AGENDA
PLANNING COMMISSION
CITY OF WYOMING, MINNESOTA
APRIL 12, 2022
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. You will be limited to two (2) minutes to speak".

APPROVAL OF MINUTES:

1. Consider approving the minutes of the "Regular Meeting" of the Wyoming, Minnesota Planning Commission for March 22, 2022.

SCHEDULED PUBLIC HEARINGS:

NEW BUSINESS:

2. Sketch Plan D-22-005 Katie's Glen
Location: Parcel north of 25577 Goodview Avenue
Applicant: Pobuda Enterprises, LLC
Property ID Number: 21.00140.00

OLD BUSINESS:

3. Comprehensive Plan Update - Review Draft #3

COMMUNICATIONS:

4. Accept resignation of Kevin Teel

UPDATES:

ADJOURN

UPCOMING:

UNAPPROVED MINUTES
PLANNING COMMISSION
CITY OF WYOMING, MINNESOTA
MARCH 22, 2022
7:00PM

CALL TO ORDER:
Planning Commission Chairman Lobermeier called the Regular Meeting of the Wyoming Planning Commission for March 22, 2022 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, Katie West, and Roger Carr

ABSENT: None

Also Present: Fred Weck Zoning Administrator

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 March 8, 2022.**

Chair Lobermeier noted a few typographical and grammatical changes necessary on page 4.

A MOTION WAS MADE BY COMMISSIONER MURDOCK, SECONDED BY COMMISSIONER TEEL, TO APPROVE THE MINUTES OF THE "REGULAR MEETING" OF THE WYOMING, MINNESOTA PLANNING COMMISSION FOR MARCH 8, 2022 AS AMENDED.

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

SCHEDULED PUBLIC HEARINGS: NONE

NEW BUSINESS: NONE

OLD BUSINESS:

2. Comprehensive Plan Update – Housing Chapter

Chair Lobermeier expressed appreciation to Commissioner Murdock for the work he had done to pull this chapter together. He stated that overall, he thinks this looks good and incorporates what

they have been talking about as a Commission.

Commissioner West stated that she was surprised that there are only 2,900 homes in the City. She stated that she agreed that it looked really good, she just felt that was a very strange statistic.

Chair Lobermeier noted that is what comes from having about 41% of the City being wetland because it eliminates a lot of property.

Commissioner Murdock noted that the graphic on the upper left corner of page 2 appears to be covering up another graphic.

Zoning Administrator Weck noted that he would take care of that.

Chair Lobermeier stated that the next step would be to move this into the main document and get final review figures from WSB and then look at Draft #3 and move forward.

Zoning Administrator Weck suggested that the Commission complete their last draft and then have WSB do the necessary formatting and put in the graphics.

Chair Lobermeier stated that he wanted to make sure that the City had the latest figures and noted that it may just be a case where he and Zoning Administrator Weck need to share the appropriate files with each other.

Commissioner West stated that she feels some of the graphics are small and suggested that a larger font be used.

COMMUNICATIONS: NONE

UPDATES:

3. The Final Plats of Diamond Ridge 2nd Addition and Sunrise Riverbank were approved by the City Council

Zoning Administrator Weck noted that Katie's Glen off of Goodview will be coming in for review at the next meeting.

A MOTION WAS MADE BY COMMISSIONER WEST, SECONDED BY COMMISSIONER CARR, TO ADJOURN THE MARCH 22, 2022 "REGULAR MEETING" OF THE WYOMING, MINNESOTA PLANNING COMMISSION AT 7:10 PM.

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

CITY OF WYOMING
PLANNING AND ZONING

TO:	**Planning Commission**
DATE:	**April 12, 2022**
FROM:	**Fred Weck (2022 Revisions)** **2022 Eric Zweber AICP** **2022 & 2019 Mark Ericson, WSB** **2019 Ryan Krzos, AICP, WSB**
RE:	**Katie's Glen Sketch Plan Review**
APPLICANT:	**Pobuda Enterprises LLC**
OWNER:	**Pobuda Enterprises LLC**
PROPERTY:	**25600 Block of Goodview Avenue, PID #21.00140.00**
FILE NO.:	**D-19-005**

General Staff Review

Pobuda Enterprises LLC has requested a sketch plan review of a proposed subdivision of an 18-acre property along the 25600 block of Goodview Avenue. As proposed, the subdivision would create fifty (50) individual lots. The sketch plan provided includes proposed lot areas and dimensions. A similar sketch plan with fifty-one (51) lots was reviewed in 2019.

The property currently is current zoned R-3 Single Family Residential and is vacant, containing wooded area and wetland. The applicant has indicated that the development would be pursued as a Planned Unit Development.

Proposed lots would be accessed by the extension of a new street connecting Goodview Avenue to the terminus of Goodwin lane abutting the site to the northeast and a cul-de-sac near the center of the site.

At this time, Staff's primary concern is residential density as required by the Planned Unit Development Ordinance. Density of a PUD is restricted to no greater than the buildable area of the site (less area dedicated for streets) divided by the minimum lot area of the underlying zoning district. Accordingly, the site would need to contain 750,000 square feet of buildable area for 50 lots per R-3 district standards. The sketch plan does not identify the amount of buildable area on the site. Other important consideration are environmental issues concerning delineation of wetlands, tree preservation, and *adjacent planned land uses*

Direction	Planned Land Use
North	Semi-Rural Housing
West	Lower-Density Suburban Neighborhoods
South	Semi-Rural Housing
East	Semi-Rural Housing

General Comprehensive Plan and Zoning Ordinance Review

Article III of the City of Wyoming Subdivision Ordinance sets forth the platting procedure with the first requirement being the sketch plan. The purpose of the sketch plan is to ensure that the applicants for subdivision are informed of the procedures and requirements of all adopted ordinances. The plan does not need to be to scale but does need to show the proposed subdivision of the property, significant topographical and physical features, and adjacent land use.

Comprehensive Plan Designation

The proposed development is currently within the Lower-Density Suburban Neighborhoods comprehensive plan designation, which is described as follows:

"The Lower Density Suburban Neighborhoods Areas category provides 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. The 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..."

The current plan has 20 lots (40%) under 9,000 square feet. The ratio of 55 foot wide lots (2-car garages) to 65 foot wide lots (3-car garages) increased from 15:36 to 20:30 (55 foot lots were increased by 5).

Zoning

The proposed development currently has a single zoning designation of R3 – Single Family Residential. The applicant has indicated that this development would be pursued as a Planned Unit Development (PUD). The City's Planned Unit Development Ordinance seeks to allow variation from the conventional standards and dimensional criteria of the Zoning Ordinance in exchange for more creativity in development of the land and protection of natural resources.

The building setback measurements shall be measured at the building setback (the minimum horizontal distance between the building and the specified lot line). At the time of preliminary plat, the plan will need to show that the measurements are taken from that building setback.

Existing Zoning District Requirements

Zoning District	Lot Width	Lot Depth	Lot Size	Front Yard Setback	Side Yard Setback	Rear Yard Setback
R-3	100 feet (115 on corner lots)	150 feet (not more than 4x the width)	15,000 sf	30 feet from road ROW or trail easement	10 feet (principal building)	35 feet (principal building)
Planned Unit Development	May vary from underlying zoning	May vary from underlying zoning	May vary from underlying zoning	May vary from underlying zoning	May vary from underlying zoning	May vary from underlying zoning

Utilities

The proposed lots would be served by an extension of municipal sewer and water. The details surrounding the extension of these facilities will need to be arranged through a Development Agreement.

Roads and Traffic

The proposed parcels would have frontage along a proposed roadway connecting the terminus of Goodwin Lane to Goodview Avenue. Additionally, a short cul-de-sac road extending to the north is proposed near the middle of the site. There are no opportunities to connect the adjoining properties to the north or south as these properties are improved.

Natural Resources/Wetlands

The property appears to contain some areas of wetlands which will require a wetland delineation survey to be provided at the time of preliminary plat.

The site is located in the Comfort Lake Forest Lake Watershed District and will therefore require meeting their rules for erosion control, stormwater management, wetland buffers to name a few. The sketch plan identifies and area

The development site contains wooded areas. A Tree Preservation Plan will need to be completed as part of a Preliminary Plat submittal. This will require a Tree Inventory be conducted of the site in accordance with City Code Section 40-556. This will require that all significant trees and woodlands be identified in both graphic and tabular form.

Park Dedication

The Joint Park Planning Board met on August 27, 2019 to discuss park dedication requirements for the development. Due to the close proximity of Goodview Park, Verges Memorial Park, Verges Playground, and Blue Spruce Park the JPPB determined that a park cash dedication of $1,500.00 and trail cash dedication of $300.00 per lot ($90,000.00 total for 50 lots) will be their recommendation to the City Council.

Public Works/Engineering Comments

The City's Public Works department 2019 review of the plans indicated an access to the pond is needed, with at least 20 feet of width and having no obstructions (trees). This access should also have no more than a 10 percent slope. The current plan shows a 20 foot wide access between lots 36 & 37.

Additionally, the City Engineer reviewed the plans and offered the following comments: Existing 8" sanitary and 8" watermain stubs were installed off of Goodview with a 2017 project. Show connecting to those stubs with the development.

Additional looping may be required after further review of the watermain layout

Next Steps

In the preparation of the preliminary plat and final plat, the applicant is advised to pay careful attention to the City's Subdivision Ordinance requirements.

Prior to formal acceptance of an application for preliminary plat consideration, all requirements contained in Article III, Division 2, and Articles V and VI of the Subdivision Ordinance, as well as applicable zoning regulations, must be complied with, included on the plans, and addressed.

City Of Wyoming
26885 Forest Blvd., PO Box 188
Wyoming, MN 55092
Phone (651) 462-4947 Fax (651) 462-3938

SKETCH PLAN
SUBDIVISION APPLICATION

A Sketch Plan Application initiates the procedure for developing and subdividing property. The Sketch Plan is reviewed by individuals of the City Plat Review Committee and then is placed on the Planning Commission agenda.

Applicant(s): Name(s) Pobuda Enterprises, LLC
Address 2221 168th Lane
City Blaine State MN Zip 55449
Work and home phone numbers 612-209-6220 Email brentp@villageflex.com

Owner(s): (if other than Applicant(s))
Name(s) _____
Address _____
City _____ State _____ Zip _____
Work and home phone numbers _____ Email _____

Signature of owner(s) X _____ Date _____

Legal description of property: See attached Legal
Property Identification Number R.21.

Present use of property: Vacant Land

Proposed use of property: PUD Single Family

Present zoning of property: R3

This application and the following attachments must be submitted to be considered a complete application:

Total size of property: 18 acres
Total acreage in wetlands or floodplain: TBD with final wetland delineation
Number of proposed lots: 50

Y Eleven full size copies of the Sketch Plan
X 2 reduced copies (no larger than 11 X 17).
__ Septic Site Evaluation Report(s) if available.
__ The application fee and escrow must be paid at the time of application.

Signature of Applicant(s) X Brent Pobuda Date 3-16-22

As the applicant for this request, I agree to reimburse the City for all expenses incurred by the City in employing planning, engineering, legal, and other professional consultants in reviewing this application. This may include the replenishment of any escrow funds as required as part of this application. Such costs shall be paid by me, the applicant, regardless of the outcome of the review and prior to commencing any work on the project.

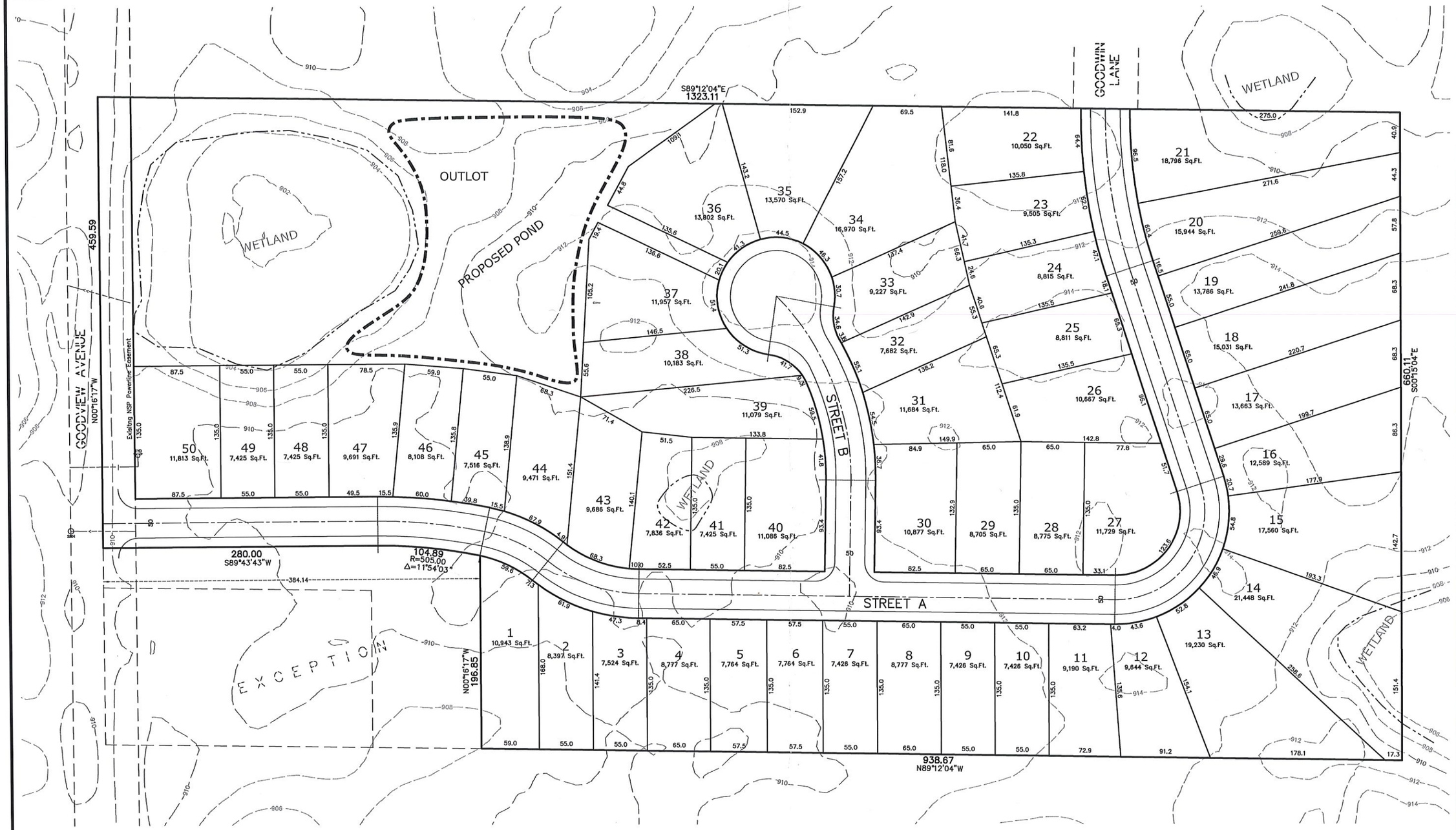
The meeting can be scheduled only after a complete application is received

Applicants that submit Sketch plans with four or more proposed lots will meet with the Joint Park Planning Board in order to determine the developments Park and Trail Dedication. The Joint Park Planning Board meets on the 2nd Tuesday of each month at 6:00 pm. Developments creating three or fewer lots will dedicate the minimum Park and Trail Dedication ($1500.00 Park + $300.00 Trail, per lot) without needing to meet with the Joint Park Planning Board. Park and Trail Dedications are submitted to the City with the Final Plat application.

****

Application # D-22-005 OFFICE USE ONLY Date Application Received 3/16/22
Date Complete Application Received 3/16/22 120 Days 7/14/22 By: _____ Official

Fee $100.00 + Escrow $500.00 Date Paid 3/16/22 Check # _____



PARCEL DESCRIPTION: (Per Schedule A of Title Commitment File No. T21-12052 AMENDED, with a commitment date of December 22, 2021 at 8:00 A.M., prepared by First American Title Insurance Company)

The land referred to herein below is situated in the County of Chisago, State of Minnesota, and is described as follows:

The North 330 feet of the South 990 feet of the Southwest Quarter of the Northwest Quarter of Section 28, Township 33 North, Range 21 West, Chisago County, Minnesota

AND

The North 330 feet of the South 660 feet of the Southwest Quarter of the Northwest Quarter of Section 28, Township 33 North, Range 21 West, Chisago County, Minnesota;

EXCEPT that part of the West 384.14 feet of the North 330 feet of the South 660.00 feet of the Southwest Quarter if the Northwest Quarter of said Section 28, which lies Southerly of a line described as follows:

Commencing at eh Southwest corner of North 330.00 feet if the South 660.00 feet of the Southwest Quarter of said Northwest Quarter; thence on an assumed bearing of North 0 degrees 16 minutes 17 seconds West, along the West line if the North 330 feet of said South 660.00 feet 200.53 feet to the point of beginning; thence North 89 degrees 43 minutes 43 seconds East 280.00 feet; thence Easterly along a tangential curve concave to the South having a radius of 505.00 feet and a central angle of 12 degrees 31 minutes 25 seconds, 103.82 feet to the East line of the West 384.14 feet of the North 330.00 feet of said South 660.00 feet.

GENERAL NOTES:

1. No field work has been completed at this time.
2. Topography shown taken from Minnesota DNR Lidar.
3. Wetlands shown are approximate and have not been delineated.

SITE DATA

TOTAL BOUNDARY AREA	±18.25 AC.
TOTAL NUMBER OF LOTS	50
65 FT. LOTS	30
55 FT. LOTS	20
AVERAGE LOT SIZE	10,813 SQ.FT.
SMALLEST LOT SIZE	7,425 SQ.FT.
LARGEST LOT SIZE	21,448 SQ.FT.

SETBACK INFO

FRONT	25
SIDE	7.5
REAR	30
CORNER	25
TOTAL CENTERLINE LENGTH	1,941 LF.
PROPOSED ZONING	PUD

N

0 25 50 100

(SCALE IN FEET)

CARLSON McCAIN
ENGINEERING
SURVEYING
ENVIRONMENTAL
3890 PHEASANT RIDGE DRIVE NE, SUITE 100, BLAINE, MN 55449
TEL 763.489.7900 \ FAX 763.489.7959 \ CARLSONMCCAIN.COM

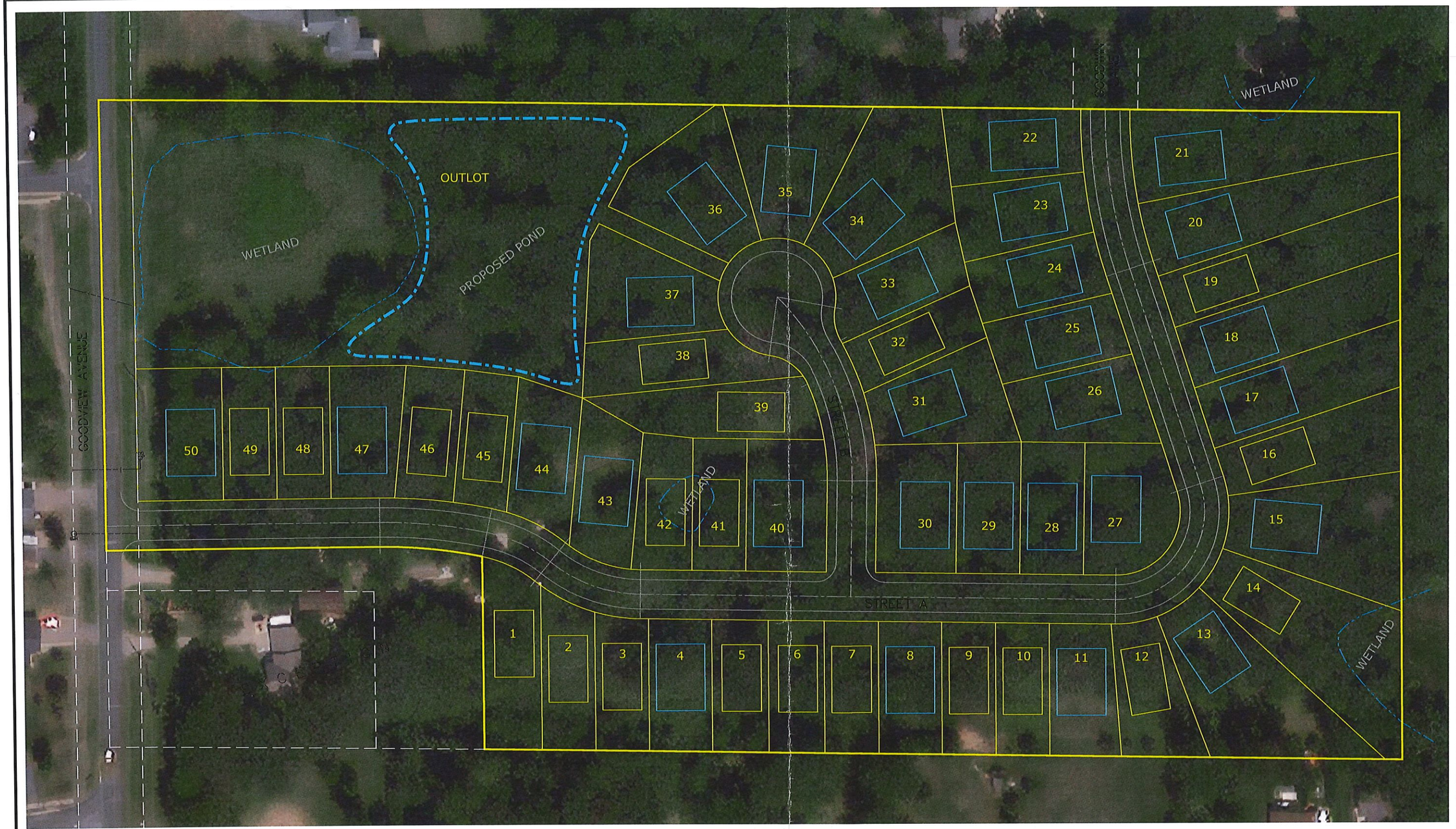
SKETCH PLAN

KATIE'S GLEN
Wyoming, Minnesota

POBUDA ENTERPRISES, LLC
2221 108th Lane NE
Blaine, Minnesota 55449

REVISIONS
1.
2.
3.
4.
5.
6.

