

# City of Wyoming Comprehensive Plan



21 January 2009

# City of Wyoming Comprehensive Plan

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# City of Wyoming Comprehensive Plan

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## **Introduction and Summary**

This plan for land use, roads and parks addresses the newly-formed City of Wyoming, a municipality created in August, 2008, by combining the former City of Wyoming with portions of the adjacent Wyoming Township.

## **The Planning Process**

This plan was prepared with the guidance of representatives from both the City and the former Township of Wyoming. Working with staff and a consultant, members of the two jurisdictions' Planning Commissions collaborated to review conditions, assess community opinions and prepare a draft plan. Community review meetings were held to present a draft plan and answer questions. The draft plan was also made available through the City's Internet site.

## **Prior Plans and Studies**

This plan grew from a considerable amount of previous planning done by the City and the Township, including:

- City of Wyoming Comprehensive Plan, 2000
- Wyoming Township Comprehensive Plan, 2004
- City of Wyoming Zoning Ordinance and Map
- Wyoming Township Zoning Ordinance and Map

Maps and other analysis prepared for the Township's 2004 plan were used as a basis for this plan. The Township's comprehensive planning process, which covered the majority of the geographic area of the new municipality, included an extensive analysis of conditions and a thorough public participation program. The analysis encompassed current land use, vegetation, soils, ground water, surface water, agricultural productivity, soil suitability for on-site sewage systems, roads, shoreland protection and related matters. Numerous public meetings and workshops attracted the participation of residents and business people, who helped improve the plan.

## Land Use Plan

The plan includes the following major elements:

### Land Use Objectives

- 1. Grow in Harmony with Nature:** Allow residential, commercial and industrial development according to a comprehensive plan and zoning regulations that protect key natural resources such as wetlands, floodplains, shorelands and major wooded areas.
- 2. Become More Suburban:** Allow a transition from agriculture and large-lot housing to a mixture of large and small lots for housing. Increase the use of public or shared private wastewater disposal systems. Extend wastewater lines to all portions of the community in staged and efficient manner in response to market demand and according to City capability.
- 3. Housing Options:** Increase the range of housing options for people in all stages of life so as to retain and attract residents.
- 4. Increase and Improve Commercial and Employment Development:** Plan for and allow the creation of additional stores, offices and industries consistent with this comprehensive plan and regulated by a new zoning ordinance. Diversify the range of local employment opportunities. Attract well-paying jobs plus goods and services that are needed locally.
- 5. Build a Stronger City Center:** Create a stronger “Downtown Wyoming” that includes shops, offices, high-density housing and public facilities.
- 6. Create an Attractive Community:** Use policies, zoning regulations and public works to create an attractive city.
- 7. Create a Park System:** Acquire land for 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.
- 8. Build a Sustainable Community:** Create and follow a plan that will provide for current needs while safeguarding resources for the future.

## Land Use Plan Map

The Land Use Plan Map translates the community vision for growth and conservation into a recommended physical pattern of neighborhoods, commercial and employment areas, road and parks.

The plan map includes these categories of land use:

- **Semi-Rural Housing:** The Semi-Rural Housing Areas are locations that are presently subdivided into parcels of approximately one to ten acres. It is assumed that the Semi-Rural Housing Area will continue to be served with individual on-site wastewater treatment systems. Lot sizes would likely 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.
- **Medium- and High-Density Suburban Neighborhoods:** The Medium and Higher Density Suburban Neighborhoods allow townhouses, apartments and similar forms of housing.
- **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).
- **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.
- **Mixed-Use:** The Mixed Use plan category may potentially allow several types of land use including retail businesses, service businesses, office buildings or multiple-family housing.
- **Rural Research and Development:** The Rural Research and Development plan category allows industrial research and development in a rural setting, the vast majority of which is open land.
- **Office and Health Care Business:** The Office and Health care Business plan category allows corporate or professional office buildings, hospital and health clinic buildings, hotels, nursing homes, housing for the elderly.
- **Light Industry and General Business Area:** The Industrial and 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 Park:** Public parks include lands owned by the City for active recreation. This district does not include any parks that may be privately owned. The exact locations of future neighborhood parks will be determined during the land development process.
- **Public and Semi-Public Facilities:** This planning district includes public schools, the City Hall, the former Township Hall site, the Chisago County Library and other properties owned by the City or the County now or in the future. Also included are places of worship.
- **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 Management Overlay:** The City of Wyoming will amend then adopt the Shoreland regulations currently administered by Wyoming Township to include provisions and standards allowable when public sanitary sewer service is available.

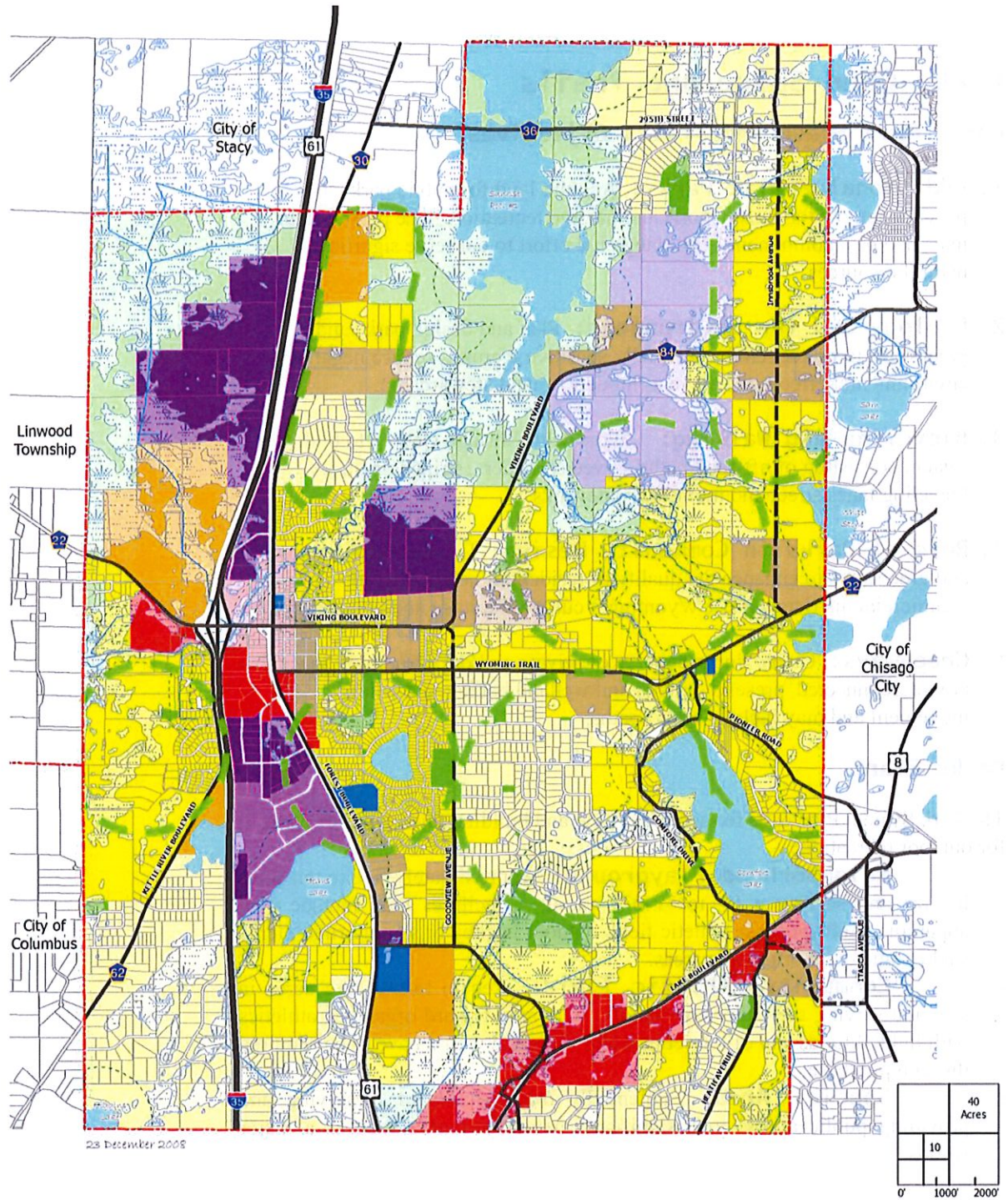
### Land Use Policies

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.

