates the makeup of community:

Table 3 – Racial Makeup of Wyoming		
Race	2010	July 1, 2019
White	95.5%	90%
Hispanic	1.5%	2.6%
Two or more races	1.3%	1.4%
Asian	0.8%	0.0
African American	0.3%	7.0
Native American	0.3%	0.1%
Other races	0.3%	0.8

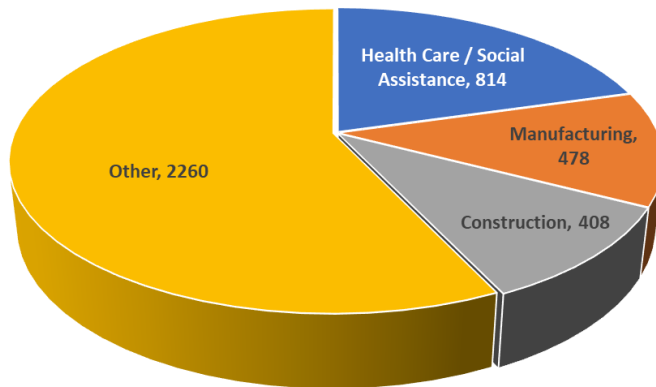
Source: Wikipedia, 2010 Census, Data USA, US Census 2019

In 2018, Chisago County commissioned a housing study. The study indicated that the Wyoming/Stacy sub area had the highest population growth in the County with the 2017 – 2030 population expected to increase by almost 30% and the number of households to grow by more than 33% (Maxfield).

Economic Conditions/Leading Employers

The Wyoming Economic Development Authority (EDA) reports that there are over 100 businesses in Wyoming (2017 Strategic Plan). The diversity of small businesses is illustrated in the following chart:

Figure 2 – Estimated Number of Workers



Major employers in the community include:

- MHealth Fairview Lakes Medical Center
- Polaris Industries
- Rosenbauer Motors
- Hallberg Marine

The City has the basic services with the larger grocery, big box stores, and national chain restaurants located in Forest Lake. There are no hotels in the community. The majority of the community residents work outside of the City with an average commute time of 28 minutes (Data USA).



EXISTING CONDITIONS

Before the City of Wyoming can effectively plan the future, it must first clarify current or existing conditions, including the environmental setting, current land uses, highways and transportation, municipal utilities, and current trends.

General Demographics

With a 2020 population of 8,228, it is the 118th largest city in Minnesota and the 3548th largest city in the United States. Wyoming is currently growing at a rate of 0.99% annually and its population has increased by 5.61% since the most recent census, which recorded a population of 7,791 in 2010. Wyoming reached its highest population of 8,228 in 2021. Spanning over 22 miles, Wyoming has a population density of 398 people per square mile.

The average household income in Wyoming is \$97,474 with a poverty rate of 2.02%. The median rental costs in recent years comes to \$1,096 per month, and the median house value is \$242,600. The median age in Wyoming is 42.4 years, 38.6 years for males, and 44.7 years for females. For every 100 females there are 112.1 males.

Environmental Setting

The total land area of the City is approximately 21.29 square miles that occupies the southwest corner of Chisago County. The City land area is comprised of approximately 25 percent shallow wetland, 25% wooded upland, 25% agricultural land, and 25% developed land. The topography is mostly flat to rolling with surface water drainage following the Sunrise River branches to the north and northeast. Surface soil consists mostly of unconsolidated glacial till where the associated surface groundwater is very susceptible to spills of pollutants.

Existing Land Use

Today the City of Wyoming boasts approximately #acres of land designated for parks and open spaces, miles of scenic views and a multitude of breathtaking lakes and nature areas.

Highways and Transportation

The City continues to benefit from an efficient transportation system proximal to the I-35 interstate and easy routes to the Twin Cities, St. Cloud, and Duluth, Minnesota.

Interstate I-35

Interstate 35 is the major transportation corridor that connects Wyoming to other Twin Cities to the south and the City of Duluth to the north. The I-35 / East Viking Boulevard interchange serves local businesses and connects businesses and residents alike to the local road system described in the following chapter.

US Highway 8

US Highway 8 traverses the south eastern corner of the City, providing a key transportation connection between I-35 and multiple communities from Wyoming to Taylors Falls and on further into north central Wisconsin. US Highway 8 is a busy roadway with a long history of safety issues. The corridor has been studied extensively to develop solutions for controlled access (signalized) intersections as well as proposed access control improvements, eliminating numerous low volume roadway access point and residential and business entrances.

US Highway 61

US Highway 61, once stretched from the southeast Minnesota community of La Crescent to Grand Portage. The majority of the route was paved by 1926. Construction of the I-35 interstate absorbed the bulk of the traffic, however, US 61 continues to serve as a major corridor through the north metro cities of White Bear Lake, Hugo, Forest Lake, Wyoming, Stacy and North Branch. Former Highway 61 north of East Viking Boulevard was recently turned back to Chisago County and is now maintained as County State Aid Highway 30 (CSAH 30). US 61 and the associated historic railroad corridor is a major corridor for residents and businesses including service to the MHealth Fairview campus and Wyoming Elementary.

Community Services and Facilities Attractions in the community

- City Hall
- County Library
- Hallberg Center for the Arts
- Parks
- Regional Trails
- Regional Health Care
- Industrial/Manufacturing Industries
- Entertainment Venues
- Elementary School
- Open Space

Current Trends

Our current moderate and deliberate commercial and residential development model appears to also be a logical future trend given our current municipal sewer and water infrastructure limitations. Future development will focus on land areas that can easily be serviced by City sewer and water services. Examples of recent development activity are included in the following table:

Table 4 – Recent Development Projects		
2015	Heims Lake Villas	33 units of 55+ detached townhomes
2019	Katies Glen PUD	51 units off of Goodview Avenue
2020	Summer Field	Kettle River Boulevard and
2021	Heims Lake Villas – North Addition	34 units of 55+ detached townhomes
2021	Bingham Property Multi-Family Housing	
2021	Hunter Hill	
2021	Midco Tech Building	

The focus for the future involves a balanced build out of the ultimate urban service area (described in the Land Use Chapter) while preserving the character of the community and keeping taxes competitive with area communities. The build out is

expected to include a redevelopment of part of the City's Downtown Core to increase services and improve walkability and accessibility.

Planning Factors Affecting Development (challenges and opportunities)

Natural Resources

Wyoming is valued for its extensive conservation open space areas including the Carlos Avery Wildlife Area across the northern third of the City and the extensive and diverse wetland resources distributed across the entire City. These natural resources contribute to the small town feel and rural setting that attracted many of the area's residents. However, for a City that encompasses over 21.29 square miles or 13,626 acres, only about 41% of the property is "dry land" that is available to be developed.

Municipal Utilities

The City is part of the Chisago Lakes Joint Sanitary Treatment Commission (CLJSTC) that serves Wyoming and several surrounding communities with a regional wastewater treatment plant and regional conveyance systems (interceptors and lift stations). Extension of future sanitary sewer to the unsewered and undeveloped parts of the City is limited by the cost to construct gravity sewers, lift stations, forcemains (pressure sewer), and the overall capacity of the regional CLJSTC treatment plant (See "Utilities Plan"). For that reason, the City has established Urban Service Areas based on the ability to prioritize those parts of the City most easily served with municipal sewer during the next 20 years and beyond. As part of that analysis, it is fully understood that a significant part of the City will likely not ever be fully served.

Housing

In 2018, Maxfield Research and Consulting LLC completed a housing study for Chisago County. Maxfield presented initial findings to the City All Boards Meeting on January 30, 2018. Maxfield forecasted that Wyoming would see a 27% increase in population by 2030, to over 10,000 residents. Maxfield also predicted the potential housing demand for the City would amount to 4760 new housing units through the year 2030. Maxfield observed that the lack of housing options could dampen economic development as employees for future business expansion will not find place to live in the community. In particular, multi-family and rental housing stock for the City is very low.

Kettle River / Viking Boulevard Future Congestion

A significant project was proposed in 2019 for the northwest quadrant of I-35 and East Viking Boulevard. The project was in the area of the old Greenwood Golf Course. The project would have included approximately 200 acres of mixed-use development including a range of lot sizes to meet current demand. As part of the review of the proposed project, major issues related to traffic were identified. The increase in traffic to the East Viking Boulevard / Kettle River Intersection, which is already congested (Chisago County Transportation Plan), and further complicated by the I-35 on and off ramps and several business entrances, became one of several road blocks to the project moving forward. Developing a transportation solution for the area will be important for future development proposals.

Inconsistent Stormwater Permitting within and outside of the CLFLWD

The Comfort Lake Forest Lake Watershed District (CLFLWD) has regulatory control over the southern third of Wyoming. The CLFLWD has taxing and permitting authority relating to land use and stormwater management. The area lying north of the watershed boundary falls under City jurisdiction meaning there are two sets of permitting rules and responsibilities which can create enforcement inconsistencies and confusion for developers.

CLFLWD Watershed Boundary

The CLFLWD has what is known as a watershed (drainage) boundary and an administrative boundary. Ideally, these two lines should be the same, resulting from those properties taxed by the watershed district actually being located in the watershed – the area that drains to Comfort Lake. Differences in the boundaries is somewhat common place but should be rectified if it has not already been addressed by the district.

VISION, GOALS & OBJECTIVES

The Comprehensive Plan is based upon a shared vision of the citizenry and stakeholders of what Wyoming should and will become. The Comprehensive Plan establishes goals and objectives that will help to shape and direct growth and development for the next ten years and beyond. The Plan envisions what the community will look like in 2030 and beyond, and what strategies will be necessary to get there.

Objectives developed for this plan will guide the community as it grows, matures, transitions, and ultimately attains the anticipated growth. The Comprehensive Plan objectives were formulated from input received from the public, City staff, elected and appointed officials, and other interested individuals.

Vision and Objectives

The City of Wyoming seeks to become an attractive, well-balanced place to live and work, with an appropriate combination of amenities and services. Wyoming will succeed with public private partnerships focused on opportunities to live, work and play – for a reasonable investment.

When the Council adopted the 2009 Comprehensive Plan for the City, the first for the combined City/Township, an advisory group was formed to develop a set of plan objectives to give direction to the plan. In the process of developing this plan, The Planning Commission further refined these objectives, informed by the 2019 Community Engagement process and survey.

Based on the Commission's work, the following Vision Statement and Objectives were developed to guide the planning effort:

Vision: A thriving and inviting suburban community that preserves our small town feel and natural landscapes:

The Figure 3 illustrates the plans vision and action-oriented plan objectives.

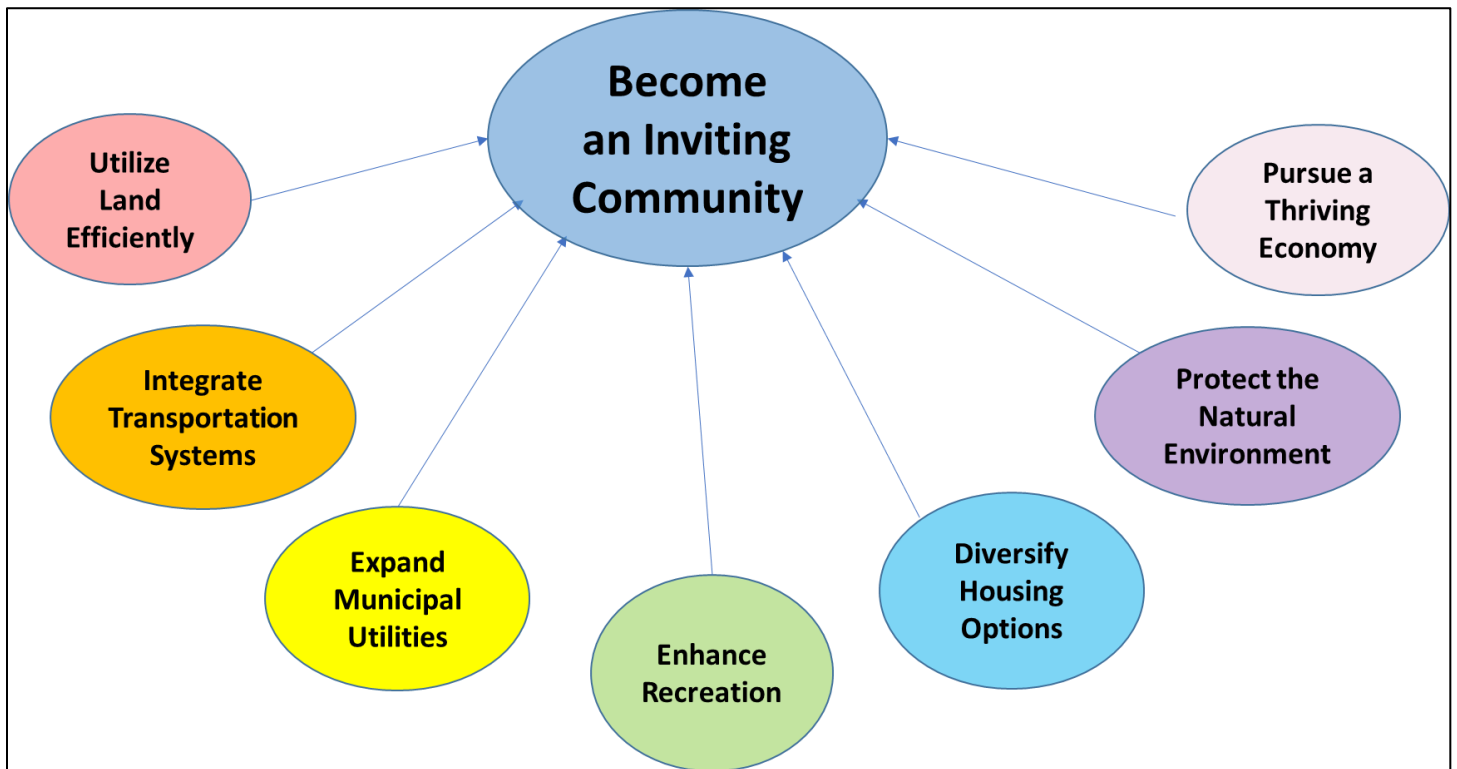


Figure No. 3 – Plan Vision and Objectives

PLAN OVERVIEW

Based on the priorities heard through public input, as well as demographic, physical, social, and economic changes affecting the City, the Plan is divided into the following chapters:

Land Use Plan

Utilize land efficiently: Plan for more intensive use of land for housing, shops or industries to allow more of that resource to be available for other uses, such as farming or urban development. Guide a transition from agriculture and large lot housing to greater densities. Encourage development in balance with natural resource protections.

Efficient use of land for a variety of housing types, shops and industries, with sensible requirements for parking, stormwater and green space, will ensure the availability for other uses, such as farming, parks or open space in harmony with planned urban development. As land is developed more efficiently, property tax revenues for city, school district, county and state governments will rise, which will make it more feasible to pay for the many facilities and services needed to support quality of life in the community. In addition, efficient land use can reduce the cost of municipal utilities over time.

Transportation Plan

Integrate Transportation Systems: Interconnect neighborhoods with multiple modes of transportation and safe transportation systems. Reduce reliance on auto driving. Ensure that residents can travel throughout the community as pedestrians, while bicycling, and in motor vehicles. Ensure that these traveling opportunities are accessible to residents of all capabilities through constructing and improving infrastructure to Americans with Disabilities Act (ADA) standards.

The Transportation Systems Plan addresses the pattern of existing and planned major roads, road design standards and intergovernmental coordination for road improvements.

Utilities

Expand municipal utilities: Increase the use of public potable water and wastewater. Extend water and wastewater lines in staged and efficient manner in response to market demand and according to City capability. Equitably finance for public infrastructure related to development and redevelopment. Consider shared private wastewater disposal systems until public wastewater is available or when public wastewater is infeasible.

The Utilities Chapter is intended to serve as a guide to completing the future water and sanitary sewer system to serve future development as outlined in the Land Use component.

Parks, Open Space, and Trails

Enhance Recreation Opportunities: *Develop, maintain and improve public parks that provide diverse opportunities for active sports and passive recreation. Identify, establish and develop trail corridors that connect the neighborhoods to the park system and to regional trail corridors. Plan for changes in recreational activities that accommodate changing demands. Integrate park and trail systems with significant natural resources.*

The City of Wyoming Parks, Open Space and Trails System chapter guides acquisition of land or fees in lieu of for municipal parks, promoting the protection of public and private open space and reservation of corridors for multiple-use paths. Greater focus is needed on neighborhood connectivity for pedestrian access

Housing

Diversify Housing Options: *Increase the range of housing options for people in all stages of life so as to retain and attract residents. Emphasize housing options like starter homes for young families and senior housing in locations that provide additional uses within walking distance.*

The City's housing stock predominantly single family. Recent development has included larger lots and price points well above those for many first-time home buyers. The City will continue to attract multi-family developers and embrace new developments with a variety of life cycle housing options.

Environmental Resources

Protect the Natural Environment: *Protect and enhance the quality of our lakes, rivers, woodlands, and wetlands.*

The City must continue to address stormwater in a cost-effective manner to protect our water resources while allowing for development to occur including strategies for equitable stormwater treatment suitable for different levels of land use intensities including on-site treatment, regional treatment and fees-in lieu of best management practices. The City will continue to enforce the regulatory protections for the shoreland of designated lakes and streams. The City will seek to link woodlands, wetlands and other undisturbed natural areas into "greenways", acquiring opportunities access local natural areas. The City's plan should ensure that sure our lakes and rivers are not bounded completely by homes and private properties without any access for the general public.

Economic Development

Pursue a Thriving Local Economy: *Plan for and allow the creation of additional stores, offices and industries consistent with this comprehensive plan and regulated by zoning ordinance amendments including, but not limited to, encouraging mixed use opportunities. Diversify the range of local employment opportunities. Attract well-paying jobs plus goods and services that are needed locally. Realize increasing property tax revenues for city, school district, county and state governments.*

The Economic Development chapter details the priorities and goals to build upon the economic strength of the community.

Implementation

The Plan is meant to be a living document, grounded in real challenges and opportunities. It is meant to be revisited often and revised as conditions change. The Plan looks out to a horizon of ten years for further refinement. The City will use the continuous input of the public, whether through formal or informal means, to make sure that the vision, goals and policies are still relevant.

LAND USE PLAN

Utilize land efficiently: *Plan for more intensive use of land for housing, shops or industries to allow more of that resource to be available for other uses, such as farming or urban development. Guide a transition from agriculture and large lot housing to greater densities. Encourage development in balance with natural resource protections.*

The City of Wyoming Land Use Plan guides public and private actions regarding the pattern of land use and development and to express ideas from other plan chapters as they relate to land use. Its purpose is to encourage the orderly development of Wyoming, create an attractive and efficient urban environment and protect key natural resources. Efficient use of land for a variety of housing types, shops and industries, with sensible requirements for parking, stormwater and green space, will ensure the availability for other uses, such as farming, parks or open space in harmony with planned urban development. As land is developed more efficiently, property tax revenues for city, school district, county and state governments will rise, which will make it more feasible to pay for the many facilities and services needed to support quality of life in the community. In addition, efficient land use can reduce the cost of municipal utilities over time.

The Land Use Plan is the central element of the *Wyoming Comprehensive Plan*, and many people will think of this chapter as “the comprehensive plan.” Although there are other plan chapters, they are each related to the land use plan as they each have a geographic component. Consequently, there is some overlap, and other elements provide more detail on certain subjects mentioned in this chapter. The key provisions of other chapters of the *Comprehensive Plan* critical to the physical development of Wyoming are integrated into the Land Use policies.

The Land Use Plan translates the community vision for growth and conservation into a recommended physical pattern of neighborhoods, commercial and employment areas, road and parks. Land use policies seek to influence the location, types, amount and timing of future growth through private real estate development, public investment in infrastructure and community facilities and conservation of natural areas. In addition, the policies are intended to ensure that the environment and other long-term public interests are given adequate consideration and protection.

The Land Use Plan will be used by the City in making decisions about private development proposals, and the location, size and timing of public improvements. The chapter may also be the basis for preparing more specific sub-area or sketch plans for smaller subsections of the community such as the central business district or a residential neighborhood.

The objectives and policies of this chapter are expected to be implemented through the City’s zoning and subdivision ordinances, which may be amended after the adoption of this plan, and through the administration of that ordinance by City staff, the Planning Commission and the City Council.

The Land Use Plan should not be construed as a final blueprint for specific site development nor a prospective zoning map. The identification of preferred land uses does not imply that rezoning a specific area is immediately appropriate. While the zoning and subdivision ordinances must be consistent with this plan, the rezoning process is separate from the planning process and must consider the timing of zoning decision, availability of similar land and the impact of the rezoning decision on other City objectives and policies.

The Land Use Plan may be amended occasionally as circumstances warrant. However, the City hopes that the policy direction of this plan will be relatively consistent over time. Guidelines for reviewing and updating the plan are included in the Plan Implementation chapter of this comprehensive plan.

Land use patterns play a significant part of defining community identity. The organization of residential, business, and public uses influences how people choose to live, work and play in the community. Land use relationships that help Wyoming achieve its vision will ultimately create a desirable community. Within the context of this Comprehensive Plan, the Land Use element promotes strong residential neighborhoods, a flourishing industrial base, a vibrant Downtown Core, focused commercial areas, and numerous recreational opportunities.

The Land Use Element looks at broad community patterns. How much growth should be anticipated and accommodated? Where should growth occur? How do land uses relate to the natural environment and to one another? The goal of the Comprehensive Plan is to guide the use of land in a manner that achieves the vision for the future of Wyoming.

In a perfect world, the market would operate within this framework and meet the development needs of the community. Unfortunately, certain community needs will be not be met relying solely on land use regulations and market forces.

Land Use Types and Descriptions

The Land Use Plan includes a variety of land use types described below. Table No. 5 illustrates the Land Uses included in the Comprehensive Plan and related zoning categories/descriptions. The Land Use description identifies the future plan for the City while zoning regulates that actual current (and future) use. In order to implement the Comprehensive Plan, zoning may need to be updated over time to reflect the Comprehensive Plan while minimizing the creation of non-conforming parcels.

Table 5 – Land Use and Zoning Descriptions	

Residential

Semi-Rural Housing

The Semi-Rural Housing Areas are locations that are presently subdivided into parcels of approximately one to ten acres, which may include the present Agricultural, Rural Residential I and Rural Residential II zoning districts. Many of those locations cannot easily be subdivided further into smaller parcels that could economically accommodate public or shared private wastewater systems. The majority of the Semi-Rural Housing Area will continue to be served with individual on-site wastewater treatment systems. (However, any location is eligible to receive municipal sewer and water services if desired.) Lot sizes would continue to be in the range of one to ten acres.

