AGENDA
PLANNING COMMISSION
CITY OF WYOMING, MINNESOTA
DECEMBER 13, 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. Items requiring Planning Commission action may be deferred to staff for research and future Planning Commission Agendas if appropriate. You will be limited to two (2) minutes and we ask that you conduct yourself in a professional, courteous manner, and refrain from the use of profanity. Failure to abide by this policy may result in the loss of your privilege to speak.

APPROVAL OF MINUTES:

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

SCHEDULED PUBLIC HEARINGS:

2. Preliminary Plat: D-22-016 Katie's Glen
Conditional Use Permit C-22-003 for a Planned Unit Development
Location: Goodview Avenue between 255th & 258th Streets
Applicant: Pobuda Enterprises
Property ID Number: 21.10140.00

NEW BUSINESS:

OLD BUSINESS:

3. City of Wyoming Comprehensive Plan Update
Location: The City of Wyoming, MN
Applicant: The City of Wyoming, MN

COMMUNICATIONS:

UPDATES:
Rosenbauer Temporary Structure; Impervious Variance and Site Plan Review were approved per the Planning Commission's recommendations.

ADJOURN

UPCOMING:
Application to Rezone Parcels 21.10605.00 & 21.10542.10 from R-1 to OHC

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

CALL TO ORDER:
Planning Commission Vice-Chair West called the Regular Meeting of the Wyoming Planning Commission for November 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: Michael Naumann, Katie West, and Dan Iverson

ABSENT: Commissioners Mark Lobermeier and Roger Carr

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 November 8, 2022**

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

   Voting Aye: *West, Naumann, and Iverson*
   Voting Nay: *None*
   Abstain: *None*
   Absent: *Carr and Lobermeier*

SCHEDULED PUBLIC HEARINGS:

2. **Variance: V-22-002; for Impervious Area and Architectural Standards; Site Plan Review: SP-21-004 – Rosenbauer Minnesota, LLC; Accessory Structure Location: 5201 260th Street, Applicant: Emily Nepp, ISG for owner Rosenbauer Minnesota, LLC, Property ID Number: 21.000468.32**

Zoning Administrator Weck gave a brief presentation regarding the variance requests for Rosenbauer Minnesota, LLC. He reviewed the current zoning, Comprehensive plan guidance in the area, and the site plan including plans for removal of some existing pavement. He explained that the applicant had put up a frame for a membrane structure, but were given a 'stop work' order from the City. He stated that they are asking for a variance for a fabric membrane structure

because ‘fabric’ is not listed as one of the City’s architectural materials. He reviewed the grading and stormwater plans and noted that they are planning to expand the basin, but there will be no wetland or floodplain impacts. He stated that the prior variance for impervious surface was approved in 2009, but it was not finished. Staff is recommending approval of the impervious surface variance, denial of the exterior building materials variance, and approval of the site plan, with the conditions as noted in the staff report.

John Jackson, Production Manager, Rosenbauer Minnesota, LLC, stated that for them, the shelter is a huge factor in them being able to reduce their materials cost. He stated that many times their raw materials stored on site get damaged and gave an overview of how it will help protect the materials from the exterior elements. He stated that use of the tent will probably save them about 25% in materials costs and he is trying to reduce waste for the company. He asked if there was a way that the City could allow its use at least through the winter months. He gave a general overview of their plans to beautify the site and noted that he was not sure why the previous work that had been approved was not completed. .

Reese Sudtelgte, ISG Engineering, stated that his firm was hired to review the stormwater and impervious surfaces for the entire site. He stated that their plans are to bring the site up to current standards and noted that it will act as an infiltration basin and will not be much of an outlet. He stated that they believe their plans will reduce the overall rate and should bring things back into compliance.

Vice-Chair West asked about the fabric storage and what some other options may be for the applicant.

Mr. Jackson explained that as of right now, they are storing the material on one of their production floors. He stated that if they are able to get that material outside into the tent structure they will be able to move more trucks in and keep their staff engaged. He explained that with this space being used for the materials, they are limited to only being able to have three trucks in the production space.

Vice-Chair West asked if the City had any kind of temporary approval process, such as a time frame of six months that could be included in the variance.

Zoning Administrator Weck stated that variances run with the property and not with a specific building/structure, or the user of the structure. He stated that both the building and fire code define a temporary building as being there for no more than 180 days out of a year.

Mr. Jackson explained that they are trying to work with Hallberg to try to get one of their buildings for space for storage, but noted that he was not sure how the timing would work for that option. He reiterated that if they could have access to using the tent structure through the winter months it would be greatly appreciated.

Commissioner Iverson asked if 180 days would be enough time for them to use this tent structure.

Mr. Jackson stated that it would be more than enough time.

Commissioner Iverson asked how enforcement of the 180 days worked, for example, if it was still there after 181 days.

Zoning Administrator Weck explained that the City could require a surety in order to bond some cash escrow. He explained that staff was still recommending denial of the variance request related to the building materials because that would run with the land, but suggested that they could add a condition to the approval that allows for use of a temporary structure for 180 days, with a surety.

Commissioner Naumann asked if this temporary structure was just something that would be

needed one time or if it would be ongoing.

Mr. Jackson clarified that it was a one-time need and explained that he started with the company in June is trying to make some changes to their production style. He reiterated that he is hopeful that they will be able to use one of Hallberg's buildings in the future to hold their raw materials.

Vice-Chair West opened the public hearing for comment at 7:15 p.m. There being no one present; she closed the public hearing.

MOTION BY COMMISSIONER WEST, SECONDED BY COMMISSIONER NAUMANN, TO RECOMMEND APPROVAL FOR THE VARIANCE REQUEST FOR THE IMPERVIOUS SURFACE AREA, VARIANCE: V-22-002; FOR ROSENBAUER MINNESOTA, LLC; ACCESSORY STRUCTURE LOCATION: 5201 260TH STREET, APPLICANT: EMILY NEPP, ISG FOR OWNER ROSENBAUER MINNESOTA, LLC, PROPERTY ID NUMBER: 21.000468.32, SUBJECTS TO THE CONDITIONS LISTED IN THE STAFF REPORT.

Voting Aye:	*West, Naumann, and Iverson*
Voting Nay:	*None*
Abstain:	*None*
Absent:	*Carr and Lobermeier*

MOTION BY COMMISSIONER WEST, SECONDED BY COMMISSIONER IVERSON, TO RECOMMEND DENIAL OF THE VARIANCE REQUEST RELATED TO ARCHITECTURAL STANDARDS FOR ROSENBAUER MINNESOTA, LLC; ACCESSORY STRUCTURE LOCATION: 5201 260TH STREET, APPLICANT: EMILY NEPP, ISG FOR OWNER ROSENBAUER MINNESOTA, LLC, PROPERTY ID NUMBER: 21.000468.32.

Voting Aye:	*West, Naumann, and Iverson*
Voting Nay:	*None*
Abstain:	*None*
Absent:	*Carr and Lobermeier*

MOTION BY COMMISSIONER WEST SECONDED BY COMMISSIONER NAUMANN, TO RECOMMEND APPROVAL OF SITE PLAN REVIEW: SP-21-004 – ROSENBAUER MINNESOTA, LLC; ACCESSORY STRUCTURE LOCATION: 5201 260TH STREET, APPLICANT: EMILY NEPP, ISG FOR OWNER ROSENBAUER MINNESOTA, LLC, PROPERTY ID NUMBER: 21.000468.32, SUBJECT TO THE CONDITIONS LISTED IN THE STAFF REPORT WITH A CONDITION ADDED THAT THE PROPOSED FABRIC TEMPORARY STORAGE STRUCTURE BE PERMITTED TO REMAIN UNTIL NO LATER THAN JUNE 4, 2023 (180 DAYS) PROVIDED THAT THE APPLICANT PROVIDES A SURETY IN THE AMOUNT OF $____ (*TO BE DETERMINED BY CITY STAFF*) TO ENSURE ITS REMOVAL.

Zoning Administrator Weck noted that these items will go before the City Council on December 6, 2022 for final action.

NEW BUSINESS: NONE

OLD BUSINESS: NONE

COMMUNICATIONS: NONE

UPDATES: NONE

Zoning Administrator Weck noted that at the December 13, 2022 Planning Commission meeting, they will discuss Katie's Glen a C.U.P. for a Planned Unit Development and Preliminary Plat along with the Comprehensive Plan update.

A MOTION WAS MADE BY COMMISSIONER NAUMANN, SECONDED BY COMMISSIONER IVERSON, TO ADJOURN THE NOVEMBER 22, 2022 "REGULAR MEETING" OF THE WYOMING, MINNESOTA PLANNING COMMISSION AT 7:17 PM.

Voting Aye:	*West, Naumann, and Iverson*
Voting Nay:	*None*
Abstain:	*None*
Absent:	*Carr and Lobermeier*

CITY OF WYOMING
PLANNING AND ZONING

TO:	**Planning Commission**
DATE:	**12/7/2022**
FROM:	**Kim Lindquist, City Planner** **Fred Weck, Zoning Administrator**
RE:	**Preliminary Plat, Conditional Use Permit, and PUD Master Plan Review**
APPLICANT:	**Pobuda Enterprises, LLC.**
PROPERTY:	**R.21.00140.00**
FILE NO.:	**D-22-016, C-22-003**

OVERVIEW

Pobuda Enterprises, LLC. ("Applicant") has requested a review of a Preliminary Plat and conditional use permit to subdivide an 18.25-acre parcel off Goodview Avenue. The proposal would, if approved, include 39 single-family residential housing units. Currently, the parcel is vacant and contains both a wetland and wooded area. Surrounding the parcel, are similarly zoned R3- Single Family Residential Lots to the west, and R1- Rural Residential Lots to the north, south, and east. Based upon the existing zoning map, the site is a pocket of urbanized residential in the midst of rural residential located on the east side of Goodview Avenue.

The request includes lots that are less than the ordinance minimum standards for the R-3 District. Because of this deviation, the applicant is applying for a conditional use permit that would allow the parcel to be zoned under the Planned Unit Development Overlay (PUD) – thus creating greater lot dimensional flexibility. This flexibility is also needed for some of the proposed parcels due to nonconforming lot width and lot depth. Currently, the site is zoned as R3 – Single Family Residential. Of the 18.25 acres of total land, 2.18 acres will be streets and access, 5.93 acres is proposed to be outlot, and the remaining 10.14 acres will contain the 39 residential lots. The largest proposed lot would be over 23,000 square feet, and the smallest would be just under 9,000 square feet – with the lot size average of 11,330 square feet for the entire development. In addition, there is over one acre of wetland located on the property, in the northwest, northeast, southeast, and central portions of the site. The central wetland is proposed to be filled as part of future development. The applicant will need to meet all Wetland Conservation Act (WCA) rules.

Given the existing zoning and comprehensive guide plan, the project must meet the conditions of approval for a Conditional Use Permit to permit the PUD – Planned Unit Development Overlay, and applicable Subdivision and Wetland ordinance standards.

STAFF RECOMMENDATION

The requirements of Chapter 40, Article V, Division 6, "Conditional Use Permits", Section 40 – 112, as contained in the City of Wyoming Ordinance has been complied with. Staff is recommending approval of a Conditional Use Permit to allow establishment of a Planned Unit Development based upon the findings of fact related to use of the PUD Overlay and conditions for granting of a Conditional Use Permit.

The requirements of Article III, Division 2 and Article III, Division 3, "The Preliminary Plat", as contained in the City of Wyoming Subdivision Ordinance has been complied with. Accordingly, staff recommends approval of the Preliminary Plat subject to the following conditions:

1. The Conditional Use Permit granting the proposal the Planned Unit Development Overlay designation be approved.
2. All required local, state and/or federal permitting must be obtained.
3. Compliance with all Engineering Comments provided on the marked-up Plat drawings.
4. The applicant shall revise the landscape plan to include an additional 18 overstory and 36 understory trees in accordance with Sec. 40 – 555 for staff review and approval prior to issuance of grading permit.
5. An NPDES permit will be required and compliance with all NPDES permit requirements will need to be confirmed. A SWPPP will be required consistent with NPDES permit requirements.
6. MPCA Sanitary Sewer and Minnesota Department of Health Watermain Extension Permits is required.
7. The applicant meet the park dedication requirements by providing $70,200 in lieu of land dedication.
8. An access permit must be acquired from Chisago County and construction consistent with permit standards.
9. A sign plan be submitted illustrating the planned signage for the proposed roadway.
10. All appropriate permitting be obtained from the CLFLWD, including both a stormwater and erosion control permit.
11. All by-laws, Property Owner's Association Articles of Incorporation, and Protective Covenants must be approved by the City Attorney and filed with the record plat. These covenants must be adhered to and cannot be changed without the approval of the City Council.
12. The developer shall submit a surety in the form of a cash deposit or letter of credit guaranteeing to complete the work in substantial compliance with the approved street, utility, grading, and drainage plans. The surety must remain in place until the site work is completed and approved by the city. The City Engineer must approve the surety amount and the City Attorney must approve the terms if a letter of credit is used.
13. The developer enter into a Development Agreement, the terms and provision of which must be approved by the City Attorney, between the property owner, the developer, and the city, and must be executed prior to construction beginning on the improvements in the development.
14. The applicant shall apply for a Final Plat that substantially conforms to the Preliminary Plat per Sec. 32 – 51.

STAFF REVIEW

General Comprehensive Plan and Zoning Review

The subject property is zoned R3 – Single Family Residential and is guided as Lower-Density Suburban Neighborhood in the City of Wyoming's Comprehensive Plan. The zoning and surrounding uses are as follows:

North – R1 – Rural Residential I; low-density residential housing

South – R1 - Rural Residential I; low-density residential housing

East – R1- Rural Residential I; low-density residential housing

West – R3 - Single Family Residential; a general mix of low to medium density residential housing

Zoning District	**R-3 Single Family Residential**	**Proposed**
Lot Width	100 feet (115 on corner lots)	Ranging from 65 feet to 116 feet *38 of 39 lots are lower than the R-3 lot width standard.
Lot Depth	150 feet (not more than four times the width)	Ranging from 135 feet to 275 feet *13 of 39 lots are lower than the R-3 lot depth requirement.
Lot Size	15,000 sq. ft.	Ranging from 8,775 sq. ft. to 23,337 sq. ft. *32 of 39 lots are lower than the R-3 lot size standard.
Front Yard Setback	30 feet from road ROW or trail easement	Ranging from 25 feet to 35 feet (Concept Buildings) *36 of 39 illustrate concept building pads fail with a reduced front yard setbacks.
Side Yard Setback	10 feet (principal building) 3 feet (accessory building) 5 feet (driveways)	Ranging from 7 feet to 9 feet (Concept Buildings) *39 of 39 illustrate concept building pads with a reduced side yard setbacks.
Rear Yard Setback	35 feet (principal building) 3 feet (accessory building)	Ranging from 33 feet to 180 feet (Concept Buildings) *2 of 39 illustrate concept building pads with reduced rear yard setbacks.

Roads, Traffic, and Access

The proposed development extends Goodwin Lane, creating a new public road that intersects with Goodview Lane. This road is 50 feet in width along its entirety and 2.18 acres of the lot is dedicated for right-of-way. The street design for the proposed road must adhere to the standards in Sec. 32-85 of the Subdivision Ordinance. Included in the street design, shall be the location of the proposed cluster mailbox facility. In addition, a sign plan must be submitted with the final plat illustrating street signs for the proposed road. Future permitting will be required when constructing individual dwelling unit driveways. Detailed redline comments on the plans have been provided to the applicant.

Drainage/Natural Resource/Wetlands

The site is located within the Comfort Lake Forest Lake Watershed District, and CLFLWD stormwater and erosion control permits are required for the proposed development. CLFLWD also has specific wetland buffer standards that must be adhered to. The stormwater report does not currently note how the site is meeting CLFLWD requirements for volume control and water quality. Any future development will require an erosion control permit, as there will be land disturbance with wetland impacts and extensive grading, filling, and land alteration on the property. There is no floodplain in the area, so no floodplain permit is required. Because there will be an increase in impervious coverage, a stormwater plan is required. The stormwater plan that was supplied as part of this application illustrates a planned infiltration basin and pond located on the north side of the proposed development. These are proposed to meet stormwater management and open space requirements of the Subdivision Ordinance. Soil borings are required in order to confirm infiltration is feasible and in line with NPDES permit requirements.

Peak discharge rates on the site are shown to increase in the 2-, and 10-year storm events but shown to decrease in the 100-year storm events when looking at the site in aggregate. The site discharges west to 257th Street and north to an existing wetland, and the site is increasing rates to both discharge events in multiple modeled storm events. The applicant shall modify the design to meet discharge rate requirements at each discharge point or shall include downstream storm sewer and ponding areas to confirm the increase proposed does not have a negative impact on downstream properties.

An outlet for the wetland in the southeast corner of the property is recommended to be constructed as part of the development as that wetland will become landlocked after development if an outlet is not included.

Any future development that may alter or drain the one plus acres of wetland located on the property will require additional permitting and authorization. In addition, no structure shall be erected, reconstructed, altered, or moved nearer than twenty (20) feet from any of the wetland on the property. Referencing the preliminary plat, the majority of the wetland area will be located in Outlot A. Also, with future excavation or disturbance, a NPDES permit will be required.

Grading

Provided plans illustrate the proposed grading that will be conducted to provide appropriate building pads and infrastructure for the 39-unit project. There are four wetlands on site – one in the northwest, one in the northeast, one in the southeast, and one in the center that is proposed to be filled as part of development. The topography is lower in the wetland areas, particularly in the proposed Outlot A where grades are in the 892' to 910' range. The proposed building pads

are expected to be in the 913' to 917' range, depending on the location. Care must be taken to provide appropriate drainage for individual lots and ensure easements and overflows are provided.

Landscaping and Woodland Preservation

The applicant has submitted a landscaping plan that outlines existing trees and shrubs, as well as proposed landscaping features. In general, all subdivisions and Planned Unit Developments must contain a minimum of one (1) overstory tree and two (2) understory trees per 1/10 acre of land (exclusive of classified wetlands). This parcel consists of 18.25 total acres and 1.15 acres of wetland space; .81 acres in the northwest, .22 acres in the center of the lot, .04 acres in the northeast, and .08 acres in the southeast. Therefore, the applicant must provide landscaping for the 17.1 acres of non-wetland space. The standards for this space require 171 overstory trees and 342 understory trees to be planted. As proposed, 113 existing overstory trees will remain on the property, meaning that only 58 overstory trees will need to be provided. According to the landscaping plans, the proposed development will include 40 overstory trees and 306 understory trees. Both of these numbers are lower than the required amount and must be addressed prior to recording of the final plat – requiring the addition of 18 overstory trees and 36 understory trees. Also, some of the proposed trees in the landscaping plan appear to be located with the right-of-way, which must be corrected.

In relation to woodland preservation, the applicant has submitted a woodland preservation plan that outlines proposed tree removal and replacement. There are 637 trees located on the parcel and planned to be removed, which are exempted due to proposed development. Outside of the trees that are exempt from replacement, there are an additional thirty-six total trees being removed that must be replaced. The proposed plan illustrates that these replacement requirements have been met. Specifically, sixty-six deciduous trees that are not less than two and one-half caliper inches will replace the thirty-three deciduous trees that are 6 to 20 inches in diameter that will be removed; and twelve deciduous trees that are not less than two and one-half caliper inches will replace the three removed deciduous trees that are greater than 21 inches in diameter – both rates are consistent with the preservation standards in Sec. 40-556.

The proposed landscaping plan will also have to adhere to CLFLWD wetland buffer requirements.

On another note, both proposed retaining walls that abut the wetland areas in the northwest and northeast appear to exceed four (4) feet in height, meaning that a building permit will be required.

Utilities

The site is within the municipal urban service area and city water and sanitary sewer infrastructure will be extended to serve the development from Goodview Avenue. The site will be served City water by extending an 8-inch watermain through the development to the north end. Similarly, the site proposes a sanitary sewer main that extends through the development to the north. Staff is working with the applicant to resolve any minor utility comments identified with the preliminary plat submittal. Detailed redline comments on the plans have been provided to the applicant.

In addition, the Wyoming Fire Department has reviewed the plans and approved the locations of fire hydrants within the development and along 257th Street. They also requested an additional hydrant within the open area north of Lot 1 of Block 1.

Park Dedication

Article IV of the Subdivision Ordinance sets forth the park dedication requirements. The policy for minor subdivisions is that when three or fewer lots are being created that the minimum park and trail fees will be collected without the need for the Joint Park Planning Board to meet unless the development is in an area where the City is looking to acquire park land. This policy was reaffirmed at a Joint Park Planning Board held on October 28, 2014.

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 ($70,200.00 total for 39 lots) will be their recommendation to the City Council.

CONDITIONAL USE PERMIT STANDARDS

Chapter 40, Article V, Division 6, Conditional Use Permits, Section 40 – 112, sets forth the general standards that shall be met in order to grant a CUP. Granting of a Conditional Use Permit is required with approval of the Planned Unit Development Overlay. These standards are as follows:

1. The use is in conformity with the Comprehensive Plan and development policies of the City.

   The planned development is in conformity with its Comprehensive Plan designation of lower-density suburban neighborhood. Specifically, the average lot size of just over 11,000 sq. ft. aligns with the desired standard of the designation – providing a slightly denser, but altogether low-density housing option for the City. This standard has been met.

2. The use will not create an excessive demand on existing parks, schools, streets and other public facilities and utilities which serve or are proposed to serve the area.

   This use will not create an excessive demand on existing parks, schools, streets and other public facilities and utilities. This standard has been met.

3. The use will be sufficiently compatible or separated by distance or screening from adjacent development or land so that existing development will not be depreciated in value and there will be no deterrence to development of vacant land.

   The provided landscaping plan illustrates an appropriate level of screening and distance from adjacent development so that it will not depreciate adjacent land value. This standard has been met.

4. The structure and site will have an appearance that will not have an adverse effect upon adjacent properties.

   The planned development appearance will not have an adverse effect upon adjacent properties. This standard has been met.

5. The use in the opinion of the City is reasonably related to the overall needs of the City and to the existing land use.

   The use will provide new housing opportunities in the City of Wyoming and is generally consistent with the zoning for this site. This standard has been met.

6. The use will be consistent with the purpose of this and other City Ordinances.

   This standard has been met.

7. The use will be located, designed, maintained, and operated to be compatible with the existing or intended character of the zoning district in which it is to be located.

   The planned development will be designed and operated in a way that is compatible with the R-3 Single Family Residential District it is located in. In addition, the applied for PUD will provide greater flexibility for lot dimensional standards. This standard has been met.

8. The use will generate only minimal vehicular traffic on local streets and shall not create traffic hazards or unsafe access or parking needs.

   This standard has been met.

9. Existing businesses nearby will not be adversely affected because of the curtailment of customer trade brought about by intrusion of noise, glare, or general unsightliness.

   This standard has been met.

10. The establishment or maintenance of the use shall not be detrimental to the public, health, safety, or general welfare.

    This standard has been met.

11. The use will not be hazardous, detrimental, or disturbing to present and potential surrounding land use due to water pollution, odor, fumes, general unsightliness, or other nuisances.

    This standard has been met.

12. The use will preserve and incorporate the site's important natural and scenic features into the development design.

    This standard has been met.

13. The use will cause minimal adverse environmental effects.

    With the proposed erosion control and stormwater management practices, the development will likely cause minimal adverse environmental effects. This standard has been met.

APPLICABLE ZONING ORDINANCE PLANNED UNIT DEVELOPMENT STANDARDS.

Section 40-364 defines the required standards and considerations the city will review when an application is requesting a PUD. The following criteria should be considered:

(1) Location of the buildings, compatibility, parking areas and other features with respect to the topography of the area and existing natural features such as streams and large trees;
(2) Efficiency, adequacy and safety of the proposed layout of internal streets and driveways;
(3) Adequacy and location of green areas;
(4) Adequacy, location and screening of parking areas; and
(5) Such other matters as may be found to have a material bearing upon the stated standards and objectives of the comprehensive land use plan.

These standards have generally been met

Section 40-367 General Regulations.

(1) All other development regulations of the appropriate Zoning District not specified in this Division or specified as a condition to the Conditional Use Permit shall apply to a Planned Unit Development.
(2) The application for a Conditional Use Permit shall state precisely the reasons for requesting the consideration of the property for Planned Unit Development
(3) Each living unit must have at least nine hundred sixty (960) square feet of floor area excluding the basement.
(4) Each living unit must have a garage with minimum area of three hundred twenty (320) square feet.
(5) The land which is to be set aside as open or common area shall be clearly indicated on the plan. Provisions for recreational area and for continual maintenance of that area not dedicated and accepted by the City shall be required.
(6) No conveyance of property within the Planned Unit Development shall take place until the property is platted in conformance with the provisions of this Division and applicable to the City Subdivision Ordinance.
(7) The uses in the PUD shall be those uses allowed for in the Zoning District in which the PUD is located.
(8) There is to be provided within the tract, or immediately adjacent thereto, parking spaces in private garages or off-street parking areas in accordance with the requirement of Article VII, Division 23.

These standards have generally been met.

Section 40-368 Site Design

(1) The number of principal use structures which may be constructed within the PUD shall be determined by dividing the net buildable acreage of the project area by the required lot area per unit which is required in the district in which the Planned Unit Development is located. The net buildable acreage shall be defined as the project area less the land area dedicated for public streets, and land which is not deemed as buildable by this Ordinance. The project area includes all the land within the Planned Unit Development which is allocated for residential and for common open space as required by this Division. Land to be dedicated for public streets is to be excluded from the project area.
(2) The common open space, any other common properties, individual properties, and all other elements of the Planned Unit Development shall be so planned that they will achieve a unified scheme of integrated planning and a harmonious selection and efficient distribution of uses.
(3) The proposed PUD shall be of such size, composition, and arrangement that its construction, marketing, and operation is feasible as a complete unit, without dependence on any subsequent unit or development.
(4) All PUD's shall be served by public sewer and water.
(5) Planned unit development (PUD) dwelling units should have a character and scale that relate to the heritage of the city, similar to design standards for the residential districts.

(6) Vegetated buffers of native trees, shrubs and understory shall be planted in buffer zones of sufficient area from edge of the PUD so as to provide residential privacy and minimize views of house lots from exterior road and abutting properties.

These standards are generally met apart from #5, as the proposal does not include specific unit plans. The conditions can all be met.

PRELIMINARY PLAT REVIEW STANDARDS

In accordance with Sec. 32 – 42, the following criteria shall be considered during the Plat review application process:

(a) Consistency with the design standards and other requirement of this ordinance.

This criterion can be met if the conditional use permit is approved for the proposed subdivision granting it the PUD overlay designation. The added flexibility will allow deviations from the R-3 standards as depicted in the proposal.

(b) Consistency with the City's Comprehensive Plan, Stormwater Management Plan, and any other development plans officially adopted by the City.

The proposed subdivision aligns with the guidance of the City's Comprehensive Plan for lower-density suburban neighborhood housing.

(c) The physical characteristics of the site, including but not limited to topography, erosion, flooding potential, development, and major vegetation.

Considering the wetland area located on the property, there is still adequate space for the planned subdivision and development if the Conditional Use Permit is approved, granting increased lot size and lot width flexibility.

(d) The proposed development's fiscal impact and environmental impact.

As proposed, the subdivision should not have a negative fiscal or environmental impact.

(e) Whether the proposed subdivision is in conflict with applicable general and specific plans (e.g. growth management system goals and policies, capital improvement programs, ordinances).

The proposed subdivision is not in conflict with any relevant plans or ordinances.

(f) Whether the design or improvement of the proposed subdivision is in conflict with applicable development plans.

The proposed subdivision is not in conflict with any applicable development plans.

(g) That the site is physically suitable for the proposed density of the development.

If the Conditional Use Permit is approved, granting PUD designation, the site would be physically suitable for the proposed density of the development. This standard can be met.

(h) Whether the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage.

No development is intended to occur within the wetland area on the northwest, northeast, or southeast section of the property. The wetland located towards the center of the

property is proposed to be filled in. A stormwater pond and infiltration basin will be constructed in the center of the subdivision to treat the new impervious surface that would come with residential development and road construction. Woodland protection standards are being met as proposed. There should be no substantial environmental damage.

(i) Whether the design of the subdivision or the type of improvements are likely to cause serious public health problems.

The proposal will not cause any serious public health problems.

(j) Whether the design of the subdivision or the type of improvements will conflict with easements of record or of easements established by judgment of a court.

There are no known easements that would conflict with the design of the subdivision.

Next Steps

The City Council will review the Planning Commission's Preliminary Plat Conditional Use Permit, and PUD rezoning overlay recommendations at the next regularly scheduled meeting. Final platting will also be needed to allow creation of individual lots for building.

City Of Wyoming
26885 Forest Blvd, PO Box 188
Wyoming, MN 55092
Phone (651) 462-4947
permits@wyomingmn.org

SUBDIVISION APPLICATION: PRELIMINARY PLAT

A preliminary plat application is filed after the Planning Commission has reviewed the sketch plan application for the proposed subdivision. The application is reviewed by the Plat Review Committee and then forwarded on to the Planning Commission for a public hearing. After the public hearing the application is considered by the City Council.

Applicant(s): Name(s) POBUDA ENTERPRISES, LLC
Address 2221 108th Lane NE
City Blaine State MN Zip 55449
Phone Number 612-209-8220 Email brentp@villagefloor.com

Owner(s) - If other than Applicant(s):
Name(s)
Address
City State Zip
Phone Number Email

Signature of owner(s) Date

Legal description of property: Please see sheet 2, existing conditions, of preliminary plans for legal description

Property Identification Number: R.21.00240.00

Present use of property: Vacant

Proposed use of property: Single family residential development

Present zoning of property: R-3

Total acreage of property: 18.25
Number of proposed lots: 39

Total acreage in wetlands or floodplain: 1.15
Acreage of proposed parkland dedication: —

- [x] 4 full size copies of the proposed preliminary plat
- [x] 1 electronic version legibly detailing all features
- [ ] A copy of proposed protective covenants, if applicable
- [ ] Septic site evaluation reports
- [x] Applications for any necessary variances, conditional use permits, or rezoning
- [x] 2 reduced copies (no larger than 11 X 17)
- [ ] Environmental Assessment Worksheet, if necessary
- [x] Grading, drainage and erosion control plans
- [ ] Wetlands delineation report
- [ ] Copies of permit application submittals to all agencies with jurisdiction over wetlands or water bodies and channels on the development site
- [ ] List of any special assessments

Applicant(s) Signature: Brent Pobuda Date 10/28/2022

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.

A public hearing can be scheduled only after a complete application has been received.

OFFICE USE ONLY

Application # D-22-016 Date Application Received 10/31/22

Date Complete Application Received 10/31/22 120 Days 2/28/23 By: Official

Fee: $450.00 + $70.00/Lot + Consultant Escrow = $ Date Paid 11/1/22 Check # Card

Consultant Escrow = $1,000 without improvements or $10,000 with improvements + $500.00/lot for 30+ lots

Revised 07/27/22

City Of Wyoming
26885 Forest Blvd, PO Box 188
Wyoming, MN 55092
Phone (651) 462-4947
permits@wyomingmn.org

LAND USE APPLICATION: CONDITIONAL & INTERIM USE PERMIT

A conditional use permit application requests a use permitted in a particular zoning district, but regulated and controlled through conditions placed upon it by the City Council after review by the Planning Commission.

Property Address: _____

Applicant(s): Name(s) ROBULDA ENTERPRISES, LLC

Address 2221 209th Lane NE

City Blaine State MN Zip 55449

Phone Number 612-209-6220 Email brentp@villagefloor.com

Owner(s) - If other than Applicant(s):

Name(s) _____

Address _____

City _____ State _____ Zip _____

Phone Number _____ Email _____

Owner(s) Signature(s) _____ Date _____

Legal description of property: Please see sheet 2, existing conditions, of preliminary plans.

Property Identification Number: R.21. 00140.00 Present Zoning: R-3

Present use of property: Vacant

Proposed use of property: Single family residential.

Is this an application for an Interim Use permit? ☐ Yes ☒ No If yes, on what date, or upon what event, would the applicant desire the interim use to expire? Date: ____ / ____ / ____ OR Event: _____

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

1. A detailed site plan showing the following information from Sec. 40 - 111, A-K also including:
   a. The grading and drainage plan must be designed in accordance with Article VII, Division 21 of the Zoning Ordinance and the City Of Wyoming Surface Water Resource Guidance Document
   b. Elevation drawings of all sides of the proposed building to show compliance with the architectural standards of the zoning district the use will be located in
   c. Landscaping and Screening in accordance with Article VII, Divisions 14 & 26
   d. Lighting Plan in accordance with Article VII, Division 15
2. A letter explaining the proposed use and how it will be operated
3. A completed Conditional & Interim Use Permit Worksheet
4. Applications for uses described in Article VI, Divisions 7, 18 & 19 and Article VII, Divisions 2, 8, 10, 17-20 & 25 of the Zoning Ordinance. It must include the information necessary to show compliance with the applicable section of the ordinance.
5. Applications for uses that are within the Highway 8 Overlay District or that utilize Highway 8 for access must include the information necessary to show compliance with Article VI, Division 14 of the Zoning Ordinance
6. The application fee and escrow must be paid at the time of application - The fee is not refundable and the unused portion of the escrow will be returned to the applicant.
7. Any other information deemed necessary by the Zoning Administrator or Planning Commission

Applicant(s) Signature(s) Brent Robulda Date 10/28/2022

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. All of Article V, Division 6, Conditional Use Permits, and Article VII, Division 13, Home Occupations are attached to this application and by signing this application, the Applicant acknowledges that they have been read and understood.

A public hearing can be scheduled only after a complete application has been received.

OFFICE USE ONLY

Date Complete Application Received 11/1/22

Fee: $220.00 + Escrow

Escrow - Commercial is $1,000.00 & Residential is $750.00

Application # C-22-003 Date Application Received 10/31/22

60 Days 12/31/22 By: _____ Official

Date Paid 11/1/22 Check # Card

Revised 07/29/22

CONDITIONAL & INTERIM USE PERMIT WORKSHEET

Applicant: POBLOCA ENTERPRISES, LLC

Address: 2221 108th Lane NE

Type of Business:

Business name: Poblocka Enterprises, LLC

Answer the following questions based on the standards contained in Sec. 40 – 112 of the City of Wyoming Zoning Ordinance for Conditional and Interim Use Permits. If needed, use a separate page. All questions must be answered.