Subjects addressed include:

- Natural resource management
- Agriculture
- Original townsite residential areas
- Sub-area plans
- Zoning and subdivision regulations
- Arterial road plan
- Municipal utilities plan
- Private individual or community wastewater systems
- Natural resource management techniques
- Residential development design
- Retail, office and industrial development design
- Sustainability.





### City of Wyoming Comprehensive Plan

- |  |                                 |                                   |                               |
|--|---------------------------------|-----------------------------------|-------------------------------|
| Semi-Rural Housing                               | Commercial                      | Light Industry & General Business | Future Roads                  |
| Lower-Density Suburban Neighborhoods             | Mixed Use                       | Public & Semi Public              | Park Service Area             |
| Medium-and Higher-Density Suburban Neighborhoods | Rural Research Development      | Parks                             | Approximate Wetland Locations |
| City Center                                      | Office and Health Care Business | Conservation and Open Space       | Shoreland Management Overlay  |

**Figure S-1  
Land Use Plan**

## Park, Open Space and Trails

### Park, Open Space and Trails Objectives

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

### Parks Plan

The Park System Plan calls for acquiring land and building three types of parks for outdoor recreation:

- **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.

Figure P-1, Parks System Plan, illustrates the approximate boundaries of Park Service Areas, those districts that are demarcated by major roads or water features and may grow to sufficient population to warrant a municipal park. It will be the practice of the City of Wyoming to acquire land by dedication during the platting process in order to assemble parks of sufficient size.

### Open Space Plan

Land owned and managed for its natural features will be an important feature of the future City of Wyoming.

1. **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.
2. **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.
3. **Greenways:** The City will strive to reduce the loss of wooded uplands as residential neighborhoods are created.

### Trails Plan

1. **County Trails:** The City of Wyoming will cooperate with Chisago County to create three regional paths for bicycling, skating, walking and running. Descriptions of the three regional trails are provided below.
2. **Local Trails:** The City will create a north-south route for bicycling along the alignment of Innsbrook Avenue, Comfort Drive and Heath Avenue. That facility, named the Comfort Lake Route, is described below.
3. **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.

## Road System

### 1. Adopt the Functional Classification System of

**Roads:** The City of Wyoming will adopt and follow the functional classification system of roads described below. 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.

The major road system classification are:

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

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

**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** 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 County Road 84 (Viking Boulevard) at the Polaris property, then a segment of CR 84 should be reclassified as a Collector Road as shown by Figure R-1. 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 County Road 84 Minor Arterial.

**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.

**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).

## **2. Highway 8 Capacity and Safety Improvements**

The City of Wyoming will participate in the Highway 8 design process that will be conducted by the Minnesota Department of Transportation in 2008 and 2009.

## **3. Rush Line Commuter Rail Corridor**

Wyoming will monitor the feasibility study for commuter rail service between the Twin Cities and Duluth.

## **4. County Road 84**

The City of Wyoming will work with Chisago County to find a workable solution to the loss of public access across the portion of County Road 84 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 CR 84 and CR 22 in the Goodview Avenue alignment.

## **5. Swedish Immigrant Trail**

Wyoming will cooperate with the Chisago County Parks Department is studying alternative alignments for completing the Swedish Immigrant Trail bicycling path through Wyoming.

## Utilities Systems

### Sanitary Sewer System

The layout of the future trunk sewer system is shown in Figure U-3. The layout is general in nature and exact routing will be determined at the time of final design. It is important that the general concept and sizing be adhered to for assurance of an economical and adequate ultimate system. 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 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.

The existing Wyoming interceptor has capacity for approximately 7.0 MGD peak flow, although Wyoming's capacity is not clearly defined at this time. Based on the City's land use plan it will be difficult to define a trigger point as to when additional capacity should be added to this interceptor. Future development will occur due to market demand, therefore the rate and type of development is not possible to project for the ultimate service area. Since ultimate future flows are projected to exceed interceptor capacity, additional interceptor capacity will have to be purchased in the future. Meetings with the CLJSTC's engineer have indicated that 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.

Future expansion of the sanitary sewer system will be driven by development demand and proximately to the existing sewer system. 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 taken into account in developing the ultimate trunk sewer system.

## Water System

City 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, 9 new wells would be required.

Considering the typical water quality from the region, we anticipate 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 was assumed that a future water treatment facility would be constructed for removal of radium, iron, and manganese with capacity to treat water from all new supply (7,000 gpm or 10.5 MGD)

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 fire fighting storage, equalization storage, and reserve storage, whichever is greater as discussed in Section 6. 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.

The water distribution system will need to be expanded as development requires service. The future trunk water main system presented in Figure U-6 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 treatment plant. If treatment is not required of future water sources, and the City decides not to provide treated water to residents, then wells will be scattered throughout the system. The trunk water main system designed in Figure U-6 would be capable of providing adequate fire flow and pressure to residents regardless of how water is supplied.

If development occurs quicker than anticipated or in different locations than anticipated, construction phasing can be changed. Since the water system is under pressure there is some flexibility in infrastructure location and additional siting studies can be performed as development progresses.

# City of Wyoming Land Use Plan

The City of Wyoming Land Use Plan guides public and private actions in regard to 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.

This chapter includes:

1. Objectives for land use
2. Policies to guide land use and community design decisions
3. A map of the desired future pattern of land use.

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 chapter policies are intended to ensure that the environment and other long-term public interests are given adequate consideration and prevent or mitigate the negative effects of incremental, *ad hoc* and laissez-faire market decisions.

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 Objectives

- 1. Grow in Harmony with Nature:** Allow residential, commercial and industrial development according to a comprehensive plan and zoning regulations that protect key natural resources such as wetlands, floodplains, shorelands and major wooded areas.
- 2. Become More Suburban:** Allow a transition from agriculture and large-lot housing to a mixture of large and small lots for housing. Increase the use of public or shared private wastewater disposal systems. Extend wastewater lines to all portions of the community in staged and efficient manner in response to market demand and according to City capability.
- 3. Housing Options:** Increase the range of housing options for people in all stages of life so as to retain and attract residents.
- 4. Increase and Improve Commercial and Employment Development:** Plan for and allow the creation of additional stores, offices and industries consistent with this comprehensive plan and regulated by a new zoning ordinance. Diversify the range of local employment opportunities. Attract well-paying jobs plus goods and services that are needed locally.
- 5. Build a Stronger City Center:** Create a stronger “Downtown Wyoming” that includes shops, offices, high-density housing and public facilities.
- 6. Create an Attractive Community:** Use policies, zoning regulations and public works to create an attractive city.
- 7. Create a Park System:** Acquire land for 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.
- 8. Build a Sustainable Community:** Create and follow a plan that will provide for current needs while safeguarding resources for the future.