Lower Density Suburban Neighborhoods

The Lower Density Suburban Neighborhoods Areas are locations that can be subdivided and economically served with either public or private shared wastewater treatment systems. Parcels for single-family housing in the Lower Density Suburban Neighborhoods should be in the range of 9,000 to 18,000 square feet. These neighborhoods may also include types of housing that have more than one dwelling per building and have an outdoor entrance for each dwelling, such as townhouses. Neighborhoods with a combination of detached and attached housing types may be approved through a public review process that ensures:

- That nearby housing and roads are adequately protected
- That the neighborhood provides more natural open space and/or public park than would result if it contained only detached housing
- That the overall average density of the neighborhood is not more than 20 percent greater than what would be possible only using detached (single-family) housing.
- Not more than half percent of the dwelling units are of the attached variety.

Prior to Lower Density Suburban Neighborhoods being served with municipal or private community wastewater lines, they should be zoned to allow an average of 1 house per 20 acres (not 20-acre lots) on unsewered sites and farming activities on sites of 20 acres or larger. Higher average unsewered housing densities may be allowed if the applicant receives approval from the City for a plan showing how the property could realistically be re-subdivided in the future and developed with smaller lots (less than one-half acre) with public or shared private wastewater service.

Medium and Higher Density Suburban Neighborhoods

The Medium and Higher Density Suburban Neighborhoods allow townhouses and similar forms of housing that have an individual exterior entrance for each dwelling unit. These neighborhoods may also include detached (single-family) houses on small lots (approximately 5,000 to 9,000 square feet).

Apartment buildings should be:

- Built in combination with other types of attached housing (e.g., townhouses, four-unit buildings, duplexes, etc.)
- Permitted only by a “conditional use permit” under the zoning regulations,
- Limited through the zoning regulations to not more than 20 dwelling units per net acre (not counting streets, wetlands, parks, etc.)
- Required to have at least one garage space for every dwelling unit, either under the main building or in a separate building.

Any application for unsewered development in this plan category must demonstrate to the City the feasibility of future sewer development at a density greater than four housing units per gross acre.

Non-Residential***Commercial***

The Commercial Areas will allow a wide range of businesses that serve the individual consumer, whether for goods or services. These designations are located along the major traffic arteries and can be expected to generate large amounts of traffic. Trash handling, service docks, signs and lighting must be softened through site planning and landscaping. Protecting nearby housing will be an important consideration during the review of site plan applications. Apply zoning regulations to control landscaping, parking, lighting, signs and access. All parcel access must be via City streets.

Two areas are planned for commercial development outside of the “Downtown Core” (that are along East Viking Boulevard and Highway 61/County Road 30):

- West of the interchange of I-35 and County Road 22, and
- Along US Highway 8.

Mixed Use

Development in a location planned Mixed Use must include two or more types of land use, which may include retail businesses or service businesses, office buildings, single-family housing and multiple-family housing. Developers will be required to negotiate with the City a unified and comprehensively design plan of high quality. Any development in this category should be required to obtain a conditional use permit or go through the planned-unit development process.

If a proposed development in a location planned Mixed Use abuts an area either planned or developed as housing, the design for the Mixed-Use site must be compatible with the nearby residential site.

Four areas are planned as “Mixed Use” which can include retail and service Businesses.

- The southeast quadrant of Highway 61 and 250th Street
- East of and adjacent to County Road 30 and directly south of the Wyoming – Stacy border.
- Between Kettle River Boulevard and I-35, across from the hospital, and;
- North of and adjacent to US Highway 8 bounded by Heath Avenue to the east and West Comfort Drive to the north.

Office and Health Care Business

The Office and Health Care Business land use category allows corporate or professional office buildings, hospital and health clinic buildings, hotels, nursing homes, housing for the elderly. Intensive site coverage should be sought in order to maximize the number of jobs. This district is intended to be an attractive employment area; approximately 15 percent of each site should be devoted to generously landscaped green space. A high level of site planning, landscaping and façade treatment will be required through zoning and site plan review. Coordinated, campus-style developments are encouraged. Retail or service business will be allowed if they are a secondary component of an office or health care building. No manufacturing or outdoor storage will be allowed.

Industrial and General Business Area

This area provides for the development of a range of industrial and general business uses including research and development, light manufacturing, offices, sales, and research and development. It may also selectively allow retail or service business by conditional use permit, particularly in the industrial area south of downtown. Locations for industries designated by this plan include portions of the Highway 61 corridor and the site of the former landfill operation along Railroad Avenue. Zoning regulations will be used to control site planning, landscaping, lighting, parking, truck handling, outdoor storage, signs and access. All parcel access must be via City streets. Private redevelopment of properties that have aging buildings and outdoor storage will be encouraged, especially adjacent to the Highway 61 and Sunrise River Trail right of way between Fairview Boulevard and Viking Boulevard.

The Industrial and General Business Area will allow a variety of light manufacturing, office-showroom and office buildings. Outdoor storage of good and materials should only be allowed under a “conditional use permit” that specifies visual screening with buildings, walls, fences, berms and/or landscaping.

Public and Semi-Public Facilities

This planning district includes public schools, the City Hall, the Public Safety (former Township Hall site), the Chisago County Library and other properties owned by the City, the County, or the State of Minnesota, now or in the future, that are not included under “Conservation and Open Space”. Also included is Wyoming Elementary and places of worship.

Parks and Open Space**Parks**

Parks include lands owned by the City for active and passive recreation. This use does not include any parks that may be privately owned. The exact locations of future neighborhood parks will be determined during the land development process.

Conservation and Open Space

This land use plan category includes all wetlands, which will continue to be protected under the regulations of Chisago County and the Comfort Lake–Forest Lake Watershed District. It also includes the Carlos Avery State Wildlife Management Area, which covers a large portion of the city.

Shoreland and Floodplain Areas

The City of Wyoming will continue to administer its recently adopted Shoreland regulations for consistency with development and natural resources related protection. The Zoning Map shows the approximate location of the Shoreland Management Overlay Areas within 1,000 feet of state-designated lakes and 300 feet of state-designated streams. The Floodplain areas are encompassed within the Shoreland Management Overlay; however, the Overlay includes lands outside the Floodplain zones.

Table 6 – Acreage by Land Use Category

Land Use Plan Category	2018 Draft (WSB)		2009 Adopted	
	Acreage	Percent	Acreage	Percent
Semi-Rural Housing	2,547	18.3%	1927	13.7%
Lower-Density Suburban Neighborhoods	4,909	35.3%	3204	22.8%
Medium and Higher Density Suburban Neighborhood	664	4.8%	440	3.1%
Downtown Core	92	0.7%	71	0.5%
Commercial	470	3.4%	325	2.3%
Mixed Use	598	4.3%	258	1.8%
Office and Health Care Business	201	1.4%	155	1.1%
Industrial and General Business Area	1397	10.0%	925	6.6%
Parks	168	1.2%	134	1.0%
Public Facilities	54	0.4%	52	0.4%
Conservation and Open Space	2,128	15.3%	5719	40.7%
Right-of-Way	686	4.9%	838	6.0%
Totals	13,914	100.0%	14,048	100.0%

Urban Service Area

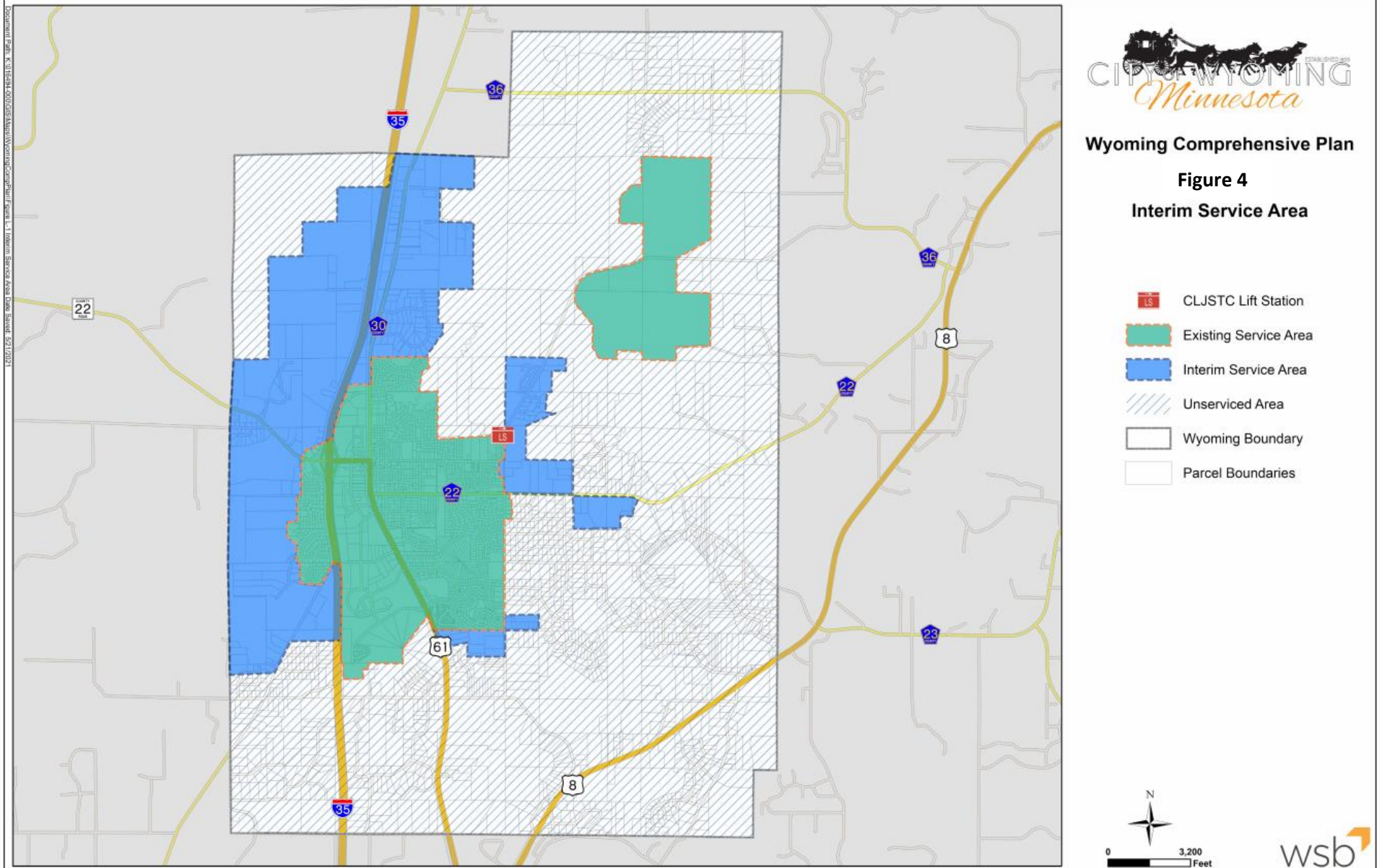
Future development that occurs must reflect the ultimate buildout potential and future urban service goals for the City. With respect to the extension of urban services in Wyoming, there are four different area classifications that each come with a different set of goals and land development objectives. The three different area classifications are as follows:

1. Interim Urban Service Area
2. Ultimate Urban Service Area
3. Permanently Unserved Area

Development that occurs today, depending on where it is located, must be mindful of the ultimate buildout potential and future urban service goals for that portion of the City and should be sized and designed appropriately.

Interim Urban Service Area

This is the portion of the city where urban services are either currently offered or the opportunity to supply urban services has been evaluated and determined to be feasible (given current infrastructure) within the time 20-year horizon of this Plan. The City will revisit the boundary of this area as development occurs and improvements are brought online and during the update of this plan ten years after adoption. The goal for the Interim Urban Service Area is to extend urban services concurrent with the timing of new development. Figure 3 illustrates the Interim Urban Service Area.



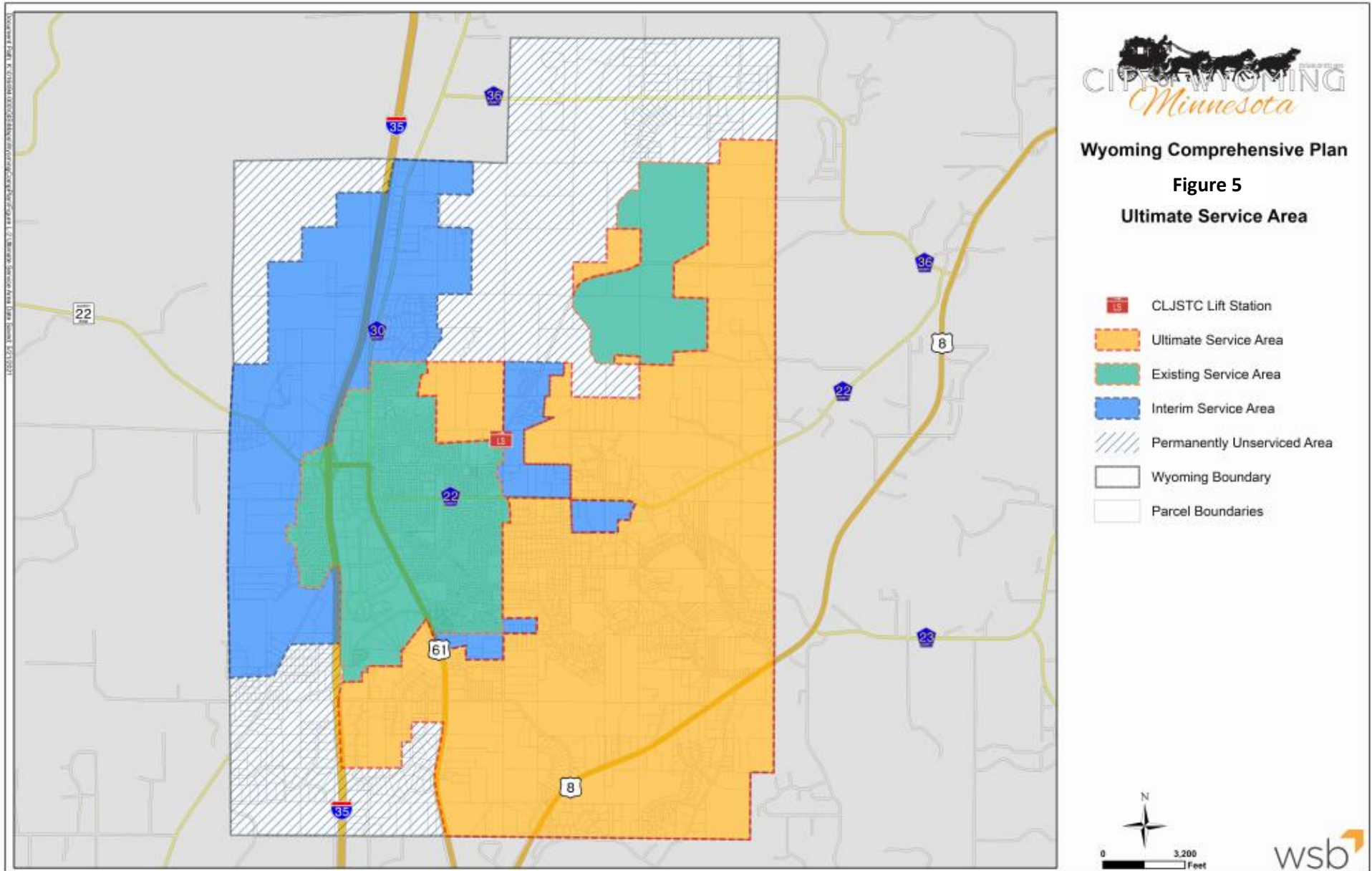
Ultimate Urban Service Area

This area of Wyoming lies outside of the current urban service area but includes the portions of the city that may someday, beyond the 20-year time horizon of this Plan, become eligible for urban service connections. Current development in this area will not be serviced at this time, but should be developed mindfully to anticipate the potential for ultimate urban service density and connectivity.

The development goal for the Ultimate Future Urban Service area is to utilize one of the two following methods in unserved residential subdivision development:

1. Develop at densities no greater than allowed by the Agriculture or Rural Residential zoning district so that future re-subdivision is feasible when utilities are extended.
2. Plan for a community septic system to support the subdivision development.

Regardless of which method of development occurs, the City may require a “ghost plat” a subdivision to show how future subdivision lots could allow for eventual urban density. For commercial development in the Ultimate Urban Service area, all new development should undergo a site a plan review to evaluate the capacity of the site to support septic and ensure sufficient water supply for operation and fire suppression. Figure No. 4 depicts the Ultimate Urban Service Area.



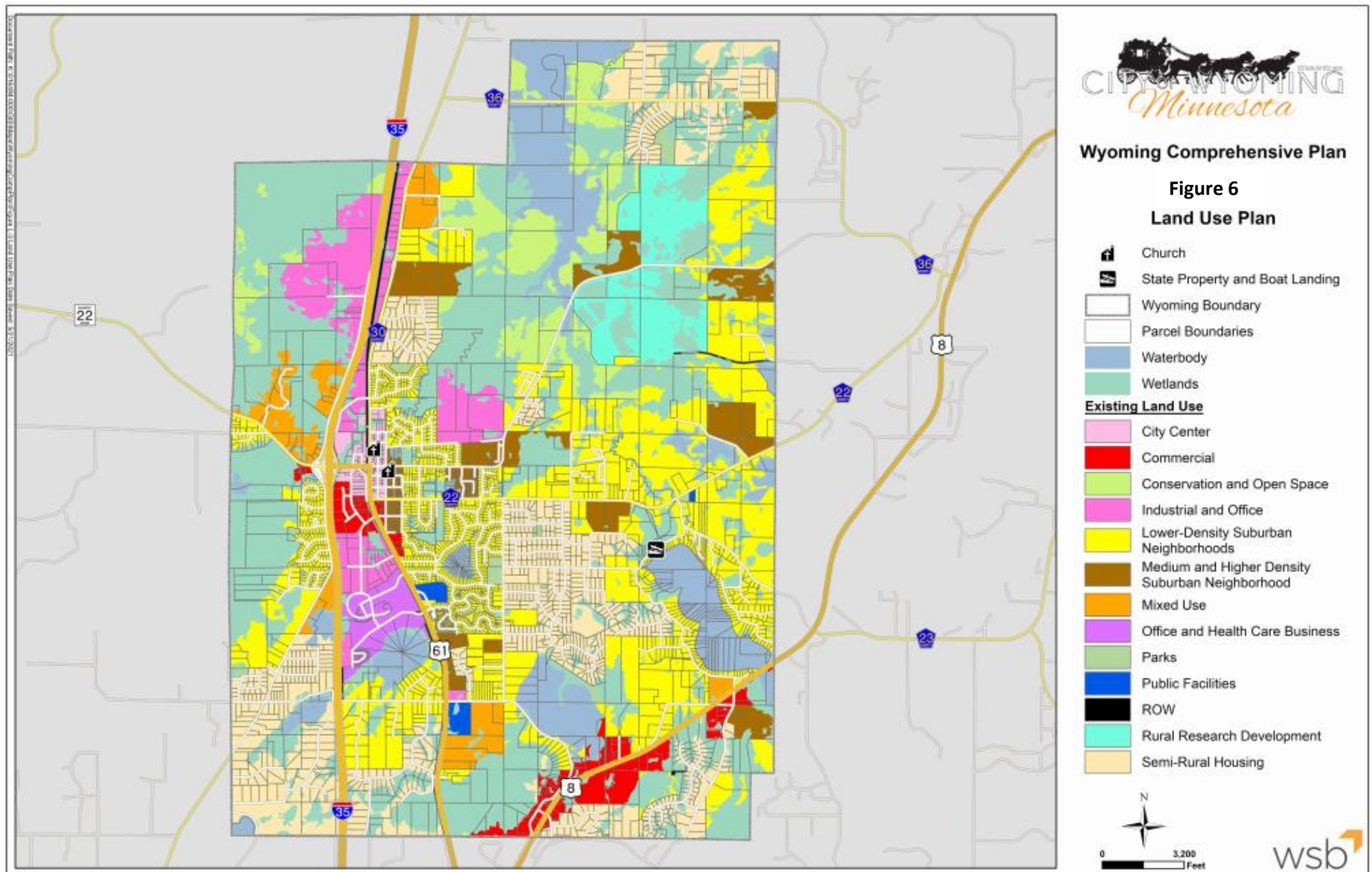
Permanently Un-Serviced Area

These areas of Wyoming are anticipated to never be supplied with urban services. The natural features, existing lot sizes, lack of connectivity, and rural nature of this area make it poorly suited for development at urban densities. In this portion of the city, the development goal is to conform to the regulations of the governing zoning district with respect to minimum lot size and developable land requirements.

Land Use Plan

The City of Wyoming Land Use Plan map is a guide to zoning land for future use or conservation. It is not a zoning map and does not have the force of law that a zoning ordinance and zoning map do. Consequently, the zoning districts may not correspond perfectly with this land use plan map. The zoning ordinance and zoning map should be revisited after the adoption of this comprehensive plan.

Table 7 – Land Use Categories and Urban Service Areas (acres)			
Land Use Category	Interim Urban Service Area	Ultimate Urban Service Area	Permanently Unserviced Area



Specific Land Use Planning Areas

Downtown Core

The Downtown Core is the location presently known as “downtown” Wyoming and is located east of I-35 (East Viking Boulevard and US Highway 61). The Downtown Core is intended to be a developed relatively densely with retail and service businesses, the City Hall, County library and, potentially, high-density housing (apartments).

In the area between Highway 61 and Fenwick Avenue, access should be limited to Highway 61 and/or the east-west streets (as opposed to Fenwick Avenue) and the houses two blocks east along the east of Fenwick Avenue should be protected through careful building placement, parking design, landscaping, lighting, trash handling, signage and other site planning. To the extent that the market will allow, buildings in this area should follow the traditional pattern of being located adjacent to the public sidewalk, particularly if adjacent to one of the historic buildings that were constructed in that manner.

Urban design guidelines may be included in the zoning ordinance that is written to implement this plan category. A high level of site landscaping, building façade materials and signage should be required through zoning and site plan review in this highly visible part of the community.

Greenwood Development Area

A small area plan and potential land assembly may be advantageous for the area north of Viking Boulevard and west of Highway 61. Currently there is a diverse and sometimes inconsistent mix of land use including single family residential, commercial, bulk fuel storage, tax forfeit, park and shoreland/floodplain. Future transportation issues at the intersection of Kettle River Boulevard and Viking Boulevard should be studied for solutions prior to development occurring.

Transportation Plan

Integrate Transportation Plan: Interconnect neighborhoods with multiple modes of transportation and safe transportation systems. Reduce reliance on auto driving. Ensure that residents can travel throughout the community as pedestrians, while bicycling, and in motor vehicles. Ensure that these traveling opportunities are accessible to residents of all capabilities through constructing and improving infrastructure to Americans with Disabilities Act (ADA) standards.

The City of Wyoming Road System Plan describes the pattern of existing and planned major roads, establishes road design standards and addresses intergovernmental coordination for road improvements.