1. Is your proposed use in conformity with the Comprehensive Plan and development policies of the City?
   ☒ Yes ☐ No Explain: Single family development
2. Will your proposed use create an excessive demand on existing parks, schools, streets and other public facilities and utilities which serve or are proposed to serve the area?
   ☐ Yes ☒ No Explain: 39 lot single family development.
3. Will your proposed use be sufficiently compatible or separated by distance or screening from adjacent development or land so that existing development will not be depreciated in value and so there will be no deterrence to development of vacant land?
   ☒ Yes ☐ No Explain: Screening provided in Landscape plans.
4. Will the structure and site have an appearance that will not have an adverse effect upon adjacent properties?
   ☒ Yes ☐ No Explain: Single family housing.
5. Is the proposed use reasonably related to the overall needs of the City and to the existing land use?
   ☒ Yes ☐ No Explain: Single family housing.
6. Will the proposed use be consistent with the purpose of the Zoning Ordinance and other City Ordinances?
   ☒ Yes ☐ No Explain: Rezoning to PUD because R-3 min. requirements restrict.
7. Will the proposed use be located, designed, maintained, and operated to be compatible with the existing or intended character of the zoning district in which it is to be located?
   ☒ Yes ☐ No Explain: Single family development.
8. Will the proposed use generate only minimal vehicular traffic on local streets?
   ☒ Yes ☐ No Explain: Traffic increase from homeowners.
9. Will the proposed use create traffic hazards or unsafe access or parking needs?
   ☐ Yes ☒ No Explain: Access per city standards. Parking provided by driveways.
10. Will existing businesses nearby be adversely affected by your proposed use because of the curtailment of customer trade brought about by intrusion of noise, glare, or general unsightliness?
    ☐ Yes ☒ No Explain: Housing development.
11. Will the establishment or maintenance of the proposed use be detrimental to the public health, safety or general welfare?
    ☐ Yes ☒ No Explain: Housing development.
12. Will the proposed use be hazardous, detrimental, or disturbing to present and potential surrounding land uses due to water pollution, odor, fumes, and general unsightliness or other nuisances?
    ☐ Yes ☒ No Explain: Water treated before leaving site.
13. How will the proposed use preserve and incorporate the site's important natural and scenic features into the development design?
    ☒ Yes ☐ No Explain: Trees saved to extent possible. Wetlands preserved to extent possible.
14. Will the proposed use cause adverse environmental effects?
    ☐ Yes ☒ No Explain: Infiltration basin & stormwater pond proposed.

Application # _____

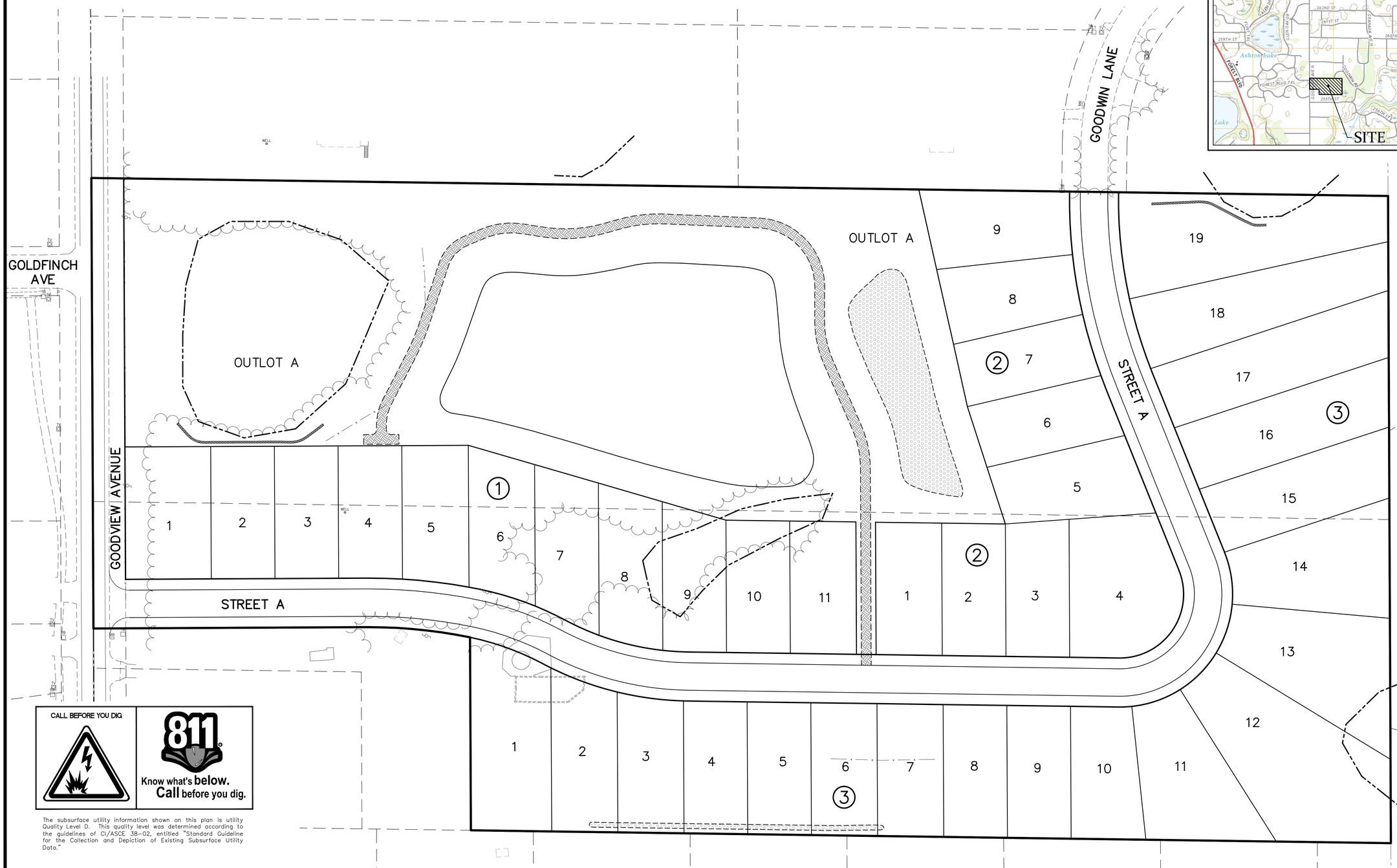
Revised 07/29/22

Project Narrative Letter

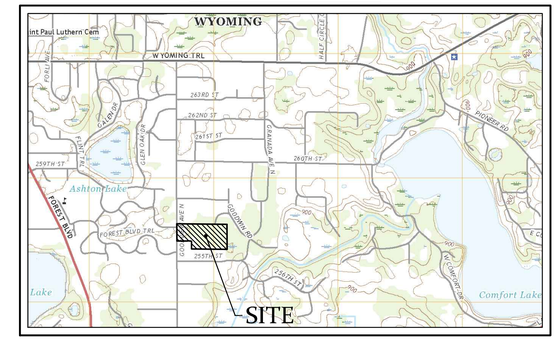
The existing property with Identification Number R.21.00140.00 is currently zoned as R-3. We are submitting this conditional use permit to rezone the property as PUD. The proposed development for the site will not be able to meet the R-3 minimum lot area requirement of 15,000 S.F. The site will continue to meet the underlying requirement for total lots, which is the developable land area divided by the 15,000 S.F. minimum lot, however, the average proposed lot size is approximately 11,330 S.F. The maximum allowable lots for the site, based on a 15,000 S.F. lot, is 42. The development is proposing the construction of 39 single family homes, with subsequent public improvements including utility services, stormwater facilities, and streets.

KATIES GLEN

Wyoming, Minnesota



VICINITY MAP



SHEET INDEX

1. COVER
2. EXISTING CONDITIONS
3. PRELIMINARY PLAT
4. PRELIMINARY SITE & UTILITY PLAN
5. PRELIMINARY GRADING & EROSION CONTROL PLANS
6. DETAILS
7. RETAINING WALL PROFILES

L1–L2. LANDSCAPE PLAN

T1–T3. TREE PRESERVATION PLAN

N

0 25 50 100

(IN FEET)

BENCHMARK

1. Minnesota Department of Transportation Geodetic GSID Station No. 95093 (MnDot Name moranatha) – Elevation 906.028 ft. (NAVD88)
2. Minnesota Department of Transportation Geodetic GSID Station No. 95094 (MnDot Name shando) – Elevation 912.85 ft. (NAVD88)

CALL BEFORE YOU DIG

811 Know what's below. Call before you dig.

The subsurface utility information shown on this plan is utility Quality Level D. This quality level was determined according to the guidelines of CI/ASCE 38–02, entitled "Standard Guideline for the Collection and Depiction of Existing Subsurface Utility Data."

CARLSON McCAIN ENGINEERING SURVEYING ENVIRONMENTAL

3890 PHEASANT RIDGE DR NE
SUITE 100
BLAINE, MN 55449
TEL 763.489.7900
FAX 763.489.7959
CARLSONMCCAIN.COM

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota

Print Name: Brian J. Krystofiak, P.E.
Signature: Brian J. Krystofiak
Date: 10/31/22 License #: 25063

Drawn: KRO
Designed: BJK
Date: 10/31/22

Revisions:
1.

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

KATIES GLEN
Wyoming, MN

COVER

1 of 7

Save Date: 10/28/22 | f:\jobs\4921 - 4940\4925-01 katies glen\cad c3d\engineering\preliminary\4925-01_cover.dwg

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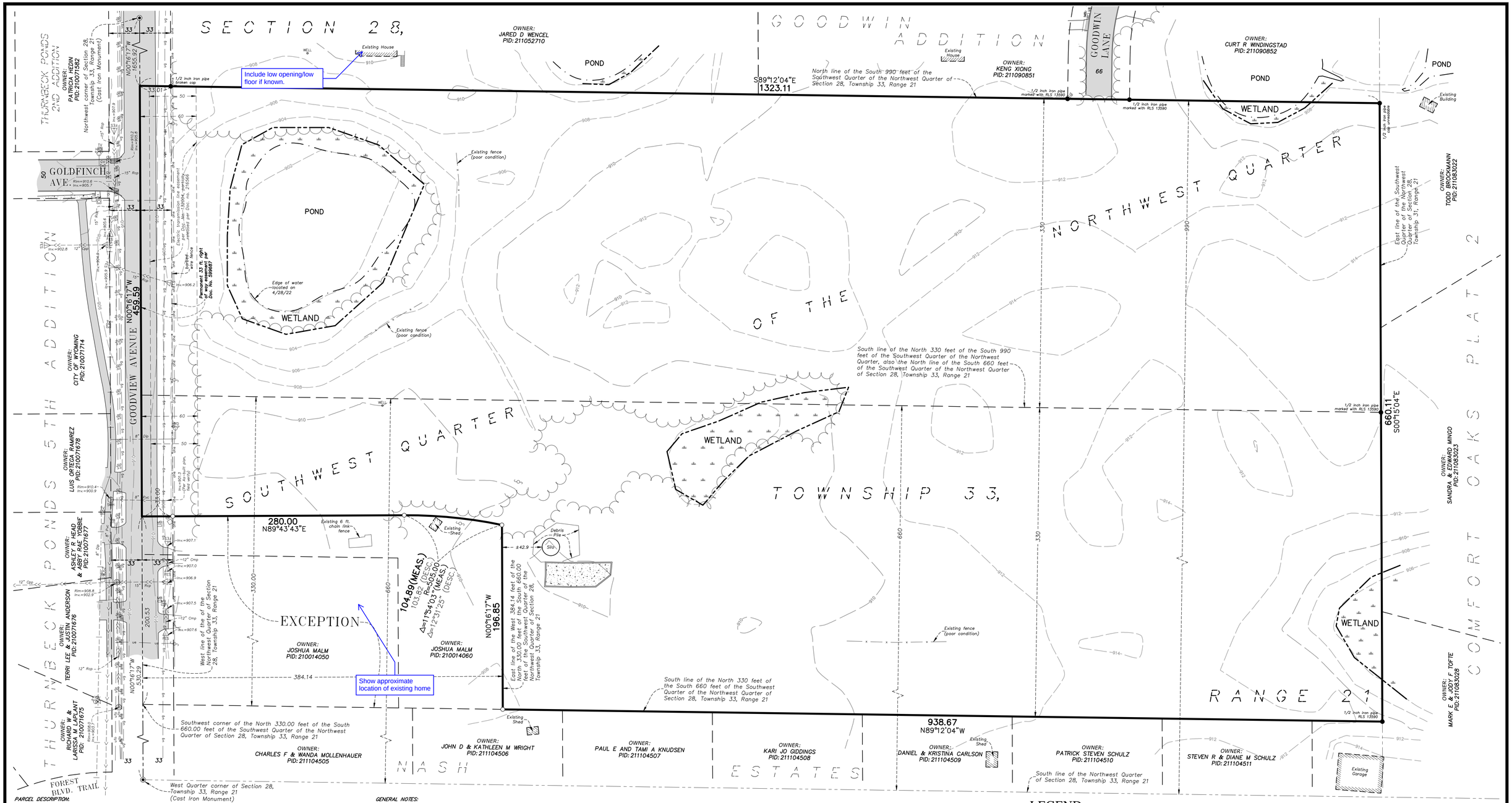


PARCEL DESCRIPTION:

(Per Title Commitment File No. 721–12052AMENDED, dated December 22, 2021 at 8:00 A.M. prepared by Registered Abstracters, Inc., issuing agent for First American Title Insurance Company.)

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 330.00 feet of the South 660.00 feet of the Southwest Quarter of the Northwest Quarter of said Section 28, which lies Southerly of a line described as follows:

Commencing at the Southwest corner of North 330.00 feet of 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 of 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) *The field work for this survey was completed on May 3, 2022.*

2) *Bearings shown are based on the West line of the Southwest Quarter of the Northwest Quarter of Section 28, Township 33, Range 21, Chisago County, Minnesota, which is assumed to bear N00°16'17"W.*

3) *Above ground utilities have been field located as shown. All underground locations shown hereon are APPROXIMATE. Prior to any excavations or digging, contact Gopher State One Call for an on–site location (651–454–0002).*

BENCHMARK

1. Minnesota Department of Transportation Geodetic GSID Station No. 95093 (MnDot Name maranatha) – Elevation 906.028 ft. (NAVD88)
2. Minnesota Department of Transportation Geodetic GSID Station No. 95094 (MnDot Name shando) – Elevation 912.85 ft. (NAVD88)

LEGEND

- Denotes Chisago County Section Monument
- Denotes Set Rebar marked with RLS 40361
- Denotes Found Iron Monument, as noted
- Denotes Miscellaneous Sign
- Denotes Guard Post
- Denotes Sanitary Manhole
- Denotes Storm Manhole
- Denotes Catch Basin
- Denotes Flared End Section
- Denotes Electric Meter
- Denotes Gas Meter
- Denotes Gate Valve
- Denotes Underground Telephone
- Denotes Underground Utility
- Denotes Underground Gas
- Denotes Underground Fiber Optic
- Denotes Overhead Electric
- Denotes Watermain
- Denotes Fire Hydrant
- Denotes Sanitary Sewer
- Denotes Storm Sewer
- Denotes Existing Fence as noted
- Denotes Concrete Surface
- Denotes Bituminous Surface
- Denotes Wetlands delineated by Kjolhaug Environmental Services in 2022
- Denotes Existing 2 Ft. Contour
- Denotes Existing Well
- Denotes Guy Wire
- Denotes Utility Pole
- Denotes Mail Box
- Denotes Telephone Box
- Denotes Utility Box
- Denotes Electric Transformer
- Denotes Electric Box
- Denotes Television Box

N

0 25 50 100

(SCALE IN FEET)

CARLSON McCAIN ENGINEERING SURVEYING ENVIRONMENTAL

3890 PHEASANT RIDGE DR NE
SUITE 100
BLAINE, MN 55449
TEL 763.489.7900
FAX 763.489.7959
CARLSONMCCAIN.COM

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota

Print Name: Thomas R. Balluff, L.S.
Signature:
Date: 10/31/22 License #: 40361

DRAWN BY: NJS
ISSUE DATE: 10/31/22
FILE NO: 798

Revisions:

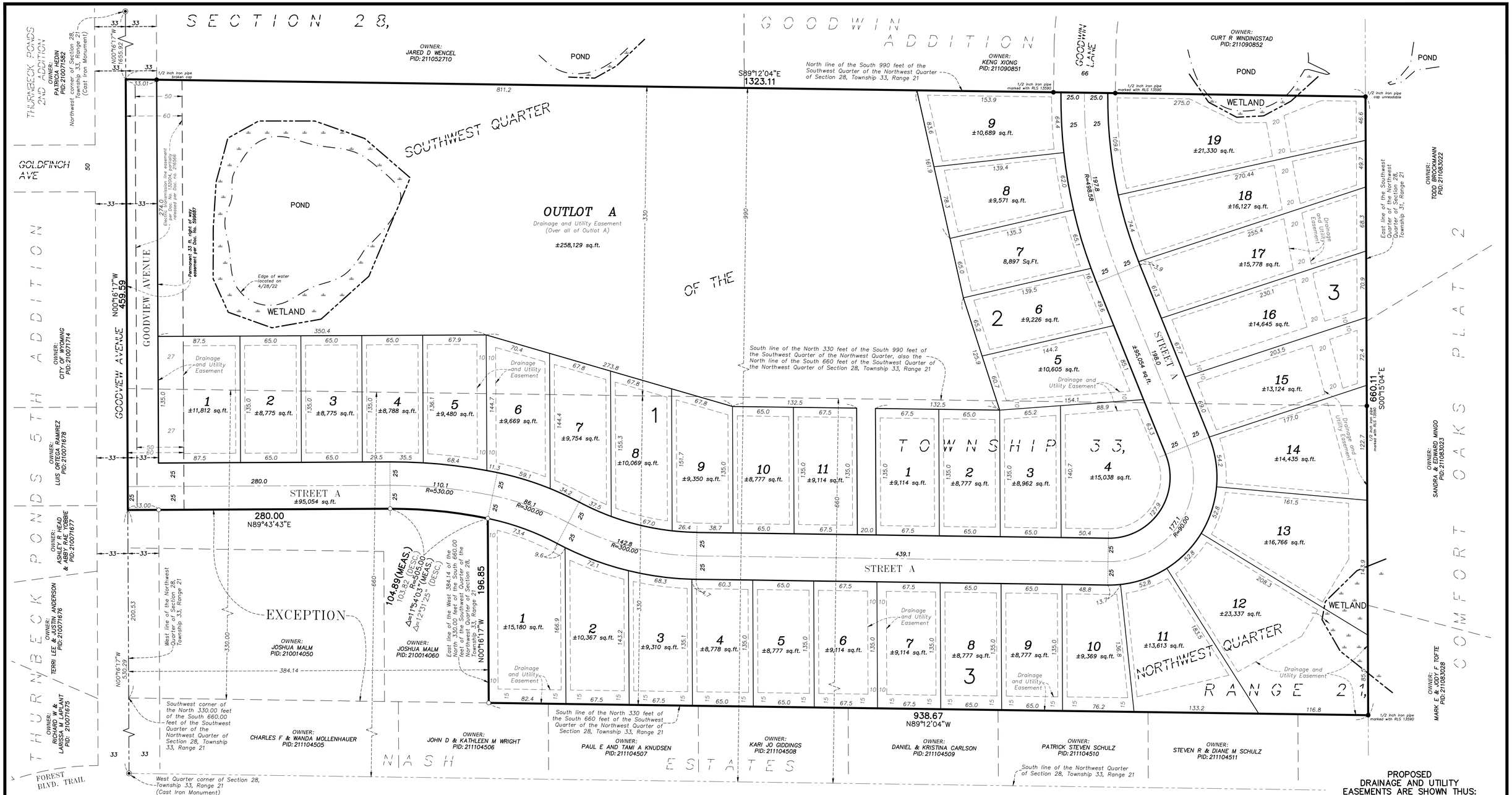
POBUDA ENTERPRISES, LLC
2221 108th Lane NE
Blaine, MN 55449

KATIES GLEN
Wyoming, Minnesota

EXISTING CONDITIONS

2 of 7

Save Date: 10/31/22 f:\jobs\4921 - 4940\4925-01 katies glen\cad c3d\survey\preliminary\4925-01_excon.dwg



PARCEL DESCRIPTION:

(Per Supplemental Title Commitment File No. T21-12052AMENDED, dated December 22, 2021 at 8:00 A.M. prepared by Registered Abstracters, Inc., issuing agent for First American Title Insurance Company.)

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AND

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GENERAL NOTES:

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LEGEND

- ◉ – Denotes Chisago County Section Monument
- ● – Denotes Found Iron Monument, as noted
- ○ – Denotes Set Rebar marked with RLS 40361
- – Denotes Wetlands delineated by Kjolhaug Environmental Services in 2022

N

0 25 50 100

(SCALE IN FEET)

SITE DATA

TOTAL SITE AREA	±18.25 AC.
TOTAL ROW AREA	±2.18 AC.
TOTAL OUTLOT AREA	±5.93 AC.
TOTAL LOT AREA	±10.14 AC.
SMALLEST LOT	±8,775 S.F.
LARGEST LOT	±23,337 S.F.
AVERAGE LOT	±11,330 S.F.
TOTAL NUMBER OF LOTS	39
GROSS DENSITY	2.14 LOTS/AC.
UTILITIES	AVAILABLE

EXISTING ZONING	R-3
PROPOSED ZONING	PUD

(R-3 MINIMUM LOT AREA 15,000 SQ.FT.)
(BDRY-WTLDS-ROW/15,000 SQ.FT.=42.20)
(MAX. LOTS ALLOWABLE IN DEVELOPMENT = 42)

MINIMUM RESIDENTIAL SETBACK DATA:

FRONT	25 FT.
SIDE (GARAGE)	7.5 FT.
SIDE (HOUSE)	7.5 FT.
SIDE CORNER	25 FT.
REAR SETBACK	30 FT.

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I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota

Print Name: Thomas R. Balluff, L.S.
Signature: Thomas R. Balluff
Date: 10/31/22 License #: 40361

DRAWN BY: NJS
ISSUE DATE: 10/31/22
FILE NO: 798

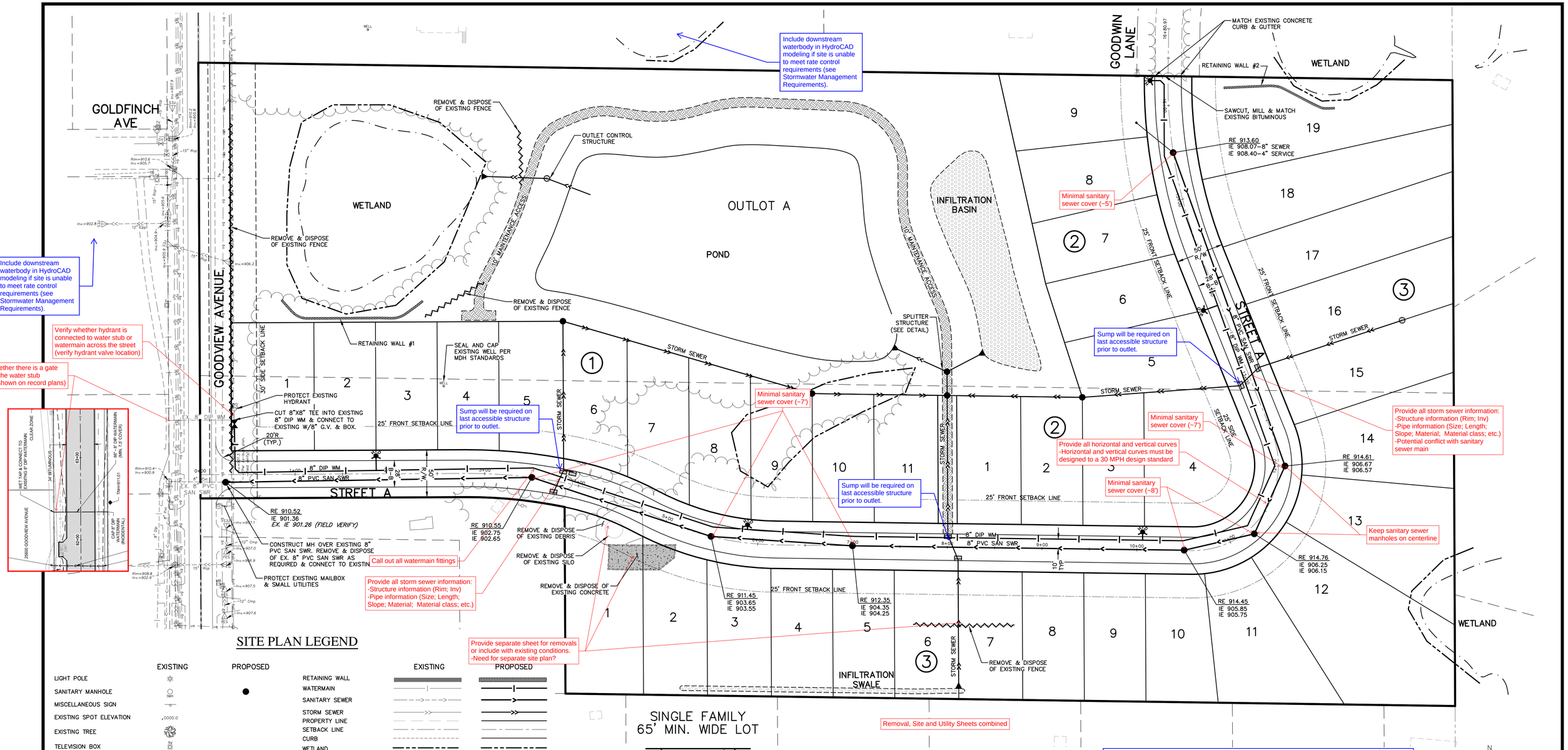
Revisions:

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

KATIES GLEN
Wyoming, Minnesota

PRELIMINARY PLAT

Save Date: 10/31/22 f:\jobs\4921 - 4940\4925-01 katies glen\cad c3d\survey\preliminary\4925-01_prp.dwg



Include downstream waterbody in HydroCAD modeling if site is unable to meet rate control requirements (see Stormwater Management Requirements).

Include downstream waterbody in HydroCAD modeling if site is unable to meet rate control requirements (see Stormwater Management Requirements).

Verify whether hydrant is connected to water stub or watermain across the street (verify hydrant valve location)

whether there is a gate on the water stub (up shown on record plans)

Sump will be required on last accessible structure prior to outlet.

Minimal sanitary sewer cover (~7')

Minimal sanitary sewer cover (~5')

Sump will be required on last accessible structure prior to outlet.

Provide all horizontal and vertical curves -Horizontal and vertical curves must be designed to a 30 MPH design standard

Minimal sanitary sewer cover (~7')

Minimal sanitary sewer cover (~8')

Provide all storm sewer information: -Structure information (Rim; Inv) -Pipe information (Size; Length; Slope; Material; Material class; etc.) -Potential conflict with sanitary sewer main

Keep sanitary sewer manholes on centerline

Call out all watermain fittings

Provide all storm sewer information: -Structure information (Rim; Inv) -Pipe information (Size; Length; Slope; Material; Material class; etc.)

Provide separate sheet for removals or include with existing conditions. -Need for separate site plan?

Removal, Site and Utility Sheets combined

Potential conflict between sanitary sewer and watermains (7.5' min. cover) with sanitary sewer (~5-8' cover) and water services throughout development
-Consider holding watermain deeper to eliminate conflicts

Provide building information including (lowest floor elevation; sanitary sewer invert at the right of way; wye station from downstream manhole)

Provide all proposed utility service locations

Stormwater Management Comments:
- The site is located with CLFLWD so a permit with CLFLWD will be required and the site will be required to meet all applicable CLFLWD requirements including volume control, rate control and water quality.
- The site is currently not meeting rate control requirements to the two discharge points in different storm events. While the increases are minor the applicant will either need to modify the site design to bring the site into compliance for rate control or include the next downstream ponding area (noted on this plan sheet) in the modeling to confirm rate increase do not have an adverse impact on downstream properties.
- Soil borings are required to confirm infiltration feasibility and separation to groundwater for the infiltration basin.
- Since the site disturbs over one acre a SWPPP is required and should be included in future submittals.
- Pretreatment is required prior the to the infiltration basin.
- Include electronic copies of HydroCAD models in future submittals to aid in review.
- Include the results from the 10-day snowmelt event in future submittals.

SITE PLAN LEGEND

	EXISTING	PROPOSED
LIGHT POLE		
SANITARY MANHOLE	SAN	●
MISCELLANEOUS SIGN		
EXISTING SPOT ELEVATION	x0000.0	
EXISTING TREE		
TELEVISION BOX	TV	
FIRE HYDRANT	HYD	
GATE VALVE	GV	
CLEANOUT	CO	●
ELECTRIC BOX	EB	
GAS METER	GM	
CATCH BASIN	or	or
RAIN GUARDIAN		
ELECTRIC METER	EM	
TELEPHONE BOX	TB	
UTILITY POLE	PP	
FLARED END SECTION	FES	▲
STORM MANHOLE	STMH	●
SERVICE	SRV	
SOIL BORING/TEST HOLE	TH	

	EXISTING	PROPOSED
RETAINING WALL		
WATERMAIN		
SANITARY SEWER		
STORM SEWER		
PROPERTY LINE		
SETBACK LINE		
CURB		
WETLAND		
DITCH		
UNDERGROUND TELEPHONE	ut ut	
UNDERGROUND ELECTRIC	ue ue	
UNDERGROUND GAS	ug ug	
UNDERGROUND FIBEROPTIC	ufo ufo	
FENCE	x x x	
OVERHEAD ELECTRIC	ohe ohe	
	REMOVAL	
CONCRETE SURFACE		
BITUMINOUS SURFACE		

BENCHMARK

1. Minnesota Department of Transportation Geodetic GSID Station No. 95093 (MnDot Name moranatha) – Elevation 906.028 ft. (NAVD88)
2. Minnesota Department of Transportation Geodetic GSID Station No. 95094 (MnDot Name shando) – Elevation 912.85 ft. (NAVD88)

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CARLSONMCCAIN.COM

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota

Print Name: Brian J. Krystofiak, P.E.
Signature: [signature]
Date: 10/31/22 License #: 25063

Drawn: KRO
Designed: BJK
Date: 10/31/22

Revisions:
1.

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

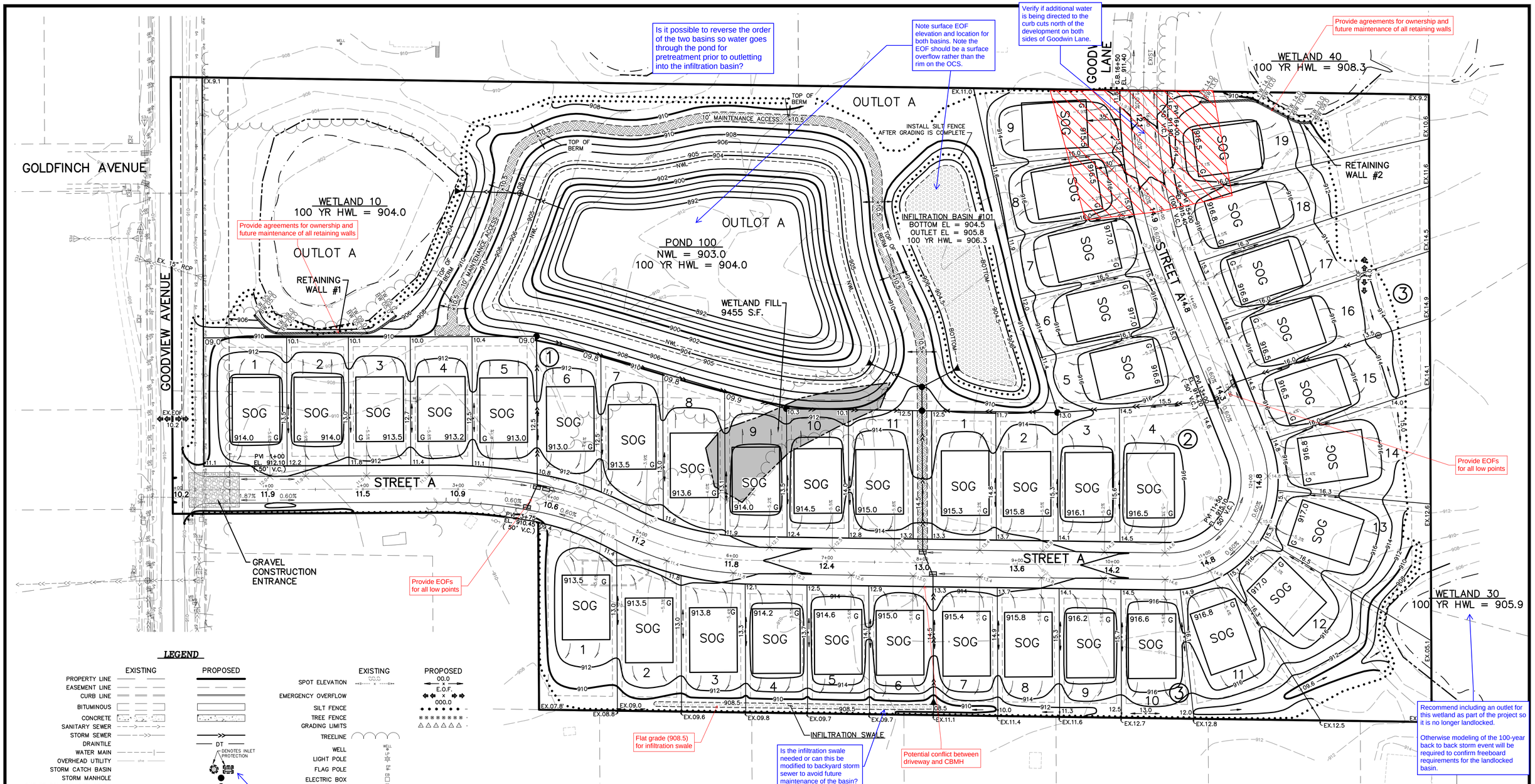
KATIES GLEN
Wyoming, MN

PRELIMINARY SITE & UTILITY PLAN

4 of 7

Save Date: 10/26/22 | F:\jobs\4921 - 4940\4925-01 katies glen\cad c3d\engineering\preliminary\4925-01_site.dwg

#4925-01



LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
EASEMENT LINE		
CURB LINE		
BITUMINOUS		
CONCRETE		
SANITARY SEWER		
STORM SEWER		
DRAINTILE		DT
WATER MAIN		DENOTES INLET PROTECTION
OVERHEAD UTILITY		
STORM CATCH BASIN		
STORM MANHOLE		
OUTLET CONTROL STRUCTURE		
FLARED END SECTION		
RAIN GAURDIAN		
RIP RAP		
MANHOLE		
HYDRANT		
GATE VALVE		
TELEVISION BOX		
TELEPHONE BOX		
UTILITY POLE		
RETAINING WALL		
FENCE		
10' CONTOUR	890	890
2' CONTOUR	892	892
CCWD FLOODPLAIN	FP	FP
WETLAND LINE		

	EXISTING	PROPOSED
SPOT ELEVATION		00.0
EMERGENCY OVERFLOW		E.O.F. 000.0
SILT FENCE		
TREE FENCE		
GRADING LIMITS		
TREELINE		
WELL		
LIGHT POLE		
FLAG POLE		
ELECTRIC BOX		
TELEPHONE BOX		
TELEVISION BOX		
SIGN		
GEOTECH SOIL BORING		886.1 SB-6

Include inlet protection on plans.

NOTES

1. SITE IS LOCATED WITHIN THE BOUNDARIES OF THE COMFORT LAKE WATERSHED DISTRICT.
2. ALL DISTURBED AREAS TO BE SCARIFIED 6" AFTER GRADING IS COMPLETE.
3. SOIL STOCKPILES SHALL BE FITTED BY SEDIMENT-TRAPPING MEASURES AND STABILIZED WITHIN 7 DAYS OF INACTIVITY.
4. STREET SWEEPING SHALL TAKE PLACE BY THE END OF DAY (IF REQUIRED).
5. EROSION CONTROL AND SEDIMENT CONTROL DEVICES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.
6. THE DNR DEWATERING PERMIT MUST BE OBTAINED PRIOR TO ANY DEWATERING ACTIVITY. THE DEWATERING PLAN MUST BE SUBMITTED TO THE COMFORT LAKE WATERSHED DISTRICT AT LEAST 7 DAYS PRIOR TO DEWATERING ACTIVITY FOR REVIEW AND APPROVAL.