## Land Use Plan Map

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. A new zoning ordinance and zoning map should be prepared after the adoption of this comprehensive plan.

### Land Use Plan Areas

#### 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 of Wyoming Township. Many of those locations cannot easily be resubdivided into smaller parcels that could economically accommodate public or shared private wastewater systems.



Thus, it is assumed that 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 likely continue to be in the range of one to ten acres.



#### Lower Density Suburban Neighborhoods

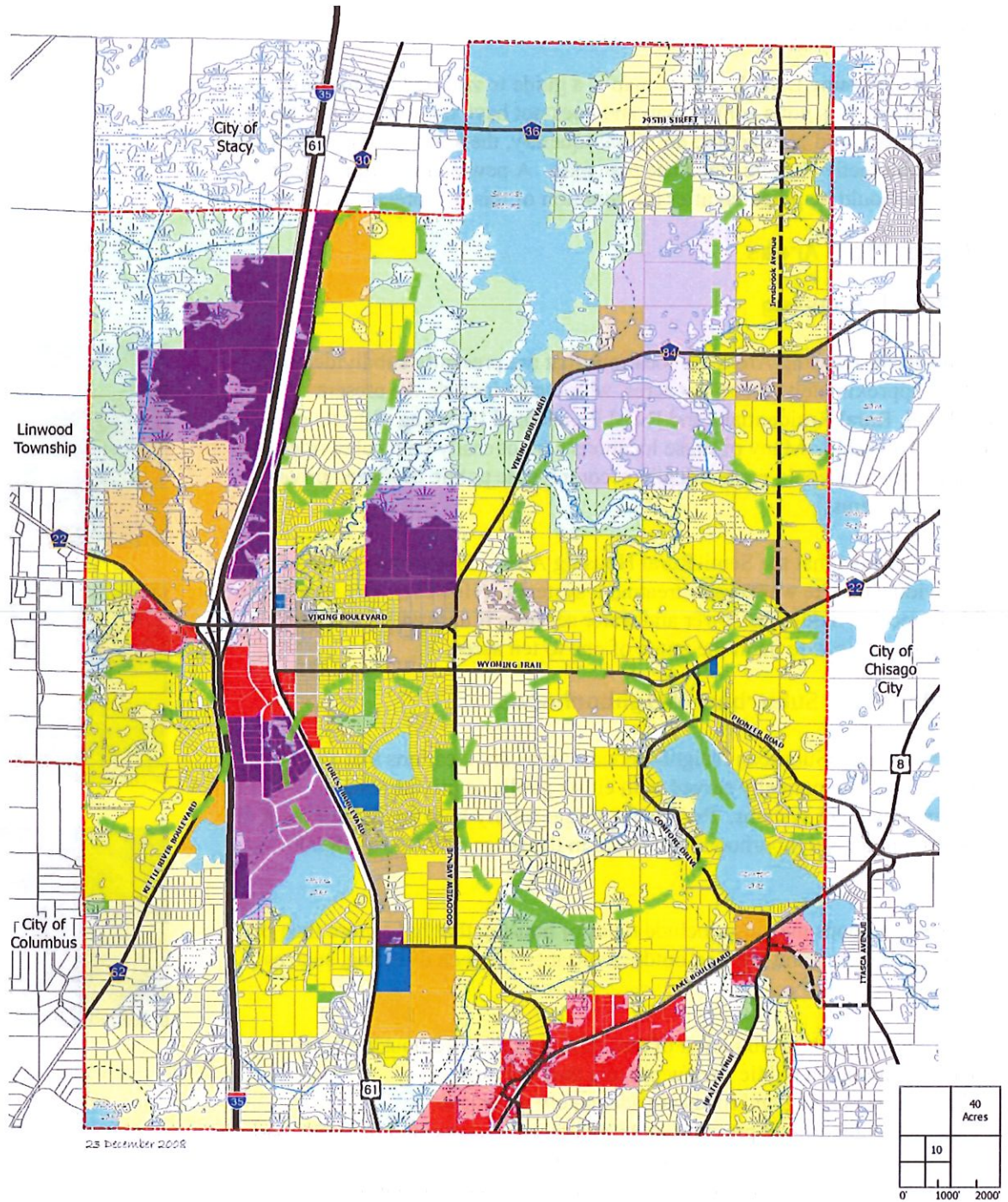
The Lower Density Suburban Neighborhoods Areas are locations that can be subdivided and economically served with either public or private shared wastewater treatment systems. Parcels for single-family housing in the Lower Density Suburban Neighborhoods should be in the range of 9,000 to 18,000 square 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.



23 December 2008

<b>City of Wyoming Comprehensive Plan</b>			<b>Figure LU-1 Land Use Plan</b>	
Semi-Rural Housing	Commercial	Light Industry & General Business	Future Roads	
Lower-Density Suburban Neighborhoods	Mixed Use	Public & Semi Public	Park Service Area	
Medium and Higher-Density Suburban Neighborhoods	Rural Research Development	Parks	Approximate Wetland Locations	
City Center	Office and Health Care Business	Conservation and Open Space	Shoreland Management Overlay	

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.<sup>1</sup> 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 resubdivided in the future and developed with smaller lots (less than one-half acre) with public or shared private wastewater service.

### Medium and Higher Density Suburban Neighborhoods

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

Apartment buildings should be:

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

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

### 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 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.



<sup>1</sup> 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.)

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.

### **Commercial**



Plan four locations for commercial development outside “Downtown Wyoming”:

- West of the interchange of I-35 and County Highway 22
- Along US Highway 8
- Two locations along Highway 61 that are planned “Mixed Use” and, thus, may include retail or service businesses.

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.

### **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.

### **Rural Research and Development**

The Rural Research and Development plan category allows industrial research and development in a rural setting, the vast majority of which is open land. That site is anticipated to continue to be used in its present very low density fashion for the foreseeable future, and the City intends to support that land use through this plan. The City wishes that the level of industrial traffic generated by the site not increase significantly from its present level and that the appearance of the site from nearby properties not become more industrial than it is now.

## Office and Health Care Business

The Office and Health Care Business plan 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.



## Light Industry and General Business Area

Plan and zone for the development of a range of businesses including light manufacturing, offices, sales, and research and development. Selectively allow retail or service business by conditional use permit, particularly in the Light Industry 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. Apply zoning regulations to control site planning, landscaping, lighting, parking, truck handling, outdoor storage, signs and access. All parcel access must be via City streets. Encourage private redevelopment of properties that have aging buildings and outdoor storage.



The Industrial and 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 Park

Public parks include lands owned by the City for active recreation. This district does not include any parks that may be privately owned. The exact locations of future neighborhood parks will be determined during the land development process. A large site for a city-wide athletic complex may be identified through a special study after this comprehensive plan is adopted.