Functional Classification

Functional classification is a method of categorizing streets by the type of transportation service provided and the roadway's relationship to surrounding land uses. The purpose of a functional classification system is to create a hierarchy of roads that collects and distributes traffic from neighborhoods to the metropolitan highway system in an efficient manner given the topography and other physical constraints of the area.

The major road system classifications include:

- Principal Arterial
- Minor Arterial
- Collector
- Local

The classifications provide for freeway, urban and rural standards. Figure xx shows the planned pattern of road functional classification, and Table 8 lists roads by functional class, number of lanes, jurisdictional class and sub-class. The purpose of this system is to create an orderly pattern of roads with appropriate spacing, access controls, traffic capacity and speeds so as to accommodate planned land use densities and provide for safe and efficient movement. Wyoming will work with the adjacent jurisdictions, the Chisago County and the Minnesota Department of Transportation to implement the proposed functional classification plan shown in Figure 6.

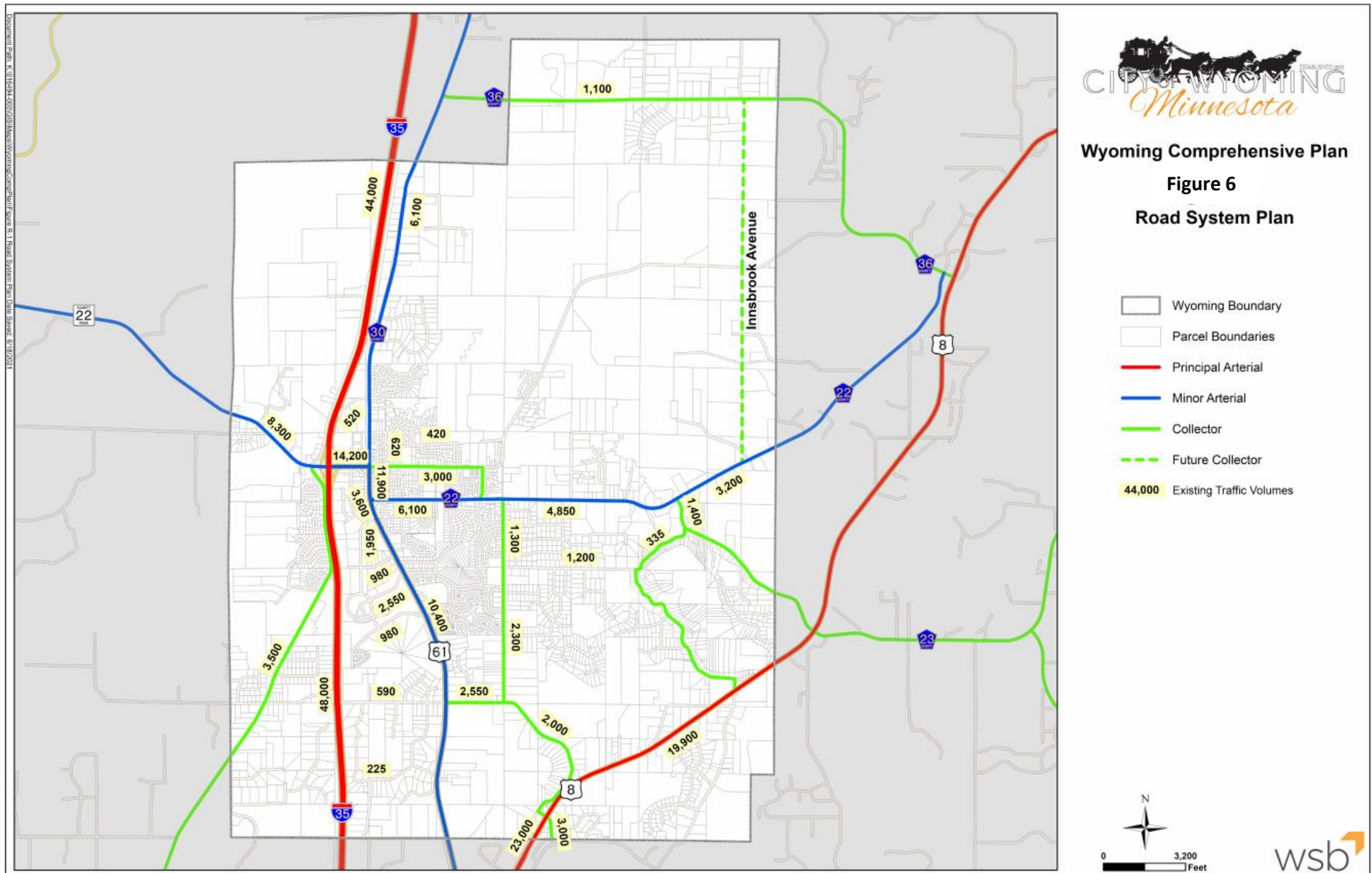


Table 8 - Functional Classification and Jurisdiction by Street		
Classification	Jurisdiction	Lanes
Principal Arterials		
I-35	State	4
US 8	State	2 or 4
Minor Arterials		
US 61	State	2 or 3
County Road 22	Chisago County	2
County Road 30	Chisago County	2
Collectors		
County Road 36	Chisago County	2
Viking Boulevard (west of US 61)	City of Wyoming	2
Goodview Avenue (south of CSDAH 22)	City of Wyoming	2
Glen Oak Drive (north of CSAH 22)	Chisago County	2
Pioneer Road	City of Wyoming	2
250 th Street (partial)	City of Wyoming	
West Comfort Lake Drive	City of Wyoming	2
Kettle River Boulevard	Chisago County	2
Innsbrook Avenue (future road)	City of Wyoming	2

Principal Arterials

Principal arterials are roadways that provide the greatest level of mobility and access control. Within the metropolitan area, the great majority of principal arterials are under MnDOT jurisdiction. Principal arterials are typically interstate highways or other state or federal freeways or expressways. These facilities are intended to serve trips greater than eight miles and express transit trips. Spacing of principal arterials varies within developing areas of the metropolitan area. Typically, these facilities are spaced between two and six miles apart. These facilities connect regional business and commercial concentrations, transportation terminals, and large institutions within the metropolitan area. Principal arterials also connect to other cities, regions, and states outside of the metropolitan area.

Principal arterials are intended to maintain average speeds of 40 mph during peak traffic periods. To maintain mobility and speeds on principal arterials, land access and transportation system connections are limited. There is little to no direct land access from principal arterials. Intersections are limited to interstate freeways, other principal arterials, and "A" Minor arterials. Access points are typically grade-separated or controlled with a signal and are spaced one to two miles apart.

Minor Arterials

Minor arterials maintain a focus on mobility but provide more land access than principal arterials. Minor arterials are intended to serve trips of four to eight miles in length. Within developing areas of the metro, these facilities are spaced between one and two miles apart. Minor arterials connect cities and towns within the region and link to regional business and commercial concentrations. Access points along minor arterials are generally at-grade and typically controlled with signals or stop signs.

During peak traffic, minor arterials in developing areas are intended to maintain 30 mph average speeds. As a result, transportation system connections are limited to interstate freeways, other principal arterials, other minor arterials, collectors, and some local streets. Land access is limited to concentrations of commercial and industrial land uses.

Collector Roadways

Collector roadways provide linkages to larger developments and community amenities. They generally do not link communities to one another. Collector roadways generally favor access to the system over mobility but try to balance the two competing needs. These roadways are generally lower speed than the principal or minor arterial routes. They are usually owned and operated by cities, although counties operate some of these facilities. Collectors are intended to serve trips of one to four miles in length. Collectors link minor arterials, other collectors, and local streets.

Future Innsbrook Avenue should be built in the corridor suggested by Figure XX but may be aligned differently to avoid natural or man-made features. The corridor would also serve as a future utility corridor,

Local Streets

Local streets provide access to adjacent properties and neighborhoods. Local streets are generally low speed and designed to discourage through traffic. All the remaining roadways in the city that were not listed under the previous functional classifications above fall under the local road designation. As mentioned earlier, the City of Lino Lakes has a unique street system due to the presence of many large natural features including the regional park preserve, lakes, wetlands and streams. Sensitivity to and preservation of these features is important and has played a large role in the development of the street system within the city. This has resulted in an interconnected street system that differs from the traditional grid system evident in other communities. Connectivity and continuity of roadways within the city is an issue that will persist as the city continues to balance the need to preserve these natural features with the need to provide accessibility, mobility, and efficiency within its transportation system.

Local and collector streets may be designed to either urban standards (curbing) or rural standards (shoulders and swales or ditches).

Roadway Capacity

To determine roadway capacity deficiencies and needs the existing Average Daily Traffic (ADT) volumes were identified using data from the MnDOT traffic volume website and city traffic counts. Figure 7 shows the existing ADT volumes on the area roadway system. Roadway capacity and roadway safety are two key indicators of how well the roadway system is meeting the City's transportation needs. The discussion below provides information to better understand capacity and safety issues within the City of Wyoming.

Existing Roadway Capacity

A roadway's capacity indicates how many vehicles may use a roadway before it experiences congestion. Capacity is largely dependent upon the number of lanes. Table 9 below lists planning-level thresholds that indicate a roadway's capacity. Additional variation (more or less capacity) on an individual segment is influenced by a number of factors including: amount of access, type of access, peak hour percent of traffic, directional split of traffic, truck percent, opportunities to pass, and amount of turning traffic, the availability of dedicated turn lanes, parking availability, intersection spacing, signal timing and a variety of other factors. At the planning level, capacity problems are identified by comparing the existing number of lanes with current traffic volumes.

Table 9: Planning Level Roadway Capacity

Facility Type		Daily Two-Way Volume	
		Lower Threshold	Higher Threshold
Arterials	Two-lane undivided	10,000	12,000
	Two-lane divided or three-lane undivided	15,000	17,000
	Four-lane undivided	18,000	22,000
	Four-lane divided or five-lane undivided	28,000	32,000
Freeways	Four-lane freeway	60,000	80,000
	Six-lane freeway	90,000	120,000
	Eight-lane freeway or higher	Calculated on a segment-by-segment basis	

Source: FHWA Highway Capacity Manual and WSB Experience from Previous Projects

Using the methodology described above, existing capacity deficiencies were identified by comparing existing ADT volumes to the thresholds noted in Table X-X. The existing traffic volumes (Figure R-1) and the existing number of lanes were used to develop the existing capacity deficiencies. Congested roadway segments are defined as those with a volume-to-capacity ratio at or above 1.0, which signifies that a segment of road has observed volumes which exceed its design capacity. In addition, roadways that are approaching capacity have a volume-to-capacity ratio of 0.85 to 1.0.

All City of Wyoming existing volumes on local City streets are below or within the planning level capacity thresholds shown in Table 9, however, some congestion does occur along some primary routes, such as TH 8, TH 61 and CSAH 22 due to operational constraints at intersections.

Based on this review, the following road segment currently exceeds its design capacity:

- TH 61 – CSAH 22 (Wyoming Trail) to CSAH 22 (Viking Blvd)
- TH 8 - TH 61 to east City Limit

In addition, the following roadways are currently approaching congestion:

- TH 61 – South of CSAH 22 (Wyoming Trail)
- CSAH 22 (Viking Blvd) – I-35 to TH 61

The methodology described above is a planning-level analysis that uses average daily traffic volumes and is not appropriate for all traffic conditions. Traffic conditions that do not fit the average daily traffic criteria (i.e., weekend travel, holiday travel, special events, etc.) are likely to produce different levels of congestion. Further, this methodology does not take into account specific geometric conditions that exist at the intersection nodes, potential peaking characteristics of these roadways or directional flow disparities, which can greatly impact the order of magnitude of the deficiency (either meaning there is not a deficiency, or it is more significant than what is indicated by the ADT alone). However, for purposes of the transportation planning process, this v/c methodology is widely accepted and applicable. For detailed design consideration of access management, intersection traffic control and congestion mitigation, the city may require a traffic study providing detailed operational analysis for specific developments.

Safety Issues

A central concern of transportation professionals is roadway safety. To assist in the evaluation of crashes, MnDOT maintains a database of crash records from around the State of Minnesota. These records identify the location, severity and circumstances associated with each crash. This dataset is useful for identifying crashes within the city, but it should be noted that the crash location data input may not always be extremely accurate. Therefore, further evaluation may be needed to determine if safety issues exist at locations identified as having a high frequency of crashes. MnDOT's dataset

was reviewed to identify the number, location and severity of crashes in the City of Wyoming for the years 2016 - 2020. Overall, there were 451 crashes, of which 5 involved fatalities, 119 involved personal injury and 327 involved property damage (see Table 10). These crashes were generally widely distributed throughout the city with most locations accounting for only one or two incidents, suggesting that a crash at that location was a random event. However, several of these crashes were concentrated at a limited number of locations.

Table 10. Motor Vehicle Crashes in Wyoming (2016-2020) *

Year	Fatal Crashes	Number of Crashes				
		Personal Injury Crashes			Property Damage Crashes	Total Crashes
		Type A Incapacitating Injury	Type B Non-Incapacitating Injury	Type C Possible Injury		
2016	0	2	7	16	61	86
2017	1	0	6	13	63	83
2018	2	3	5	16	70	96
2019	1	2	9	17	78	107
2020	1	2	10	11	55	79
5-Year Total	5	9	37	73	327	451
5-Year Average	1	2	7	15	65	90

*Includes Interstate and Trunk Highway Facilities

There is a high correlation between the frequency of crashes and traffic volumes. Roadways with high volumes have a tendency to have more crashes than a lower volume roadway. A planning-level safety analysis was conducted to identify locations in Wyoming with a high frequency of crashes. Further investigation is warranted at these locations to evaluate the types of crashes and to calculate crash rates at these locations to determine their relevance. The intersections with the most crashes are listed in Table 10.

Table 11. Top Eight Crash Locations in Wyoming (2016-2020) (by total crashes)

Crash Location Descriptions	Number of Crashes					
	Fatal Crashes	Personal Injury Crashes			Property Damage Crashes	Total Crashes
		Type A	Type B	Type C		
1. TH 8 at Greenway Ave	0	1	3	9	24	37
2. CSAH 22 at NB I-35 Ramp	0	1	1	0	14	16
3. TH 61 at CSAH 30	0	0	0	4	7	11
4. TH 61 at CSAH 22	0	0	1	3	5	9
5. CSAH 22 at Kettle River Blvd	0	0	1	1	7	9
6. CSAH 22 at SB I-35 Ramp	0	2	0	2	7	9
7. TH 61 at 257 th St	0	0	0	4	2	8
8. TH 61 at 250 th St	0	0	1	0	6	7

In keeping with the state's goal of "Toward Zero Deaths," additional analysis of the fatal crashes within the City over the five-year study period was also conducted using crash reports. Based on the reports, roadway geometry was not cited as contributing factors in the fatal crashes. Instead, the reports showed that 4 of the 5 fatal crashes occurred on I-35 and the other on 250th Street west of Kettle River Blvd.

Access Management

The purpose of access management is to provide adequate access to adjacent land development while maintaining acceptable traffic flow on higher level roadways. Management consists of carefully controlling the spacing and design of public street intersections and private access points to the public roadway system. Arterials, being designed for higher speed, longer distance trips, generally have reduced or restricted access, while local streets can accommodate much greater access. Collector roadways fall in between arterials and local roadways regarding the amount of access that is permitted. The agency with jurisdiction over a roadway sets access management guidelines. Access to US 61 and US 8 must meet MnDOT access management guidelines and is permitted subject to conditions.

Chisago County has established access management guidelines for urban and rural areas. Chisago County requires permits for new driveway access to county roads and when land uses change at a site adjacent to a county road. Chisago County typically requires that new access points meet its guidelines; however, the county can make exceptions to the guidelines with sufficient justification.

The City of Wyoming does not have access management guidelines for City streets. The City evaluates new and modified accesses to its City streets through a permitting process on a case-by-case basis.

It should be noted that there are existing access points that do not meet County and MnDOT access spacing guidelines. In many cases these access points were established prior to agency access spacing guidelines. In other cases, the agency has granted an exception to the existing guidelines. As roadways are reconstructed, each of these agencies generally works to modify and/or relocate access points that do not meet current access spacing guidelines.

Road Design and Right of Way

A system of design guidelines is an effective tool to help provide safe, efficient, and consistent roadway networks. Some situations may require additional analysis due to unusual or unforeseen conditions but established baseline standards will minimize design uncertainties in most circumstances. This is not a purely technical issue, and individual communities may have different preferences for design standards.

Table 12 represents recommended typical roadway cross-sections based upon each functional class. This table represents a range of traffic levels for each roadway functional class and the corresponding design requirements. Right of way standards for the various roadway categories are also presented in Table 12. It may be noted that the City prefers and supports an integrated transportation network, with good circulation properties and limited cul-de-sacs. The City also prefers efficient connectivity with neighboring communities.

Table 12 - City of Wyoming Roadway Design Guidelines ⁽¹⁾					
Functional Type	Lanes	Urban		Rural	
		Cross Section ⁽³⁾	Right-of-Way ⁽³⁾	Cross Section ⁽³⁾	Right-of-Way ⁽³⁾
Collector ⁽²⁾	2-Lane	36 ft	80 ft	40 ft	80 ft
	3-Lane	48 ft	80 ft	54 ft	100 ft
Local	2-Lane	28 ft	60 ft ⁽¹⁾	32 ft	66 ft

⁽¹⁾ As part of a planned unit development (PUD), developments may include reduced pavement widths for local streets, based on a review by the City Engineer of other benefits of narrower roads (e.g. sidewalks/trails, saving trees, stormwater plans, etc.).

⁽²⁾ If State Aid Street, parking will need to be reviewed with newer impact width.

⁽³⁾ Cross-section and right-of-way width are not inclusive of intersection locations, when additional right-of-way and cross-section width may be necessary.

Alternate Table from 2009 Plan

Table ____ Characteristics of Future Residential Streets								
	Right-of-Way Width*	Road Width (to back of curb)	Through Lanes	On-Street Parking	Sidewalks	Planting Strip	Curb and Gutter	Drainage System
Collector	66 to 76	36	2 to 4	Yes	2 @ 5'	8' with trees		
Urban Local: Parking on both sides	60	32	Not striped	Both sides	1 @ 5'	6' with trees		
Urban Local: Parking one side only or cul-de-sac	60	28	Not striped	One side	1 @ 5'	6' with trees		
Rural Local: No parking	66	24 – 28 May be unpaved	Not striped	No parking	None	Rural ditch		

Sidewalks

Require that residential developers include a five-foot concrete sidewalk on at least one side of each new local and collector street in the Suburban Neighborhoods.

Street Trees

Trees regularly spaced along the street are a key ingredient for giving streets a residential character and making them feel more comfortable. Street trees add greenery, provide shade, give a street a lived-in feeling and contribute to neighborhood character.

Trees should be planted in the public right-of-way between the curb and the sidewalk, along every street, including commercially-oriented arterial roads and local residential streets. Landscaping along the streets should be a joint public and private effort that could take advantage of both the public right-of-way and the private setback space.

Traffic Calming

Traffic calming is an approach which is generally used to accomplish one or more of the following primary objectives:

- Reduce speeds on local streets.
- Reduce cut-through (non-local) traffic levels on local streets.
- Improve safety and usability for non-motorized traffic.

Under certain circumstances, traffic calming can be used on collector level roadways to reduce speeds, primarily at intersections. However, the focus is on “returning neighborhood streets to the neighborhood.” Traffic calming measures are best evaluated and implemented within the context of the overall transportation network serving the City; it is never advisable to simply shift a problem from one street or area to another. Since so much of Wyoming is rural in nature, traffic calming may not have the same application as in more typical urban settings. However, the types of measures identified below should be kept in mind as possible “tools in the toolbox:”

- Traffic circles/roundabouts
- Lateral lane shifts – roadway striping
- Curb extensions/neckdowns at intersections
- Speed humps/tables
- Raised crosswalks
- Diverters – close access to street
- Driver feedback signs

It has been suggested that narrowed streets reduce speeds. However, empirical data on this is not conclusive. Traffic calming measures should be reviewed on a case-by-case basis but should be evaluated within the context of the overall street network and from the perspective broad based policy objectives.

Complete Streets

“Complete Streets” is the planning, scoping, design, implementation, operation, and maintenance of roads in order to reasonably address the safety and accessibility needs of users of all ages and abilities. Complete streets consider the needs of motorists, pedestrians, transit users and vehicles, bicyclists, and commercial and emergency vehicles moving along and across roads, intersections, and crossings in a manner that is sensitive to the local context and recognizes that the needs vary in urban, suburban, and rural settings (MINN. STAT. 174.75, Subd. 1.).

Complete Streets is a process for developing a transportation network that best accommodates all modes of transportation. Planners and designers must systematically consider all modes when developing their long-range plans and short-term maintenance and construction projects. The City of Wyoming supports considering implementing a Complete Streets process in roadway reconstruction projects where appropriate and feasible.

Jurisdictional Classification Plan

Jurisdiction over the City's roadway system is shared among three levels of government: the State of Minnesota; Chisago County and the City. The Minnesota Department of Transportation (Mn/DOT) maintains the Interstate and State trunk highway systems. Chisago County maintains the County State Aid Highway (CSAH) and County Road systems. The City maintains the remaining streets. The City is required to designate which local roads are included in the Municipal State Aid (MSA) system and are eligible to receive funding for construction projects. The program is administered by the Minnesota Department of Transportation (MnDOT). City is part of MnDOT's Metro region.

Intergovernmental Coordination

Minnesota Department of Transportation

Highway 8 Capacity and Safety Improvements

The City of Wyoming participated in the Highway 8 Corridor Study process conducted by the Minnesota Department of Transportation. The Hwy 8 Corridor Study began in 2008 and is now complete. The study considered a range of roadway alternatives to address Hwy 8 capacity, access and safety issues between Greenway Avenue North and Karmel Avenue in the cities of Wyoming and Chisago. The study identified a future configuration for Hwy 8 that includes a four-lane, divided roadway concept with a grassy median.

Chisago County is now leading a project to identify a long-term solution to improve safety and mobility along U.S. Highway 8 from I-35 in Forest Lake to Karmel Avenue in Chisago County. The project team is looking at a few options for a new corridor design, which needs to address safety and mobility issues, while taking pedestrian and bicyclist needs into consideration. Currently, work is being done on the environmental review, traffic analysis, hydraulics and preliminary design of the corridor. Figure 8 shows the current concept being considered.