DRAWN BY:	C#
ISSUE DATE:	03/15/2022
FILE NO:	798



PARCEL DESCRIPTION: (Per Schedule A of Title Commitment File No. T21-12052 AMENDED, with a commitment date of December 22, 2021 at 8:00 A.M., prepared by First American Title Insurance Company)

The land referred to herein below is situated in the County of Chisago, State of Minnesota, and is described as follows:

The North 330 feet of the South 990 feet of the Southwest Quarter of the Northwest Quarter of Section 28, Township 33 North, Range 21 West, Chisago County, Minnesota

AND

The North 330 feet of the South 660 feet of the Southwest Quarter of the Northwest Quarter of Section 28, Township 33 North, Range 21 West, Chisago County, Minnesota;

EXCEPT that part of the West 384.14 feet of the North 330 feet of the South 660.00 feet of the Southwest Quarter if the Northwest Quarter of said Section 28, which lies Southerly of a line described as follows:

Commencing at eh Southwest corner of North 330.00 feet if the South 660.00 feet of the Southwest Quarter of said Northwest Quarter; thence on an assumed bearing of North 0 degrees 16 minutes 17 seconds West, along the West line if the North 330 feet of said South 660.00 feet 200.53 feet to the point of beginning; thence North 89 degrees 43 minutes 43 seconds East 280.00 feet; thence Easterly along a tangential curve concave to the South having a radius of 505.00 feet and a central angle of 12 degrees 31 minutes 25 seconds, 103.82 feet to the East line of the West 384.14 feet of the North 330.00 feet of said South 660.00 feet.

GENERAL NOTES:

1. No field work has been completed at this time.
2. Topography shown taken from Minnesota DNR Lidar.
3. Wetlands shown are approximate and have not been delineated.

SITE DATA

TOTAL BOUNDARY AREA	±18.25 AC.
TOTAL NUMBER OF LOTS	50
65 FT. LOTS	30
55 FT. LOTS	20
AVERAGE LOT SIZE	10,813 SQ.FT.
SMALLEST LOT SIZE	7,425 SQ.FT.
LARGEST LOT SIZE	21,448 SQ.FT.

SETBACK INFO

FRONT	25
SIDE	7.5
REAR	30
CORNER	25
TOTAL CENTERLINE LENGTH	1,941 LF.
PROPOSED ZONING	PUD

N

0 25 50 100

(SCALE IN FEET)

CARLSON McCAIN
ENGINEERING
SURVEYING
ENVIRONMENTAL
3890 PHEASANT RIDGE DRIVE NE, SUITE 100, BLAINE, MN 55449
TEL 763.489.7900 \ FAX 763.489.7959 \ CARLSONMCCAIN.COM

SKETCH PLAN W/AERAIL

KATIE'S GLEN
Wyoming, Minnesota

POBUDA ENTERPRISES, LLC
2221 108th Lane NE
Blaine, Minnesota 55449

REVISIONS
1.
2.
3.
4.
5.
6.

DRAWN BY:	C#
ISSUE DATE:	03/15/2022
FILE NO:	798

2 of 2

From Mark L. Email dated April 4, 2022

Attached is review draft No. 3 of the Comprehensive Plan along with a marked up version of Figure 6.

Also attached is a marked-up version of the land use descriptions that I updated based on discussions on February 8 and February 22.

In the packet, I believe we should request that the Commission review the minutes from February 8 and February 22 relative to the land use descriptions, as we begin our final review of the draft document. My suggested schedule for review is as follows:

1. April 12 – Planning Commission Review, Request comments from staff, consultants, boards and EDA by May 5.
2. April 24 – Planning Commission Completes review.
3. May 24 – Review written comments and recommendations to complete plan.
4. June 14 – Accept Plan and recommend review by Public and City Council.
5. June 21 – Commission to provide brief update to City Council, including implementation plan, and finalizes date of Open House.
6. July 21 – Open House/Public Presentation of the Plan.
7. August 23 – Planning Commission conducts Public Hearing
8. September 13 – Planning Commission approves recommendation to adopt the plan.
9. September 20 – Council Discusses Plan Adoption.
10. October 4 – Council Adopts Plan.
11. October 28 – Final plan formatting completed.
12. November 8 – Planning Commission accepts final formatting, recommends Staff post plan on website.
13. November 18 – Plan posted on Web site.

At this stage, I think the plan is complete enough for it to move from my hands back to City staff for any final editing, incorporation of final figures etc. I will provide a word document separately as is too large to email.

Please note that I may not make the meeting on April 12 as we will just be returning home that day.

- Mark

Semi-Rural ~~Housing~~ Neighborhoods

The Semi-Rural Housing Areas are locations that are presently subdivided into parcels of approximately one to ten acres. This may include the present Agricultural, Rural Residential I and Rural Residential II zoning districts. ~~Many~~ Most 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 unsewered – that is, 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 will continue to be in the range of one to ten acres.~~

~~Lower Density Suburban~~ Single Family Residential Neighborhoods

The ~~Lower Density Suburban~~ Single Family Residential Neighborhoods ~~Areas~~ are ~~locations~~ areas that can be subdivided and economically served with either public or private shared wastewater treatment systems. Parcels sizes for Single Family Residential ~~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~~ That no more than ~~half~~ 50% percent of the dwelling units are of the attached variety.

Prior to ~~Lower Density Suburban~~Single Family Residential Neighborhoods being served with municipal or private shared wastewater treatment ~~community wastewater lines~~ systems, they ~~should~~ will 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 lot sizes of 9,000 to 18,000 square feet that will be served with public or private shared wastewater treatment systems. ~~smaller lots (less than one-half acre or 21,780 square feet) with public or shared private wastewater service.~~

~~Medium and Higher Density~~Multi-Family Suburban Neighborhoods

~~The Medium and Higher Density~~Mutli-family Suburban Neighborhoods allow townhouses (2, 4 and 8 ~~and~~units) 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).~~ That are developed and maintained through an association or similar arrangement.

High Density Residential Neighborhoods

~~Apartment buildings should be:~~ High Density Residential includes senior housing and apartment buildings. High Density Residential Neighborhoods 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 sewered development at a density greater than four housing units per gross acre.~~

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 building materials, landscaping, parking, lighting, signs and access. Access to all parcels must be via City streets.

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

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

Mixed Use

Mixed Use development must include two or more types of land use, and may include retail businesses or service businesses, office buildings, single-family housing, ~~and~~ multi~~ple~~-family housing, and high density housing~~.~~ Developers will be required to negotiate a unified and high-quality comprehensively design plan with the City. Any development in this category should be required to obtain a conditional use permit, or go through the planned-unit development process. Where Mixed Use development abuts an area either planned for or developed as single ~~residential~~family residential, the design for the Mixed-Use site must be compatible with the nearby residential site.

Four areas planned as "Mixed Use" include:

- 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, directly west of the hospital.
- North of and adjacent to US Highway 8 bounded by Heath Avenue to the east and West Comfort Drive to the north.

Downtown Core

The Downtown Core is the location presently known as "Downtown" Wyoming. This area is located east of I-35, generally centered around Highway 61 and East Viking Boulevard. The Downtown Core is intended to be a more densely developed area with retail and service businesses, City Hall, County library and high-density ~~housing~~residential neighborhoods ~~(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 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.

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, and ~~senior housing~~high density residential neighborhoods. Intensive site coverage should be sought in order to maximize the economic benefit. 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.

APPROVED MINUTES
PLANNING COMMISSION
CITY OF WYOMING, MINNESOTA
FEBRUARY 8, 2022
7:00PM

CALL TO ORDER:
Planning Commission Chairman Lobermeier called the Regular Meeting of the Wyoming Planning Commission for February 8, 2022 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, Katie West, and Roger Carr

ABSENT: None

Also Present: Fred Weck Zoning Administrator, Council Liaison Brett Ohnstad, and Mayor Lisa Iverson

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 January 11, 2022**

   A MOTION WAS MADE BY COMMISSIONER CARR, SECONDED BY COMMISSIONER TEEL, TO APPROVE THE MINUTES OF THE "REGULAR MEETING" OF THE WYOMING, MINNESOTA PLANNING COMMISSION FOR JANUARY 11, 2022, AS SUBMITTED.

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

SCHEDULED PUBLIC HEARINGS: NONE

NEW BUSINESS: NONE

OLD BUSINESS:

2. **Comprehensive Plan Update – Housing Chapter and Draft Land Use Plan Map**

Zoning Administrator Weck suggested starting tonight's discussion with the Land Use Plan Map. He reviewed the mixed use areas of the City, including the former Greenwood Golf Course site, and the Industrial District. He noted that he believed some of the colors were incorrect on the map because it depicted residential in industrial areas.

The Commission reviewed the draft Land Use Plan Map.

Chair Lobermeier stated that he feels WSB did fairly good interpretation of what the Commission had thrown at them and feels comfortable with what they have reflected back to the City. He stated that he does not think every single lot needs to have its own color, but feels it is important to have this be a representation of what they see happening.

Zoning Administrator Weck asked for Commission input on the future of Innsbrook where there is high density at East Viking and Wyoming Trail and whether they wanted to keep that on the new map or stay with the residential. He explained that he didn't think they wanted to keep it at low density because that is a future sewer route.

Chair Lobermeier stated that he sees a difference between 'higher' density which is sewered residential and 'high' density.

Commissioner Murdock asked if they could put in a hatched section that is both brown and yellow depicting that it could be either.

Zoning Administrator Weck noted that is what has happened with the current plan which leaves it open to interpretation.

Chair Lobermeier noted that the description on the current plan of medium to higher density neighborhoods, in his mind, has a different connotation than high density residential.

Zoning Administrator Weck gave a brief overview of the sewer and water line locations and where they may be extended, in the City. He noted that he understands not wanting to be super specific with some of these designations, but having a range that says medium to high density has been a bit problematic. He suggested that WSB revise a few things to change some colors and some designations since the Commission knows where they want the higher density and is matter of whether they want duplexes or apartment buildings.

Commissioner West stated that out in certain portions of the City, apartment complexes may not be the most appropriate thing.

Zoning Administrator Weck stated that on the Wyoming Trail side it is important to look at what is the current use when you cross the border, for example, this is where Petersons is, so there is Industrial/Business component right next to it.

Commissioner Teel stated that he wasn't sure if an apartment complex would be considered out there because those are typically located near a bus line or other form of transportation. He stated that he did not think a high density apartment building would be a good fit in this location.

Commissioner Carr agreed and stated that they are often situation in places that have quite a bit of walkability.

Commissioner West noted that it is not too far from Chisago City, so people could go that way versus going towards 35, so this may be where they see some growth in the City. She expressed concern about the people living in this area who think it is rural and then there will be an apartment complex. She stated that if it was her in that situation, she would not be happy.

Zoning Administrator Weck noted that there is a possibility of a trail nearby with the future Swedish Immigrant Trail that follows the old rail bed.

Commissioner Murdock stated that, to him, the bottom half of that section is farm field adjacent to the lake and the top half of that section to the next road is farm fields, but more wooded areas. He stated that perhaps the lower density could be kept on the northern half, but noted that it is so far out he is not sure it will matter as much.

Chair Lobermeier stated that there is still some deeper review that needs to happen and

suggested that the Commission take a look at the map in the packet compared to the map that is in the draft Comprehensive Plan.

Commissioner West stated that in looking at the areas of high density, the City does not have many areas in the City for that use. She stated that she thinks that may be something to consider when thinking about this because the question is whether they actually want more of that or not. She stated that perhaps they do need to incorporate a little bit more high density.

Chair Lobermeier noted that the map in the draft Comprehensive Plan has quite a bit more, such as the pumpkin patch and other spots north on County Road 30, but the key to achieving that will be having sewer and water.

Zoning Administrator Weck stated that he feels that they need to have the spots designated where the City wants high density included on the map so it is clear to developers. He reviewed what was included on the old map.

Chair Lobermeier asked if Zoning Administrator Weck felt more comfortable with low density and high density with just two residential categories.

Zoning Administrator Weck stated that he thinks single-family, multi-family (2, 4, and 8 plexes), and then apartments would work.

Chair Lobermeier noted that it feels like low density will be the unsewered part of the City and then, what is not low density and the City thinks can be sewered, is in the next category.

Commissioner Murdock agreed that it seems to be worth identifying whether the City wants sewered and unsewered in there.

The Commission discussed other map details and development in other nearby cities.

Zoning Administrator Weck stated that he will have WSB make the changes that the Commission has discussed and get it closer to what they would like and then they can take a closer look at the high, medium, and low density details.

Commissioner West suggested that perhaps the Commission should be thinking about what percentage they would like to have for those various designations, including what is currently in the City.

City Administrator Linwood stated that he had given the Commission some Comprehensive Plan sections from semi comparable cities such as North Branch, Cambridge, Chisago City, and Big Lake prior to the meeting. He stated that there are some different components that the Met Council requires in some cities but, Wyoming is not necessarily subjected to those same constraints. He stated that he just wanted the Commission to be able to take a look at these examples. He stated that he was able to pull some of the data on the housing units and housing landscape from the census and the 2018 housing study. He noted that he had also attached some items from the Chisago County housing toolkit for the Wyoming submarket and also housing goals and recommendations that they had.

Chair Lobermeier explained how he had pulled City Administrator Linwood into this conversation. He explained that he had started an e-mail thread when he sent a copy of what was in the packet to East Bethel. Commissioner Murdock had identified it as one that he saw that had some things that he felt the City may be able to use. He stated that as he started looking at it and exchanging e-mails with City Administrator Linwood about it, what struck him was that he thinks they need to define what is really wanted out of this section. He reiterated City Administrator Linwood's point that in certain areas of the metro, they are required to have certain things included in the Comprehensive Plan, but Wyoming does not have to do that. He stated that this opens the door to what can be done with the housing section. He stated that having an inventory of everything

is good information, but questions how that helps move towards the goal, whatever the goal is. He stated that as he tried to put things together for tonight's meeting, he realized he was not sure what the City really wanted for this section. He explained that one of the things that he liked at the end of East Bethel's Comprehensive Plan was the toolkit so he asked City Administrator Linwood to pull together some of that information.

Commissioner West stated that she likes how North Branch has theirs broken out in terms of percentage of types of housing. She stated that she thinks what the Commission needs to consider is having generational, life-cycle housing and also take a look at areas where they could be not just high density housing, but affordable high density housing.

Commissioner Carr asked what was actually considered 'affordable' housing.

City Administrator Linwood stated that many cities use the AMI (area median income) indexes to determine affordability.

Commissioner Murdock stated that in looking at some of the goals, he thinks if the Commission can hone in on what they want, they will be able to back into what is needed in this section. He stated that it may be nice to have an existing conditions summary which is not very long, but is something that everyone can see on the first page that shows things, in general, such as the age of our housing stock and types of housing. He stated that it could include a few simple tables and then a trend of where it is going without bogging it down with too much data. He stated that he is not sure what value the owner occupied units, owner housing costs, and renter housing costs are to the Comprehensive Plan. He suggested the Commission come back to the next meeting with a goal or two that they would like to see included which can then be compiled at the meeting.

Commissioner West stated that she likes the table for the Wyoming housing landscape because it kind of shows what the housing market is with the majority being between $200,000-$300,000 with the median at $242,000. She noted that she did not think that would be considered affordable for someone making $15-$20/hour working at a manufacturing facility.

Commissioner Teel stated that he agreed with Commissioner Murdock's idea that less is better and Commissioner West's idea of coming up with percentages to target and then figuring out what tools/goals they need in order to get there. He stated that he also thinks some thought needs to be put into whether it is feasible to get to the percentages that are chosen.

Commissioner West noted that it is difficult right now to build an affordable home because of inflation and construction costs.

Chair Lobermeier stated that they have started to see developers come and ask if the City will allow them to have smaller lots or a variety of lot sizes, which means they can get more lots within the same acreage, which could bring the price point down, but noted that it did not necessarily mean that the price point would decrease.

City Administrator Linwood noted that there is legislation being brought up that would essentially remove the cities ability to control that. He noted that to Chair Lobermeier's point, just because the developer costs may be lowered, he questions if that would actually equate to them charging less for the homes, and explained that he suspected they would not.

Commissioner West explained that she is still connected to Mahtomedi where she grew up and her children attend private school. She gave an example of a situation where the city had stated what it wanted, but when it actually goes in, the community says, 'no, not in my back yard'.

City Administrator Linwood stated that he thinks that is an education component because he thinks some people equate affordable housing with Section 8 housing, which is not the case.

Commissioner Murdock asked if the thought is that the contents of this section will actually have

an affect on housing, regardless of how it is written.

City Administrator Linwood stated that he does not think it is bad to put it in there, but is unsure if it will have a large effect and likes the idea of putting some of the toolkit items out there.

Zoning Administrator Weck stated that he thinks where it will either help or hurt the City is when someone comes in with a project that they want to do. He stated that the Comprehensive Plan is more of a tool for what the City is trying to get done. He stated that it gives guidance and backs up what the City has been planning.

Commissioner Murdock stated that his question was more about whether the City actually puts target numbers out there of what they are looking for whether they have the ability to fairly chase those numbers with the way the economy changes.

Zoning Administrator Weck stated that he thinks it would be like throwing darts.

Commissioner Murdock suggested that this level of detail not be used, but likes the idea of incorporating guiding principles and feels identifying where they would like to see certain things is important.

Zoning Administrator Weck stated that he feels the housing study is less like throwing darts, so perhaps referencing the housing study without recreating the wheel may be a good idea.

The Commission discussed affordable housing, life-cycle housing, and diversity in affordability of housing, and tools available through the League of Minnesota Cities.

Chair Lobermeier asked the Commission to do a bit of homework and digest the various pieces of information that City Administrator Linwood distributed tonight and come back at the next meeting ready to discuss things in greater detail.

Commissioner Murdock stated that he would like to be more specific about what they would like to accomplish between now and the next meeting. He suggested that perhaps they could come back with highlighted sections from City Administrator Linwood's information that they felt were worthy so those could be consolidated and pulled together.

Mayor Iverson stated that the City Council has their goal setting meeting on February 9, 2022 and noted that there has not been an all boards meeting for a long time. She stated that she likes the idea of having an All Boards meeting around the Comprehensive Plan and asked if it may be possible by this spring.

Chair Lobermeier stated that they had originally hoped it would be done earlier than that, but now they are understanding about the complexity of trying to do it right and is taking a bit longer than hoped.

Mayor Iverson suggested that the Commission keep this possibility in the back of their minds and she will bring it up at the Council goal setting meeting.

Commissioner Murdock offered to try to consolidate the highlights from the Commission.

COMMUNICATIONS:

3. 2021 Department of Building Safety Year End Report

Zoning Administrator Weck gave an overview of the 2021 Building report and noted that it was the highest revenue the City has ever pulled in. He stated that there were 31 new homes and noted that in January of 2022, he has already issued 7 permits for new homes.

Chair Lobermeier asked if the City tracks things that have been approved but have not yet been built.

Zoning Administrator Weck explained that in his office, as he gets each permit, he highlights each lot, so he can track what is left in each subdivision. He stated that the majority of the lots the City has approved have already been spoken for.

UPDATES:

Chair Lobermeier stated that he had come across the EAW for Sunrise Riverbank. He stated that he has seen this project in the form of a wetland bank and two outlots. The figure that he came across with the EAW shows a fully developed road network with houses and things which the Commission has not seen.

Zoning Administrator Weck explained that they will be bringing in sketch plans in the near future and explained that what he is referring to is not the last iteration. He noted that the sketch plan for the residential side should be coming fairly soon and the commercial side will be a bit further down the road. He stated that they are hoping to begin construction on the apartments sometime this summer and noted that they have put the cart before the horse a bit in this situation.

Commissioner Murdock noted that his time serving on the Environmental Quality Board is up, but noted that they are working on adding greenhouse gas calculation questions throughout the EAW, which, in his opinion, will be onerous

A MOTION WAS MADE BY COMMISSIONER MURDOCK, SECONDED BY COMMISSIONER WEST, TO ADJOURN THE FEBRUARY 8, 2022 "REGULAR MEETING" OF THE WYOMING, MINNESOTA PLANNING COMMISSION AT 8:02 PM.

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

APPROVED MINUTES
PLANNING COMMISSION
CITY OF WYOMING, MINNESOTA
FEBRUARY 22, 2022
7:00PM

CALL TO ORDER:
Planning Commission Chairman Lobermeier called the Regular Meeting of the Wyoming Planning Commission for February 22, 2022 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, Katie West, and Roger Carr

ABSENT: None

Also Present: Fred Weck Zoning Administrator

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 February 8, 2022**

   A MOTION WAS MADE BY COMMISSIONER MURDOCK, SECONDED BY COMMISSIONER TEEL, TO APPROVE THE MINUTES OF THE "REGULAR MEETING" OF THE WYOMING, MINNESOTA PLANNING COMMISSION FOR FEBRUARY 8, 2022, AS SUBMITTED.

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

SCHEDULED PUBLIC HEARINGS:

2. **Rezone: Z-22-001 Rural Residential II (R-2) to Commercial ©**
   Location: Lake Boulevard/Highway 8 and Hazel Avenue
   Applicant: Richard Gregory, Jr.
   Owner: Westkey Enterprises, LLC
   Property ID Number: 21.10721.10

Zoning Administrator Weck explained that staff has reviewed the application for rezoning and is recommending approval of both the map amendment and the rezoning.

MOTION BY COMMISSIONER WEST, SECONDED BY COMMISSIONER TEEL, TO OPEN THE PUBLIC HEARING.

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

Zoning Administrator Weck explained that he had received a phone from Mr. Hall, who owns the property just to the north of this parcel who was unable to attend the meeting. He indicated that he does not have a problem with the rezoning, but would like, when there is the site plan review, that they screen the north face near the residential side. He explained that he had communicated to Mr. Hall that the City's ordinance does require screening. He stated also, a Mr. Neil Rever contacted him a number of times and had expected him to attend tonight's meeting. He explained that Mr. Rever is opposed to the rezoning, but he was not certain of his reasons.

Commissioner West asked if Mr. Rever had an abutting property.

Zoning Administrator Weck stated that his property abutted this parcel directly to the west with Bonnie Christensen.

MOTION BY COMMISSIONER TEEL, SECONDED BY COMMISSIONER CARR, TO CLOSE THE PUBLIC HEARING.

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

Commissioner Murdock noted that he was not in attendance the last time this was discussed and asked if there was any prospective future use.

Richard Gregory stated that he owns Gregory Contracting which is a residential remodeling company. He stated that they are growing to the point where they are busting at the seams of their current facility, so he has been looking for a few years and felt this property would work well for them. He stated that they would like to put in an office building that is a bit over 5,000 square feet with an area up front for a showroom as their Phase I. He explained that Phase II would be a larger storage building where he could put his trucks and trailers towards the back of the property.

MOTION BY COMMISSIONER CARR, SECONDED BY COMMISSIONER MURDOCK, TO RECOMMEND REZONING THE PROPERTY LOCATED AT LAKE BOULEVARD/HIGHWAY 8 AND HAZEL AVENUE FROM RURAL RESIDENTIAL II (R-2) TO COMMERCIAL (C) AND TO AMEND THE COMPREHENSIVE PLAN MAP TO REFLECT THIS CHANGE FOR PROPERTY ID NUMBER: 21.10721.10

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

NEW BUSINESS: NONE

OLD BUSINESS:

3. Comprehensive Plan Update – Housing Chapter

Chair Lobermeier noted that the Commission had left the conversation at the previous meeting about the Commission coming back with some goals and give them a chance to read through the documents that had been submitted just prior to the meeting.

