AGENDA
PLANNING COMMISSION
CITY OF WYOMING, MINNESOTA
FEBRUARY 23, 2021
7:00 PM

CALL TO ORDER:

CALL OF ROLL:

DETERMINATION OF A QUORUM:

PLEDGE OF ALLEGIANCE:

OPEN FORUM:
"An opportunity for members of the public to address the City Council on items on/or not on the current agenda. Items requiring Council action maybe deferred to staff or Boards and Commissions for research and future Council Agendas if appropriate. You will be limited to three (3) 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 February 9, 2021.**

SCHEDULED PUBLIC HEARINGS:

2. None.

NEW BUSINESS:

3. None.

OLD BUSINESS:

4. Comp Plan Update Review

COMMUNICATIONS:

5. None.

UPDATES:

ADJOURN

UPCOMING:

UNAPPROVED MINUTES
PLANNING COMMISSION
CITY OF WYOMING, MINNESOTA
February 9, 2021
7:00PM

CALL TO ORDER:
Planning Commission Chairman Lobermeier called the Regular Meeting of the Wyoming Planning Commission for February 9, 2021 to order at 7:00 PM

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

ABSENT: None

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

DETERMINATION OF A QUORUM:

PLEDGE OF ALLEGIANCE:

OPEN FORUM: NONE

APPROVAL OF MINUTES:

1. **Consider approving the minutes of the "Regular Meeting" of the Wyoming, Minnesota Planning Commission for January 12, 2021**

   A MOTION WAS MADE BY COMMISSIONER MURDOCK, SECONDED BY COMMISSIONER CARR, TO APPROVE THE MINUTES OF THE "REGULAR MEETING" OF THE WYOMING, MINNESOTA PLANNING COMMISSION FOR JANUARY 12, 2021 AS SUBMITTED.

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

SCHEDULED PUBLIC HEARINGS: NONE

NEW BUSINESS

2. Sketch Plan: D-21-001 Heims Lake Villas North
Location: 257th Street and Fairview Avenue
Applicant: J. Johnson Development, LLC
Property ID Numbers: 21.11122.00 and 21.111.23.00

Zoning Administrator Weck stated that this is a proposal to subdivide the two properties and create 34 lots for single family detached villas that will be served by City sewer and water. They are currently zoned R-1 and this plan would require rezoning to Office and Healthcare Business and then be developed under a Planned Unit Development (PUD), which was what was done with the original Heims Lake Villas project. The two parcels have a combined area of 20.18 acres and about 13.74 acres of that is upland with the remainder being wetland/Heims Lake. He noted some of the comments in the staff report regarding the stormwater requirements, building elevations, and the NPDES permit.

Chair Lobermeier asked for a brief explanation of why this would be up-zoned from R-1 to Office and Healthcare in order to make this happen.

Zoning Administrator Weck explained that with R-1 the requirement would be for well and septic tank and one home per parcel. This land is guided for Office and Healthcare in the Comprehensive Plan and also has sewer and water available at 257th Street.

Chair Lobermeier asked if the proposed use would also require a Conditional Use Permit (CUP).

Zoning Administrator Weck stated that it would require a CUP.

Jaren Johnson stated that it has been 5 years since they put in the first development and asked Zoning Administrator Weck if there would be anything different in this process versus the last time.

Zoning Administrator Weck stated that the Shoreland Ordinance has changed, but does not think it will substantially affect this proposal.

Mr. Johnson stated that the idea for this proposal will be similar to the first addition with single level, association-maintained properties. He stated that there are a lot of people that feel this second addition is needed especially so close to the hospital. He stated that the design plan is to have the houses all look a little bit different and unique and not just cookie cutter. He stated that he is still planning to keep it as a 55 plus demographic. He stated that one thing they are wondering is if the existing pond could be expanded and also used for this development. He stated that his thought is that then they would not have to take down the nice mature trees.

Zoning Administrator Weck stated that is something that could be discussed with the City Engineer because there may be a way to create an easement between the two to expand it for this development.

Commissioner Teel asked if the proposed homes would have similar floor plans as the first addition.

Mr. Johnson stated that they will be similar and stated that they will be at least as nice, if not nicer, than the existing homes. He noted that there are only a handful of lots that allow a walkout and most will be slab on grade.

Commissioner Teel stated that he agreed this type of housing is needed.

Mr. Johnson stated that he would like to have Final Plat approval in order to have lots in this year, if all goes well.

OLD BUSINESS: NONE

COMMUNICATIONS:

Chair Lobermeier noted that Commissioner Murdock completed a reorganization of the Comprehensive Plan. He stated that he has taken a look back at all of his old notes because he wanted to make sure that the overall feeling about the community was incorporated. He stated that he would like to add to what Commissioner Murdock gave him and hopes that the Commission can discuss it at the next meeting.

UPDATES: NONE

A MOTION WAS MADE BY COMMISSIONER CARR, SECONDED BY COMMISSIONER WEST, TO ADJOURN THE FEBRUARY 9, 2021 "REGULAR MEETING" OF THE WYOMING, MINNESOTA PLANNING COMMISSION AT 7:25 PM.

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

Revised Objectives 2-17-2021

Vision:

Become an Inviting Community: Use land use, diversification of housing alternatives, zoning regulations and public infrastructure to create a thriving economy and an inviting city for residents and businesses alike.

This was previous Objective number 6, but it feels more over-arching.

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

This was previously listed under Sustainability Chapter. This would lead Land Use Chapter.

2. Expand municipal utilities: Increase the use of public potable water and wastewater. Extend 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.

This was previously included under Land Use Objective 2 – Sustainability. This would lead the Utilities Chapter.

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

This would lead the Housing Chapter.

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

Changed "Encourage to Pursue an added last sentence. This would lead the Economic Development Chapter.

5. Strengthen the City Center: Encourage a stronger "Downtown Wyoming" that includes shops, offices, high-density housing and public facilities. Consider City Ordinance amendments that allow for Downtown to develop with greater intensity than other portions of Wyoming while maintaining the same values.

This maybe should be a subset under land use and not a stand alone objective as it is not uniformly supported according to the Mayor.

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

This would lead the Parks, Trails and Recreation Chapter.

7. 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.

This was previously "Create Interconnected Neighborhoods". Use this lead Road System Chapter

8. 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.

This combines Objective 1 – Respect the Natural Environment with Objective 9 – Protect Our Water Resources. This will lead the Environmental Resources Chapter.

Original Draft Objectives (12-21-2000)

1. **Respect the Natural Environment:** Encourage residential, commercial and industrial development according to a comprehensive plan and zoning regulations in balance with the key natural resources.

2. **Development in a Sustainable Manner:** Allow a transition from agriculture and large-lot housing to a greater density. Increase the use of public potable water and wastewater. Extend wastewater lines in staged and efficient manner in response to market demand and according to City capability. The City may consider shared private wastewater disposal systems until public wastewater is available or when public wastewater is infeasible.

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

4. **Encourage a Thriving Local Economy:** Plan for and allow for the creation of additional stores, offices and industries consistent with this comprehensive plan and regulated by zoning ordinance amendments including, but not limited to, encouraging mixed use opportunities. Diversify the range of local employment opportunities. Attract well-paying jobs plus goods and services that are needed locally.

5. **Strengthen the City Center:** Encourage a stronger "Downtown Wyoming" that includes shops, offices, high-density housing and public facilities. Consider City Ordinance amendments that allow for Downtown to develop with greater intensity than other portions of Wyoming while maintaining the same values.

6. **Encourage an Inviting Community:** Use policies, zoning regulations and public works to create an inviting city for all.

7. **Create a Park, Trail and Recreation System:** Maintain and enhance public parks that provide options for active sports and passive recreation and identify trail corridors that connect the neighborhoods to the park system. Plan for changes in recreational activities that accommodate changing demands. The park and trail system may also be a component of an integrated effort to conserve significant natural resources.

8. **Create Interconnected Neighborhoods:** 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.

9. **Protect Our Water Resources:** Protect, manage, and treat stormwater in an effective manner to protect our water resources. Consider different types of water treatment suitable for different levels of land use intensities while providing an equitable level of water treatment.

Comprehensive Plan

City Council and Town Board Members, 2021
Lisa Iverson, Mayor
Claire Luger, Linda Nanko/Yeager, Dennis Schilling, Brett Ohnstad

Planning Commission,2021
Mark Lobermeier
Bryan Murdock
Katie West
Roger Carr
Kevin Teel

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

Consultants
WSB & Associates – Planning & Engineering

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1. INTRODUCTION

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What is a Comprehensive Plan?1

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

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

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

- Public or community facilities plan.
- 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, affording legal protections to ensure that zoning ordinances are reasonable and have a rational basis.

Implementing the Plan[2]

Once a comprehensive Plan is adopted, the planning commission is tasks to study and propose to the City Council a reasonable and practicable means for putting the plan or sections of the plan into effect. Reasonable and practicable means for putting the plan into action include:

- Zoning regulations.
- Subdivision regulations.
- A program for coordination of the normal public improvements and services of the City.
- A program for development and redevelopment.
- A capital improvement program.
- An official map.

The Official Map[2]

The official map is not the zoning map required for adoption of a zoning ordinance. It is also not the map adopted as part of the comprehensive planning process. Instead, the official map is a unique map designed to help carry out he policies of the major Thorofare plan and community facilities plan. The official map can cover parts of the city or the entire City. The purpose of the official map is to identify land for future public uses such as streets and other public facilities. The official map allows property owners to adjust their building plans equitably and conveniently before investments are made that will make adjustments difficult to accomplish.

2. THE PLANNING PROCESS

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 but is meant to be revisited every five years. The City will use the continuous input of the public, whether through formal or informal means, to make sure that the vision, goals and policies are still relevant. This plan was prepared with the guidance of representatives from the City of Wyoming. Working with staff and a consultant, members of Planning Commission reviewed conditions and prepared a draft plan.

Wyoming's Initial Comprehensive Plan

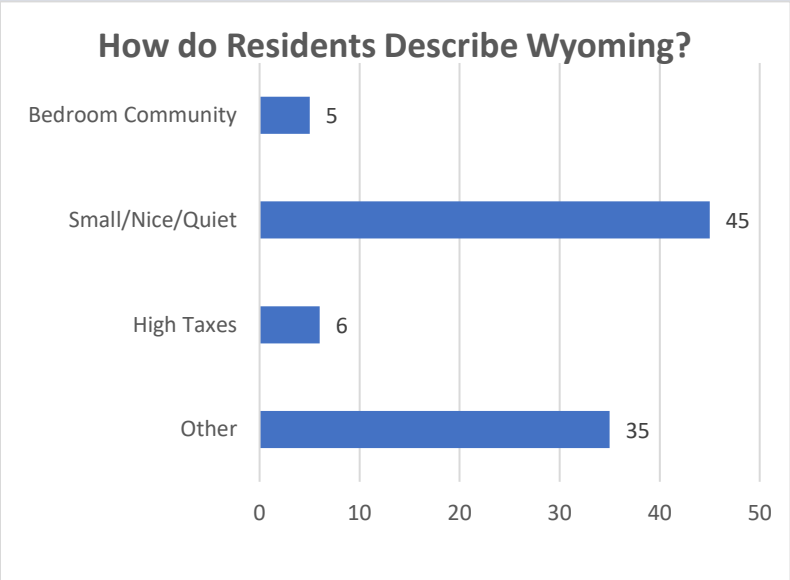
In the Fall of 2007, the City and the Township formed a Comprehensive Plan Task Force to combine the Township's 2004 Comprehensive Plan and the City's 2001 Comprehensive Plan into a single cohesive document to guide the future of the community which would later merge in August of 2008. Some of the initial guiding principles for the inaugural meeting of the task force included:

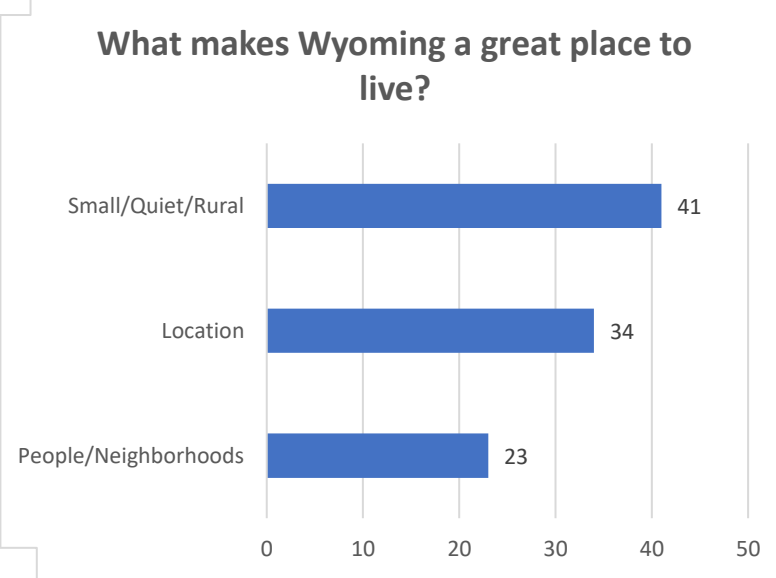
- Rural Character – Small town feel
- Balance
- Property Rights
- Orderly extension of sewer and water
- Compatibility of adjoining uses
- Natural Resources
- Agriculture.

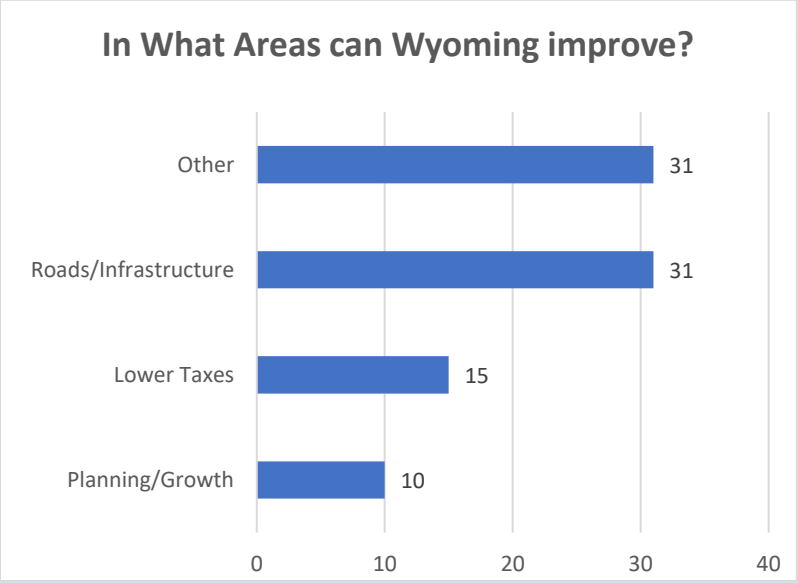
Ultimately the Taskforce met the objective of a combined comprehensive plan, which was officially adopted on January 21, 2009. However, the 2009 Comprehensive Plan was for the most part a Land Use Map, lacking reality regarding what could develop and lacking reality for how it could develop. In 2015 the Planning Commission kicked off an effort to update the plan. The effort proceeded in fits and starts, retaining much of the 2009 document. In the fall of 2019, an effort was undertaken to seek public input. Progress slowed in 2000 in part due to the Covid-19 pandemic.2019 Resident Survey

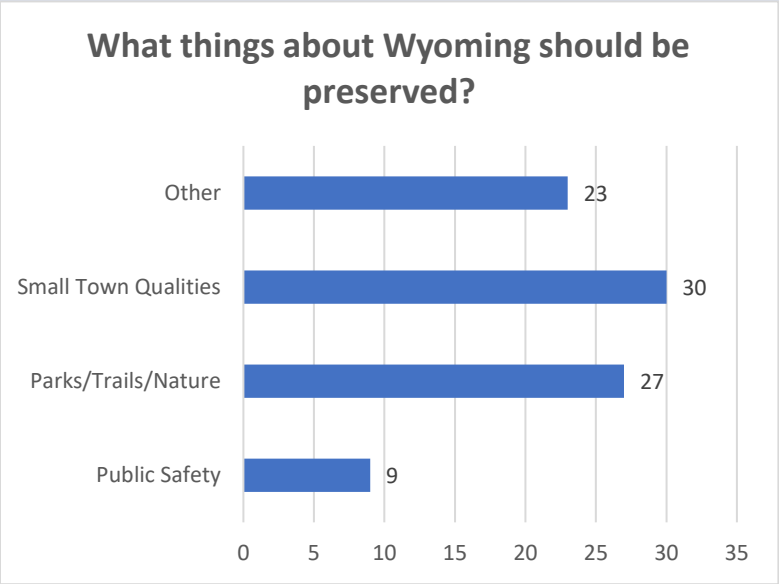
A resident survey was made available online during the month of October 2019. The questions engaged respondents on a variety of subjects, from how they commute within the City, to what business they would like to see, to how they feel about the parks and trails system. Nearly a plurality of respondents preferred the description of Wyoming that emphasized its small-town feel and that it was a nice and quiet community. The community's small-town qualities were highlighted in responses to other questions, for which most respondents thought that that particular quality was what made Wyoming a great city to live in and they also preferred preserving the small town feel over other options.

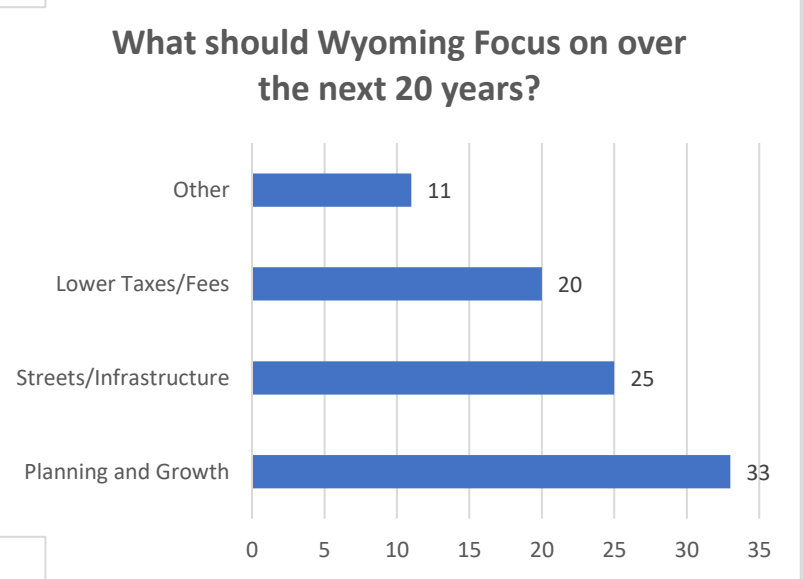
Out of 89 responses, most felt that planning and growth should be priorities for the next 20 years.