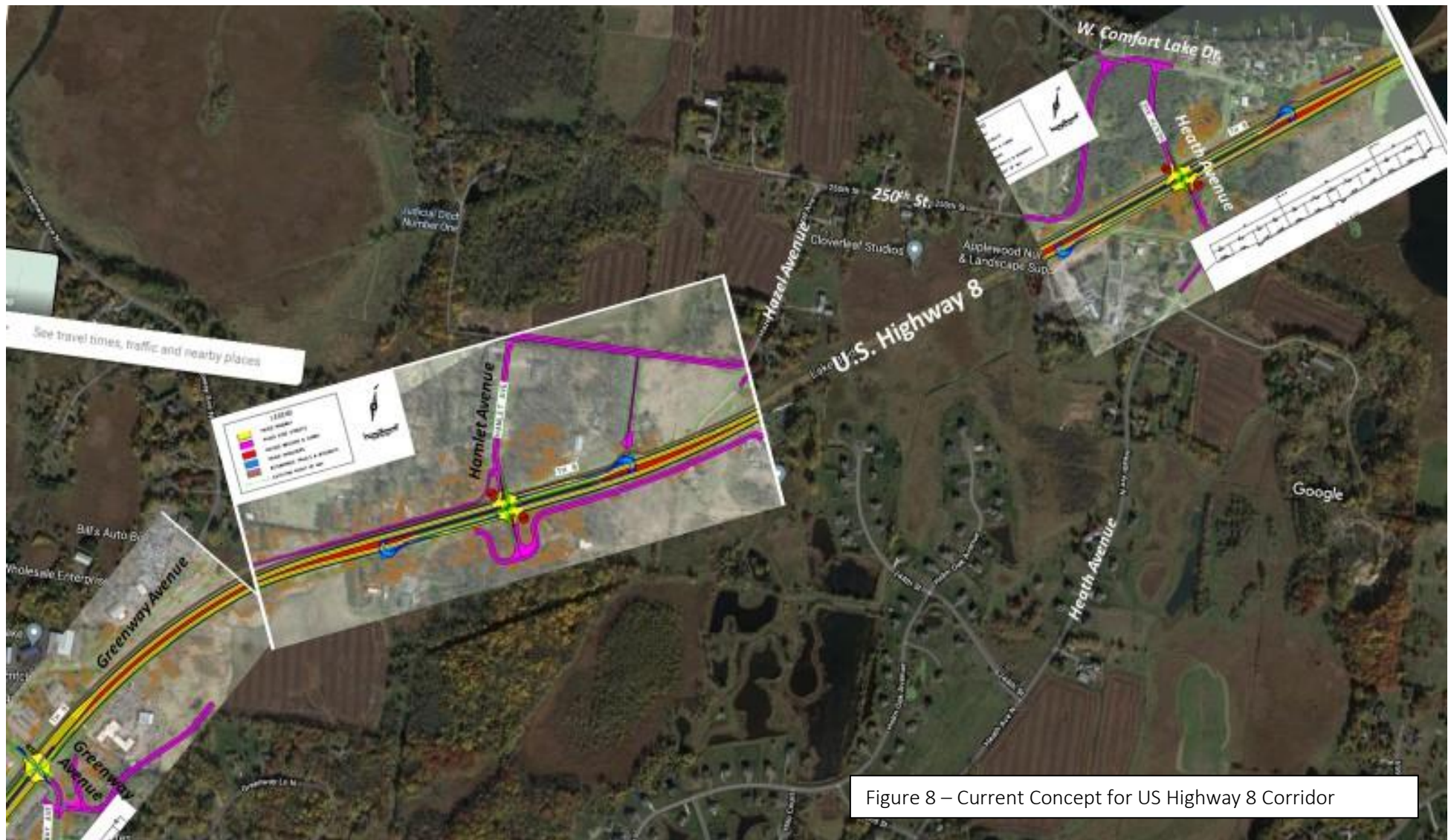


Figure 8 – Current Concept for US Highway 8 Corridor

Rush Line Corridor

The Rush Line Corridor is a transportation corridor extending 80 miles from Hinckley on the north, to Union Depot in downtown St. Paul, roughly following Interstates 35 and 35E and Trunk Highway (TH) 61. This corridor has been identified by the Metropolitan Council/Metro Transit, the Minnesota Department of Transportation (MnDOT), the Rush Line Corridor Task Force, and the corridor counties for transportation improvements based on current and future population, employment and travel demand.

The Minnesota Department of Transportation initially studied the feasibility of commuter rail service on the former rail corridor that runs along Highway 61 through Wyoming and other communities known as the Rush Line. Ultimately, bus rapid transit was selected in 2017 as a result of a Pre-Project Development Study. Wyoming will monitor the development process and participate in decision-making; particularly as it relates to providing access for residents and employees to facilities in the corridor.

Ride-share Services

Wyoming currently has ride share services available to residents. Both the Heartland Express/Arrowhead Transit serve the community.

Chisago County***East Viking Boulevard***

The City of Wyoming will continue to work with Chisago County to find a workable solution to the access, operation, and safety issues on E. Viking Blvd from I-35 west through the Kettle River Blvd intersection. With existing land use and possible future land use the current location of the intersections and driveway accesses in the corridor create operations and safety issues. The City of Wyoming will work with Chisago County on possible future improvements for this area.

Transportation Corridor Overlay District

Wyoming is committed to managed and orderly development. One tool in this effort is the creation of a Transportation Corridor Overlay, much like the Shoreland Management Overlay and the Solar Energy Systems Overlay. The creation of the Overlay District is based on the following beliefs:

1. Transportation improvements will create a catalyst for development.
2. The City should preserve future opportunities for economic development within these highly visible corridors.
3. The corridors are highly visible and any proposed development should adhere to design guidelines specific to the corridor.

The proposed overly could be applied to Highway 8 and to a lesser extent, Highway 61 and County Road 30.

Kettle River and Viking Boulevard Transportation Plan

Over the past 12 years, significant mixed-use development proposals have been brought before the City for the former Greenwood Golf Course site in the northwest quadrant of I-35 and Viking Boulevard. In 2019, an Environmental Assessment Worksheet was prepared for the Greenwood at Carlos Avery project. One of the issues related to the environmental review was the expected complexity, congestion, costs and cost sharing for developing an intersection that could serve the development and address the existing traffic from Viking Boulevard, Kettle River Boulevard, I-35 exit and entrance ramps and multiple business access points. Economic development in this area will depend on a public private partnership to plan for, development and pay for the improvements. Entities would include MnDOT, Chisago County, the City, adjacent properties and developers (future development agreements).

UTILITIES

Expand municipal utilities: *Increase the use of public potable water and wastewater. Extend water and wastewater lines in staged and efficient manner in response to market demand and according to City capability. Equitably finance for public infrastructure related to development and redevelopment. Consider shared private wastewater disposal systems until public wastewater is available or when public wastewater is infeasible.*

The Utilities Chapter is intended to serve as a guide to completing the future water and sanitary sewer system to serve future development as outlined in the Land Use component.

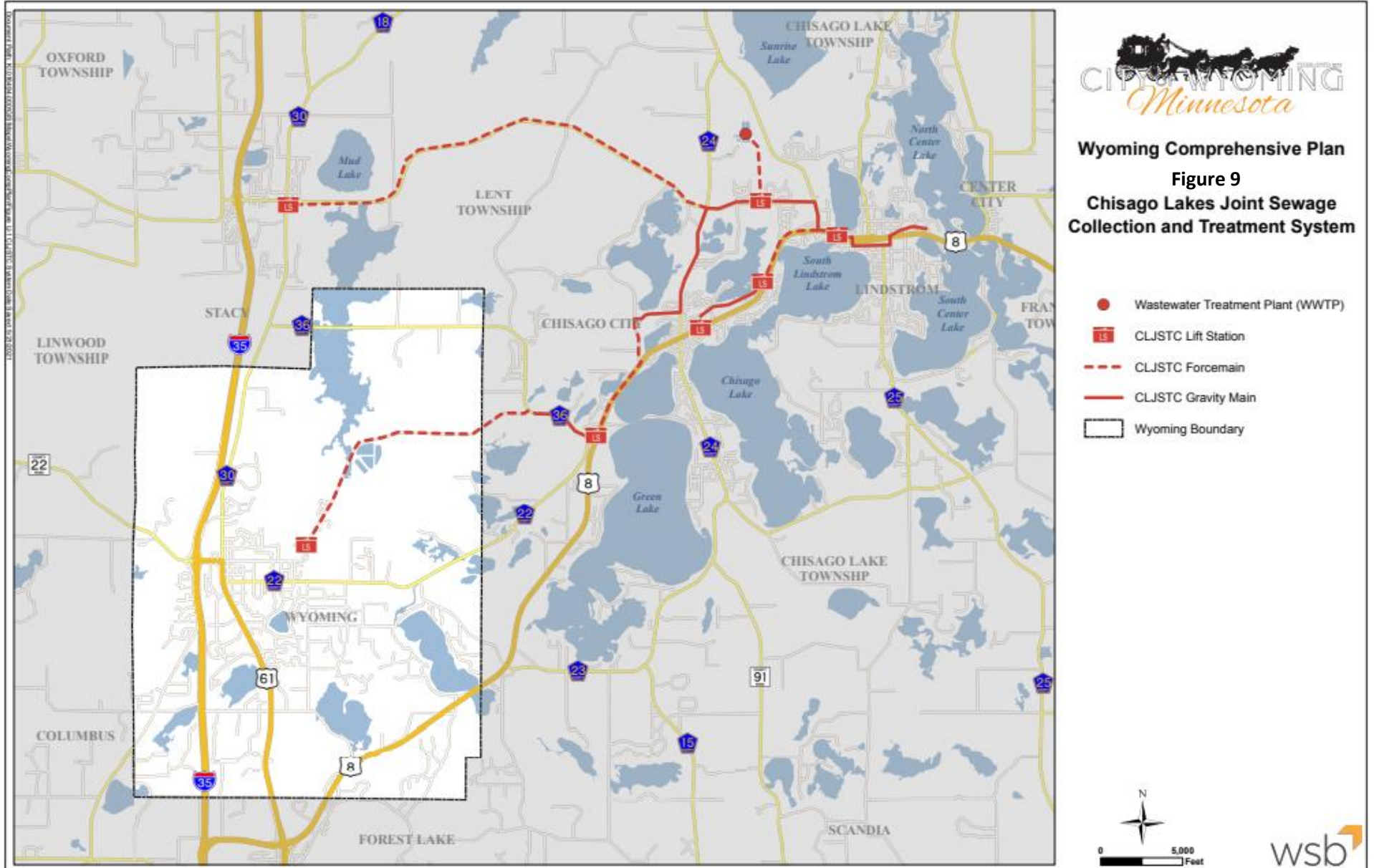
Urban Service Area

The urban service areas described in the land use chapter of the Comprehensive Plan define where the City anticipates the future extension of water and sewer. To a great extent, the availability of sewer capacity defines the urban service areas, along with the cost of extending trunk water and sewer through undeveloped areas to meet disconnected development.

The portion of the City where urban services are either currently offered or the opportunity to supply public facilities has been evaluated and determined to be feasible (given current infrastructure) within the time 20-year horizon of this Plan. The City will revisit this boundary of this area as development occurs and improvements are brought online and during the update of this plan ten years after adoption. Public facilities goal for the Comprehensive Plan is to extend urban services concurrent with the timing of new development.

Sanitary Sewer System Plan

The City of Wyoming sanitary sewer system serves approximately 1400 acres in the central part of the City. The existing service area generally serves the original pre-merger City. Wastewater from the City is conveyed by the Wyoming Interceptor. The City built and owned the interceptor which carried sanitary sewage to the City's wastewater ponds on the south side of Viking Boulevard to a location now part of the Polaris property. Ultimately a regional sanitary district was formed to serve Wyoming and several surrounding communities. The Chisago Lakes Joint Sanitary Treatment Commission (CLSTC) was organized to develop a regional wastewater treatment facility as well as a regional conveyance system to serve member cities. The CLJSTC purchased the Wyoming Interceptor and related lift stations as part of the regional conveyance system. In addition to the central service area, the Polaris Industries property on Viking Boulevard is also served by the regional system. Figure 9 illustrates the existing service area and the regional conveyance system



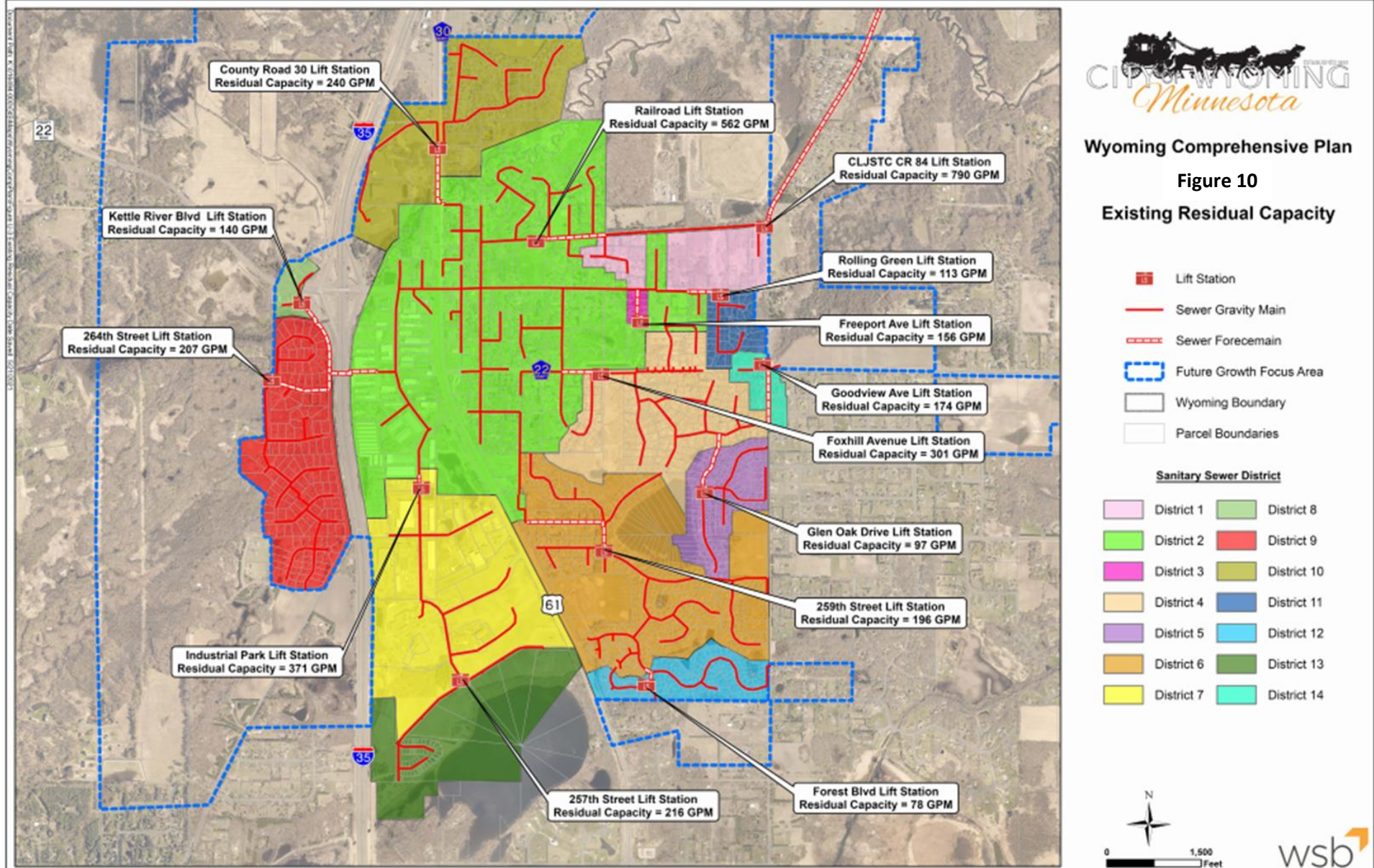
The City's existing wastewater system has an average daily flow of 257,000 gallons per day (GPD) and a peak hourly flow of 0.95 million gallons per day (MGD) based on flow meter data from 2014 to 2020, and after excluding wastewater flow from Polaris. The City has 14 sewer districts and a total of 13 lift stations, not including the County Road 84 Lift Station and the Viking Boulevard Lift Station, both of which are owned by the CLJSTC. At present, the City has adequate capacity in its collection system, interceptors, lift stations and in its allocation of treatment capacity at the CLJSTC regional treatment facility (Comprehensive Sewer Plan, 2010).

Wyoming currently has a treatment capacity of 478,000 gallons per day (gpd) average flow at the CLJSTC treatment plant. CLJSTC has indicated they will add treatment capacity as demand increases as necessary. If treatment capacity is not added quickly enough to serve Wyoming's growth, Wyoming will be able to purchase treatment capacity from other member Cities. When Wyoming has reached its interceptor capacity, CLJSTC will be responsible for adding capacity to serve the remaining future developable acres within Wyoming. Wyoming will be assessed the increased capacity cost by CLJSTC to serve the remaining future development. Veolia North America assumed operations of the CLJSTC system in the fall of 2020.

A SewerCAD model was used to evaluate the capacity of the existing system in 2010. Analysis at that time indicated that existing trunk sewer mains have adequate capacity to serve the existing City service area once the area that currently has been extended sewer becomes fully developed, including the Wyoming interceptor.

Interim Sanitary Sewer System

The interim sanitary sewer system includes full development within the existing service area, based on the remaining capacity. Figure 10 shows the remaining capacity of the lift stations.



Under the interim condition, wastewater flows are expected to increase to 516,000 gpd and 1.75 MGD peak hour. The City will have exceeded its treatment capacity at the CLJSTC regional treatment plant by 8%. Prior to the full build out of the Interim Service Area (a larger area than served by the interim sanitary sewer system. The CLJSTC will need to increase the capacity of the County Road 84 and Viking Boulevard Lift Station, as well as the capacity of the Wyoming Interceptor (forcemain).

Ultimate Wastewater System

Future wastewater flows will increase as population growth and development continues. In general, new development will occur where there is existing sewer capacity and where new sewer capacity is provided. The pattern of expansion of the sewer system will then dictate the pattern of future development

The topography of the undeveloped unserved areas was studied to determine the general direction of surface water flow. The design of the future system follows the existing ground topography as much as possible in order to minimize the number of trunk lift stations and keep the maximum depth of gravity sewers to less than 40 feet deep. Based on the analysis, the general direction of surface water flows was determined, and future sewer sheds (districts) and subdistricts were determined.

The sewer districts generally flow north to Carlos Avery. This is intended to guide the preliminary route of future sanitary sewers through all sub-districts to collect wastewater generated in future developments. Based on the land use plan and estimated unit wastewater flow rates, future wastewater flow projections were developed. The ultimate service area includes 4720 acres of developable property, including 1817 acres of semi-rural housing which will remain unsewered.

As a rule of thumb, the number of households that could be served would be approximately two-times the residual capacity.

Table 13 - Sanitary Sewer Service Areas

Service Area	Existing Developed Area (Acres)	Undevelopable Area (Acres)	Future Developable Area (Acres)	Total Area (Acres)
Existing System	1,096	279	149	1,524
Interim System	1,096	1,204	1,498	3,798
Ultimate System	1,096	6,820	5,832	13,748

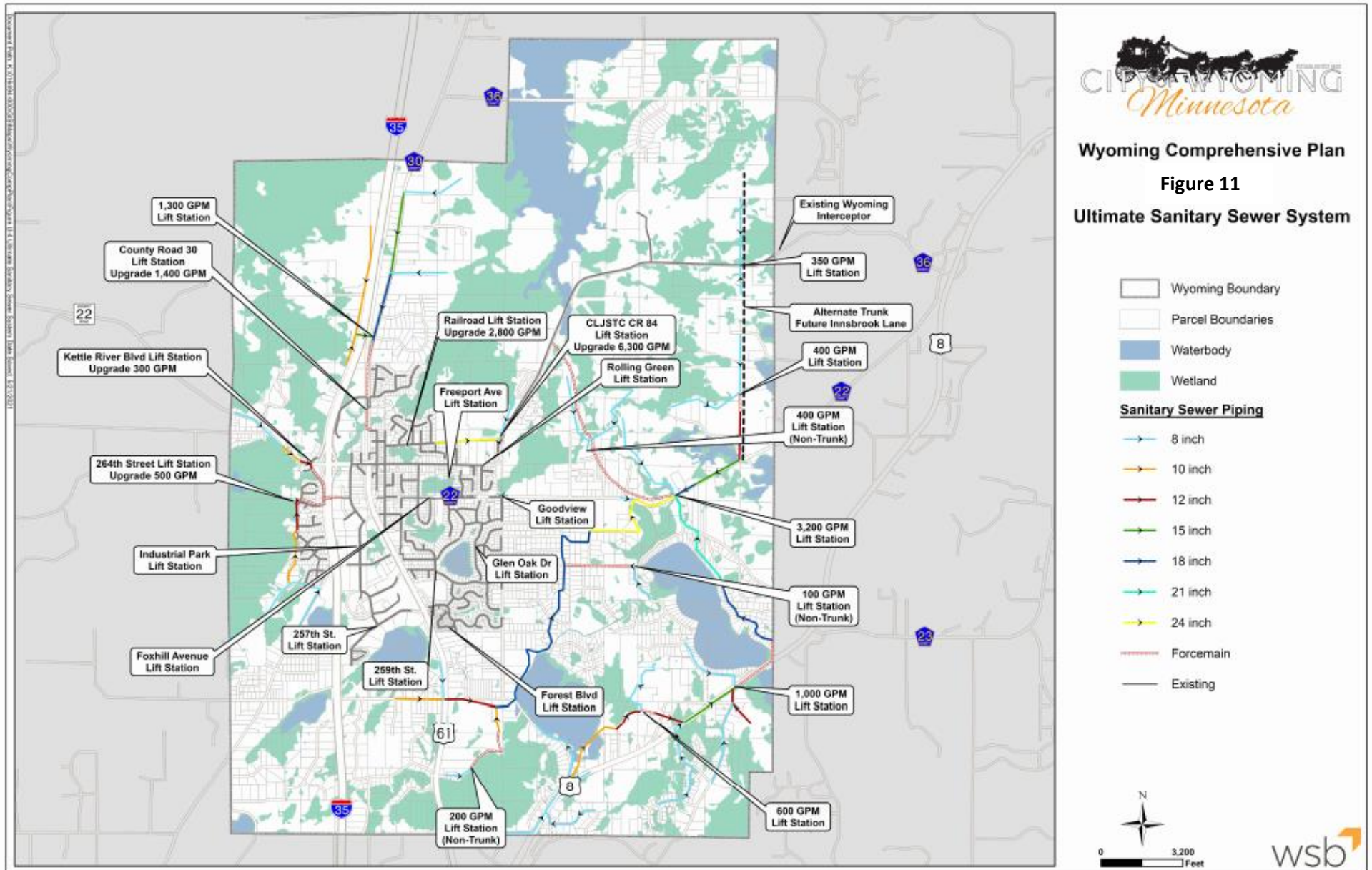
The ultimate peak hour future wastewater flow for the City is projected to be approximately 3.62 MGD average day – a 13-fold increase over existing - and 9.05 MGD peak hour. The City's treatment plant capacity will need to increase from 0.478 GPD to 3.62 MGD by purchasing capacity from other member communities (or a future expansion of the regional plant). The layout of the future trunk sewer system with capacity to collect the projected ultimate wastewater flow is shown in Figure 11