Commissioner Murdock stated that the Chisago County information stated that there was a 1% availability of housing in the City a few years ago. He stated that the City is kind of known as a bedroom community and does not have high crime, which sounds pretty good to him. He wondered how much the City wants to chase different types of housing after reading all of that information. He asked if the City just wanted to be a 'better' bedroom community with amenities for the residents. He stated that he has an understanding of how higher density would be necessary with some of the areas left to develop, but also was less eager to think that a very aggressive affordable housing/high density plan is something that everyone would want or appreciate. He stated that the Met Council really does push for that and gave the example of East Bethel. He stated that he thinks the City can just summarize some of the existing housing and identify and lay out in the maps where they think some of these housing projects will occur and provide some developer tools and advertising about the areas that are available for that type of development. He stated that something that would be good for this section would be better communication with developers. He stated that he also thinks stating the 'why' for the higher densities is an important improvement to this section. He asked if the information they were given held the most current data on housing.

Zoning Administrator Weck confirmed that the Chisago County Housing Study held the most current information available.

Commissioner Teel noted that the study was completed in 2018.

Chair Lobermeier suggested that there may be some census data from 2020 that may have additional housing data.

Commissioner Murdock stated that from what he had read, the population may be peaking and Minnesota's had barely increased in the last year. He stated that the discussion about senior housing having to be reusable for other types of housing as soon as the curve starts coming back down was very interesting. He stated that he came away with almost a 'status quo' mentality with some additional housing options feeling like a pretty good fit for the City versus an aggressive high density housing program.

Commissioner West stated that when she was reading it, the question came to mind of what kind of community does Wyoming want to be. She stated that she thinks a lot of people have moved here specifically for this type of community and noted that just because something is high density housing does not mean it will be affordable, nor does affordable housing necessarily mean it is high density. She noted that other communities have a certain percentage such as 15% needs to be low income housing. She reiterated that people move out to Wyoming for the space and explained that she agreed with Commissioner Murdock about the status quo.

Commissioner Teel stated that when he read the current housing conditions of Chisago County, he thought the whole two paragraphs seemed to be negative like they were slapping the City's hand. He stated that he is happy that he lives in a neighborhood where 4 of his neighbors have been there since the first day. He asked why it was bad that the City only had 1% vacancy because, in his opinion, that is a good thing. He stated that he also agreed with Commissioners Murdock and West.

Commissioner Carr stated that he also agreed and as Commissioner West said, just because you put in apartments does not mean it will be affordable. He stated that as discussed at their last

meeting, the question becomes where the City would put an apartment building because most people in that living situation want walkability and public transit to get to different things and Wyoming is more of a bedroom community.

The Commissioner stressed the differences between what was available in the City versus Forest Lake.

Chair Lobermeier stated that something put at a distance or near an Industrial Area it is harder for him to see high density. He noted that in the current Comprehensive Plan, there is not even a high density designation for land use and only has medium and 'higher' density. He stated that there was a proposal for an apartment complex on the Bingham property and he can only think of that one and the possible one on Greenwood behind the Village Inn. He stated that he thinks the 'affordable' piece is not solvable by a Housing Chapter. He stated that one of the things in the North Branch chapter that he liked was in their description of the life cycle housing. He stated that they did not touch on affordability but talked about entry level housing, first time home buyers, move up buyers, empty nesters, young seniors, and older seniors. He stated that this got him to wondering about which domino would need to fall in order for those things to happen in the City. He stated that the one thing the City doesn't have is the senior housing and wonders if the life cycle piece resonates with people. He stated that what he sees being built in the City is not entry level housing. He stated that he agrees with the sentiment shared earlier that the residents all came to the City for a reason and it was because they like how it is, but does think the life cycle housing would be something for them to think about.

Commissioner Murdock stated that they have talked about finding what is unique about the City. He stated that there is a hospital, a sizeable clinic, and there is a need for more senior housing. He noted that seniors like to live close to their healthcare so he sees an opportunity to have a bedroom and senior community near the hospital.

Chair Lobermeier stated that there had been thought that there would be senior housing, not a care facility, but senior housing on the same campus as well as other types of development such as a restaurant, but not much of that has happened. He stated that it would make some sense in this location or near the core downtown with less looking out beyond those areas.

Zoning Administrator Weck explained that they are looking at rooftops, so when the City gets more houses, they will start putting more stuff there. He noted that he had done a final inspection at one of the Summerfields homes, and noted that the lots are very small. He stated that it is basically a split entry 'starter home', which when he started in the City would have been around $150,000 and is now $446,000 with an unfinished basement. He stated that despite that, they are selling like hotcakes.

Commissioner West stated that perhaps the medium to higher density is okay for the City and suggested that high density is not needed in the City because she did not see too many places in the City for an apartment complex or even a senior center. She noted that one place that may be possible could be by Splitrocks.

Commissioner Murdock noted that the City already had a senior area with the 55+ trailer park near his home. He noted that it is a bit higher density and a wonderful little spot and community.

Zoning Administrator Weck noted that he believes there are 50 or 60 trailer homes in the park and noted that there is also the R.V. portion for people who are not there all year round.

Commissioner Murdock noted that it is very quiet and has not seen the police need to go into the park for anything. He reiterated that it is well kept and very nice.

Commissioner West stated that she thinks that would fit in the category of medium to higher density rather than having it say, definitively, 'high density'.

Chair Lobermeier noted that the medium and higher density residential allows for apartments, but asked if that designation was too wide open.

Zoning Administrator Weck agreed that it was too wide open.

Chair Lobermeier explained that he had started thinking that they should put in a fourth category that is high density or multi-family, but has no idea where they could be put other than a few spots on the map.

Commissioner Murdock asked if the Fairview area was already likely to be higher density.

The Commission discussed various areas throughout the City where multi-family housing may make sense and where medium to higher density neighborhoods would make more sense rather than an apartment complex and discussed the differences.

Zoning Administrator Weck explained that the R-6 zoning is high density, where apartments could go. He explained that the City also allows townhomes and single family dwellings in that same R-6 Zoning though. He stated that if the Commission wants to prohibit those smaller projects, they will need to spell it out in the Comprehensive Plan that the multi-family area is what it is to be used for and not for something else with a different density. He explained that this is where he struggles when talking to people because it turns into, "Well, you can do a lot of things….what do you want to do?" He stated that in this scenario it is not really the City's plan anymore and becomes the developer's plan.

Chair Lobermeier stated that another choice would be to remove apartments from something that they want to see in medium to higher density neighborhoods.

Commissioner Murdock noted that they would also have a separate category for apartments.

Commissioner West asked if that would end up being too specific and could deter people who want to put in row houses, townhomes, or a multiplex.

Chair Lobermeier explained that was why he was thinking instead of calling if high density residential it could be called multi-family.

Zoning Administrator Weck noted that the City could also define what they consider 'multi-family'.

Commissioner Murdock stated that he thinks that would be helpful.

Chair Lobermeier stated that some communities take the area that is called the 'core downtown' and would say at some point there will be a redevelopment instead of a boat storage warehouse there may be apartments and a coffee shop.

The Commission reviewed the map and discussed areas that could be used for high density housing.

Commissioner Teel asked what the purpose was, in the long run, or putting multi-family anywhere in the City. He asked if it was because they want that allowed to be built or is it because they are trying to meet some standard, like affordability. He stated that he did not think that just labeling something multi-family would equate to it being affordable and asked if the point was to get more density in those areas, or to try to make things more affordable. He gave the example of the Lennar townhomes in Hugo which are not affordable for a first time home buyer.

Chair Lobermeier stated that, for him, it is less about affordable and more about trying to have diversity in the housing stock and providing a lot of options for people to choose from. He stated that the City does not have very many apartments.

Commissioner Murdock stated that he thinks it is the best use for their limited municipal service areas because there are only so many places available before a lot of money would need to be

spent to be able to hook up sewer and water to other areas.

Commissioner West stated that she has a hard time with multi-family because, for her, it is geared towards making sure that people who work in the community can live in the community. She stated that for her, affordability is the key factor but is not sure how the City can make a developer create a space that can be rented for $500 because the City cannot dictate that. She stated that she is not sure that Wyoming is the place for apartment buildings.

Commissioner Murdock stated that perhaps the only thing the City can do is to say that they would like certain types of housing in certain areas and beyond that it will be the market forces that dictate development.

Commissioner West noted that there are some communities that have standards such as 15% of the housing needs to be able to accommodate low income housing.

Zoning Administrator Weck explained some details about the Bingham property that had been mentioned. He stated the developer, in order to make affordable housing, needed a bunch of subsidies from the State and the Federal government and also still needed some market rate units to balance the lower rate units. He noted that he had applied two years in a row was turned down both times and thinks it is probably more because of its location in Wyoming rather than down in the Twin Cities that hurt him.

Commissioner Murdock stated that it would need to be heavily subsidized in order to make it work.

Commissioner Teel stated that he does not picture himself moving to Wyoming in order to live in an apartment. He explained that he would move though to be part of a bedroom community. He stated that just to say that the City needs to put apartments in makes no sense to him.

Zoning Administrator Weck noted that the developer for the Bingham property was even looking for free WAC/SAC from the City, which would basically be getting $1 million.

A woman from the audience stated that Forest Lake has brought in a lot of apartments which has pushed many people out of Forest Lake because it is bringing more riff-raff from the Twin Cities. She stated that she does not feel the area needs any more apartments.

Commissioner Murdock noted that if you get outside of the boundaries of the City and look at it a bit more broadly, there is quiet a housing mix available within just a few miles, for example from Wyoming to the other end of Forest Lake. He stated that you could say that this two city geographic area has a substantial amount of multi-family housing.

Chair Lobermeier stated that there were a few things in the Cambridge example that he really liked. He stated that they had 2 housing goals, ‘support variety of housing types’ and ‘support quality of life through development of diverse, well designed, and well connected residential neighborhoods’. He stated that it does not state that a certain percentage of affordable or subsidized housing nor does it try to change the way the city feels or the ‘sense of place’ and yet it allows for some variety. He stated that they could wait until they do a small area plan for the core downtown, which could include senior housing and apartments. He stated that he thinks there is consensus that they want to maintain who the City is and the quality of life that is available here rather than to just have high density housing for the purpose of saying that the City has it, because that is not a good reason.

Commissioner Teel stated that if the City decides it wants to have 2-3 apartment complexes, there needs to be facilities and infrastructure available to accommodate them. He stated that it is important to remember that you cannot just say ‘we want this’ because there is a lot that needs to come along with it.

Chair Lobermeier stated that it is also important not to let property develop into 2 acres lots if the

City is hoping that it will be something else. He stated that the City needs to guide it and zone it in a way that it turns out to be something the community wants to see.

Commissioner Teel stated that if you increase the population that means that the City will need to also increase staffing in police and fire, for example, and noted that he wants the City to be prepared for the domino effect.

Chair Lobermeier outlined what he sees as the next steps in completed the Housing Chapter. He noted that the Commission will have to revisit zoning after the Comprehensive Plan is completed to discuss whether the City allows apartment buildings in medium to higher density residential neighborhoods or should there be a separate category for it.

Commissioner Murdock noted that he believes he can pull something together based on everyone's feedback, including the things that they highlighted from the examples shared at the last meeting. He stated that one goal he identified was from something he found out of Greenfield, TX that was in the spirit of becoming a better bedroom community. He explained that they had a goal of 'protecting the integrity of the existing neighborhoods by ensuring the existing neighborhoods are maintained to a high standard and ensuring that new neighborhoods are developed to a high standard'. He stated that this goal resonated with him because he thinks Wyoming has a good thing going. He stated that he envisions things that can be done inside the community in order to improve it, as is.

Chair Lobermeier stated that he liked that the residential categories in that goal ended with the word 'neighborhood'.

Commissioner Murdock agreed and noted that there is a reason that the City only has 1% vacancy. He noted that some of the graphics are taking up too much room and he feels they could be consolidated and so it looks a bit neater. He stated that he would like to see a simple housing section with some important, more current, figures and not something that gives great detail and drones on. He encouraged the Commission to give him their highlights or feedback before they leave tonight or e-mail it to him so he can pull the information together for the next meeting.

Commissioner Teel stated that the City has been lucky that there have been some pretty good developers that don't come in and put up 10 of the same elevations and facades. He stated that the developments in the City are pretty nice because they are not just the same home one after the other with the only difference being their color.

Commissioner Murdock referenced the activity happening on the corner of 35E in Centerville.

Commissioner West stated that area is huge and, to her, does not seem like Wyoming.

Chair Lobermeier stated that he believes the example from Chisago City said something about, 'due to the amount of natural resources we have…' the neighborhoods are different and interesting because of the natural resources like wetlands.

Commissioner West explained that the biggest reasons they moved to the City was because of lot sizes, mature trees, and established neighborhoods.

Commissioner Murdock noted that security and low crime is an important one for him, which he thinks everyone would agree with.

Commissioner West stated that she thinks that the community and neighborly feel is also important.

A woman from the audience explained that she had been late to the meeting so she was not able to speak during the public hearing and asked if she could give her feedback at this time.

Chair Lobermeier stated that she can give her feedback but explained that the Commission had already voted to recommend approval of the request to rezone the property to Commercial.

Ashley David, 24745 Hazel Avenue, explained that her home is directly across the street from this property. She stated that they have lived there for 7 years and when they first moved in they asked to be able to put up a privacy fence because they have young children and was told by the City that they could not do that because they could not build within 150 feet of the highway and would need a variance which would cost $250 and would not be refundable. She stated that they chose not to go that route. She stated that with Highway 8 in their front yard, they already struggle with semi-trucks, dump trucks, vehicles crashing down into their ditch and literally going length-wise down into the ditch. She is thankful that her children have not been outside playing at those times. She stated that there is a lot of traffic along Hazel Avenue and vehicles frequently speed down the roadway. She stated that they have put up a sign asking people to drive slowly because there are children present and it has not made a difference. She stated that if the City rezones this property, not only are her children's lives going to be even more in danger, but it will also lower the value of their home. She stated that even though they do not want to stay in this house, which was supposed to be their starter home, they are not in a position financially to be able to sell and afford something else right now because of inflation and everything else going on in the market.

Chair Lobermeier asked how large her lot is.

Ms. David stated that it is .9 acres right on the corner of Hazel Avenue and Highway 8. She stated that she believes there are plans for an expansion of Highway 8 to four lanes, but she has been unable to get a straight answer about the actual plans with regard to their home. She reiterated that there are already vehicles crashing down into their ditches and if they build the highway any closer to them those cars will be coming through the house instead. She stated that she would like to ensure the safety of her family. She asked if the Commission had any definitive answers about the plans for the Highway 8 project.

Chair Lobermeier thanked her for coming to talk to the Commission. He stated that the City also does not know specifics about the Highway 8 plans.

Zoning Administrator Weck noted that the City knows about the same amount of information as Ms. David. He stated that last year the County provided some preliminary drawings, but not constructions drawings that showed any detail. He stated that it was basically blocking off Hazel Avenue and doing a backage road.

Ms. David shared examples of close calls she has had trying to turn onto Hazel Avenue from Highway 8.

Chair Lobermeier stated that the future plan for Highway 8 is to try to address the safety issues along the highway, but he is unsure of what that means for any of the properties, or when it may happen.

Ms. David reiterated her question to the Commission that if the parcel across the street is rezoned, what will the City do to ensure the safety of her family.

Chair Lobermeier stated that they are not in the position to answer that question tonight. He stated that they were asked to make a recommendation on rezoning that property to Commercial. He stated that as part of the Commission discussion tonight regarding the Comprehensive Plan and future plans for the City, they see much of the area she is referring to as commercial in the future, including her property, because of many of the reasons that Ms. David had already stated.

Ms. David asked if the City was basically telling there was nothing they could do and they will just have to live with it.

Chair Lobermeier suggested that Ms. David come to the City Council meeting on March 1, 2022 and address the Council with her concerns. He reiterated that the Commission's recommendation to the Council was to rezone this property to Commercial.

Zoning Administrator Weck explained that the City Council has an Open Forum section at the beginning of the meeting close to 7:00 p.m. if she would like to address them.

Commissioner Murdock noted that the Commission understands Ms. David's concerns and is glad that she came to share them.

Chair Lobermeier asked if the Commission felt that there was enough information for Commissioner Murdock to compile the goals and highlights from tonight's discussion.

Commissioner Murdock asked if the City had any incentives for developers if they do things a certain way.

Zoning Administrator Weck noted that developers can ask for TIF financing or tax abatement.

Commissioner Murdock clarified that he was referring to things like street lighting, permitting, and the overall process. He gave the example of a developer doing multiple units so some fees are dropped.

Zoning Administrator Weck stated that for similar plans within the same year, there is a reduction in the review fee.

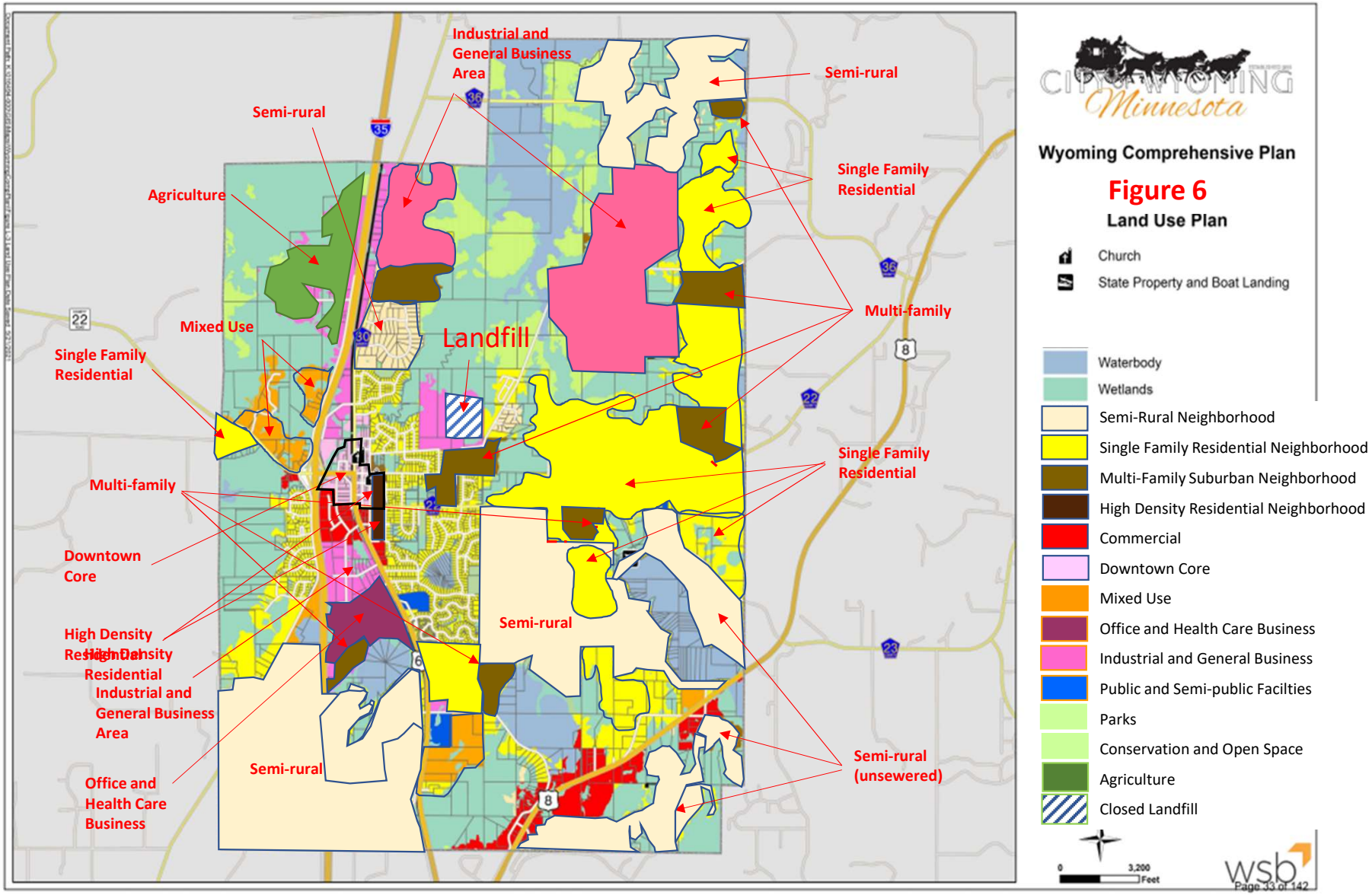
COMMUNICATIONS:

UPDATES:

Zoning Administrator Weck noted that for the next meeting there will be discussion of the Sunrise River Bank for the final plat and a sketch plan for the two outlots. He noted that the EAW comment period ended last Friday but noted that there were comments from MnDot submitted a week late. He reminded the Commission that the Joint Park Planning Board meeting will be on March 22, 2022 to discuss those plans.

A MOTION WAS MADE BY COMMISSIONER WEST, SECONDED BY COMMISSIONER TEEL, TO ADJOURN THE FEBRUARY 22, 2022 "REGULAR MEETING" OF THE WYOMING, MINNESOTA PLANNING COMMISSION AT 8:17 PM.