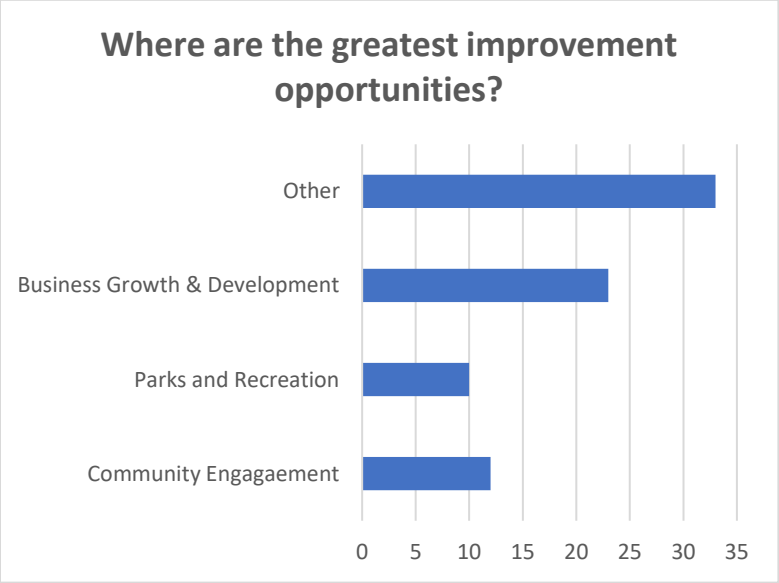

How do Residents Describe Wyoming?
Bedroom Community
5
Small/Nice/Quiet
45
High Taxes
6
Other
35
0
10
20
30
40
50


What makes Wyoming a great place to live?
Small/Quiet/Rural
41
Location
34
People/Neighborhoods
23
0
10
20
30
40
50


In What Areas can Wyoming improve?
Other
31
Roads/Infrastructure
31
Lower Taxes
15
Planning/Growth
10
0
10
20
30
40


What things about Wyoming should be preserved?
Other
23
Small Town Qualities
30
Parks/Trails/Nature
27
Public Safety
9
0
5
10
15
20
25
30
35


What should Wyoming Focus on over the next 20 years?
Other
11
Lower Taxes/Fees
20
Streets/Infrastructure
25
Planning and Growth
33
0
5
10
15
20
25
30
35


Where are the greatest improvement opportunities?
Other
Business Growth & Development
Parks and Recreation
Community Engagaement
0
5
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15
20
25
30
35

Public Engagement

Open House

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

The theme for Station One was "***Community Identity and Culture***." Questions related to this theme included:

1. How do you describe "Small Town Feeling?"
2. How do you define "rural"?

Responses addressed the low intensity nature of a "small town feeling" and the rural nature of Wyoming. Others focused on the neighborliness of residents and trust between each other.

The theme for Station Two was "***Wyoming: Open for Business.***" Questions for this theme included:

1. What businesses should we be attracting?
2. Should we have a future business District Downtown?

Most of the responses focused on the first question. They ranged from identifying specific establishments – most of them restaurants – to specific actions that respondents believe would encourage job growth, such as "further development of Fairview Campus."

Station Three's theme as "***Developing Wyoming***." This station prompted reactions with more specific statements, such as the following:

1. Availability of services to undeveloped properties
2. Development in your Neighborhood: Balancing Future Development.

Some responses focused on where development should and should not be. Others recommended specific types of development, such as remote worker office space or a strip mall with specific types of tenants.

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: 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, 2020

3.

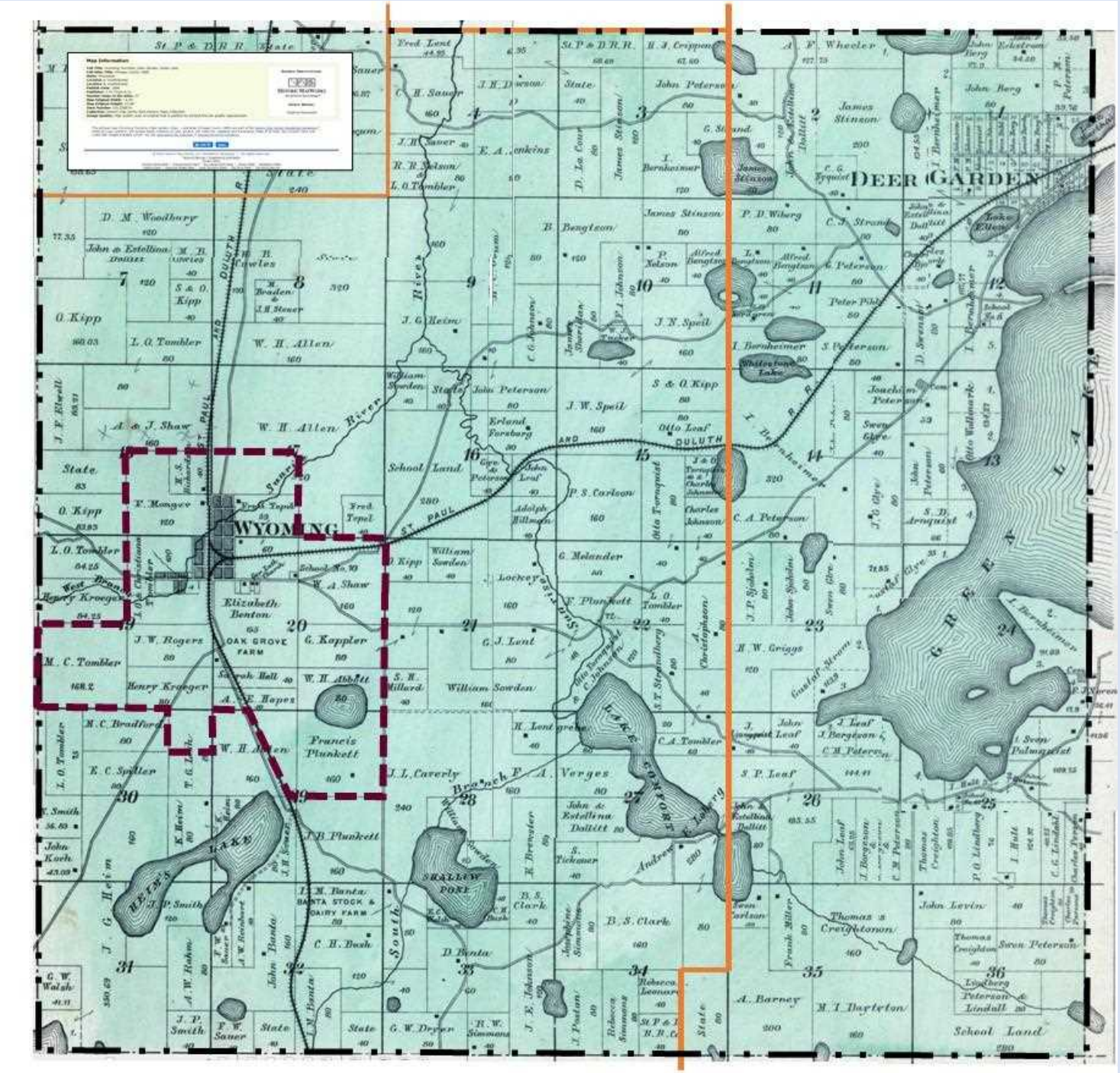
4. COMMUNITY PROFILE

History

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

The first settlers arrived in Wyoming in 1855. They were six German and Dutch families from Pennsylvania, shortly joined by families from Chicago and St. Paul. Wyoming Township was organized in 1858.They named the site "Wyoming" because it reminded them of the Wyoming Valley in Pennsylvania. "Wyoming" is an Algonquin word for "large plains" or "extensive meadows". Many descendants of the original settlers still thrive in the area. The spot where the first structure was built is marked by a memorial stone. It's in a small park on the southeast corner of 270th Street and Felton Avenue. In those days, it would have overlooked the Sunrise River, just to the North. When Wyoming was founded, there were only 225 houses in St. Paul.[2] The original City was platted in 1869, taking its name from the Township.

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



1888 map of Wyoming Township. Gold line illustrates current City Boundary. The Red line depicts the City boundary prior to the merger with the Town.

Table - Wyoming Population Growth

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

**U.S. Decennial Census – Wikipedia*

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

Township and City Merger **

In 1994 merger discussion began with the Township and the City. In 1996, the Township and Chisago City began planning a 200-acre business park at County Road 36 and County Road 22. Discussions were on-going for the next several years. In 2003, the City and the Township adopted a joint resolution for the orderly annexation of 611 acres for the site of Polaris Industries in the north east part of the Township. However, the annexation created an island that did not abut and was not contiguous with the City. At the same time, the City extended sewer and water service to the site.

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

On August 15, 2008, the Township was merged with the City, and to a lesser extent with the City of Stacy and Chisago City.

Regional Setting & Population Trends

Wyoming is located in the very southwest corner of Chisago County. It borders Washington County and the City of Forest Lake to the south and Anoka County and the City of Columbus and Linwood Township to the west. Wyoming is not included in the Seven County Metropolitan Planning Area which falls under the control of the Metropolitan Council of the Twin Cities. The majority of the community works outside of the City with an average community of 28 minutes (Data USA).

Over 41 percent of the City is open space, 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 core of the City – the pre-merger City area is served with water and sewer. The lots are small and the area has more of a suburban field. The areas outside of the suburban core are a mix of rural, semi-rural and medium to higher density residential with smaller amounts of commercial/industrial uses, especially along the Highway 8 corridor. Agricultural uses still dot the landscape contributing to the small town feel of the community.

Table ___ summarizes the populations trends for Wyoming:

Year	Population	Number of households
2008	7300	2500
2009		
2010	7791	2738
2011		
2012		
2013		
2014		
2015	7877	2794
2016		
2017	7793	
2018	7839	

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

Table _____ illustrates the makeup of community:

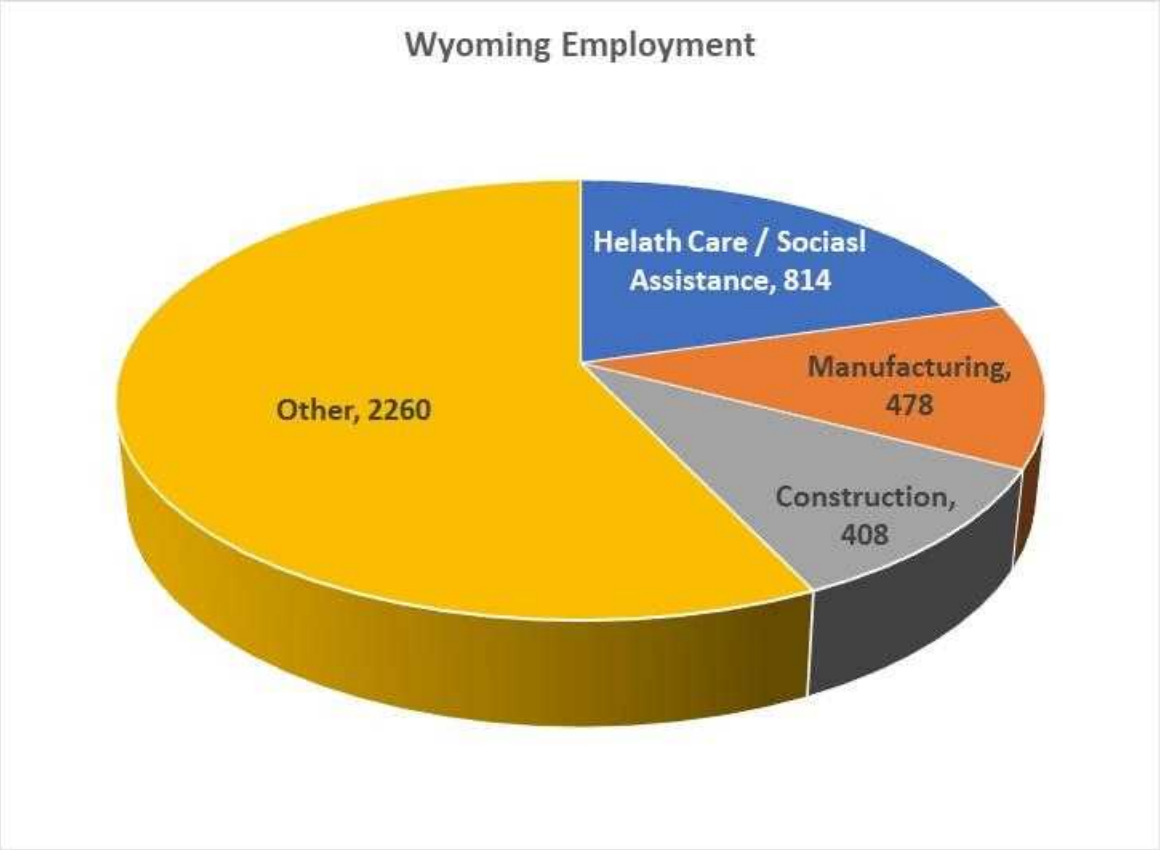
Race	2010	2018
White	95.5%	96.7%
Hispanic	1.5%	0.2%
Two or more races	1.3%	1.4%
Asian	0.8%	
African American	0.3%	
Native American	0.3%	0.1%
Other races	0.3%	1.6%

Source: Wikipedia, 2010 Census, Data USA

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

Economic Conditions/Leading Employers

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



The major employers in the community include:

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

The City has the basic services, but the larger grocery, home improvement big box stores and chain restaurants are looked in Forest Lake. There are now hotels in the community.

Housing

The 2018 Chisago County Housing Study (Maxfield) indicated that 92% of Wyoming workers leave the City every day for work, in part due to the lack of housing for people that work in the City but don't live in the community. Wyoming has the highest incomes in the County and the least amount of multi-family housing. Table ____ illustrates the City's recent history relative to building permits, the majority of which relate to single family units:

Table _____ City of Wyoming Building Permits

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

In 2020, the City gave its support to a proposed multi-family housing project on property located on 273rd Street and west of Forest Boulevard / CSAH 30. The multi-story facility could provide 50 units of badly needed mulita-family housing.

5. EXISTING CONDITIONS

Before we can effectively plan our future, we need to clarify our current or existing conditions. This section outlines describes the environmental setting, summarizes the current land uses, highways and transportation, community services and facilities, and current trends.

Environmental Setting

Existing Land Use (summary and maps)

Today the City of Wyoming boasts acres of land designated for parks and open spaces, miles of scenic views and a multitude of breathtaking lakes and nature areas. The Minnesota State Demographer released data in August of 2020 that the 2015 population for Wyoming is up from the same estimate in 2015 of 7,877 residents and 2,794 households.

The City has farmer markets, annual festivals, and the Hallberg Center for the Arts that the whole community enjoys participating in. The City of Wyoming is located in close proximity to the Minneapolis – St. Paul Metro Area and provides a perfect balance of small town feel and nearby big city amenities

Highways and Transportation (summary, stats, maps)

The City continues to benefit from a strong transportation system, much like it did when stage coach trails railroads defined the community. Interstate 35 is the major transportation corridor for Wyoming. The north-south artery connects the Twin Cities to the south and the City of Duluth to the north. The I-35 / Viking Boulevard interchange serves local businesses and connects businesses and residents alike to the local road system described in the following chapter.

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

US Highway 61, once stretched from La Crescent just west of La Crosse to Grand Portage. The majority of the route was paved by 1926. Construction of the interstate ultimately took much of the traffic from the highway. but US 61 continues to serve as a major corridor. The Minnesota Department of Transportation has proposed to turnback the remaining section of highway 61 between Wyoming and St. Paul. Former Highway 61 north of Viking Boulevard was recently turn backed to Chisago County and is now maintained as County State Aid Highway 30 ((CSAH 30). US 61 continues to serve as a major corridor for residents and businesses including service to the M Health Fairview campus and Wyoming Elementary. Highway 61 is expected to undergo reconstruction in 2021 including intersection improvements and additional turn lanes.

Community Services and Facilities (summary and maps)

Current Trends

Wyoming continues to transition from its rural/agricultural past to a suburban/urbanizing future. That transition can be summarized by a list of recent developments – some of have not come to fruition – that would re-make the City in a significant way.

2009 2019__	Greenwood Mixed Use Master Planned Community Praxmar…..	220 acre, mixed use/suburban community 400 new housing units – 300 residential, 100 multi-family, 50 acres.
	YMCA	Ultimately located in Forest Lake
2015	Heims Lake Villas	33 units of 55+ detached townhomes
2019	Katies Glen PUD	51 units off of Goodview Avenue
2020	Summerfield	Kettle River Boulevard and
2021	Heims Lake Villas – North Addition	34 units of 55+ detached townhomes
2021	Bingham Property Multi-family Housing	

The focus for the future involves a balanced built out of the ultimate urban service area (described in the Land Use Chapter) while preserving the character of the community and keeping taxes competitive with area communities. The build out is expected to include a redevelopment of part of the City's downtown core to increase services and improve walkability and accessibility.

Planning Factors Affecting Development (challenges and opportunities)

The three most significant challenges the City faces in terms of achieving full development are its natural resources and the limitation of municipal utilities, primarily sewer, as well as potable water., and the lack of diverse housing options.

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 _____ square miles or _____ acres, only about _____% of the property is "dry land" that is available to be developed.

Municipal Utilities

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

Housing

In 2018, Maxfield Research and Consulting LLC completed a housing study for Chisago County. Maxfield presented initial findings to the City All Boards Meeting on January 30, 2018. Maxfield forecasted that Wyoming would see a 27% increase in population by 2030, to over 10,000 residents. Maxfield also predicted the potential housing demand for the City would amount to 4760 new housing units through the year 2030. Maxfield observed that the lack of housing options could dampen

economic development as employees for future business expansion will not find place to live in the community. In particular, multi-family and rental housing stock for the City is very low.

Kettle River / Viking Boulevard Future Congestion

Praxmar Development proposed a significant development in the northwest quadrant of I-35 and Viking Boulevard. The project is in the area of the old Greenwood Golf Course. Development of the area was first explored in 2009. As part of the proposed project, one of the major issues related to traffic. The project would have included approximately 200 acres of mixed-use development including a range of lot sizes to be current demands. The increase in traffic to the Viking Boulevard / Kettle River Intersection, which is already congested (Chisago County Transportation Plan), and complicated by the I-35 on and off ramps and several business entrances, became one of several road blocks to the project moving forward. Developing a transportation solution for the area will be important for future development proposals.

Inconsistent Stormwater permitting within and outside of the CLFLWD

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

CLFLWD administrative boundaries extend beyond watershed boundary

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

6. VISION, GOALS & OBJECTIVES

What should Wyoming be like in the year 2030 or 2040? What is the strategy to get there? What planning and zoning changes will be required? What land use standards and expansion of infrastructure will be needed/

The Comprehensive Plan is based upon a shared vision of the citizenry and stakeholders of what Wyoming should and will become. The Comprehensive Plan establishes goals and objectives that will help to shape and direct growth and development for the next ten years and beyond.