## Public and Semi-Public Facilities

This planning district includes public schools, the City Hall, the former Township Hall site, the Chisago County Library and other properties owned by the City or the County now or in the future. Also included are places of worship.



### **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. The future City zoning ordinance should specify a minimum setback distance for nearby buildings from the boundary of the Wildlife Management Area.

### **Shoreland Management Overlay**

The City of Wyoming will amend then adopt the Shoreland regulations currently administered by Wyoming Township to include provisions and standards allowable when public sanitary sewer service is available. The Land Use Plan 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 zoning district is encompassed by the Shoreland Management Overlay although the Overlay includes lands outside the Floodplain zoning.



## Land Use Policies

### 1. Natural Resource Management

Continue to preserve and protect major natural resources while planning and permitting the growth of a suburban community. Please refer also to the subsection titled natural Resource Management Techniques on pages LU-12 through LU-15.

**Wetlands** will be protected through City zoning regulations and the review of land alteration applications by Chisago County and the Comfort Lake – Forest Lake Watershed District.

**Floodplains** and their associated vegetation will be protected through City zoning regulations.

**Shorelands** within 300 feet of state-designated streams and 1,000 feet of state-designated lakes will be protected through City zoning regulations that meet or exceed the requirements of the Minnesota Department of Natural Resources.

**Major wooded areas** will be permitted for housing development but cutting and replacement will be regulated by the City. The Woodland Preservation Regulations of Section 38 (7) of the Wyoming Township Code will be adopted by the City of Wyoming.



### 2. Agriculture

Continue to 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 may be 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 resubdivision. Every application for a



residential building permit in a non-sewered 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.



### **3. 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.

### **4. 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.

### **5. Zoning and Subdivision Regulations**

Prepare and adopt zoning and subdivision ordinances and a zoning map that implement this land use plan and replace the ordinances previously used by the City of Wyoming and Wyoming Township.

When the Land Use Plan differs from the current use of property, the City Council will consider whether to zone the property consistent with its present use or its planned use. The latter case would create a legal non-conforming use and potentially prohibit major expansion or rebuilding of the structure or the land use.

### **6. Arterial Road Plan**

In order to help implement this land use plan, adopt and follow an official plan for existing and future arterial and major collector roads that addresses alignment, functional classification, number of lanes and jurisdictional responsibility. The Road System Plan chapter of this comprehensive plan includes further information.

Arterial and major collector roads may be under the jurisdiction of the County, the State or the City, and their alignments are illustrated on the Comprehensive Land Use Plan map.

## 7. Municipal Utilities Plan

To help implement this land use plan, adopt and follow plans for public wastewater service, public drinking water, and surface water management. Policies and maps related to those plans are included in the Municipal Utilities chapter of this comprehensive plan.

## 8. Private Individual or Community Wastewater Systems

Continue to use individual on-site wastewater systems, particularly locations planned as Semi-Rural Housing, which tend to have parcel sizes too large to be economically served by public or shared private systems. Many individual wastewater systems are expected to be phased out over the years and replaced with municipal service.

Allow land developers to install shared private systems in locations located too far from the present municipal lines to be served in the desired time frame. 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. Such systems would 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.

If indicated by the City's comprehensive wastewater plan, require locations served by private community systems to be designed for eventual connection to the municipal collection system.



## Natural Resource Management Techniques

Manage natural resources with the following techniques:

### Wetlands

Continue to protect wetlands through the regulations of the Chisago County Department of Environmental Services and the Comfort Lake - Forest Lake Watershed District. (The Watershed District has jurisdiction roughly south of Wyoming Trail; the County has jurisdiction over the balance of the City.) In its 2001 *Watershed Management Plan*, the CL-FL Watershed District 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.

Prior to any site grading or drainage, a professional wetland survey will 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 Chisago County Department of Environmental Services.

## Lakeshores



Amend the Shoreland zoning regulations previously adopted by Wyoming Township to reflect the fact that some parts of the new City of Wyoming will have municipal sanitary sewer service in some locations. When municipal sewer service is available in a particular 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. A City may, however, adopt regulations that are more restrictive than the statute allows.

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.

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.

## Floodplains

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. Floodplains will be shown as a zoning district on the City's amended zoning map.

### Significant Woodlands

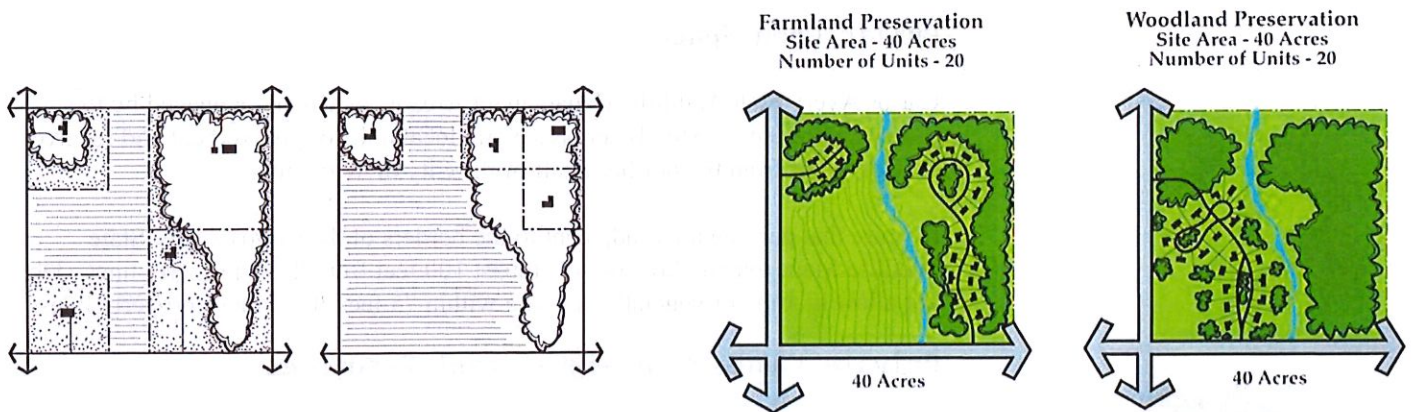
When reviewing an application for a Grading Permit, Preliminary Plat or Site Plan, City staff will meet with the applicant to determine the most feasible and practical placement of buildings, parking, driveways, streets and other physical features in order that the fewest significant trees and least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

Within two years of the time this plan is adopted, the City will use a professional forest scientist to determine which woods are of highest quality and deserving of protection. Subsequently, a woodland preservation overlay zoning district may be created, and the outcome of that study will help guide the application of the Woodland Preservation Regulations.

### 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.



### Linked Open Spaces

Ideally, forests and wetlands should be conserved in locations that create a linked and continuous pattern across the community.



### 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 prepare and implement a comprehensive surface water management plan that meets state and federal guidelines. That plan will address wetlands, lakes, streams, floodplains, erosion control, drainage of all types and “best management practices.”

### City Parks

Potentially acquire certain tracts of land for their benefit as significant natural resources and passive recreation (e.g., walking, picnics, viewing, solitude, etc.). Conduct a study of the remaining large, undeveloped tracts of land to determine whether any are worthy of city acquisition as passive public parks and natural conservation.



Accept dedications of land as public park during the platting process for natural resource conservation purposes only if that land has been determined by an ecologist to locally significant. Protect valuable but non-significant natural resources through normal subdivision and site plan review regulations.