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


Industrial and General Business Area
Semi-rural
Semi-rural
Single Family Residential
Agriculture
Multi-family
Mixed Use
Landfill
Single Family Residential
Single Family Residential
Multi-family
Downtown Core
Semi-rural
High Density Residential
Industrial and General Business Area
Semi-rural
Semi-rural (unsewered)
Office and Health Care Business
CITY OF WYOMING
Minnesota
Wyoming Comprehensive Plan
Figure 6
Land Use Plan
Church
State Property and Boat Landing
Waterbody
Wetlands
Semi-Rural Neighborhood
Single Family Residential Neighborhood
Multi-Family Suburban Neighborhood
High Density Residential Neighborhood
Commercial
Downtown Core
Mixed Use
Office and Health Care Business
Industrial and General Business
Public and Semi-public Facilties
Parks
Conservation and Open Space
Agriculture
Closed Landfill
0
3,200
Feet
wsb
Page 33 of 142

2022 Comprehensive Plan

City Council Members, 2022
Lisa Iverson, Mayor
Claire Luger, Linda Nanko/Yeager, Brett Ohnstad, Dennis Schilling,

Planning Commission, 2022
Roger Carr, Mark Lobermeier, Bryan Murdock, Kevin Teel, Katie West,

City Staff
Robb Linwood, City Administrator
Fred Weck, Zoning Administrator

Technical Consultants
WSB & Associates – Planning & Engineering

City of Wyoming
26885 Forest Boulevard
Wyoming, Minnesota 55092-0188
651-462-0575
https://www.wyomingmn.org/

Draft Number 3 – April 12, 2022

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
Prior Plans and Studies 4
Community Profile 5
History 5
Regional Setting & Population Trends 8
Economic Conditions/Leading Employers 9
Existing Conditions 10
General Demographics 10
Environmental Setting 10
Existing Land Use 10
Highways and Transportation 10
Current Trends 11
Planning Factors Affecting Development (challenges and opportunities) 12
Vision, Goals and Objectives 14
Vision and Objectives 14
Plan Overview 16
Land Use Plan 16
Transportation Plan 16
Utilities 17
Parks, Open Space, and Trails 17
Housing 17
Environmental Resources 18

Economic Development 18
Implementation 18
Land Use Plan 19
Land Use Types and Descriptions 20
Urban Service Area 25
Land Use Plan 28
Transportation Plan 31
Functional Classification 31
Roadway Capacity 34
Access Management 37
Road Design and Right of Way 38
Jurisdictional Classification Plan 39
Intergovernmental Coordination 39
Utilities 42
Urban Service Area 42
Sanitary Sewer System Plan 42
Private Individual or Community Wastewater Systems 50
Water System 51
Housing 56
Housing Conditions 56
Future Housing Needs 58
Housing Plan 58
Parks, Trails and Recreation 61
Comprehensive Park Plan 63
Trails System 66
Natural Environment and Sustainability 68
Natural Environment 68
Sustainability 71
Economic Development 72
Economic Development Goals 72
Comprehensive Planning and Economic Development 73
Plan Implementation 75
Official Controls 75
Guidelines for Adjusting the Zoning Map 76

Annual Report 76
Formal Reviews 76
Periodic Amendments 77
Priority Actions 78
List of References 83

List of Tables

Table 1 Population Growth 7
Table 2 Population Trends 8
Table 3 Racial Makeup of Wyoming 8
Table 4 Recent Development Projects 11
Table 5 Land Use and Zoning Descriptions 23
Table 6 Acreage by Land Use Category 24
Table 7 Land Use Categories and Urban Service Area Acreage 28
Table 8 Functional Classification and Jurisdiction by Street 33
Table 9 Planning Level Roadway Capacity 35
Table 10 Motor Vehicle Crashes in Wyoming (2016-2020) 36
Table 11 Top Eight Crash Locations in Wyoming (2016-2020) (by total crashes 37
Table 12 Characteristics of Future Residential Streets 38
Table 13 Sanitary Sewer Service Areas 46
Tabel 14 Ultimate Sanitary Sewer System Costs 50
Table 15 Wyoming Interceptor Capacity Allocation 50
Table 16 Water Service Area 53
Table 17 Cost of Proposed Ultimate Water System 54
Table 18 Housing Unit History 57
Table 19 Housing Unit Types 57
Table 20 Housing unit Values 57
Table 21 Existing City Parks 61
Table 22 Major Plan Implementation Actions 79

List of Figures

Figure 1 1888 Map of Wyoming 6
Figure 2 Estimated Number of Workers 9
Figure 3 Plan Vision and Objectives 15
Figure 4 Interim Service Area 26
Figure 5 Ultimate Service Area 27
Figure 6 Land Use Plan 29
Figure 7 Downtown Core Planning Area 30
Figure 8 Road System Plan 32
Figure 9 Highway 8 Corridor 40
Figure 10 Chisago Lakes Joint Sewage Collection and Treatment System 43
Figure 11 Existing Sanitary Sewer Residual Capacity 45

Figure 12 Ultimate Sanitary Sewer System 48
Figure 13 Sanitary Sewer System Expansion Areas 49
Figure 14 Existing Water Supply System 52
Figure 15 Ultimate Water Supply System..... 55
Figure 16 Life Cycle Housing 59
Figure 17 Parks. Trails and Open Space..... 62
Figure 18 Future Park Program 63
Figure 19 Regional Trails 67
Figure 20 Watersheds 69

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 goal. 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. It dictates 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, include:

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

- 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. It also 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 frequently and revised as conditions change. The Plan looks out to a horizon of twenty years; however, it is meant to be reexamined 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.

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. 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 again in 2020 in part due to the Covid-19 pandemic.

2019 Resident Survey

An online resident survey was made available 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 many 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 M Health Fairview Medical Center 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 Wyoming, 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. 4).

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

Source: Minnesota Digital Photo Collection

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 1,074 residents in 1960 to 7,839 residents in 2018.

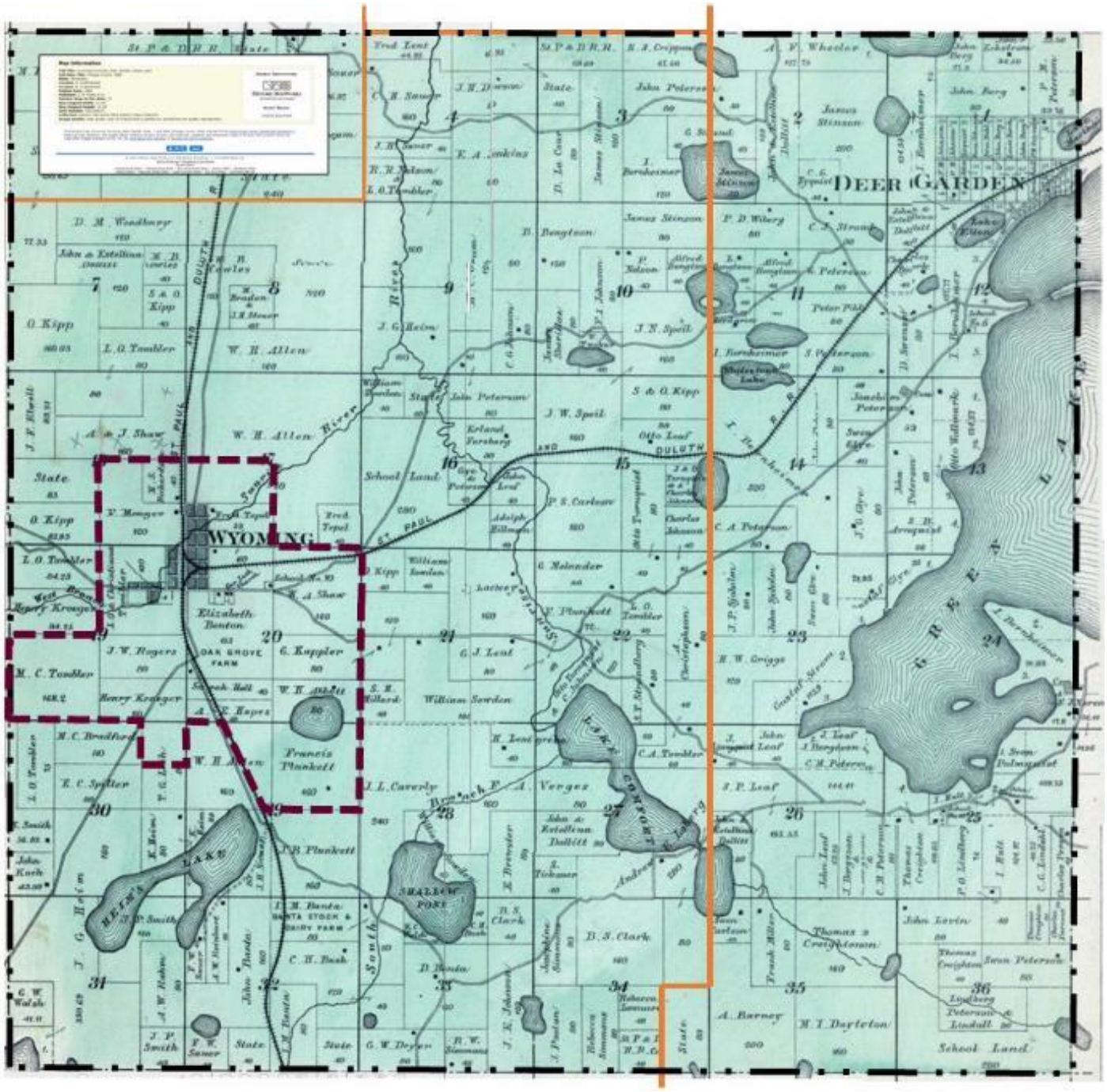


Figure No. 1: 1888 Map of Wyoming Township.

Source: Chisago Historical Society. Gold line illustrates current City Boundary. The Red line depicts the City boundary prior to the merger with the Township.

Table 1 – Population Growth				
	Wyoming Township		City of Wyoming	
Census Year	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 of the community began, from rural to small town, and towards metropolitan suburb. 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 expansion. 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 (ISTSs).

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, Anoka County and the City of Columbus and Linwood Township to the west, Chisago City to the east, and the City of Stacy to the north. Wyoming is not included in the Seven County Metropolitan Planning Area; the City is not subject to the planning authority of the Metropolitan Council of the Twin Cities.

Over 41 percent of the City is open space (Ref.5), 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 extended to the pre-merger City core area. Generally, the City core area has smaller residential lots and exhibiting a more suburban feel. Commercial and industrial land use is also prominent within the City core. The City core includes a mix of medium to higher density residential, while outside the core, 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	6,940	2,361
2009	7,013	2,402
2010	7,791	2,845
2011	7,796	2,745
2012	7,777	2,746
2013	7,800	2,754
2014	7,854	2,776
2015	7,877	2,794
2016	7,906	2,804
2017	7,793	2,818
2018	7,839	2,847

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%

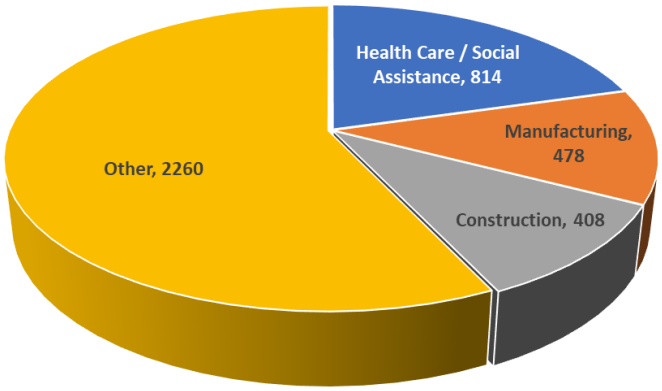
Source: Wikipedia, 2010 Census, Data USA, US Census 2019

In 2018, Chisago County commissioned a housing study. The study indicated that the Wyoming 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% (Ref.6).

Economic Conditions/Leading Employers

The Wyoming Economic Development Authority (EDA) reports that there are over 100 businesses in Wyoming (Ref. 7). The diversity of small businesses is illustrated in the following chart:

Figure 2 – Estimated Number of Workers



Major employers in the community include:

- M Health Fairview Lakes Medical Center.
- Polaris Industries.
- Rosenbauer Motors.
- Hallberg Marine.

Existing Conditions

Before the City of Wyoming can effectively plan the future, it must first understand 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 3,548th 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. Spanning over 22 square 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 cost in recent years is $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. (Ref. 7).

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% 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 right of way is a major corridor for residents and businesses including service to the M Health Fairview campus and Wyoming Elementary School.

Community Services and Facilities

- 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	Hunter Hill	
2021	Midco Tech Building	

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 redevelopment within 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 square miles, 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 by the overall treatment capacity of the regional CLJSTC plant (See "Utilities Plan"). For that reason, the City has established Urban Service Areas to prioritize those parts of the City most easy served with municipal sewer during the next 20 years and beyond. As part of that analysis, it is understood that a significant part of the City will likely not ever be fully served with municipal utilities.

Housing

In 2018, Maxfield Research and Consulting LLC completed a housing study for Chisago County (Ref. 6). 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 4,760 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

Several significant projects have been proposed for the northwest quadrant of I-35 and East Viking Boulevard. The area was part of the former Greenwood Golf Course. The development proposals included mixed-use development, including a range of residential housing and lot sizes to meet current demand. Major issues related development in this area include to traffic. The increase in traffic to the East Viking Boulevard / Kettle River Intersection, which is already congested (Ref. 8), and further complicated by the I-35 on and off ramps and several business entrances, represents a major issue to be overcome before development can move forward. Developing a transportation solution for this area will be a critical factor for future development proposals.

Inconsistent Stormwater Permitting

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.

Watershed Boundary

The Comfort Lake Forest Lake Watershed District (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, i.e., 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 and 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. 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 community that preserves our small town feel and natural landscape.

The Figure 3 illustrates the action-oriented plan objectives that support the plan vision.

Figure No. 3 – Plan Vision and Objectives

Plan Overview

Based on the priorities identified through public input, as well as demographic, physical, social, and economic changes affecting the City, the Plan is divided into the following chapters, each with corresponding action-oriented goals:

Land Use Plan

Utilize land efficiently:

- *Plan for more intensive use of land for housing, shops, or industries to allow more resources to be available for other uses, such as farming or urban development.*
- *Pursue a broader mix of residential housing options including more higher density development.*
- *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 parks 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 land for municipal parks, promoting the protection of public and private open space and preservation of corridors for multiple-use paths. A greater focus is on neighborhood connectivity and pedestrian access will be applied to future development.

Housing

Diversify Housing Options:

- *Increase the range of housing options for people in all stages of life 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.*
- *Preserve the integrity of neighborhoods by ensuring the neighborhoods are maintained to a high standard that reflects the values of the community.*

The City's housing stock is 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 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.*

The City must continue to address stormwater in an cost-effective manner to protect our water resources. At the same time, the City must allow for development to pursue for equitable stormwater treatment strategies suitable for different levels of land use intensities, including on-site treatment, regional treatment and fees-in leu 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". The City will pursue opportunities to acquire public access to local natural areas. The City's plan will ensure that our lakes and rivers are not bounded completely by homes and private properties without 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 twenty 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 resources to be available for other uses, such as farming or urban development.*
- *Pursue a broader mix of residential housing options including more higher density development.*
- *Encourage development in balance with natural resource protections.*

The 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. An 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 Comprehensive Plan, and many people will think of this chapter as the comprehensive plan. The other plan chapters 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 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. This chapter serves as the basis for preparing more specific small-area or sketch plans for smaller subsections of the community, such as the central business district or a mixed-use development.

This chapter will be implemented through the City's zoning and subdivision ordinances, which will 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 as 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. The City intends the policy direction of this plan will to 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 Plan promotes strong residential neighborhoods, a flourishing industrial base, a vibrant Downtown Core, focused commercial areas, and numerous recreational opportunities.

The Land Use Plan 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?

Land Use Types and Descriptions

The Land Use Plan includes a variety of land use types described below. The land use descriptions identify the future plan for the City, while zoning regulates the actual current and future use. Zoning may need to be updated from time to time to reflect the Comprehensive Plan, while minimizing the creation of non-conforming parcels.

Semi-Rural Neighborhoods

The Semi-Rural Housing Areas are locations that are presently subdivided into parcels of approximately one to ten acres. This may include the present Agricultural, Rural Residential I and Rural Residential II zoning districts. Most 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 unsewered – that is, continue to be served with individual on-site wastewater treatment systems.

Single Family Residential Neighborhoods

The Single-Family Residential Neighborhoods are areas that can be subdivided and economically served with either public or private shared wastewater treatment systems. Parcels sizes for Single Family Residential 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.
- That no more than 50% percent of the dwelling units are of the attached variety.

Prior to Single Family Residential Neighborhoods being served with municipal or private shared wastewater treatment systems, they will 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 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 lot sizes of 9,000 to 18,000 square feet that will be served with public or private shared wastewater treatment systems.

Multi-Family Suburban Neighborhoods

Multi-family Suburban Neighborhoods allow townhouses (2, 4 and 8 units) 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) That are developed and maintained through an association or similar arrangement.

High Density Residential Neighborhoods

High Density Residential includes senior housing and apartment buildings. High Density Residential Neighborhoods should be:

- 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.

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 building materials, landscaping, parking, lighting, signs and access. Access to all parcels must be via City streets.

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

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

Mixed Use

Mixed Use development must include two or more types of land use, and may include retail businesses or service businesses, office buildings, single-family housing, multi-family housing, and high density housing Developers will be required to negotiate a unified and high-quality comprehensively design plan with the City. Any development in this category should be required to obtain a conditional use permit, or go through the planned-unit development process. Where Mixed Use development abuts an area either planned for or developed as single family residential, the design for the Mixed-Use site must be compatible with the nearby residential site.

Four areas planned as "Mixed Use" include:

- 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, directly west of the hospital.
- North of and adjacent to US Highway 8 bounded by Heath Avenue to the east and West Comfort Drive to the north.

Downtown Core

The Downtown Core is the location presently known as "Downtown" Wyoming. This area is located east of I-35, generally centered around Highway 61 and East Viking Boulevard. The Downtown Core is intended to be a more densely developed area with retail and service businesses, City Hall, County library and high-density residential neighborhoods.

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 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.

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, and high density residential neighborhoods. Intensive site coverage should be sought in order to maximize the economic benefit. 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. This area includes 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 the Downtown Core. 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. Access to all parcels 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 East Viking Boulevard.

The Industrial and General Business Area will allow a variety of light manufacturing, office-showroom, and office buildings. Outdoor storage of goods 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 Public Safety Building (former Township Hall site), and other properties owned by the City, the County, or the State of Minnesota. Places of worship, are also included in this category.

Parks and Open Space

Parks and Open Space includes lands designated 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, the Comfort Lake–Forest Lake Watershed District, and other applicable state and federal entities. 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 Shoreland regulations for consistency with development, and natural resources 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 5- Land Use and Zoning Descriptions

Comprehensive Plan Land Use Categories	Current Zoning Equivalent
Semi-Rural Housing	Agricultural (A), Rural Residential I (R1), and Rural Residential II (R2)
Lower Density Suburban Neighborhoods	Single Family Residential (R3)
Medium and Higher Density Suburban Neighborhoods	One and Two Family Residential (R4), and Medium and High Density Housing District (R6)
Downtown Core	Central Business District (CBD)
Commercial	Commercial (C)
Mixed Use	Mixed Use (MXD)
~~Rural Research and Development~~	~~Industrial (I) *(Polaris)*~~
Office and Health Care Business	Office and Health Care (OHC)
Light Industry and General Business Area	Industrial (I) and Commercial (C)
Public and Semi-Public Facilities	No specific zoning district. Government uses are conditional uses in R1, R2, R3, R4, & R6
Public Park	No specific zoning district. Parks are the same district as the surrounding properties
Conservation and Open Space	No specific zoning district. Parks are the same district as the surrounding properties
Shoreland and Floodplain Areas	Shoreland District Overlay and Floodplain Overlay
	Manufactured Home District (R5). Current map has both manufactured home parks as R1
	Highway 8 Overlay
	Solar Energy Systems Overlay
	Closed Landfill Restricted (CLR) District

Table 6 – Acreage by Land Use Category		
Land Use Plan Category	Acreage	Percent
Semi-Rural Housing	2,547	18.3%
Lower-Density Suburban Neighborhoods	4,909	35.3%
Medium and Higher Density Suburban Neighborhood	664	4.8%
Downtown Core	92	0.7%
Commercial	470	3.4%
Mixed Use	598	4.3%
Office and Health Care Business	201	1.4%
Industrial and General Business Area	1,397	10.0%
Public and Semi-public Facilities	54	0.4%
Parks	168	1.2%
Conservation and Open Space	2,128	15.3%
Right-of-Way	686	4.9%
Totals	13,914	100.0%

Source: 2018 Draft Comprehensive Plan (WSB)

Urban Service Area

Future development must reflect the ultimate buildout potential and future urban service goals for the City. There are three different urban service area classifications, each with a different set of goals and land development objectives. The three area classifications are as follows:

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

The goal for the Interim Urban Service Area is to extend urban services concurrent with the timing of new development. This is the portion of the City where urban services are either currently available, or where 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. This boundary will be amended during the update of this plan ten years after adoption. Figure 4 illustrates the Interim Urban Service Area.

Ultimate Urban Service Area

The development goal for the Ultimate F Urban Service Area is to utilize one of the two following methods in unserviced residential subdivision development:

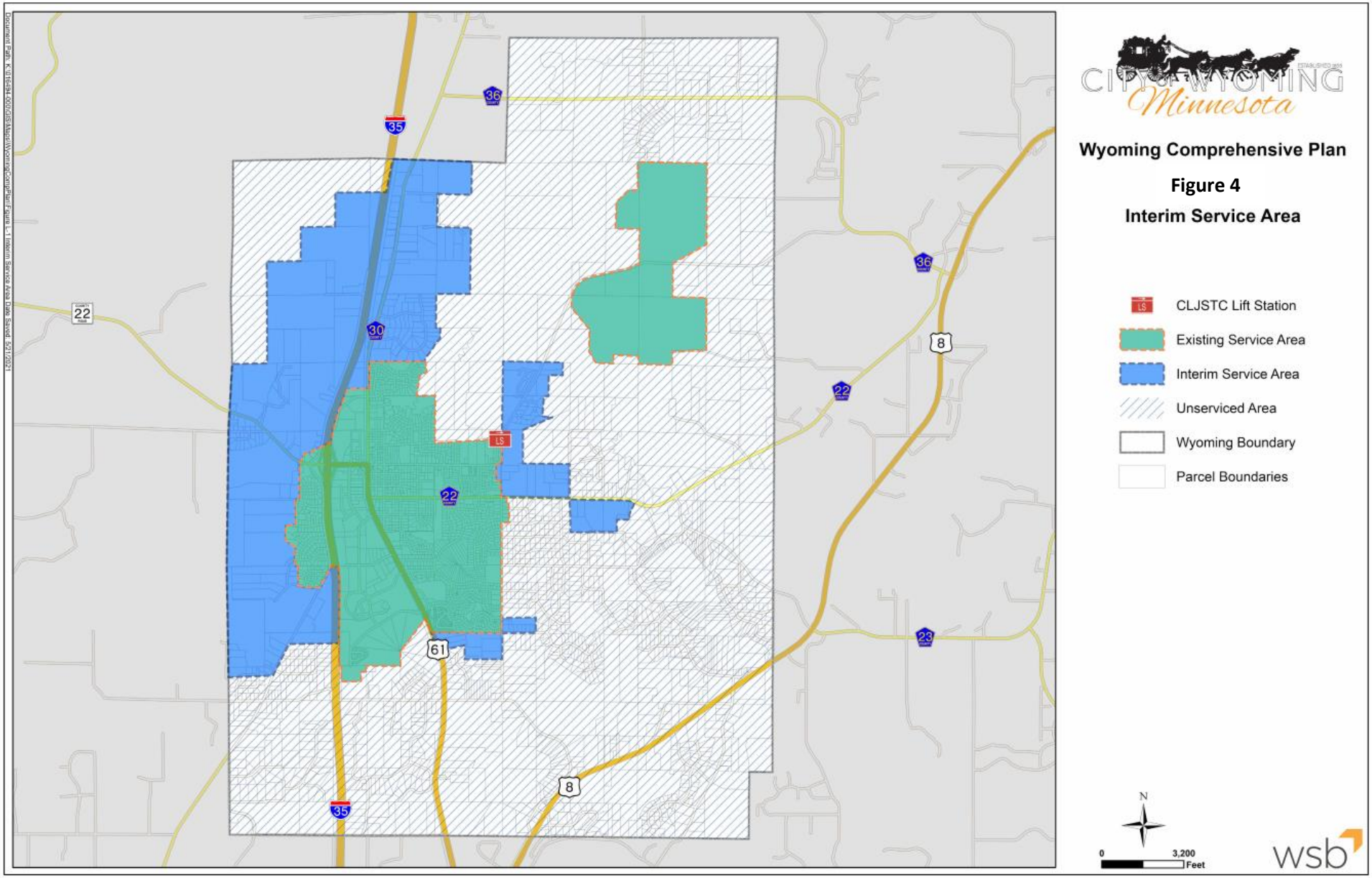
1. Develop at densities no greater than allowed by the Agriculture or Rural Residential zoning district so that future re-subdivision is feasible when utilities are extended.
2. Plan for a community septic system to support the subdivision development.