Goals and objectives developed for this plan will guide the community as it grows, matures, transitions and ultimately attains its anticipated build-out configuration. The Comprehensive Plan goals and objectives were formulated from input received from the public, City staff, elected and appointed officials, and other interested individuals. In general:

- **Goals** are statements concerning an aspect of the City's desired ultimate physical, social and/or economic environment. Goals set the tone for development decisions in terms of the citizens' desired quality of life.
- Objectives express the kinds of action that are necessary to achieve the stated goals without assigning responsibility to any specific action.

Policies will clarify the specific position of the City regarding a specific objective, and will encourage specific courses of action for the community to undertake to achieve the applicable stated objective. In order to implement many of the goals, objectives and policies in this Plan, ordinances or capital improvement funds will be necessary.

Vison and Objectives

The City of Wyoming seeks to become an attractive, well-balanced place to live and work, with an appropriate combination so 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, and 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 developed the objectives, informed by the 2019 Community Engagement process and survey. The themes that emerged were:

1. Maintain Small Town Values and Atmosphere;
2. Growth, with Respect for Residents;
3. Build Civic Involvement and Opportunities for Community gatherings;
4. Recognize the Potential for a Central “downtown”;
5. Utilize the school and major business as focal points for community and neighborhood interaction.

Based on the Commission’s work the following Vision and Objective were developed to Guide the planning effort:

> ***Vison; Become an Inviting Community:*** *Use land use, diversification of housing alternatives, zoning regulations and public infrastructure to create a thriving economy and an inviting city for residents and businesses alike.*

Specific objectives and corresponding policies are included as part of corresponding Comprehensive Plan Chapters that follow.

7. PLAN OVERVIEW

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

Land Use Plan

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

The Land Use Plan guides the future use of land in Wyoming to promote the orderly development, create an attractive and efficient urban environment and protect key natural resources. The Land Use Plan is the central element of the *Wyoming Comprehensive Plan,* and many people will think of this chapter as "the comprehensive plan." Although there are other plan chapters, the key provisions of other chapters of the *Comprehensive Plan* critical to the physical development of Wyoming are integrated into the Land Use policies.

The Land Use Plan translates the community vision for growth and conservation into a recommended physical pattern of neighborhoods, commercial and employment areas, road and parks. Land use policies seek to influence the location, types, amount and timing of future growth through private real estate development, public investment in infrastructure and community facilities and conservation of natural areas.

The Land Use Plan will be used by the City in making decisions about private development proposals, and the location, size and timing of public improvements. The objectives and policies of this chapter are expected to be implemented through the City's zoning and subdivision ordinances, which may be amended after the adoption of this plan, and through the administration of that ordinance by City staff, the Plan Commission and the City Council.

Road System 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 pattern of existing and planned major roads, road design standards and intergovernmental coordination for road improvements are addressed in the Road Systems Plan Chapter.

Utilities

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

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

Parks, Open Space, and Trails

***Enhance* Recreation Opportunities:** *Develop, maintain and improve public parks that provide diverse opportunities for active sports and passive recreation. Identify, establish and develop trail corridors that connect the neighborhoods to the park system and to regional trail corridors. Plan for changes in recreational activities that accommodate changing demands. Integrate park and trail systems with significant natural resources.* The City of Wyoming Parks, Open Space and Trails System chapter guides acquisition of land or fees in lieu of for municipal parks, promoting the protection of public and private open space and reservation of corridors for multiple-use paths.

Housing

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

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.*

Economic Development

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

***Strengthen* the City Center:** *Encourage a stronger "Downtown Wyoming" that includes shops, offices, high-density housing and public facilities. Consider City Ordinance amendments that allow for Downtown to develop with greater intensity than other portions of Wyoming while maintaining the same values.*

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 but is meant to be revisited in ten years for further refinement. The City will use the continuous input of the public, whether through formal or informal means, to make sure that the vision, goals and policies are still relevant.

8. LAND USE PLAN

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

The City of Wyoming Land Use Plan guides public and private actions regarding the pattern of land use and development and to express ideas from other plan chapters as they relate to land use. Its purpose is to encourage the orderly development of Wyoming, create an attractive and efficient urban environment and protect key natural resources.

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

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

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

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

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

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

Land Use Types and Descriptions

The following sections describe the types of land uses depicted on the Land Use Plan Map. Implementing the Land Use Plan is the responsibility of the Zoning and Subdivision Regulations. The Implementation section contains strategies to implement the policies of the Land Use Plan. Included in that section is a table showing the relationship of Land Use Plan categories to the current Zoning Districts.

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.

Residential

Semi-Rural Housing

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

Lower Density Suburban Neighborhoods

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

- That nearby housing and roads are adequately protected

That the neighborhood provides more natural open space and/or public park than would result if it contained only detached housing

- That the overall average density of the neighborhood is not more than 20 percent greater than what would be possible only using detached (single-family) housing.
- Not more than half percent of the dwelling units are of the attached variety.

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

[1] Any parcel that was officially divided and recorded before this plan is officially adopted may be allowed to have one house (or more than one house if municipal sewer or a shared private wastewater treatment system is used.)

Medium and Higher Density Suburban Neighborhoods

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

Apartment buildings should be:

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

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

Non-Residential

Commercial

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

Two areas are planned for commercial development outside of "City Center"::

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

Mixed Use

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

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

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

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

Office and Health Care Business

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

Industrial and General Business Area

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

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

Public and Semi-Public Facilities

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

Parks and Open Space

Parks

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

Conservation and Open Space

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

Shoreland and Floodplain Areas

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

Table 1: Acreage by Land Use Plan Category

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

Urban Service Area

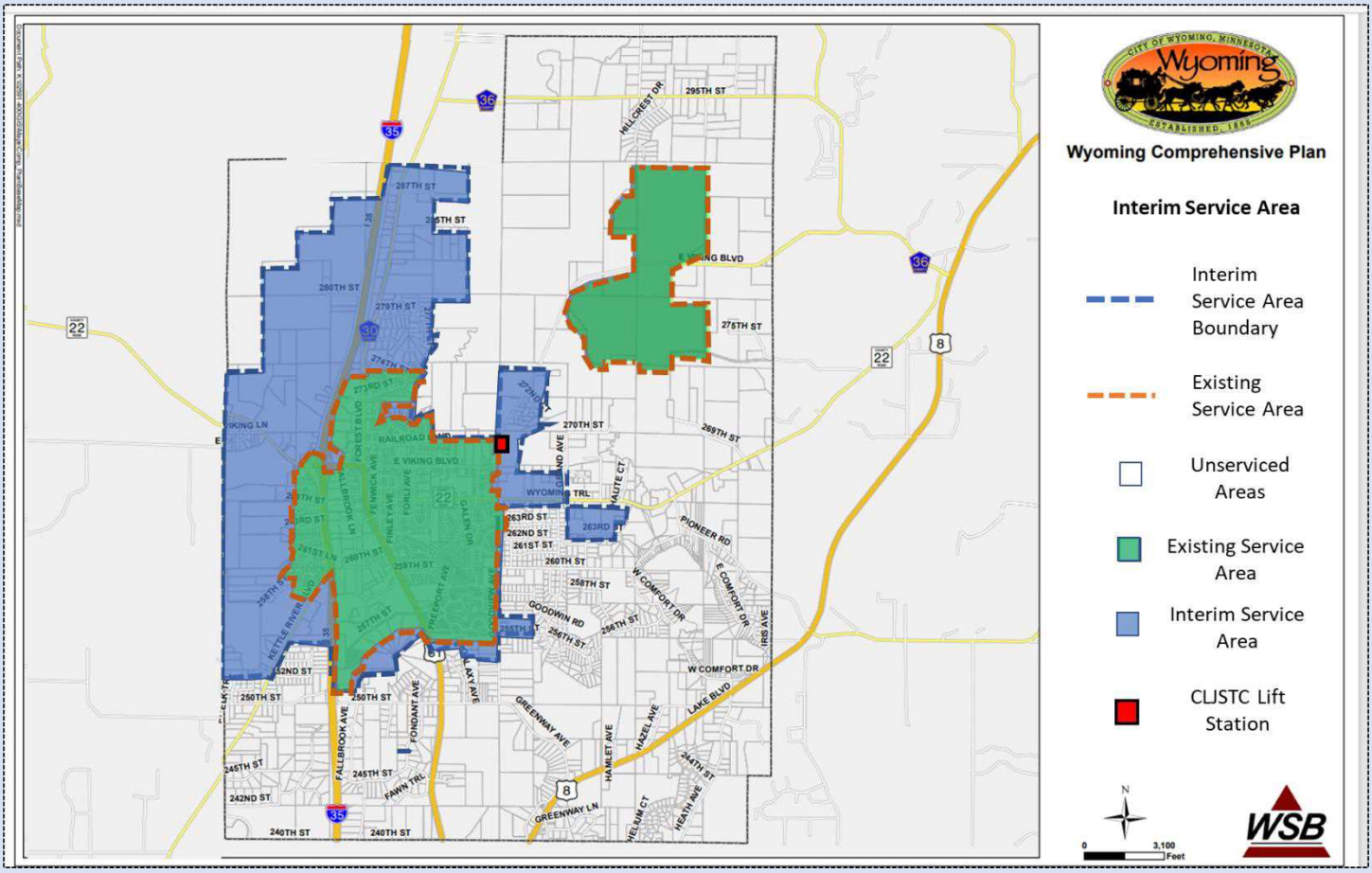
Future development that occurs must reflect the ultimate buildout potential and future urban service goals for the City. With respect to the extension of urban services in Wyoming, there are four different area classifications that each come with a different set of goals and land development objectives.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

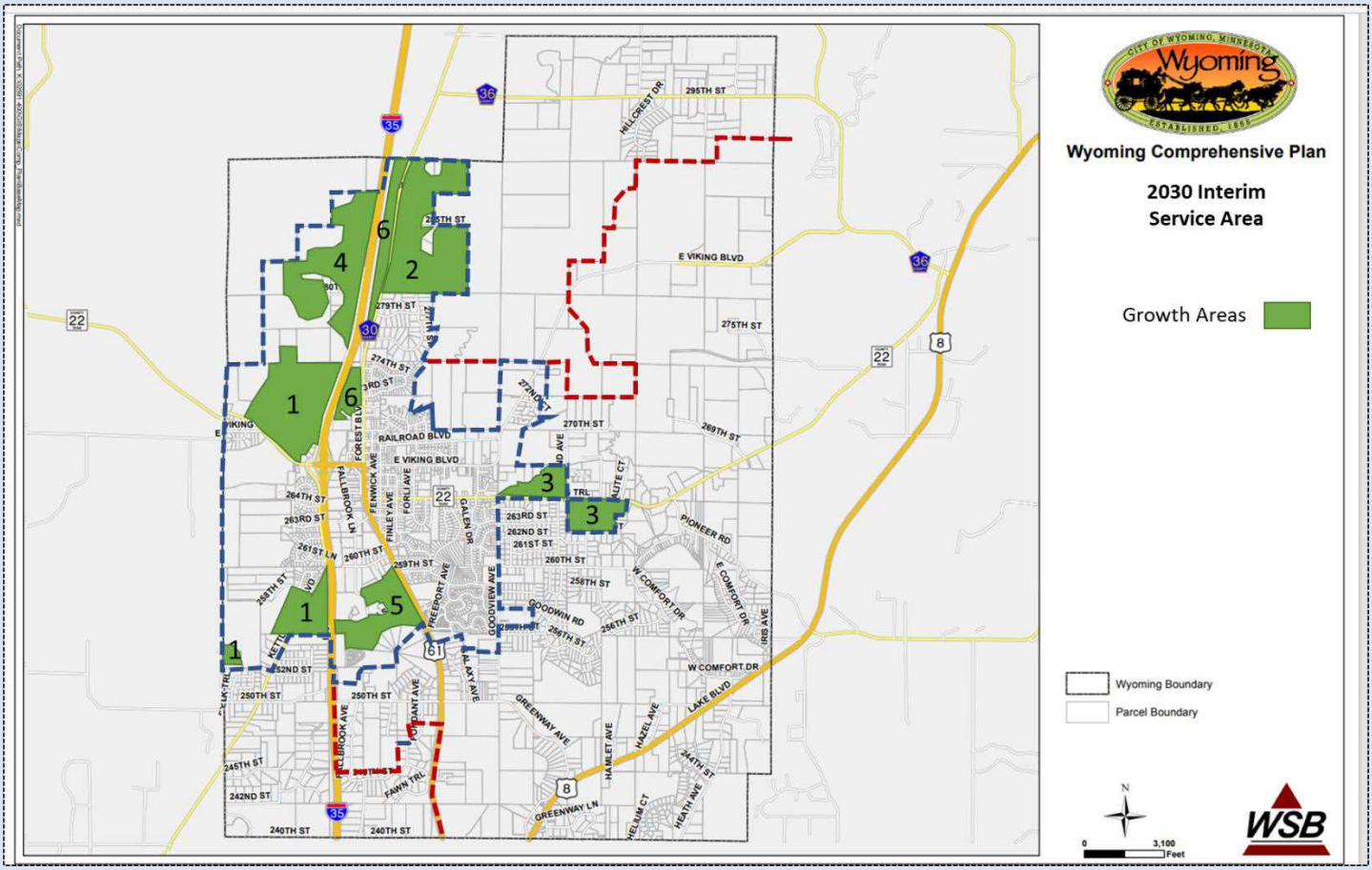
1. Interim2020 Urban Service Area
2. Ultimate Urban Service Area
3. Permanently Unserviced Area

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

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





Ultimate Urban Service Area

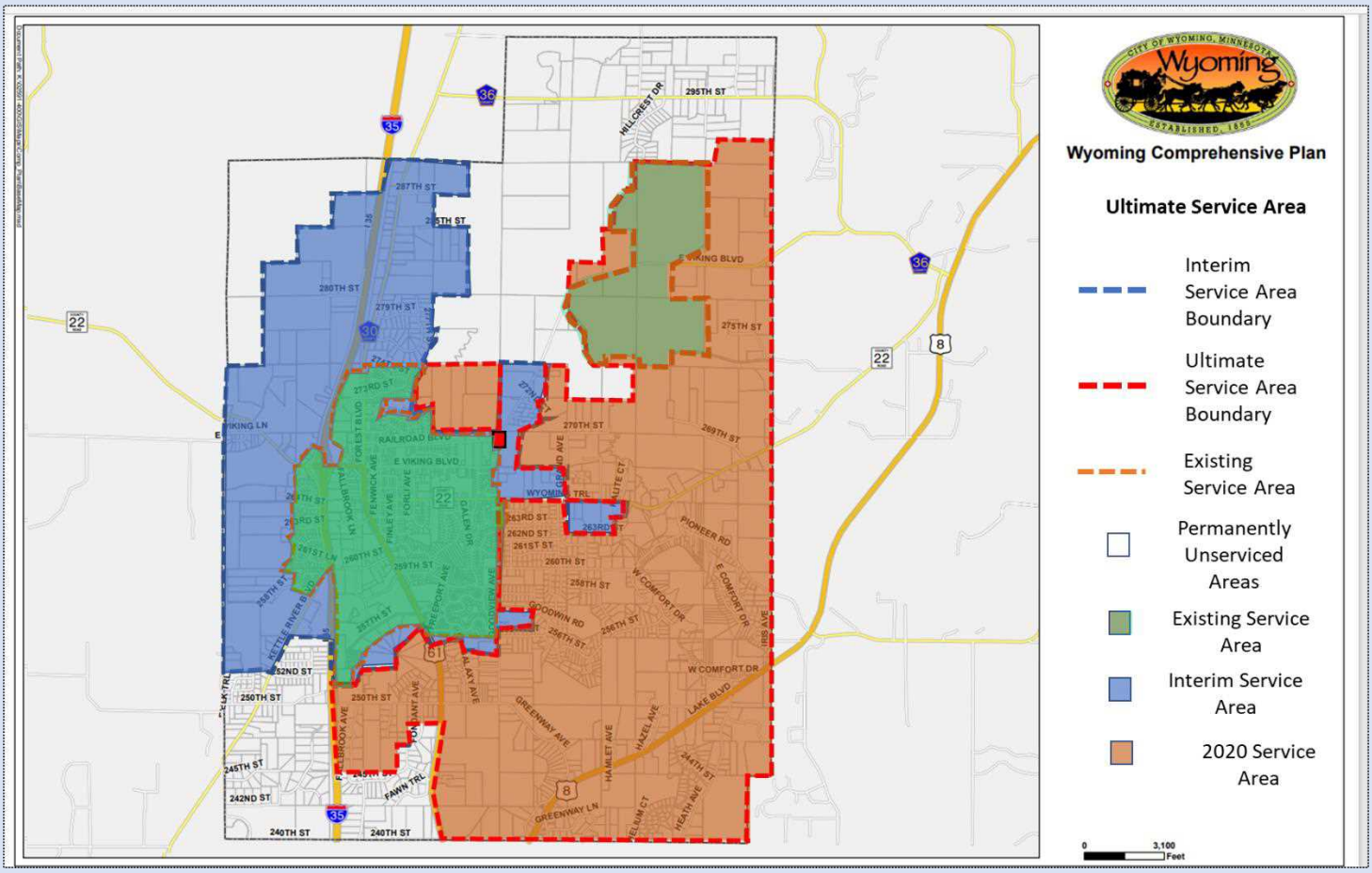
This area of Wyoming lies outside of the current urban service area but includes the portions of the city that may someday, beyond the 20-year time horizon of this Plan, become eligible for urban service connection. Current development in this area will not be serviced at this time, but should be developed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

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

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

Regardless of which method of development occurs, the City may require a "ghost plat" a subdivision to show how future subdivision lots could allow for eventual urban density.

For commercial development in the Potential Future 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.