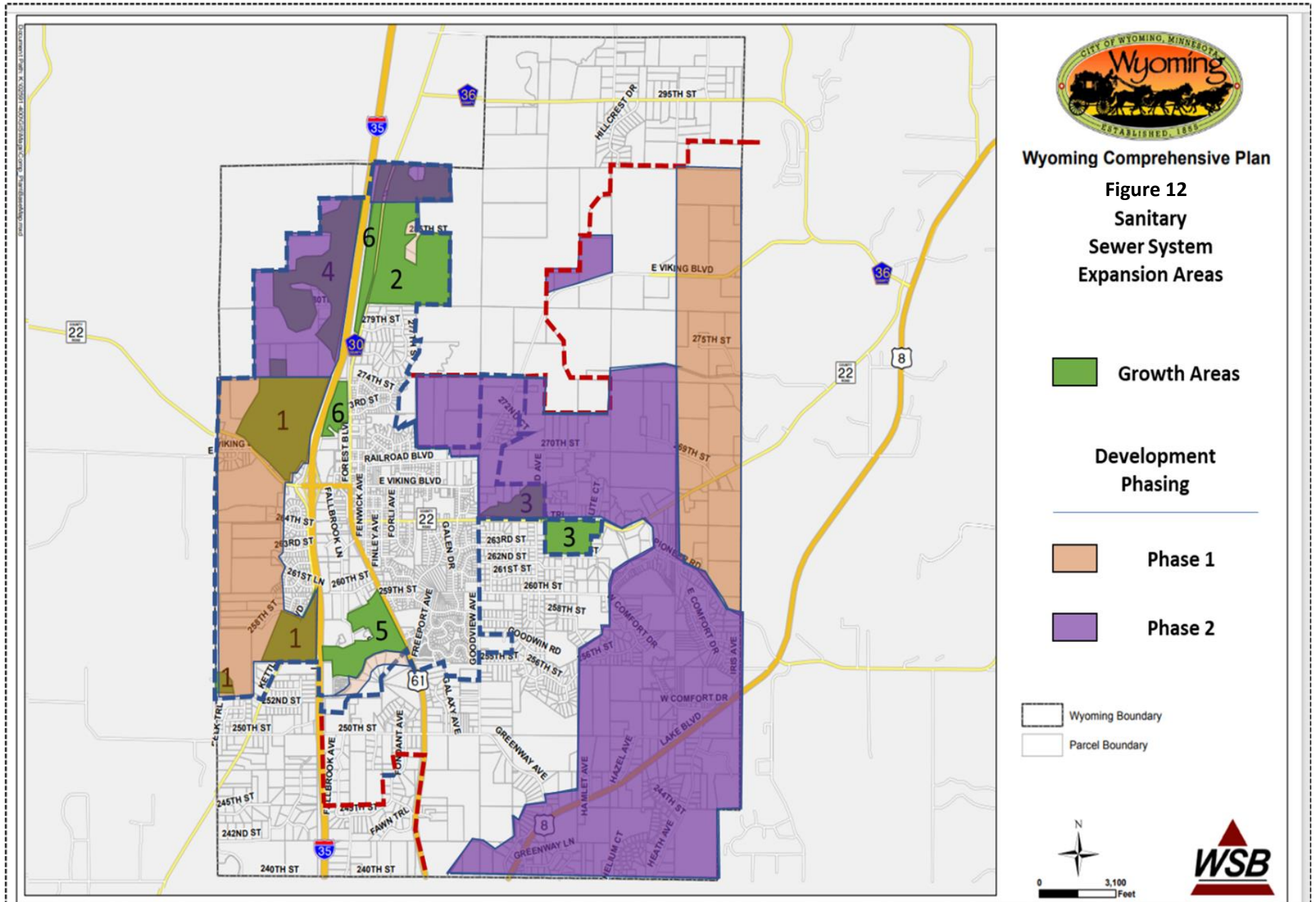
The layout is general in nature and exact routing will be determined at the time of future development and final design. It is important that the general concept and sizing be adhered to for assurance of an economical and adequate ultimate system to collect the ultimate projected wastewater flow. In addition, additional sewer infrastructure will be required to serve individual developments as proposed by developers not accounted for in this plan because it is assumed it will be funded by developers.

Future expansion of the sanitary sewer system will be driven by development demand. Based on information provided by the City, a development phasing map was completed as shown in Figure11 The map shows the order of likely development

or property to which sewer service will be extended due to development demand. Development demand was one of many factors taken into account in developing the ultimate trunk sewer system.

Future trunk sewers were designed to flow around the existing City service area because reconstruction of trunk sewers within the City would be more expensive than if constructed with new development. Unfortunately, not all sewers could be routed around the existing service area and flows from the northwest would have to flow through the City because the route is confined by Carlos Avery to the east. Also, the property immediately west of I-35 is anticipated to develop in the near future. Due to its development timing and location relative to the interceptor, future flows were routed through the existing service area. The existing SewerCAD model was expanded in 2010 to determine the adequacy of the existing system to serve future development where necessary and design the future trunk sewer system.





The ultimate sanitary sewer system is estimated to cost more than \$39 million (2020 dollars). The ultimate system will include approximately six new trunk lift stations, at least three new non-trunk lift stations, and capacity upgrades to four existing lift stations. Costs will be shared between developers and future connection fees. Table _____ summarizes the major cost elements:

Table 14 - Ultimate Sanitary Sewer System Costs

Major Element	Estimated Cost
Treatment Capacity	\$19,300,000
Municipal Sewer	\$13,300,000
Interceptor and Lift Stations	\$5,200,000
Interim System Improvements	\$1,800,000
Total	\$39,600,000
<i>Source: Wyoming Comprehensive Wastewater System Plan, approved August 2010</i>	

As discussed previously, CLJSTC is responsible for collection and treatment of wastewater. The Wyoming interceptor collects wastewater from the City and conveys it to the existing CLJSTC treatment plant as shown in Figure U-2. The existing Wyoming interceptor consists of gravity sewers, lift stations, and force mains. Existing interceptor capacity, wastewater flow allocations, and Wyoming's projected ultimate peak wastewater flow has been listed in the Table 15 below.

Table 15 - Wyoming Interceptor Capacity Allocation

Section	Capacity Allocation Agreement				Ultimate Capacity Remaining		
	Chisago City Capacity (gpm)	Stacy Capacity (gpm)	Wyoming Capacity (gpm)	Interceptor Design Flow (gpm)	Wyoming Ultimate Peak Flow (gpm)	Total Pipeline Flow (gpm)	Capacity Excess - Deficit (gpm)
CR 84 (force main)	0	0	1,450	1,450	6,286	6,286	-4,836
CR 36 (gravity)	357	0	8,724	8,724	6,286	6,643	2081
Hwy. 8 & CR 80 (force main)	1,318	0	2,600	2,600	6,286	7,604	-5,004
Liberty Lane (gravity)	2,108	0	8,724	8,724	6,286	8,394	330
Hwy. 77 (gravity)	2,400	0	8,724	8,724	6,286	8,686	38
Hwy. 19 (gravity)	2,400	800	9,548	9,548	6,286	9,486	62

Source: Table 5-3 Comprehensive Wastewater System Plan, Approved August 2010

Private Individual or Community Wastewater Systems

Many properties within the City have parcel sizes too large to be feasibly served by public or shared private systems, particularly those planned as Semi-Rural Housing. Those locations will continue to use individual on-site wastewater systems, while many other individual wastewater systems are expected to be phased out over the years and replaced with municipal service. If indicated by the City's comprehensive wastewater plan, the City should require locations served by private community systems to be designed for eventual connection to the municipal collection system.

Some locations remain too far from the present municipal lines to be served in the desired time frame. A feasible option for those locations to explore is shared private systems. Those systems typically include collection lines under the public

streets that lead to a small private treatment plant that discharges either to a stream or onto land. They would also be regulated and monitored by the City in a manner consistent with its official, adopted design standards and the regulations of the Minnesota Pollution Control Agency.

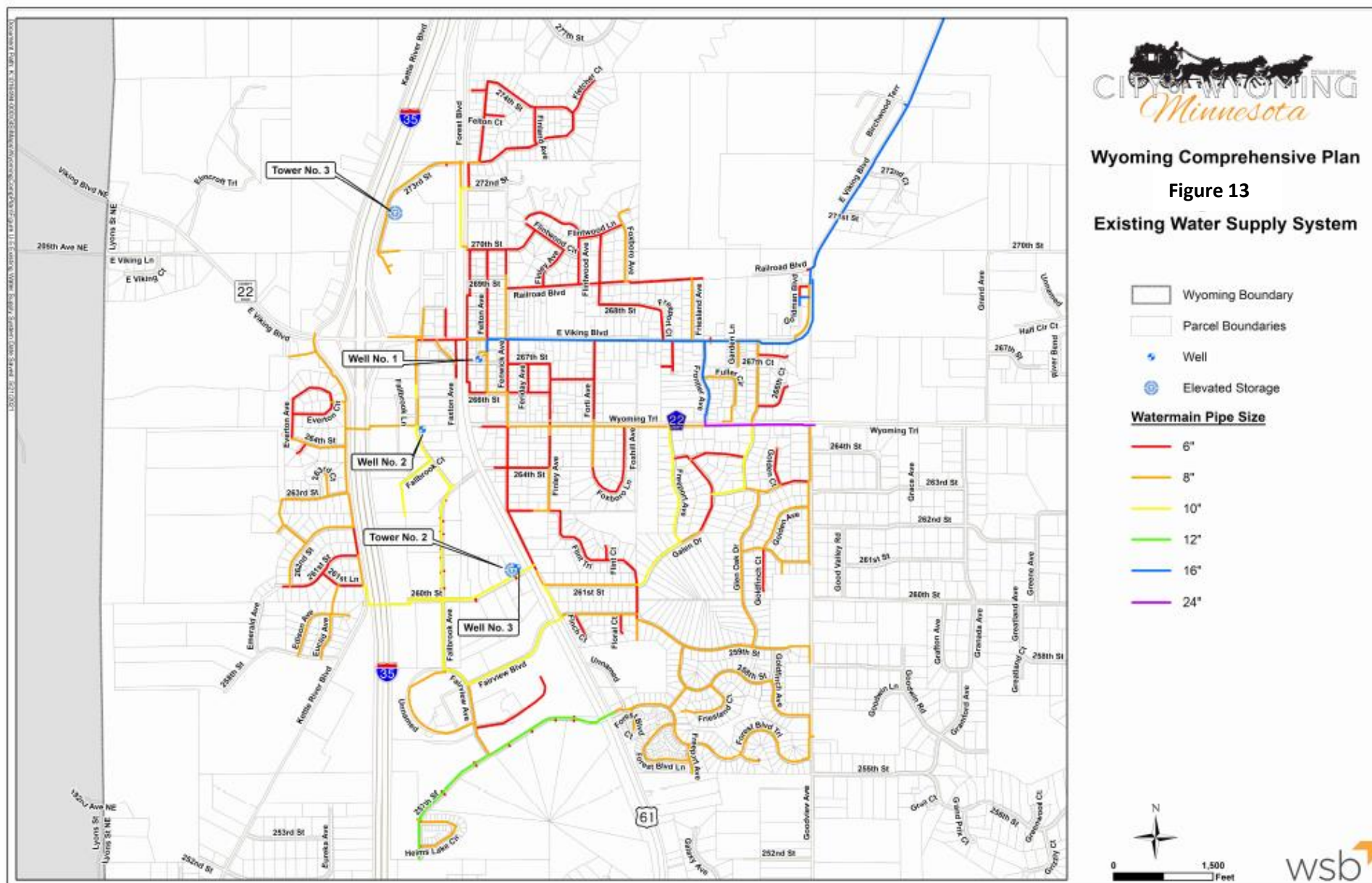
Water System

The Comprehensive Water System Plan is intended to serve as a guide to completing the future water system to serve future development as outlined in the City's Comprehensive Plan.

The existing municipal water system is shown in Figure 13 and consists of three wells, two elevated storage tanks, disinfection and fluoridation at each well site, and distribution mains ranging in size from 6 to 16 inches in diameter. The total supply capacity (rated well pumping capacity) of the three wells is 2,125 gpm, and the firm capacity (firm capacity assumes the largest well out of service in the system) of the system is 1,250 gpm. Each well pump discharges into the distribution system after chlorine, fluoride, and polyphosphate addition. System storage includes one 300,000 gallon tower and one 750,000 gallon tower. The existing system also includes a 16-inch water main to serve the Polaris Industries property.

On average from 2011 to 2020, the average day water demand was approximately 350,000 gallons per day (gpd), and the maximum day demand was 782,000 gpd. A water distribution system computer model (WaterCAD v10) with both steady state and extended period simulation (EPS) scenarios was used to evaluate the existing system's operating pressures and available fire flow. In addition, the existing system water quality was reviewed. Evaluation of the existing water system indicated:

- The system is capable of providing adequate supply and pressure during average day, maximum day, and peak hour demands while operating at supply firm capacity.
- System fire protection (available fire flow) is adequate throughout the system. The residential areas west of I-35 that previously had low available fire flows due to a single watermain crossing under I-35 now have available fire flows from 1,100 gpm to 3,400 gpm since a second watermain crossing was installed. The only locations with available fire flows from 750 gpm to 1,000 gpm are at dead-end 6-inch watermains in cul-de-sacs, as is expected and likely acceptable depending on building size, spacing, and materials.
- The Well No. 3 radium concentration continues to exceed the EPA Primary Drinking Water Regulations Maximum Contaminant Level (MCL). The Minnesota Department of Health (MDH) and City staff regularly monitor the combined radium concentrations in all three wells and limit the use of Well No. 3 in order to keep annual average combined radium levels within safe limits.



Two future planning scenarios were developed – the interim system and the ultimate system. The interim system addresses those areas that have access to water but have not yet developed or connected to the water system. The ultimate system provides water to the majority of the City at full build-out.

The water service areas discussed above are summarized in the following table:

Table 16 - Water Service Area				
Service Area	Existing Developed Area (Acres)	Undevelopable Area (Acres)	Future Developable Area (Acres)	Total Area (Acres)
Existing System	1,096	279	149	1,524
Interim System	1,096	1,204	1,498	3,798
Ultimate System	1,096	6,820	5,832	13,748

The quantity of future water demands was estimated based on the land use in the Comprehensive Plan. A maximum day to average day demand ratio of 2.20 was used for estimating ultimate system demands. In the past ten years, maximum day to average day demand ratios have ranged from 1.8 to 2.8. This ratio is significant in that the maximum day demand and peak hour demand are used in sizing the water supply, treatment, storage, and distribution system for a community.

Interim System

The interim system, serving the Interim Urban Service Area, is projected to have an average day demand of 1.37 million gallons per day (MGD) and a maximum day demand of 3.02 MGD. Previously identified storage capacity needs were satisfied by the construction of a 750,000 gallon composite water tower east of I-35 at 273rd Street. A future water main extension west and extending under I-35 will eventually address fire flow issues.

Based on projected water demands for full build-out of the Interim Urban Service Area, it will require two additional wells and one additional storage facility. However, the demand triggers for those facilities will occur beyond 2040. The costs for trunk watermain improvements to serve Growth Areas prior to 2040, including a 12-inch trunk watermain crossing under I-35 and along Kettle River Boulevard and a 24-inch trunk watermain extension in Wyoming Trail, total \$1.8 million. The costs for full build-out of the Interim Urban Service Area, including trunk watermain, two production wells, and one storage facility, total \$9.0 million. The costs for treatment are discussed under the Ultimate System, although treatment may be required before that time.

Ultimate System

The City's water system needs are met by first providing a water source capable of satisfying a maximum day water demand. When the source water is from groundwater, as is the case in Wyoming, the maximum day demand should be satisfied assuming the largest well is temporarily out service (firm capacity). It is anticipated that approximately 3,000 gpm of additional supply will be necessary to serve Wyoming's ultimate system demands. If each well produces approximately 700 gpm, as the City's geology indicates, 4 to 5 wells would be required. The ultimate system is projected to have an average day demand of 2.20 MGD and a maximum day demand of 4.83 MGD.

Considering the typical water quality from the region, it is anticipated that future water supply wells to pump to treatment facilities prior to distribution. Well No. 3 currently exceeds the combined radium MCL therefore it's use is limited based on the results of on-going water quality analysis, and secondary standards for iron and manganese will most likely be exceeded in future water sources. A future centralized water treatment facility would be constructed for removal of radium, iron,

and manganese with capacity to treat water from all new supply. The future plant could be constructed in several phases to meet demand.

American Water Works Association (AWWA) standards indicate that water storage should equal 70 to 100 percent of average day demand or the sum of required firefighting storage, equalization storage, and reserve storage, whichever is greater. Since projected future average day demands are projected to be greater than future equalization, firefighting, and reserve storage, the average day demand of 2.2 MGD was used for future storage planning. An additional storage volume of 1.0 MG to 1.5 MG is expected to meet the ultimate demand based on current ultimate population forecasts. If a new 0.75 MG tower were constructed to serve full build-out of the Interim Urban Service Area, then an additional 0.75 MG tower would be needed to serve the Ultimate Service Area.

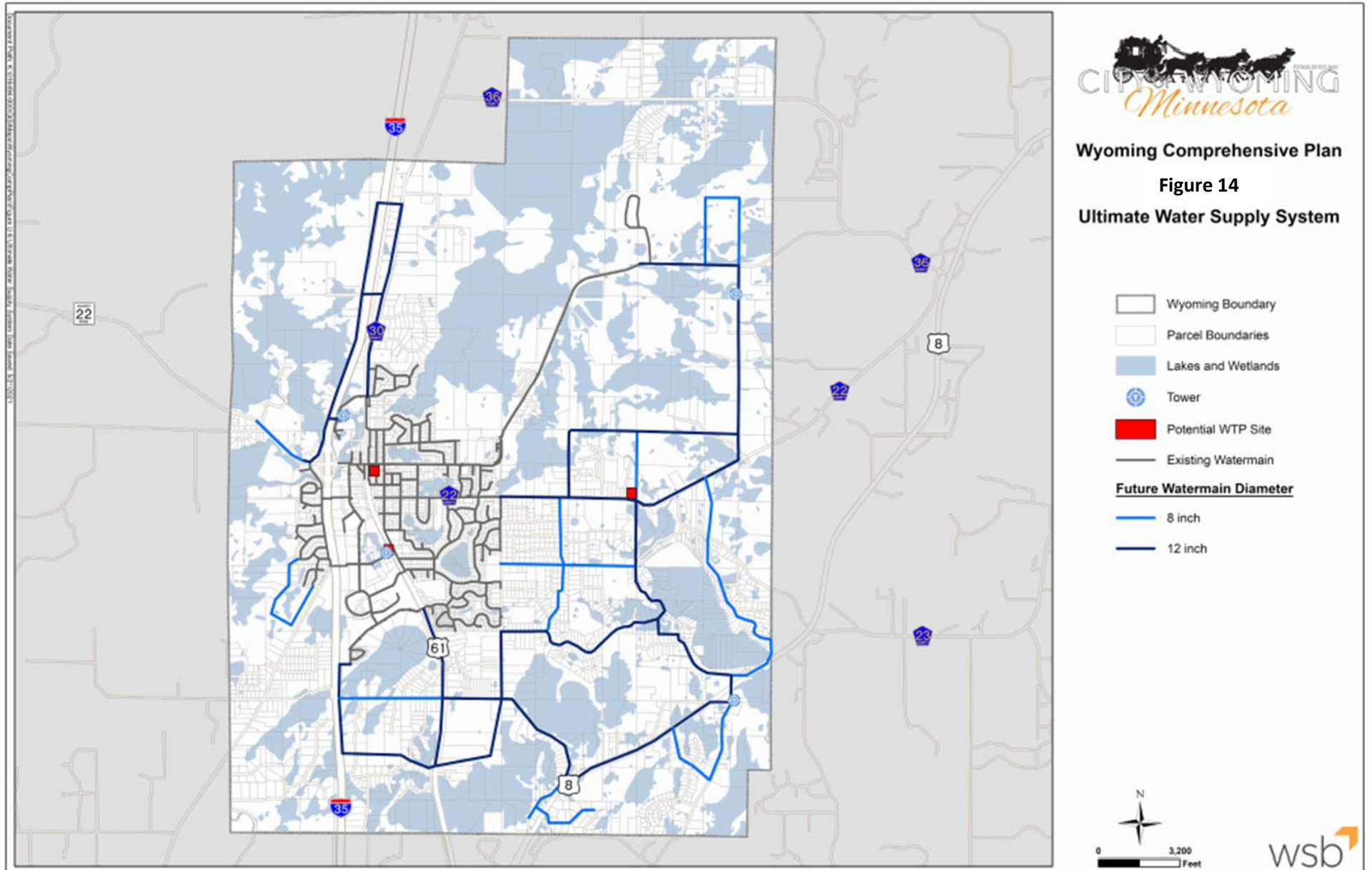
The water distribution system will need to be expanded as development requires service. The future trunk water main system presented in Figure XXX consists of a 24-inch trunk main loop and several 12-inch trunk main loops. The system would provide capacity to distribute water throughout the City from one point, as would be the case for a centralized treatment plant. If treatment is not required of future water sources, and the City decides not to provide treated water to residents, then wells can be distributed throughout the system. The trunk water main system designed in Figure XXX would be capable of providing adequate fire flow and pressure to residents regardless of how water is supplied.

Future expansion of the water system will be driven by development demand. Development demand was one of many factors considered in developing the ultimate trunk water system.

The City should begin to plan for a potential future well field and develop a corresponding well head protection plan.

The total estimated costs associated with the ultimate water system, including trunk watermain, three additional production wells, one additional storage facility, and treatment for all new supply, are summarized in Table 17. All estimated costs are based on 2020 construction costs and include a ten percent (10%) construction contingency and twenty-five percent (25%) for indirect costs.

Table 17 – Cost of Proposed Ultimate Water System	
Description	Estimated Cost
Growth Area Trunk Watermain	\$1,823,000
Interim Urban Service Area	\$8,995,000
Ultimate Service Area	\$46,918,000



HOUSING

Diversify Housing Options: Increase the range of housing options for people in all stages of life so as to retain and attract residents. Emphasize housing options like starter homes for young families and senior housing in locations that provide additional uses within walking distance.

Housing is a defining characteristic of Wyoming. The quality of the housing stock is a basic community characteristic. The provision of safe and decent housing is an essential objective of the Comprehensive Plan. Housing is not a single, one size fits all, commodity. Personal housing needs change as life passes from single adult to family to elderly. This concept of life cycle housing allows people to live in Wyoming for an entire lifetime, not just for pieces of it. Household income influences the housing choices for Wyoming residents. Housing provides the foundation for economic growth. People living in Wyoming provide the demand for goods and services. Housing provides the customer base needed to support business retention and expansion. The amount of income required for housing expenses influences support of local businesses and demand for government services.