Acquire other park land either through dedication during platting or direct purchase for active recreation (e.g., sports fields) in locations targeted by the Wyoming Parks Plan (an element of this comprehensive plan).

### Public Open Space

Carlos Avery State Wildlife Management Area is owned and managed by the State of Minnesota, extends across several local units of government and receives surface water from the northern half of the City of Wyoming.

Require that parking areas adjacent to the borders of the Carlos Avery State Wildlife Management Area be set at least 100 feet from those property lines. Do not allow grading or vegetative cutting within 75 feet of the those property lines.

### Private Lands with Significant Resources

Potentially acquire conservation easements over certain tracts of land for their benefit as significant natural resources. Conduct a study of the remaining large, undeveloped tracts of land to determine whether any are worthy of preservation as permanent undisturbed natural areas without public access or use.



## Community Design Policies

### Residential Development

#### Compact Growth

Encourage new neighborhood development that is generally more compact and dense than recent past patterns. When feasible, 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. Give favorable consideration to applications that include two or more types of housing without overlooking other legitimate concerns.

Amend the zoning ordinance so as to limit the number of attached units of each type (apartments, row houses, back-to-back townhouses, etc.) in each development project.

It is expected that the development industry will continue to respond with proposals that include more than one type of housing in the larger projects, resulting in neighborhood variety.

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).

Help implement this policy by preparing neighborhood “sketch plans” as described in elsewhere in this plan.

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

**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. 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.

**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.



### **Retail, Office and Industrial Development**

#### **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.

### Commercial Development in Shoreland Areas

Allow retail, office or industrial development in Shoreland areas under amended Shoreland Management Overlay Zone regulations if consistent with the Land Use Plan Map and the underlying zoning. In such instances, it will be particularly important to require vegetative screening along the lake shore and to observe regulations pertaining to setbacks and maximum site coverage.

The current Shoreland regulations administered by Wyoming Township should be amended to include provisions and standards allowable when public sanitary sewer service is available.

### 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 wild profusion of commercial and public signs juxtaposed 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.

## Sustainability Policies

The *Wyoming Comprehensive Plan* will help improve environmental, social and fiscal sustainability through the following features, which were established in previous sections.

### Reduced Auto Driving

Auto driving will 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 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 call 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.



## Appendix A: Summary of Acreage by Land Use Plan Category

Table LU-2 indicates that

- 41 percent of the future City of Wyoming has been planned as Conservation and Open Space, which includes wetlands, floodplains and the Carlos Avery State Wildlife Management Area.
- 15 percent as Semi-Rural Housing (served by on-site private wastewater treatment systems),
- 26 percent as sewered suburban housing
- 11 percent as commercial and industrial land (including Mixed-Use and Rural Research and Development).

**Table LU-2  
Acreage by Land Use Plan Category**

Land Use Plan Category	Acreage	Percent
Semi-Rural Housing	1,927	14
Lower-Density Suburban Neighborhoods	3,204	23
Medium-and Higher-Density Suburban Neighborhoods	440	3
City Center	71	1
Commercial	325	2
Mixed Use	258	2
Rural Research & Development	404	3
Office and Health Care Business	155	1
Light Industry and General Business	521	4
Parks	134	1
Public and Semi Public	52	0
Conservation and Open Space	5,719	41
Public Road Right-of-Way	838	6
<b>Totals</b>	<b>14,048</b>	<b>100</b>

Table LU-3 indicates that the population of the City of Wyoming could grow to approximately 24,400 when all the land in the community has been developed. Please note that a relatively low estimate of 2.0 dwelling units per acre was assumed for the Lower-Density Suburban neighborhoods because the fractured pattern of existing parcels and scattered housing will make resubdivision somewhat inefficient.

**Table LU-3:  
Forecast of Households and Population at Full Development**

Land Use Plan Category	Acreage	Average Dwelling Units per Acre	Dwelling Units	Households	Average Population per HH	Total Population
Semi-Rural Housing	1,927	0.3	578	561	3.0	1,682
Lower-Density Suburban Neighborhoods	3,204	2	6,408	6,216	2.8	17,404
Medium-and Higher-Density Suburban Neighborhoods	440	6	2,640	2,561	2.0	5,122
<b>Totals</b>			<b>9,626</b>	<b>9,337</b>		<b>24,208</b>

# City of Wyoming Parks, Open Space and Trails System Plan

The City of Wyoming Parks, Open Space and Trails System Plan will guide acquiring land for municipal parks, the protecting public and private open space and reserving corridors for multiple-use paths.

## Parks, Open Space and Trails Objectives

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

## Parks System

### 1. A Network of Green Spaces

Wyoming will continue to build 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.

### 2. Park Classification

Wyoming will create the following types of parks:

- **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.



### 3. New Neighborhood Playground Locations

Figure P-1, Parks System Plan, illustrates the approximate boundaries of Park Service Areas, those districts that are demarcated by major roads or water features and may grow to sufficient population to warrant a municipal park.

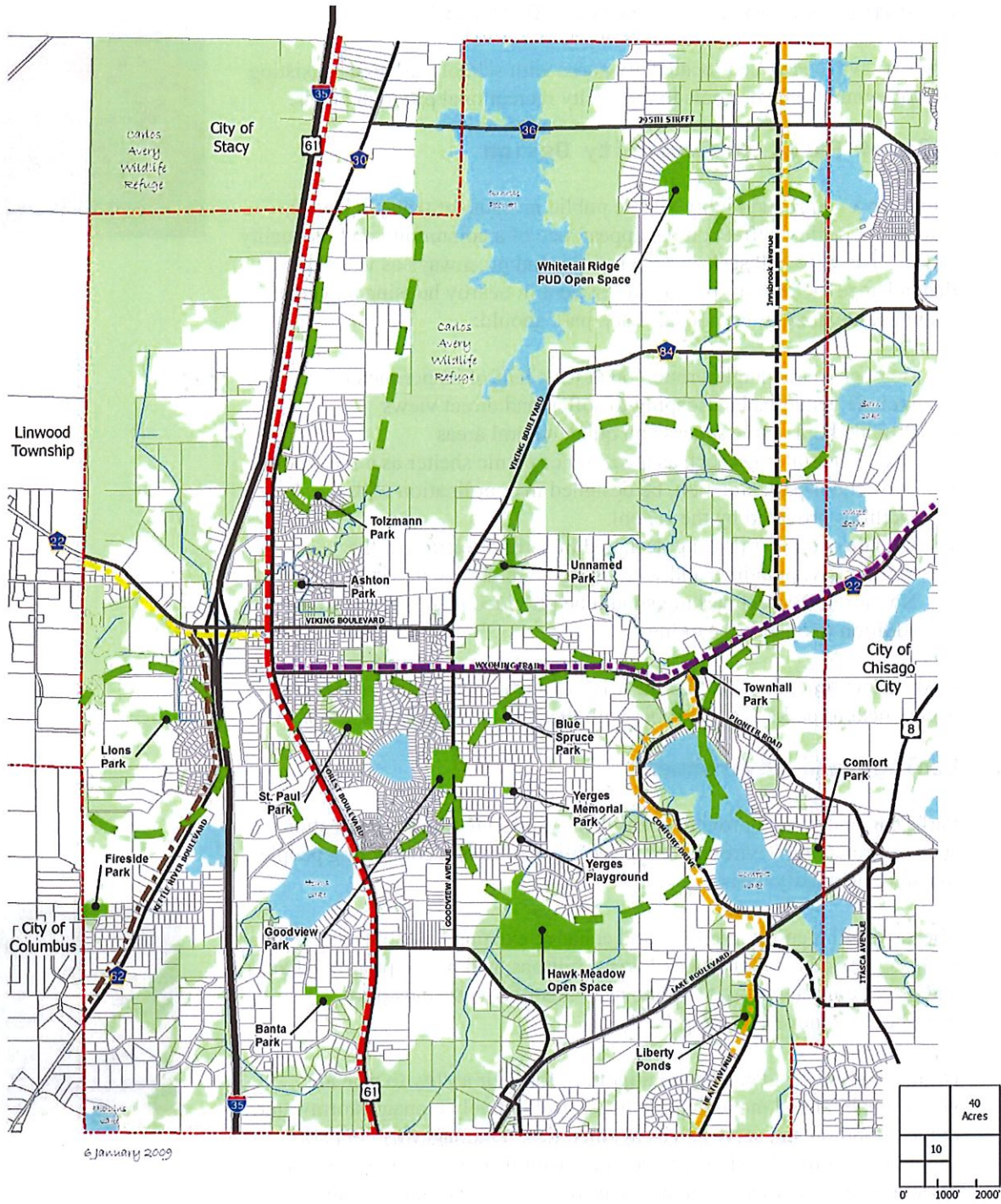
It will be the practice of the City of Wyoming to acquire land by dedication during the platting process in order to assemble parks of sufficient size. Alternatively, cash may be required instead of (or in combination with) land to either buy park land in appropriate locations and/or to improve a park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