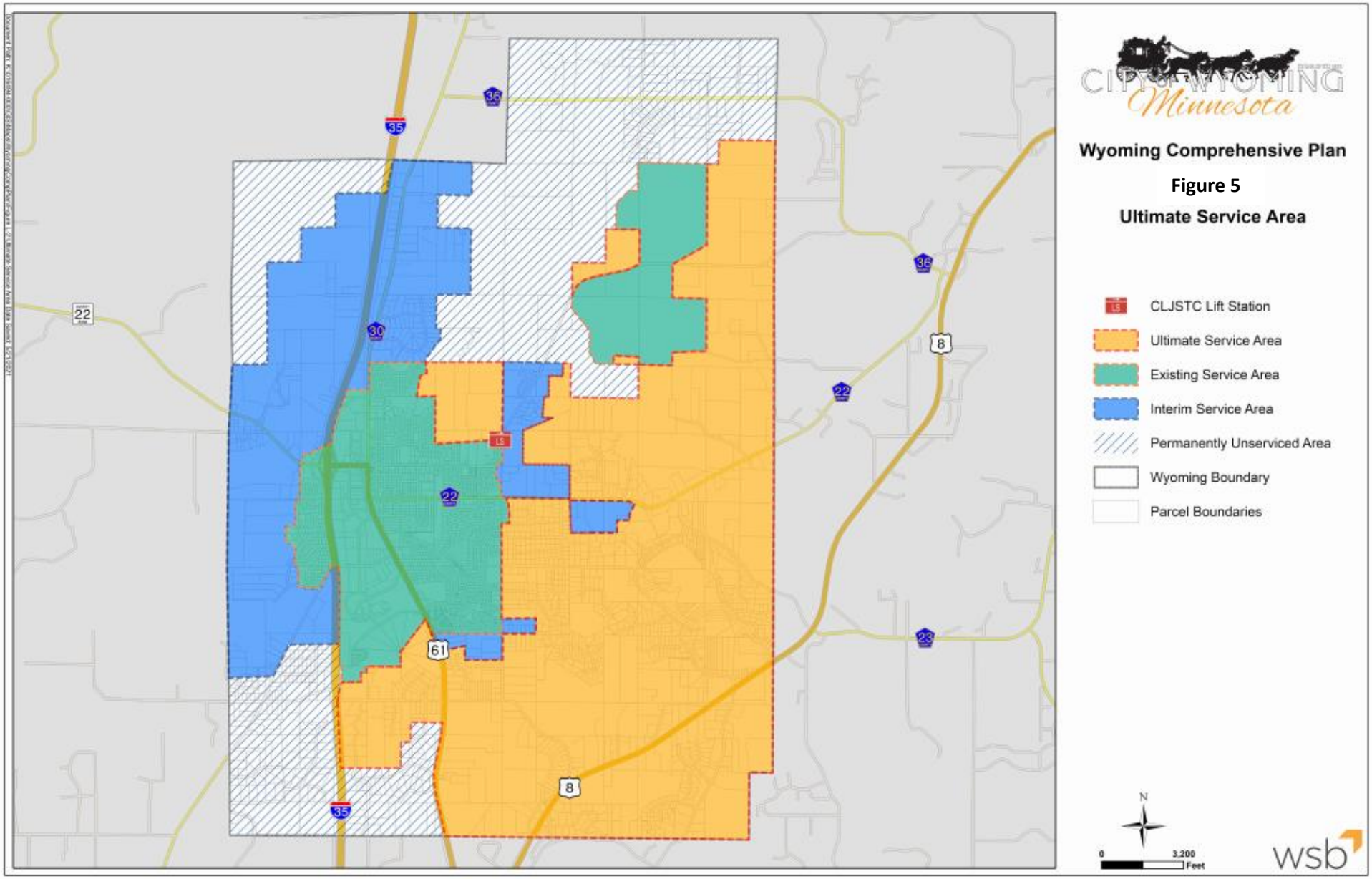
This area of Wyoming lies outside of the current urban service area, but includes the portions of the City that may become eligible for urban service connections at some time beyond the 20 year planning horizon. Proposed development in this area will not be served at this time, but should anticipate the potential for ultimate urban service density and connectivity.

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 served with municipal utilities. 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. 5 depicts the Ultimate Urban Service Area.

Permanently Un-Serviced Area

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. These areas of Wyoming are anticipated to never be served with urban services. The natural features, existing lot sizes, lack of connectivity, and rural nature of these areas make it poorly suited for development at urban densities.


Wyoming Comprehensive Plan
Figure 4
Interim Service Area
CLJSTC Lift Station
Existing Service Area
Interim Service Area
Unserviced Area
Wyoming Boundary
Parcel Boundaries
N
0
3,200
Feet
wsb
35
36
30
22
61
8
23
LS


Wyoming Comprehensive Plan
Figure 5
Ultimate Service Area
CLJSTC Lift Station
Ultimate Service Area
Existing Service Area
Interim Service Area
Permanently Unserviced Area
Wyoming Boundary
Parcel Boundaries
N
0
3,200
Feet
wsb

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

Source: WSB

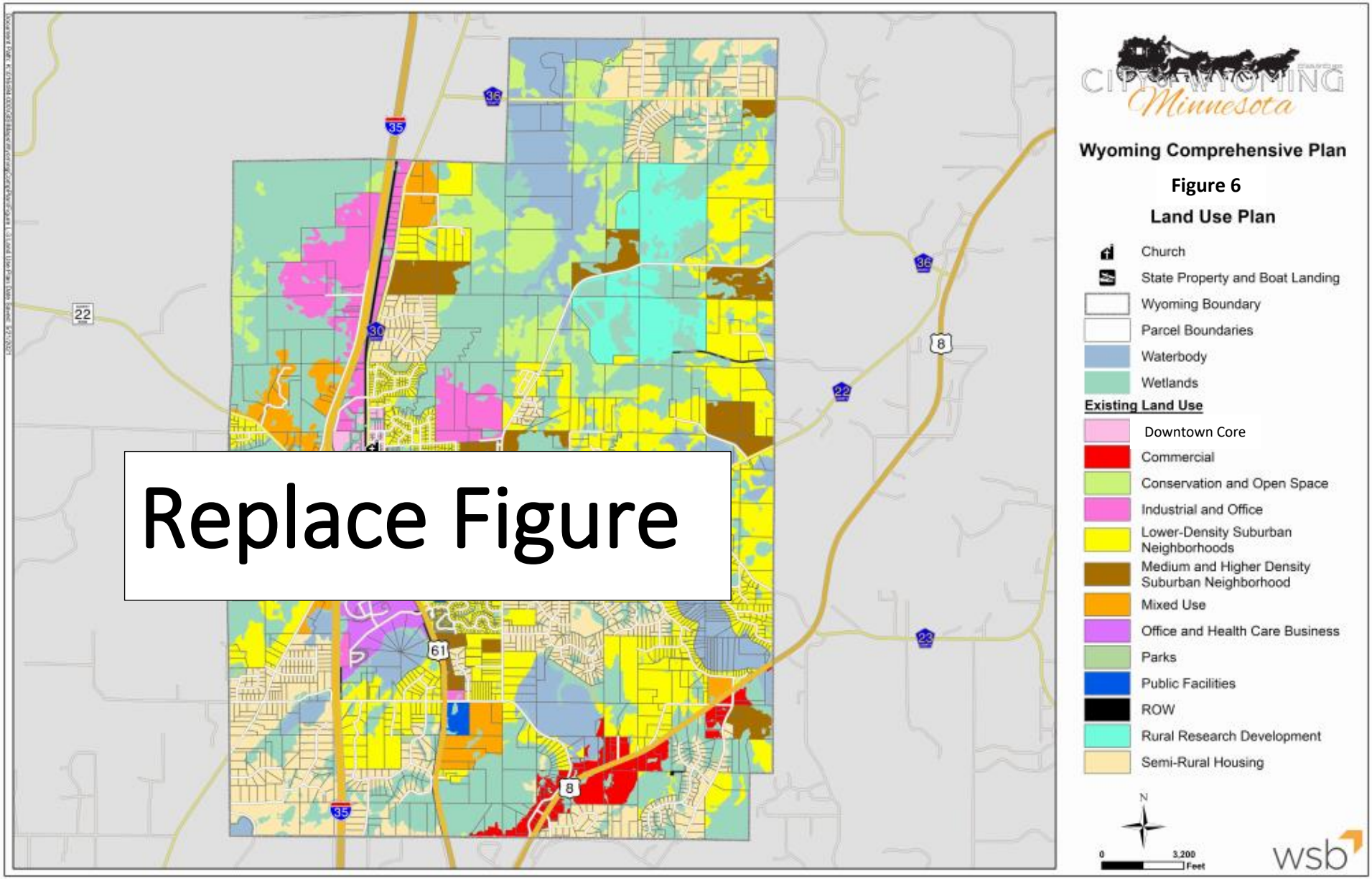

Wyoming Comprehensive Plan
Figure 6
Land Use Plan
Church
State Property and Boat Landing
Wyoming Boundary
Parcel Boundaries
Waterbody
Wetlands
Existing Land Use
Downtown Core
Commercial
Conservation and Open Space
Industrial and Office
Lower-Density Suburban Neighborhoods
Medium and Higher Density Suburban Neighborhood
Mixed Use
Office and Health Care Business
Parks
Public Facilities
ROW
Rural Research Development
Semi-Rural Housing
N
0
3,200
Feet
wsb
Replace Figure

Figure 7 - New Figure – Downtown Core

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 City of Wyoming Transportation 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 collect and distribute traffic from neighborhoods to the metropolitan highway system, in an efficient manner given the topography and other physical constraints of the area. This system is intended to create an orderly pattern of roads with appropriate spacing, access control, traffic capacity, and speed limits so as to accommodate planned land use densities and provide for safe and efficient movement.

The major road system functional classifications include:

- Principal Arterial
- Minor Arterial
- Collector
- Local

The functional classifications provide for freeway, urban, and rural standards. Figure 8 illustrates the planned pattern of the road functional classification. Table 8 lists roads by functional class, number of lanes, jurisdictional class and sub-class. Wyoming will work with the adjacent municipal jurisdictions, Chisago County and the Minnesota Department of Transportation to implement the proposed functional classification plan shown in Figure 8.

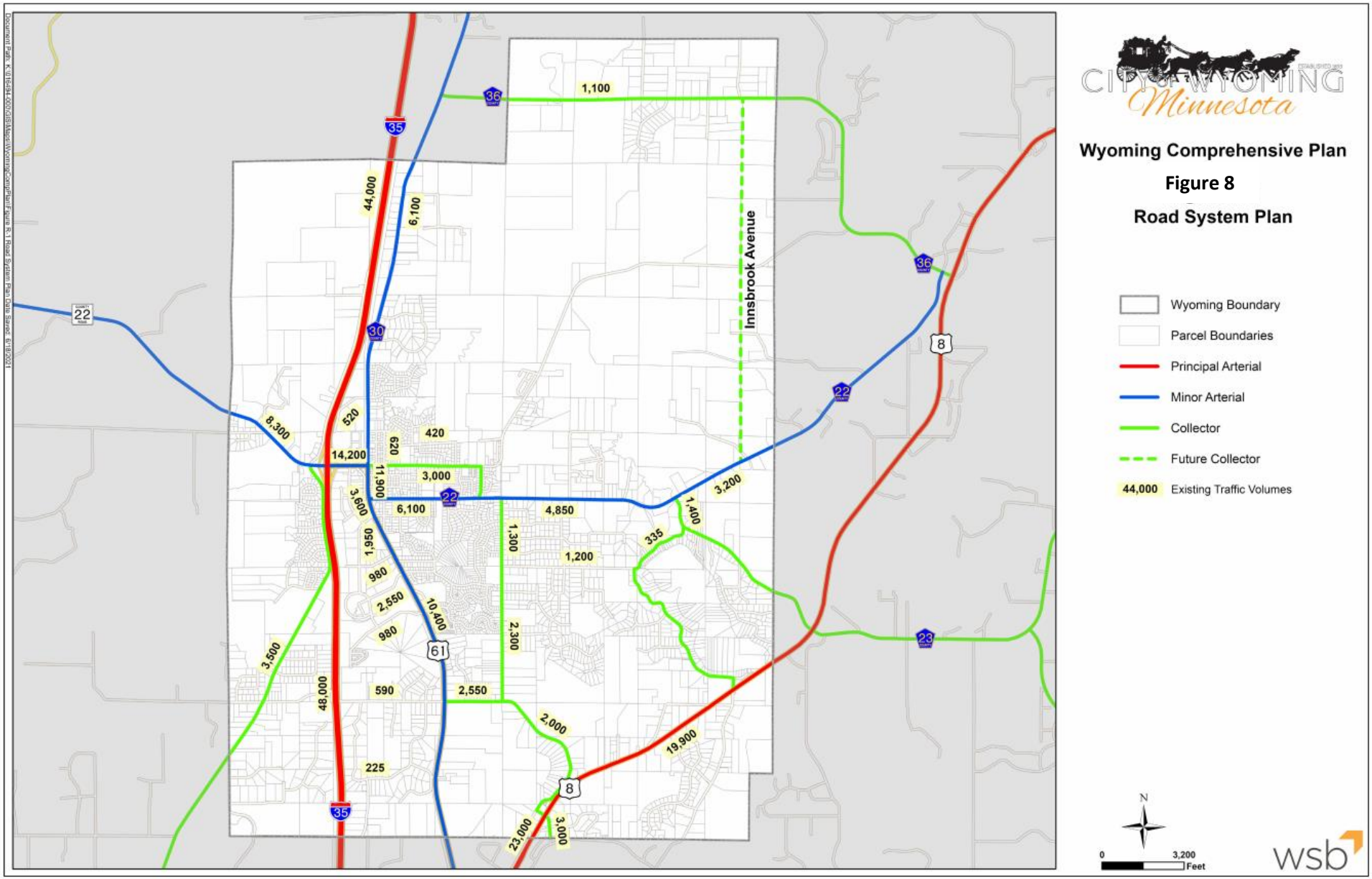

Wyoming Comprehensive Plan
Figure 8
Road System Plan
Wyoming Boundary
Parcel Boundaries
Principal Arterial
Minor Arterial
Collector
Future Collector
44,000 Existing Traffic Volumes
Innsbrook Avenue
1,100
44,000
6,100
8,300
520
14,200
620
420
3,000
11,900
3,600
6,100
4,850
3,200
1,400
335
1,300
1,200
1,950
980
2,550
10,400
980
2,300
3,500
48,000
590
2,550
2,000
19,900
225
23,000
3,000
N
0
3,200
Feet
wsb

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 CSAH 22)	City of Wyoming	2
Glen Oak Drive (north of CSAH 22)	Chisago County	2
Pioneer Road	City of Wyoming	2
250th 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 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 constructed in the corridor suggested by Figure 8, but may be aligned differently to avoid natural or man-made features. The Innsbrook Avenue right-of way would also serve as a critical 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. Wyoming has a unique street system due to the presence of many large natural features, including Carlos Avery Wildlife Refuge, lakes, wetlands and streams. Sensitivity to and preservation of these natural 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

Roadway capacity deficiencies and needs were determined using the existing Average Daily Traffic (ADT) volumes, based on data from the MnDOT traffic volume website, and City traffic counts. Figure 8 shows the existing traffic 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.

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 illustrates the planning-level thresholds that indicate a roadway's capacity. Additional variation (more or less capacity) on an individual roadway 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, 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 average daily traffic (ADT) volumes to the thresholds noted in Table 9. The existing traffic volumes (Figure 8), 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. 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 average daily traffic (ADT) alone). For purposes of the transportation planning process, this volume-to-capacity (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 transportation issue is roadway safety. 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) *

Number of Crashes						
Year	Fatal 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 11.

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 257th St	0	0	0	4	2	8
8. TH 61 at 250th 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, and 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 establishes 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 - Characteristics of Future Residential Streets[1]

	Right-of-Way Width[3]	Road Width (to back of curb)[3]	Through Lanes	On-Street Parking	Side-walks	Curb and Gutter	Drainage System
Collector[2]	80	36	2 to 4	Yes	2 @ 5'		
Urban Local: Parking on both sides	60	32	Not striped	Both sides	1 @ 5'		
Urban Local: Parking one side only or cul-de-sac	60	28	Not striped	One side	1 @ 5'		
Rural Local: No parking	66	24 – 28 May be unpaved	Not striped	No parking	None		

[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.

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

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. The focus is on "returning neighborhood streets to the neighborhood." Traffic calming efforts 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 as listed above, 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" refers to the planning, scoping, design, implementation, operation, and maintenance of roads as described in Minnesota Statutes (MINN. STAT. 174.75, Subd. 1.). Complete Streets is a process for developing a transportation network that best accommodates all modes of transportation. Roadway 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 including 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 thereby eligible to receive funding for construction projects. The program is administered by the Minnesota Department of Transportation (MnDOT). The City is part of MnDOT's Metro region.

Intergovernmental Coordination

Minnesota Department of Transportation

Highway 8 Capacity and Safety Improvements

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, including access and safety issues between Greenway Avenue North and Karmel Avenue in the cities of Wyoming and Chisago. Chisago County is now leading a project to identity 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 County is looking at a few options for a new corridor design, which will 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 9 shows the current concept being considered.

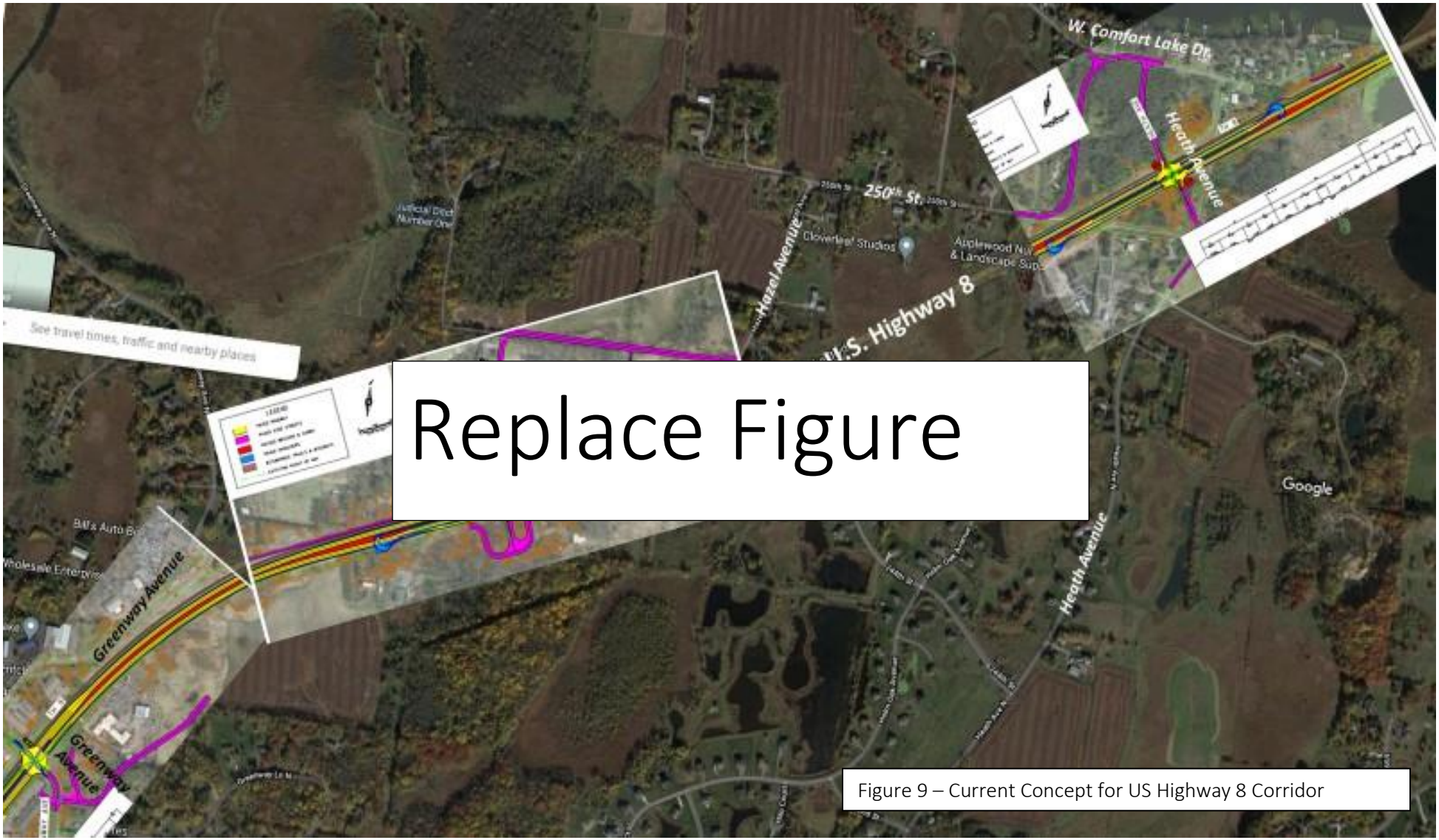


Figure 9 – Current Concept for US Highway 8 Corridor

Rush Line Corridor

The Rush Line Corridor is a transportation corridor extending 80 miles from Hinckley to 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. Arrowhead Transit currently serves the community.

Chisago County

Kettle River and Viking Boulevard Transportation Plan

The City of Wyoming will continue to work with Chisago County to find a workable solution to the access, operation, and safety issues on East Viking Blvd from I-35 west through the Kettle River Blvd intersection. Based on existing land use and future potential development, the current location and capacity of the existing intersections and driveway accesses in the corridor create significant operational and safety issues.

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, develop and pay for the improvements. Entities include MnDOT, Chisago County, the City, adjacent properties, and developers (future development agreements). The City of Wyoming will work with Chisago County and MnDOT 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 Transportation Corridor 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.

A future overlay could be applied to Highway 8, and to a lesser extent, Highway 61 and County Road 30.

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 systems to serve future development as outlined in the Land Use Chapter of the Comprehensive Plan.