WETLAND SUMMARY

	AREA
WETLAND FILL:	9,455 S.F. (0.22 Ac.)

NOTE: WETLAND REPLACEMENT CREDITS TO BE PURCHASED IN LIEU OF ONSITE REPLACEMENT.

0 25 50 100
(IN FEET)

BENCHMARK

1. Minnesota Department of Transportation Geodetic GSID Station No. 95093 (MnDot Name maranatha) – Elevation 906.028 ft. (NAVD88)
2. Minnesota Department of Transportation Geodetic GSID Station No. 95094 (MnDot Name shando) – Elevation 912.85 ft. (NAVD88)

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

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota

Print Name: Brian J. Krystofiak, P.E.
Signature:
Date: 10/31/22 License #: 25063

Drawn: KRO
Designed: BJK
Date: 10/31/22

Revisions:
1.

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

KATIES GLEN
Wyoming, MN

PRELIMINARY GRADING & EROSION CONTROL PLAN

5 of 7

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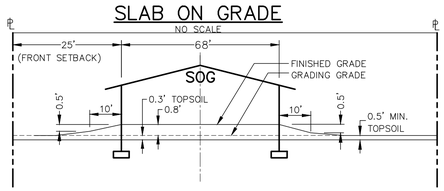
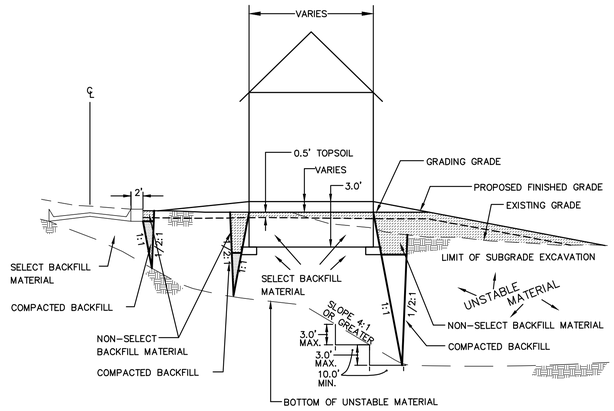
SINGLE FAMILY HOLDOWNS

SLAB ON GRADE

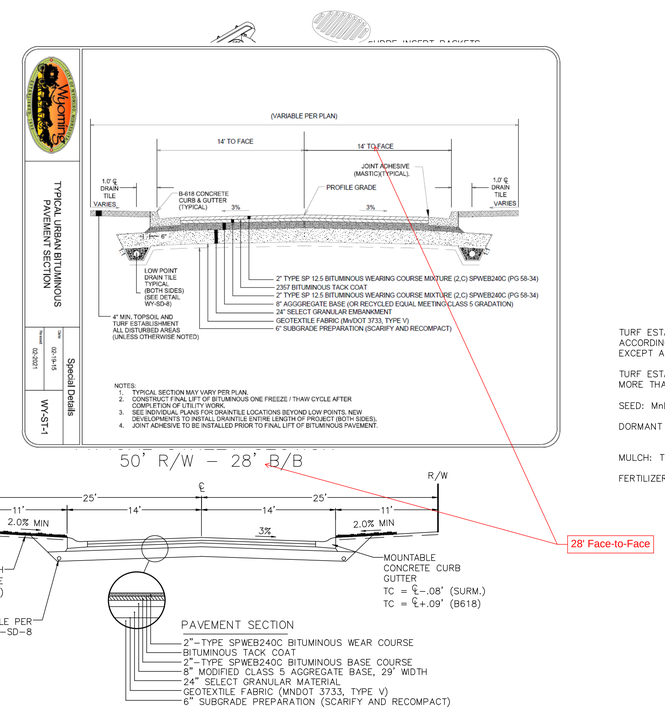


SUBGRADE CORRECTION



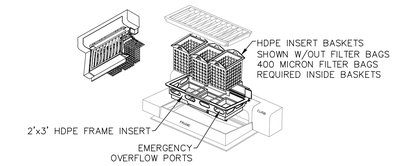
INFRASAFE – 27" DEBRIS COLLECTION DEVICE

AS MANUFACTURED BY ROYAL ENVIRONMENTAL SERVICES



INFRASAFE – 2'x3' DEBRIS COLLECTION DEVICE

AS MANUFACTURED BY ROYAL ENVIRONMENTAL SYSTEMS



– MEETS MN/DOT SPECIFICATION 3891.F "STORM DRAIN INLET PROTECTION – FILTER BAG INSERT"
– DESIGNED FOR NEENAH R–3067 OR R–3290 SERIES

TURF ESTABLISHMENT

TURF ESTABLISHMENT SHALL APPLY TO ALL DISTURBED AREAS AND SHALL BE ACCORDING TO MnDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION (LATEST EDITION) EXCEPT AS MODIFIED BELOW.

TURF ESTABLISHMENT SHALL OCCUR AS SOON AS POSSIBLE BUT IN NO CASE MORE THAN 7 DAYS.

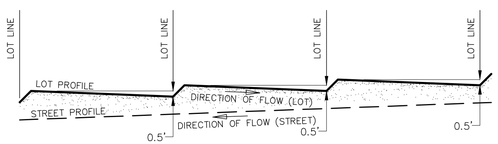
SEED: MnDOT MIXTURE 25–141 AT 60 POUNDS PER ACRE.

DORMANT SEED: SHALL BE APPLIED AT TWICE THE NORMAL RATE AFTER NOVEMBER 1ST.

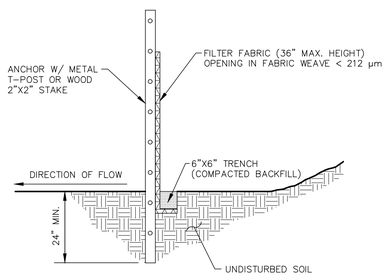
MULCH: TYPE 1 AT 2 TONS PER ACRE (DISK ANCHORED).

FERTILIZER: TYPE 1 10–10–10 AT 200 POUNDS PER ACRE.

LOT BENCHING DETAIL



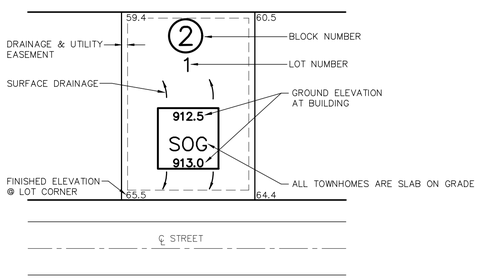
SILT FENCE



NOTES:

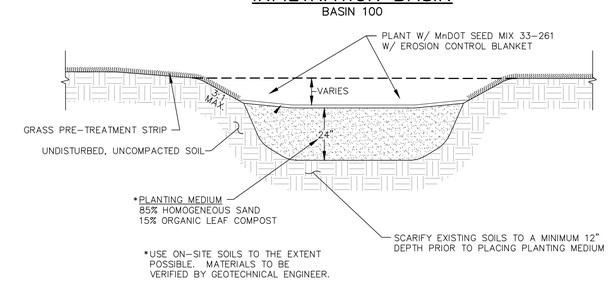
1. DIG A 6"X6" TRENCH ALONG THE INTENDED SILT FENCE LINE.
2. DRIVE ALL ANCHOR POSTS INTO THE GROUND AT THE DOWNHILL SIDE OF THE TRENCH.
3. POSTS SHALL BE SPACED A MAXIMUM OF 6 FEET APART.
4. LAY OUT SILT FENCE ALONG THE UPHILL SIDE OF THE ANCHOR POSTS AND BACK FILL 6"X6" TRENCH.
5. SECURELY ATTACH SILT FENCE TO ANCHOR POSTS W/ MINIMUM OF THREE ATTACHMENTS PER POST.
6. SEE MNDOT SPECIFICATIONS 2573 & 3886.

GRADING PLAN LOT KEY



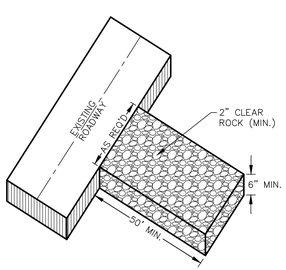
INFILTRATION BASIN

BASIN 100

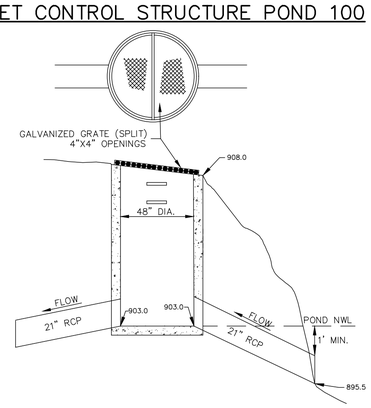


*USE ON–SITE SOILS TO THE EXTENT POSSIBLE. MATERIALS TO BE VERIFIED BY GEOTECHNICAL ENGINEER.

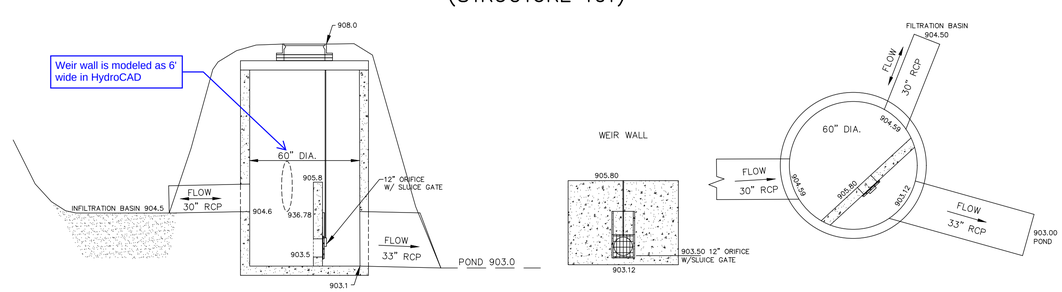
ROCK CONSTRUCTION ENTRANCE



OUTLET CONTROL STRUCTURE POND 100

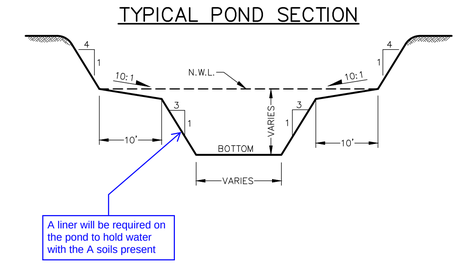


SPLITTER STRUCTURE FOR BASIN 101 (STRUCTURE 101)



*SLUICE GATE TO BE CLOSED AT ALL TIMES EXCEPT AS NOTED:
– CITY MAY OPEN DURING PERIODS OF FROZEN CONDITIONS TO PREVENT FREEZE UP OF BASIN.
– CITY MAY OPEN DURING PERIODS WHERE MAINTENANCE IS BEING PERFORMED ON THE BASINS.

TYPICAL POND SECTION



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

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota

Print Name: Brian J. Krystofiak, P.E.
Signature:
Date: 10/31/22 License #: 25063

Drawn: KRO
Designed: BJK
Date: 10/31/22

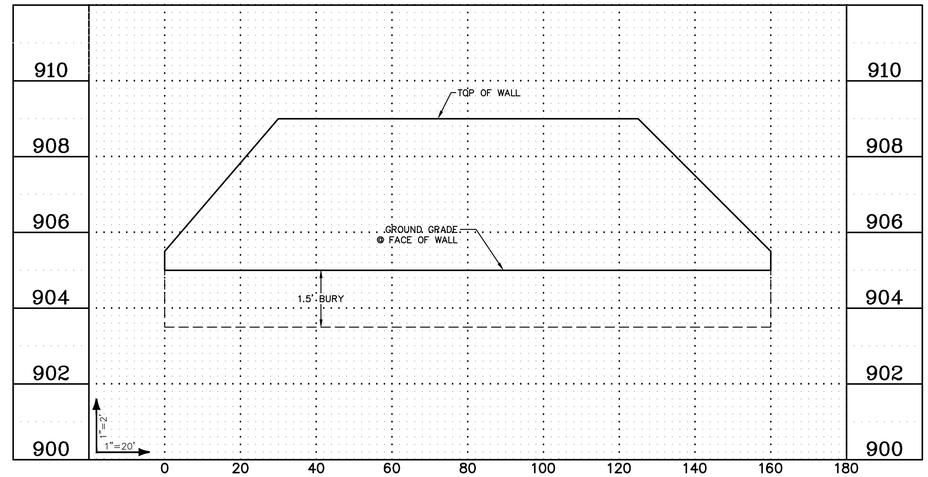
Revisions:
1.

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

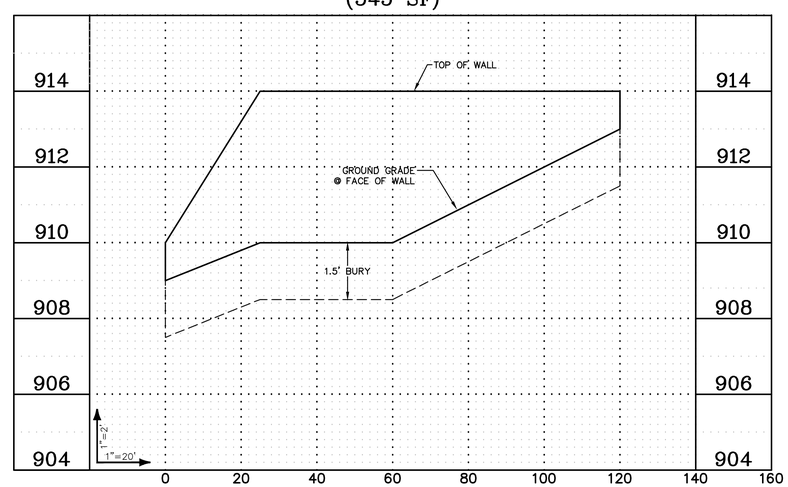
KATIES GLEN
Wyoming, MN

DETAILS

MODULAR RETAINING WALL #1
(766 SF)



MODULAR RETAINING WALL #2
(545 SF)



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KATIES GLEN
Wyoming, MN

RETAINING WALL PROFILES

7 of 7

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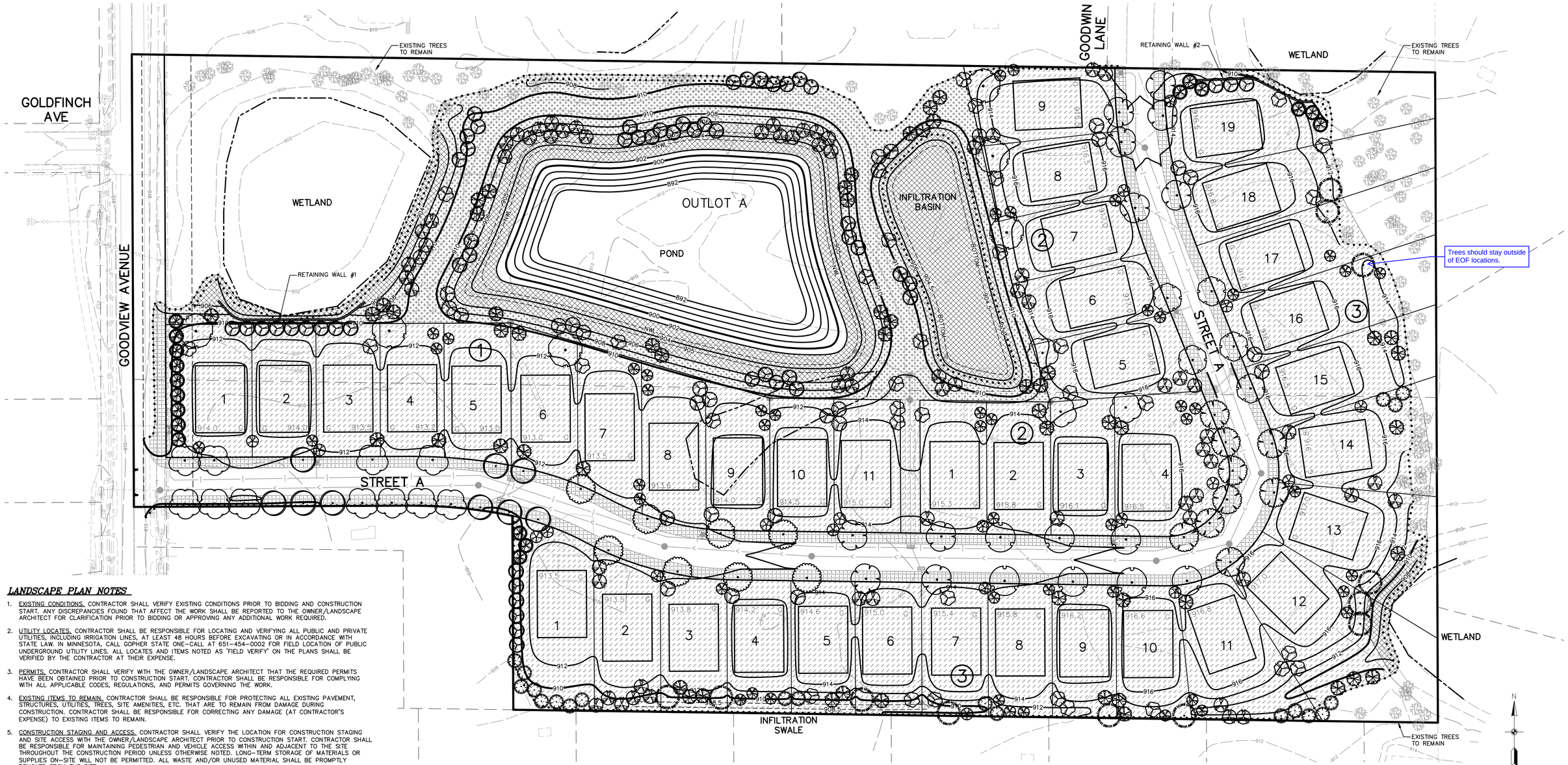

1 L1 OVERALL LANDSCAPE PLAN

LANDSCAPE PLAN NOTES

1. EXISTING CONDITIONS. CONTRACTOR SHALL VERIFY EXISTING CONDITIONS PRIOR TO BIDDING AND CONSTRUCTION START. ANY DISCREPANCIES FOUND THAT AFFECT THE WORK SHALL BE REPORTED TO THE OWNER/LANDSCAPE ARCHITECT FOR CLARIFICATION PRIOR TO BIDDING OR APPROVING ANY ADDITIONAL WORK REQUIRED.
2. UTILITY LOCATES. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND VERIFYING ALL PUBLIC AND PRIVATE UTILITIES, INCLUDING IRRIGATION LINES, AT LEAST 48 HOURS BEFORE EXCAVATING OR IN ACCORDANCE WITH STATE LAW. IN MINNESOTA, CALL GOPHER STATE ONE-CALL AT 651-454-0002 FOR FIELD LOCATION OF PUBLIC UNDERGROUND UTILITY LINES. ALL LOCATES AND ITEMS NOTED AS 'FIELD VERIFY' ON THE PLANS SHALL BE VERIFIED BY THE CONTRACTOR AT THEIR EXPENSE.
3. PERMITS. CONTRACTOR SHALL VERIFY WITH THE OWNER/LANDSCAPE ARCHITECT THAT THE REQUIRED PERMITS HAVE BEEN OBTAINED PRIOR TO CONSTRUCTION START. CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH ALL APPLICABLE CODES, REGULATIONS, AND PERMITS GOVERNING THE WORK.
4. EXISTING ITEMS TO REMAIN. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING PAVEMENT, STRUCTURES, UTILITIES, TREES, SITE AMENITIES, ETC. THAT ARE TO REMAIN FROM DAMAGE DURING CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY DAMAGE (AT CONTRACTOR'S EXPENSE) TO EXISTING ITEMS TO REMAIN.
5. CONSTRUCTION STAGING AND ACCESS. CONTRACTOR SHALL VERIFY THE LOCATION FOR CONSTRUCTION STAGING AND SITE ACCESS WITH THE OWNER/LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION START. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING PEDESTRIAN AND VEHICLE ACCESS WITHIN AND ADJACENT TO THE SITE THROUGHOUT THE CONSTRUCTION PERIOD UNLESS OTHERWISE NOTED. LONG-TERM STORAGE OF MATERIALS OR SUPPLIES ON-SITE WILL NOT BE PERMITTED. ALL WASTE AND/OR UNUSED MATERIAL SHALL BE PROMPTLY REMOVED FROM THE SITE.
6. SITE REMOVALS. REFER TO CIVIL PLANS FOR GENERAL SITE REMOVALS. ALL ITEMS NOTED TO BE REMOVED SHALL BE COMPLETED BY THE CONTRACTOR AND IMMEDIATELY DISPOSED OF OFF-SITE, IN ACCORDANCE WITH LOCAL REGULATIONS, UNLESS OTHERWISE NOTED. COORDINATE WITH OWNER/LANDSCAPE ARCHITECT FOR ANY ITEMS NOTED AS 'REMOVED BY OTHERS' OR 'REMOVE AND SALVAGE.'
7. UTILITY COORDINATION. REFER TO CIVIL PLAN SHEETS FOR INFORMATION RELATED TO PROPOSED UTILITIES. COORDINATE WITH ELECTRICAL CONTRACTORS FOR SITE ELECTRICAL WORK AND SITE LIGHTING.
8. CONSTRUCTION STAKING. UNLESS OTHERWISE NOTED, CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING CONTROL POINTS AND ALL CONSTRUCTION FIELD STAKING DURING THE COURSE OF THE PROJECT.
9. DIMENSIONS. DIMENSIONS TAKE PRECEDENCE OVER SCALE. DIMENSIONS ARE TO FACE OF CURB, EDGE OF PAVEMENT/WALKWAY, OR OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
10. PLAN QUANTITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL MATERIAL QUANTITIES PER PLAN. MATERIAL SCHEDULES ARE PROVIDED SOLELY FOR CONTRACTOR'S CONVENIENCE.
11. REFERENCE SPECIFICATIONS. THE FOLLOWING SPECIFICATIONS SHALL GOVERN THIS PROJECT ACCORDING TO THE FOLLOWING ORDER:
    1. ADDENDA, WITH THOSE OF A LATER DATE HAVING PRECEDENCE OVER THOSE OF AN EARLIER DATE.
    2. LANDSCAPE SPECIFICATIONS.
    3. PLAN DRAWINGS.
    4. PLANT / MATERIAL SCHEDULES.
    5. CITY STANDARD SPECIFICATIONS AND DETAILS.
    6. MnDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION, LATEST EDITION.

CITY OF WYOMING LANDSCAPE REQUIREMENTS

1. MINIMUM NUMBER OF TREES. EXCLUSIVE OF CLASSIFIED WETLANDS, A MINIMUM OF ONE (1) OVERSTORY TREE AND TWO (2) UNDERSTORY TREES PER 1/10TH ACRE MUST BE PROVIDED.

   OVERSTORY TREES REQUIRED = 40 (15.27 AC * 10 = 153, MINUS 113 EXISTING OVERSTORY TREES TO REMAIN)
   OVERSTORY TREES PROVIDED = 40

   UNDERSTORY TREES REQUIRED = 306
   UNDERSTORY TREES PROVIDED = 306

2. STREET TREES. THE SPACING OF TREES ALONG ALL LOCAL AND COLLECTOR STREETS SHALL BE NO MORE THAN THIRTY (30) FEET APART.
3. WOODLAND PRESERVATION. REPLACEMENT TREES REQUIRED PER WOODLAND PRESERVATION PLAN (IN ADDITION TO LANDSCAPE TREE REQUIREMENTS).

   REPLACEMENT TREES REQUIRED = 78 (CATEGORY B TREES – 2.5" CAL DECIDUOUS / 6' CONIFEROUS)
   REPLACEMENT TREES PROVIDED = 78

CALL BEFORE YOU DIG

Know what's below. Call before you dig.

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3890 PHEASANT RIDGE DR NE
SUITE 100
BLAINE, MN 55449
TEL 763.489.7900
FAX 763.489.7959
CARLSONMCCAIN.COM

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota

Print Name: Ryan J. Ruttger, RLA
Signature:
Date: 10/31/22 License #: 56346

Drawn: RJR
Designed: RJR
Date: 10/31/22

Revisions:
1.

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

KATIES GLEN
Wyoming, MN

LANDSCAPE PLAN

L1 of 2

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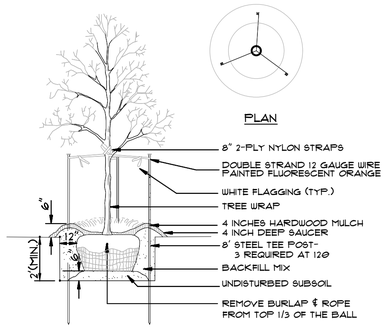


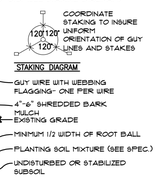
NOTE: SEE PLANTING NOTES FOR THE TYPE OF MULCH MATERIAL TO USE.

A DECIDUOUS TREE PLANTING DETAIL
NOT TO SCALE

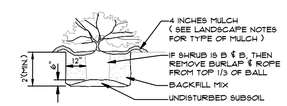
1. SCARIFY BOTTOM AND SIDES OF HOLE PRIOR TO PLANTING
2. TRIM OUT DEAD WOOD AND WEAK AND/OR DEFORMED TWIGS. DO NOT CUT A LEADER. DO NOT PAINT CUTS.
3. SET PLANT ON UNDISTURBED NATIVE SOIL OR THOROUGHLY COMPACTED BACKFILL SOIL. INSTALL PLANT SO THE ROOT FLARE IS AT OR UP TO 2" ABOVE THE FINISHED GRADE.
4. PLACE PLANT IN PLANTING HOLE WITH BURLAP AND WIRE BASKET, (IF USED), INTACT. BACKFILL WITHIN APPROXIMATELY 12" OF THE TOP OF ROOTBALL, WATER PLANT. REMOVE TOP 1/3 OF THE BASKET OR THE TOP TWO HORIZONTAL RINGS, WHICHEVER IS GREATER. REMOVE ALL BURLAP AND NAILS FROM TOP 1/3 OF THE BALL. REMOVE ALL TWINE.
5. PLUMB AND BACKFILL WITH BACKFILL SOIL
6. WATER TO SETTLE PLANTS AND FILL VOIDS.
7. WATER WITHIN TWO HOURS OF INSTALLATION. WATERING MUST BE SUFFICIENT TO THOROUGHLY SATURATE ROOT BALL AND PLANTING HOLE.
8. PLACE MULCH WITHIN 48 HOURS OF THE SECOND WATERING UNLESS SOIL MOISTURE IS EXCESSIVE.

NOTE: GUY ASSEMBLY OPTIONAL BUT CONTRACTOR ASSUMES FULL RESPONSIBILITY FOR MAINTAINING TREE IN A PLUMB POSITION FOR THE DURATION OF THE GUARANTEE PERIOD

GUY ASSEMBLY- 16" POLYPROPYLENE OR POLYETHYLENE (40 MIL) 1-1/2" WIDE STRAP (TYP) DOUBLE STRAND 10 GA. WIRE, 2-3" ROLLED STEEL POSTS (MNDOT 3401) @ 180° O.C. (SEE STAKING DIAGRAM)



B CONIFEROUS TREE PLANTING DETAIL
NOT TO SCALE



C SHRUB & CONTAINER PLANTING DETAIL
NOT TO SCALE

PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER
	RM	14	Acer rubrum `Northwood`	Northwoods Red Maple	2.5" Cal.	B&B
	FM	10	Acer x freemanii `Sienna`	Sienna Glen Maple	2.5" Cal.	B&B
	HL	9	Gleditsia triacanthos inermis `Harve`	Northern Acclaim Thornless Honey Locust	2.5" Cal.	B&B
	KC	8	Gymnocladus dioica `Espresso`	Kentucky Coffeetree	2.5" Cal.	B&B
	WO	5	Quercus bicolor	Swamp White Oak	2.5" Cal.	B&B
	HO	6	Quercus x macdanielii `Clemons` TM	Heritage Oak	2.5" Cal.	B&B
	BL	9	Tilia americana `Boulevard`	Boulevard Linden	2.5" Cal.	B&B
	AE	7	Ulmus americana `Princeton`	American Elm	2.5" Cal.	B&B
CONIFEROUS TREES	**CODE**	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**SIZE**	**CONTAINER**
	BF	18	Abies balsamea	Balsam Fir	6` Ht.	B&B
	BH	20	Picea glauca densata	Black Hills Spruce	6` Ht.	B&B
	WP	12	Pinus strobus	White Pine	6` Ht.	B&B
ORNAMENTAL TREES	**CODE**	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**SIZE**	**CONTAINER**
	OB	55	Aesculus glabra 'JN Select' TM	Early Glow Ohio Buckeye	1.5" Cal.	B&B
	SB	69	Amelanchier x grandiflora `Autumn Brilliance` Clump Form, Red Fall Color, 1.5" Cal Equivalent	Autumn Brilliance Serviceberry	7` Ht.	B&B
	PD	18	Cornus alternifolia `Wstackman` Pale Yellow Flowers, Maroon Fall Color	Golden Shadows Pagoda Dogwood	1.5" Cal.	B&B
	HT	27	Crataegus crus-galli `Inermis`	Thornless Hawthorn	1.5" Cal.	B&B
	CA	33	Malus x `Prairifire` Red Flowers	Prairifire Crabapple	1.5" Cal.	B&B
	MA	54	Sorbus decora	Showy Mountain Ash	1.5" Cal.	B&B
	JL	50	Syringa reticulata `Ivory Silk` White Flowers	Ivory Silk Japanese Tree Lilac	1.5" Cal.	B&B
GROUND COVERS	**CODE**	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**SIZE**	**CONTAINER**
	TI	37,166 sf	Type I - Turf Seed Mix Refer to notes for acceptable seeding methods Seeding Rate 180 lb/ac		seed	
	TII	60,323 sf	Type II - Stormwater Seed Mix Refer to notes for acceptable seeding methods. Seeding Rate 52.0 lb/ac	MnDOT Seed Mix 33-261	seed	
	TIII	68,023 sf	Type III - Mesic Roadside General Seed Mix Refer to notes for acceptable seeding methods. Seeding Rate 60 lb/ac	MnDOT Seed Mix 25-141	seed	
	TIV2	404,432 sf	Type IV - Native Seed Mix Refer to notes for acceptable seeding methods. Seeding Rate 50.0 lb/ac	MnDOT Seed Mix 35-241	seed	

LANDSCAPE SPECIFICATIONS

1. TREE PROTECTION. ALL TREES NOT SPECIFICALLY NOTED OR MARKED ON SITE FOR REMOVAL SHALL REMAIN PROTECTED AND UNDISTURBED DURING CONSTRUCTION. TREE PROTECTION SHALL EXTEND TO THE DRIP LINE, WITHIN WHICH NO CONSTRUCTION ACTIVITY, MATERIAL STORAGE, OR VEHICLE PARKING SHALL BE PERMITTED. TREE PROTECTION FENCING SHALL BE ERECTED PRIOR TO CONSTRUCTION START PER PLANS OR AS DIRECTED BY OWNER/LANDSCAPE ARCHITECT AND SHALL CONSIST OF 4' TALL HEAVY DUTY ORANGE CONSTRUCTION FENCING WITH 6' STEEL FENCE POSTS SPACED 6' O.C. MAX.

2. EROSION CONTROL. REFER TO CIVIL PLAN SHEETS FOR STORMWATER POLLUTION PREVENTION PLAN (SWPPP), AND TEMPORARY AND PERMANENT STORMWATER BMPS, INCLUDING SILT FENCE, BIO-ROLLS, INLET PROTECTION, EROSION CONTROL BLANKETING, DUST CONTROL, SWEEPING AND ROCK CONSTRUCTION ENTRANCE. ALL DISTURBED AREAS SHALL RECEIVE PERMANENT STABILIZATION IN ACCORDANCE WITH THE LANDSCAPE PLAN WITHIN 7 DAYS AFTER CONSTRUCTION ACTIVITY IN THE DISTURBED AREA HAS CEASED. IN THE EVENT PERMANENT STABILIZATION CANNOT BE IMPLEMENTED WITHIN 7 DAYS, TEMPORARY STABILIZATION BMPS MUST BE IMPLEMENTED WITHIN 7 DAYS USING RAPID STABILIZATION METHOD 3.

3. CLEARING AND GRUBBING. CONTRACTOR SHALL BE RESPONSIBLE FOR CLEARING AND GRUBBING ALL AREAS INDICATED AS BEING DISTURBED OR OTHERWISE SHOWN ON PLANS. CLEARING AND GRUBBING SHALL INCLUDE REMOVAL AND DISPOSAL OF ALL TREES, STUMPS, BRUSH, GRASS, ROOTS AND OTHER ORGANIC MATERIAL AT AN APPROVED OFF-SITE DISPOSAL LOCATION.

4. SOIL PREPARATION. REFER TO GEOTECHNICAL REPORT FOR ANY REQUIRED SOIL CORRECTIONS, AMENDMENTS OR ADDITIONAL INFORMATION (IF APPLICABLE). EXISTING TOPSOIL SHALL BE STRIPPED FROM ALL DISTURBED AREAS AND STOCKPILED IN AN APPROVED LOCATION FOR RE-SPREAD. ALL AREAS WHERE SOIL HAS BEEN COMPACTED BY CONSTRUCTION ACTIVITY AND THAT ARE INDICATED TO BE SODDED, SEEDED OR PLANTING BED SHALL BE DE-COMPACTED TO A MINIMUM DEPTH OF 12 INCHES BY SOIL RIPPING, TILLING OR OTHER APPROVED SOIL LOOSENING METHOD PRIOR TO INSTALLATION OF ANY IRRIGATION, SEEDING, PLANTING, SODDING, ETC.

5. TOPSOIL MATERIAL. ALL EXISTING, AMENDED OR IMPORTED TOPSOIL SHALL MEET THE REQUIREMENTS OF MNDOT TOPSOIL TYPE A. A MINIMUM 4 INCH DEPTH OF TOPSOIL SHALL BE PLACED ON ALL AREAS TO BE SODDED OR SEEDED. A MINIMUM 12 INCH DEPTH OF TOPSOIL SHALL BE PLACED WITHIN ALL PLANTING BED AREAS. ALL TOPSOIL SHALL BE FINE GRADED, RAKED AND DRAGGED TO PROVIDE A SMOOTH, UNIFORM SURFACE. TOPSOIL GRADES SHALL BE WITHIN .1 FEET OF INDICATED FINISHED GRADE AND SHALL BE TRUE TO GRADIENTS SHOWN ON PLANS. REFER TO CIVIL PLAN SHEETS FOR FILTRATION BASIN SOIL REQUIREMENTS.

6. SEEDING AND TURF ESTABLISHMENT. CONTRACTOR SHALL OBTAIN OWNER/LANDSCAPE ARCHITECT'S APPROVAL OF FINAL GRADES AND TOPSOIL PREP PRIOR TO SEEDING. APPLY 10-10-10 TYPE I STARTER FERTILIZER AT A RATE OF 200 LBS PER ACRE PRIOR TO SEEDING. SEEDS SHALL BE SOWED AT THE INDICATED RATE, VIA BROADCAST SPREADER, DROP SEEDER OR DRILL SEEDER. FOLLOWING SEED APPLICATION, INSTALL CATEGORY 20 – STRAW EROSION CONTROL BLANKET WITH NATURAL NETTING ON ALL SLOPES GREATER THAN 4:1. IN ALL OTHER AREAS, APPLY DISC-ANCHORED TYPE I MULCH AT A RATE OF 2000 LBS PER ACRE. SOIL SHALL BE KEPT MOIST DURING ESTABLISHMENT WITH ADDITIONAL RE-SEEDING AS NECESSARY TO ACHIEVE A HEALTHY, UNIFORM STAND OF GRASS, FREE OF WEEDS AND WITH COVERAGE EXCEEDING 75% IN ANY 10'x10' AREA PRIOR TO FINAL ACCEPTANCE.