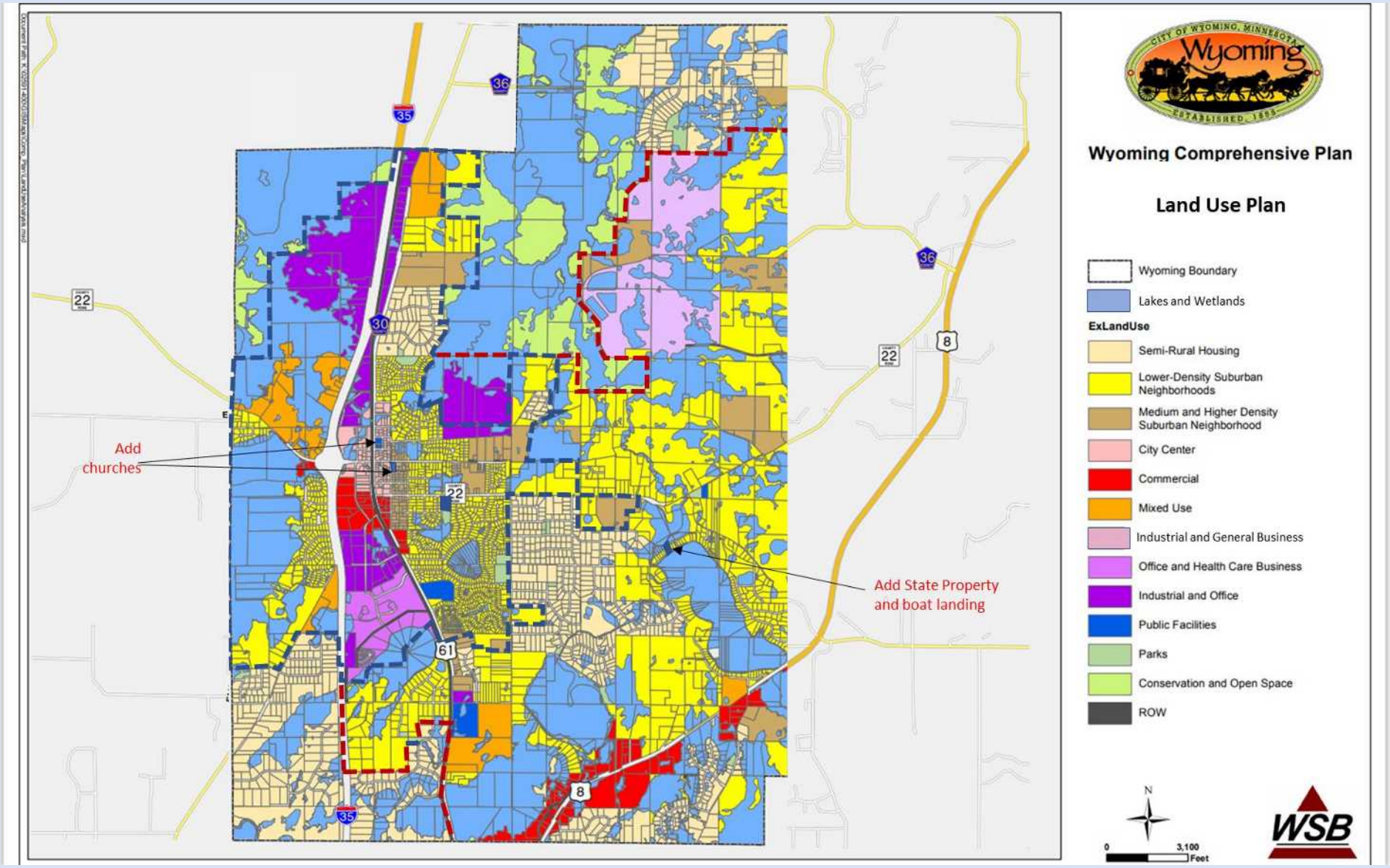


Permanently Un-Serviced Area

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

(Ultimate Map) 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.


Wyoming Comprehensive Plan
Land Use Plan
Wyoming Boundary
Lakes and Wetlands
ExLandUse
Semi-Rural Housing
Lower-Density Suburban Neighborhoods
Medium and Higher Density Suburban Neighborhood
City Center
Commercial
Mixed Use
Industrial and General Business
Office and Health Care Business
Industrial and Office
Public Facilities
Parks
Conservation and Open Space
ROW
Add churches
Add State Property and boat landing
N
0
3,100
Feet
WSB

Specific Land Use Planning Areas

City Center

The City Center is the location presently known as "downtown" Wyoming and is located east of I-35. City Center is intended to be a developed relatively densely with retail and service businesses, the City Hall, County library and, potentially, high-density housing (apartments).

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

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

Greenwood Development Area

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

See Dec. 21 2020 document – Page LU 26 – "Community Design Policies – should they go here?

9. ROAD SYSTEM 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 Road System Plan describes the pattern of existing and planned major roads, establishes road design standards and addresses intergovernmental coordination for road improvements.

Functional Classification

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

The major road system classifications include:

- Principal Arterial
- Major Arterial
- Minor Arterial
- Collector
- Local

The classifications provide for freeway, urban and rural standards. Figure ___ shows the planned pattern of road functional classification, and Table R-1 lists roads by functional class, number of lanes, jurisdictional class and sub-class.

The purpose of this system is to create an orderly pattern of roads with appropriate spacing, access controls, traffic capacity and speeds so as to accommodate planned land use densities and provide for safe and efficient movement. Refer to Table _____ for a description of the various road functional classes and their characteristics.

Wyoming will work with the adjacent jurisdictions, the Chisago County and the Minnesota Department of Transportation to implement the proposed functional classification plan shown in Figure ____.

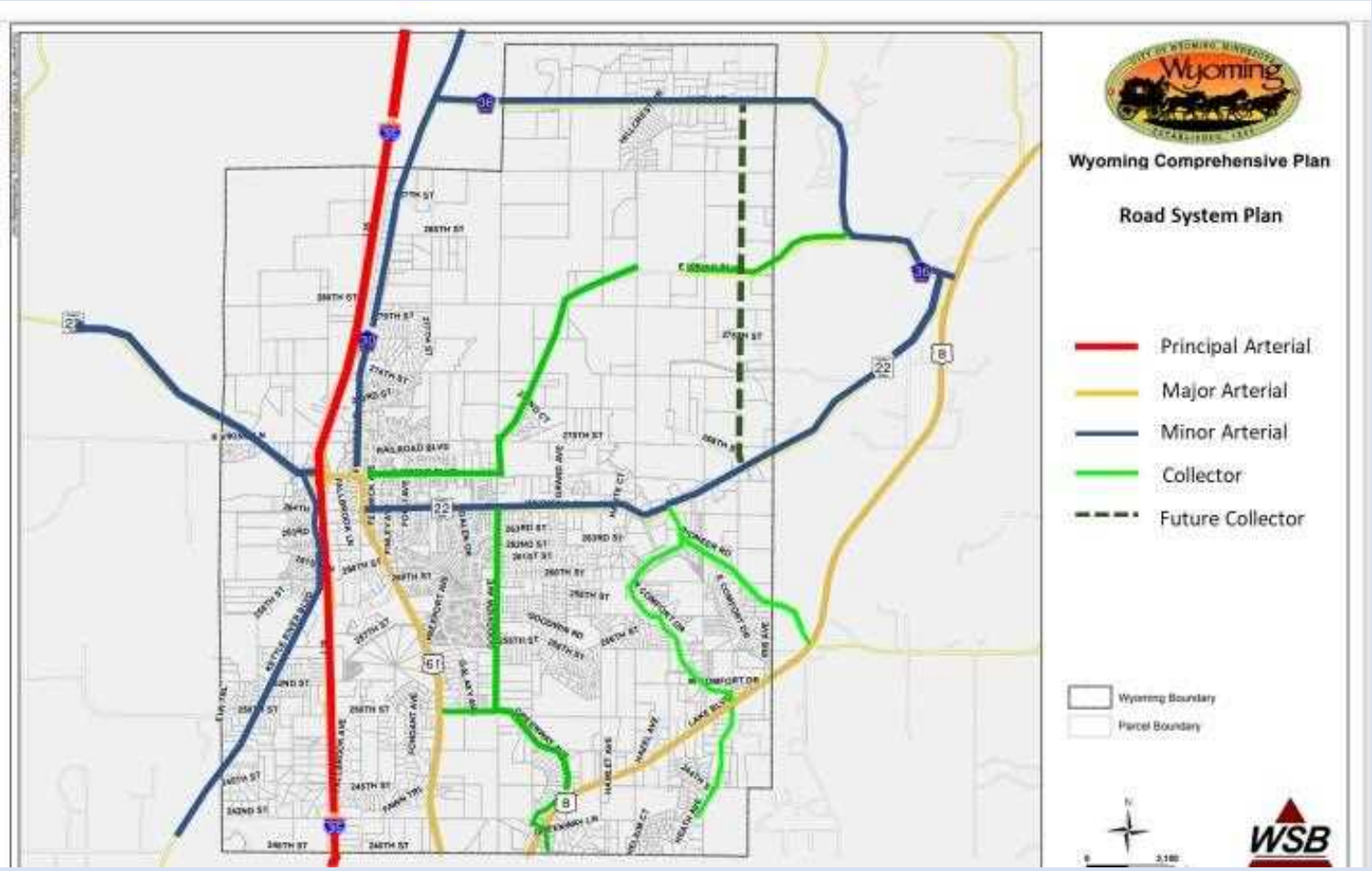

Wyoming Comprehensive Plan
Road System Plan
Principal Arterial
Major Arterial
Minor Arterial
Collector
Future Collector
Wyoming Boundary
Parcel Boundary
WSB

Table Functional Classification and Jurisdiction by Street

Classification	Jurisdiction	Lanes
Principal Arterials		
I-35	State	4
Major Arterials		
US 61	State	2
US 8	State	2 or 4
Minor Arterials		
County Road 22	Chisago County	2
County Road 36	Chisago County	2
County Road 30	Chisago County	2
Kettle River Boulevard		
Collectors		
Viking Boulevard (partial)	City of Wyoming	2
Goodview Avenue	City of Wyoming	2
Pioneer Road	City of Wyoming	2
250th Street (partial)	City of Wyoming	
West Comfort Lake Drive	City of Wyoming	2
Innsbrook Avenue (future road)	City of Wyoming	2

Principal Arterials

Principal arterials are the highest roadway classification and are intended to connect metropolitan centers with one another and connect major business concentrations. These roads are typically limited-access freeways. The Principal Arterial road in Wyoming is Interstate Highway 35.

Major Arterials

Major Arterials are the second-highest classification and serve a similar function as the Principal Arterials but have a higher degree of access. The Major Arterials in Wyoming are US 61 and US 8.

Minor Arterials

Minor Arterials are intended to provide continuous movement across the county and to connect important locations within the City with access points on the metropolitan highway system. These arterials are also intended to carry short to medium trips that would otherwise use the regional system.

The Minor Arterials in Wyoming are the Chisago County Roads: 22, 36, and 62

If public movement continues to be unavailable along Viking Boulevard at the Polaris property, then a segment Viking Boulevard should be reclassified as a Collector Road as shown by Figure_____. Movement in that alignment along the Polaris property is presently allowed only for emergency medical, fire and police vehicles and City or County public works vehicles.

A new road connection between Viking Boulevard and Wyoming Trail at Goodview Avenue should be constructed by Chisago County to provide continuity of the Viking Boulevard 84 Minor Arterial.

Collector Roadways

Collector Roadways are designed to serve shorter trips that occur entirely within the City, and to collect and distribute traffic from neighborhoods and commercial industrial areas to the arterial system.

Future Innsbrook Avenue should be built in the corridor suggested by Figure _____ but may be aligned differently to avoid natural or man-made features.

Local streets

Local Streets connect blocks and land parcels; their function is primarily to provide access to adjacent properties. Local streets can also serve as important components of bicycle and pedestrian circulation systems. In most cases, local streets will connect to other local streets and collectors, although in some cases they may connect to minor arterials. All other streets within the City are classified as local streets except the Arterials and Collectors.

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

Jurisdictional Classification Plan

Jurisdiction over the City's roadway system is shared among three levels of government: the State of Minnesota; Chisago County and the City. The Minnesota Department of Transportation (Mn/DOT) maintains the Interstate and State trunk highway systems. Chisago County maintains the County State Aid Highway (CSAH) and County Road systems. The City maintains the remaining streets. As with all cities in Minnesota with a population greater than 5000, the City of Wyoming is able apply for funding for part of its road system designated as to participate in the State's Municipal State Aid (MSA) The City is required to designate which local roads are included in the MSA system, and is eligible to receive funding for construction projects. The program is administered by the Minnesota Department of Transportation (MnDOT). City is part of MnDOT's Metro region.

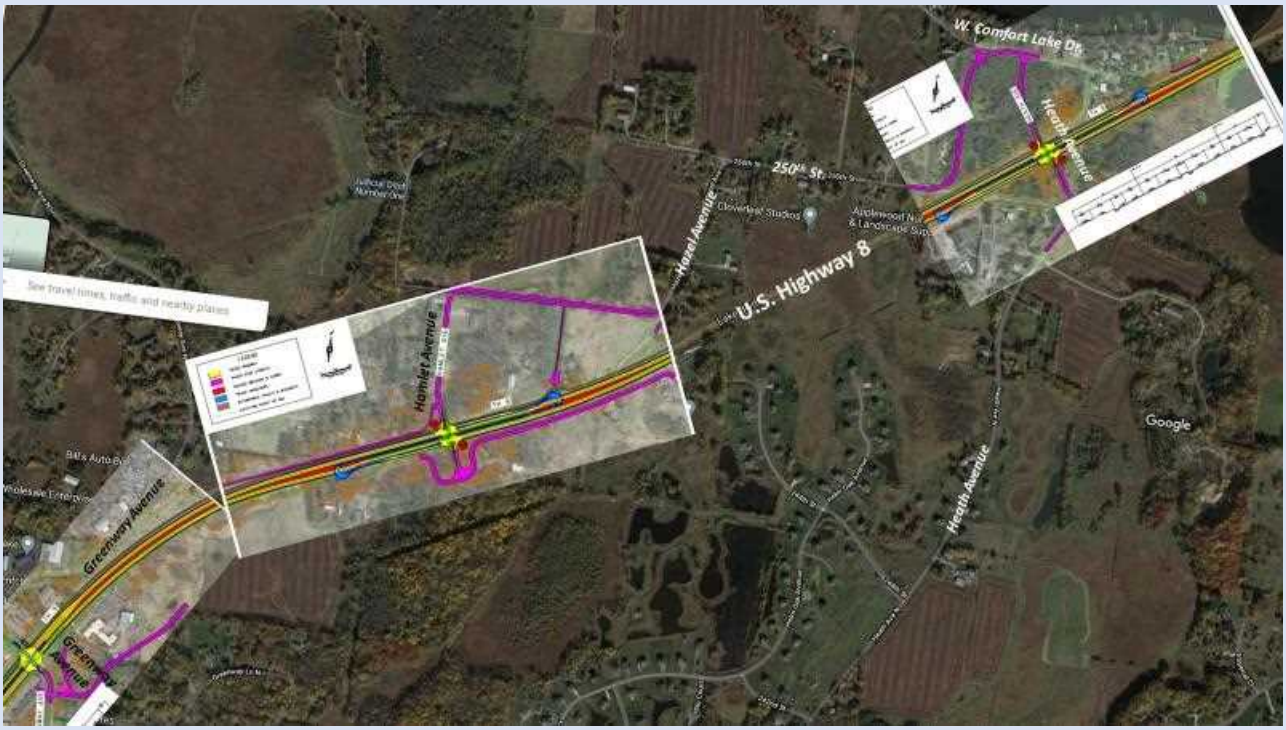
The City will work with Chisago County to promote a new County Road link between Viking Boulevard and Wyoming Trail at approximately the Goodview Avenue alignment. Additionally, the City will seek to ensure that the mileage of County Roads in Wyoming is not decreased.

Intergovernmental Coordination

Minnesota Department of Transportation

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

Figure __ ___ illustrates the current concept for highway 8 improvements and access control enhancements.



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 to the south, roughly following Interstates 35 and 35E and Trunk Highway (TH) 61. This corridor has been identified by the Metropolitan Council/Metro Transit, the Minnesota Department of Transportation (MnDOT), the Rush Line Corridor Task Force, and the corridor counties for transportation improvements based on current and future population, employment and travel demand.

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

Ride-share Services

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

Chisago County

Viking Boulevard

The City of Wyoming will continue work with Chisago County to find workable solutions to the loss of public access across the portion of Viking Boulevard along the Polaris property. If that road remains closed to the general public, the City will

request that the County study the feasibility of and construct a County Road link between Viking Boulevard and CR 22 in the Goodview Avenue alignment.

Transportation Corridor Overlay District

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

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

The prop0sed overly could be applied to Highway 8 and to a lesser extent, Highway 61 and County Road 30.