City staff will negotiate with landowners and developers to specify the location and configuration of each park with the aim of acquiring the appropriate amount of land needed to accommodate the planned facilities. Street access, the length of public street abutting each park and the relationship to adjacent buildings will also be negotiated in that process.

The City will study and possibly amend its ordinance for the dedication of park land and/or cash during the platting process.







**City of Wyoming Comprehensive Plan** **Figure P-1**  
**Parks & Open Space Plan**

Park Service Area	Sunrise Prairie Trail	County Road 22 Route
Existing Parks	Comfort Lake Route	Kettle River Route
Conservation & Open Space	Swedish Immigrant Trail	

#### 4. Coordination with the School District

The City will seek to co-locate City parks with schools and to use existing school gymnasiums or pools to meet City recreational program needs.

#### 5. Role of Parks in Community Design

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 will seek to design parks and greenways as visual assets that enhance the level of private investment in nearby housing and create lasting value in neighborhoods. 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. No more off-street parking should be provided than is reasonable in addition to on-street parking.

At the same time, the City should strive to ensure that development that occurs next to parks is compatible with these open space areas.



#### 6. Ecology and Environment

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.

The City will also try to incorporate neighborhood detention ponds into parks for the sake of park aesthetics, water quality and land efficiency. This should be done without losing the amount of land needed for active park uses, however.



The City will work to judiciously reduce 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. Invasive, non-native plant species should be controlled.



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.

## **7. Comprehensive Park System Plan**

The City of Wyoming will prepare a comprehensive park and recreation plan that is more detailed than the preliminary guidance in this chapter of the comprehensive plan.

It will be particularly important in that plan to identify potential locations for neighborhoods playgrounds so that the site can be acquired during the neighborhood platting process, and to find candidate locations for a community athletic complex so a suitable site may be purchased.

The plan should 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 City will seek to recognize and accommodate the diverse recreational needs of the community when preparing the parks and recreation system plan.

## **8. Private Parks**

The City will acknowledge the presence of jointly owned private open space while ensuring that adequate park land is provided for the larger community.



## 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. Figure 2 illustrates the extensive network of lands to be preserved as public conservation open space.

1. **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.
2. **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.
3. **Greenways:** 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.



## Trails System

1. **County Trails:** The City of Wyoming will cooperate with Chisago County to create three regional paths for bicycling, skating, walking and running. Descriptions of the three regional trails are provided below.
2. **Local Trails:** The City will create a north-south route for bicycling along the alignment of Innsbrook Avenue, Comfort Drive and Heath Avenue. That facility, named the Comfort Lake Route, is described below.
3. **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.



### Sunrise Prairie Trail – Chisago County

Sunrise Prairie Trail in Chisago County and Hardwood Creek Trail in Washington County follow the former Burlington Northern Railroad right-of-way between North Branch and Hugo. Bridges cross Hardwood Creek and the south and west branches of the Sunrise River.



The trail features a ten-foot-wide paved surface for hikers, bicyclists and inline skaters during spring, summer and fall. The parallel unpaved portion 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 North Branch, Stacy and Wyoming. Parking is also available at the start of the trail in Hugo as well as in downtown Forest Lake.

The Sunrise Prairie Trail was built by Chisago County in coordination with Washington County and the Minnesota Department of Natural Resources.

The long-term goal is to build a paved off-road path all the way from St. Paul to Duluth.

### Swedish Immigrant Trail – Chisago County

The goal of the Swedish Immigrant Trail Project is to build and maintain a 20 mile, multi-use, hard surface trail that provides a safe route for recreation and alternative transportation while interpreting and celebrating the Swedish immigrant history of Chisago County

This trail will connect Wyoming to Taylors Falls via Chisago City, Lindstrom, Center City and Shafer using an abandoned railway corridor that parallels Highway 8.

A major regional link, the trail will connect to the Sunrise Prairie and Hardwood Creek Trails, the existing 24 mile trail system from North Branch to Hugo, and the Gandy Dancer Trail in Wisconsin. Future planned connections include Duluth and the Twin Cities.



The Swedish Immigrant will be open to bicyclists and pedestrians, and some portions may be open to horses and snowmobiles.

Presently a short portion of the path exists near in the City of Lindstrom on a former railroad right-of-way that served as the transportation spine of the Wyoming to Taylors Falls corridor. Unfortunately, most other segments of that railroad corridor have been turned back to adjacent landowners, as is the case along most of its route through Wyoming. The County is attempting to negotiate easements across private properties that were formerly the route of the railroad in cities to the east.

Therefore, unless the County is able to acquire easements across private properties in Wyoming along the former railroad route, the path connection is proposed to be along County Road 22, Wyoming Trail. Wyoming Trail west of Goodview Avenue will be rebuilt 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.



The objective will be to provide a safe and recognizable bicycling route between the Sunrise Prairie Trail and the route as it may exist east of Wyoming.

### **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 is proposed by this plan 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.



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.

### **Motorized Trails**

The City will continue to allow the maintenance and use of trails for snowmobiles and all-terrain vehicles that existed prior to the merge of the City and Township.

## Road System Plan

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 Plan

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 classification are:

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

The classifications provide for freeway, urban and rural standards. Figure R-1 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.

**1. Adopt the Functional Classification System of Roads:** The City of Wyoming will adopt and follow the functional classification system of roads described below. 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 R-1 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 R-1.