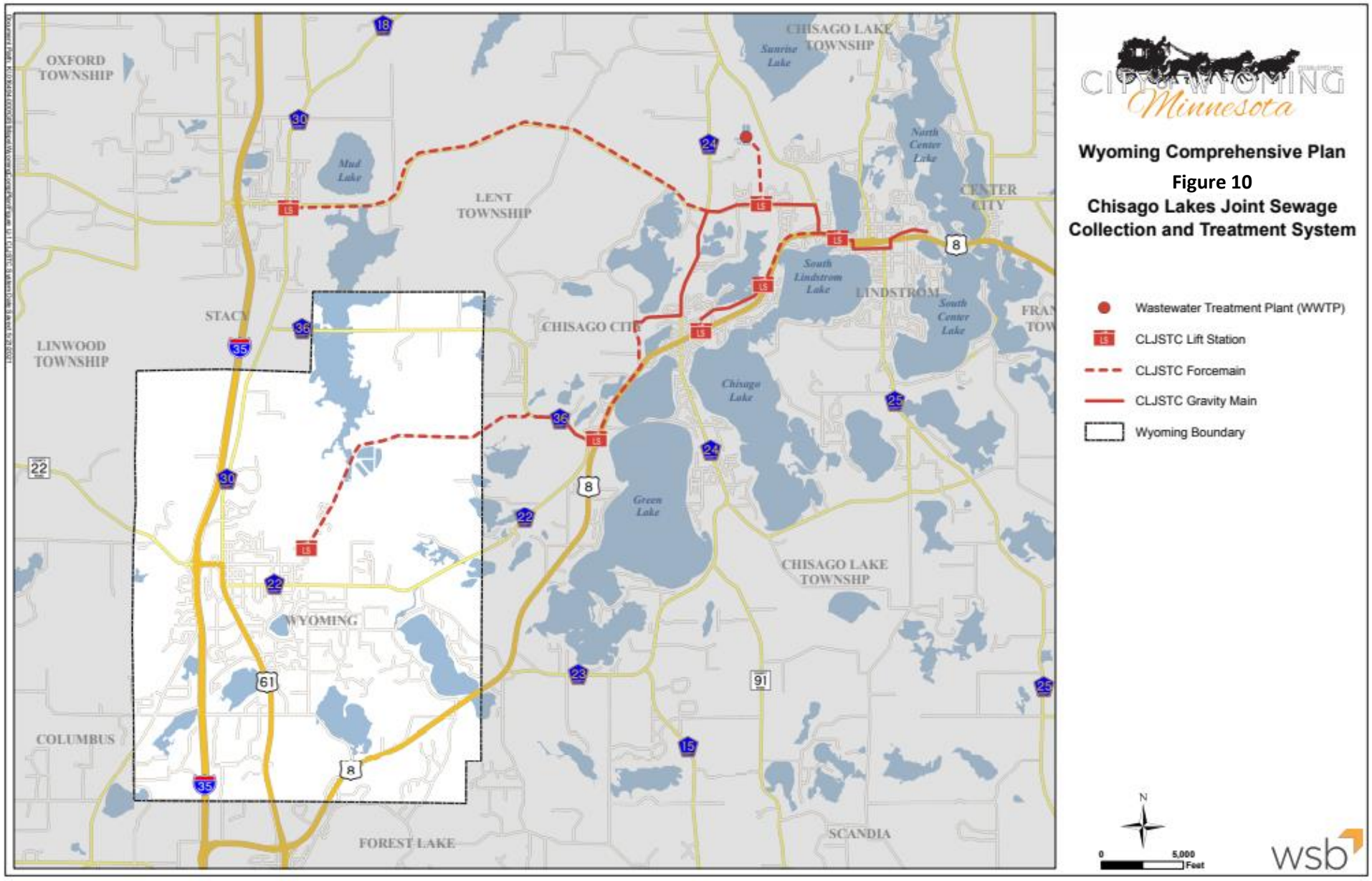
Urban Service Area

The urban service areas, as described in the Land Use chapter of the Comprehensive Plan, define where the City anticipates the future extension of municipal water and sewer service. 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 where 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 the boundary of this area as development occurs, when improvements are brought online, and during the update of this plan ten years after adoption. The Utilities 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's sanitary sewer system serves approximately 1400 acres in the central part of the City. The existing service area generally covers the original pre-merger City limits. 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 and treatment 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 10 illustrates the existing service area and the regional conveyance system


OXFORD TOWNSHIP
LENT TOWNSHIP
CHISAGO LAKE TOWNSHIP
CENTER CITY
LINDSTROM
CHISAGO CITY
STACY
LINWOOD TOWNSHIP
WYOMING
COLUMBUS
FOREST LAKE
SCANDIA
Sunrise Lake
Mud Lake
North Center Lake
South Lindstrom Lake
South Center Lake
Chisago Lake
Green Lake
Wyoming Comprehensive Plan
Figure 10
Chisago Lakes Joint Sewage Collection and Treatment System
Wastewater Treatment Plant (WWTP)
CLJSTC Lift Station
CLJSTC Forcemain
CLJSTC Gravity Main
Wyoming Boundary
N
0
5,000
Feet
wsb

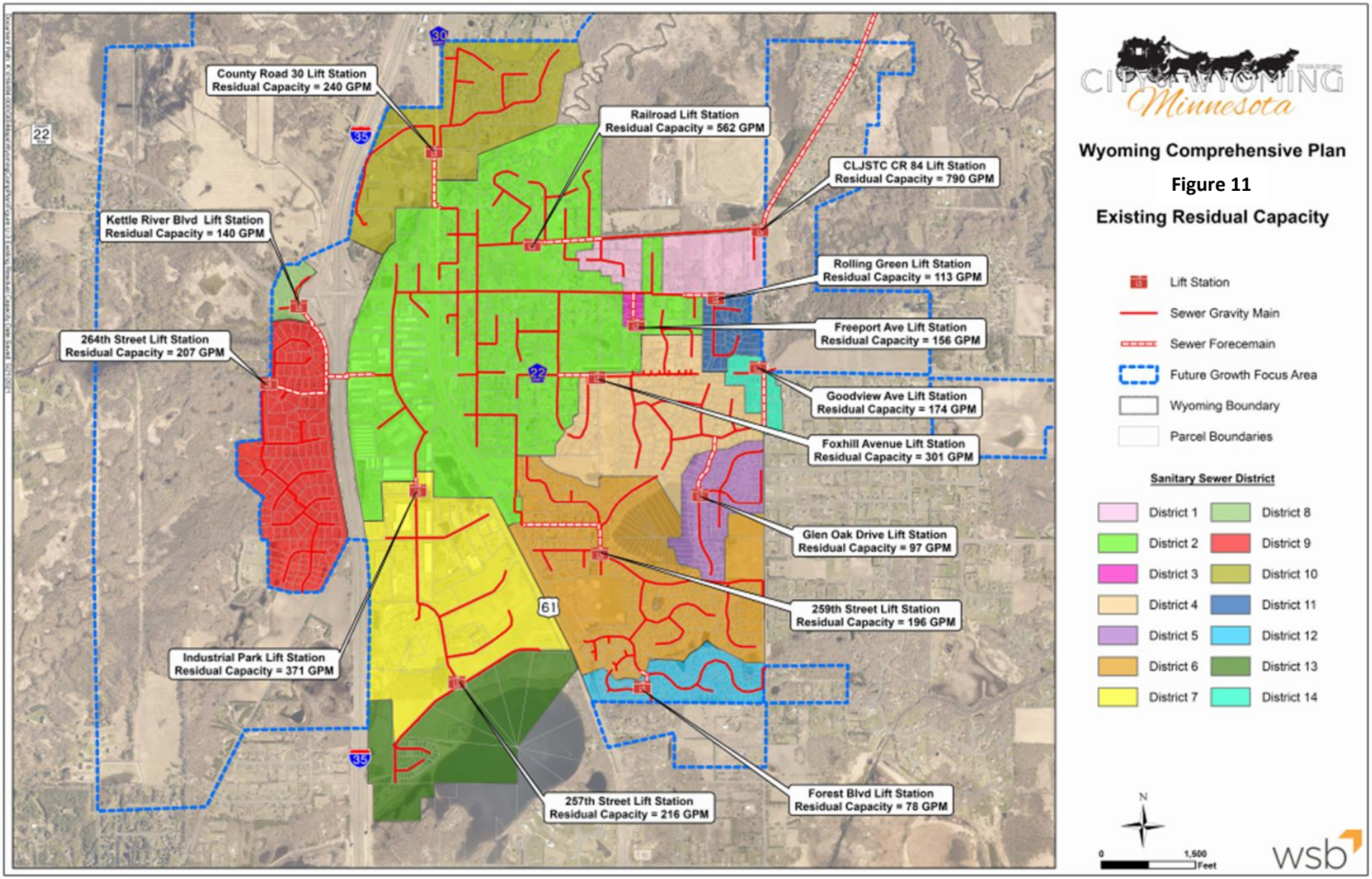
The City's existing wastwater sytem has an average daily flow of 257,000 gallons per day (GPD) and a peak hourly flow of 0.95 million gallons per day (MGD), based on flow meter data from 2014 to 2020, and after excluding wastewater flow from Polaris. The City has 14 sewer districts and a total of 13 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 capaciity in its collection system, interceptors, lift stations and in its allocation of treatment capacity at the CLJSTC regional treatment facility (Ref. 9).

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. The model indicated that existing trunk sewer mains have adequate capacity to serve those parts of the City that have existing sanitary sewer availability (existing service area) under full development, 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 11 shows the remaining capacity of the lift stations.


County Road 30 Lift Station
Residual Capacity = 240 GPM
Railroad Lift Station
Residual Capacity = 562 GPM
CLJSTC CR 84 Lift Station
Residual Capacity = 790 GPM
Kettle River Blvd Lift Station
Residual Capacity = 140 GPM
Rolling Green Lift Station
Residual Capacity = 113 GPM
264th Street Lift Station
Residual Capacity = 207 GPM
Freeport Ave Lift Station
Residual Capacity = 156 GPM
Goodview Ave Lift Station
Residual Capacity = 174 GPM
Foxhill Avenue Lift Station
Residual Capacity = 301 GPM
Glen Oak Drive Lift Station
Residual Capacity = 97 GPM
259th Street Lift Station
Residual Capacity = 196 GPM
Industrial Park Lift Station
Residual Capacity = 371 GPM
257th Street Lift Station
Residual Capacity = 216 GPM
Forest Blvd Lift Station
Residual Capacity = 78 GPM
22
35
30
61
CITY of WYOMING Minnesota
Wyoming Comprehensive Plan
Figure 11
Existing Residual Capacity
Lift Station
Sewer Gravity Main
Sewer Forecemain
Future Growth Focus Area
Wyoming Boundary
Parcel Boundaries
Sanitary Sewer District
District 1
District 2
District 3
District 4
District 5
District 6
District 7
District 8
District 9
District 10
District 11
District 12
District 13
District 14
N
0
1,500
Feet
wsb

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 Stations, 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 required trunk lift stations, and to 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

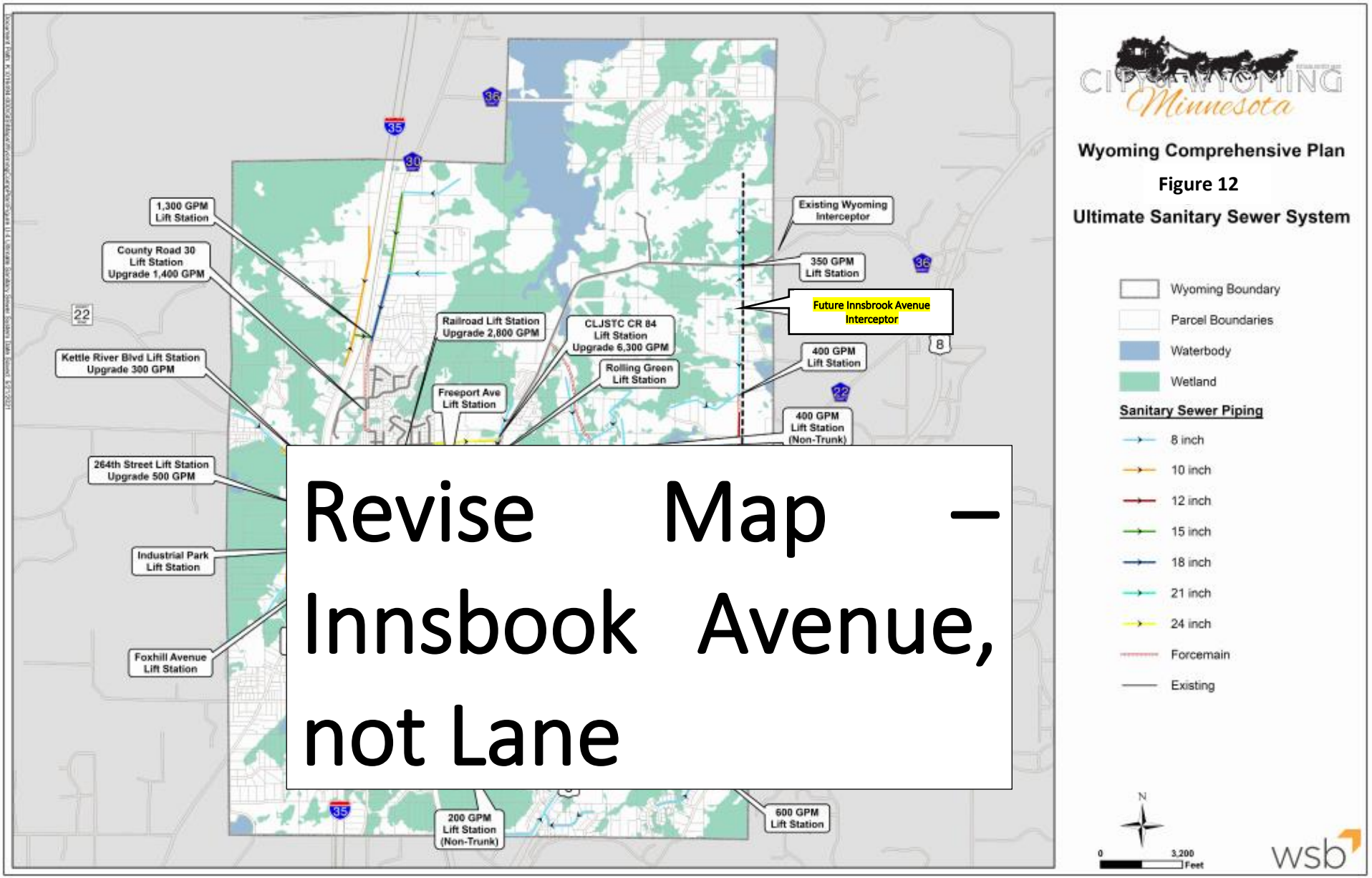
The ultimate peak hour future wastewater flow for the City is projected to be approximately 3.62 MGD average day – a 13-fold increase over existing - and 9.05 MGD peak hour. The City's treatment plant capacity will need to increase from 0.478 MGD to 3.62 MGD by purchasing capacity from other member communities (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 12.

The layout is general in nature. 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.

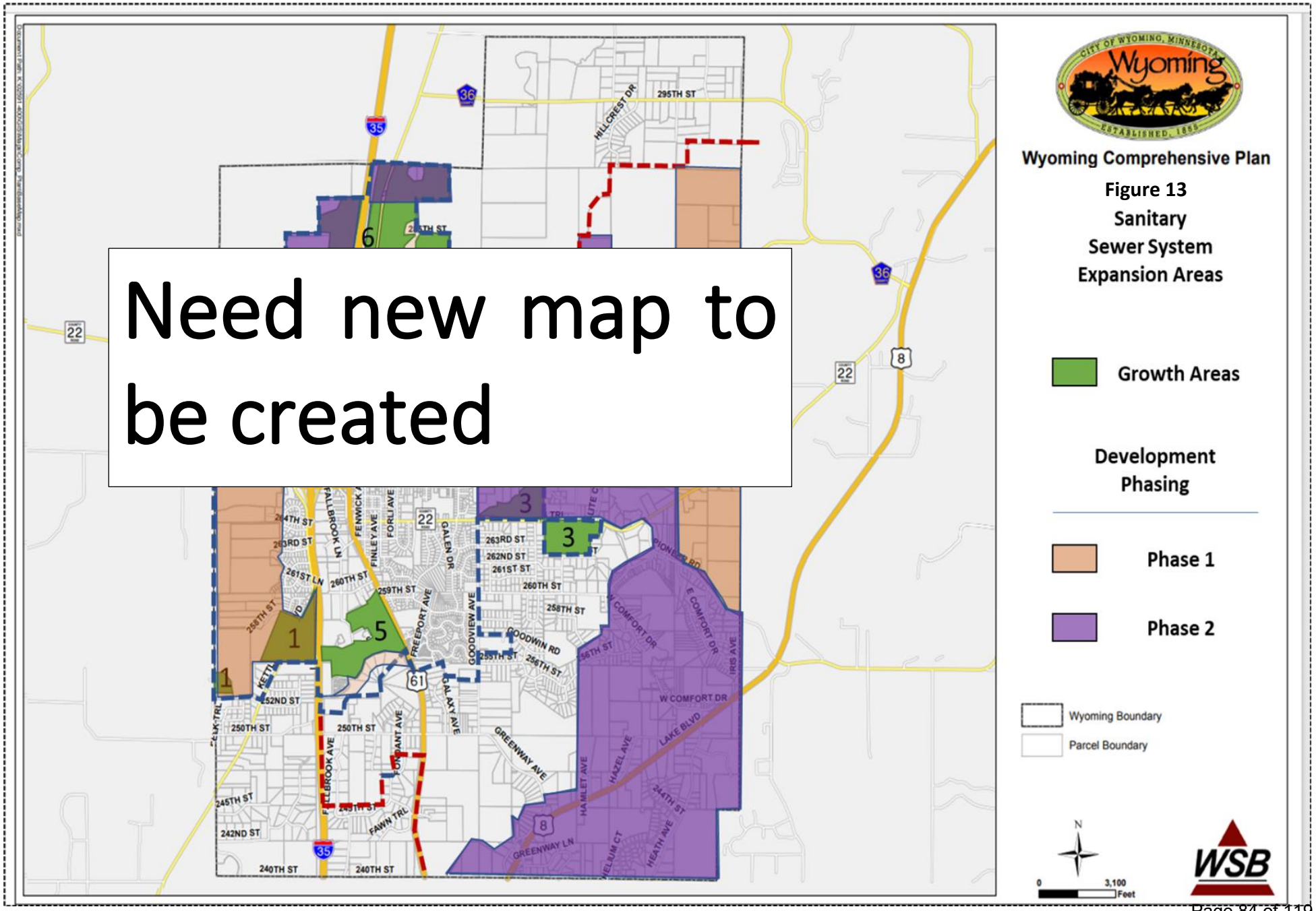
Future expansion of the sanitary sewer system will be driven by development demand. Based on information provided by the City, a development phasing map was completed as shown in Figure13. The map shows the order of likely development of property to which sewer service will be extended to meet anticipated 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 future Innsbrook Avenue right of way, in the northeast part of the City, would serve as a critical sanitary sewer interceptor corridor. A future interceptor would connect to the Wyoming Interceptor in East Viking Boulevard and extend south to Wyoming Trail. The future interceptor would then provide a connection point for other future trunk sewer lines extending to the south and west.



Revise Map – Innsbook Avenue, not Lane


Need new map to be created
Wyoming Comprehensive Plan
Figure 13
Sanitary
Sewer System
Expansion Areas
Growth Areas
Development
Phasing
Phase 1
Phase 2
Wyoming Boundary
Parcel Boundary
N
0
3,100
Feet
WSB

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 14 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

Source: Wyoming Comprehensive Wastewater System Plan, approved August 2010

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 wastewater systems, particularly those planned as Semi-Rural Housing. Those locations will continue to use individual on-site wastewater systems, while 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 sewer 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 guide completion of a water system to serve future development as envisioned in the City's Comprehensive Plan.

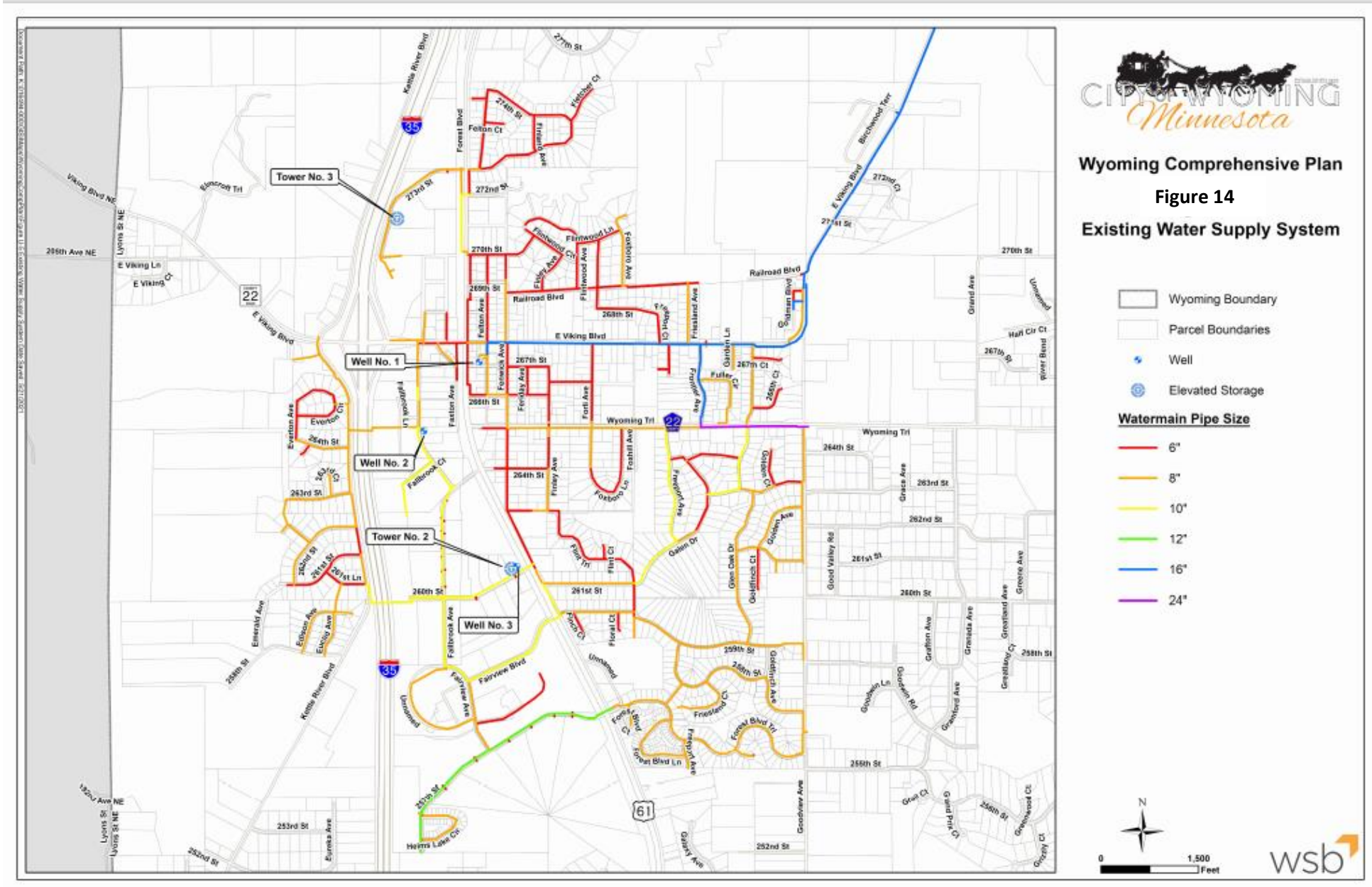
The existing municipal water system is shown in Figure 14. The water system consists of three wells, two elevated storage tanks, disinfection, and fluoridation at each well site. Distribution mains includes pipes ranging in size from 6 to 16 inches in diameter. The total supply capacity, or well pumping capacity, of the three wells is 2,125 gallons per minute (gpm), and the firm capacity of the system (firm capacity assumes the largest well in the system is out of service) is 1,250 gpm. Each well pump discharges into the distribution system after the addition of chlorine, fluoride, and polyphosphate. System storage includes one-300,000 gallon tower and one-750,000 gallon tower. The existing system also includes a 16-inch watermain that serves the Polaris Industries property.