7. SODDING. CONTRACTOR SHALL OBTAIN OWNER/LANDSCAPE ARCHITECT'S APPROVAL OF FINAL GRADES AND TOPSOIL PREP PRIOR TO SODDING. APPLY 10-10-10 TYPE I STARTER FERTILIZER AT A RATE OF 200 LBS PER ACRE PRIOR TO SODDING AND ROLL TOPSOIL TO CREATE A UNIFORM SURFACE FOR LAYING SOD. SOD SHALL NOT BE CUT MORE THAN 24-HOURS IN ADVANCE OF INSTALLATION. CONTRACTOR SHALL KEEP SOD MOIST FOR A MINIMUM OF 30 DAYS AND SHALL BE RESPONSIBLE FOR MAINTAINING THE SOD UNTIL FINAL ACCEPTANCE.

8. PLANT MATERIAL. ALL PLANTING STOCK SHALL CONFORM TO THE "AMERICAN STANDARD FOR NURSERY STOCK," ANSI-Z60, LATEST EDITION, OF THE AMERICAN ASSOCIATION OF NURSERYMEN, INC. AND SHALL CONSTITUTE MINIMUM QUALITY REQUIREMENTS FOR PLANT MATERIALS. OWNER/LANDSCAPE ARCHITECT RESERVE THE RIGHT TO REJECT ANY PLANTS WHICH ARE DEEMED UNSATISFACTORY BEFORE, DURING, OR AFTER INSTALLATION. NO SUBSTITUTION OF PLANT MATERIAL SHALL BE ACCEPTED UNLESS APPROVED IN WRITING BY THE OWNER/LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

9. PLANT MATERIAL SUBSTITUTIONS. ALL REQUESTS FOR PLANT SUBSTITUTIONS SHALL BE MADE IN WRITING TO THE OWNER/LANDSCAPE ARCHITECT AND MUST BE APPROVED BY THE CITY.

10. PLANT INSTALLATION AND ESTABLISHMENT. REFER TO STANDARD PLANTING DETAILS. CONTRACTOR SHALL STAKE TREE LOCATIONS FOR APPROVAL BY OWNER/LANDSCAPE ARCHITECT PRIOR TO PLANTING. ANY PLANT MATERIAL WHICH DIES, TURNS BROWN, OR DEFOLIATES (PRIOR TO TOTAL ACCEPTANCE OF THE WORK) SHALL BE PROMPTLY REMOVED FROM THE SITE AND REPLACED WITH MATERIAL OF THE SAME SPECIES, QUANTITY, AND SIZE.

11. MULCH MATERIAL. DOUBLE SHREDDED HARDWOOD MULCH OR ROCK MULCH AS INDICATED ON PLANS. ALL MULCH SHALL BE CLEAN AND FREE OF NOXIOUS WEEDS, SOIL, OR OTHER DELETERIOUS MATERIAL, AND SHALL BE INSTALLED OVER A NON-WOVEN GEOTEXTILE FABRIC (INCIDENTAL) OR OTHER APPROVED WEED BARRIER TO A MINIMUM SETTLED DEPTH OF 4". MULCH SHALL BE HELD BACK FROM PLANT STEMS/TRUNKS A MINIMUM OF 3". WOOD MULCH SHALL BE PLACED AROUND INDIVIDUAL TREES TO A 4' MINIMUM DIAMETER. MULCH SHALL BE INSTALLED WITHIN 48-HOURS OF PLANT INSTALLATION.

12. LANDSCAPE EDGING. INSTALL LANDSCAPE EDGING BETWEEN ALL MULCH AREAS AND TURF. EDGING SHALL BE COMMERCIAL GRADE BLACK POLYETHYLENE OR VINYL EDGING, 0.1 INCH THICK BY 5 INCHES DEEP, V-LIPPED BOTTOM, HORIZONTALLY GROOVED, 1-INCH ROUND TOP, EXTRUDED IN STANDARD LENGTHS, WITH 9-INCH STEEL ANGLE STAKES.

13. IRRIGATION. DESIGN, FURNISH AND INSTALL A COMPLETE UNDERGROUND IRRIGATION SYSTEM FROM APPROVED POINT(S)-OF-CONNECTION WITHIN THE SITE COVERING ALL TURF AND PLANTING AREAS AS SHOWN ON THE LANDSCAPE PLAN. INCLUDES FLOW/PRESSURE TESTING, PLANS WITH DESIGN CALCULATIONS, AS-BUILT DRAWINGS, LABOR, MATERIALS, EQUIPMENT, AND SERVICES FOR THE TESTING, ADJUSTING, RETESTING AND READJUSTING AS REQUIRED TO PLACE THE SYSTEM IN AN APPROVED OPERATING CONDITION. THE IRRIGATION SYSTEM SHALL INCLUDE THE DESIGN AND INSTALLATION OF THE FOLLOWING: PIPING, METER AND BACKFLOW ASSEMBLIES, SPRINKLER HEADS, CABINETS, VALVES AND VALVE BOXES, CONTROLLERS, CONTROL WIRING, FITTINGS, ELECTRICAL CONNECTIONS, QUICK-COUPLERS, ALL OTHER NECESSARY ACCESSORIES, SYSTEM MANUALS, 1-YEAR MAINTENANCE PERIOD INCLUDING 1 FALL WINTERIZATION AND 1 SPRING START-UP. SYSTEM MUST INCLUDE A RAIN SENSOR AND SOME FORM OF WATER EFFICIENT TECHNOLOGY, SUCH AS A SMART CONTROLLER AND/OR SOIL MOISTURE SENSORS. IRRIGATION PLANS TO BE PREPARED BY A QUALIFIED IRRIGATION DESIGNER AND SUBMITTED TO OWNER/LANDSCAPE ARCHITECT FOR APPROVAL.

14. MAINTENANCE. MAINTENANCE SHALL BEGIN IMMEDIATELY AFTER EACH PORTION OF THE WORK IS IN PLACE. PLANT MATERIAL SHALL BE PROTECTED AND MAINTAINED UNTIL THE INSTALLATION OF THE PLANTS IS COMPLETE, INSPECTION HAS BEEN MADE, AND PLANTINGS ARE ACCEPTED EXCLUSIVE OF THE GUARANTEE. MAINTENANCE SHALL INCLUDE MOWING, TRIMMING, WATERING, FERTILIZING, WEED AND PESTICIDE CONTROL, MULCHING, REMOVAL OF DEAD MATERIALS, RE-SETTING PLANTS TO PROPER GRADE AND KEEPING PLANTS IN A PLUMB POSITION. AFTER ACCEPTANCE, THE OWNER SHALL ASSUME MAINTENANCE RESPONSIBILITIES, HOWEVER, THE CONTRACTOR SHALL RETAIN RESPONSIBILITY FOR ALL PLANT MATERIAL THROUGH THE COMPLETION OF THE WARRANTY PERIOD.

15. WATERING. UPON ESTABLISHMENT OF SEED AND INSTALLATION OF PLANTS, CONTRACTOR SHALL MAINTAIN A WATERING SCHEDULE WHICH WILL THOROUGHLY WATER ALL PLANTS AND TURF AREAS A MINIMUM OF ONCE A WEEK. MORE FREQUENT WATERING MAY BE REQUIRED DURING PERIODS OF HOT, DRY WEATHER. CONTRACTOR SHALL MAKE THE NECESSARY ARRANGEMENTS FOR WATER. IN THE ABSENCE OF PERMANENT IRRIGATION, TEMPORARY IRRIGATION, TREE WATERING BAGS, OR HAND-WATERING ARE ACCEPTABLE.

16. NATIVE PLANT ESTABLISHMENT. THIS PROJECT INCLUDES ONE OR MORE NATIVE PLANT SEED MIXES CONSISTING OF A VARIETY OF GRASSES, SEDGES AND FLOWERING FORBS. BECAUSE THESE PLANTS TYPICALLY HAVE A LONGER GERMINATION PERIOD, A COVER CROP SPECIES IS REQUIRED TO PROVIDE TEMPORARY COVER AND STABILIZATION. MAINTENANCE OF THESE SEEDED AREAS IS CRITICAL DURING THE FIRST SEVERAL YEARS TO ESTABLISH A SUCCESSFUL NATIVE PLANT COMMUNITY. SEEDED AREAS SHALL BE MOWED / WEED-WHIPPED TO A HEIGHT OF 6-10 INCHES IN MID-JULY AND EARLY SEPTEMBER DURING THE FIRST 2-3 YEARS OF ESTABLISHMENT. IN ADDITION, ALL NON-NATIVE SPECIES / WEEDS SHALL BE SPOT SPRAYED NO LESS THAN 3 TIMES A YEAR WITH HERBICIDE BY A LICENSED APPLICATOR. RE-SEEDING AS NECESSARY SHALL OCCUR IN MAY. A NATIVE PLANT COMMUNITY SHALL BE CONSIDERED SUCCESSFULLY ESTABLISHED NO SOONER THAT 3 YEARS AFTER INITIAL SEEDING – ONCE THE COVER CROP HAS BEEN SUFFICIENTLY REPLACED BY NATIVE PLANTS AND THE AREA IS FREE OF ALL NON-NATIVE AND INVASIVE SPECIES. AT THIS TIME, MAINTENANCE CAN BE REDUCED TO MOWING / WEED-WHIPPING TO A HEIGHT OF 6-10 INCHES ONCE A YEAR IN EARLY SEPTEMBER AND SPOT SPRAYING OF HERBACIDE ONLY AS NEEDED.

17. FINAL ACCEPTANCE. UPON SUBSTANTIAL COMPLETION OF THE WORK, CONTRACTOR SHALL REQUEST FINAL ACCEPTANCE OF THE WORK IN WRITING BY THE OWNER/LANDSCAPE ARCHITECT. IF ANY WORK IS FOUND TO BE INCOMPLETE OR UNSATISFACTORY IN THE OPINION OF THE OWNER/LANDSCAPE ARCHITECT, A WRITTEN PUNCH LIST WILL BE PREPARED LISTING ALL ITEMS THAT REQUIRE COMPLETING OR CORRECTING BEFORE FINAL ACCEPTANCE.

18. WARRANTY. ALL PLANTS, MATERIALS AND WORKMANSHIP SHALL BE GUARANTEED FOR ONE YEAR FROM THE DATE OF FINAL ACCEPTANCE, UNLESS OTHERWISE SPECIFIED. THE GUARANTEE SHALL COVER THE FULL COST OF REPLACEMENT INCLUDING LABOR AND MATERIAL.

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

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota

Print Name: Ryan J. Ruttger, RLA
Signature:
Date: 10/31/22 License #: 56346

Drawn: RJR
Designed: RJR
Date: 10/31/22

Revisions:
1.

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

KATIES GLEN
Wyoming, MN

LANDSCAPE PLAN

L2 of 2

#4925-01

1 T1 OVERALL WOODLAND PRESERVATION PLAN

REMOVAL SUMMARY		No. of Trees
Exempt Trees - Removal permitted under Sec. 40-556(3)		637
6-20" Hardwood Deciduous Trees Removed		33
> 20" Hardwood Deciduous Trees Removed		3
Total Trees Removed		673
Total Trees Saved		113
Total Trees		786
REPLACEMENT REQUIREMENTS	**Replacement Ratio**	**No. of Trees**
6-20" Hardwood Deciduous Tree Mitigation	Catagory B - 2x	66
> 20" Hardwood Deciduous Tree Mitigation	Category B - 4x	12
Total Tree Replacement (Category B - 2.5" Cal. / 6' Conifer Trees)		**78**
Total Caliper Inches of Trees Saved (For Performance Guarantee)		**1655**

LEGEND

- EXEMPT AREA – TREE REMOVAL PERMITTED PER SEC. 40–556(3)
- 4370 EXISTING TREE SAVED
- 4371 EXISTING TREE REMOVED

CALL BEFORE YOU DIG

811 Know what's below. Call before you dig.

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SUITE 100
BLAINE, MN 55449
TEL 763.489.7900
FAX 763.489.7959
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I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota

Print Name: Ryan J. Ruttger, RLA
Signature:
Date: 10/31/22 License #: 56346

Drawn: RJR
Designed: RJR
Date: 10/31/22

Revisions:
1.

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

KATIES GLEN
Wyoming, MN

WOODLAND PRESERVATION PLAN

T1 of 3

Save Date: 10/30/22 | F:\jobs\4921 - 4940\4925-01 katies glen\cad c3d\landscape\4925-01_tree preservation.dwg

#4925-01

TREE INVENTORY

Tag #	Tree Size (DBH)	Species (Common Name)	Condition	Designation
1326	11	Red Maple	Good	Remove (Exempt)
1361	12	Red Maple	Good	Remove (Exempt)
1362	10	Green Ash	Good	Save
1363	13	Red Maple	Good	Save
1364	12	Red Maple	Good	Remove (Exempt)
1365	9	Red Maple	Good	Save
1366	14	Green Ash	Good	Save
1367	13	Red Maple	Good	Remove
1368	9	Green Ash	Good	Save
1369	6	Green Ash	Good	Save
1370	8	Red Maple	Good	Remove
1372	29	Bur Oak	Good	Save
1373	12	Red Maple	Good	Save
1374	8	Red Maple	Good	Save
1375	6	Red Maple	Good	Save
1376	9	Red Maple	Good	Save
1377	7	Red Maple	Good	Remove (Exempt)
1378	6	Black Cherry	Good	Remove (Exempt)
1379	10	Red Maple	Good	Remove (Exempt)
1380	13	Sugar Maple	Good	Remove (Exempt)
1381	8	Sugar Maple	Good	Remove (Exempt)
1382	14	Red Maple	Good	Remove (Exempt)
1383	6	Red Maple	Good	Remove (Exempt)
1384	6	Red Maple	Good	Remove (Exempt)
1385	22	White Oak	Good	Remove (Exempt)
1386	6	Red Maple	Good	Remove (Exempt)
1387	9	Red Maple	Good	Remove (Exempt)
1388	6	Red Maple	Good	Remove (Exempt)
1389	6	Red Maple	Good	Remove (Exempt)
1390	10	Red Maple	Good	Remove (Exempt)
1391	9	Red Maple	Good	Remove (Exempt)
1392	9	Red Maple	Good	Remove (Exempt)
1393	7	Red Maple	Good	Remove (Exempt)
1394	16	Hackberry	Good	Remove (Exempt)
1395	9	Red Maple	Good	Remove (Exempt)
1397	20	Pin Oak	Good	Remove (Exempt)
1398	27	Bur Oak	Good	Remove (Exempt)
1399	10	Red Maple	Good	Remove (Exempt)
1400	12	Black Cherry	Good	Remove (Exempt)
1401	12	Red Maple	Good	Remove (Exempt)
1402	9	Red Maple	Good	Save
1403	9	Red Maple	Good	Remove (Exempt)
1404	10	Red Maple	Good	Remove (Exempt)
1405	10	Red Maple	Good	Remove (Exempt)
1409	6	Black Cherry	Good	Remove (Exempt)
1410	6	Red Maple	Good	Remove (Exempt)
1411	23	Bur Oak	Good	Remove
1412	6	Red Maple	Good	Remove
1413	8	Red Maple	Good	Remove (Exempt)
1414	23	Green Ash	Good	Save
1415	8	Red Maple	Good	Save
1416	6	Red Maple	Good	Save
1417	8	Red Maple	Good	Save
1418	8	Bur Oak	Good	Save
1419	24	Bur Oak	Good	Save
1420	6	Red Maple	Good	Save
1421	17	Bur Oak	Good	Save
1422	6	Red Maple	Good	Save
1423	6	Black Cherry	Good	Remove
1424	6	Red Maple	Good	Remove (Exempt)
1426	8	Red Maple	Good	Remove (Exempt)
1427	10	Red Maple	Good	Remove (Exempt)
1428	11	Red Maple	Good	Remove (Exempt)
1429	6	Red Maple	Good	Remove (Exempt)
1430	10	Red Maple	Good	Remove (Exempt)
1431	8	Red Maple	Good	Remove (Exempt)
1432	8	Red Maple	Good	Remove (Exempt)
1433	8	Red Maple	Good	Remove (Exempt)
1434	8	Red Maple	Good	Remove (Exempt)
1435	6	Red Maple	Good	Remove (Exempt)
1436	6	Red Maple	Good	Remove (Exempt)
1437	10	Red Maple	Good	Remove (Exempt)
1438	8	Red Maple	Good	Remove (Exempt)
1439	6	Red Maple	Good	Remove (Exempt)
1440	10	Red Maple	Good	Remove (Exempt)
1441	8	Red Maple	Good	Remove (Exempt)
1442	6	Red Maple	Good	Remove (Exempt)
1443	6	Red Maple	Good	Remove (Exempt)
1444	8	Red Maple	Good	Remove (Exempt)
1445	10	Red Maple	Good	Remove (Exempt)
1446	6	Red Maple	Good	Remove (Exempt)
1447	12	Red Maple	Good	Remove (Exempt)
1448	6	Red Maple	Good	Remove (Exempt)
1450	10	Red Maple	Good	Remove (Exempt)
1452	25	Bur Oak	Good	Remove (Exempt)
1453	8	Red Maple	Good	Remove (Exempt)
1454	12	Red Maple	Good	Remove (Exempt)
1455	20	Bur Oak	Good	Remove (Exempt)
1456	6	Red Maple	Good	Remove (Exempt)
1457	12	Red Maple	Good	Remove (Exempt)
1458	10	Red Maple	Good	Remove (Exempt)
1459	8	Black Cherry	Good	Remove (Exempt)
1460	12	Sugar Maple	Good	Remove (Exempt)
1461	8	Black Cherry	Good	Remove (Exempt)
1462	20	Boxelder	Good	Remove (Exempt)
1463	19	Bur Oak	Good	Remove (Exempt)
1464	12	Red Maple	Good	Remove
1465	11	Red Maple	Good	Remove (Exempt)
1466	6	Red Maple	Good	Remove (Exempt)
1467	10	Red Maple	Good	Remove (Exempt)
1468	6	Red Maple	Good	Remove (Exempt)
1469	16	Bur Oak	Good	Remove (Exempt)
1470	8	Red Maple	Good	Remove (Exempt)
1472	8	Red Maple	Good	Remove (Exempt)
1473	6	Black Cherry	Good	Remove (Exempt)
1475	40	Bur Oak	Good	Remove (Exempt)
1476	8	Black Cherry	Good	Remove (Exempt)
1477	34	Boxelder	Good	Remove (Exempt)
1478	7	Black Cherry	Good	Remove (Exempt)
1479	6	Black Cherry	Good	Remove (Exempt)
1480	24	Bur Oak	Good	Remove (Exempt)
1481	8	Black Cherry	Good	Remove (Exempt)
1482	26	Bur Oak	Good	Remove (Exempt)
1483	8	Black Cherry	Good	Remove (Exempt)
1484	18	Black Cherry	Good	Remove (Exempt)
1485	8	Red Maple	Good	Save
1486	38	Red Oak	Good	Save
1487	40	Red Oak	Good	Save
1488	7	Red Cedar	Good	Save
1489	6	Red Maple	Good	Remove (Exempt)
1491	6	Red Maple	Good	Remove (Exempt)
1492	6	Red Maple	Good	Remove (Exempt)
1493	8	Red Oak	Good	Save
1494	6	Red Maple	Good	Remove (Exempt)
1495	14	Red Cedar	Good	Save
1496	10	Red Maple	Good	Remove (Exempt)
1497	8	Black Cherry	Good	Remove (Exempt)
1498	8	Red Maple	Good	Remove (Exempt)
1499	8	Red Maple	Good	Remove (Exempt)
1500	22	Bur Oak	Good	Remove (Exempt)
1617	10	Red Maple	Good	Save
1618	9	Red Maple	Good	Remove (Exempt)
1619	9	Red Maple	Good	Remove
1796	9	Red Maple	Good	Remove (Exempt)
1801	8	Red Maple	Good	Remove (Exempt)
1802	7	Red Maple	Good	Remove (Exempt)
1803	14	White Oak	Good	Remove (Exempt)
1804	12	Red Maple	Good	Remove (Exempt)
1805	12	Red Maple	Good	Remove (Exempt)
1806	6	Red Maple	Good	Remove (Exempt)
1807	9	Red Maple	Good	Remove (Exempt)
1808	10	Red Maple	Good	Remove (Exempt)
1809	16	Red Maple	Good	Remove (Exempt)
1810	8	Red Maple	Good	Remove (Exempt)
1811	8	Red Maple	Good	Remove (Exempt)
1812	10	Red Maple	Good	Remove (Exempt)
1813	16	Black Cherry	Good	Remove (Exempt)
1814	14	Black Cherry	Good	Remove (Exempt)
1815	29	Bur Oak	Good	Remove (Exempt)
1823	12	Red Maple	Good	Remove (Exempt)
1824	6	Red Maple	Good	Remove (Exempt)
1825	6	Red Maple	Good	Remove (Exempt)
1826	6	Red Maple	Good	Remove (Exempt)
1827	7	Red Maple	Good	Remove (Exempt)
1828	8	Red Maple	Good	Remove (Exempt)
1829	7	Red Maple	Good	Remove (Exempt)
1830	8	Red Maple	Good	Remove (Exempt)
1831	6	Red Maple	Good	Remove (Exempt)
1832	6	Red Maple	Good	Remove (Exempt)
1833	6	Red Maple	Good	Remove (Exempt)
1834	6	Red Maple	Good	Remove (Exempt)
1835	22	Boxelder	Good	Remove (Exempt)
1836	10	Red Maple	Good	Remove (Exempt)
1837	28	Bur Oak	Good	Remove (Exempt)
1839	10	Red Maple	Good	Remove (Exempt)
1840	16	Black Cherry	Good	Remove (Exempt)
1841	6	Red Maple	Good	Remove (Exempt)
1842	8	Red Maple	Good	Remove (Exempt)
1843	8	Black Cherry	Good	Remove (Exempt)
1844	22	Bur Oak	Good	Remove (Exempt)
1845	13	Red Maple	Good	Remove (Exempt)
1846	7	Red Maple	Good	Remove (Exempt)
1847	9	Red Maple	Good	Remove (Exempt)
1848	9	Red Maple	Good	Remove (Exempt)
1849	16	Bur Oak	Good	Remove (Exempt)
1850	14	Bur Oak	Good	Remove (Exempt)
1851	8	Red Maple	Good	Remove (Exempt)
1852	9	Red Maple	Good	Remove (Exempt)
1853	8	Red Maple	Good	Remove (Exempt)
1854	33	Pin Oak	Good	Remove (Exempt)
1855	9	Red Maple	Good	Remove (Exempt)
1856	15	Red Maple	Good	Remove (Exempt)
1857	16	Red Maple	Good	Remove (Exempt)
1858	8	Red Maple	Good	Remove (Exempt)
1859	11	Red Maple	Good	Remove (Exempt)
1860	11	Red Maple	Good	Remove (Exempt)
1861	10	Red Maple	Good	Remove (Exempt)
1862	10	Red Maple	Good	Remove (Exempt)
1863	12	Red Maple	Good	Remove (Exempt)
1865	12	Red Maple	Good	Remove (Exempt)
1866	24	Red Maple	Good	Remove (Exempt)
1867	14	Red Maple	Good	Remove (Exempt)
1868	18	Red Maple	Good	Remove (Exempt)
1869	12	Red Maple	Good	Remove (Exempt)
1870	10	Red Maple	Good	Remove (Exempt)
1871	6	Sugar Maple	Good	Remove (Exempt)
1872	8	Red Maple	Good	Remove (Exempt)
1873	9	Red Maple	Good	Remove (Exempt)
1874	12	Red Maple	Good	Remove (Exempt)
1875	11	Red Maple	Good	Remove (Exempt)
1876	16	Red Maple	Good	Remove (Exempt)
1877	14	Red Maple	Good	Remove (Exempt)
1878	34	Bur Oak	Good	Remove (Exempt)
1879	24	Bur Oak	Good	Remove (Exempt)
1880	21	Bur Oak	Good	Remove (Exempt)
1881	7	Red Maple	Good	Remove (Exempt)
1882	38	Bur Oak	Good	Remove (Exempt)
1883	8	Red Maple	Good	Remove (Exempt)
1884	7	Red Maple	Good	Remove (Exempt)
1885	10	Red Maple	Good	Remove (Exempt)
1886	6	Black Cherry	Good	Remove (Exempt)
1887	23	Bur Oak	Good	Remove (Exempt)
1888	7	Black Cherry	Good	Remove (Exempt)
1889	21	American Elm	Good	Remove (Exempt)
1890	29	Bur Oak	Good	Remove (Exempt)
1891	30	Pin Oak	Good	Remove (Exempt)
1892	9	Black Cherry	Good	Remove (Exempt)
1893	7	Black Cherry	Good	Remove (Exempt)
1894	30	Black Cherry	Good	Remove (Exempt)
1895	15	Red Maple	Good	Remove (Exempt)
1896	24	Green Ash	Good	Remove (Exempt)
1897	12	Black Cherry	Good	Remove (Exempt)
1898	6	Black Cherry	Good	Remove (Exempt)
1899	10	Black Cherry	Good	Remove (Exempt)
1900	13	Black Cherry	Good	Remove (Exempt)
3689	14	White Oak	Good	Remove (Exempt)
3690	8	Paper Birch	Good	Save
3691	6	Paper Birch	Good	Save
3692	10	Paper Birch	Good	Save
3693	20	White Oak	Good	Remove (Exempt)
3694	16	Bur Oak	Good	Remove (Exempt)
3695	7	Red Maple	Good	Remove (Exempt)
3696	17	Black Cherry	Good	Remove (Exempt)
3697	16	Black Cherry	Good	Remove (Exempt)
3699	9	Black Cherry	Good	Remove (Exempt)
3700	40	Bur Oak	Good	Remove (Exempt)
3757	8	Red Maple	Good	Remove (Exempt)
3758	7	Black Cherry	Good	Remove (Exempt)
3759	9	Paper Birch	Good	Remove (Exempt)
3760	7	Black Cherry	Good	Remove (Exempt)
3761	24	Red Maple	Good	Remove (Exempt)
3762	11	Black Cherry	Good	Remove (Exempt)
3763	16	Black Cherry	Good	Save
3764	24	White Oak	Good	Remove (Exempt)
3765	25	Black Cherry	Good	Remove (Exempt)
3766	21	Quaking Aspen	Good	Save
3767	7	Red Cedar	Good	Save
3768	16	Black Cherry	Good	Save
3769	8	Red Maple	Good	Remove (Exempt)
3770	6	Red Maple	Good	Remove (Exempt)
3771	9	Red Maple	Good	Remove (Exempt)
3772	10	Red Maple	Good	Remove (Exempt)
3773	7	Red Maple	Good	Remove (Exempt)
3774	7	Red Maple	Good	Remove (Exempt)
3775	7	Red Maple	Good	Remove (Exempt)
3776	7	Red Maple	Good	Remove (Exempt)
3777	7	Red Maple	Good	Remove (Exempt)
3778	8	Red Maple	Good	Save
3779	29	White Oak	Good	Save
3780	11	Red Maple	Good	Remove (Exempt)
3781	10	Red Maple	Good	Save
3782	23	Bur Oak	Good	Save
3783	8	Red Maple	Good	Save
3784	11	Red Maple	Good	Save
3785	9	Red Maple	Good	Remove (Exempt)
3786	9	Red Maple	Good	Save
3787	11	Red Maple	Good	Save
3788	10	Red Maple	Good	Remove (Exempt)
3789	18	Black Cherry	Good	Save
3790	14	Black Cherry	Good	Remove (Exempt)
3791	7	Red Maple	Good	Remove (Exempt)
3792	10	Red Maple	Good	Remove
3794	11	Red Maple	Good	Save
3795	12	Red Maple	Good	Save
3796	10	Red Maple	Good	Save
3797	13	Black Cherry	Good	Remove (Exempt)
3798	30	White Oak	Good	Remove (Exempt)
3800	13	Red Maple	Good	Remove (Exempt)
3801	35	White Oak	Good	Remove (Exempt)
3802	7	Red Maple	Good	Remove (Exempt)
3803	8	Red Maple	Good	Remove (Exempt)
3804	8	Red Maple	Good	Remove (Exempt)
3805	6	Red Maple	Good	Remove (Exempt)
3806	10	Red Maple	Good	Remove (Exempt)
3807	13	Red Maple	Good	Remove (Exempt)
3808	7	Red Maple	Good	Remove (Exempt)
3809	10	Red Maple	Good	Remove (Exempt)
3810	7	Red Maple	Good	Remove (Exempt)
3811	7	Red Maple	Good	Remove (Exempt)
3812	9	Red Maple	Good	Remove (Exempt)
3813	9	Red Maple	Good	Remove (Exempt)
3814	6	Red Maple	Good	Remove (Exempt)
3815	7	Red Maple	Good	Remove (Exempt)
3816	6	Red Maple	Good	Remove (Exempt)
3817	6	Red Maple	Good	Remove (Exempt)
3818	13	Black Cherry	Good	Remove (Exempt)
3819	13	Red Maple	Good	Remove (Exempt)
3820	11	Red Maple	Good	Remove
3821	14	Black Cherry	Good	Remove (Exempt)
3822	20	Boxelder	Good	Remove (Exempt)
3823	11	Red Maple	Good	Save
3824	12	Red Maple	Good	Save
3825	12	Black Cherry	Good	Remove (Exempt)
3826	7	Red Maple	Good	Remove (Exempt)
3827	10	Black Cherry	Good	Remove (Exempt)
3828	7	Black Cherry	Good	Remove (Exempt)
3829	10	Boxelder	Good	Remove (Exempt)
3830	15	Black Cherry	Good	Remove (Exempt)
3831	6	Black Cherry	Good	Remove (Exempt)
3832	20	Boxelder	Good	Remove (Exempt)
3833	16	Black Cherry	Good	Remove (Exempt)
3834	14	Black Cherry	Good	Remove (Exempt)
3835	36	Boxelder	Good	Remove (Exempt)
3836	34	Bur Oak	Good	Remove (Exempt)
3837	24	Boxelder	Good	Remove (Exempt)
3838	22	Black Cherry	Good	Remove (Exempt)
3839	7	Black Cherry	Good	Remove (Exempt)
3840	26	Pin Oak	Good	Remove (Exempt)
3841	13	Red Cedar	Good	Remove (Exempt)
3842	7	Black Cherry	Good	Remove (Exempt)
3843	26	American Elm	Good	Remove (Exempt)
3844	7	Black Cherry	Good	Remove (Exempt)
3845	25	White Oak	Good	Remove (Exempt)
3846	44	White Oak	Good	Remove (Exempt)
3847	22	Boxelder	Good	Remove (Exempt)
3848	38	Green Ash	Good	Remove (Exempt)
3849	34	Red Oak	Good	Remove (Exempt)
3850	22	Boxelder	Good	Remove (Exempt)
3851	38	Bur Oak	Good	Remove (Exempt)
3852	32	Bur Oak	Good	Remove (Exempt)
3853	16	White Oak	Good	Remove (Exempt)
3854	19	White Oak	Good	Remove (Exempt)
3855	30	White Oak	Good	Remove (Exempt)
3856	6	Red Maple	Good	Remove
3857	14	Black Cherry	Good	Remove
3858	14	Black Cherry	Good	Remove
3859	8	Black Cherry	Good	Remove
3860	11	Black Cherry	Good	Remove (Exempt)
3861	9	Black Cherry	Poor	Remove (Exempt)
3862	26	Boxelder	Good	Remove (Exempt)
3863	28	Boxelder	Good	Remove (Exempt)
3864	20	Boxelder	Good	Remove (Exempt)
3865	53	Boxelder	Fair	Remove (Exempt)
3866	21	Boxelder	Good	Remove (Exempt)
3867	4	Red Cedar	Good	Remove (Exempt)
3868	4	Red Cedar	Good	Remove (Exempt)
3869	10	Red Maple	Good	Remove (Exempt)
3870	10	Red Maple	Good	Remove (Exempt)
3871	10	Black Cherry	Good	Remove (Exempt)
3872	11	Red Maple	Good	Remove
3873	14	Red Maple	Good	Remove
3874	8	Red Maple	Good	Remove (Exempt)
3875	7	Red Maple	Good	Remove (Exempt)
3876	8	Black Cherry	Good	Remove (Exempt)
3877	7	Black Cherry	Good	Remove (Exempt)
3878	26	Red Maple	Good	Remove (Exempt)
3879	24	Bur Oak	Good	Remove (Exempt)
3880	14	Red Maple	Good	Remove (Exempt)
3881	11	Red Maple	Good	Remove (Exempt)
3882	23	Red Maple	Good	Remove (Exempt)
3883	15	Sugar Maple	Good	Remove (Exempt)
3884	6	Red Maple	Good	Remove (Exempt)
3885	18	Black Cherry	Good	Remove (Exempt)
3886	9	Red Maple	Good	Remove (Exempt)
3887	14	Red Maple	Good	Remove (Exempt)
3888	26	Pin Oak	Good	Remove (Exempt)
3889	12	Red Maple	Good	Remove (Exempt)
3890	13	Red Maple	Good	Remove (Exempt)
3891	11	Red Maple	Good	Remove (Exempt)
3892	10	Red Maple	Good	Remove (Exempt)
3893	21	Siberian Elm	Good	Remove (Exempt)
3894	8	Red Maple	Good	Remove (Exempt)
3895	8	Red Maple	Good	Remove (Exempt)
3896	14	Black Cherry	Good	Remove (Exempt)
3897	16	Red Maple	Good	Remove (Exempt)
3898	11	Red Maple	Good	Remove (Exempt)
3899	14	Black Cherry	Good	Remove (Exempt)
3900	12	Red Maple	Good	Remove (Exempt)
3901	14	Red Maple	Good	Remove (Exempt)
3902	7	Red Maple	Good	Remove (Exempt)
3903	7	Red Maple	Good	Remove (Exempt)
3904	12	Black Cherry	Good	Remove (Exempt)
3905	10	Red Maple	Good	Remove (Exempt)
3906	12	Red Maple	Good	Remove (Exempt)
3907	7	Red Maple	Good	Remove (Exempt)
3908	10	Red Maple	Good	Remove
3909	14	Red Maple	Good	Remove
3910	6	Black Cherry	Good	Save
3911	8	Red Maple	Good	Remove (Exempt)
3912	22	Red Maple	Good	Remove (Exempt)
3916	8	Black Cherry	Good	Remove (Exempt)
3917	8	Black Cherry	Good	Remove (Exempt)
3918	12	Red Maple	Good	Remove (Exempt)
3919	6	Red Maple	Good	Remove
3920	16	Red Maple	Good	Remove
3921	8	Red Maple	Good	Remove (Exempt)
3922	9	Black Cherry	Good	Remove (Exempt)
3923	16	Bur Oak	Good	Remove (Exempt)
3924	12	Black Cherry	Good	Remove (Exempt)
3925	8	Black Cherry	Good	Remove (Exempt)
3927	12	Red Maple	Good	Save
3928	10	Red Maple	Good	Save
3929	10	Black Cherry	Good	Remove (Exempt)
3930	18	Bur Oak	Good	Remove (Exempt)
3931	8	Sugar Maple	Good	Remove (Exempt)
3932	10	Black Cherry	Good	Remove (Exempt)
3933	10	Black Cherry	Good	Remove (Exempt)
3934	6	Black Cherry	Good	Remove (Exempt)
3935	8	Red Maple	Good	Remove (Exempt)
3936	6	Black Cherry	Good	Remove (Exempt)
3937	43	Silver Maple	Good	Remove (Exempt)
3938	6	Black Cherry	Good	Remove (Exempt)
3939	8	Black Cherry	Good	Remove (Exempt)
3940	18	White Oak	Good	Remove (Exempt)
3941	12	Black Cherry	Good	Remove (Exempt)
3942	20	Green Ash	Good	Remove (Exempt)
3943	30	White Oak	Good	Remove (Exempt)
3945	24	Bur Oak	Good	Remove (Exempt)
3946	27	Bur Oak	Good	Remove (Exempt)
3947	29	Bur Oak	Good	Remove (Exempt)
3948	4	Red Cedar	Good	Remove (Exempt)
3949	24	Bur Oak	Good	Remove (Exempt)
3951	15	Black Cherry	Good	Remove (Exempt)
3952	10	Red Maple	Good	Remove (Exempt)
3953	6	Red Oak	Good	Remove (Exempt)
3954	15	Red Maple	Good	Remove (Exempt)
3955	18	Red Maple	Good	Remove (Exempt)
3956	10	Red Cedar	Good	Remove (Exempt)
3957	13	Black Cherry	Good	Remove (Exempt)
3958	6	Red Cedar	Good	Remove (Exempt)
3959	6	Black Cherry	Good	Remove (Exempt)
3960	12	White Pine	Good	Remove (Exempt)
3961	24	Green Ash	Good	Remove (Exempt)
3962	24	Bur Oak	Good	Remove (Exempt)
3963	8	Black Cherry	Good	Remove (Exempt)
3964	22	Boxelder	Good	Remove (Exempt)
3965	34	Bur Oak	Good	Remove (Exempt)
3968	20	Boxelder	Good	Remove (Exempt)
3969	6	Red Maple	Good	Remove (Exempt)
3971	20	Boxelder	Good	Remove (Exempt)
3972	22	Boxelder	Good	Remove (Exempt)
3973	8	Red Maple	Good	Remove (Exempt)
3974	18	Red Maple	Good	Remove (Exempt)
3975	6	Red Maple	Good	Remove (Exempt)
3976	12	Red Oak	Good	Remove (Exempt)
3977	12	Black Cherry	Good	Remove (Exempt)
3978	8	Red Maple	Good	Remove (Exempt)
3979	6	Red Maple	Good	Remove (Exempt)
3980	8	Black Cherry	Good	Remove (Exempt)
3981	7	Black Cherry	Good	Remove (Exempt)
3982	7	Red Maple	Good	Remove (Exempt)
3984	8	Red Maple	Good	Remove (Exempt)
3985	12	Red Maple	Good	Remove (Exempt)
3987	33	Red Oak	Good	Remove (Exempt)
3988	16	Red Maple	Good	Remove (Exempt)
3989	8	Red Maple	Good	Remove (Exempt)
3990	14	Red Maple	Good	Remove (Exempt)
3991	30	White Oak	Good	Remove (Exempt)
4001	13	Red Cedar	Good	Save
4002	18	Red Cedar	Good	Save
4003	20	Red Cedar	Good	Save
4004	14	Red Cedar	Good	Save
4005	16	Red Cedar	Good	Save
4010	12	Red Cedar	Good	Save
4011	41	Boxelder	Good	Save
4018	8	Black Cherry	Good	Save
4019	6	Red Cedar	Good	Save
4020	15	Red Cedar	Good	Save
4021	22	Boxelder	Good	Save
4022	15	Red Cedar	Good	Save
4023	16	Red Cedar	Good	Save
4024	14	Red Cedar	Good	Save

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

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota

Print Name: Ryan J. Ruttger, RLA
Signature:
Date: 10/31/22 License #: 56346

Drawn: RJR
Designed: RJR
Date: 10/31/22

Revisions:
1.