**Table R-1**  
**Functional Classification and Jurisdiction by Street**

Classification	Jurisdiction	Lanes
<b>Principal Arterials</b>		
I-35	State	4
<b>Major Arterials</b>		
US 61	State	2
US 8	State	2 or 4
<b>Minor Arterials</b>		
County Road 22	Chisago County	2
County Road 36	Chisago County	2
County Road 62	Chisago County	2
<b>Collectors</b>		
Viking Boulevard (partial)	City of Wyoming	2
Goodview Avenue	City of Wyoming	2
Pioneer Road	City of Wyoming	2
Comfort Drive	City of Wyoming	2
Innsbrook Avenue	City of Wyoming	2
Future unnamed roads	City of Wyoming	2

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

**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.

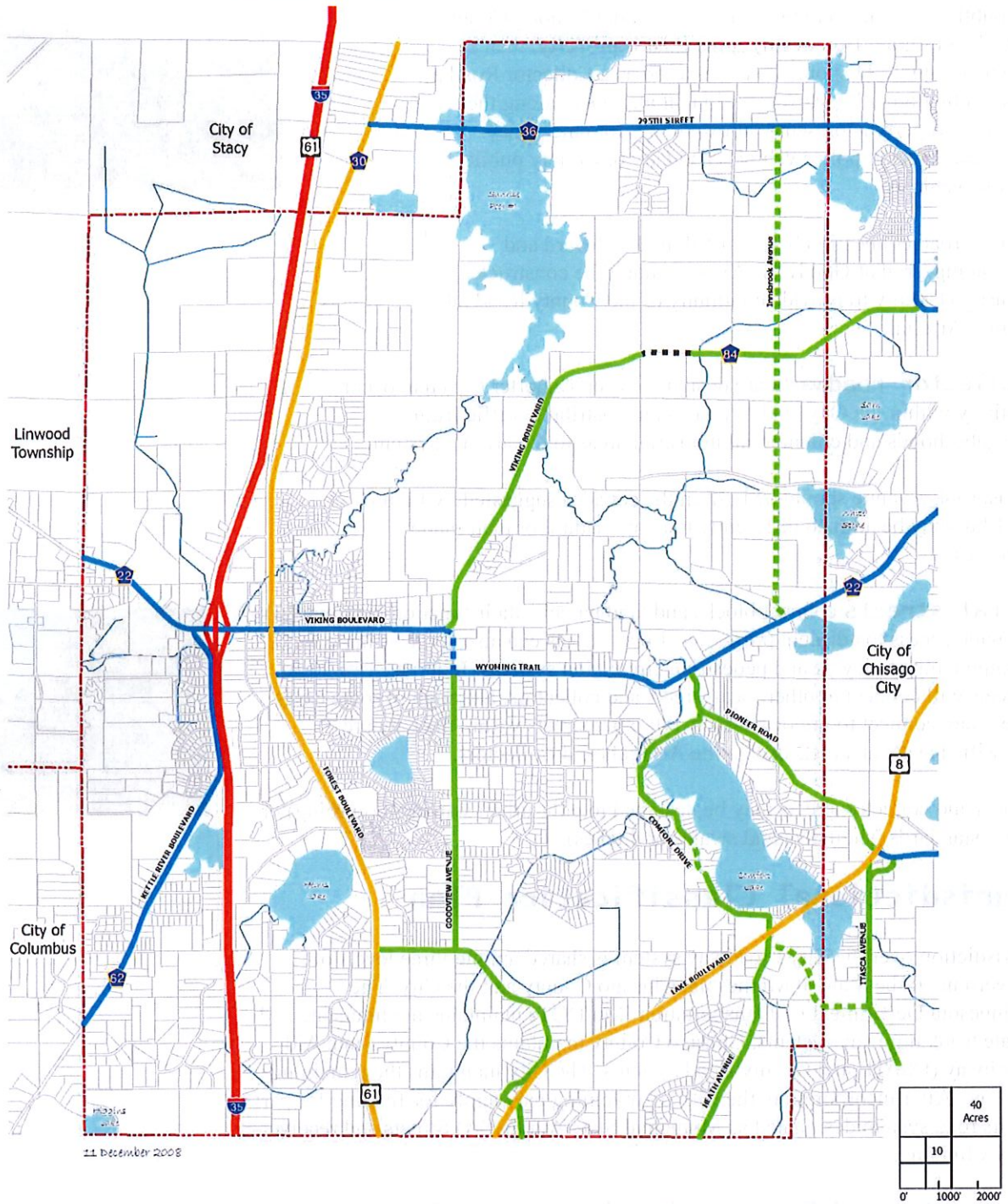
**Minor Arterials** are intended to provide continuous movement across the county and to connect important locations within the City with access points on the metropolitan highway system. These arterials are also intended to carry short to medium trips that would otherwise use the regional system.

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





# Road System Plan



## City of Wyoming Comprehensive Plan

**Figure R-1  
Road System Plan**

- Principal Arterial Road
- Minor Arterial Road
- Collector Road
- Major Arterial
- - - - - Future Minor Arterial
- - - - - Future Collector
- - - - - Right-of-Way Vacated

If public movement continues to be unavailable along County Road 84 (Viking Boulevard) at the Polaris property, then a segment of CR 84 should be reclassified as a Collector Road as shown by Figure 3. 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 County Road 84 Minor Arterial.

**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.

Innsbrook Avenue should be built in the corridor suggested by Figure R-1 but may be aligned differently to avoid natural or man-made features.

**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. After incorporation, the City of Wyoming may apply for funding for part of its road system designated as Municipal State Aid (MSA) Streets and receive MSA funding.

**2. County Road System in Wyoming:** 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.

## Road Design Standards

Design standards for the existing or future roads in Wyoming are established by the unit of government that has jurisdiction as listed by Table R-1, above. The City of Wyoming has ownership of and control over all the Collector and Local Roads. The design standards for Collector and Local Roads are often specified in a manual that is approved by the City Council and referenced in the City’s Subdivision Ordinance. The major design standards for municipal roads are described in Table R-2, below.

**Table R-2  
Roadway Design Standards**

	Right-of-Way Width*	Road Width (to back of curb)	Through Lanes	On-Street Parking	Design Speed	Side-walks	Planting Strip
<b>Principal Arterial</b>	90 to 300	Varies	4	No	40 to 75 mph	None	Rural ditch
<b>Major Arterial</b>	72 to 150	Varies	2 to 4	No	45 to 60 mph	None	Rural ditch
<b>Minor Arterial</b>	60 to 90	Varies	2	No	45 mph	None	Rural ditch; if urban, 8’ with trees
<b>Collector</b>	66 to 76	36	2 to 4	Yes	35 mph	2 @ 5’	8’ with trees
<b>Urban Local: Parking on both sides</b>	60	32	Not striped	Both sides	30 mph	1 @ 5’	6’ with trees
<b>Urban Local: Parking one side only or cul-de-sac</b>	60	28	Not striped	One side	30 mph	1 @ 5’	6’ with trees
<b>Rural Local: No parking</b>	<b>66</b>	<b>24 – 28 May be unpaved</b>	<b>Not striped</b>	<b>No parking</b>	<b>30 mph</b>	<b>None</b>	<b>Rural ditch</b>

**1. Acquiring Right-of-Way for Future Roads and Road Improvements.** The City will adopt and enforce an Official Map of road rights-of-way based on the Transportation Plan and more detailed alignment studies that may be conducted in the future.