10. UTILITIES

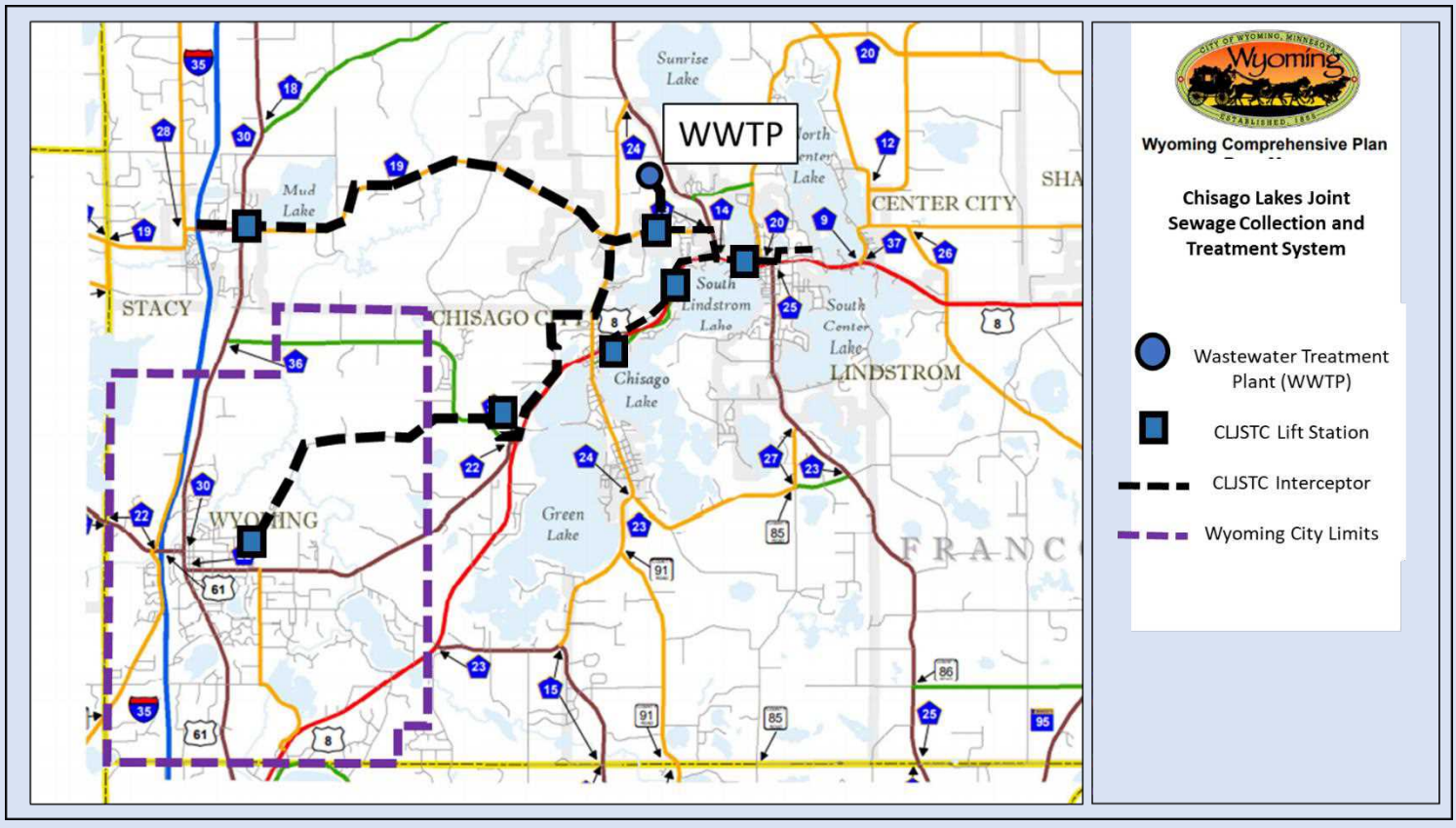
Urban Service Area

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

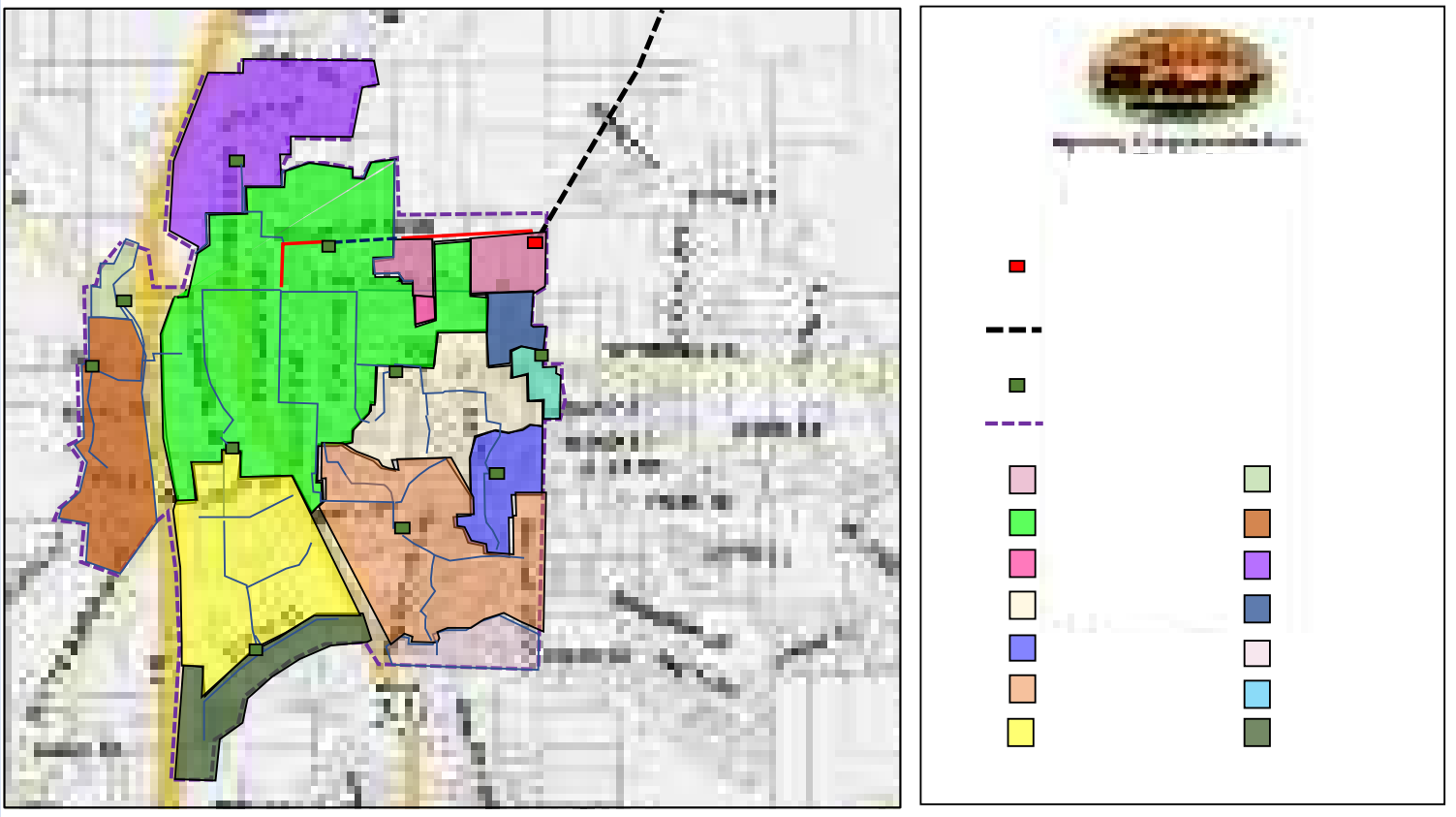
The portion of the City where urban services are either currently offered or the opportunity to supply public facilities has been evaluated and determined to be feasible (given current infrastructure) within the time 20-year horizon of this Plan. The City will revisit this boundary of this area as development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

Sanitary Sewer System Plan

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



The City's existing wastwater sytem has an average daily flow of 274,000 gallons per day (GPD) and a peak hourly flow of 1.013 million gallons per day (MGD). The City has 14 sewer districts and a total of 11 lift stations. 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 (Comprehensive Sewer Plan, 2010) Figure ____ illustrates the existing system.

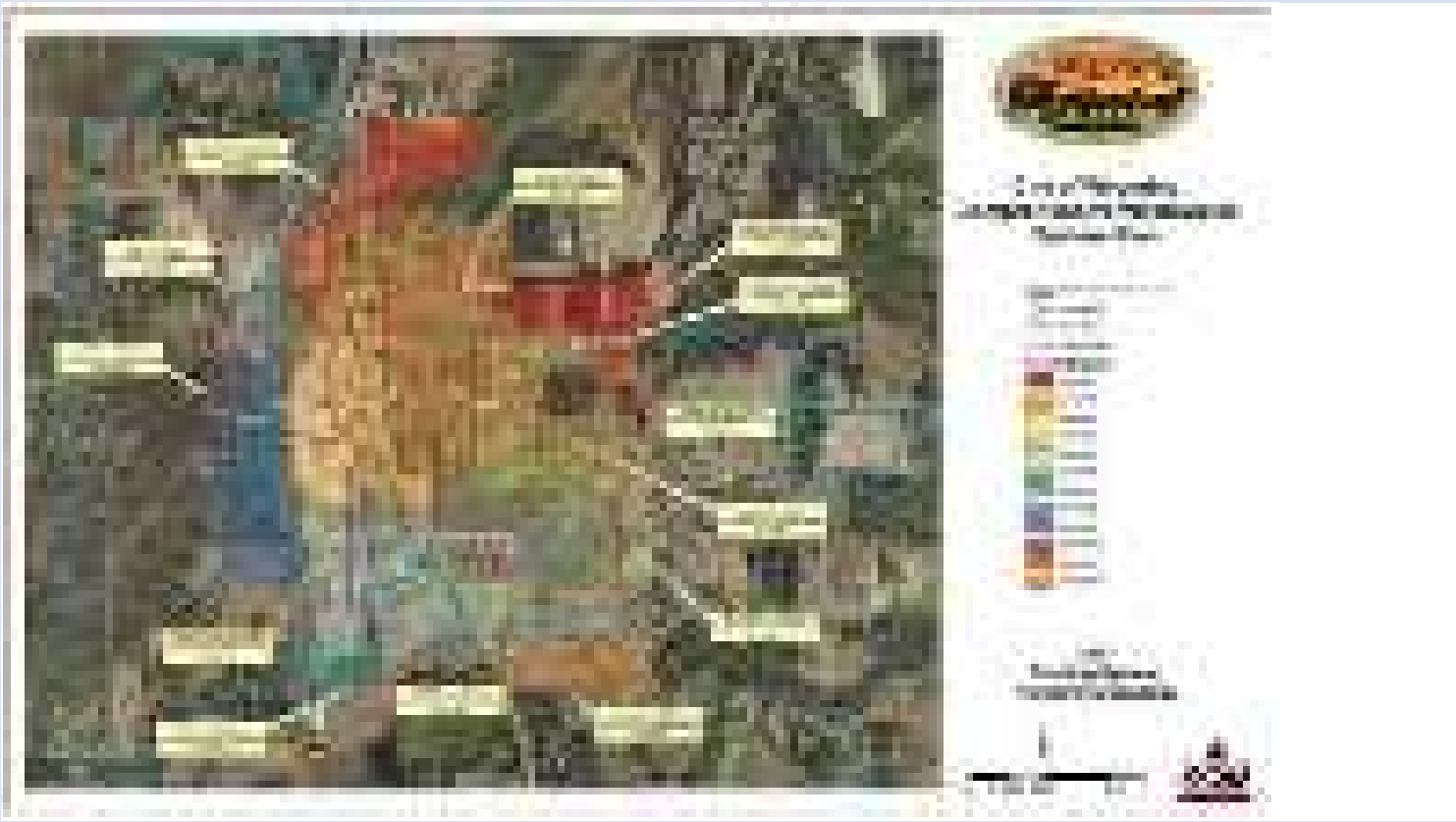


Wyoming currently has a treatment capacity of 478,000 gallons per day (gpd) average flow at the CLJSTC treatment plant. CLJSTC has indicated they will add treatment capacity as demand increases as necessary. If treatment capacity is not added quickly enough to serve Wyoming's growth, Wyoming will be 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.

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

Interim Wastewater System

The interim wastewater system includes full development within the existing service area, based on the remaining capacity. Figure _6__ shows the remaining capacity of the existing sewer system.



Under the interim condition, wastewater flows are expected to increase to 471,000 gpd and 1.649 MGD peak hour. The City will have reached 98% of its treatment capacity at the CLJSTC regional treatment plant. To accommodate the interim flows, the City will need to increase the capacity of the Railroad Avenue lift station to 1200 gpm. The CLJSTC will need to increase the capacity of the Viking Boulevard Lift Station to 1850 gpm, as well as the capacity of the Wyoming Interceptor (force main). The City will participate in the cost of the CLJSTC improvements. The cost of the improvements is expected to be in the range of $1.3 million (2009 dollars).

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 intention with designing the future system was to follow the existing ground topography as much as possible in order to minimize the number of trunk lift stations, 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 subdstricts were determined.

The sewer districts generally flow north to Carlos Avery. 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 6537 acres of developable property, including 1800 acres of semi-rural housing.

Table ____ - Sanitary Sewer Service Areas

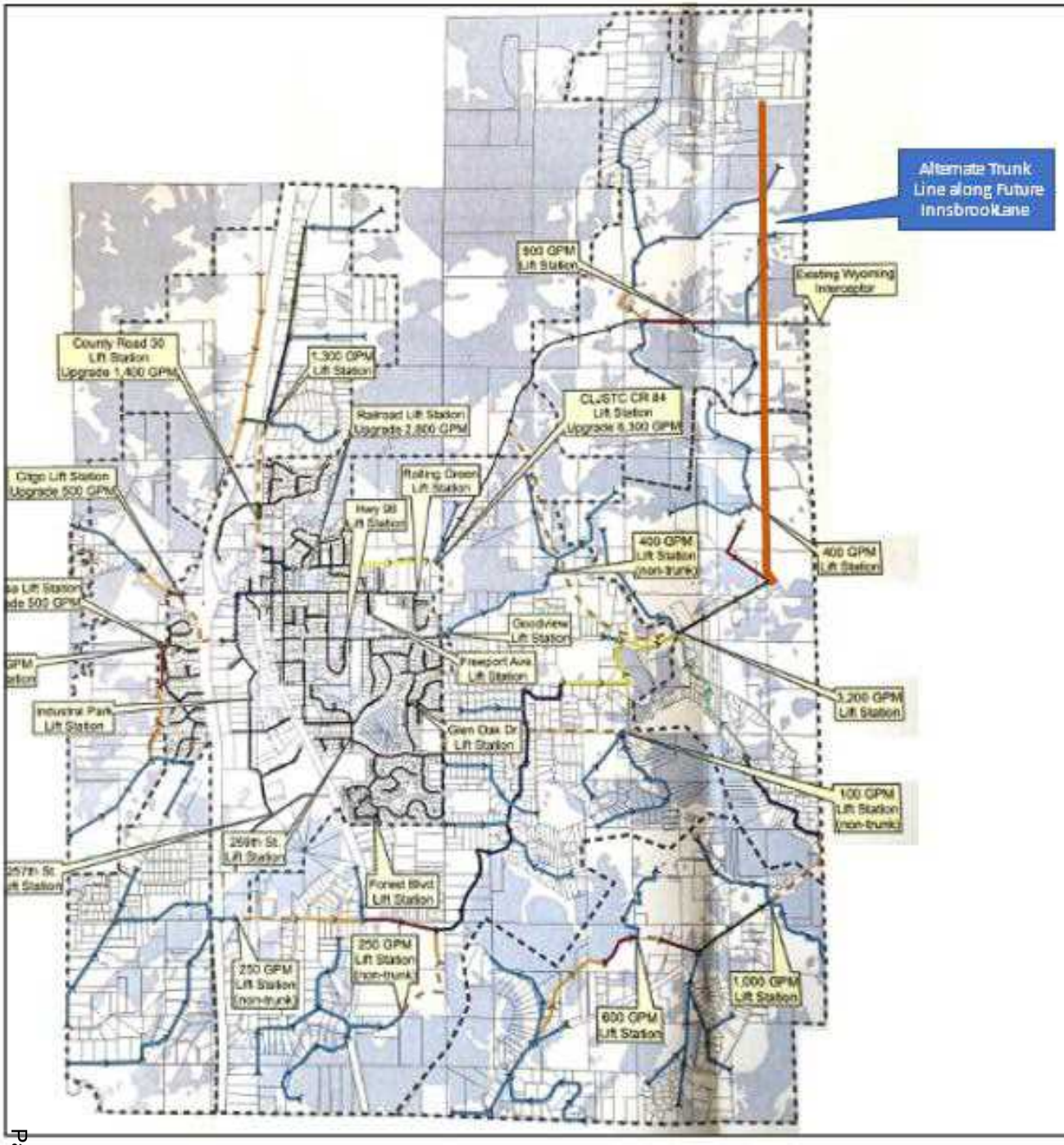
Service Area	Total Developed Area (Acres)	Remaining Undeveloped Area (Acres)	Total Remaining Developable Area (Acres)	Total Area (Acres)
Existing System	913	375	129	1417
Interim System	929	445	204	1578
Ultimate System	929	5,120	6,537	12,586

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 1.649 MGD peak hour. The City's treatment plant capacity will need to increase from 0.478 GPD to 3.62 MGD by purchasing capacity from other member communities (or a future expansion of the regional plant).
The layout of the future trunk sewer system with capacity to collect the projected ultimate wastewater flow is shown in Figure ____

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

Future expansion of the sanitary sewer system will be driven by development demand. Based on information provided by the City, a development phasing map was completed as shown in Figure _____. The map shows the order of likely development or property to which sewer service will be extended due to development demand. Development demand was one of many factors taken into account in developing the ultimate trunk sewer system.

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



Wyoming Comprehensive Plan

Ultimate Sanitary Sewer System

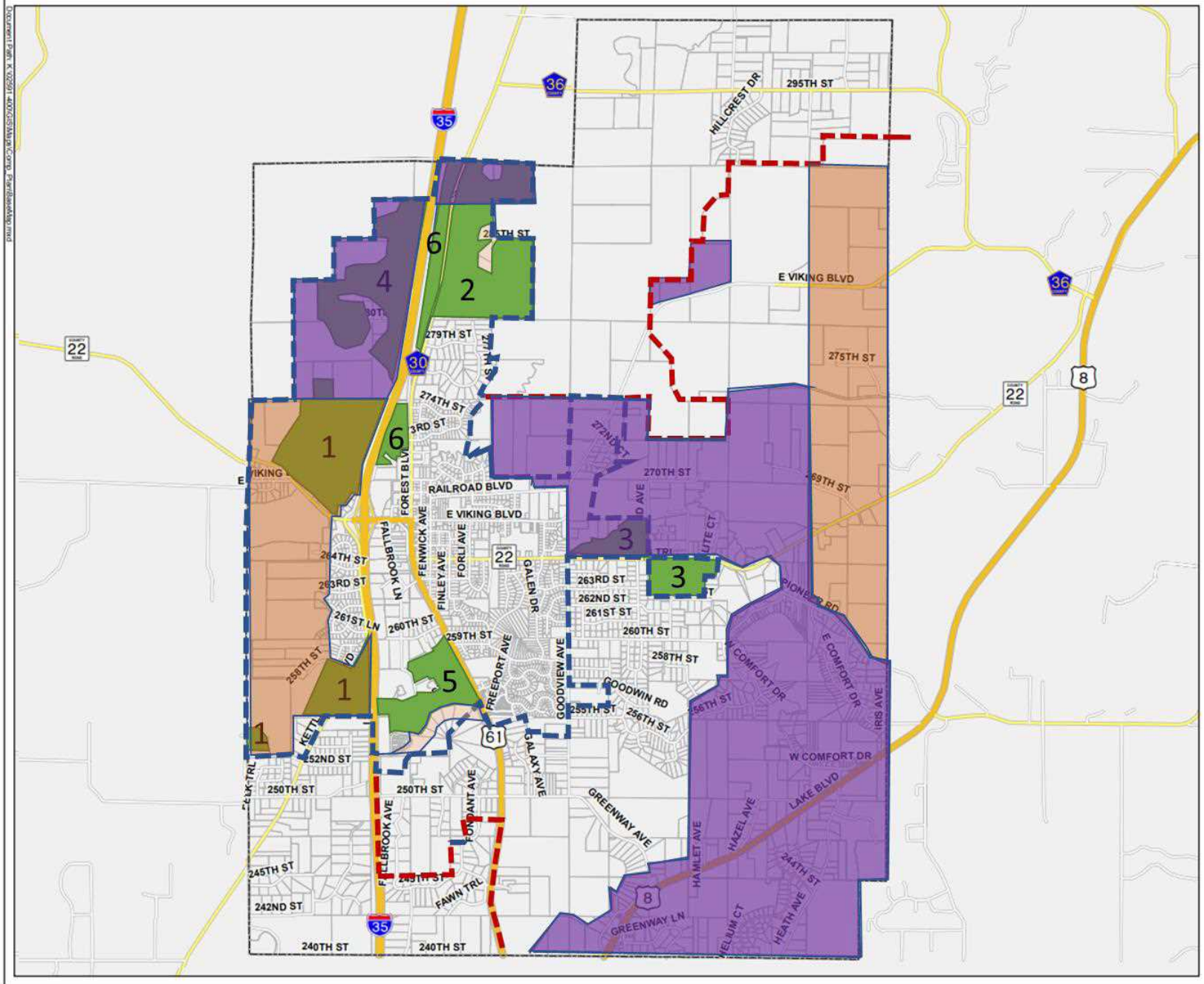
Subdistrict boundary

Innsbrook Trunk Line

Sanitary Sewer Legend

- 8 inch
- 10 inch
- 12 inch
- 15 inch
- 18 inch
- 21 inch
- 24 inch
- Forcemain
- Existing

Source: Comprehensive Plan, January 2009, Comprehensive Sanitary Sewer Plan, Approved August 2010



Wyoming Comprehensive Plan

Sanitary Sewer System Expansion Areas

Growth Areas

Development Phasing

Phase 1

Phase 2

Wyoming Boundary

Parcel Boundary

N

0 3,100 Feet

WSB

The ultimate sanitary sewer system is estimated to cost more than $29 million (2009 dollars). The ultimate system will include up to six new lift stations along with capacity upgrades to four additional lift stations. Costs will be shared between developers and future connection fees. Table _____ summarizes the major cost elements:

Table _____ -

Major Element	Estimated Cost
Treatment Capacity	$14,300,000
Municipal Sewer	$9,9000,000
Interceptor and Lift Stations	$3,800,000
Interim System Improvements	$1,300,000
Total	**$29,300,000**
Source: Wyoming Comprehensive Wastewater System Plan, approved August 2010	

As discussed previously, CLJSTC is responsible for collection and treatment of wastewater. The Wyoming interceptor collects wastewater from the City and conveys it to the existing CLJSTC treatment plant as shown in Figure U-2. The existing Wyoming interceptor consists of gravity sewers, lift stations, and force mains. Existing interceptor capacity, wastewater flow allocations, and Wyoming's projected ultimate peak wastewater flow has been listed in the Table U-1, below.