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

KATIES GLEN
Wyoming, MN

WOODLAND PRESERVATION PLAN

T2 of 3

Save Date: 10/30/22 | F:\jobs\4921 - 4940\4925-01 katies glen\cad c3d\landscape\4925-01_tree preservation.dwg

#4925-01

4026	10	Red Cedar	Good	Save
4027	10	Red Cedar	Good	Save
4028	15	Red Cedar	Good	Save
4029	10	Red Oak	Good	Save
4031	13	Red Cedar	Good	Save
4032	26	Red Oak	Good	Save
4035	16	Red Oak	Good	Save
4045	11	Red Cedar	Good	Save
4054	10	Red Oak	Good	Save
4065	24	Green Ash	Good	Remove (Exempt)
4075	14	White Oak	Good	Save
4083	35	Green Ash	Good	Remove (Exempt)
4089	38	Bur Oak	Good	Remove (Exempt)
4105	31	Pin Oak	Good	Remove (Exempt)
4109	9	Black Cherry	Good	Remove (Exempt)
4114	34	Red Oak	Good	Remove (Exempt)
4115	26	Pin Oak	Good	Remove (Exempt)
4130	6	Black Cherry	Good	Remove (Exempt)
4133	6	Red Maple	Good	Remove (Exempt)
4137	18	Bur Oak	Good	Remove (Exempt)
4141	15	Black Cherry	Good	Remove (Exempt)
4146	25	White Oak	Good	Remove (Exempt)
4149	31	White Oak	Good	Remove (Exempt)
4152	28	White Oak	Good	Remove (Exempt)
4156	29	Bur Oak	Good	Remove (Exempt)
4157	31	Bur Oak	Good	Remove (Exempt)
4160	11	Black Cherry	Good	Remove (Exempt)
4165	38	Bur Oak	Good	Remove (Exempt)
4166	38	Bur Oak	Good	Remove (Exempt)
4212	18	Bur Oak	Good	Save
4219	20	Black Cherry	Good	Remove (Exempt)
4227	26	Bur Oak	Good	Remove (Exempt)
4239	38	Bur Oak	Good	Remove (Exempt)
4244	33	Bur Oak	Good	Remove (Exempt)
4250	25	White Oak	Good	Remove (Exempt)
4251	33	Bur Oak	Good	Remove (Exempt)
4257	12	Bur Oak	Good	Remove (Exempt)
4258	25	Bur Oak	Good	Remove (Exempt)
4269	21	Boxelder	Good	Remove (Exempt)
4270	10	Black Cherry	Good	Remove (Exempt)
4277	29	White Oak	Good	Remove (Exempt)
4280	14	Black Cherry	Good	Remove (Exempt)
4282	14	Black Cherry	Good	Remove (Exempt)
4288	8	Black Cherry	Good	Remove (Exempt)
4290	9	Black Cherry	Fair	Remove (Exempt)
4291	19	Red Maple	Good	Save
4296	7	Black Cherry	Good	Save
4300	8	Black Cherry	Good	Remove (Exempt)
4309	35	Pin Oak	Good	Remove (Exempt)
4314	33	White Oak	Good	Remove (Exempt)
4320	22	Red Oak	Good	Remove (Exempt)
4332	20	Bur Oak	Good	Remove (Exempt)
4336	14	Black Cherry	Good	Remove (Exempt)
4339	36	Bur Oak	Good	Remove (Exempt)
4342	23	Bur Oak	Good	Remove (Exempt)
4363	8	Black Cherry	Good	Save
4365	12	Black Cherry	Good	Save
4369	13	Black Cherry	Good	Save
4389	32	White Oak	Good	Remove (Exempt)
4393	31	Bur Oak	Good	Remove (Exempt)
4396	28	Bur Oak	Good	Remove (Exempt)
4400	36	Bur Oak	Good	Save
4405	26	White Oak	Good	Save
4408	26	White Oak	Good	Save
4418	23	White Oak	Good	Remove (Exempt)
4426	10	White Oak	Good	Remove (Exempt)
4428	19	White Oak	Good	Remove (Exempt)
4429	32	White Oak	Good	Remove (Exempt)
4430	20	White Oak	Good	Remove (Exempt)
4433	24	Bur Oak	Good	Remove (Exempt)
4439	7	Black Cherry	Good	Remove (Exempt)
4448	26	Bur Oak	Good	Remove (Exempt)
4449	7	Black Cherry	Good	Remove (Exempt)
4450	11	Hackberry	Good	Remove (Exempt)
4455	28	Bur Oak	Good	Remove (Exempt)
4457	30	Bur Oak	Good	Remove (Exempt)
4469	8	Black Cherry	Good	Remove (Exempt)
4470	9	Black Cherry	Good	Remove (Exempt)
4472	31	Bur Oak	Good	Remove (Exempt)
4518	6	Black Cherry	Good	Remove (Exempt)
4578	8	Sugar Maple	Good	Remove (Exempt)
4580	7	Red Maple	Good	Remove (Exempt)
4594	8	Red Maple	Good	Remove (Exempt)
4595	19	White Oak	Good	Remove (Exempt)
4596	6	Red Maple	Good	Remove (Exempt)
4620	8	Black Cherry	Good	Remove (Exempt)
4621	8	Red Maple	Good	Remove (Exempt)
4622	8	Red Maple	Good	Remove (Exempt)
4628	30	Bur Oak	Good	Remove (Exempt)
4635	8	Red Maple	Good	Remove (Exempt)
4642	6	Red Maple	Good	Remove (Exempt)
4643	25	Bur Oak	Good	Remove (Exempt)
4645	18	Bur Oak	Good	Remove (Exempt)
4649	22	Bur Oak	Good	Remove (Exempt)
4650	8	Red Maple	Good	Remove (Exempt)

4651	7	Red Maple	Good	Remove (Exempt)
4653	16	Bur Oak	Good	Remove (Exempt)
4655	26	Bur Oak	Good	Remove (Exempt)
4658	31	Bur Oak	Good	Remove (Exempt)
4665	19	White Oak	Good	Remove (Exempt)
4666	7	Red Maple	Good	Remove (Exempt)
4667	8	Red Maple	Good	Remove (Exempt)
4671	12	Red Maple	Good	Remove (Exempt)
4673	9	Red Maple	Good	Remove (Exempt)
4674	24	Red Oak	Good	Remove (Exempt)
4675	7	Red Maple	Good	Remove (Exempt)
4676	26	Red Pine	Good	Remove (Exempt)
4680	13	Black Cherry	Good	Remove (Exempt)
4691	9	Black Cherry	Good	Remove (Exempt)
4696	8	Red Maple	Good	Remove (Exempt)
4698	7	Red Maple	Good	Remove
4699	6	Sugar Maple	Good	Remove (Exempt)
4704	6	Red Maple	Good	Remove
4706	8	Red Maple	Good	Remove
4708	6	Green Ash	Good	Save
4709	7	Red Maple	Good	Remove (Exempt)
4710	7	Red Maple	Good	Remove
4712	7	Red Maple	Good	Remove (Exempt)
4713	6	Red Maple	Good	Remove (Exempt)
4714	22	Bur Oak	Good	Remove (Exempt)
4715	6	Black Cherry	Good	Remove (Exempt)
4717	8	Red Maple	Good	Remove (Exempt)
4720	8	Black Cherry	Good	Remove (Exempt)
4721	24	Bur Oak	Good	Remove (Exempt)
4723	22	Bur Oak	Good	Remove
4724	6	Red Maple	Good	Remove
4725	6	Red Maple	Good	Remove
4726	8	Red Maple	Good	Remove
4728	8	Red Maple	Good	Remove
4731	24	Bur Oak	Good	Remove (Exempt)
4733	15	White Oak	Good	Remove (Exempt)
4734	13	White Oak	Good	Remove
4735	13	White Oak	Good	Remove
4742	11	White Oak	Good	Save
4743	17	Bur Oak	Good	Save
4747	6	Red Maple	Good	Save
4761	6	Black Cherry	Good	Save
4762	8	Black Cherry	Good	Save
4766	30	Bur Oak	Good	Save
4769	20	Bur Oak	Good	Save
4778	22	Red Oak	Good	Save
4779	22	Bur Oak	Good	Save
4784	24	Red Oak	Good	Remove
4791	7	Red Maple	Good	Remove (Exempt)
4801	6	Red Maple	Good	Remove (Exempt)
4803	6	Black Cherry	Good	Remove (Exempt)
4804	8	Red Maple	Good	Remove (Exempt)
4808	7	Red Maple	Good	Remove (Exempt)
4811	16	Basswood	Good	Remove (Exempt)
4824	39	Bur Oak	Good	Remove (Exempt)
4833	19	Bur Oak	Good	Remove (Exempt)
4838	10	Red Maple	Good	Remove (Exempt)
4848	22	White Oak	Good	Remove (Exempt)
4849	10	Red Maple	Good	Remove (Exempt)
4852	14	White Oak	Good	Save
4853	19	White Oak	Poor	Save
4855	11	White Oak	Good	Remove (Exempt)
4857	8	Red Maple	Good	Remove (Exempt)
4858	28	White Oak	Good	Save
4859	11	Red Maple	Good	Remove (Exempt)
4863	28	White Oak	Fair	Save
4869	11	Black Cherry	Good	Remove (Exempt)
4871	9	Red Maple	Good	Remove (Exempt)
4874	8	Red Maple	Good	Remove (Exempt)
4876	40	Red Oak	Good	Save
4877	17	Bur Oak	Good	Remove
4880	8	Red Maple	Good	Save
4883	8	Red Maple	Good	Save
4884	11	White Oak	Good	Save
4886	10	Red Maple	Good	Save
4887	12	Sugar Maple	Good	Save
4889	12	White Oak	Good	Save
4892	6	Black Cherry	Good	Save
4894	10	Black Cherry	Good	Remove (Exempt)
4898	22	Bur Oak	Good	Save
4899	23	Bur Oak	Good	Save
4907	9	Black Cherry	Good	Remove (Exempt)
4914	18	Bur Oak	Good	Remove
4915	8	Bur Oak	Good	Remove
4916	14	Bur Oak	Good	Remove (Exempt)
4918	14	White Oak	Good	Remove
4925	8	White Oak	Good	Save
4933	9	Black Cherry	Good	Remove (Exempt)
4940	6	Black Cherry	Good	Remove (Exempt)
4946	16	Red Maple	Good	Remove (Exempt)
4948	11	Black Cherry	Good	Remove (Exempt)
4952	8	Black Cherry	Good	Remove (Exempt)
4954	16	Bur Oak	Good	Remove (Exempt)
4955	8	Red Maple	Good	Remove (Exempt)
4956	15	White Oak	Good	Remove (Exempt)

4963	7	Red Maple	Good	Remove (Exempt)
4968	6	White Oak	Good	Remove (Exempt)
4969	18	Swamp White Oak	Fair	Remove
4972	6	Red Maple	Good	Remove (Exempt)
4976	32	Red Oak	Good	Remove (Exempt)
4978	19	White Oak	Good	Remove (Exempt)
4985	22	Bur Oak	Good	Remove (Exempt)
4990	8	Red Maple	Good	Remove (Exempt)
4992	9	Red Maple	Good	Remove (Exempt)
4998	8	Red Maple	Good	Remove (Exempt)
5000	9	Red Maple	Good	Remove (Exempt)
5002	6	Red Maple	Good	Remove (Exempt)
5006	6	Red Maple	Good	Remove (Exempt)
5007	31	Red Oak	Good	Remove (Exempt)
5009	10	Black Cherry	Good	Remove (Exempt)
5017	9	Red Maple	Good	Remove (Exempt)
5018	19	Bur Oak	Good	Remove (Exempt)
5019	48	White Oak	Good	Remove (Exempt)
5021	9	Red Maple	Good	Remove (Exempt)
5023	9	Black Cherry	Good	Remove (Exempt)
5025	10	Black Cherry	Good	Remove (Exempt)
5028	8	Red Maple	Good	Remove (Exempt)
5031	12	Red Maple	Good	Remove (Exempt)
5037	10	Red Maple	Good	Remove (Exempt)
5038	14	Black Cherry	Good	Remove (Exempt)
5042	8	Red Maple	Good	Remove (Exempt)
5050	7	Red Maple	Good	Remove (Exempt)
5057	8	Red Maple	Good	Remove (Exempt)
5058	7	Red Maple	Good	Remove (Exempt)
5061	24	Bur Oak	Good	Remove (Exempt)
5102	31	Cottonwood	Good	Save
5103	15	Black Cherry	Good	Save
5107	14	Black Cherry	Good	Remove (Exempt)
5111	13	Black Cherry	Good	Remove (Exempt)
5118	18	White Oak	Good	Remove (Exempt)
5124	18	White Oak	Good	Remove (Exempt)
5128	18	Black Cherry	Good	Remove (Exempt)
5136	12	Red Maple	Good	Remove (Exempt)
5137	8	Red Maple	Good	Remove (Exempt)
5142	8	Red Maple	Good	Remove (Exempt)
5143	11	Red Maple	Good	Remove (Exempt)
5150	16	Red Oak	Good	Remove (Exempt)
5151	15	Red Oak	Good	Remove (Exempt)
5152	21	Bur Oak	Good	Remove (Exempt)
5153	8	Black Cherry	Good	Remove (Exempt)
5155	29	Red Oak	Good	Remove (Exempt)
5158	7	Red Maple	Good	Remove (Exempt)
5162	18	Red Maple	Good	Remove (Exempt)
5166	14	Red Maple	Good	Remove (Exempt)
5167	8	Red Maple	Good	Remove (Exempt)
5169	18	Bur Oak	Good	Remove (Exempt)
5175	6	Red Maple	Good	Remove (Exempt)
5178	6	Red Maple	Good	Remove (Exempt)
5180	8	Red Maple	Good	Remove (Exempt)
5184	6	Red Maple	Good	Remove (Exempt)
5194	6	Red Maple	Good	Remove (Exempt)
5195	8	Red Maple	Good	Remove (Exempt)
5198	7	Red Maple	Good	Remove (Exempt)
5199	8	Red Maple	Good	Remove (Exempt)
5200	8	Red Maple	Good	Remove (Exempt)
5201	8	Red Maple	Good	Remove (Exempt)
5207	11	Black Cherry	Good	Remove (Exempt)
5209	11	Black Cherry	Good	Remove (Exempt)
5211	9	Sugar Maple	Good	Remove (Exempt)
5213	8	Red Maple	Good	Remove (Exempt)
5216	12	Black Cherry	Good	Remove (Exempt)
5221	30	Red Oak	Good	Remove (Exempt)
5225	12	Black Cherry	Good	Remove (Exempt)
5226	15	Black Cherry	Good	Remove (Exempt)
5227	12	Black Cherry	Good	Remove (Exempt)
5228	16	Black Cherry	Good	Remove (Exempt)
5229	12	Black Cherry	Good	Remove (Exempt)
5230	6	Black Cherry	Good	Remove (Exempt)
5249	9	Black Cherry	Good	Remove (Exempt)
5255	10	Red Maple	Good	Remove (Exempt)
5260	40	Bur Oak	Good	Remove (Exempt)
5272	15	Black Cherry	Good	Remove (Exempt)
5275	10	Black Cherry	Good	Remove (Exempt)
5278	8	Red Maple	Good	Remove (Exempt)
5279	15	White Oak	Good	Remove (Exempt)
5281	8	Red Maple	Good	Remove (Exempt)
5284	24	Bur Oak	Good	Remove (Exempt)
5286	42	Red Oak	Good	Remove (Exempt)
5287	27	Bur Oak	Good	Remove (Exempt)
5296	12	Red Maple	Good	Remove (Exempt)
5298	22	Bur Oak	Good	Remove (Exempt)
5299	20	Bur Oak	Good	Remove (Exempt)
5307	9	Black Cherry	Good	Remove (Exempt)
5308	32	Red Oak	Good	Remove (Exempt)
5309	9	Black Cherry	Good	Remove (Exempt)
5310	11	Black Cherry	Good	Remove (Exempt)
5311	22	Pin Oak	Good	Remove (Exempt)
5321	25	White Oak	Good	Remove (Exempt)
5322	24	Bur Oak	Good	Remove (Exempt)
5351	30	Bur Oak	Good	Remove (Exempt)

5358	13	Black Cherry	Good	Remove (Exempt)
5376	22	White Oak	Good	Remove (Exempt)
5377	18	White Oak	Good	Remove (Exempt)
5381	26	Boxelder	Good	Remove (Exempt)
5396	8	Hackberry	Good	Remove (Exempt)
5398	28	Bur Oak	Good	Remove (Exempt)
5400	22	Bur Oak	Good	Remove (Exempt)
5402	20	Bur Oak	Good	Remove (Exempt)
5406	22	Bur Oak	Good	Remove (Exempt)
5408	32	Red Oak	Good	Remove (Exempt)
5410	23	Bur Oak	Good	Remove (Exempt)
5426	9	Black Cherry	Good	Remove (Exempt)
5430	16	Black Cherry	Good	Remove (Exempt)
5440	43	Bur Oak	Good	Remove (Exempt)
5456	16	Bur Oak	Good	Remove (Exempt)
5463	12	Black Cherry	Good	Remove (Exempt)
5471	28	White Oak	Good	Remove (Exempt)
5472	24	White Oak	Good	Remove (Exempt)
5483	27	Boxelder	Good	Remove (Exempt)
5505	19	Bur Oak	Good	Remove (Exempt)
5508	42	Bur Oak	Good	Remove (Exempt)
5531	35	Pin Oak	Good	Remove (Exempt)
5585	24	Bur Oak	Good	Remove (Exempt)
5586	25	Bur Oak	Good	Remove (Exempt)
5587	8	Black Cherry	Good	Remove (Exempt)
5588	4	Red Cedar	Good	Remove (Exempt)
5592	6	Red Cedar	Good	Remove (Exempt)
5596	22	White Oak	Good	Save
6970	22	Boxelder	Good	Remove (Exempt)

REMOVAL SUMMARY		**No. of Trees**
Exempt Trees - Removal permitted under Sec. 40-556(3)		637
6-20" Hardwood Deciduous Trees Removed		33
> 20" Hardwood Deciduous Trees Removed		3
	Total Trees Removed	673
	Total Trees Saved	113
	Total Trees	786
REPLACEMENT REQUIREMENTS	**Replacement Ratio**	**No. of Trees**
6-20" Hardwood Deciduous Tree Mitigation	Catagory B - 2x	66
> 20" Hardwood Deciduous Tree Mitigation	Category B - 4x	12
Total Tree Replacement (Category B - 2.5" Cal. / 6' Conifer Trees)		**78**
Total Caliper Inches of Trees Saved (For Performance Guarantee)		**1655**

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

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota

Print Name: Ryan J. Ruttger, RLA
Signature:
Date: 10/31/22 License #: 56346

Drawn: RJR
Designed: RJR
Date: 10/31/22

Revisions:
1.

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

KATIES GLEN
Wyoming, MN

WOODLAND PRESERVATION PLAN

T3 of 3

Save Date: 10/30/22 | F:\Jobs\4921 - 4940\4925-01 katies glen\cad c3d\landscape\4925-01_tree preservation.dwg

#4925-01

COLUMBUS
Rural Nature. Urban Access.

November 17, 2022

City of Wyoming
Attn: Fred Weck
26885 Forest Boulevard
P.O. Box 188
Wyoming, MN 55092

RE: City of Wyoming Comprehensive Plan Review

Dear City of Wyoming,

Thank you for the opportunity to review the City of Wyoming Comprehensive Plan. On November 16, 2022 the planning staff presented their recommendations to the City of Columbus City Council. The City Council has reviewed these recommendations and would like to offer the following comments regarding further intergovernmental collaboration.

1. The City is concerned with the impact of increased traffic on Kettle River Boulevard and the impact on the intersection at Viking Boulevard and Kettle River Boulevard in Wyoming. The City requests that the Wyoming City Engineer discuss the impact of increased traffic and any information on new potential transportation projects in this area with the Columbus City Engineer.
2. The City is working on a new Park and Trails Master Plan in 2023 and is interested in working collaboratively on the proposed bike trail connection on Kettle River Boulevard.

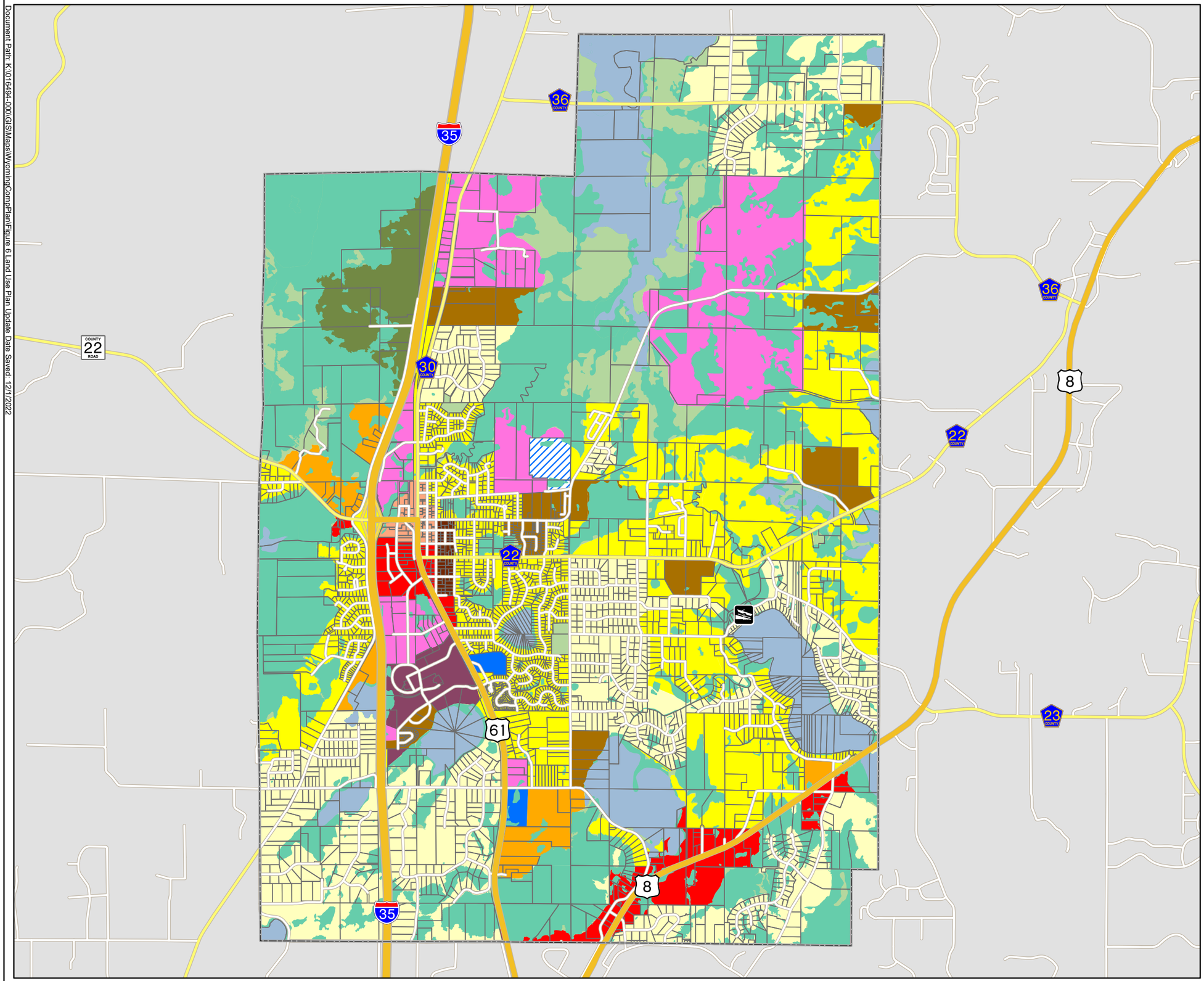
We appreciate this opportunity to offer comment and thank you for your time. Please inform us should you have any questions.

Sincerely,

Frank Koenen

Frank Koenen
Associate Planner

16319 Kettle River Boulevard, Columbus, MN 55025
651.464.3120 Twin Cities **651.464.5922** Fax
www.ColumbusMN.com



CITY OF WYOMING
ESTABLISHED 1855
Minnesota

Wyoming Comprehensive Plan

Figure 6 Updated Land Use Plan

- State Property and Boat Landing
- Wyoming Boundary
- Parcel Boundaries
- Waterbody
- Wetlands

Land Use

- 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
- Conservation and Open Space
- Agriculture
- Closed Landfill

N

0 3,200 Feet

wsb

Document Path: K:\016494-000\GIS\Maps\WyomingCompPlan\Figure 6 Land Use Plan Update Date Saved: 12/1/2022

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

DRAFT

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

Final Draft – October 2022

TABLE OF CONTENTS

Introduction 1
What is a Comprehensive Plan? 1
Implementing the Plan 1
The Planning Process 3
Wyoming's Initial Comprehensive Plan 3
2019 Resident Survey 3
Open House 3
Prior Plans and Studies 4
Community Profile 5
History 5
Township and City Merger 7
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
Interstate I-35 10
US Highway 8 11
US Highway 61 11
Community Services and Facilities 11
Current Trends 11
Planning Factors Affecting Development (Challenges and Opportunities) 12
Natural Resources 12
Municipal Utilities 12
Housing 12
Kettle River / Viking Boulevard Future Congestion 12
Inconsistent Stormwater Permitting 12
Watershed Boundary 13
Vision, Goals and Objectives 14

DRAFT

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

Semi-Rural Neighborhoods 20

Single Family Residential Neighborhoods 20

High Density Residential Neighborhoods 21

Commercial 21

Mixed Use 21

Downtown Core 22

Office and Health Care Business 22

Industrial and General Business Area 22

Public and Semi-Public Facilities 23

Parks and Open Space 23

Conservation and Open Space 23

Shoreland and Floodplain Areas 23

Urban Service Area 25

Interim Urban Service Area 25

Ultimate Urban Service Area 25

Permanently Un-Serviced Area 25

Land Use Plan 28

Transportation Plan 31

Functional Classification 31

Principal Arterials 33

Minor Arterials 33

Collector Roadways 34

Local Streets 34

DRAFT

Roadway Capacity 34
Existing Roadway Capacity 34
Safety Issues 36
Access Management 37
Road Design and Right of Way 38
Traffic Calming 38
Complete Streets 38
Jurisdictional Classification Plan 38
Intergovernmental Coordination 39
Minnesota Department of Transportation 39
Chisago County 46
Transportation Corridor Overlay District 46
Utilities 47
Urban Service Area 47
Sanitary Sewer System Plan 47
Interim Sanitary Sewer System 49
Ultimate Wastewater System 51
Private Individual or Community Wastewater Systems 55
Water System 55
Housing 61
Housing Conditions 61
Future Housing Needs 63
Housing Plan 63
Parks, Trails and Recreation 66
Comprehensive Park Plan 68
Community Feedback 68
Park Acquisition 70
Park Classification and Design Guidelines 70
Open Space 70
Trails System 71
County Trails: 71
Natural Environment and Sustainability 73
Natural Environment 73
Wetlands Regulation 73

DRAFT

Shoreland Management 73
Floodplain Management 75
Significant Woodlands Protection 75
Clustering 75
Natural Drainage 76
Sustainability 76
Protection of Water and other Natural Resources 76
Housing Options 76
Green Step Cities 76

Economic Development 77
Economic Development Goals 77
Comprehensive Planning and Economic Development 78
Cost of Services Study 78
Small Area Plans 79
Land Assembly 79

Plan Implementation 80
Official Controls 80
Guidelines for Adjusting the Zoning Map 81
....81
Annual Report 81
Formal Reviews 81
Periodic Amendments 82
Priority Actions 83

List of References 88

TABLE OF FIGURES

Figure 1 - 1888 Map of Wyoming Township 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 - Updated Land Use Plan 29
Figure 7 - Central Business District 30
Figure 8 - Road System Plan 32
Figure 9 - US Highway 8 Corridor (also includes Figures 9A-9E) 40
Figure 10 - Chisago Lakes Joint Sewage Collection and Treatment System 48
Figure 11 - Existing Residual Capacity 50
Figure 12 - Ultimate Sanitary Sewer System 53

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Figure 13 - Sanitary Sewer System Expansion Areas 54
Figure 14 - Existing Water Supply System 57
Figure 15 - Ultimate Water Supply System 60
Figure 16 - Life Cycle Housing 64
Figure 17 - Parks, Trails and Open Space 67
Figure 18 - Future Park Program 68
Figure 19 - Concept Plan for Future Enhancements to Swenson Park. 69
Figure 20 - Concept Plan for Future Enhancements to Railroad Park 70
Figure 21 - Regional Trails 72
Figure 22 - Watersheds 74

TABLE 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 Description 23
Table 6 - Acreage by Land Use Category 24
Table 7 - Land Use Categories and Urban Service Areas (acres) 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 - Sanitary Sewer Service Areas 51
Table 13 - Wyoming Interceptor Capacity Allocation 55
Table 14 - Water Service Area 58
Table 15 - Housing Unit History 62
Table 16 - Housing Unit Types 62
Table 17 - Housing Units Values 62
Table 18 - Existing City Parks 66
Table 19 - Major Plan Implementation Actions 84

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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.

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- A capital improvement program.
- An official map.

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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.

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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.

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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.

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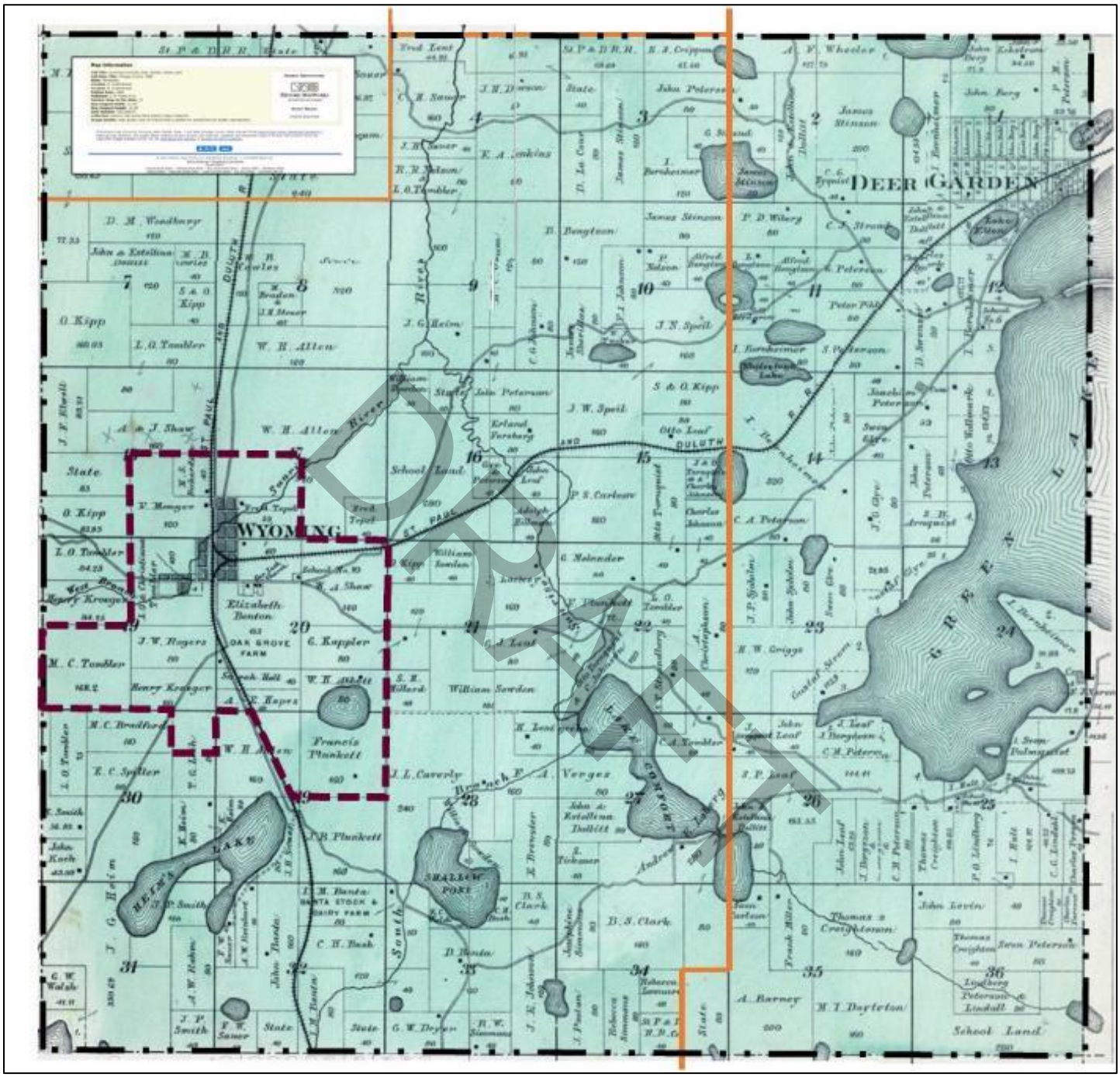

Source: Chisago Historical Society. Gold line illustrates current City Boundary. The Red line depicts the City boundary prior to the merger with the Township.