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.


Tower No. 3
Well No. 1
Well No. 2
Tower No. 2
Well No. 3
Wyoming Comprehensive Plan
Figure 14
Existing Water Supply System
Wyoming Boundary
Parcel Boundaries
Well
Elevated Storage
Watermain Pipe Size
6"
8"
10"
12"
16"
24"
N
0
1,500
Feet
wsb

Two future planning scenarios were developed – the interim system and the ultimate system. The interim system serves the Interim Urban Service Area as defined in the Land Use chapter, addressing those areas that presently 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 Table 16.

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 anticipated future land. 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 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, two additional wells and one additional storage facility will be required. The demand triggers for those facilities will occur beyond 2040. Trunk watermain improvements to serve anticipated growth prior to 2040 include a 12-inch trunk watermain crossing under I-35 and along Kettle River Boulevard and a 24-inch trunk watermain extension in Wyoming Trail. The cost for these watermain improvements total $1.8 million. The costs for complete build-out of the Interim Urban Service Area, including trunk watermain, two production wells, and one storage facility, totals $9.0 million. The costs for treatment are discussed under the Ultimate System (below), 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 will first pump to treatment facilities prior to distribution. Well No. 3 currently exceeds the EPA Primary Drinking Water Regulations Maximum Contaminant Level (MCL), therefore it's use is limited based on the results of on-going water quality analysis. Additionally, secondary standards for iron and manganese will most likely be exceeded in future water sources. A future centralized water treatment facility would be designed 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.

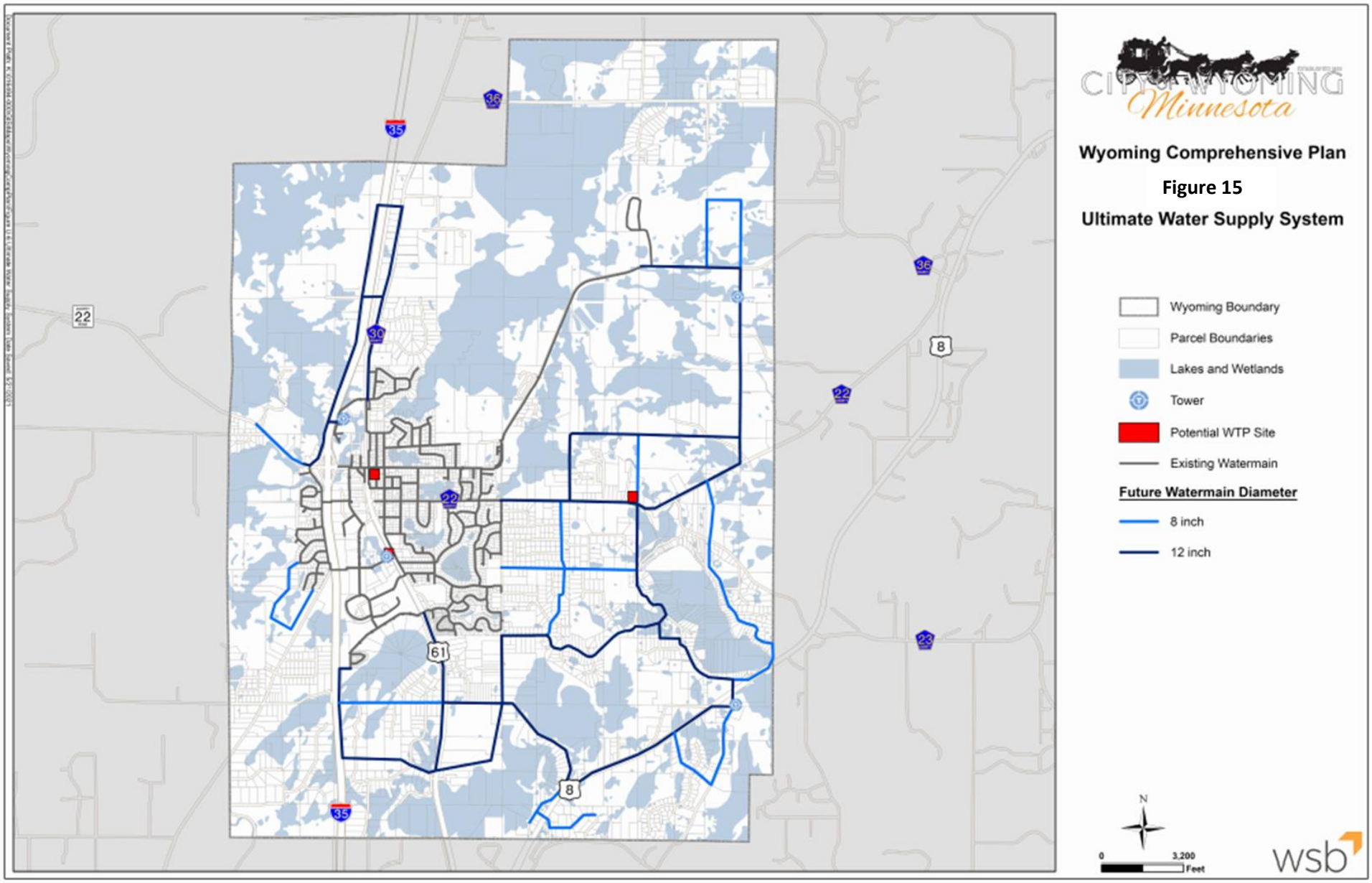
The water distribution system will need to be expanded as development requires service. The future trunk water main system presented in Figure 15 consists of a 24-inch trunk main loop and several 12-inch trunk main loops. The system would provide capacity to distribute water throughout the City from 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 future trunk water main system illustrated in Figure 14 would be capable of providing adequate fire flow and pressure 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, as well as 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


Wyoming Comprehensive Plan
Figure 15
Ultimate Water Supply System
Wyoming Boundary
Parcel Boundaries
Lakes and Wetlands
Tower
Potential WTP Site
Existing Watermain
Future Watermain Diameter
8 inch
12 inch
N
0
3,200
Feet
wsb

Housing

Diversify Housing Options:

- *Increase the range of housing options for people in all stages of life 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.*
- *Preserve the integrity of neighborhoods by ensuring the neighborhoods are maintained to a high standard that reflects the values of the community.*

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.

Housing Conditions

Wyoming has a strong housing market with high home values and a low vacancy rate. Wyoming residents report they choose and stay here because of the small-town rural setting, low crime rate, and close proximity between the Twin Cities metro (30 minutes south), and Minnesota's incredible natural and recreational resources to the north

The City is known as a quite rural bedroom community that experienced expansive growth from the 1970s to the early 2000s with 87% of the housing units being constructed as single-family homes. The fastest population growth period was from 1990 to 2000 where City experienced annual population increases of over 400 people per year. Since 2008, the annual population growth rate has been approximately 50 people per year. Approximately 45% of the housing stock have individual water and sewer systems (private well, and septic system) with the remainder on municipal services.

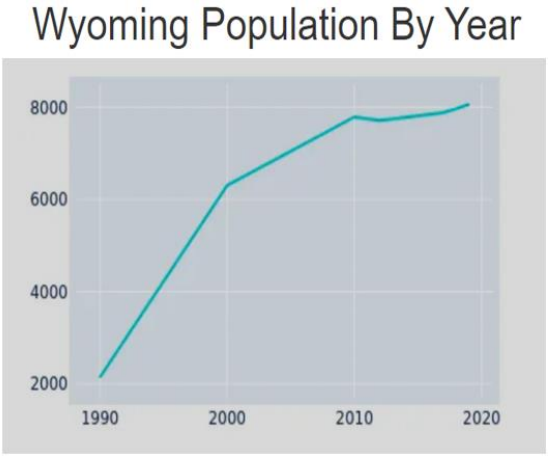


Table 18 – Housing Unit History	
Year Structure Built	No, of Units
Total housing units	2,930
Built 2014 or later	26
Built 2010 to 2013	15
Built 2000 to 2009	641
Built 1990 to 1999	973
Built 1980 to 1989	434
Built 1970 to 1979	456
Built 1960 to 1969	185
Built 1950 to 1959	60
Built 1940 to 1949	18
Built 1939 or earlier	122

Table 19 – Housing Unit Types	
Units in Structure	No. of Units
Total housing units	2,930
1-unit, detached	2,560
1-unit, attached	17
2 units	0
3 or 4 units	0
5 to 9 units	15
10 to 19 units	78
20 or more units	166
Mobile home	94
Boat, RV, van, etc.	0

Table 20 – Housing Unit Values	
Owner-occupied units	No. of Units
Owner-occupied units	2,438
Less than $50,000	89
$50,000 to $99,999	19
$100,000 to $149,999	46
$150,000 to $199,999	399
$200,000 to $299,999	1,271
$300,000 to $499,999	541
$500,000 to $999,999	73
$1,000,000 or more	0
Median (dollars)	$242,600

The 2020 US Census indicates that the City has a total of 2,930 housing units, 2.8 persons per household, 384 people per square mile, and a median owner-occupied home value of $242,000. The 2020 US Census also indicates that Wyoming's median household income is $90,000 and the percent of persons in poverty is 2%. A 2019 US Department of Justice study identified that Wyoming has had fewer total crimes than most similarly sized cities and our 2020 housing vacancy rate is approximately 1.9%.

In 2021 there were 32 new housing starts and it appears approximately 56 homes will be constructed in 2022. Additional single family and multi-family projects are in the initial stages of planning and the projected new housing starts for 2023 appear to be similar to 2022. The combination of demand, lower interest rates, and higher construction costs has elevated current construction costs with new single-family homes in 2021 averaging $329,000 in construction value.

Future Housing Needs

Wyoming's future housing needs include broader options for starter and senior housing units. More budget friendly housing is necessary for new or existing residents who have moderate or retirement incomes.

Wyoming's current low vacancy rate is supported by a 2018 Chisago County study that projected housing demand in the range of 1,130 units from 2018 to 2030, or about 94 units per year.

More people, especially members of the millennial and baby boomer generations are looking for alternatives that include housing with lower price points, reduced maintenance, and locations in within walking distance of services and entertainment. Additional high quality multi-family and single family attached housing could help Wyoming attract younger professional and retirement age residents to stay in Wyoming through all phases of life. This new housing stock should be thoughtfully designed to account for the expected senior housing demand peak estimated in 2040.

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 more 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 identified areas where higher density developments are more appropriate.

Source: Dakota County…..

Figure 16 – Life Cycle Housing

Future housing development will be guided primarily by the availability of buildable upland areas that are scattered throughout our many natural areas. Higher density housing developments will be further guided by the availability of existing or nearby municipal sewer and water, and suitable transportation infrastructure. These new neighborhoods should be designed for great connectivity within and to nearby neighborhoods, parks, natural areas and local services/entertainment. The following sections outline focus areas and themes designed to improve the quality, amount, and design of future housing.

Senior Housing Small Area Plan

The presence of a hospital and clinic in Wyoming sets us apart from our adjoining cities and appears to be an attractive feature for seniors and older adults. The City should prepare a small area plan that identifies how we can promote and attract additional housing and related services for older seniors.

Zoning Ordinance Amendment
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 and Between Neighborhoods
The City should prioritize and require connectivity through our city for pedestrians, and between new neighborhoods and existing parks and neighborhoods. Well-designed pedestrian paths, trails, and sidewalks improves the overall health of our residents, decreases our environmental footprint, and creates a more cohesive community. These connections should both visually and functionally link any 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.

Provide Housing and Development Resources
Promote and support housing and development opportunities through ongoing continuing education regarding the potential funding, tools and guides available through the Chisago County HRA, the League of Minnesota Cities tool kits and other similar organizations.

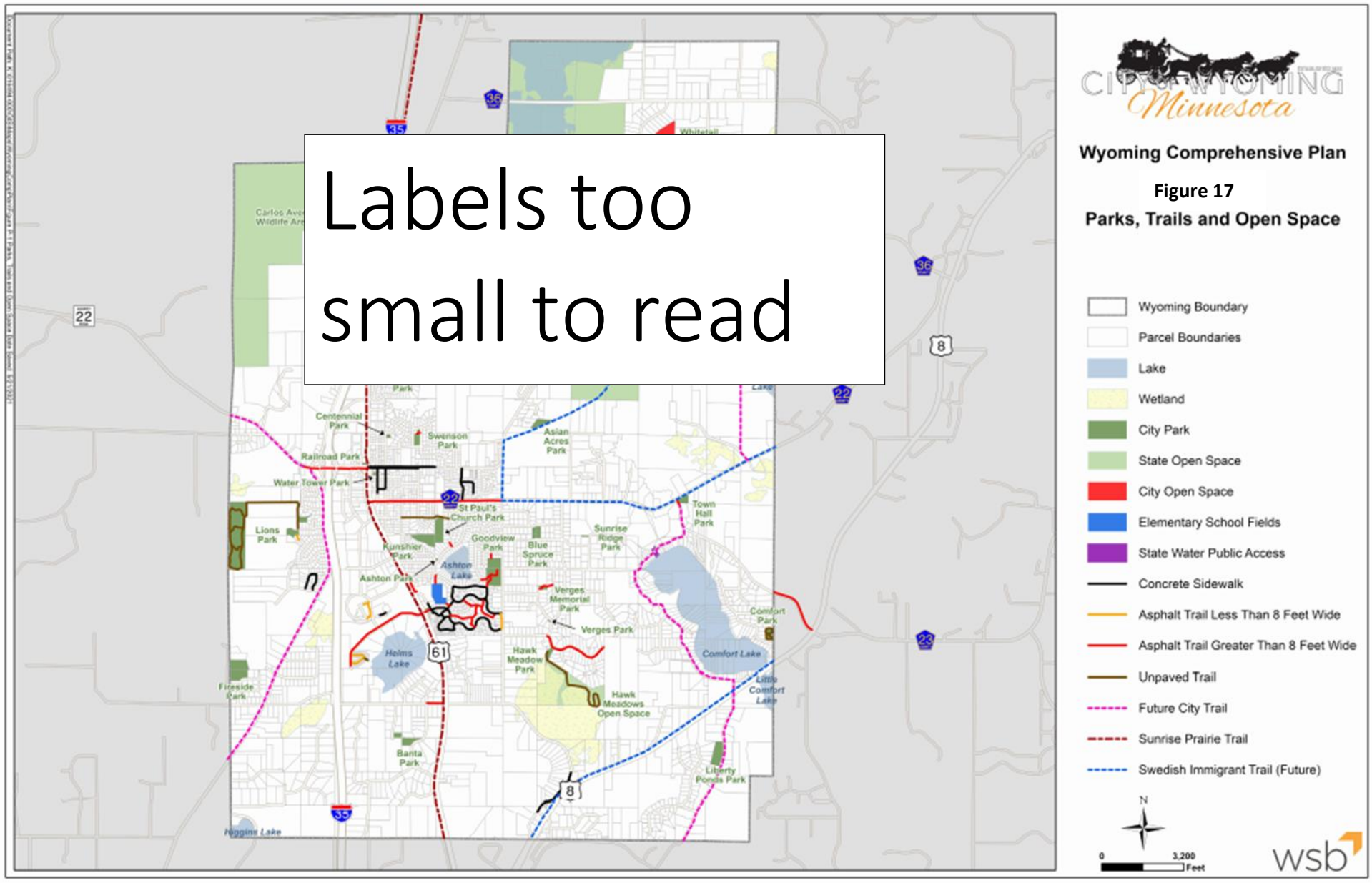
Parks, Trails and Recreation

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 parks and trail systems with significant natural resources.*

Wyoming is blessed with and extensive system of formal parks, open space, conservation lands, and local and regional trails. 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 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 (Ref. 10) 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 21 identifies the existing City parks. Figure 17 illustrates parks, opens space and trails in the community.

Table 21 - 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


Labels too small to read
Wyoming Comprehensive Plan
Figure 17
Parks, Trails and Open Space
Wyoming Boundary
Parcel Boundaries
Lake
Wetland
City Park
State Open Space
City Open Space
Elementary School Fields
State Water Public Access
Concrete Sidewalk
Asphalt Trail Less Than 8 Feet Wide
Asphalt Trail Greater Than 8 Feet Wide
Unpaved Trail
Future City Trail
Sunrise Prairie Trail
Swedish Immigrant Trail (Future)
N
0
3,200
Feet
wsb
Centennial Park
Swenson Park
Asian Acres Park
Railroad Park
Water Tower Park
St Paul's Church Park
Town Hall Park
Lions Park
Goodview Park
Blue Spruce Park
Sunrise Ridge Park
Kunshier Park
Ashton Lake
Ashton Park
Verges Memorial Park
Verges Park
Comfort Park
Comfort Lake
Little Comfort Lake
Helms Lake
Hawk Meadow Park
Hawk Meadows Open Space
Fireside Park
Banta Park
Liberty Ponds Park
Higgins Lake

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. In 2021, the City initiated a study of City parks and pedestrian infrastructure. The updated plan will accommodate the diverse recreational needs of the community.

Community Feedback

During the preparation of the Comprehensive Plan, the City conducted a community survey (2019). Figure 18 summarizes feedback regarding the future park program.

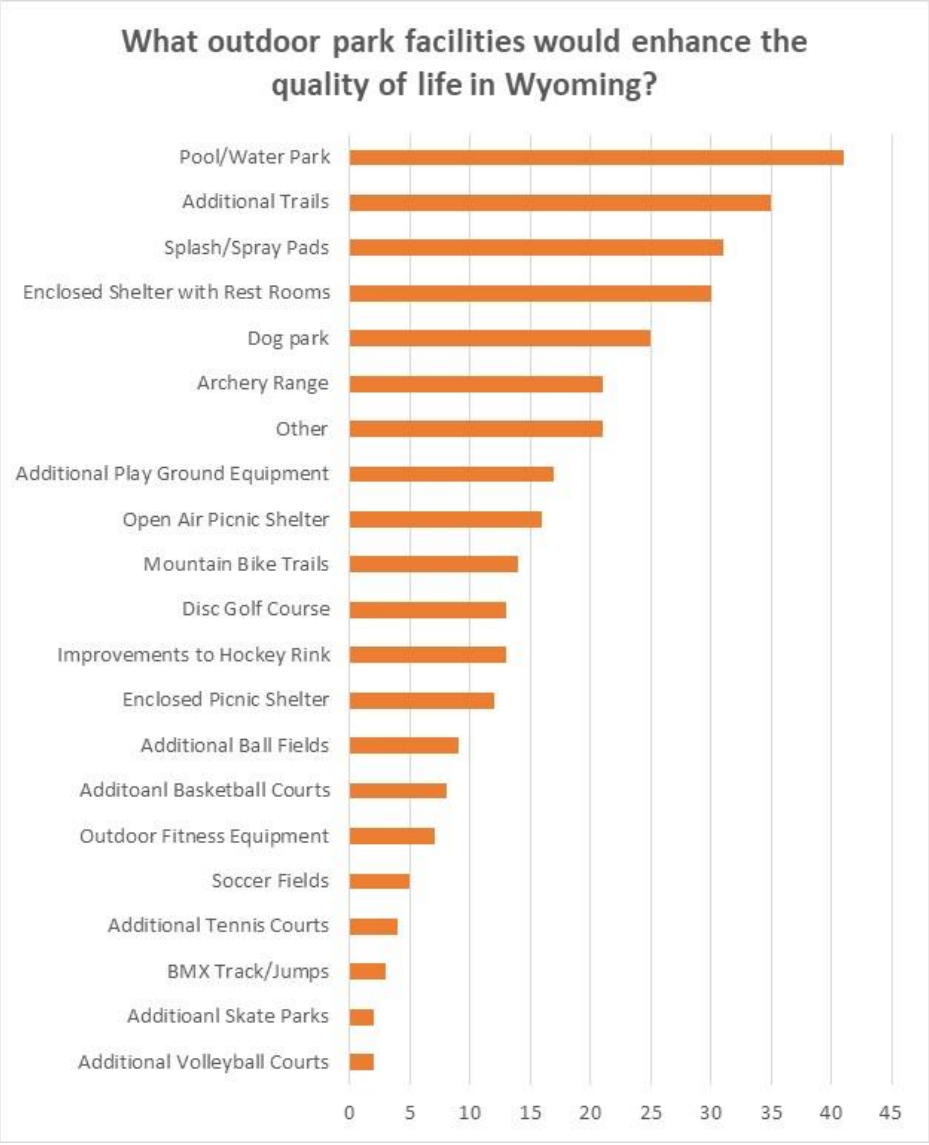
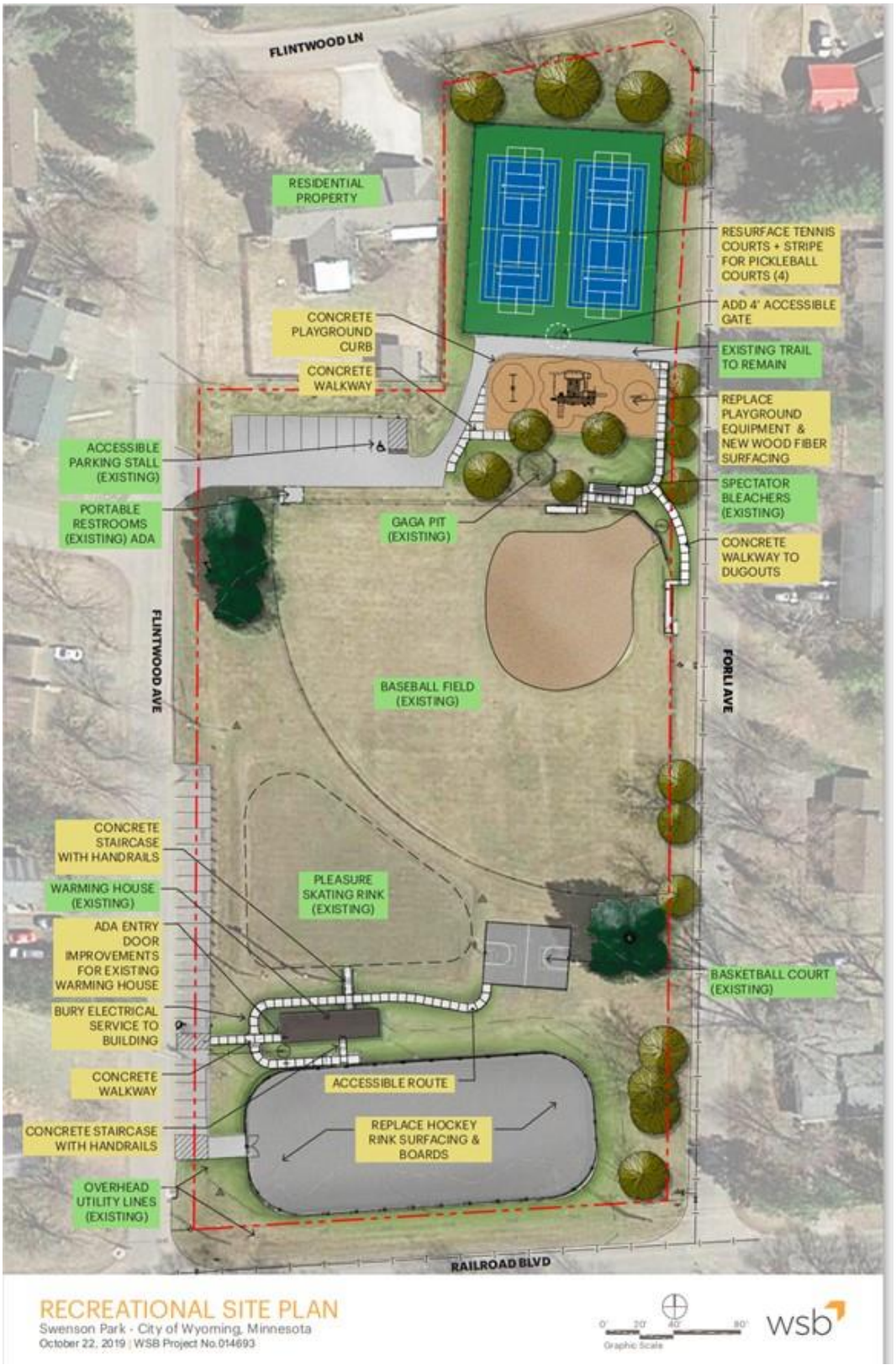
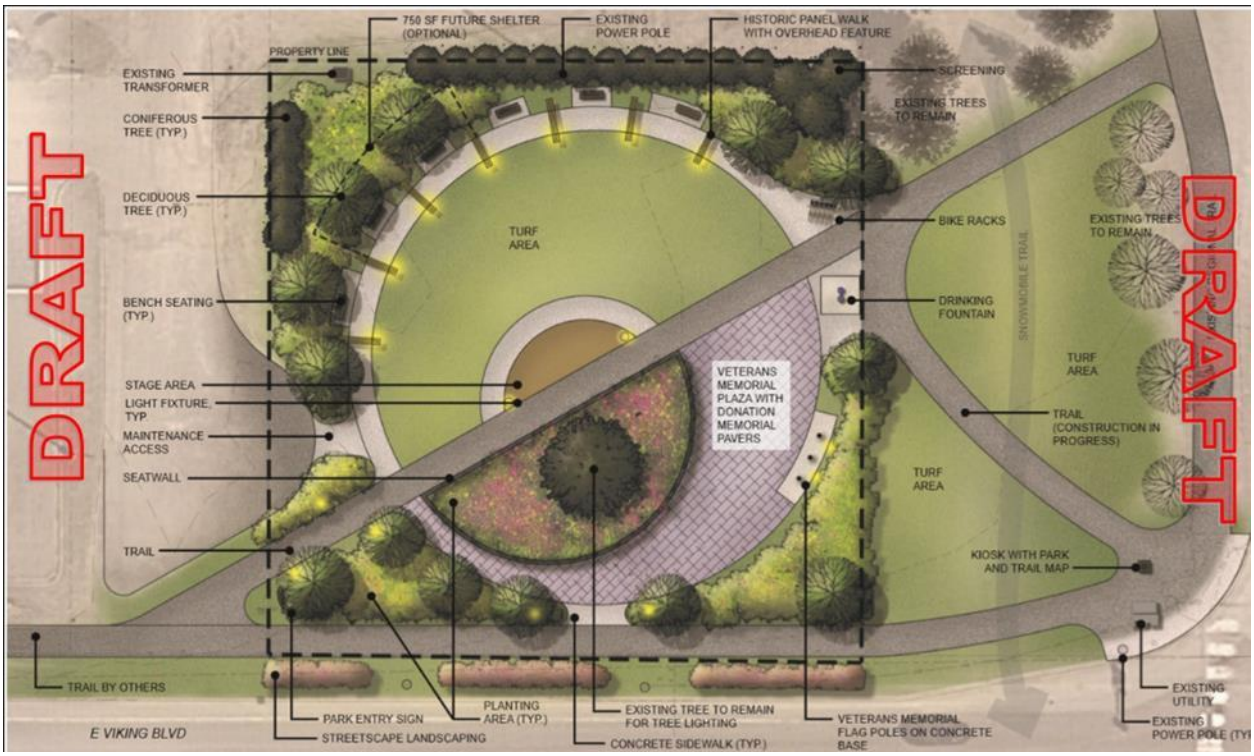