Table ____ - 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	1,545	1,545	6,286	6,286	-4,741
CR 36 (gravity)	357	0	8,820	8,820	6,286	6,643	134
Hwy. 8 & CR 80 (force main)	1,318	0	3,045	3,045	6,286	7,604	-5,086
Liberty Lane (gravity)	2,108	0	8,820	8,820	6,286	8,394	134
Hwy. 77 (gravity)	2,400	0	8,820	8,820	6,286	8,686	134
Hwy. 19 (gravity)	2,400	800	9620	9,620	6,286	9,486	134

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

Private Individual or Community Wastewater Systems

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

Some locations remain too far from the present municipal lines to be served in the desired time frame. A feasible option

for those locations to explore is shared private systems. Those systems typically include collection lines under the public streets that lead to a small private treatment plant that discharges either to a stream or onto land. They would also be regulated and monitored by the City in a manner consistent with its official, adopted design standards and the regulations of the Minnesota Pollution Control Agency.

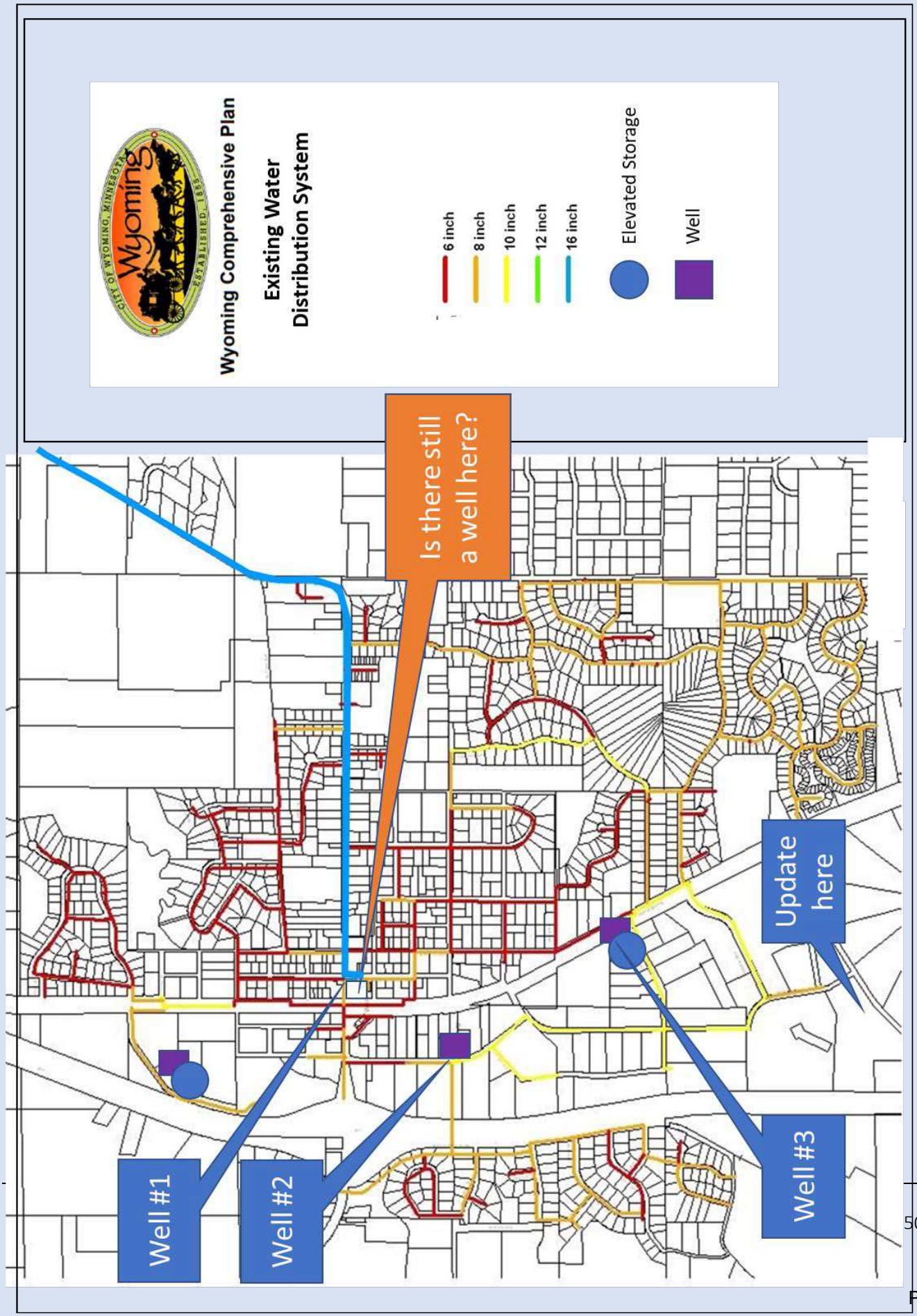
Water System

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

The existing municipal water system is shown in Figure _____ and consists of three wells, two elevated storage tanks, disinfection and fluoridation at each well site, and distribution mains ranging in size from 6 to 16 inches in diameter. The total supply capacity (rated well pumping capacity) of the three wells is 2,125 gpm, and the firm capacity (firm capacity assumes the largest well out of service in the system) of the system is 1,250 gpm. Each well pump discharges into the distribution system after chlorine, fluoride, and polyphosphate addition. System storage includes one 75,000 gallon tower and one XXXXXXX gallon tower. The existing system also includes a 16-inch water main to serve the Polaris Industries property.

The 2017 average day water demand was approximately 317,425 gallons per day (gpd) and a maximum day demand of 714,000 gallons per day (mgd). An extended period simulation (EPS) computer model (WaterCAD v. 7.0) 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 with the exception of residential areas west of I-35 and north of 272nd Street, where mains provide less than 1,000 gpm capacity.
- Well No. 3 radium concentration exceeds MCL. The well runs at 50% capacity to keep the water supply within safe limits.


Wyoming Comprehensive Plan
Existing Water
Distribution System
6 inch
8 inch
10 inch
12 inch
16 inch
Elevated Storage
Well
Is there still a well here?
Update here
Well #1
Well #2
Well #3

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

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

Table ____ - Water Service Area

Service Area	Total Developed Area (Acres)	Remaining Undeveloped Area (Acres)	Total Remaining Developable Area (Acres)	Total Area (Acres)
Existing System	913	375	129	1417
Interim System	929	445	204	1578
Ultimate System	929	5,120	6,537	12,586

The quantity of future water demands was estimated based on the land use in the Comprehensive Plan. A maximum day to average day demand ratio of 3.0 was used for estimating ultimate system demands. In the past three years, maximum day to average day demand ratios have ranged from 2.7 to 3.5. 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. The resulting projected average day and maximum day demands were approximately 4.11 and 12.32 MGD respectively.

Interim System

The interim system is capable of meeting demand needs estimated to be 577,000 gpd, 1.733 MGD max day. Storage capacity was estimated to be 243,000 too low. To meet the storage needs, the City developed a new 500,000-gallon water tower east of I-35 at 273rd Street. A future water main extension west and extending under I-35 would eventually address fire flow issues. The costs for the interim system were estimated to be just over $2.016 million, with $1.8 million related to the new water tower (Comprehensive Water System Plan, approved August 2010. 2009 dollars).

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 7,000 gpm of additional supply will be necessary to serve Wyoming's ultimate system demands. If each well produces approximately 800 gpm, as the City's geology indicates, 6-8 wells would be required. The ultimate water supply is estimated to be $3.730 MGD average day, 11.19 MGD max day.

Considering the typical water quality from the region, it is anticipated that future water supply wells to pump to treatment facilities prior to distribution. Well No. 3 currently exceeds the combined radium MCL, and secondary standards for iron and manganese will most likely be exceeded in future water sources. Therefore, it is assumed that the use of Well No. 3 would be minimized. A future centralized water treatment facility would be constructed for removal of radium, iron, and manganese with capacity to treat water from all new supply (6500 gpm or 9.36 MGD). the future plant would 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 4.0 MGD was used for future storage planning. 3 1.0-million-gallon towers are expected to meet the ultimate demand, in addition to the 500,000-gallon interim tower.

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

Future expansion of the water system will be driven by development demand. Based on information provided by the City, a development phasing map was completed as shown in Figure U-4. The map shows the order of likely development or property to which water will be extended due to development demand. Development demand was one of many factors considered in developing the ultimate trunk sewer system.

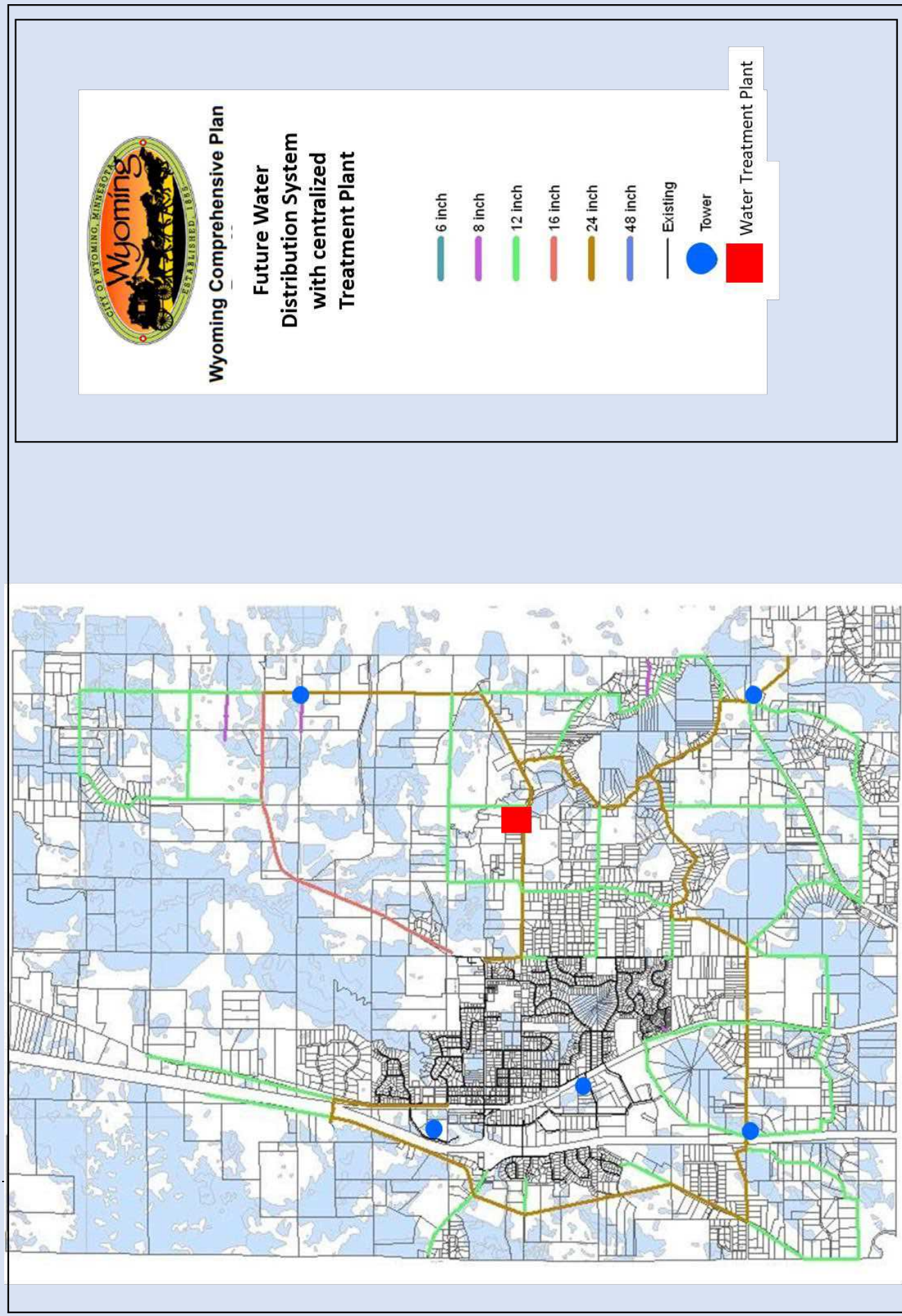
The City should begin to plan for a potential future well field and develop a corresponding well head protection plan.

The total costs associated with the ultimate water system is summarized in Table ____.

Table _____ -

Major Element	Estimated Cost
Treatment Capacity	$10,010,000
Water Supply, Storage and Distribution	$19,641,000
Interim System Supply, storage and Distribution	$2,016,000
Total	**$31,667,000**

Source: Wyoming Comprehensive Water System Plan, approved August 2010


Wyoming Comprehensive Plan
Future Water
Distribution System
with centralized
Treatment Plant
6 inch
8 inch
12 inch
16 inch
24 inch
48 inch
Existing
Tower
Water Treatment Plant

11. HOUSING

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

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

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

In a perfect world, the market would operate within this framework and meet the development needs of the community. Unfortunately, certain community needs will be not be met relying solely on land use regulations and market forces. One such area is housing. Housing is not just a land use, but a defining characteristic of Wyoming.

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

Current Housing Conditions

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

The challenge before the City is to find a way to deliver affordable housing. The County's study projects housing demand in the range of 1130 units from 2018 to 2030, or about 94 units per year. The 1130 units could be expected to include 960 general occupancy units and 160 senior housing units. This projected growth rate is more than three times the rate assumed by City Planning Consultants and the Planning Commission who assumed a planning growth rate of 25 units per year (September 2016). From 2000 to 2017, Wyoming issues 262 single family and 32 multi-family unit permits, or approximately 17 units per year.

2020 is referred to as the senior housing need "Tsunami". 2040 is expected to be the peak of the senior housing demand; senior housing will need to be convertible to other uses after 2040.

Zoning regulations need to be appropriate for multi-housing going forward.

Housing Plan

Housing Mix and Types

Providing a balanced mix of housing will satisfy the needs of both existing and future City residents. With the trend towards an older population within the next 20 years, providing lifestyle housing options, particularly multi-family housing, will be critical to attracting young professionals as well as retaining empty nesters and seniors. In response to the current housing supply and projected need of available land designated for residential housing in the community, the future land use plan has retained acres and densities associated with low, medium and high-density development from the 2004 Land Use Plan. This will continue to provide traditional single-family, twin homes, townhomes, condominiums, and apartments.

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

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

Community Design Policies

Residential Development

Prevent premature development

Wyoming may 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 and dense than recent past 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.

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

grows, they may move up to a larger home. Once the children leave and the family size decreases, parents often move back to a smaller home with fewer maintenance needs or to one of the growing numbers of either single-family or multi-family housing options that has an association that take care of home and property maintenance. Eventually, as a person ages, there is often a need for assisted living or an extended care facility.

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).

Links to Previously Established Neighborhoods

Link new neighborhoods visually and functionally to the established portions of Wyoming via street connections, bicycle paths or lanes and natural features.

Planning and Design

Prepare specific plans for a neighborhood or district in which a need for additional guidance beyond the *Wyoming Comprehensive Plan* is identified.

Sidewalks

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

Street Trees

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

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

Table ____Characteristics of Future Residential Streets
in the Suburban Neighborhoods

	Right-of-Way Width*	Road Width (to back of curb for Locals and Collectors)	Through Lanes	On-Street Parking	Side-walks	Planting Strip

Collector	66 to 76	36	2 to 4	Yes	2 @ 5’	8’ with trees
Urban Local: Parking on both sides	60	32	Not striped	Both sides	1 @ 5’	6’ with trees
Urban Local: Parking one side only or cul-de-sac	60	28	Not striped	One side	1 @ 5’	6’ with trees
Rural Local: No parking	66	24 – 28 May be unpaved	Not striped	No parking	None	Rural ditch

Neighborhood Protection

Wyoming will continue to try 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 program (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 planning and urban design principles of the *Wyoming Comprehensive Plan*, private and public investments will aim to enhance or strengthen a sense of neighborhood identity in all established areas.

12. PARKS, TRAILS AND RECREATION

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

Wyoming is blessed with and extensive system of formal parks, local and regional trails, open space and conservation lands. Parks are a major and highly visible public investment that can have a significant positive effect on the appearance of a community and its quality of life. The City is committed to the implementation 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 will guide 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 ___ identifies the existing City parks. Figure _____ illustrates parks, opens space and trails in the community.