Figure 1 - 1888 Map of Wyoming Township

Table 1 - Population Growth

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

**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 northeast 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.

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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.

42.2% percent (5,869 acres) 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 population trends for Wyoming:

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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	7,955	2,818
2018	8,037	2,847
2019	8,123	2,878

Source: Minnesota State Demographer

Table 3 - Racial Makeup of Wyoming

Race	2010	July 1, 2019
White	95.5 percent	90 percent
Hispanic	1.5 percent	2.6 percent
Two or more races	1.3 percent	1.4 percent
Asian	0.8 percent	0.0 percent
African American	0.3 percent	7.0 percent
Native American	0.3 percent	0.1 percent
Other races	0.3 percent	0.8 percent

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 percent and the number of households to grow by more than 33 percent **(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:

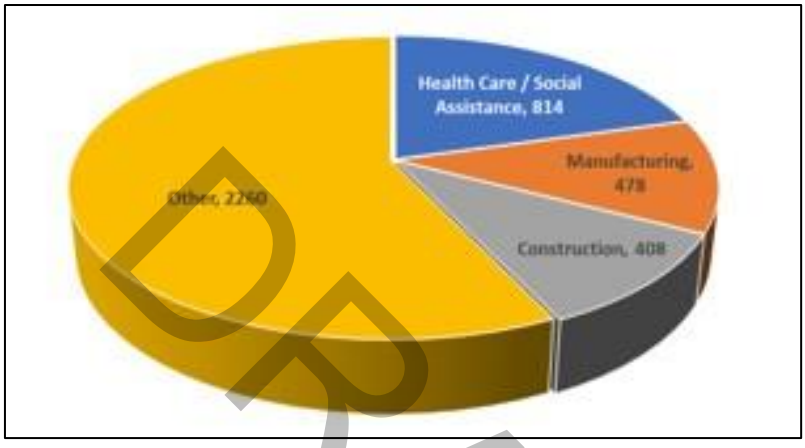

Figure 2 - Estimated Number of Workers

Major employers in the community include:

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

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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 percent annually, and its population has increased by 5.61 percent since the most recent census, which recorded a population of 7,791 in 2010. Spanning almost 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 percent. 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 21.74 square miles that occupies the southwest corner of Chisago County. 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 84.58 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.

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US Highway 8

US Highway 8 traverses the southeastern 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.

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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 **(Table 4)**.

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 57.8 percent (8,048 acres) 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 percent 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.

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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 commonplace but should be rectified if it has not already been addressed by the district.

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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.

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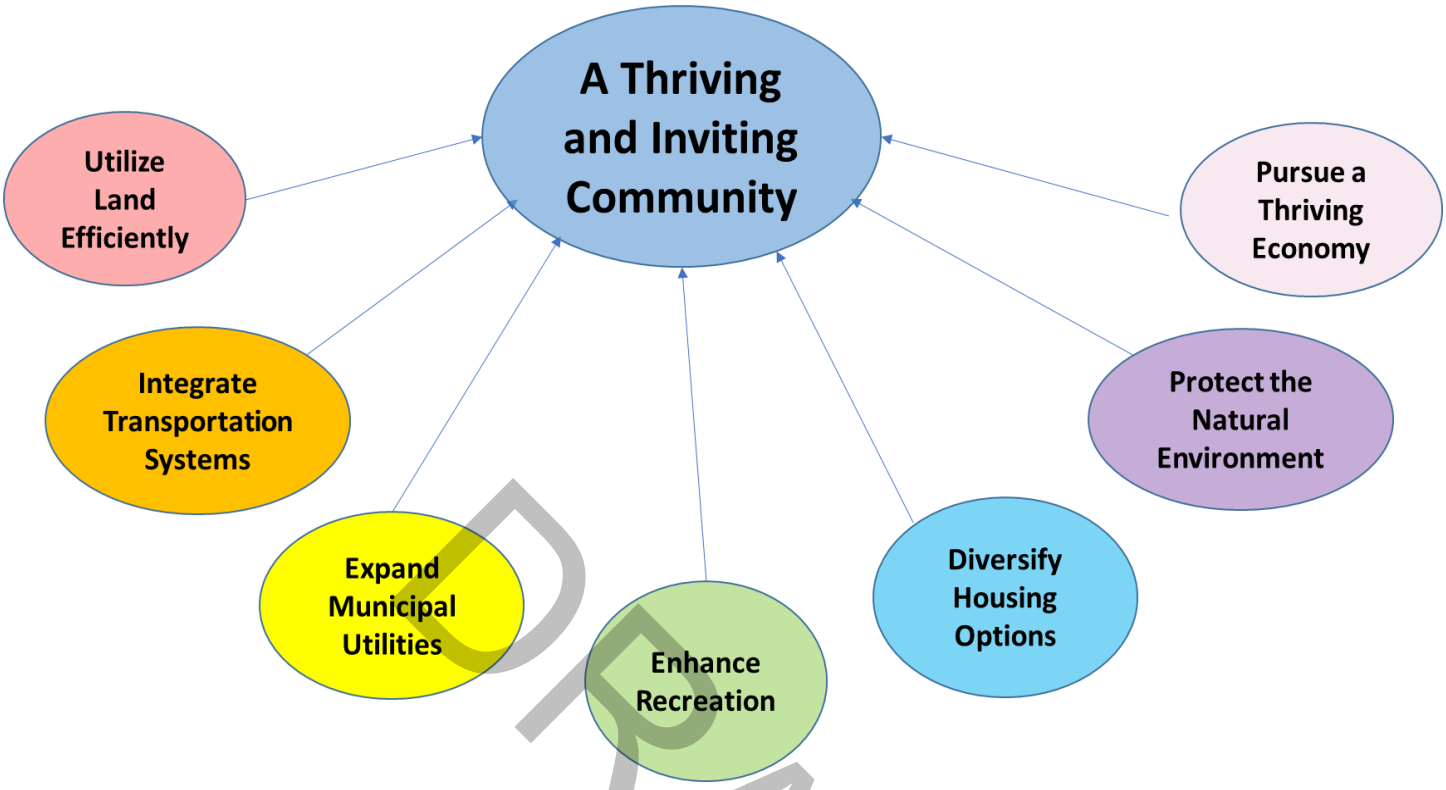

Figure 3 - Plan Vision and Objectives

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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.

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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.

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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 a 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.

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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.

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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.

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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.

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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.

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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.

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Table 5 - Land Use and Zoning Description

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)
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 Neighborhoods	3,214	23.1 percent
Single Family Residential Neighborhoods	3,325	23.9 percent
Multi-Family Suburban Neighborhoods	549	3.9 percent
High Density Residential Neighborhoods	39	0.3 percent
Commercial	389	2.8 percent
Downtown Core	68	0.5 percent
Office and Health Care Business	138	1.0 percent
Mixed Use	297	2.1 percent
Industrial and General Business Area	1,288	9.3 percent
Public and Semi-Public Facilities	22	0.2 percent
Conservation and Open Space	4,185	30.1 percent
Agriculture	351	2.5 percent
Closed Landfill	52	0.4 percent
Totals	**13,917**	**100.0 percent**

Source: 2022 Draft Comprehensive Plan (WSB)

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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 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 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.

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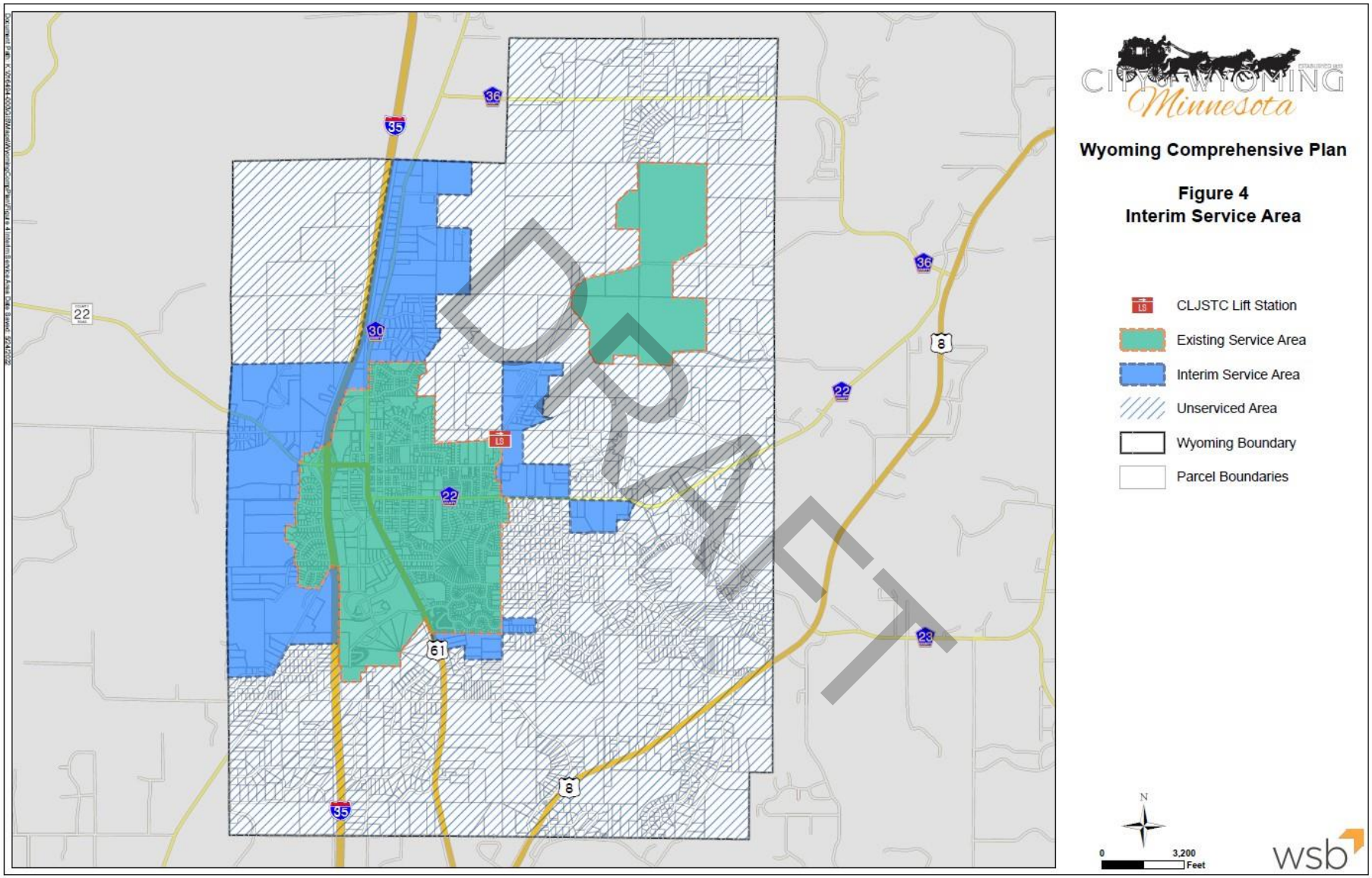

Figure 4 - Interim Service Area

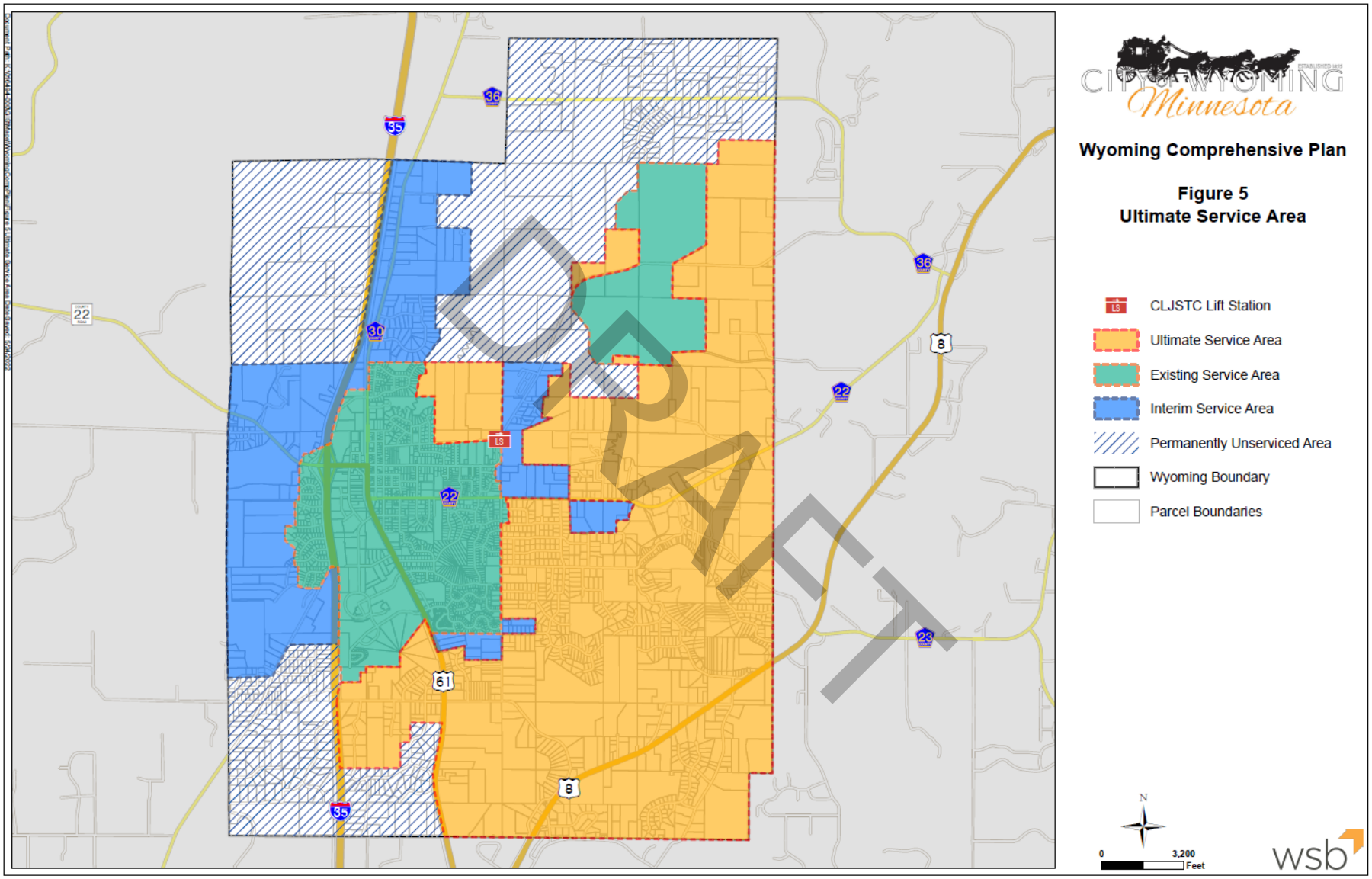

Figure 5 - Ultimate Service Area

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	Existing Service Area	Interim Service Area	Ultimate Service Area	Permanently Unserviced Area	Entire City
Semi-Rural Neighborhoods	6	199	1,462	1,547	3,214
Single Family Residential Neighborhoods	775	539	1,918	93	3,325
Multi-Family Suburban Neighborhoods	100	170	255	24	549
High Density Residential Neighborhoods	39	0	0	0	39
Commercial	107	4	275	3	389
Downtown Core	68	0	0	0	68
Mixed Use	5	118	173	1	297
Office and Health Care Business	137	1	0	0	138
Industrial and General Business Area	763	262	211	52	1,288
Public and Semi-Public Facilities	22	0	0	0	22
Conservation and Open Space	179	587	1,297	2,122	4,185
Agriculture	0	0	0	351	351
Closed Landfill	0	0	52	0	52
Totals	**2,201**	**1,880**	**5,644**	**4,192**	**13,917**

Source: 2022 Draft Comprehensive Plan (WSB)

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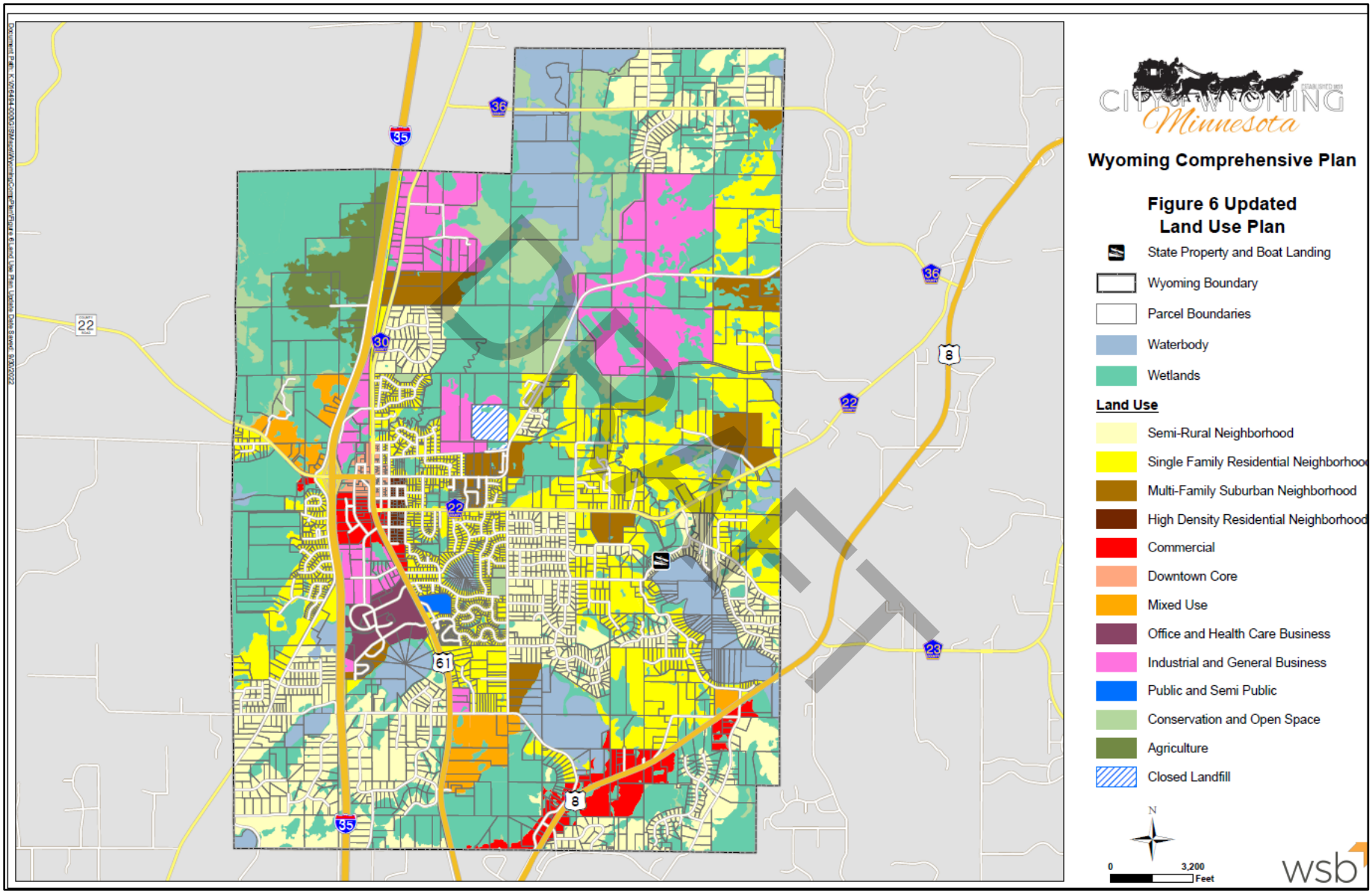

Figure 6 - Updated Land Use Plan

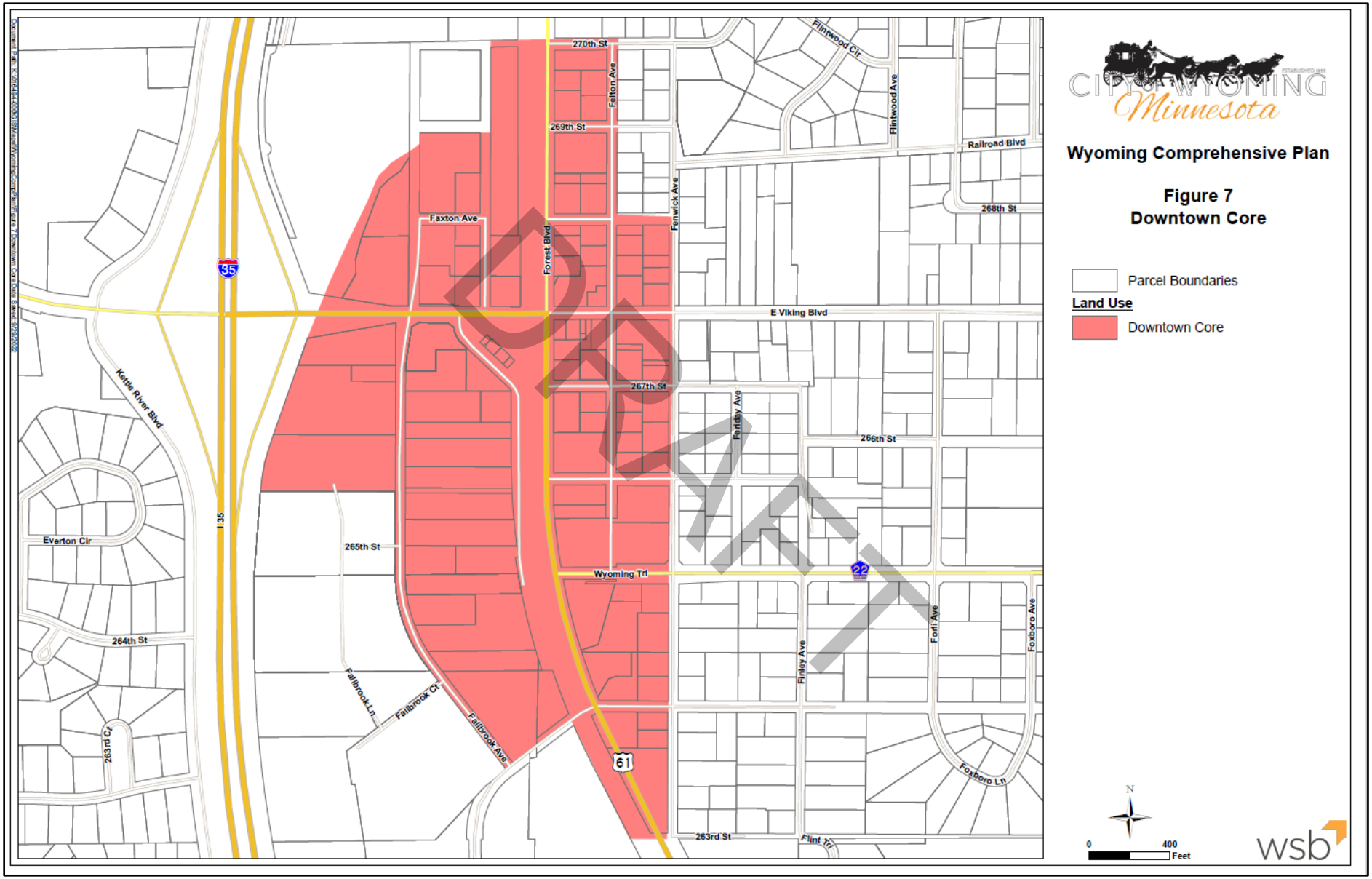

Figure 7 - Central Business District

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).**

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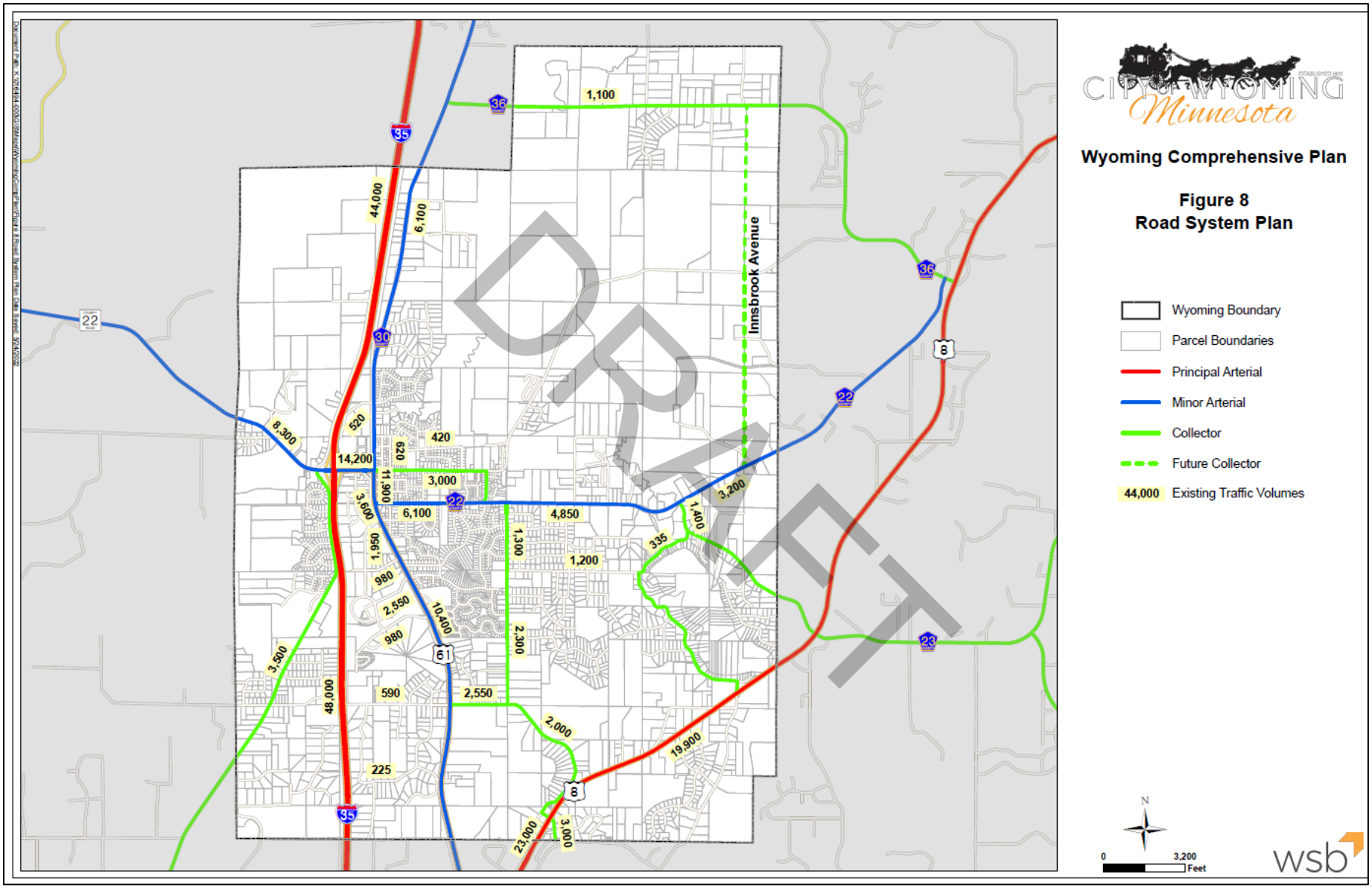

Figure 8 - Road System Plan

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.

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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.

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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.

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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 **(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*

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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.

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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. The City prefers efficient connectivity with neighboring communities.

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

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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 close to being finalized. 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 April 2022 concept being considered.

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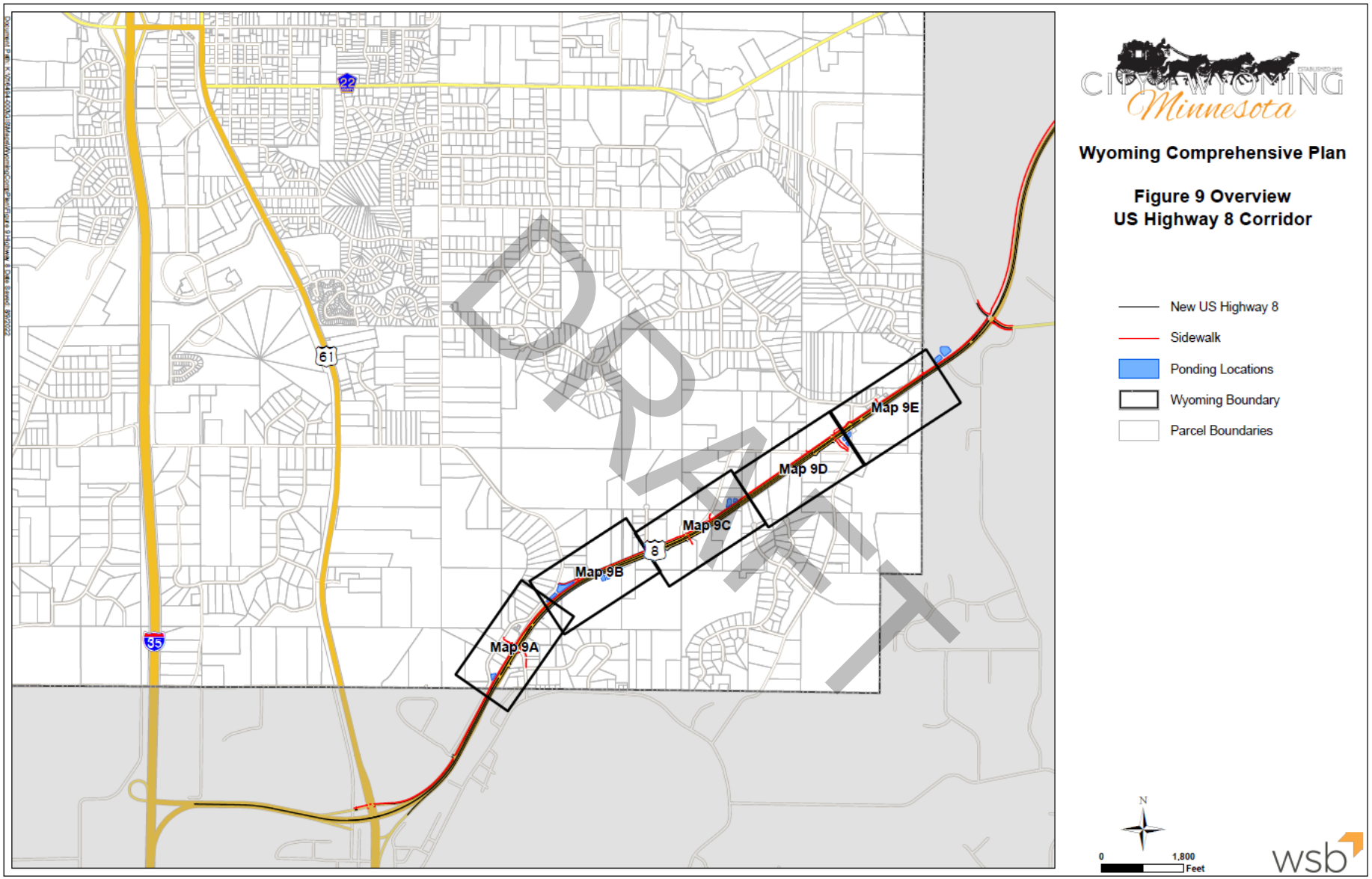
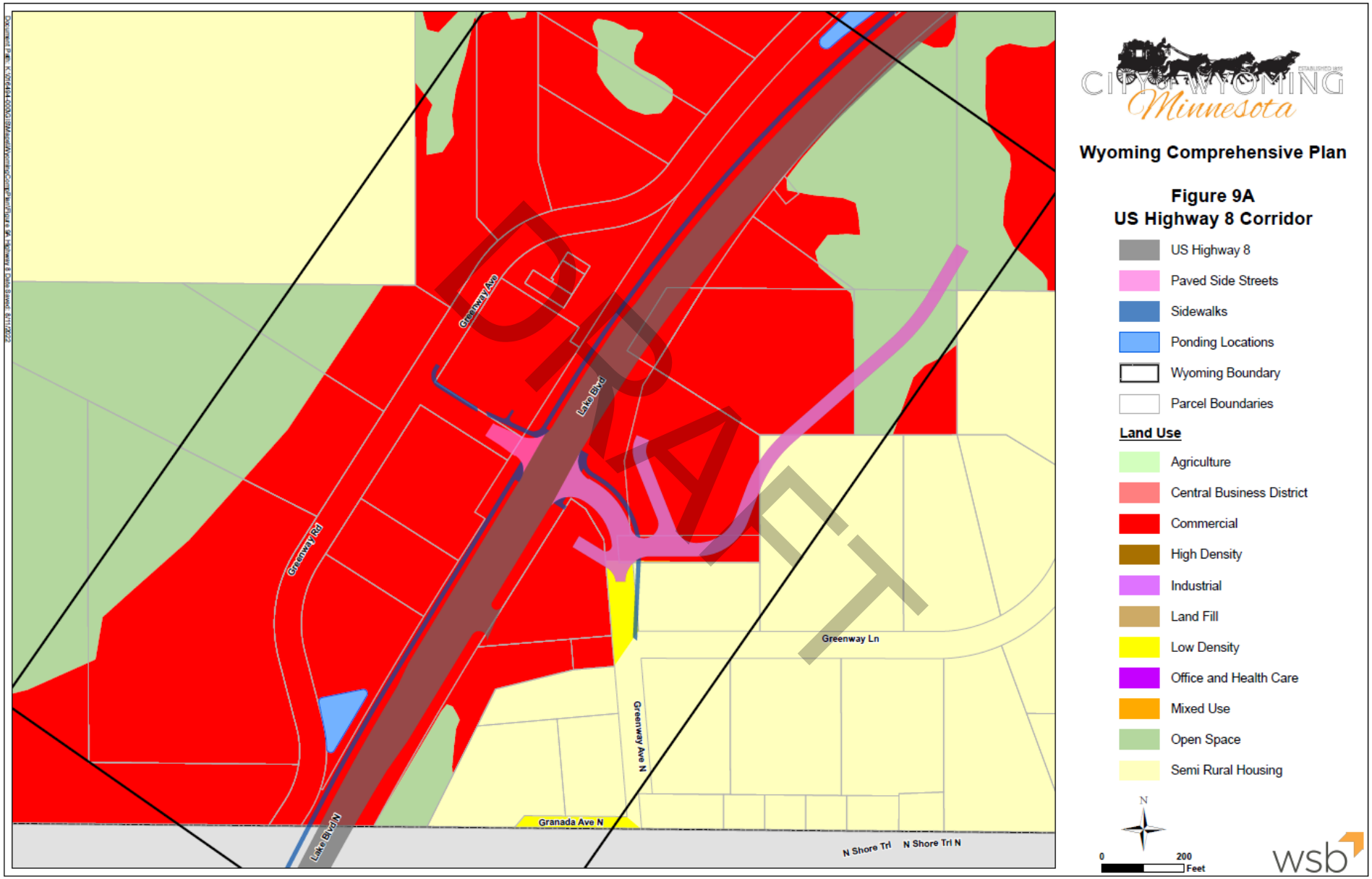