Figure 18: Future Park Program

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 and Design Guidelines

The 2022 Park Plan update will include a park classification system and design guidelines. This will update information in the 2017 Park Plan and the City's 2009 Comprehensive Plan.

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. 11)

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 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.

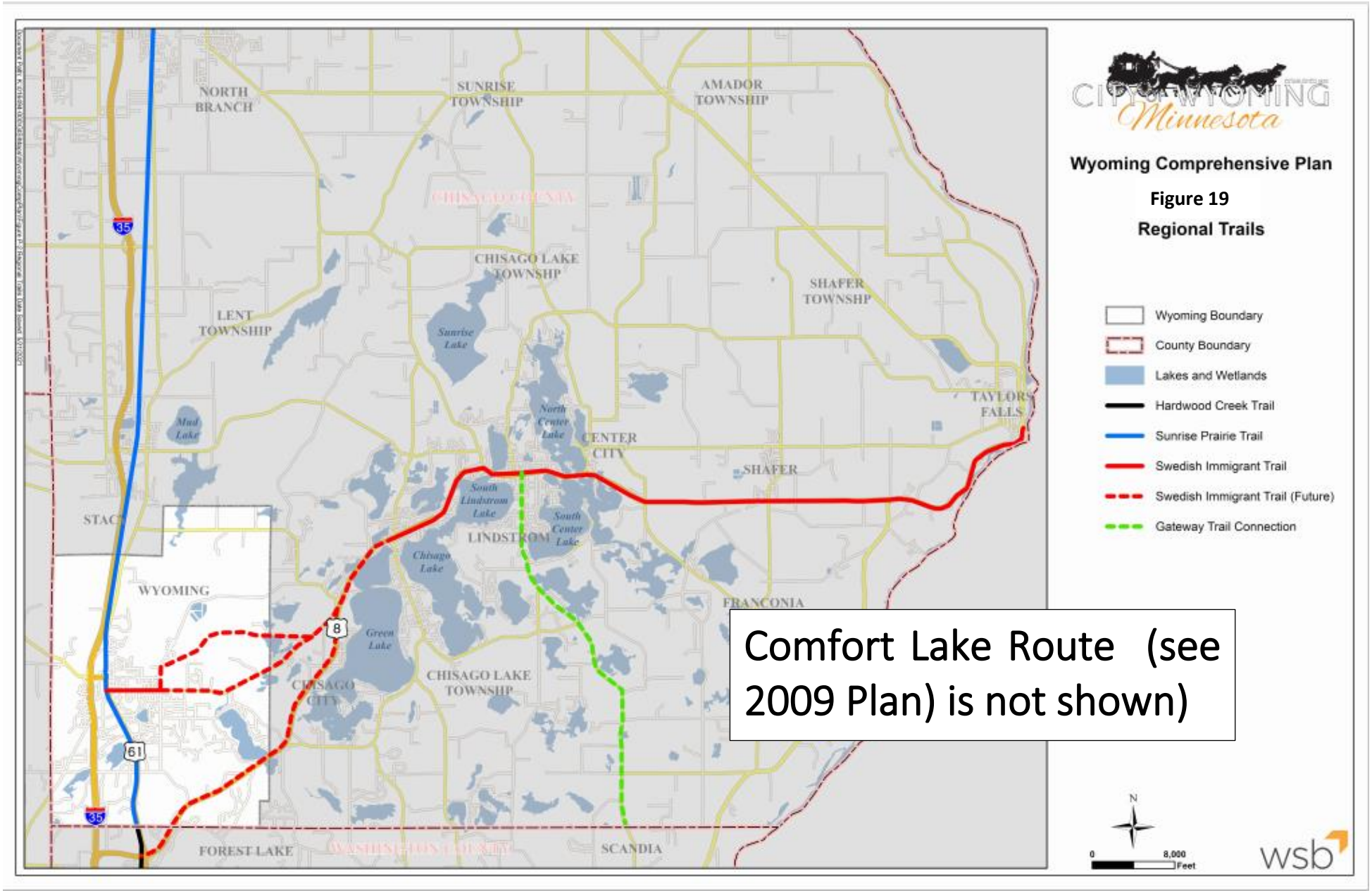
Two potential alignments of the Swedish Immigrant Trail have been identified in Wyoming (see Figure 17). Alternative 1 would follow former railroad right-of-way that served as the transportation spine of the Wyoming to Taylors Falls corridor. Many segments of that railroad corridor have been turned back 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 first 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.


NORTH BRANCH
SUNRISE TOWNSHIP
AMADOR TOWNSHIP
CHISAGO LAKE TOWNSHP
SHAFER TOWNSHP
LENT TOWNSHIP
Sunrise Lake
Mud Lake
North Center Lake
CENTER CITY
TAYLORS FALLS
SHAFER
South Lindstrom Lake
South Center Lake
LINDSTROM
Chisago Lake
WYOMING
FRANCONIA
Green Lake
CHISAGO CITY
CHISAGO LAKE TOWNSHIP
FOREST LAKE
SCANDIA
35
8
61
Wyoming Comprehensive Plan
Figure 19
Regional Trails
Wyoming Boundary
County Boundary
Lakes and Wetlands
Hardwood Creek Trail
Sunrise Prairie Trail
Swedish Immigrant Trail
Swedish Immigrant Trail (Future)
Gateway Trail Connection
Comfort Lake Route (see 2009 Plan) is not shown)
N
0
8,000
Feet
wsb

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

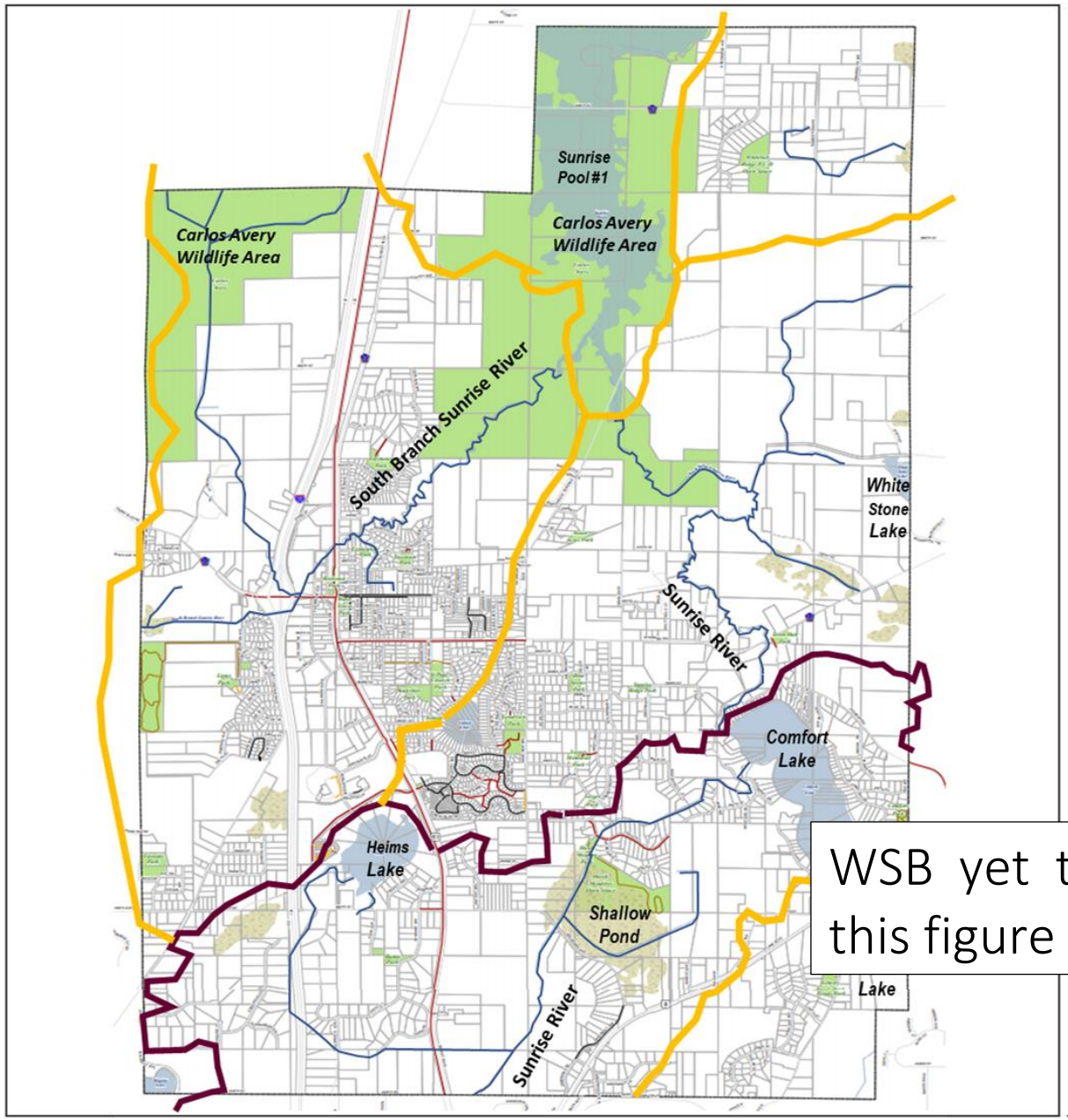
The City will continue to protect wetlands through the regulations of the Chisago County Department of Environmental Services and the Comfort Lake - Forest Lake Watershed District (CLFLWD). The Watershed District has regulatory responsibility over the southern third of Wyoming (see Figure 20). In its 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. 12). 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.



Wyoming Comprehensive Plan

Figure 20

Watersheds

Major Waterways

Watershed Boundary

Subwatershed Boundary

Major Waterbodies

WSB yet to create this figure

- ***Natural Environment Lakes:*** Higgins, Sam, Swamp, Sunrise Pools
- ***Recreational Development Lakes*:** White Stone and Heims.
- ***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. This district will be based on the mapping of the Federal Emergency Management Administration (FEMA).

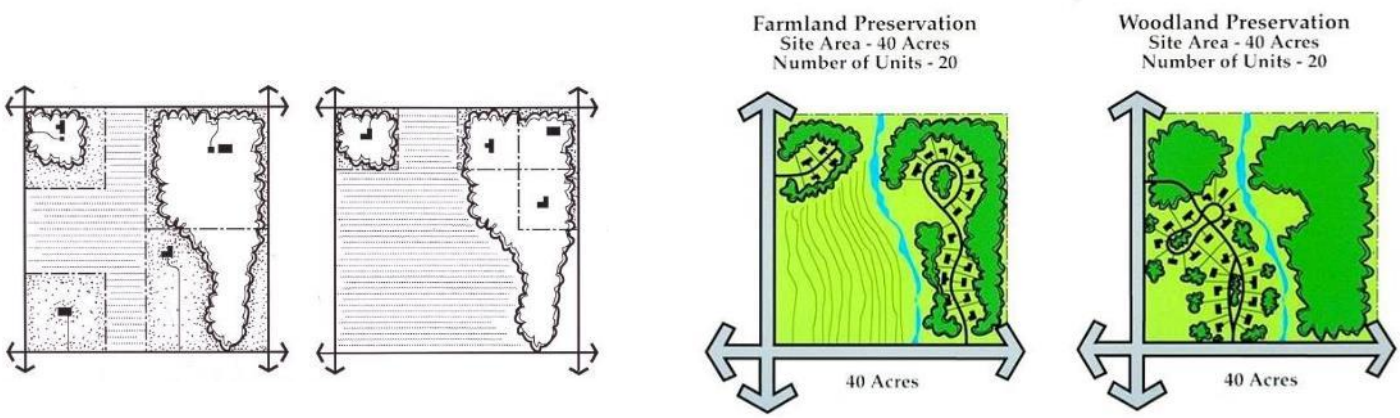
Significant Woodlands Protection

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

The City will strive to 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. This includes 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 (Ref. 12) 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.

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 Cities

In October 2017, the City Council voted to join the GreenStep Cities initiative. GreenStep Cities is a voluntary challenge, assistance and recognition program to help cities achieve their sustainability and quality-of-life goals. 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. 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 voluntary actions. These voluntary actions are tailored to all Minnesota cities, focus on cost savings and energy use reduction, and encourage civic innovation.

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 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. 13).

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 focused 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 East 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. 14).

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.

Plan Implementation

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 general 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.

- **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.

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.

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. 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:

- 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 Parties	Target Completion Date
1	Land Use	Utilize Land Efficiently	1.1 Prepare a Small Area Plan for the northwest of the intersection of I35 and East Viking Boulevard	Staff, Consultants, Developers	2023
			1.2 Prepare a cost of community services study	Consultants	Future
			1.3 Map undeveloped parcels within service area and growth areas.	Engineer/GIS	2022
			1.4 Address inconsistencies between zoning and Land Use Plan	Planning Commission	2022
			1.5 Rezone vacant properties to match Comprehensive Plan	Planning Commission	2022
			1.6 Address non-conforming issues related to the Comprehensive Plan and current zoning	Planning Commission	2022
2	Transportation Plan	Integrate Transportation Systems	2.1 Create a bicycle and Pedestrian Plan as part of new Park Master Plan	Consultant	2022
			2.2 Encourage a Transportation Investments for Pedestrians, Bicyclist, and Motor Vehicles	City Council	Annually
			2.3 Connect Neighborhoods; develop plans for connecting dead-end roadways.	Staff, Consultants	2023
			2.4 Prepare feasibility study of future Innsbrook Avenue, from East Viking Boulevard to 269th Street/ Wyoming Trails, including location of future regional municipal utilities.	Consultants, County, Staff	2022
			2.5 Prepare a feasibility study to develop intersection improvements for Kettle River Boulevard and East Viking Boulevard to facilitate development	Consultants, MnDOT, County, Staff	2022
			2.6 Update the Official Map	Engineer	Annually
			2.7 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	Engineer, Consultants	2025
			3.2 Consider adoption of an Adequate Facilities ordinance	Staff, Planning Commission	Future
			3.3 Prepare a cost of community services study	See Task 1.3	
			3.4 Update the Official Map	See Task 2.6	
4	Housing	Diversify housing	4.1 Review and update residential zoning to promote greater density where appropriate, and variation in lot sizes.	Planning Commission	2022 -2023
			4.2 Review ordinances to provide for greater multi-family opportunities and senior house near amenities	Planning Commission	2022-2023
			4.3 Consider zoning amendments to encourage more starter homes and life cycle housing	Planning Commission	2023
5	Parks, Trails and Recreation	Enhance recreation opportunities	5.1 Review and update the Parks Improvement Plan and park program	Consultant	2022
			5.2 Study the feasibility of water-based park/access facility (Comfort Lake or Heims Lake) - swimming, fishing, passive use, splash pad	Consultant	2023
			5.3 Consider and encourage regional collaboration for trail extensions - Swedish Immigrant Trail, Comfort Lake Route, Kettle River Boulevard.	City Council, County	2025-2030
			5.4 Improve neighborhood connections	See Task 2.4 and Task 5.1	
6	Natural Environment and Sustainability	Protect the natural environment	6.1 Update 2011 Surface Water Management Plan	Consultant	2024
			6.2 Review and reduce parking requirements and enhance shared parking to increase pervious surfaces.	Planning Commission, staff	2023
			6.3 Complete tree inventory and assess forest quality and effectiveness of woodland protection ordinance	Consultant, Planning Commission	2024

7	Economic Development	1. Pursue a thriving economy	7.1.1 Update the 2017 EDA Strategic Plan	City EDA, County	2027
			7.1.2 Engage a public funding specialist to assist with the pursuit of grants and loans.	Administrator	On-going
			7.1.3 Establish a business advisory group that meets quarterly.	Administrator	On-going
			7.1.4 Review and update the business subsidy policies	Administrator	2022
			7.1.5 Prepare a cost of community services study	See Task 1.3	
			7.1.6 Kettle River Industrial park - develop incentives to shift outside storage intensive business to Kettle River Boulevard and 280th Street	Staff, Consultant	2030
			7.1.7 Prepare a feasibility study to develop intersection improvements for Kettle River Boulevard and Viking Boulevard to facilitate development	See Task 2.5	
		2. Strengthen the Downtown Core	7.2.1 Prepare Small Area Plan for the Downtown Core	Consultant	2023
			7.2.2 Consider a shared parking ordinance and shifting store fronts towards the curb with street parking and parking lots behind	Planning Commission	2023
			7.2.3 Review appropriate building setbacks in Downtown Core	Planning Commission	2023
			7.2.4 Consider Surface Water Management rules that allow for greater impervious coverage while providing equitable treatment or cash in lieu of treatment	Planning Commission, Council	2023
			7.2.5 Encourage a Transportation Investments for Pedestrians, Bicyclist, and Motor Vehicles	See Task 2.3	
			7.2.7 Prepare a land assembly study incorporating the Bingham property, Railroad Park and Lakes Gas, etc.	Staff, Consultants, EDA, County	On-going
			7.2.8 Explore a facade Improvement Program and financial assistance for businesses facing Highway 61, East Viking Boulevard and CSAH 30	Staff, Consultants, EDA, County	On-going
			7.7.9 Prepare a land assembly study incorporating the area south of East Viking Boulevard and east of highway 61	Staff, Consultants, EDA, County	On-going

Other Implementation Items:

1. Develop and Complete Official Zoning Map, showing sanitary sewer extensions
2. Develop future water well field and well head protection plan.
3. See 2022 Planning Commission Goals

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. City of Wyoming Comprehensive Plan, 2009.
6. Chisago County Housing Study, Maxfield, 2018.
7. Demographics for City – Need Source.
8. Chisago County Transportation Plan (xxxx).
9. City of Wyoming Comprehensive Sewer Plan, 2010.
10. City of Wyoming Parks, Open Space and Trail System Plan (xxxx).
11. Chisago County Swedish Immigrant Trail Plan (2015).
12. City of Wyoming Surface Water Management Plan, WSB and Associates, August 23, 2011.
13. Cost of Services Study, SEH Inc.
14. Land Assembly, Camion Associates.

April 6, 2022

Hi -

As we have been talking about over the last month or so, my last meeting will be April 12th. Please take this as my official resignation as we will no longer be living in MN as of April 22nd.

It's been a pleasure serving on the multiple boards I have been on since 1991 when we first moved into Wyoming. Maybe I will find a board to serve on in The Villages Florida.

Thanks,

Kevin Teel