Table ____ Existing City Parks

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

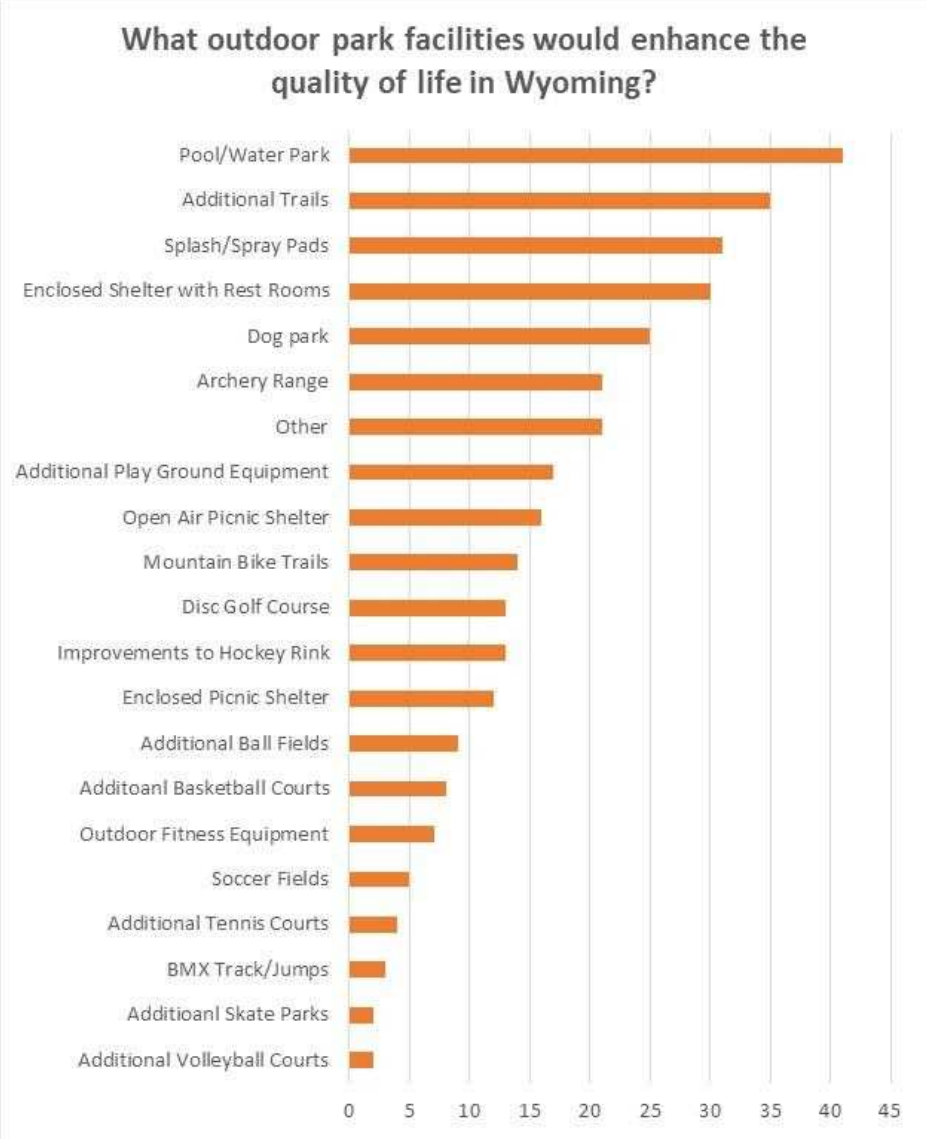
Wyoming Comprehensive Plan
Parks, Trails and Open Space
City Park
State Open Space
City Open Space
State Water Public Access
Elementary School Fields
Sunrise Prairie Trail
Swedish Immigrant Trail
Swedish Immigrant Trail - Future
Concrete Sidewalk
Asphalt Trail > 8'
Asphalt Trail < 8'
Unpaved Trail
Future City Trail
Alt. 1
Alt. 2
Whitetail Ridge PUD Open Space
White Stone Lake
Town Hall Park
Comfort Park
Little Comfort Lake
Comfort Lake
Liberty Ponds Park
Sunrise Ridge Park
Hawk Meadows Open Space
Verges Park
Verges Memorial Park
Sunrise Pool #1
Carlos Avery Wildlife Area
Asian Acres Park
Blue Spruce Park
Shallow Pond
Goodview Park
Hawk Meadows Park
Tolzman Park
Swenson Park
St. Paul's Church Park
Kunshier Park
Helms Lake
Banta Park
Centennial Park
Railroad Park
Lions Park
Fireside Park
Carlos Avery Wildlife Area

Comprehensive Park Plan

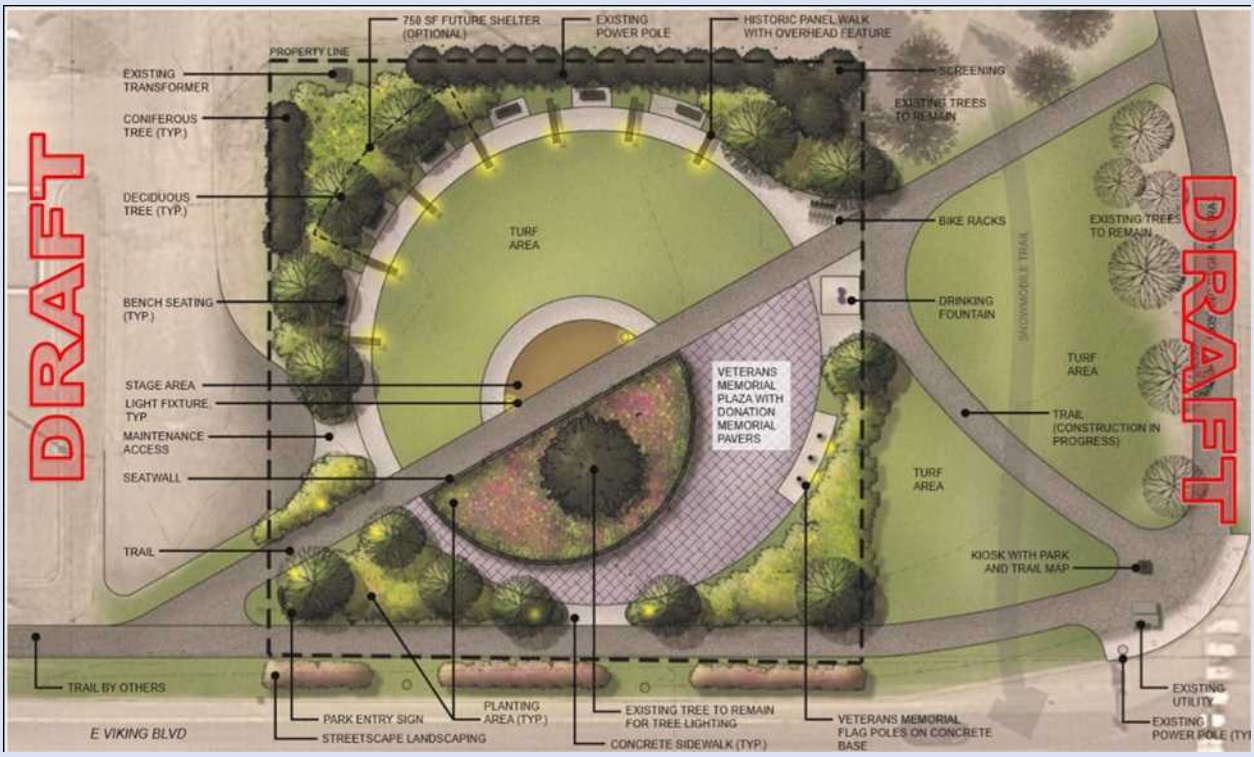
The City of Wyoming will prepare and maintain a Comprehensive Park and Recreation Plan that is more detailed than the preliminary guidance in this chapter of the comprehensive plan. The last update to the Comprehensive Park Plan was approved in 2017. The plan also identify specific recreation needs, consult with leaders of organized athletic leagues in the community, assess the quality and quantity of existing facilities, and include a capital improvements program for improving facilities to meet identified needs over time. The Plan will seek to recognize and accommodate the diverse recreational needs of the community when preparing the parks and recreation system plan.

Community Feedback

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



Concept Plan for future enhancements to Swenson Park



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. At present, the City is not seeking to develop any new park property.

Park Classification

- **Neighborhood playground:** Approximately five to ten acres in size and serving a ½- to ¾-mile radius. Facilities may include play apparatus, multi-purpose athletic field, outdoor hockey or skating rink, picnic shelter, and quiet or passive areas.

- **Community athletic field:** Ten to twenty-five acres in size and serving the entire community. Oriented toward organized athletics with lighted fields and off-street parking. This site would have to be acquired through purchase.

- **Special area:** Potentially oriented toward preserving and providing public access to a significant natural resource such as a major woods area.

- **Open Space:**

- **Public Water Access:** Comfort Lake Boat Launch – Fishing, Swimming. Heims Lake?

Park Design Guidelines

Each park should:

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

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

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

Open Space

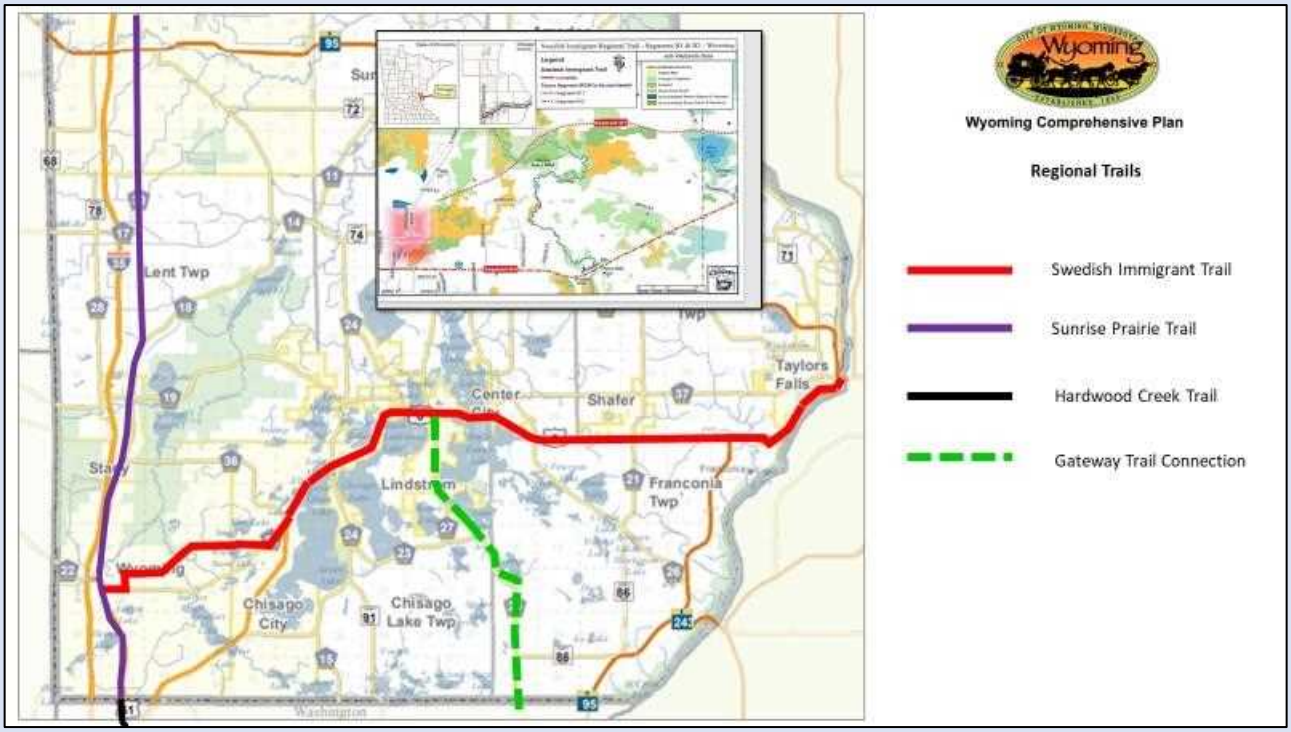
Major intact natural areas should be linked by corridors of native woods and grasses for the sake of wildlife habitat and movement, and urban aesthetics. Landscape elements that can be used for such links include streams and stream edges, fencerows and hedgerows, drainage swales, roadside ditches with 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.



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. trail features a ten-foot-wide paved surface for hikers, bicyclists and inline skaters during spring, summer and fall. 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 (Swedish Immigrant Trail Master Plan, 2015)

The Swedish Immigrant Regional Trail Corridor is 20 miles long trail system that, when complete, will extend from Wyoming to Taylors Falls. The trail will highlight the historical significance of the Swedish Immigration through Taylors Falls across southern Chisago County. The Taylors Falls and Superior Railroad was completed in 1880, connecting the river town with the main line railroad that ran north/south through the City of Wyoming (now the Sunrise Prairie Regional Trail). The railroad was abandoned in 1948 and the tracks were removed. Much of the existing and future trail will follow the former railroad right-of-way.

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.

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

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

Kettle River Boulevard – Chisago and Anoka Counties

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

Comfort Lake Route – City of Wyoming

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

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

Parks, Open Space and Trails Policies

1. No **Additional Public Park** Land: Maintain and enhance existing public parks that provide options for active sports and passive recreation. The park system may also be a component of an integrated effort to conserve significant natural resources.

2. **Ecology and the Environment:** Plan and design parks and greenways to protect environmentally sensitive features, reduce negative environmental effects and serve as models of land stewardship.

3. **Bicycling and Walking:** Work with Chisago County to build a system consisting of off-road paths, paved shoulders, striped on-street bicycling lanes street and municipal sidewalks.

4. **Greenways:** Create linear patterns of private and/or public open space that are interconnected, preserve upland and wetland habitat, aid wildlife movement and may include paved paths. Continue to preserve a system of green open spaces for recreation, community beauty and natural protection that are linked by linear parks (greenways), off-road paths and on-street bicycle lanes, and generously landscaped roads. The City will strive to reduce the loss of wooded uplands as residential neighborhoods are created. Woods may be protected by first retaining a professional forester to conduct a city-wide survey of the quality of the community's forests. Later, as neighborhood development sketch plans are brought forward, the City will apply the provisions of its subdivision regulations to encourage or require a design that limits the loss of the best forest and creates a linked network of woods, prairie, wetlands and lakes.

5. Role of Parks in Community Design: Locate and design parks and greenways to enhance the quality of residential neighborhoods and commercial districts, reflect Wyoming's cultural heritage and honor civic life.

6. Coordination with the School District: The City will seek to co-locate City parks with schools and to use existing school fields, gymnasiums or pools to meet City recreational program needs.

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

8. Wetlands and Floodplains: The City will continue to protect wetlands and floodplains through its own zoning regulations and through cooperation with Chisago County and the Comfort Lake–Forest Lake Watershed District.

9. Carlos Avery Wildlife Management Area: The City will adopt a land use plan and zoning regulations that respect the natural resource functions of the Carlos Avery Wildlife Management Area.

10. Paths and Sidewalks: The City will adopt subdivision regulations (or reference its public facility design manual) that requires a five-foot concrete sidewalk along at least one side of each future Local or Collector residential street in the areas planned as Suburban Neighborhoods. Those locations are expected to have streets with curb-and-gutter and public utilities. Sidewalks are an important element of any non-motorized circulation network. Off-road paths provide the highest level of comfort and safety for all levels of riders if the intersections at roads are properly designed. Retrofitting an off-road path into the right-of-way of a road that presently has rural ditches would usually involve either land acquisition or using storm sewer pipes for drainage. Striped on-road lanes (five-feet

wide) are usually considered the second level of accommodation and can sometimes be fit into existing streets without disrupting adjacent properties or losing on-street parking. Route signs provide the lowest level of user safety and route recognition but are sometimes acceptable on roads with low traffic volumes and speeds.

13. 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.*

Wetlands Regulation

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 jurisdiction roughly over the southern third of Wyoming (see Figure ____. The City has jurisdiction over the balance of the City. In its *Watershed Management Plan*, the Illicit 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, including approximately the southern half of Wyoming. In 2011, the City adopted its own Comprehensive Surface Water Management Plan (see page ___.)

Prior to any site grading or drainage, a professional wetland survey is be 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 City updated its shoreland ordinance in 201X.

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

Where municipal sewer service is available in a Shoreland area, state law allows a City to adopt local Shoreland regulations that permit smaller lots and shorter setbacks from the ordinary high-water mark. The regulations differ between Natural and Recreational Lakes, between Transition and Tributary Rivers, and between riparian and non-riparian lots. ***Natural Environment Lakes:*** Higgins, Sam, Swamp, Sunrise Pools

***Recreational Development Lakes*:** White Stone and Heims.

General Development Lakes: Comfort and Little Comfort.

Transition River: Sunrise River from Comfort Lake to the Sunrise Pools located in the Carlos Avery State Wildlife Management Area.

Tributary Rivers:

Sunrise River from Comfort Lake south to School Lake and south from School Lake to Birch Lake.
Sunrise River from Comfort Lake south to the Washington County line.

Floodplain Management

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

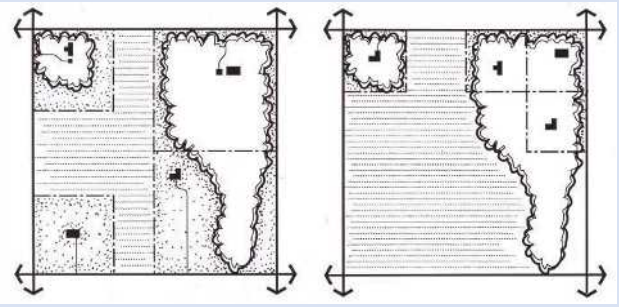
Significant Woodlands Protection

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

Clustering

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

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



Natural Drainage

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

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

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

Reduced Auto Driving

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

More Efficient Use of Land

More intensive use of land for housing, shops or industries will allow more of that resource to be available for other uses, such as farming or urban development. As land is used 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.

Protection of Water and other Natural Resources

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

Housing Options

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

Green Step City

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

- Buildings and lighting;

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

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

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

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

14. ECONOMIC DEVELOPMENT

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

***Strengthen** the City Center:* *Encourage a stronger "Downtown Wyoming" that includes shops, offices, high-density housing and public facilities. Consider City Ordinance amendments that allow for Downtown to develop with greater intensity than other portions of Wyoming while maintaining the same values.*

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. The Economic vision statement in the plan is:

"Regionally located Business friendly and family-oriented community"

Through a series of meetings, the City has developed a list of economic development goals for the City. The plan includes u ' u .

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

See the Strategic Plan for more information on these goals and their related action steps.

Economic Development Goals

1. **Enhance Sense of Destination, Identity, and Community:**
    - Develop and implement zoning districts to foster a centralized business district.
    - Develop a comprehensive plan that supports the development of a centralized business district.
    - Identify and promote the development of business areas that complement the existing businesses and currently occurring development patterns.
    - Develop a plan to create an identity of a business-friendly community.

2. **Enhance Wyoming Partnerships & Communications:**
    - Develop a clear and comprehensive communication plan with other advisory groups in the community (i.e., Planning Commission, Wyoming Business Association, etc.).
    - Scheduling of regular meetings between groups to discuss the issues and plans for future development in the community. Many communities encourage this by placing signs on properties that are currently being considered for development or a land use change. Look to other organizations to develop partnerships (County EDA, Initiative Foundations, etc.) to assist with the promotion and development of the community.
    - Refine processes to develop new projects in 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 costs to align with area development costs.
    - 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:**
    - Complete a housing study to determine the types of homes that may be currently lacking in the community.
    - Work with local businesses to understand and determine their long-term workforce needs.
    - Collaborate with the local school district to improve outcomes for students and enhance employment opportunities in the community.

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

Comprehensive Planning and Economic Development

The Comprehensive Plan serves as a blueprint for future commercial and residential land uses, housing, public, conservation and 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.