Figure 9 - US Highway 8 Corridor (also includes Figures 9A-9E)


Wyoming Comprehensive Plan
Figure 9A
US Highway 8 Corridor
US Highway 8
Paved Side Streets
Sidewalks
Ponding Locations
Wyoming Boundary
Parcel Boundaries
Land Use
Agriculture
Central Business District
Commercial
High Density
Industrial
Land Fill
Low Density
Office and Health Care
Mixed Use
Open Space
Semi Rural Housing
Greenway Ave
Lake Blvd
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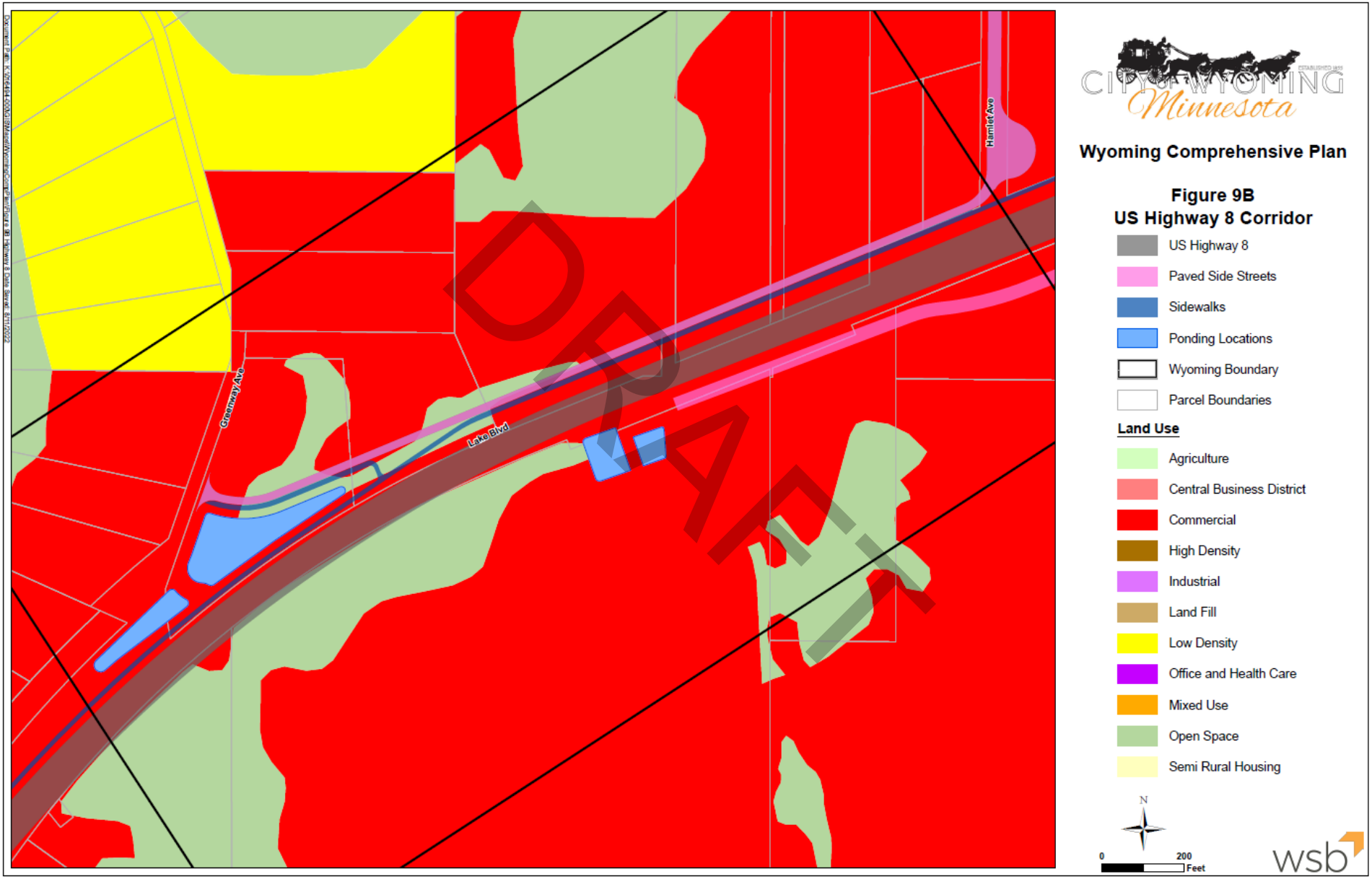
Wyoming Comprehensive Plan
Figure 9B
US Highway 8 Corridor
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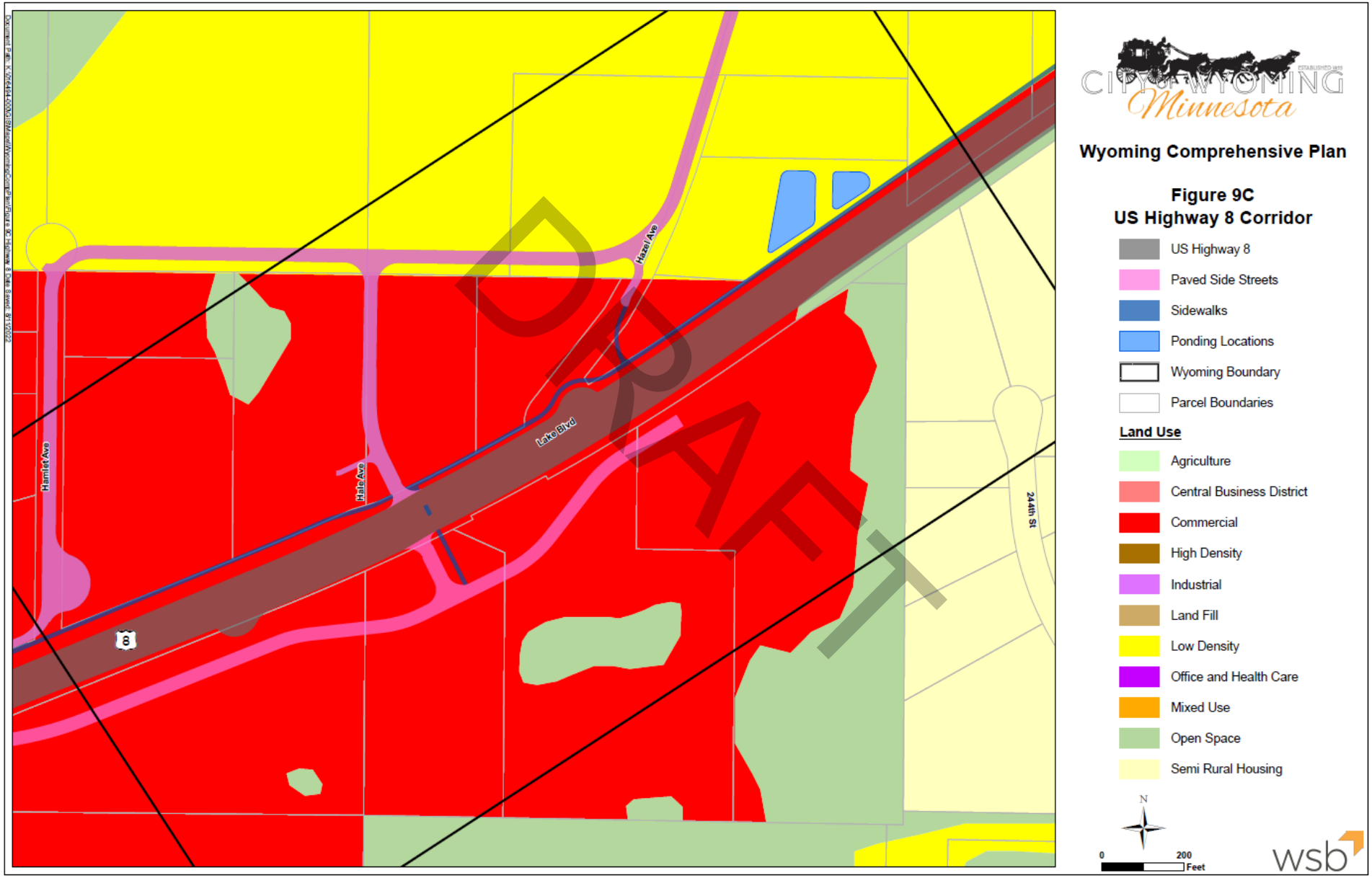
Wyoming Comprehensive Plan
Figure 9C
US Highway 8 Corridor
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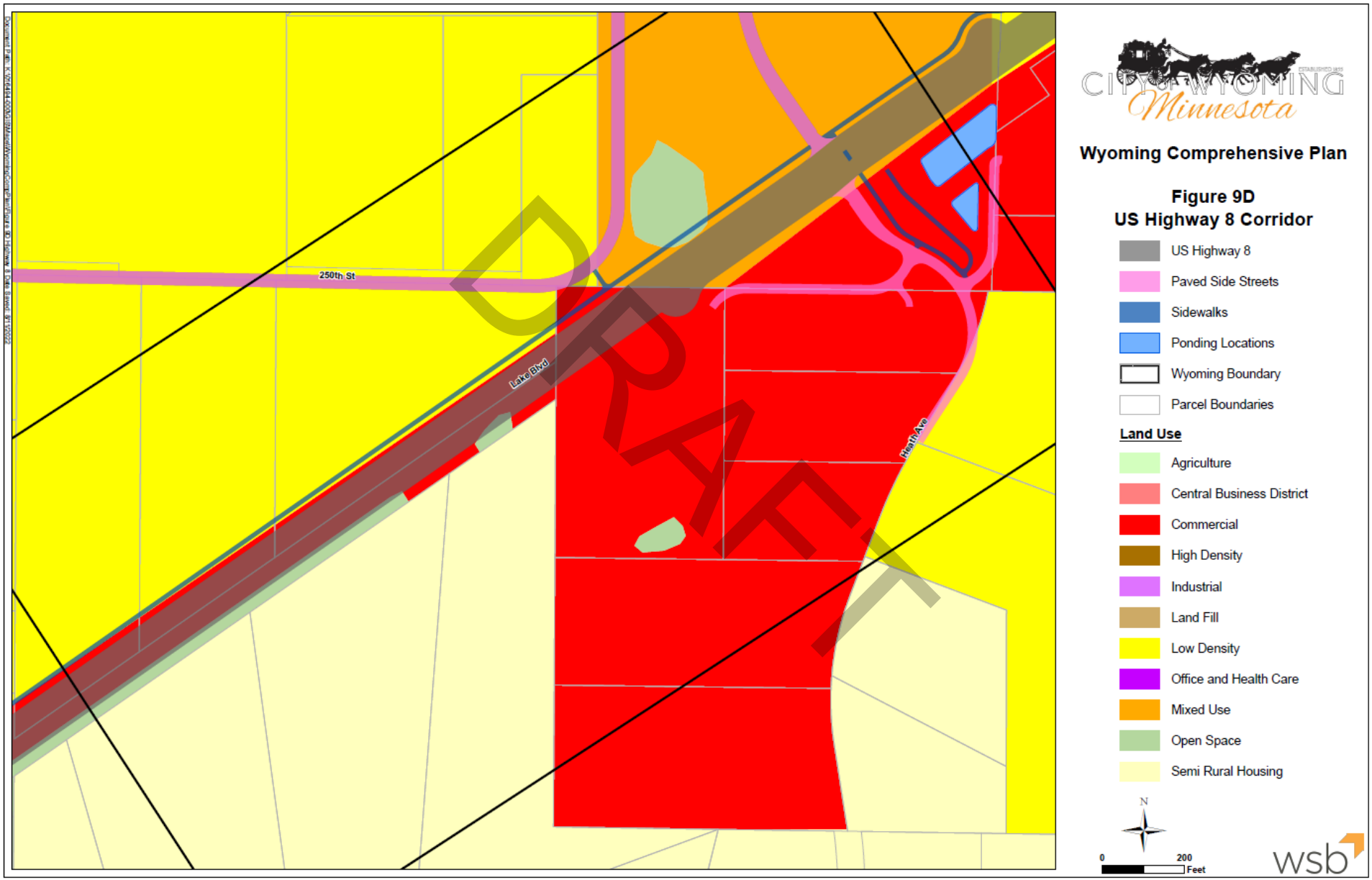
250th St
Lake Blvd
Heath Ave
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Wyoming Comprehensive Plan
Figure 9D
US Highway 8 Corridor
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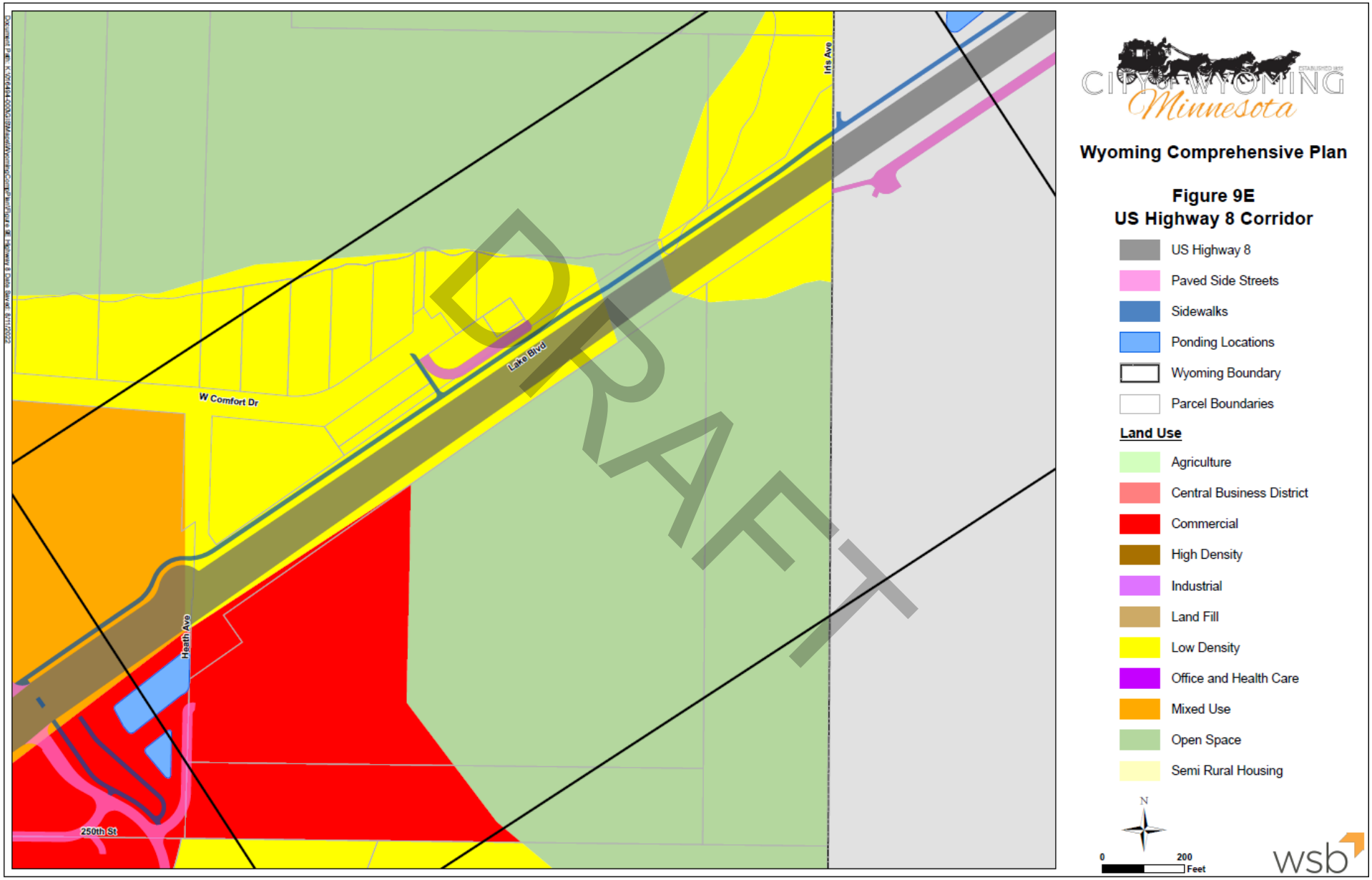
Wyoming Comprehensive Plan
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Rush Line Corridor

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.

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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

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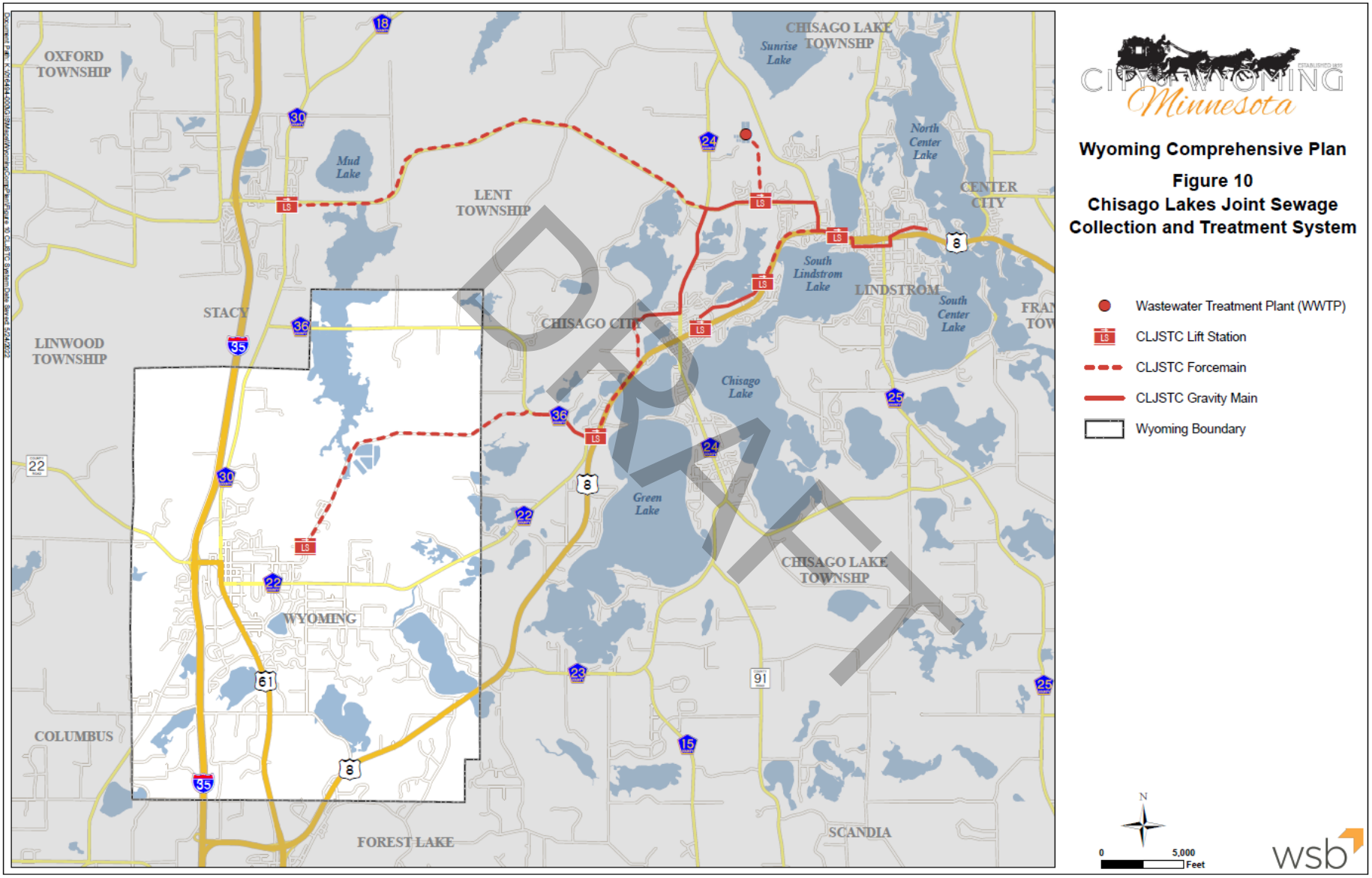

Figure 10 - Chisago Lakes Joint Sewage Collection and Treatment System

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.

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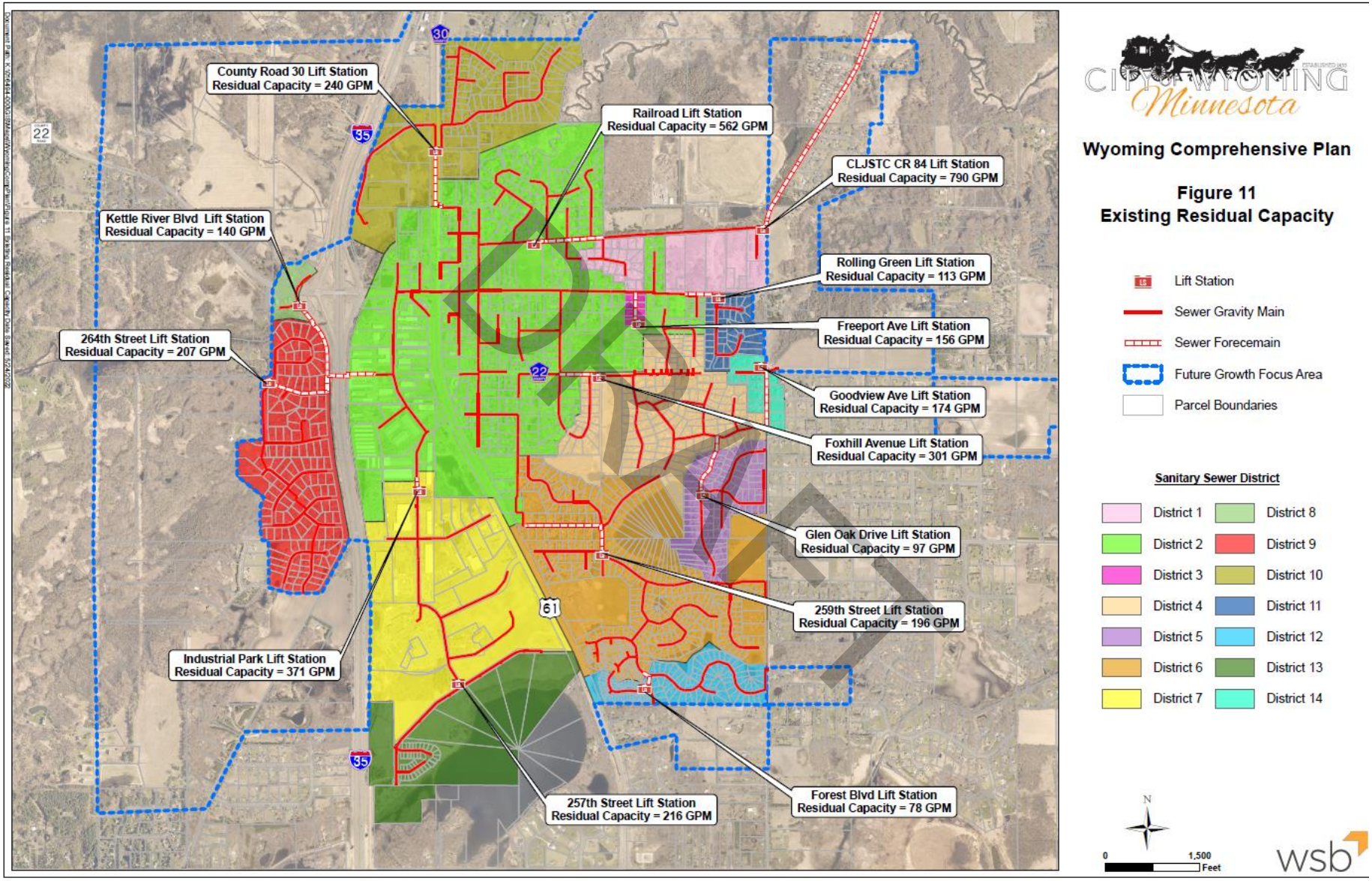

Figure 11 - Existing Residual Capacity

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 percent. 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 12 - 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.

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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 **(Figure 13)**. 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.

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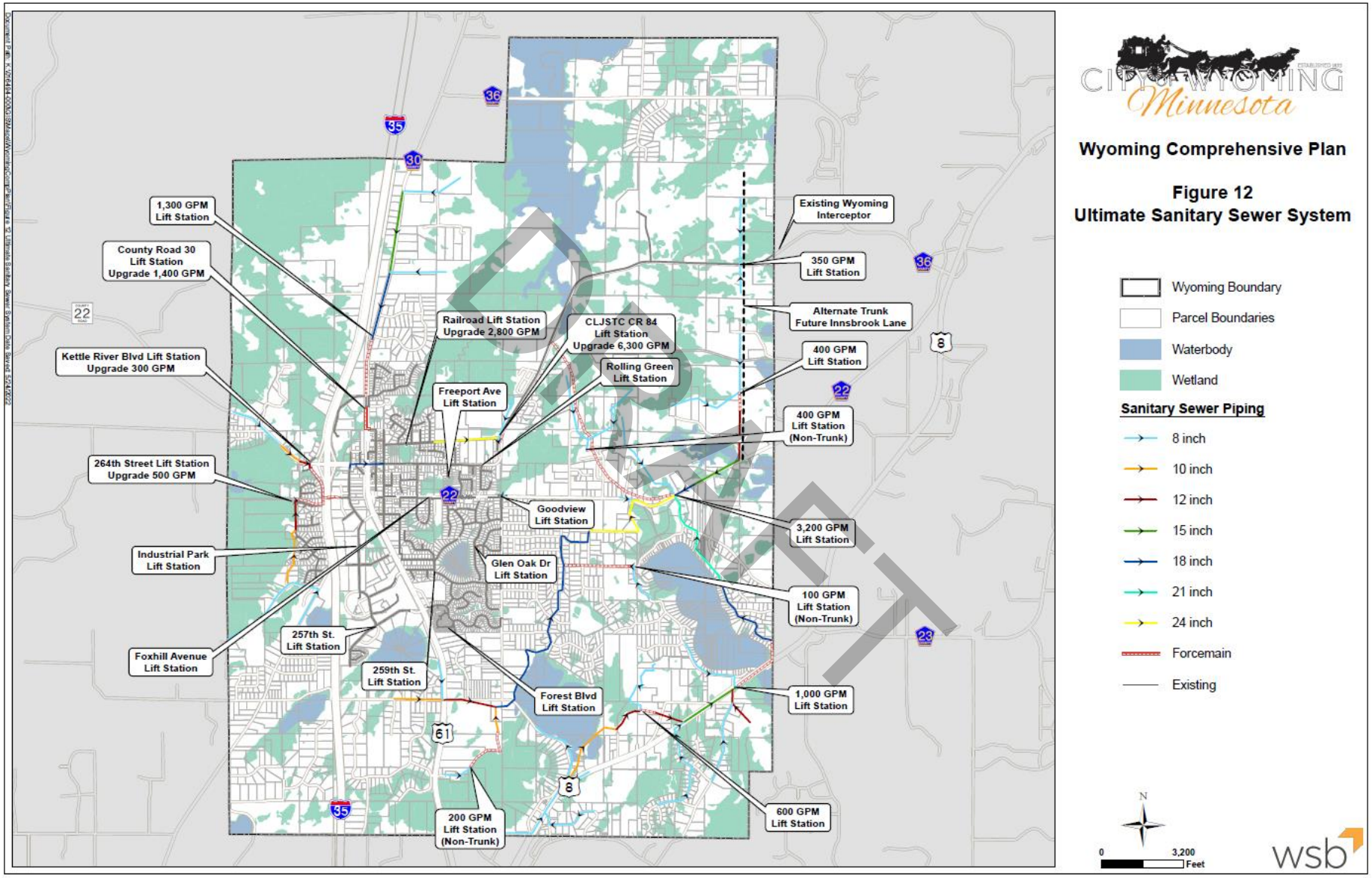

Figure 12 - Ultimate Sanitary Sewer System

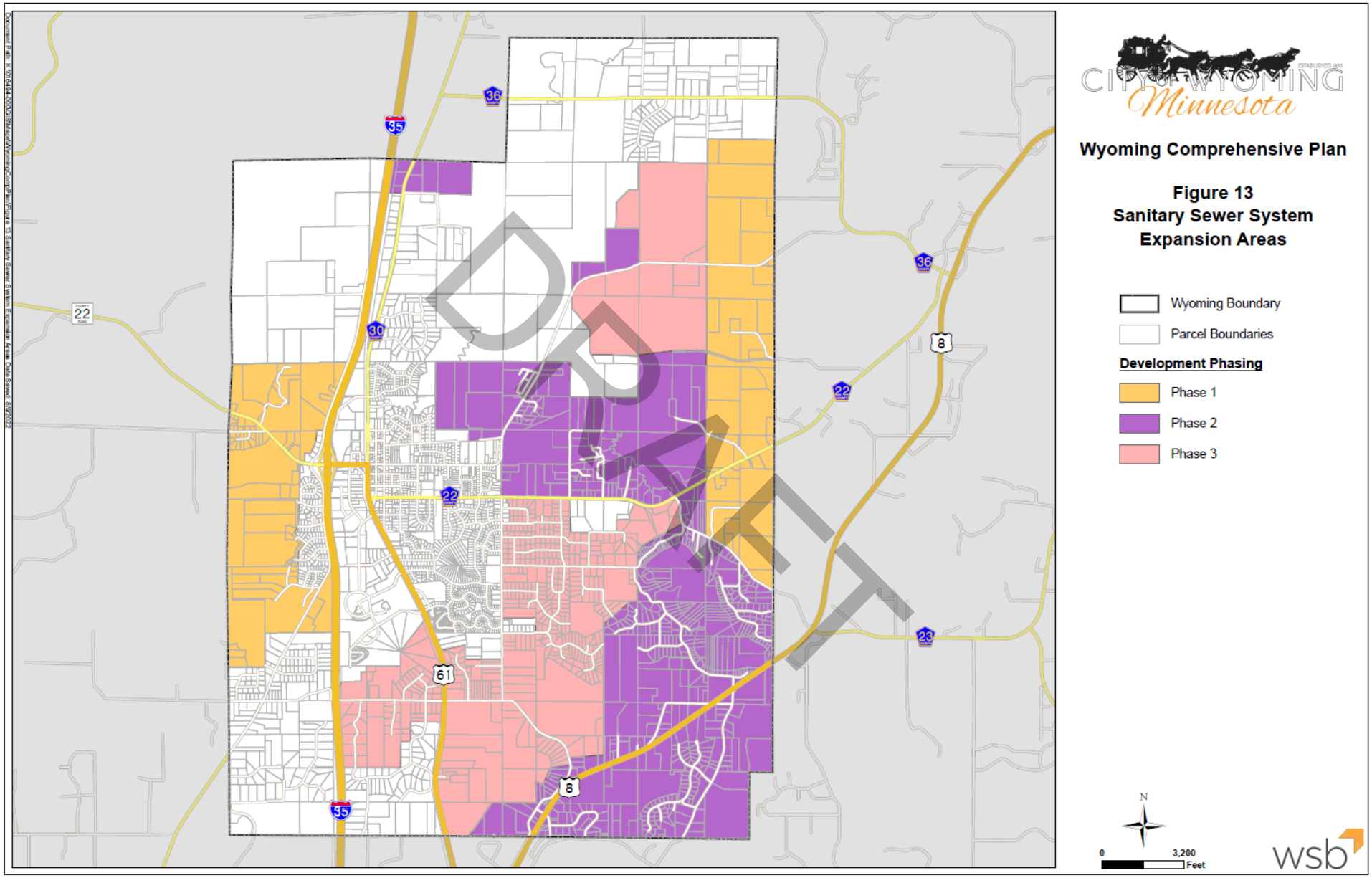

Figure 13 - Sanitary Sewer System Expansion Areas

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 12**). 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 13**) below.

Table 13 - 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

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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.

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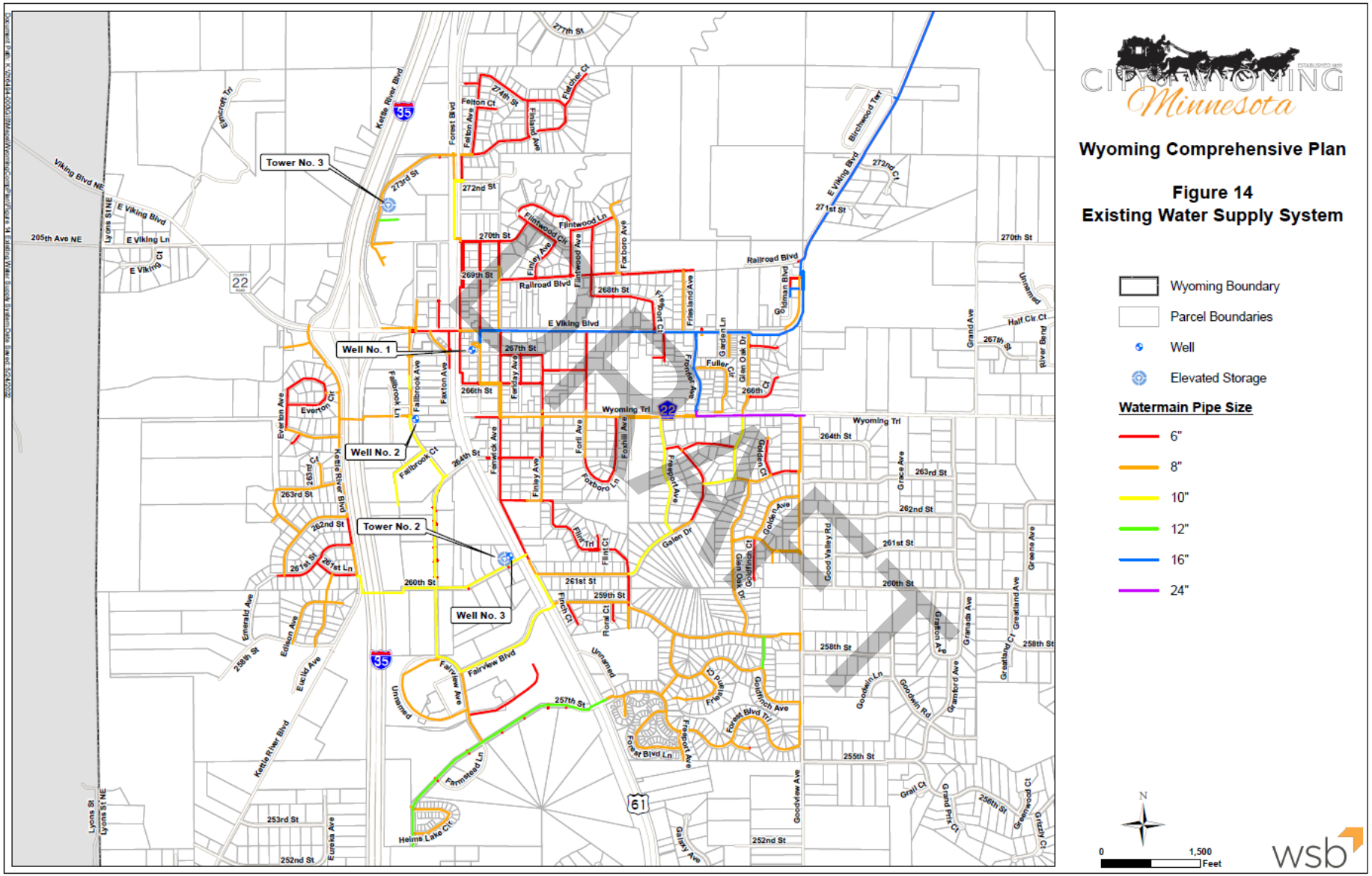

Figure 14 - Existing Water Supply System

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 14)**.