Current Housing Conditions

In 2018, Chisago County Completed a housing Study (Reference XX). The study found that Wyoming has the least amount of multi-family housing in the County, noting that 92% of Wyoming residents leave Wyoming for work, in part due to the lack of rental housing. In addition to limited rental housing, Wyoming also has a limited amount of senior housing. Like many communities, there are too few homes for sale in the City, and at the highest cost in Chisago County. There is very little to choose from with the majority of new homes having a median price of \$400,000. In 2018, the City's vacancy rate was estimated to be one percent.

The challenge before the City is to find a way to deliver affordable housing. The County study projected housing demand in the range of 1,130 units from 2018 to 2030, or about 94 units per year. The 1,130 units could be expected to include 960 general occupancy units and 160 senior housing units. This projected growth rate is more than three times the rate of 25 units per year as adopted by City Planning Consultants and the Planning Commission in September of 2016. As a comparison, from 2000 to 2017, Wyoming issued 262 single family and 32 multi-family unit permits, or approximately 17 units per year.

2040 is expected to be the peak of the senior housing demand; senior housing will need to be convertible to other uses after 2040.

Housing		
1 Housing units, July 1, 2019, (V2019)	X	2,477,753
1 Owner-occupied housing unit rate, 2015-2019	85.9%	71.6%
1 Median value of owner-occupied housing units, 2015-2019	\$242,600	\$223,900
1 Median selected monthly owner costs -with a mortgage, 2015-2019	\$1,696	\$1,580
1 Median selected monthly owner costs -without a mortgage, 2015-2019	\$605	\$534
1 Median gross rent, 2015-2019	\$1,096	\$977
1 Building permits, 2019	X	28,586

The 2018 Chisago County Housing Study (Maxfield) indicated that 92% of Wyoming workers leave the City every day for work, in part due to the lack of housing for people that work in the City but don't live in the community. Wyoming has the

highest incomes in the County and the least amount of multi-family housing. Table 18 illustrates the City's recent history relative to building permits, the majority of which relate to single family units so it can still

Table 18 City of Wyoming Building Permits			
Year	No. of Permits Issued	Construction Value (millions)	City Permit Revenue (thousands)
2006	215	\$31.3	\$230.0
2007	309	\$10.7	\$135.0
2008	629	\$9.9	\$93.0
2009	417	\$9.2	\$215.0
2010	347	\$3.5	\$47.0
2011	361	\$4.8	\$90.0
2012	338	\$13.3	\$169.0
2013	383	\$19.6	\$261.0
2014	412	\$9.8	\$241.0
2015	568	\$16.9	\$204.0
2016	294	\$9.2	\$154.0
2017	294	\$12.1	\$222.0
2018	313	\$13.5	\$233.0
2019	320	\$21.6	\$308.0

Housing Plan

Housing Mix and Types

Providing a balanced mix of housing will satisfy the needs of both existing and future City residents. With the trend towards an older population within the next 20 years, providing lifestyle housing options, particularly multi-family housing, will be critical to attracting young professionals as well as retaining empty nesters and seniors. In response to the current housing supply and projected need of available land designated for residential housing in the community, the future land use plan has retained acres and densities associated with low, medium and high-density development from the 2009 Land Use Plan. This will continue to provide traditional single-family, twin homes, townhomes, condominiums, and apartments.

Based on current trends of downsizing, and young and retired people moving back to urban areas to be closer to urban amenities with pedestrian versus vehicular options, Wyoming may likely see the desire for more flexibility in housing options such as small-lot single family homes or upscale multi-family development near small-scale commercial areas.

In addition to providing for traditional housing options, the future plan will also provide for higher density mixed use development which will enable residents to potentially live and work in the same dwelling, i.e., living space above a retail use. This type of use would occur only within the new Mixed-Use Category that includes

Life Cycle Housing

Life-cycle housing is a common term used to describe the provision of housing types for all stages of life. Life-cycle housing is based on the premise that as people go through life, their housing needs change. A young person getting out of school and just starting out usually cannot afford to own a home so they often begin by renting. As a person grows older, they often establish a family and buy their first home, sometimes either a starter home or townhome. As a family's income grows, they may move up to a larger home. Once the children leave and the family size decreases, parents often move back

to a smaller home with fewer maintenance needs or to one of the growing numbers of either single-family or multi-family housing options that has an association that take care of home and property maintenance. Eventually, as a person ages, there is often a need for assisted living or an extended care facility.

The City should consider amending the zoning ordinance so as to align the number of attached units of each type (apartments, row houses, back-to-back townhouses, etc.) in each development project with the policies of this plan. Locate attached and multifamily housing in transitional spaces between commercial and single-family areas, and at high-amenity locations near streams, parks and greenways. When combining housing types, it is preferable for the transition between types to occur at the rear rather than the front (i.e., across a courtyard or parking area rather than across the street).

Neighborhood Design Policies

Prevent premature development

Wyoming should consider a premature subdivision ordinance to require that subdivisions have adequate transportation facilities planned or in place to support the land use. Additionally, the ordinance may require adequate provisions for sanitary sewer, water, and storm water facilities, as well as adequate park, trails and open spaces.

Compact Growth

Encourage new neighborhood development that is generally more compact than historic patterns. Where appropriate, design each new major neighborhood to include both detached and attached forms of housing.

Variety within Each New Neighborhood

Encourage in each major neighborhood a range of housing types, densities, and building configurations to encourage life-cycle housing. Give favorable consideration to applications that include two or more types of housing without overlooking other legitimate concerns.

Links to Between Neighborhoods

The City should encourage connections between new neighborhoods and existing parks and neighborhoods. These connections should both visually and functionally link new development to the established portions of Wyoming via street connections, bicycle paths or lanes and natural features.

Neighborhood Protection

Wyoming will continue to protect the best aspects of established areas from negative effects such as excessive auto traffic or incompatible, unbuffered land uses. The City will continue to administer and support the state environmental review programs (Alternative Urban Areawide Review (AUAR), environmental assessment worksheet (EAW), environmental impact study (EIS)), a portion of which addresses traffic impacts.

Simultaneously, blighted, deteriorating or obsolete activities will be phased out and those sites improved according to an established plan. Guided by the Comprehensive Plan, public and private investments will aim to enhance or strengthen a sense of neighborhood identity in all established areas.

For future Discussion

- Housing Inventory
- Roll of the HRA
- Land Assembly for housing – desired locations for multi-family

PARKS, TRAILS AND RECREATION

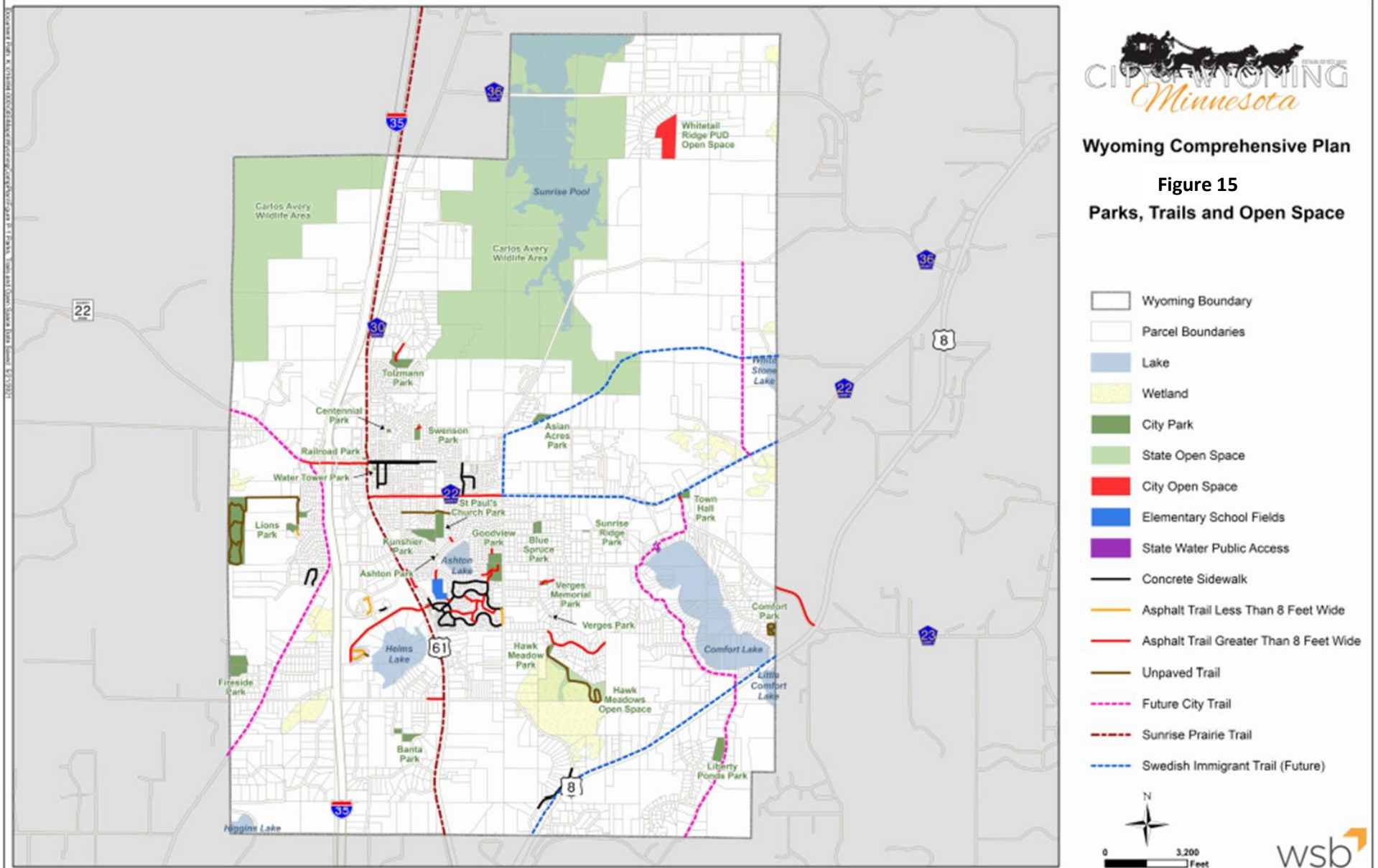
Enhance Recreation Opportunities: *Develop, maintain and improve public parks that provide diverse opportunities for active sports and passive recreation. Identify, establish and develop trail corridors that connect the neighborhoods to the park system and to regional trail corridors. Plan for changes in recreational activities that accommodate changing demands. Integrate park and trail systems with significant natural resources.*

Wyoming is blessed with an extensive system of formal parks, local and regional trails, open space and conservation lands. Parks are a major and highly visible public investment that can have a significant positive effect on the appearance of a community and its quality of life. The City is committed to the implementation of a comprehensive park program and greenway system as visual assets that enhance the level of private investment in nearby housing and create lasting value in neighborhoods. At the same time, the City should strive to ensure that development that occurs next to parks is compatible with these open space areas.

The City of Wyoming Parks, Open Space and Trails System Plan (Reference XX) guides acquisition of land or fees in lieu of land for municipal parks, protection of public and private open space and reserving corridors for multiple-use paths.

Table 19 identifies the existing City parks. Figure 15 illustrates parks, open space and trails in the community.

Table 19 Existing City Parks	
Park Name	Park Location
Ashton Park	Corner of Galen, 261st Street, & Flint Trail
Banta Park	On Fondant Avenue, South of 250th Street
Blue Spruce Park	End of 262nd Street
Centennial Park	Corner of Fenwick Avenue & 270th Street
Comfort Lake Access	On 260th Street, Follow Lake Access
Comfort Park	25578 Iris Avenue
Fireside Park	On Elk Trail
Goodview Park	On Goodview Avenue, South of 262nd Street
Hawk Meadows Trail	Near 255th Street & Granada Avenue
Lion's Park	End of 263rd Street
Railroad Park	Corner of Viking Blvd & Highway 61
Sunrise Prairie Trail	Between Highway 35 and Highway 61
Sunrise Ridge Park	Corner of 263rd Street & Greene Avenue
Swenson Park	26929 Flintwood Avenue
Tolzmann Park	Corner of 274th & Finland Avenue
Town Hall Park	7665 Wyoming Trail
Verges Memorial Park & Playground	Corner of 258th Street & Goodwin Road

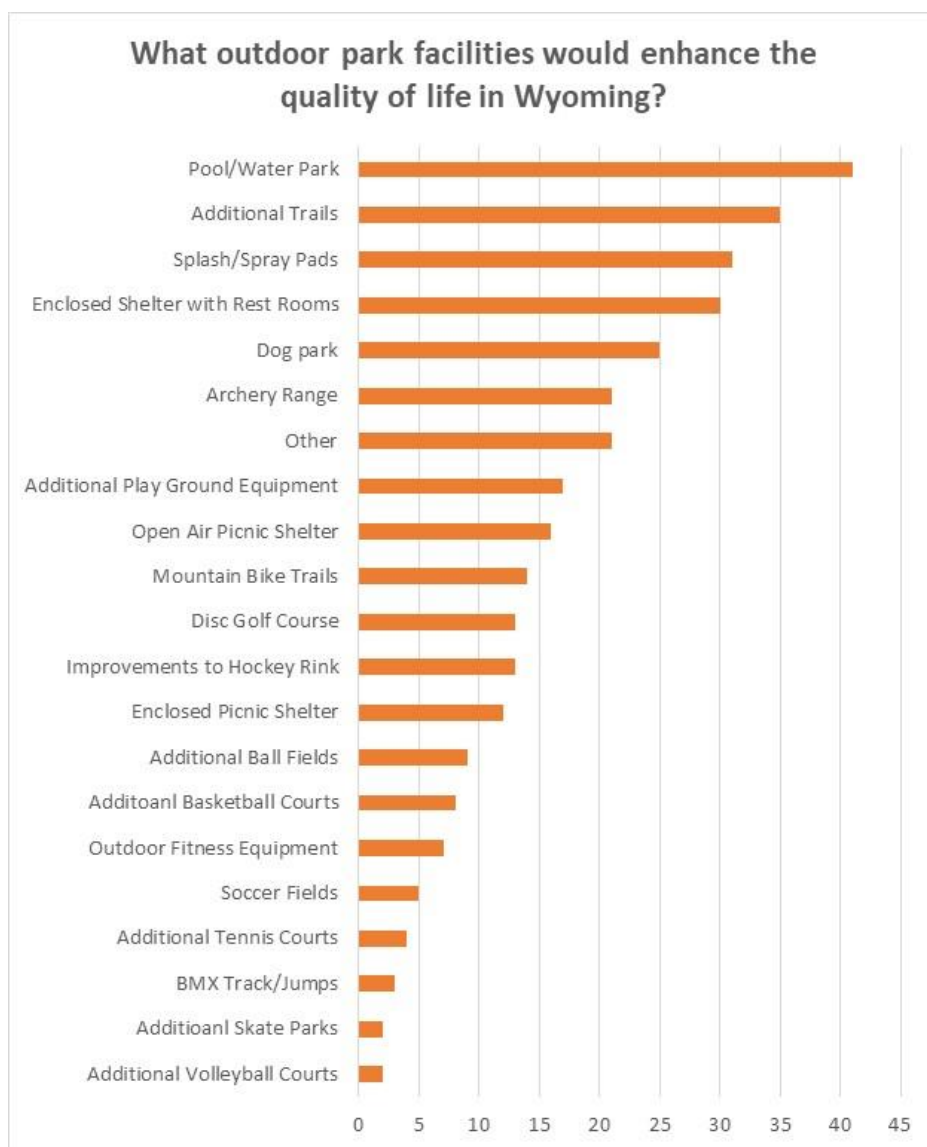


Comprehensive Park Plan

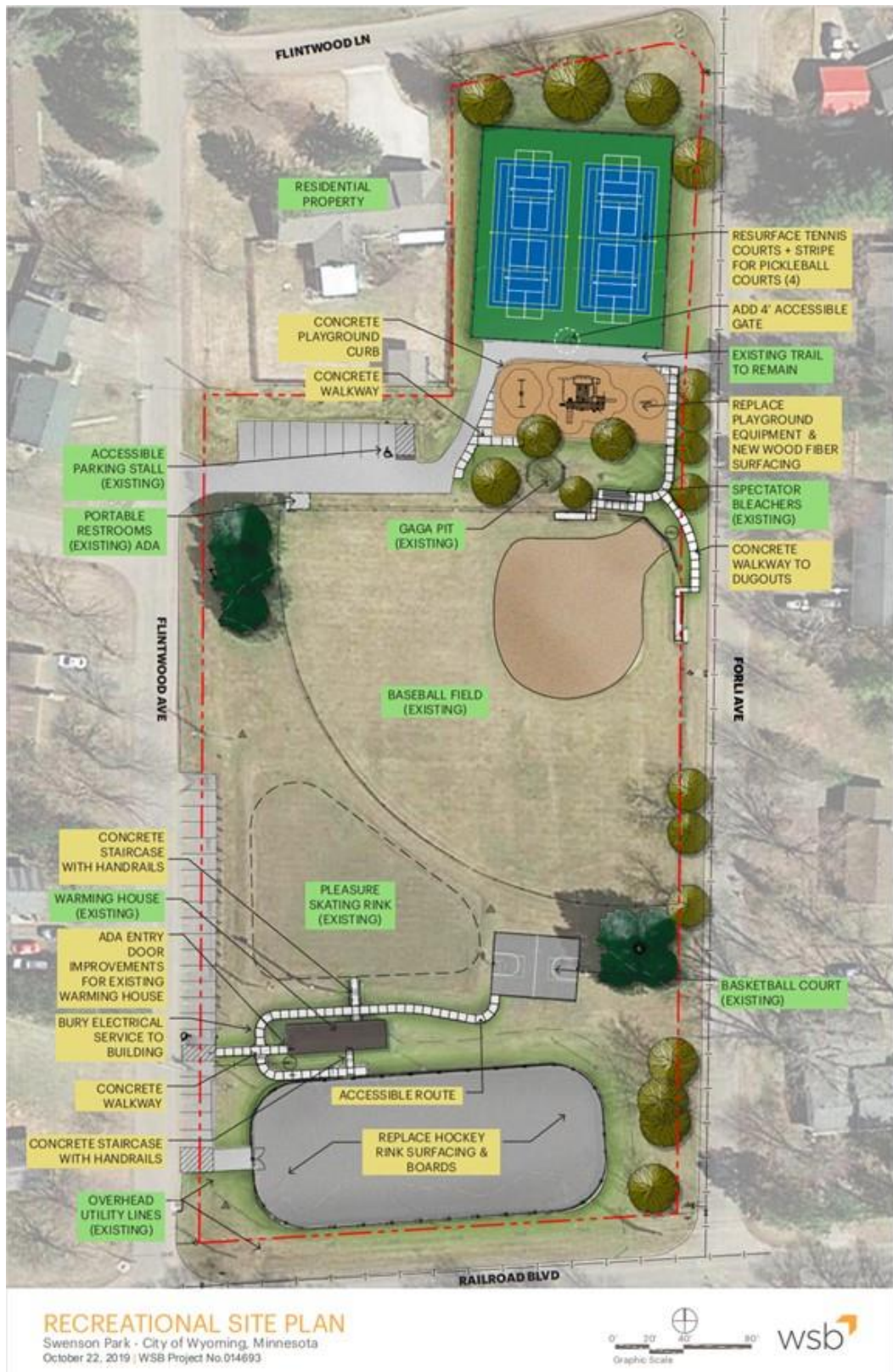
The City of Wyoming maintains a Comprehensive Park and Recreation Plan. The last update to the Comprehensive Park Plan was approved in 2017. The plan identifies specific recreation needs, considers the needs of organized athletic leagues in the community, assess the quality and quantity of existing facilities, and include a capital improvements program for improving facilities to meet identified needs over time. The Park Plan Should also recognize and accommodate the diverse recreational needs of the community when preparing the parks and recreation system plan.

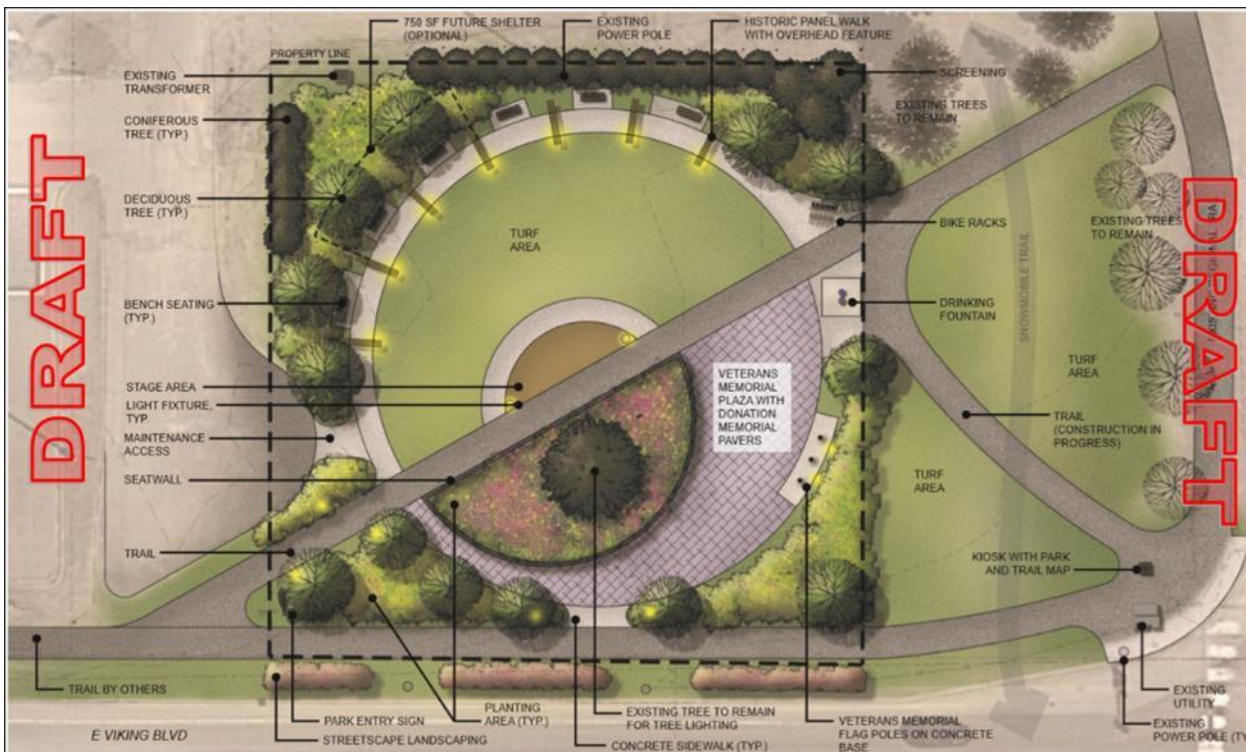
Community Feedback

During the preparation of the Comprehensive Plan, the City conducted a community survey (2019). Figure 16 summarizes feedback regarding the future park program.