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 " u " ud O . O u d d 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.

For communities to respond to development trends and proposed economic development, the Comprehensive Plan considers where to extend public utilities (sewer, water, roads, etc.). Ultimately there is a cost to implement a comprehensive plan, and often there is a cost to respond to a proposed development that can ultimately become a road block to success. By understanding the upfront costs, cities can develop financial plans that will respond to and not stand in the way of future economic and community development. (Botich and Schuch)

Small Area Plans

A small area plan is any plan that addresses the issues of a 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. A small area plan is any plan that addresses the issues of a 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.

Two areas that would benefit from Small Area Plans and associated analysis are the City Center area on the Land Use Plan and the Mixed-use area west of I-35 and north of Viking Boulevard. Small Area Plans can define in detail the types of development, architectural standards, pedestrian facilities, shared parking, lighting etc.

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. 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.

Kettle River and Viking Boulevard Transportation Plan

Over the past 10 years, significant mixed-use development proposals have been brought before the City for the former Greenwood Golf Course site in the northwest quadrant of I-35 and Viking Boulevard. In 2019, an Environmental Assessment Worksheet was prepared for the Greenwood at Carlos Avery project. One of the issues related to the environmental review was the expected complexity, congestion, costs and cost sharing for developing an intersection that could serve the development and address the existing traffic from Viking Boulevard, Kettle River Boulevard, I-35 exit and entrance ramps and multiple business access points. Economic development in this area will depend on a public private partnership to plan for, development and pay for the improvements. Entities would include MnDOT, Chisago County, the City, adjacent properties and developers (future development agreements).

16. PLAN IMPLEMENTATION PROGRAM

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

- The City's official controls;
- The City's capital improvements program.

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

Official Controls

Update the Zoning Ordinance

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

Update the Zoning Map

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

Revise the City's Subdivision Ordinance

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

Adopt an Official Map of Public Facilities

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

Guidelines for Adjusting the Zoning Map

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

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

2. **Changes from Existing Zoning Districts:**
   Properties may retain their zoning classification until either:
   A. The landowner requests a change;
   B. The property is subdivided;
   C. The property is sold or transferred to another owner;
   D. The property is vacant and zoning does not match the Land Use Plan

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

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

Annual Report

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

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

The report should be transmitted to the the subdivision 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 Objectives of each Element (e.g., Land Use). The Policies of each Element should be more open to revision. Changes to the plan maps would, of course, 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 Wyoming City Planning and Zoning staff and the City Planning Commission will propose amendments to the Comprehensive Plan as part of the annual identification of goals, initiatives and priorities, and from time to time as circumstances warrant. The public, including nearby Cities and Townships, should be notified of these proposed changes and allowed an opportunity to become informed of the change and provide input. The City should consider neighborhood opinion in evaluating how a proposed change would meet the above criteria. The City may consider soliciting public opinion through direct mail survey forms, neighborhood meetings (where applicable) or Planning Commission meetings and public hearings as required.

Criteria to Consider When Reviewing Plan Changes

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

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

Priority Actions

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

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

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

The City will conduct the actions listed in the following tables through annual and multi-year assignments.

The following actions are City policies, regulations, and programs that 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.

Table ____ Major Plan Implementation Actions

	Plan Chapter	Objective	Actions
1	Land Use	Use Land Efficiently	1.1 Prepare a Small Area Plan for Greenwood/Praxmar area based on development proposals
			1.2 Continue code enforcement of building and zoning code, and sign ordinance
			1.3 Prepare a cost of community services study
			1.4 Map undeveloped parcels within service area and growth areas.
			1.5 Address inconsistencies between zoning and Land Use Plan
			1.6 Rezone vacant properties to match Comprehensive Plan
			1.7 Address non-conforming issues related to the Comprehensive Plan and current zoning
2	Road System Plan	Integrate transportation systems	2.1 Create a bicycle and Pedestrian Plan
			2.2 Encourage a Transportation Investments for Pedestrians, Bicyclist, and Motor Vehicles
			2.3 Implement Americans with Disabilities Act (ADA) Standards in All Transportation Improvements
			2.4 Connect Neighborhoods
			2.5 Prepare feasibility study of future Innsbrook Avenue, including location of future regional municipal utilities.
			2.6 Prepare a feasibility study to develop intersection improvements for Kettle River Boulevard and Viking Boulevard to facilitate development
			2.7 Update the Official Map
			2.8 Explore the viability of extending CSAH 22 west through the signalized intersection to the commercial/industrial park
3	Utilities	Expand municipal utilities	3.1 Review and update wastewater and water comprehensive plans and capital improvement programs
			3.2 Consider adoption of an Adequate Facilities ordinance
			3.3 Prepare a cost of community services study
			3.4 Update the Official Map
4	Housing	Diversify housing	4.1 Review and update residential zoning to allow for greater density where appropriate
			4.2 Review ordinances to provide for greater multi-family opportunities and senior house near amenities
			4.3 Consider zoning amendments to encourage more starter homes and life cycle housing
5	Parks, Trails and Recreation	Enhance recreation opportunities	5.1 Review and update the Parks Improvement Plan and park program

			5.2 Study the feasibility of water-based park/access facility (Comfort Lake or Heims Lake) - swimming, fishing, passive use
			5.3 Consider and encourage regional collaboration for trail extensions - Swedish Immigrant Trail, Comfort Lake route, Kettle River Boulevard.
			5.4 Improve neighborhood connections
6	Natural Environment and Sustainability	Protect the natural environment	6.1 Update 2011 Surface Water Management Plan
			6.2 Parking reduction
			6.3 Assess forest quality and effectiveness of woodland protection ordinance
7	Economic Development	1. Pursue a thriving economy	7.1.1 Update the 2017 EDA Strategic Plan
			7.1.2 Engage a public funding specialist to assist with the pursuit of grants and loans.
			7.1.3 Establish a business advisory group that meets quarterly, with major players …
			7.1.4 Review and update the business subsidy policies
			7.1.5 Prepare a cost of community services study
			7.1.6 Kettle River industrial park - allow for incentive to shift outside storage intensive business to Kettle River Boulevard and 280th Street
			7.1.7 Prepare a feasibility study to develop intersection improvements for Kettle River Boulevard and Viking Boulevard to facilitate development
		2. Strengthen the City Center	7.2.1 Prepare Small Area Plan for the City Center
			7.2.2 Consider a shared parking ordinance and shifting store fronts to the curb with street parking and parking lots behind
			7.2.3 Review appropriate setbacks
			7.2.4 Consider Surface Water Management rules that allow for greater impervious coverage while providing equitable treatment or cash in lieu of treatment
			7.2.5 Encourage a Transportation Investments for Pedestrians, Bicyclist, and Motor Vehicles
			7.2.6 Implement Americans with Disabilities Act (ADA) Standards in All Transportation Improvements
			7.2.7 Prepare a land assembly study incorporating the Bingham property, Railroad Park and Lakes Gas
			7.2.8 Explode a facade Improvement Program and assistance for businesses facing Highway 61, Viking Boulevard and CSAH 30
			7.7.9 Prepare a land assembly study incorporating the area south of Viking Boulevard and east of highway 61

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.

Appendix: Parts and Pieces acquired from other plans to preserve for now

Discussions of citizen's views regarding the City of Wyoming were derived from a comprehensive planning workshop process conducted in October of 1999, and assisted in formulating the goals and objectives for the City's Comprehensive Plan. These discussions clearly indicated residents' views concerning the quality of life in Wyoming, as well as Wyoming's strengths and weaknesses. The discussion investigated the following areas of interest:

- Elements about the City that are liked or considered positive by the residents;
- Elements or aspects of the City that should be preserved;
- Elements about the City that are disliked or considered to need improvement;
- Elements or aspects of the City that require change; and,
- Top issues facing Wyoming that will affect the City most in the future.

General Conclusions

Positive Elements

- Available open space
- Proximity to Twin Cities and their amenities
- Country & small-town atmosphere
- Scenic vistas & abundance of trees
- Historic character
- Availability of land for development

Elements to be Preserved

- Open &/or green space
- Central Business District/Historic Town Square
- Agricultural significance of the City
- Land & historical nature of the City

Elements Needing Improvement

- City does not look inviting
- Lack of retail in the City
- Empty-nester housing

Elements Requiring Change

- More restaurants and retail
- Improved streets

Top Issues Facing Wyoming

- Lack of commerce
- Lack of good drainage system
- Limited reach of sewer and water system

A discussion regarding the above topics led to summarization of major issues facing the City. These issues are as follows:

- Need for lower density and preservation of open space
- Need for a proper balance between growth and no-growth concepts
- Need to control drainage problems through design guidelines & less permeable surfaces
- Need to promote high-quality nonresidential developments

The Objectives of the Comprehensive Plan are to do the following:

Mitigate ill effects of rapid and intense urbanization in Wyoming.
Protect the open lands, natural landforms, agricultural landscapes and scenic vistas that created and define Wyoming's unique community character and quality of life.
Protect the natural, scenic and ecological resources that are essential elements of Wyoming's community character and which provide irreplaceable plant and wildlife habitat.
Ensure that development is respectful of and appropriately integrated with the natural physical geography of the land in Wyoming by requiring environmentally sensitive development techniques to eliminate scrape-and-build development.
Promote a vigorous, diversified and regionally competitive economy.
Foster a balanced tax base to ensure Wyoming's long-term financial ability to respond to the service demands of both new and existing development without placing a disproportionate tax burden on homeowners.
Ensure that new development produces positive fiscal impacts to allow Wyoming to maintain a tax structure conducive to both home ownership and economic development, while providing the highest level of service to residents and businesses.
Ensure that adequate facilities exist to provide both existing and future student population with optimal learning opportunities as an essential element of a quality living environment and a family-friendly community.
Ensure that the character and quality of Wyoming's built environment, relative to commercial development, contribute to desired community character objectives and foster a positive relationship between the taxable character objectives and foster a positive relationship between the taxable value of real property and the corresponding cost of municipal services.
Ensure that the character and quality of Wyoming's built environment, relative to residential development, contribute to desired community character objectives and integrate with surrounding natural landscapes.

Provide adequate availability and access to park lands and recreational opportunities for residents of all ages to maintain and nurture a quality living environment and a family-friendly community.
Avoid conflicting interaction and/or relationships between new and existing development and a resulting diminution of property values.
Protect existing farmland and agricultural operations from conflict with new residential development.
Provide adequate public infrastructure, facilities and services to serve the demands created by new development without degrading or diminishing service levels to existing development.
Establish a development framework for Wyoming that is respective of private property rights, while encouraging them to be used responsibly for the benefit of the entire community.
Implement a long-term strategy of sustainable development that embodies the community's vision and values; achieves both community character and economic development objectives; and considers the social, environmental and fiscal impacts of land development.
Preserve and enhance Wyoming's distinctive community character and quality of life by ensuring that its natural and built environments are consistent with the community vision and values embodied in Wyoming's Comprehensive Plan.
Goals and objectives formulated during the comprehensive planning process pertain to the following areas:
The Environment
Physical Form of the City
Transportation and the Thoroughfare network
Infrastructure and Utility Systems
Public Services and Facilities
Fiscal Responsibility
Quality of Life
Housing and Community Livability

Agriculture

Zone areas for farming while planning for their eventual development as housing or other suburban land uses. The City Council will prepare and adopt a resolution stating that working farms are a desirable feature of Wyoming and that normal agricultural operations should not be limited by the presence of adjacent housing.

An agricultural zoning district has been created to help implement a portion of this plan. Allow housing in that zone at an average rate of one house per 20 acres (which is not the same as 20-acre lots). The minimum lot size should be large enough to accommodate at least two on-site wastewater systems, a well, a house, a garage and a storage structure while observing all normally required setbacks. Thus, the minimum parcel size will vary depending on soil conditions.

Encourage small land parcels but low density in order to keep land in cultivation, minimize interference with farming and reduce complaints about farm operations such as odors or machinery noise, support individual septic systems and wells, and not overload unpaved City roads with traffic.

Allow several houses to be clustered into a single location to keep larger tracts open for farming or future resub division. Every application for a residential building permit in a non-skewered location will be required to first receive approval from the City for a plan showing how the property could realistically be resubdivided in the future and developed with smaller lots (less than one-half acre) with public or shared private wastewater service.

Do not allow multiple-family housing in locations zoned for agriculture.

Original Townsite Residential Areas

Plan and zone for infill housing development or redevelopment in the area occupied by the original City of Wyoming including single-family and multiple-family housing styles. Those zoning districts will be consistent with the City zoning uses and dimensional regulations.

Sub-Area Plans

Work with landowners and residents to create informal sketch plans for sub-areas of the community in response to major development applications. These plans will indicate connections for roads, public utilities, natural resources and types of land use between the subject site and adjacent lands.

Appendix : PARTS FROM OLD PLAN – Under "Community Design Policies" in the Land Use Chapter

Residential Development

There are more items here…..see pages LU 26-28

Housing Abutting High-Volume Roads

In situations where housing abuts high volume roads (either facing or backing up to the road), landscaping will be required to mitigate the effect of the traffic on the housing. Such screening should consist of earth berms or screen walls. Landscaping treatments should be used for the berms and the screen walls, and the screen walls should be designed to complement the adjoining residential developments.

Non-Residential Development

Retail, Office and Industrial Development

Prevent premature development

Wyoming may 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.

Commercial Site Design

Improve standards for site planning and design, including building and parking placement, pedestrian connections, signage and landscaping.

Connections

Maximize visual and physical linkages between adjoining land uses that are similar or can coexist compatibly such as offices and retail or high-density housing. Encourage pedestrian movement between adjacent sites rather than multiple trips by car. Where uses are less compatible (such as industry and housing), provide adequate landscape buffers and screens to soften the transition between them.

Efficiency

Encourage sites to share functional site design elements such as shared access, shared parking, coordinated landscaping, linked open space, and surface water detention areas, when such elements support a more efficient and attractive development pattern.

Landscaping

Require high quality planting plans for all new multi-family residential, commercial and industrial developments. Incorporate the guidelines of the landscaping manual into the zoning ordinance to give them more force.

Sensitivity to Context

Design new development to respect surrounding development, whether this includes quiet low-density residential neighborhoods, traditional storefronts or major institutions such as the hospital.

Commercial Parking Design

Locate parking lots behind or to the side of buildings or in block interiors wherever possible in order to reduce the visual impact of surface parking. Landscape and screen all parking lots and parking structures to improve their appearance from surrounding streets and properties and reduce heat build-up. Adopt regulations in the zoning ordinance that do not require, and prohibit, excessively great amounts of parking relative to the average daily need for each type of land use.

Coordinated Signage

Develop standards for coordination of multiple signs on a development site to ensure compatibility of size, colors, graphics and materials.

Commercial Site Landscaping

One of the more noticeable negative features in the commercial corridors is the lack of screening for many large parking lots, which results in a continuous, uninterrupted expanse of pavement between building lines on opposite sides of the road. The City will require landscaping plans with commercial site plans and will incorporate improved landscaping guidelines into its zoning ordinance.

A row of deciduous trees along a commercial roadside, spaced at 30 to 60 feet, would dramatically soften the appearance of any corridor, especially when viewed from an angle down the road.

A low landscaped berm, up to three feet tall, along the right-of-way line or at the edge of parking lots would dramatically improve the visual character of the corridors by adding greenery to the streetscapes and by breaking up the large expanses of pavement.

Additional parking lot landscaping would also help to break up large expanses of pavement and identify pedestrian walkway areas.

Commercial Site Access Points

Multiple access points in the commercial corridors create a sense of clutter, require more pavement and reduce the opportunities for landscaping. Although it may not always be feasible to totally remove some of the access points, there may be opportunities to reduce or combine multiple access points to a single property or to adjoining properties.

During site plan review, the City will apply the access management guidelines presented in the Transportation Plan chapter to limit the number of access points, regulate their spacing and consolidate existing points.

City Center

As part of the zoning ordinance that is written to implement this plan, the City will include design guidelines for the City Center zoning district. Those guidelines may address building placement, parking location, window and door placement, sidewalks, landscaping, outdoor lighting, and exterior materials.

Business Signs

Many urban commercial corridors contain a variety of commercial and public signs displayed in various combinations. Having so many signs shout so many messages results in visual overload that reduces their effectiveness and contributes to the visual pollution of the corridors.

The City will propose amendments to its sign regulations for commercial corridors that would simplify, coordinate and limit the number of signs. Guidelines need to be developed for limiting the messages on each sign, restricting the number and size of signs permitted and combining multiple signs into fewer coordinated sign panels.

Billboards

Off-premise advertising (commonly known as billboard signs) can be a major community image issue. While some billboards can be reasonably attractive, they essentially represent visual pollution and can have a severe negative impact on a community's visual environment.

Wyoming will not allow any new billboards and will not allow existing billboards to be rebuilt or replaced if they are removed or damaged by more than 50 percent of their value.

Relocate Utility Lines

Overhead utility lines are one of the major visual impacts in some road corridors. Tall, wooden poles and the large number and complex pattern of lines create a congested and unsightly visual environment.

Ideally, all overhead utility lines should be relocated underground, or, if that is not feasible, relocated to a less visible corridor. However, some overhead utilities, such as high-voltage lines, may be too expensive or impractical to locate underground. In that case, solutions should be explored to minimize the visual impact of the lines by designing special, less obtrusive utility poles and by combining as many of the lines in as few locations as possible.

Outdoor Lighting

Outdoor lighting is potentially one of the most attractive or disturbing elements of urban design. While it is a necessity in many locations, outdoor illumination is often overdone or poorly controlled, resulting in off-site glare. Outdoor lighting should be regulated through zoning and site plan review so as to reduce off-site glare and nuisances. Exterior lighting should be controlled so it is not a nuisance to nearby property, is not a traffic hazard and preserves the dark night sky.

Excessive lighting detracts from the appearance of a community, interferes with driving and blocks views of the stars. Particularly onerous are the over lit canopies at gasoline service stations and convenience food stores, which shine light directly onto the road instead of focusing it downward.

Lighting in parking lots will be shielded to contain glare on the site. Near residential areas, cut-off fixtures will be used and

pole heights will be reduced. Building lighting will be controlled to keep glare on site and not allow buildings to be lit-up for excessive display (e.g., lighting the entire façade). Lights under canopies will be required to be recessed into the ceiling or otherwise designed so that the light source is not visible from the side and all light is directed downward.

The City will amend its zoning ordinance to require a lighting plan as part of each commercial or industrial site plan. The regulations will require that lighting elements not be visible from the public road and that light cut-off features be used to control glare. The Building Official will check for conformance with the lighting requirements as is done for other elements of the approved site plan.

List of References

1. League of Minnesota Cities Planning Commission Guide, August 3, 2018.
2. The City of Wyoming's Economic Development Strategic Plan. 2017
3. Wyoming Comp Plan Draft – WSB December 21, 2020