Table 14 - 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

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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.

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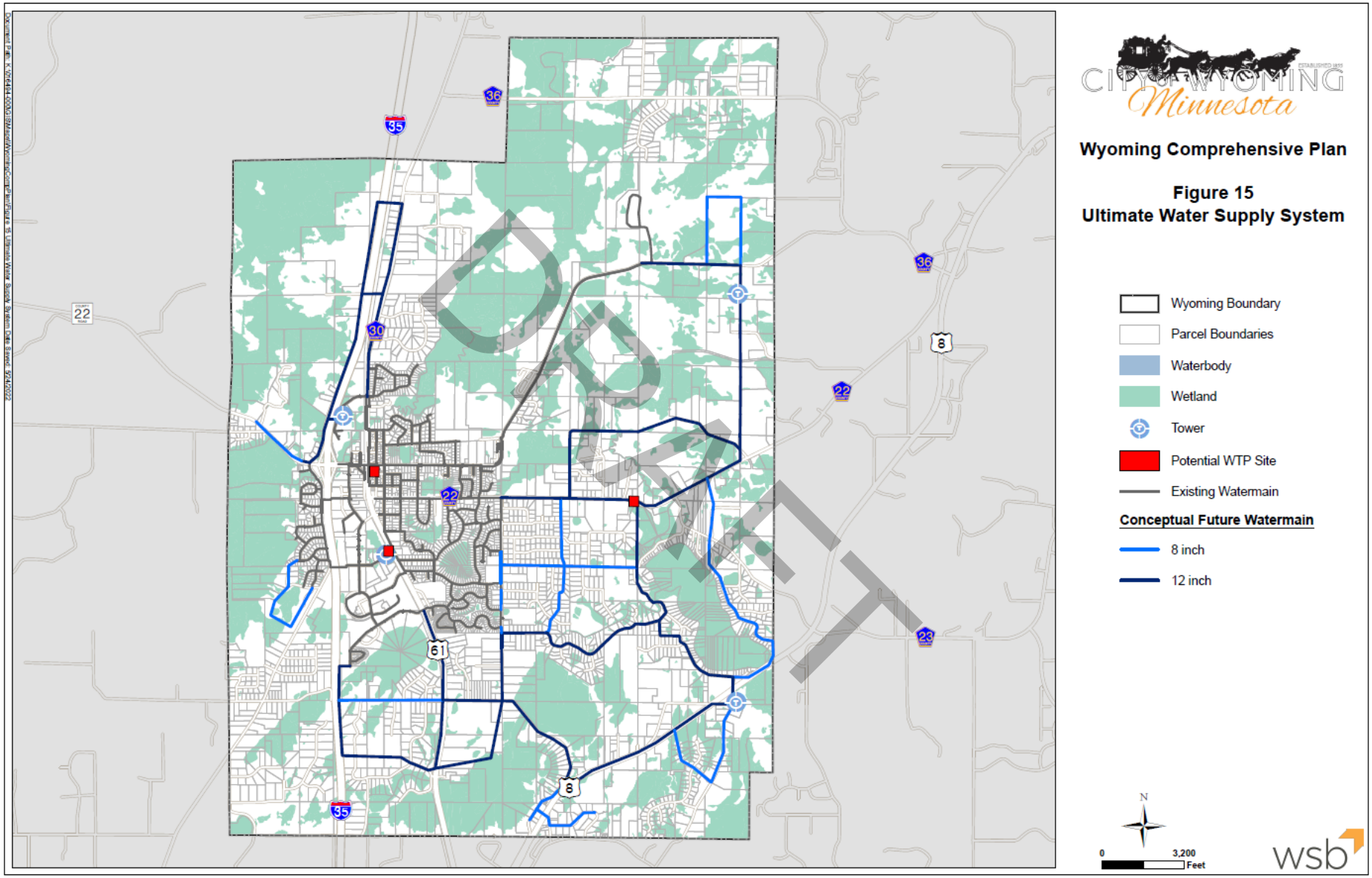

Figure 15 - Ultimate Water Supply System

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.*

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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 percent 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 percent of the housing stock have individual water and sewer systems (private well, and septic system) with the remainder on municipal services.

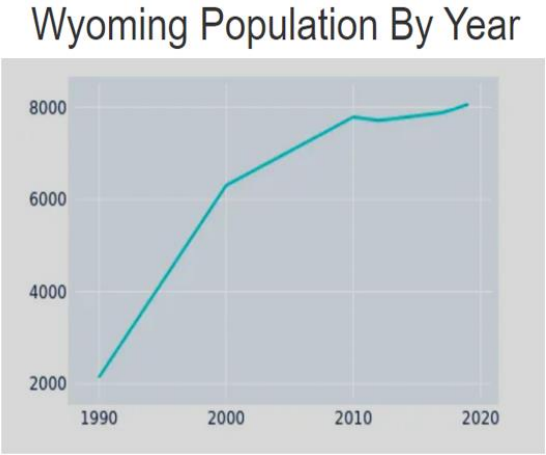

Table 15 - Housing Unit History

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 16 - 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 17 - Housing Units 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

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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 percent. 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 percent.

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.

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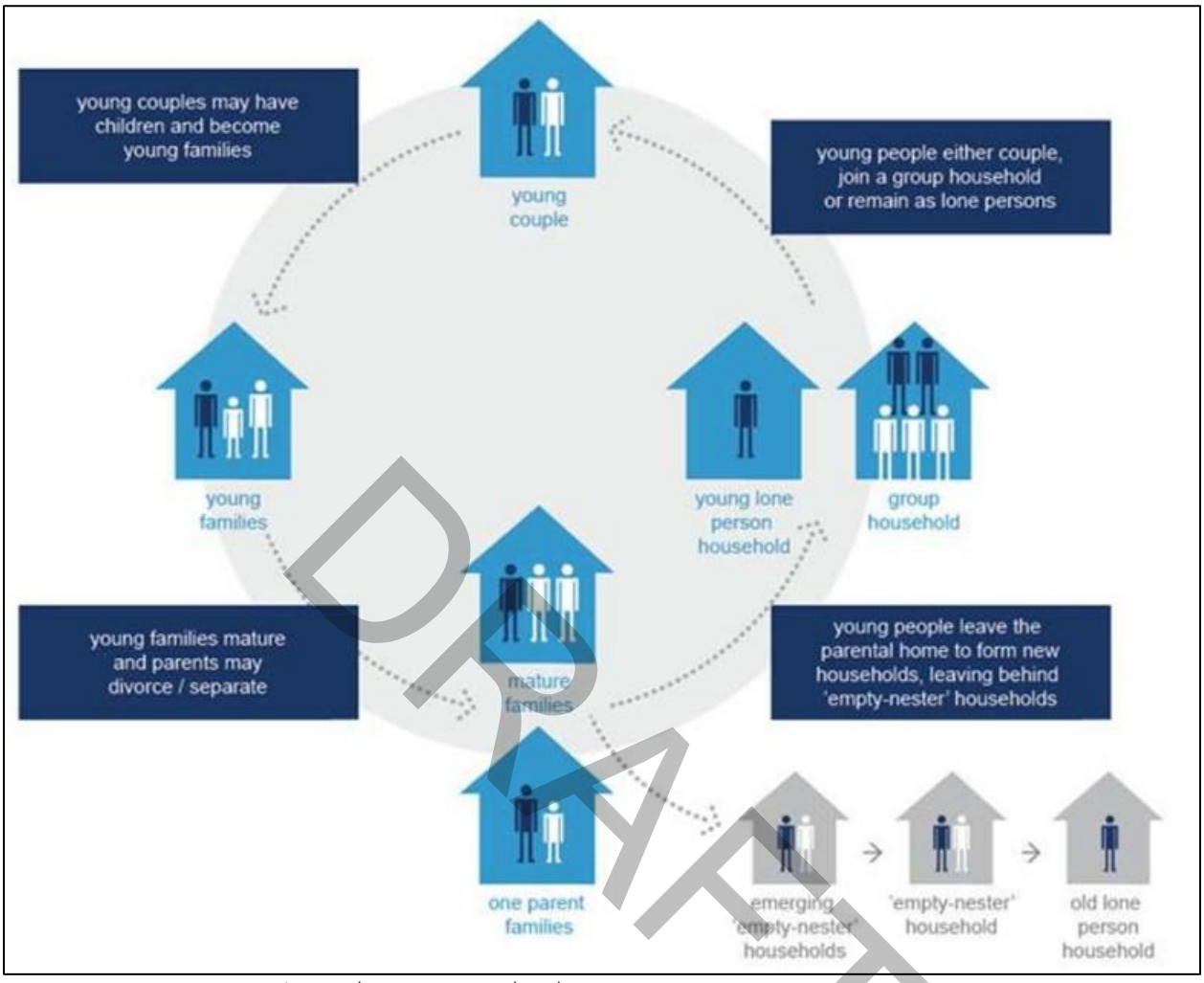

Source: Scott County Community Development Agency (CDA)

Figure 16 - Life Cycle Housing

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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.

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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 18)** identifies the existing City parks. **(Figure 17)** illustrates parks, opens space and trails in the community.

Table 18 - Existing City Parks

Park Number	Park Name	Park Location
1	Ashton Park	Corner of Galen, 261st Street, & Flint Trail
2	Asian Acres Park	South of 272nd Ct, East of 271st St
3	Banta Park	On Fondant Avenue, South of 250th Street
4	Blue Spruce Park	End of 262nd Street
5	Centennial Park	Corner of Fenwick Avenue & 270th Street
6	Comfort Lake Access	On 260th Street, Follow Lake Access
7	Comfort Park	25578 Iris Avenue
8	Fireside Park	On Elk Trail
9	Goodview Park	On Goodview Avenue, South of 262nd Street
10	Hawk Meadows Trail	Near 255th Street & Granada Avenue
11	Lion's Park	End of 263rd Street
12	Railroad Park	Corner of Viking Blvd & Highway 61
13	Sunrise Prairie Trail	Between Highway 35 and Highway 61
14	Sunrise Ridge Park	Corner of 263rd Street & Greene Avenue
15	Swenson Park	26929 Flintwood Avenue
16	Tolzmann Park	Corner of 274th & Finland Avenue
17	Town Hall Park	7665 Wyoming Trail
18	Verges Memorial Park & Playground	Corner of 258th Street & Goodwin Road

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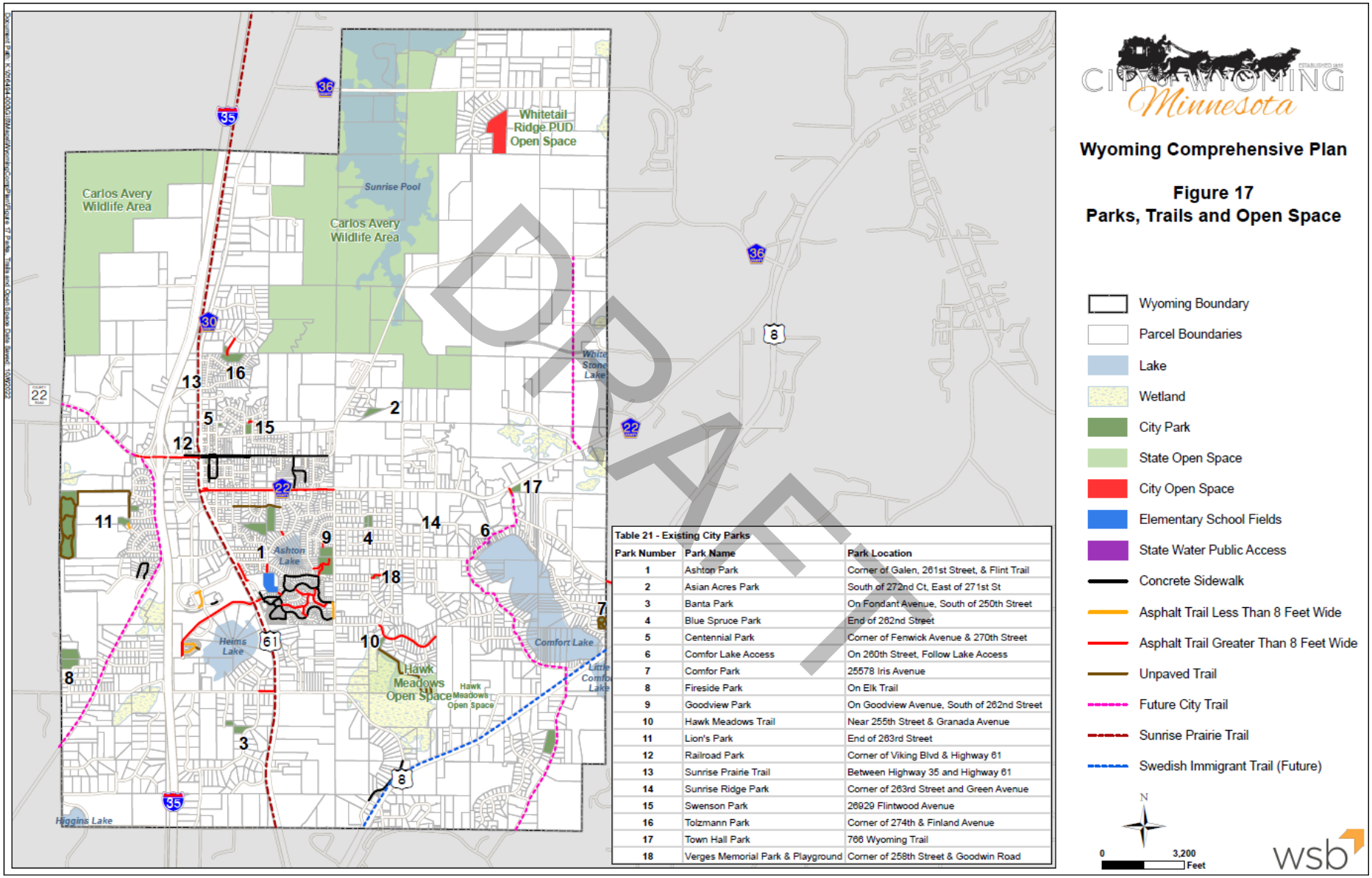

Table 21 - Existing City Parks

Park Number	Park Name	Park Location
1	Ashton Park	Corner of Galen, 261st Street, & Flint Trail
2	Asian Acres Park	South of 272nd Ct, East of 271st St
3	Banta Park	On Fondant Avenue, South of 250th Street
4	Blue Spruce Park	End of 262nd Street
5	Centennial Park	Corner of Fenwick Avenue & 270th Street
6	Comfor Lake Access	On 260th Street, Follow Lake Access
7	Comfor Park	25578 Iris Avenue
8	Fireside Park	On Elk Trail
9	Goodview Park	On Goodview Avenue, South of 262nd Street
10	Hawk Meadows Trail	Near 255th Street & Granada Avenue
11	Lion's Park	End of 263rd Street
12	Railroad Park	Corner of Viking Blvd & Highway 61
13	Sunrise Prairie Trail	Between Highway 35 and Highway 61
14	Sunrise Ridge Park	Corner of 263rd Street and Green Avenue
15	Swenson Park	26929 Flintwood Avenue
16	Tolzmann Park	Corner of 274th & Finland Avenue
17	Town Hall Park	766 Wyoming Trail
18	Verges Memorial Park & Playground	Corner of 258th Street & Goodwin Road

Figure 17 - Parks, Trails and Open Space

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 2022. 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

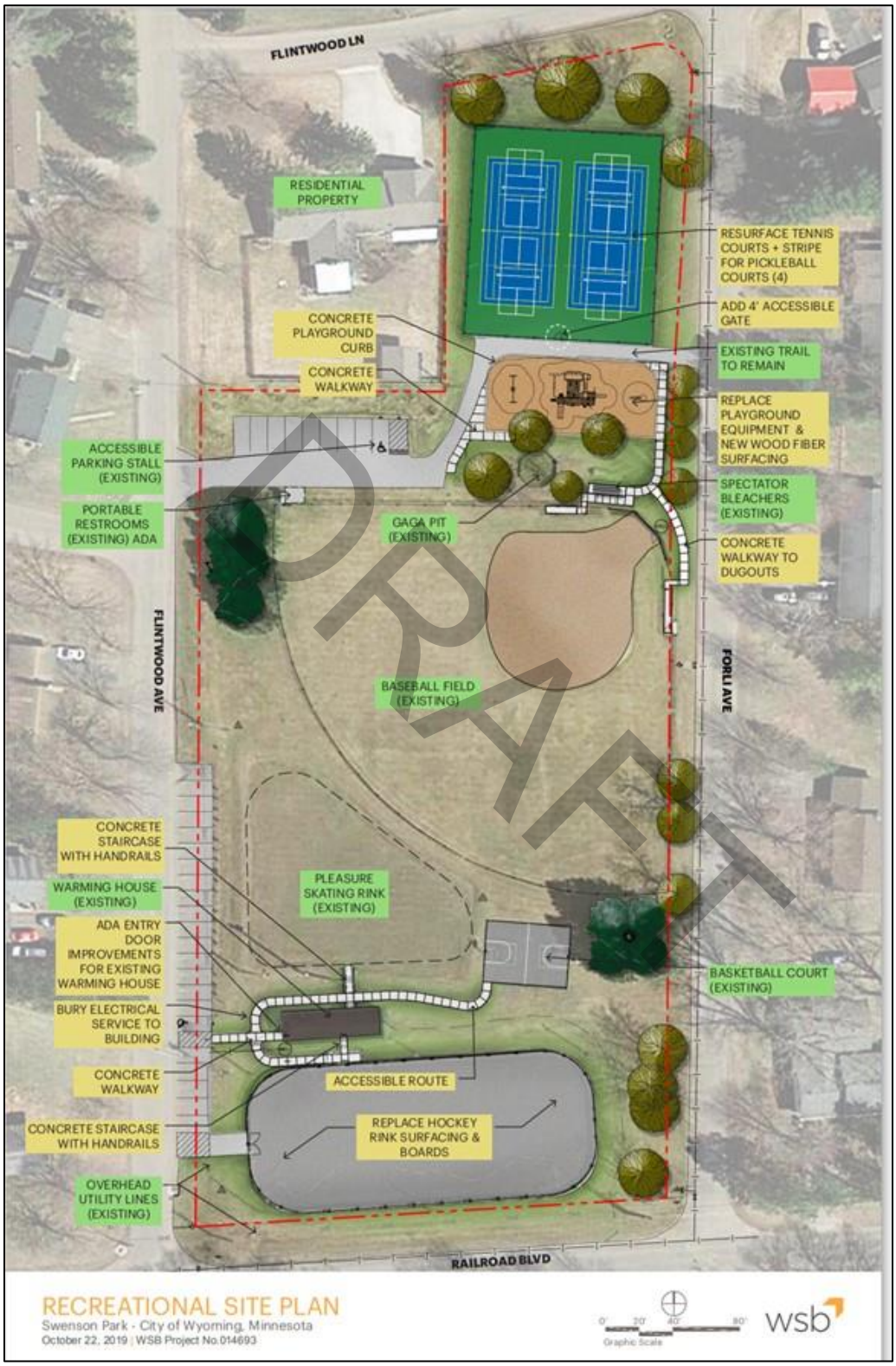

Figure 19 - Concept Plan for Future Enhancements to Swenson Park.
(Upgrades Expected in 2021 include ADA Accessibility).

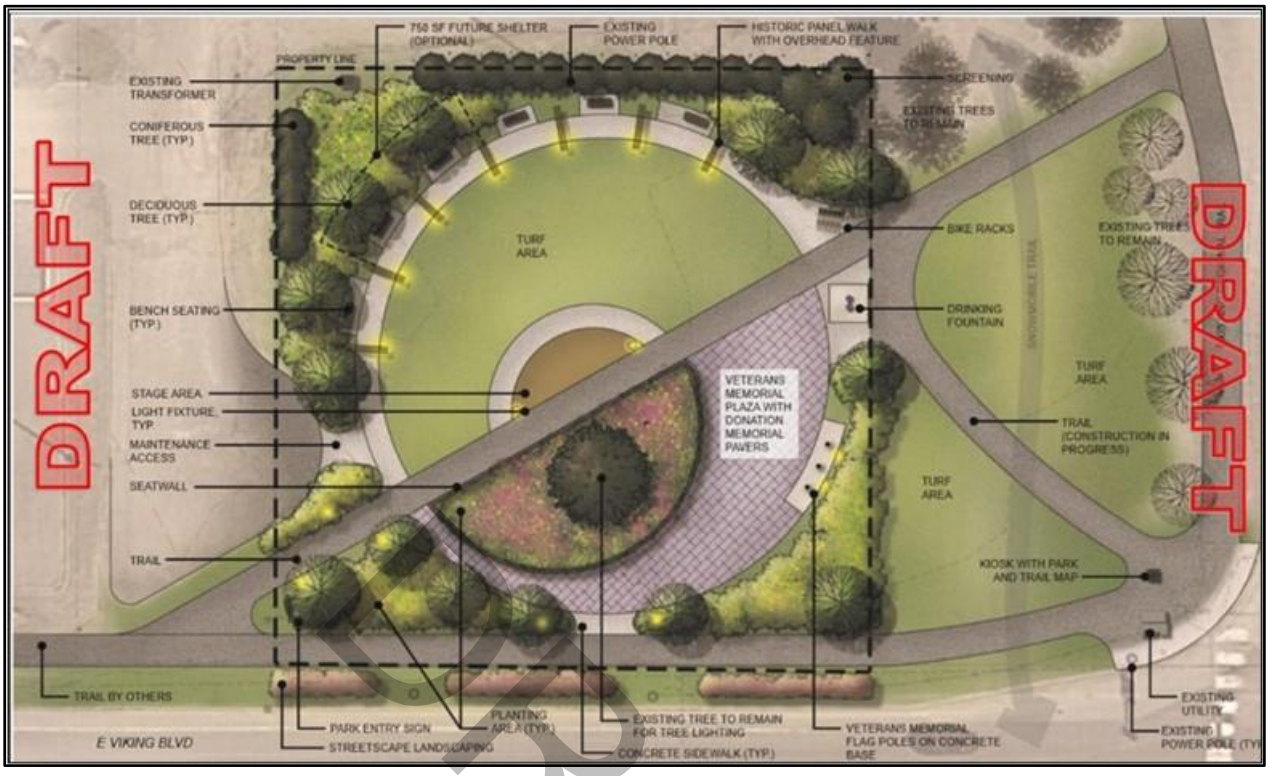

Figure 20 - Concept Plan for Future Enhancements to Railroad Park

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 **(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 landowners; 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. With the intended reconstruction of Hwy 8 the completion of the Swedish Immigrant Trail along highway 8 is included in that plan.

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.

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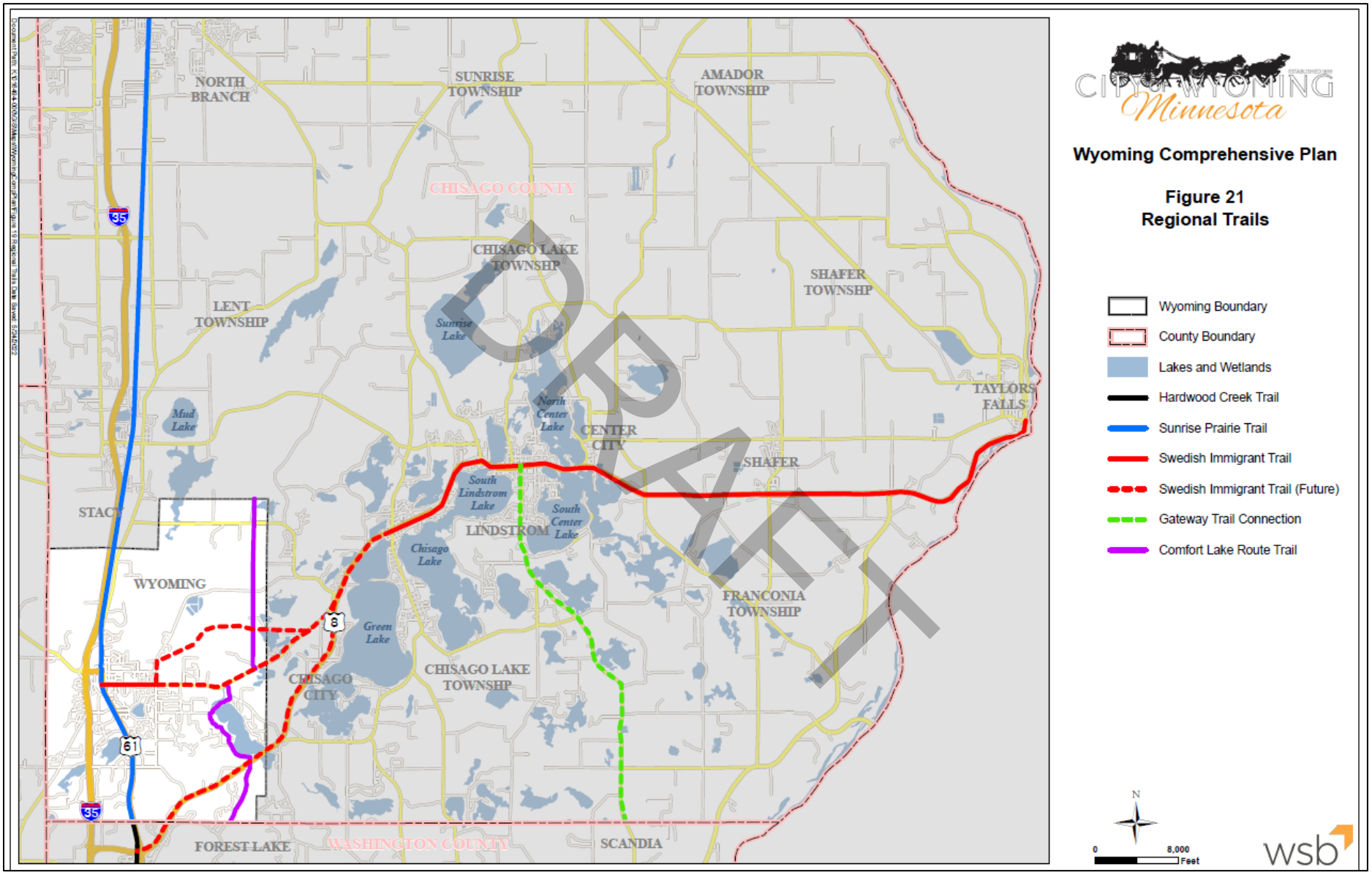

Figure 21 - Regional Trails

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.*

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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 **(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.

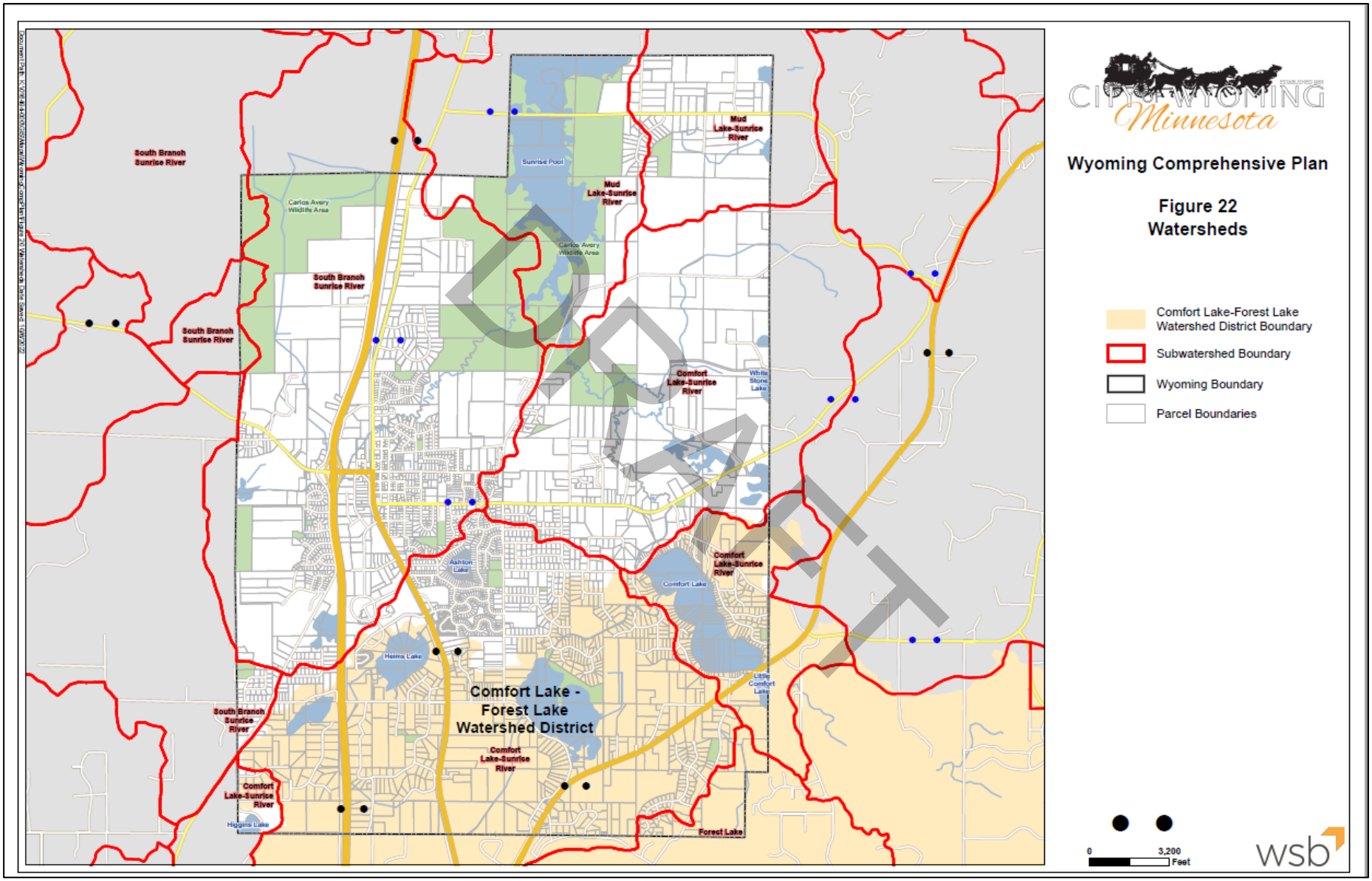


Figure 22 - Watersheds

- ***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).

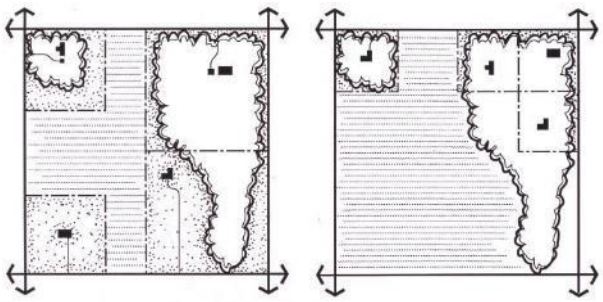
Significant Woodlands Protection

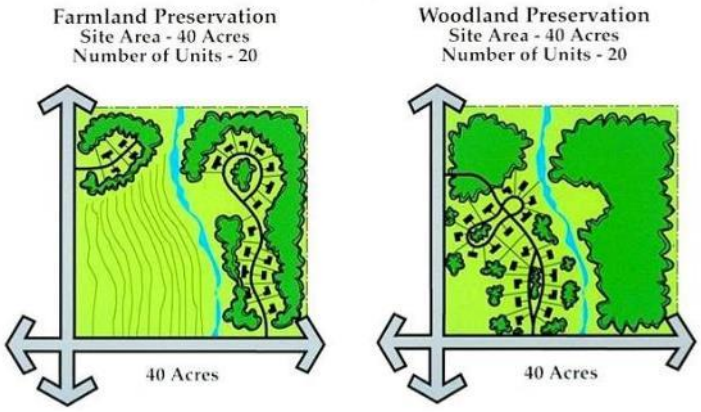
When reviewing an application for a Grading Permit, Preliminary Plat or Site Plan, City staff will meet with the applicant to determine the most feasible and practical placement of buildings, parking, driveways, streets and other physical features in order that the fewest significant trees and least 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.





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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.

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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

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(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.

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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 roadblock 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.

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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.

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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.

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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.

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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
- 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 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.

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Table 19 - 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	Complete
			1.2 Prepare a cost of community services study	Consultants	Future
			1.3 Map undeveloped parcels within service area and growth areas.	Engineer/GIS	2023
			1.4 Address inconsistencies between zoning and Land Use Plan	Planning Commission	2023
			1.5 Rezone vacant properties to match Comprehensive Plan	Planning Commission	2023
			1.6 Address non-conforming issues related to the Comprehensive Plan and current zoning	Planning Commission	2023
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	Future
			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 and 2023
3	Utilities	Expand Municipal Utilities	3.1 Consider adoption of an Adequate Facilities ordinance	Staff, Planning Commission	Future
			3.2 Prepare a cost of community services study	See Task 1.3	

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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	Complete

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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 Review and update the business subsidy policies	Administrator	2023
			7.1.4 Prepare a cost of community services study	See Task 1.3	
			7.1.5 Kettle River Industrial park - develop incentives to shift outside storage intensive business to Kettle River Boulevard and 280th Street	Staff, Consultant	2030
			7.1.6 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	
			7.2.6 Prepare a land assembly study incorporating the Bingham property, Railroad Park and Lakes Gas, etc.	Staff, Consultants, EDA, County	On-going
			7.2.7 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
			7.7.8 Prepare a land assembly study incorporating the area south of East Viking Boulevard and east of highway 61	Staff, Consultants, EDA, County	On-going

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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

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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. Minnesota State Demographer
8. Chisago County Commuter Study 2019.
9. City of Wyoming Comprehensive Sewer Plan, 2010.
10. City of Wyoming Parks, Open Space and Trail System Plan (2022).
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.

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