Concept Plan for future enhancements to Swenson Park. Upgrades expected in 2021 include ADA accessibility.





Concept Plan for future enhancements to Railroad Park

Park Acquisition

The City of Wyoming, at its discretion, can acquire land by dedication during the platting process in order to assemble parks of sufficient size. Alternatively, cash may be required instead of (or in combination with) land to either buy park land in appropriate locations and/or to improve a park in that neighborhood

Park Classification

- **Neighborhood playground:** Approximately five to ten acres in size and serving a $\frac{1}{2}$ - to $\frac{3}{4}$ -mile radius. Facilities may include play apparatus, multi-purpose athletic field, outdoor hockey or skating rink, picnic shelter, and quiet or passive areas.
- **Community athletic field:** Ten to twenty-five acres in size and serving the entire community. Oriented toward organized athletics with lighted fields and off-street parking. This site would have to be acquired through purchase.
- **Special area:** Potentially oriented toward preserving and providing public access to a significant natural resource such as a major woods area.
- **Open Space:**
- **Public Water Access:** Additional amenities at Comfort Lake Boat Launch – Fishing, Swimming. New park development for natural recreation access - Heims Lake

Park Design Guidelines

Each park should:

- Be open to the neighborhood on at least half of its perimeter
- Include generous landscaping to soften and direct views
- Provide both active spaces and quiet, natural areas
- Use civic buildings such as a gazebo or picnic shelter as a focal point
- In a school-park situation, be designed in coordination with the facilities provided by the school.
- Include off-street parking designed in careful relation to the topography, plantings and views so as to minimize its visual effect.
- Incorporate neighborhood detention ponds into parks for the sake of park aesthetics, water quality and land efficiency.
- Minimize the amount of park area devoted to mowed turf and introduce in its place plant species that require less maintenance, provide habitat for birds, small animals and insects, and that improve the quality of water runoff.
- Reduce or eliminate invasive, non-native plant species should be controlled.

Parks can and should provide benefits in addition to outdoor recreation such as protecting environmentally sensitive areas and connecting people to nature on a daily basis. The City will identify, preserve and enhance existing valuable natural areas such as wetlands, major wooded areas, hilltops, and native prairies (if any) and provide for appropriate public use. Identify such lands prior to the neighborhood development process.

Drainage swales and creeks are important for their ability to provide wildlife habitat and movement paths, cost-effectively manage stormwater, reduce flooding and serve as visual amenities. Drainageways in parks should be identified and maintained in a natural state. Mowing should be discouraged, and environmentally sensitive methods of bank protection should be used rather than engineering approaches.

Open Space

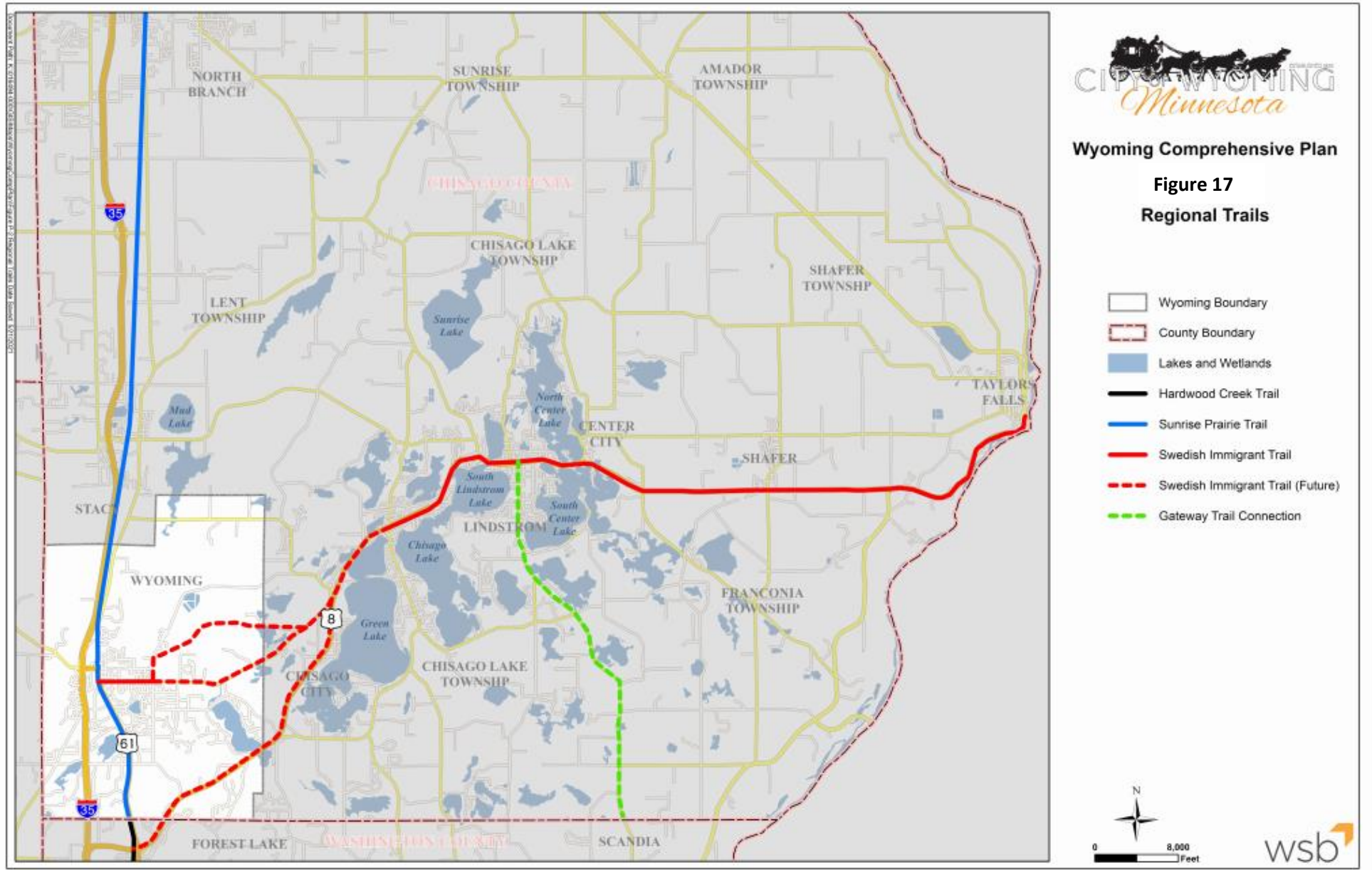
Major intact natural areas should be linked by corridors of native woods and grasses for the sake of wildlife habitat and movement, and urban aesthetics. Landscape elements that can be used for such links include streams and stream edges, fence rows and hedgerows, drainage swales, roadside ditches with natural vegetation, floodplains and wetlands. Keep a few wooded or other natural areas in the park system at a very low level of management in order to provide places for people to explore on their own and experience a rudimentary bit of wildness.

Land owned and managed for its natural features will be an important feature of the future City of Wyoming. It is anticipated that Wyoming will be at least 43 percent public open space when fully developed. There may be additional private property held in a natural condition to supplement the public lands in a conservation state.

Trails System

County Trails:

The City of Wyoming will cooperate with Chisago County to develop and maintain regional paths for bicycling, skating, walking and running. Figure 17 illustrates regional trails with existing/future connections to Wyoming.



Sunrise Prairie Trail – Chisago County

Sunrise Prairie Trail was built by Chisago County in coordination with Washington County and the Minnesota Department of Natural Resources. Sunrise Prairie Trail follows the former Burlington Northern Railroad right-of way between North Branch and Forest Lake. From Forest Lake south to Hugo, the trail is called the Hardwood Creek trail and is under the jurisdiction of Washington County. The trail features a ten-foot-wide paved surface for hikers, bicyclists and inline skaters during spring, summer and fall, and is plowed in the winter months. The parallel unpaved portion of the trail is open to non-studded snowmobiles when there is sufficient snow and to horseback riders at all other times. Snowmobiles and horses are not allowed on the paved portion of the trail at any time. Parking areas and information kiosks are located adjacent to the trail at Sunrise Prairie Park across from City Hall.

Swedish Immigrant Trail – Chisago County (Ref. 5)

The Swedish Immigrant Regional Trail Corridor is 20 miles long trail system that, when complete, will extend from Wyoming to Taylors Falls. The trail will highlight the historical significance of the Swedish Immigration through Taylors Falls across southern Chisago County. The Taylors Falls and Superior Railroad was completed in 1880, connecting the river town with the main line railroad that ran north/south through the City of Wyoming (now the Sunrise Prairie Regional Trail). The railroad was abandoned in 1948 and the tracks were removed. The Swedish Immigrant Regional Trail will provide an interconnection between several cities and parks. The trail will provide access to diverse natural and cultural communities while expanding multi-modal transportation and recreation access to vital recreation and employment sites in Chisago County.

The Swedish Immigrant Trail will connect to the Sunrise Prairie at the intersection of County Road 22 (Wyoming Trail) and US Highway 61 (Forest Boulevard). The Swedish Immigrant will be open to bicyclists and pedestrians, and some portions may be open to horses and snowmobiles.

Two potential alignments of the Swedish Immigrant Trail have been identified in Wyoming (see Figure 17). Alternative 1 would follow former railroad right-of-way that served as the transportation spine of the Wyoming to Taylors Falls corridor. Many segments of that railroad corridor have been turned back to adjacent land owners; therefore, the County is attempting to negotiate easements across private properties that were formerly the route of the railroad in cities to the east. Alternative 2 would follow County Road 22, Wyoming Trail. Wyoming Trail west of Goodview Avenue was reconstructed in 2009 with a physically-separated asphalt bicycling path. There is sufficient right-of-way to continue that path to the east in the future.

Kettle River Boulevard – Chisago and Anoka Counties

Chisago and Anoka Counties may collaborate to build a bicycling route along Kettle River Boulevard. A feasibility study will have to be conducted to determine whether this facility will be a separate asphalt path or wide, paved road shoulders.

Comfort Lake Route – City of Wyoming

The Comfort Lake Trail was proposed in the City's 2009 Comprehensive Plan. The Comfort Lake Trail was planned as a municipal route for bicycling between the northern and southern sides of Wyoming with a link to the Swedish Immigrant Trail at County Road 22.

This route could consist of a combination of off-road paths, paved road shoulders and a signed-only route as conditions and funding allow. Along the extension of Innsbrook Avenue (the road planned between County Roads 36 and 22), it would be feasible to build either an off-road path or paved shoulders. Along Comfort Drive, lower traffic volumes may allow use of either a striped shoulder or signs. Along Heath Avenue, paved shoulders or an off-road path may be feasible.

Parks, Open Space and Trails Policies

1. **Ecology and the Environment:** Plan and design parks and greenways to protect environmentally sensitive features, reduce negative environmental effects and serve as models of land stewardship.
2. **Bicycling and Walking:** Work with Chisago County to build a system consisting of off-road paths, paved shoulders, striped on-street bicycling lanes street and municipal sidewalks.
3. **Greenways:** Create linear patterns of private and/or public open space that are interconnected, preserve upland and wetland habitat, aid wildlife movement and may include paved paths. Continue to preserve a system of green open spaces for recreation, community beauty and natural protection that are linked by linear parks (greenways), off-road paths and on-street bicycle lanes, and generously landscaped roads. The City will strive to reduce the loss of wooded uplands as residential neighborhoods are created. Woods may be protected by first retaining a professional forester to conduct a city-wide survey of the quality of the community's forests. Later, as neighborhood development sketch plans are brought forward, the City will apply the provisions of its subdivision regulations to encourage or require a design that limits the loss of the best forest and creates a linked network of woods, prairie, wetlands and lakes.
4. **Role of Parks in Community Design:** Locate and design parks and greenways to enhance the quality of residential neighborhoods and commercial districts, reflect Wyoming's cultural heritage and honor civic life.
5. **Coordination with the School District:** The City will seek to co-locate City parks with schools and to use existing school fields, gymnasiums or pools to meet City recreational program needs.
6. **Open Space Network:** Land owned and managed for its natural features will be an important feature of the future City of Wyoming. It is anticipated that Wyoming will be at least 43 percent public open space when fully developed. There may be additional private property held in a natural condition to supplement the public lands in a conservation state.
7. **Wetlands and Floodplains:** The City will continue to protect wetlands and floodplains through its own zoning regulations and through cooperation with Chisago County and the Comfort Lake–Forest Lake Watershed District.
8. **Carlos Avery Wildlife Management Area:** The City will adopt a land use plan and zoning regulations that respect the natural resource functions of the Carlos Avery Wildlife Management Area.
9. **Paths and Sidewalks:** The City should adopt subdivision regulations (or reference its public facility design manual) that requires a five-foot concrete sidewalk along at least one side of each future Local or Collector residential street in the areas planned as Suburban Neighborhoods. Those locations are expected to have streets with curb-and-gutter and public utilities. Sidewalks are an important element of any non-motorized circulation network. Off-road paths provide the highest level of comfort and safety for all levels of riders if the intersections at roads are properly designed. Retrofitting an off-road path into the right-of-way of a road that presently has rural ditches would usually involve either land acquisition or using storm sewer pipes for drainage. Striped on-road lanes (five-feet wide) are usually considered the second level of accommodation and can sometimes be fit into existing streets without disrupting adjacent properties or losing on-street parking. Route signs provide the lowest level of user safety and route recognition but are sometimes acceptable on roads with low traffic volumes and speeds.

NATURAL ENVIRONMENT AND SUSTAINABILITY

Protect the Natural Environment: *Protect and enhance the quality of our lakes, rivers and wetlands. Manage and treat stormwater in an effective manner to protect our water resources. Consider different strategies for equitable stormwater treatment suitable for different levels of land use intensities including on-site treatment, regional treatment and fees-in leu of best management practices. Protect significant woodlands. Enforce the regulatory protections for the shoreland of designated lakes and streams. Link woodlands, wetlands and other undisturbed natural areas into “greenways” will be established through the development process.*

Natural Environment

Wetlands Regulation

The City will continue to protect wetlands through the regulations of the Chisago County Department of Environmental Services and the Comfort Lake - Forest Lake Watershed District (CLFLWD). The Watershed District has regulatory responsibility over the southern third of Wyoming (see Figure 18. In its *Watershed Management Plan*, the CLFLWD established goals for water management, lakes, streams, wetlands, natural resources, biotic diversity, and interagency and public communication. That plan also contains standards and rules for review of land alteration permits that will be imposed across the District.

The City has regulatory authority over the balance of the City. In 2011, the City adopted its own Comprehensive Surface Water Management Plan (Ref. 6.)

Prior to any site grading or drainage, a professional wetland survey is required to delineate and stake the edges of any wetland that may be defined by state or federal regulations. Site grading and drainage will be regulated through the City’s subdivision and zoning application review process, which require that any applicant also receive the approval and conditions of the Watershed District or the City outside of the CFLL watershed.

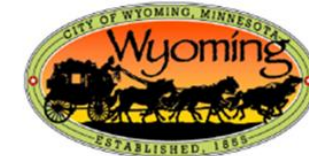
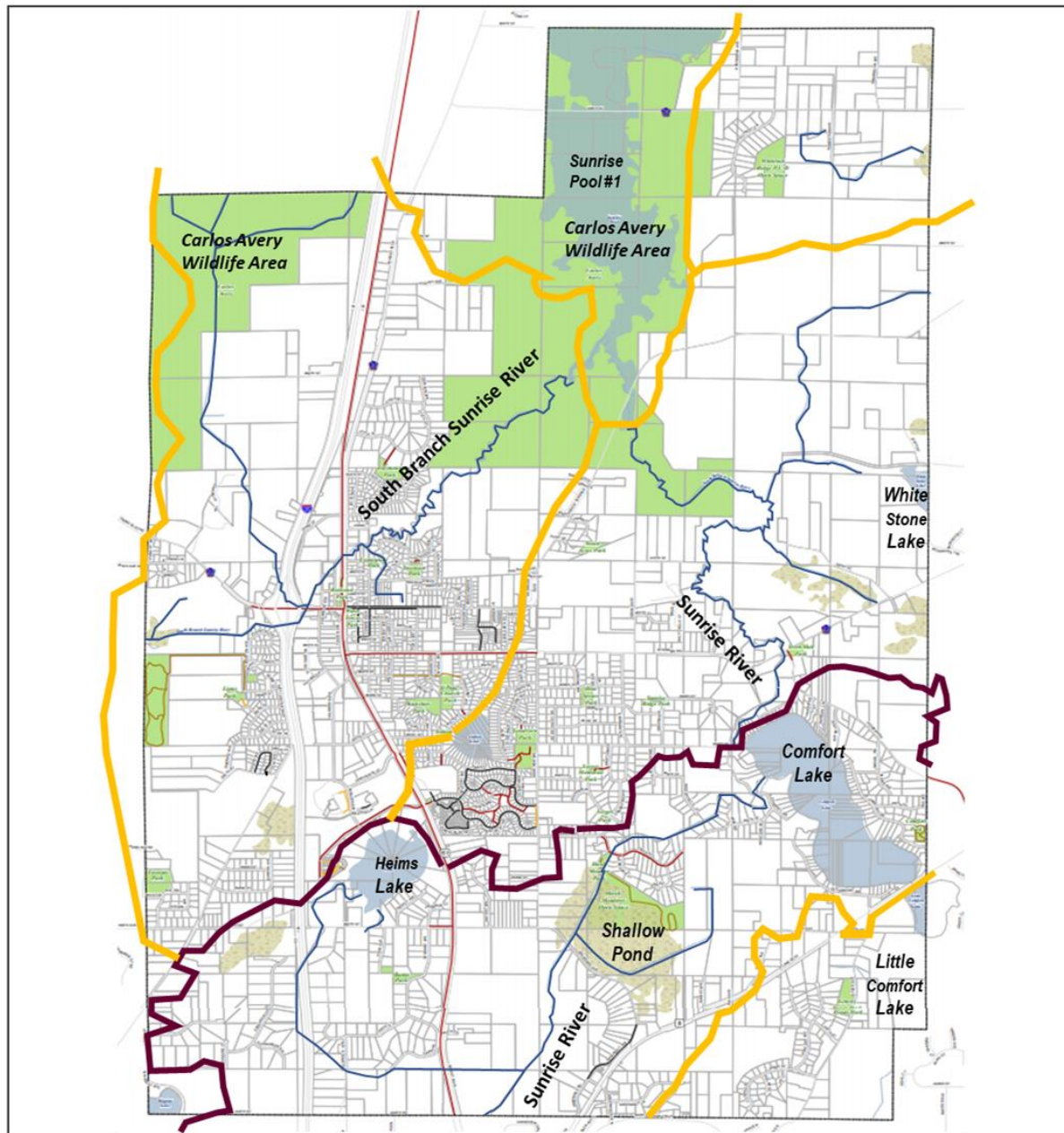
Shoreland Management

The Shoreland zoning regulations supplement any other zoning regulations in place within 1,000 feet of certain state-designated lakes and 300 feet of state-designated streams. Those regulations address percent impervious cover, screening, maximum building height, land use, lot sizes, lot widths, building setbacks from the ordinary high-water levels, docks, shoreland alterations, grading and filling, roads, agriculture, forest management, mining, surface water drainage, wastewater treatment and substandard lots.

Where municipal sewer service is available in a Shoreland area, state law allows a City to adopt local Shoreland regulations that permit smaller lots and shorter setbacks from the ordinary high-water mark.

The regulations differ between Natural and Recreational Lakes, between Transition and Tributary Rivers, and between riparian and non-riparian lots.

- **Natural Environment Lakes:** Higgins, Sam, Swamp, Sunrise Pools
- **Recreational Development Lakes:** White Stone and Heims.



Wyoming Comprehensive Plan

Figure 18
Watersheds

-  Major Waterways
-  Watershed Boundary
-  Subwatershed Boundary
-  Major Waterbodies

- **General Development Lakes:** Comfort and Little Comfort.
- **Transition River:** Sunrise River from Comfort Lake to the Sunrise Pools located in the Carlos Avery State Wildlife Management Area.
- **Tributary Rivers:** Sunrise River from Comfort Lake south to School Lake and south from School Lake to Birch Lake. Sunrise River from Comfort Lake south to the Washington County line.

Floodplain Management

Land use and development in the officially mapped floodplains will continue to be regulated by the City through a floodplain zoning district based on the mapping of the Federal Emergency Management Administration.

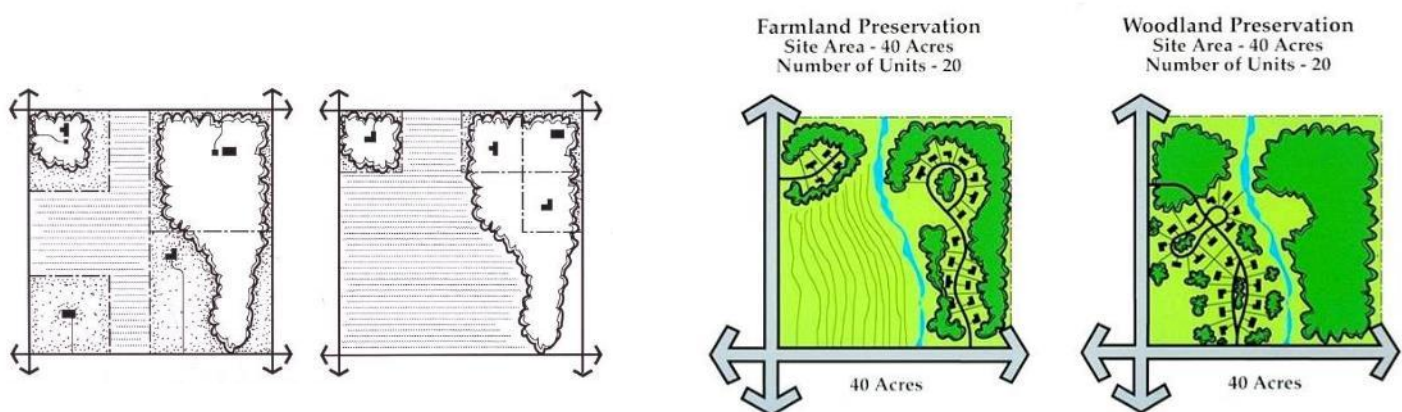
Significant Woodlands Protection

When reviewing an application for a Grading Permit, Preliminary Plat or Site Plan, City staff will meet with the applicant to determine the most feasible and practical placement of buildings, parking, driveways, streets and other physical features in order that the fewest significant trees and least amount of forest be lost or damaged. The Woodland Preservation Regulations contained in the City Code will be enforced.

Clustering

On every development site, especially residential properties, use municipal zoning and subdivision regulation powers to attempt to conserve the best of the natural resources in a pattern that works in concert with natural resources and open spaces on adjacent properties. Zoning regulations to be written to implement this land use plan should allow housing to be clustered into a smaller part of a site than would normally be the case in exchange for deliberately conserving significant natural resources.

House clustering may also be used to develop part of a site prior to the arrival of municipal utilities while preserving options for full development at higher densities.



Natural Drainage

Use natural drainage techniques such as swales and ditches rather than pipes whenever feasible in order to cleanse surface water runoff and increase infiltration back to the aquifer. Include small ponds and rainwater “gardens,” especially those sites with large parking lots or rooftops, to reduce downstream surges or flooding and improve water quality.

The City has implemented a comprehensive surface water management plan (see page) that meets state and federal guidelines. That plan will address wetlands, lakes, streams, floodplains, erosion control, drainage of all types and “best management practices.”

Sustainability

The Wyoming Comprehensive Plan will help improve environmental, social and fiscal sustainability through the following features.

Reduced Automotive Vehicle Driving

Automotive vehicle driving can be reduced by building housing at reasonably efficient densities, creating areas for shopping and employment, and interconnecting local streets. Denser housing growth will reduce the need to drive past large lots and semi-rural sites to reach home. A greater concentration of population would also improve the feasibility of future commuter transit lines along I-35 and US Highway 8. Less driving will reduce harmful pollutants, particularly greenhouse gases such as carbon dioxide, and reduce the use of fuels, all of which have negative effects. Automobile air emissions are harmful to breathing, plant photosynthesis and water quality.

Protection of Water and other Natural Resources

The plan provides for the protection of wetlands, floodplains and significant woodlands. It will enforce the State’s regulatory protections for the shoreland of designated lakes and streams. Linking woodlands, wetlands and other undisturbed natural areas into “greenways” will be sought through the development process. Finally, the plan calls for building setbacks from the Carlos Avery State Wildlife Management Area and for carefully managing the runoff of surface water to that area.

Housing Options

The *Wyoming Comprehensive Plan* will allow builders to create a variety of housing types, which should provide alternatives for people at all stages of life. This will help people remain in this community while they are young, middle-aged or elderly, which will help create a stronger sense of community.

Green Step City

In October 2017, the City Council voted to join the GreenStep Cities initiative. Minnesota GreenStep Cities is a voluntary challenge, assistance and recognition program to help cities achieve their sustainability and quality-of-life goals. This free continuous improvement program, managed by a public-private partnership, is based upon a menu of 29 optional best practices. The 29 GreenStep practices can be broken into five categories, all designed to help cities ask whether their practices make sense from a sustainability standpoint. The categories include:

- Buildings and lighting;
- Land use;
- Transportation;
- Environmental management, and;
- Economic development.

Each best practice can be implemented, as decided by city elected officials, staff and community members, by completing one or more actions at a 1, 2 or 3-star level, from a list of four to eight actions. These voluntary actions are tailored to all Minnesota cities, focus on cost savings and energy use reduction, and encourage civic innovation.

GreenStep Cities is a partnership between the Minnesota Pollution Control Agency and various other entities including the League of Minnesota Cities. Currently there are approximately 160 communities that have joined the GreenStep movement.

As cities try to attract residents, businesses and economic development, they need to be able to demonstrate accountability. One of the first tasks is to develop an inventory to take credit for practices already in place and to identify practices that could be improved from a sustainability perspective.

ECONOMIC DEVELOPMENT

Pursue a Thriving Local Economy: Plan for and allow for the creation of additional stores, offices and industries consistent with this comprehensive plan and regulated by zoning ordinance amendments including, but not limited to, encouraging mixed use opportunities. Diversify the range of local employment opportunities. Attract well-paying jobs plus goods and services that are needed locally. Realize Increasing property tax revenues for city, school district, county and state governments.

The Wyoming Economic Development Authority, with the assistance of the City Council, completed a process in early 2017 to develop a strategic plan to help guide the community as it reinvigorates the activities for continued development (Ref. 2 The Economic Vision Statement in the plan is:

“Regionally located Business friendly and family-oriented community”

Through a series of meetings, the City developed a list of economic development goals for the City. The plan includes five goals that reflect the Economic Development Authority’s vision for the community.

1. Enhance Sense of Destination, Identity and Community
2. Enhance Wyoming Partnerships and Communications
3. Develop Financial Support and Plans for Development Needs
4. Develop Population and Workforce Development Plan
5. Strategic Allocation and Innovative Marketing of Land

Economic Development Goals

- 1. Enhance Sense of Destination, Identity, and Community:**
 - Develop and implement zoning districts to foster a centralized business district.
 - Develop a comprehensive plan that supports the development of a centralized business district.
 - Identify and promote the development of business areas that complement the existing businesses and currently occurring development patterns.
 - Develop a plan to create an identity of a business-friendly community.
- 2. Enhance Wyoming Partnerships & Communications:**
 - Develop a clear and comprehensive communication plan with other advisory groups in the community (i.e., Planning Commission, Wyoming Business Association, etc.).
 - Scheduling of regular meetings between groups to discuss the issues and plans for future development in the community. Many communities encourage this by placing signs on properties that are currently being considered for development or a land use change. Look to other organizations to develop partnerships (County EDA, Initiative Foundations, etc.) to assist with the promotion and development of the community.

- Develop or enhance relationships while working with other organizations to provide for long-term infrastructure improvement projects.

3. Develop Financial Support & Plans for Development Needs:

- Develop a strategy and policy to assist new development projects.
- Review and update development process to remain competitive with surrounding communities.
- Identify the process and areas that city infrastructure will be extended to promote development.
- Develop and implement a plan for the control of funding for proposed infrastructure improvements.
- Develop a process for how proposed projects are handled that is inviting and inclusive for developers.
- Develop complete list of tasks to be completed to facilitate permitting and approvals.

4. Develop Population & Workforce Development Plan:

- Revisit Chisago Housing Study and update implementation priorities.
- Work with local businesses to understand and determine their long-term workforce needs.
- Collaborate with the local school district to improve outcomes for students and enhance employment opportunities in the community.

5. Strategic Allocation & Innovative Marketing of Land:

- Identify partners to help assist the community in marketing possible new industrial park land.
- Identify available properties that meet the development strategies for the City both residential and commercial/industrial.
- Identify the barriers to the successful marketing of the City and work to remove those barriers.
- Maintain an effective and responsive website to allow for developers and residents to get accurate and up to date information about the community.

Comprehensive Planning and Economic Development

The Comprehensive Plan serves as a blueprint for future commercial and residential land uses, housing, public, and conservation amenities. An important component of the plan is identifying new infrastructure and growth demands needed to support economic development. An economic plan adopted into the Comprehensive Plan creates a supportive and complementary strategy to meet the community overall goals to become a place where families want to live, where companies will want to do business and where people can thrive.

Cost of Services Study

Neither the Comprehensive Plan nor the Economic Development Plan can succeed without the other. There is a clear symbiotic relationship. Together, the City can plan for land use change while considering the financial impacts of implementation. One example tool is the “cost of community services” (COCS) study of COCS. COCSs help to understand the financial contribution of various land use types leading to future land use development strategies that are physically and financially implementable. COCS studies can help communities make informed decisions about their futures within the constraints of available budgets and other private and public funding scenarios (Ref. 7)

For communities to respond to development trends and proposed economic development, the Comprehensive Plan considers where to extend public utilities (sewer, water, roads, etc.). Ultimately there is a cost to implement a comprehensive plan, and often there is a cost to respond to a proposed development that can ultimately become a road

block to success. By understanding the upfront costs, cities can develop financial plans that will respond to and not stand in the way of future economic and community development.

Small Area Plans

Small Area Plans are City-led plans that address the issues of a small portion of the city. Small area plans can cover three different geographic scales -- neighborhood, corridor, and district regardless of the size of the area. Small area plans cover a specific geography that often has a cohesive set of characteristics.

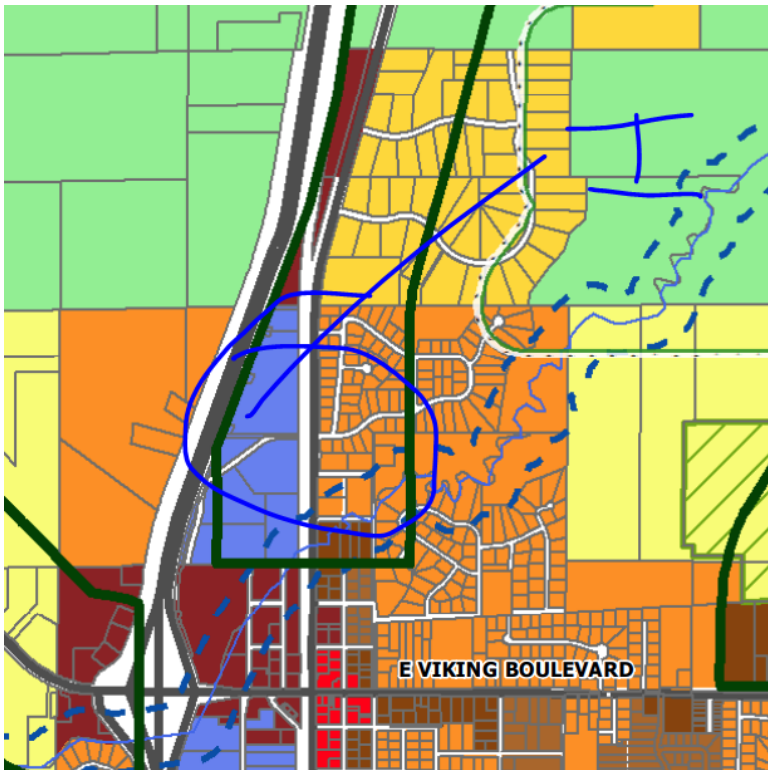
Small Area Plans are an effective tool for addressing areas where significant change is occurring or anticipated, public facilities and/or physical improvements need to be addressed, opportunities for substantial infill or redevelopment are present, and opportunities arise to influence site selection, development or major expansion of a single large activity generator. Small Area Plans can define in detail the types of development, architectural standards, pedestrian facilities, shared parking, lighting etc.

One area that would benefit from Small Area Plan and associated analysis is the Downtown Core area on the Land Use. The purpose of the plan would be to encourage a stronger "Downtown Wyoming" that would include shops, offices, high-density housing and public facilities. The City may need to make zoning amendments that allow for the area to develop with greater intensity than other portions of Wyoming while maintaining the same values. The study area would be centered around the intersection of US Highway 61 and Viking Boulevard. The Plan would describe retail opportunities, other Commercial and residential development and pedestrian-friendly amenities. The completed plan would be the catalyst for establishing visual standards or styles that identifies the area as the downtown core. Redevelopment of the area will have many challenging elements.

Land Assembly

Land assembly is a process of forming a single site from a number of properties, typically for economic development purposes. In some communities an individual site may not be conducive to the type of development or redevelopment desired by the community. Working with property owners and other stakeholders to combine contiguous properties can create larger parcels of land more favorable for development projects. From a developer's perspective, development projects are all about time to market (Ref. 8)

Assembling properties one piece at a time is typically a very lengthy process; especially when the subject properties have environmental or legal challenges associated with prior use. This is a very costly process for a developer to undertake on their own and, as a result, they are typically attracted to larger tracts of undeveloped land on the fringes of developed areas. Through strategic land assembly, communities can position properties in their urban core to appeal to the development community and be able to attract a wide range of development.



City of Wyoming Zoning Map

Zoning Districts	
A -- Agriculture	C -- Commercial
R1 -- Rural Residential I	CB -- Central Business
R2 -- Rural Residential II	CLR -- Closed Landfill Restricted
R3 -- Single Family Residential	OHC -- Office and Health Care
R4 -- One and Two Family Residential	I -- Industrial
R5 -- Manufactured Homes	
R6 -- Limited Multiple Dwelling	

PLAN IMPLEMENTATION PROGRAM

Implementation of the recommendations proposed in the *Wyoming Comprehensive Plan* can be accomplished using a variety of tools. The City can regulate land, offer incentives for its development and undertake its own improvement projects. These powers fall into two categories:

1. The City's official controls;
2. The City's capital improvements program.

The *Wyoming Comprehensive Plan* must respond to the continuous stream of changes that occur in the community. This chapter of the *Comprehensive Plan* lists the major actions that the City expects to take to carry out the objectives and policies of the plan. This chapter also describes how the plan's usefulness will be monitored and how it may be amended.

Official Controls Update the Zoning Ordinance

Update the City's zoning ordinance to conform with the newly adopted comprehensive plan. Incorporate the best and most appropriate features of the current zoning ordinances of the City. Write new districts and features as needed. Involve the public in the review and refinement of the draft ordinance.

Update the Zoning Map

Update the zoning districts map, adjusting the classification of properties according to the guidelines on the next page. Involve the public in the review and refinement of the map. Conduct a public hearing and officially adopt the map.

Revise the City's Subdivision Ordinance

Revise the subdivision ordinance as needed to reflect the adopted Comprehensive Plan as the new ordinance for the City.

Guidelines for Adjusting the Zoning Map

These guidelines should be considered when considering changes to the zoning map:

1. Maintain Current Zoning:

Maintain the intent, if not the exact wording, of the current zoning classifications and regulations unless they are in direct conflict with the comprehensive land use plan.

2. Changes from Existing Zoning Districts:

Properties may retain their zoning classification until either:

- A. The landowner requests a change;
- B. The property is subdivided;
- C. The property is sold or transferred to another owner;
- D. The property is vacant and zoning does not match the Land Use Plan

3. Roads and Utility Extensions:

When an engineering feasibility study is ordered and reviewed by the City Council, the Council should consult with potentially affected landowners to determine how those properties should be zoned.

4. Transition to Smaller Lots:

Large parcels zoned Residential or Agriculture may be subdivided into smaller residential lots if a plan is submitted and approved for future re-subdivision into smaller lots which may be served by City sewer and water in the future.

Adopt an Official Map of Public Facilities

Adopt an Official Map(s) consistent with Minnesota Statute 462.359 that reserve property for future, planned arterial roads, water storage tanks or other public facilities where the future location has been adequately identified.

Annual Report

The Wyoming City Planning and Zoning staff will prepare a brief report to the Planning Commission summarizing:

- How the Comprehensive Plan was used to direct regulatory, spending, and construction decisions
- How development and redevelopment did (or did not) coincide with the guidance of the plan
- How the City has changed in ways that may call for amendments to the plan.

The report should be transmitted to the Planning Commission and City Council, and made available to the public. A brief verbal presentation at a workshop meeting should be conducted to call attention to the major findings of the annual report.

Formal Reviews

At least once every **five years**, the Wyoming City Planning and Zoning staff and the City Planning Commission will complete a formal review of the entire plan, changing those features and sections that are judged to be out of date and/or not serving their purpose. At least once every **ten years**, the process for the formal review should involve an *ad hoc* advisory group that assists the City Planning Commission as well as a public engagement process. Thus, it would be similar to the process used to draft the current Comprehensive Plan.

Periodic Amendments

It is appropriate that some parts of the plan are rarely amended while others are highly subject to examination. The features that should be most long-lasting are those that are most fundamental such as the plan objectives (e.g., Land Use). Policies of the implementation priorities should be more open to revision. Changes to the plan maps will depend on the magnitude of the revision, their relationship to the objectives, and the nature of the changing circumstances that lead to the desire for amendments.

The City staff and the City Planning Commission will propose amendments to the Comprehensive Plan as part of the annual identification of goals, initiatives and priorities, and from time to time as circumstances warrant. The public, including nearby Cities and Townships, should be notified of these proposed changes and allowed an opportunity to become informed of the change and provide input. The City should consider neighborhood opinion in evaluating how a proposed change would meet the above criteria. The City may consider soliciting public opinion through direct mail survey forms, neighborhood meetings (where applicable) or Planning Commission meetings and public hearings as required.

Criteria to Consider When Reviewing Plan Changes

These criteria should be considered when reviewing changes to the plan:

1. The change is consistent with the goals and objectives or other elements of the Wyoming Comprehensive Plan.
2. The change does not create an adverse impact on public facilities and services that cannot be mitigated. Public facilities and services include roads, sewers, water supply, drainage, schools, police, fire and parks.
3. Development resulting from the change does not create an undue impact on surrounding properties. Such development should be consistent with the physical character of the surrounding neighborhood or would upgrade and improve its viability.
4. The change allows a more viable transition to the planned uses on adjacent properties than the current land use.
5. The change does not have a significant adverse impact on the natural environment including trees, slopes and groundwater, or the impact could be mitigated by improvements on the site or in the same vicinity.
6. There is a change in City policies or neighborhood characteristics that would justify a change.
7. The change corrects an error made in the original plan.
8. There is a community or regional need identified in the comprehensive plan for the proposed land use or service.
9. The change helps the City meet its life-cycle and affordable housing objectives.
10. The change does not adversely impact any landmarks or other historically significant structures or properties unless mitigated through relocation, commemoration or dedication.

Priority Actions

The City's actions will be consistent with the policies of the Comprehensive Plan. Those actions include but are not limited to:

- Development applications
- Capital improvements program
- Neighborhood and district plans
- Plans of other agencies as they affect Wyoming
- Official Maps
- The Zoning Ordinance and Zoning Map
- The Subdivision Ordinance

Responsibility for specific actions will be assigned to departments and individuals by the City Administrator (or occasionally the City Council), who will also lead in formulating annual work programs. The indicated time frame for each action is an estimate, and actual timing may vary.

The City will conduct the actions listed in the following tables through annual and multi-year assignments. The following actions are should be regularly reviewed to ensure that they both comply with the Comprehensive Plan Objectives and consider the current technology available. Because this is a twenty-year Plan, individual actions could occur multiple times over the life of the plan. As previously noted, it is anticipated that the City will revisit the plan after a period of ten years.

Additional actions may be added through periodic review, and certain actions may be modified or deleted based on the judgment of the City Council, Plan Commission or City Administrator.

Table 20 Major Plan Implementation Actions

	Plan Element	Objective	Actions	Responsible Party	Target Completion Date
1	Land Use	Use Land Efficiently	1.1 Prepare a Small Area Plan for the northwest of the intersection of I35 and Viking Boulevard		
			1.2 Continue code enforcement of building and zoning code, and sign ordinance		
			1.3 Prepare a cost of community services study		
			1.4 Map undeveloped parcels within service area and growth areas.		
			1.5 Address inconsistencies between zoning and Land Use Plan		
			1.6 Rezone vacant properties to match Comprehensive Plan		
			1.7 Address non-conforming issues related to the Comprehensive Plan and current zoning		
2	Transportation Plan	Integrate Transportation Systems	2.1 Create a bicycle and Pedestrian Plan		
			2.2 Encourage a Transportation Investments for Pedestrians, Bicyclist, and Motor Vehicles		
			2.3 Implement Americans with Disabilities Act (ADA) Standards in All Transportation Improvements		
			2.4 Connect Neighborhoods		
			2.5 Prepare feasibility study of future Innsbrook Avenue, including location of future regional municipal utilities.		
			2.6 Prepare a feasibility study to develop intersection improvements for Kettle River Boulevard and Viking Boulevard to facilitate development		
			2.7 Update the Official Map		
			2.8 Explore the viability of extending CSAH 22 west through the signalized intersection to the commercial/industrial park		

3	Utilities	Expand Municipal Utilities	3.1 Review and update wastewater and water comprehensive plans and capital improvement programs		
			3.2 Consider adoption of an Adequate Facilities ordinance		
			3.3 Prepare a cost of community services study		
			3.4 Update the Official Map		
4	Housing	Diversify housing	4.1 Review and update residential zoning to allow for greater density where appropriate		
			4.2 Review ordinances to provide for greater multi-family opportunities and senior house near amenities		
			4.3 Consider zoning amendments to encourage more starter homes and life cycle housing		
5	Parks, Trails and Recreation	Enhance recreation opportunities	5.1 Review and update the Parks Improvement Plan and park program		
			5.2 Study the feasibility of water-based park/access facility (Comfort Lake or Heims Lake) - swimming, fishing, passive use		
			5.3 Consider and encourage regional collaboration for trail extensions - Swedish Immigrant Trail, Comfort Lake route, Kettle River Boulevard.		
			5.4 Improve neighborhood connections		
6	Natural Environment and Sustainability	Protect the natural environment	6.1 Update 2011 Surface Water Management Plan		
			6.2 Parking reduction		
			6.3 Assess forest quality and effectiveness of woodland protection ordinance		

7	Economic Development	1. Pursue a thriving economy	7.1.1 Update the 2017 EDA Strategic Plan		
			7.1.2 Engage a public funding specialist to assist with the pursuit of grants and loans.		
			7.1.3 Establish a business advisory group that meets quarterly, with major players ...		
			7.1.4 Review and update the business subsidy policies		
			7.1.5 Prepare a cost of community services study		
			7.1.6 Kettle River industrial park - allow for incentive to shift outside storage intensive business to Kettle River Boulevard and 280th Street		
			7.1.7 Prepare a feasibility study to develop intersection improvements for Kettle River Boulevard and Viking Boulevard to facilitate development		
		2. Strengthen the Downtown Core	7.2.1 Prepare Small Area Plan for the Downtown Core		
			7.2.2 Consider a shared parking ordinance and shifting store fronts to the curb with street parking and parking lots behind		
			7.2.3 Review appropriate setbacks		
			7.2.4 Consider Surface Water Management rules that allow for greater impervious coverage while providing equitable treatment or cash in lieu of treatment		
			7.2.5 Encourage a Transportation Investments for Pedestrians, Bicyclist, and Motor Vehicles		
			7.2.6 Implement Americans with Disabilities Act (ADA) Standards in All Transportation Improvements		
			7.2.7 Prepare a land assembly study incorporating the Bingham property, Railroad Park and Lakes Gas		
			7.2.8 Explore a facade Improvement Program and assistance for businesses facing Highway 61, Viking Boulevard and CSAH 30		
			7.2.9 Prepare a land assembly study incorporating the area south of Viking Boulevard and east of highway 61		

List of References

1. League of Minnesota Cities Planning Commission Guide, August 3, 2018.
2. City of Wyoming Economic Development Strategic Plan, 2017.
3. 2009 Comprehensive Plan Task Force Meeting, September 20, 2007.
4. State of Minnesota, Office of Administrative Hearings for the Department of Administration, Document 3-2900-16083-2 – In the Matter of the Petition of Chisago City for Annexation of Unincorporated Property in Wyoming Township (A-6996).
5. Chisago County Swedish Immigrant Trail Plan (2015).
6. City of Wyoming Surface Water Management Plan, WSB and Associates, August 23, 2011
7. Cost of Services Study, SEH Inc.
8. Land Assembly – Camion Associates
9. Chisago County Housing Study,, Maxfield, 2018.