Based upon the adopted Transportation Plan and official map, sufficient land should be acquired in advance of or at the time of land subdivision for the expected road needs. Acquisition will be accomplished through required dedication by the landowners and, in some cases, purchase by the City, County or State.

New minor roads may be built either by a land developer and dedicated to the City or by the City through the public improvement process outlined in statutes (feasibility study, public hearing, Council decision, design, bids, construction, cost assessments). The public improvement process sometimes is used by Cities to ensure that a particular road is built according to their desired schedule, alignment and connection points. Sometimes the need to

initiate and complete a major utility line is a reason to conduct a public improvement process in a given corridor.

The City's right-of-way width standards should include sufficient land for the needs of the road, utilities, landscaping, lateral clearance and, in some instances, sidewalks. Space for off-road bicycle paths or on-street lanes may increase right-of-way needs.

Wyoming will use the guidelines presented in Table R-1 when reviewing proposed plats to ensure that sufficient right-of-way is dedicated for future roads, trails, utility and drainage needs.

## Intergovernmental Coordination

### Minnesota Department of Transportation

#### 1. Highway 8 Capacity and Safety Improvements

The City of Wyoming will participate in the Highway 8 design process that will be conducted by the Minnesota Department of Transportation in 2008 and 2009. A study will be conducted in 2008-2009 to prepare a design for upgrading US 8 to three to five lanes from Greenway Avenue to Chisago County Road 80 and establishing the location of intersections to conform with Mn/DOT design standards. The timing of the actual road construction has not been set and would be funded through federal High Priority Project Program.

#### 2. Rush Line Commuter Rail Corridor

The Minnesota Department of transportation is studying 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. Wyoming will monitor that process and participate in decision-making.

The 80 mile Rush Line corridor extends from St. Paul in Ramsey County, through the northeast Twin Cities to Hinckley in Pine County. The study includes portions of Pine, Chisago, Washington, and Ramsey Counties. The purpose of the Rush Line Corridor Study is to identify and recommend both short- and long-term transit improvements for travel in the corridor.

At the request of the 1997 Minnesota Legislature, Mn/DOT initiated the Twin Cities Metropolitan Commuter Rail Feasibility Study. In January 1998, Phase I of the study identified the Rush Line Corridor as one of the six corridors with potential for success. In the Commuter Rail System Plan, completed in January 2000, the Rush Line Corridor was identified as a Tier 2 corridor, with implementation after 2020.

### Chisago County

#### 3. County Road 84

The City of Wyoming will work with Chisago County to find a workable solution to the loss of public access across the portion of County Road 84 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 CR 84 and CR 22 in the Goodview Avenue alignment.

#### **4. Swedish Immigrant Trail**

Wyoming will cooperate with the Chisago County Parks Department is studying alternative alignments for completing the Swedish Immigrant Trail bicycling path through Wyoming. That trail is planned to connect Wyoming to Taylors Falls via Chisago City, Lindstrom, Center City and Shafer using an abandoned railway corridor that parallels Highway 8. The objective is to provide a safe and recognizable bicycling route between the Sunrise Prairie Trail and the route as it may exist east of Wyoming.

In Wyoming, the route is proposed to be along County Road 22, Wyoming Trail, unless the County is able to acquire easements across private properties in Wyoming along the former railroad route. Wyoming Trail west of Goodview Avenue will be rebuilt 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.

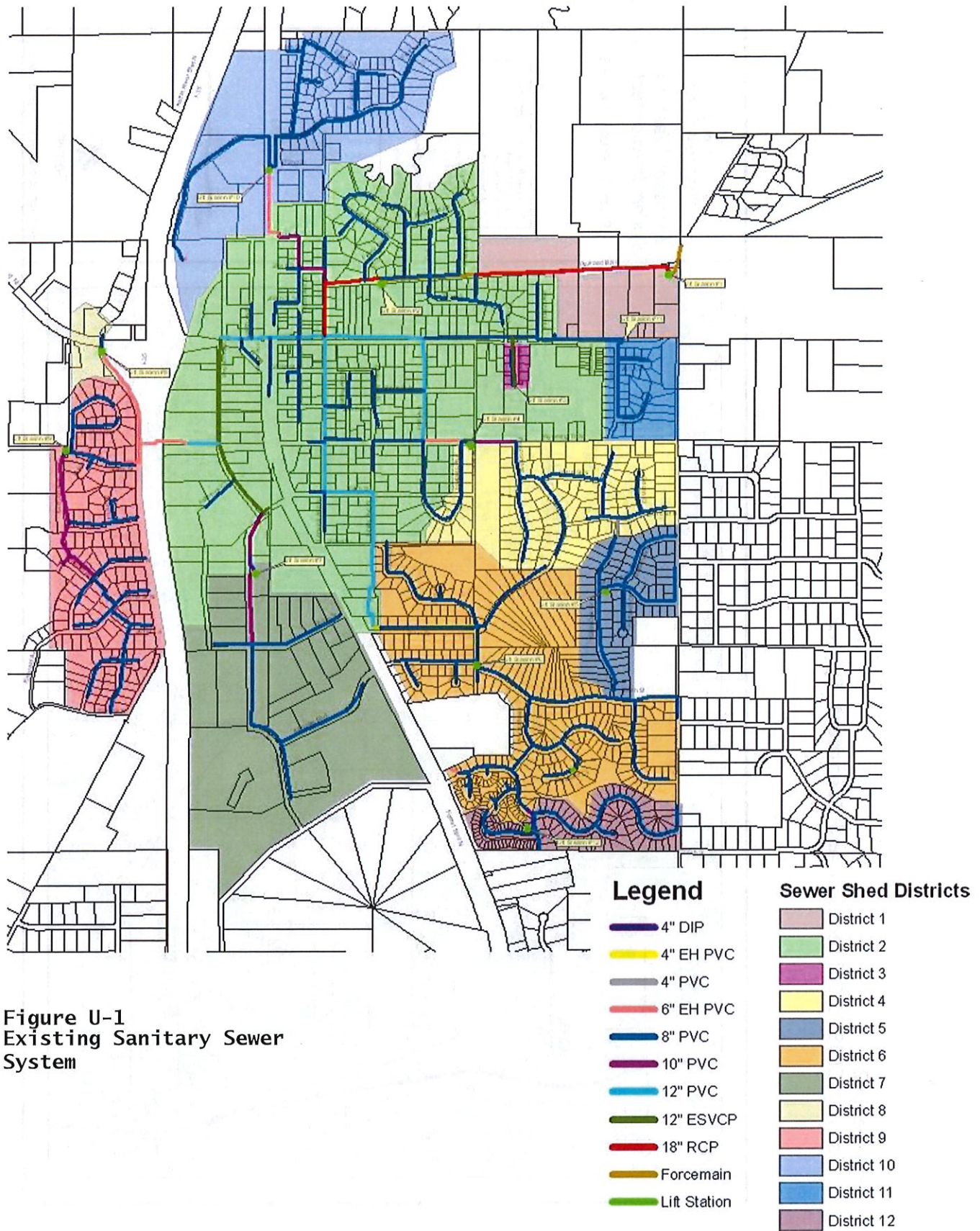
# Utility Systems

## Sanitary Sewer System Plan

The Comprehensive Sanitary Sewer Plan is intended to serve as a guide to completing the future sanitary sewer trunk system to serve future development as outlined in the City's Comprehensive Plan.

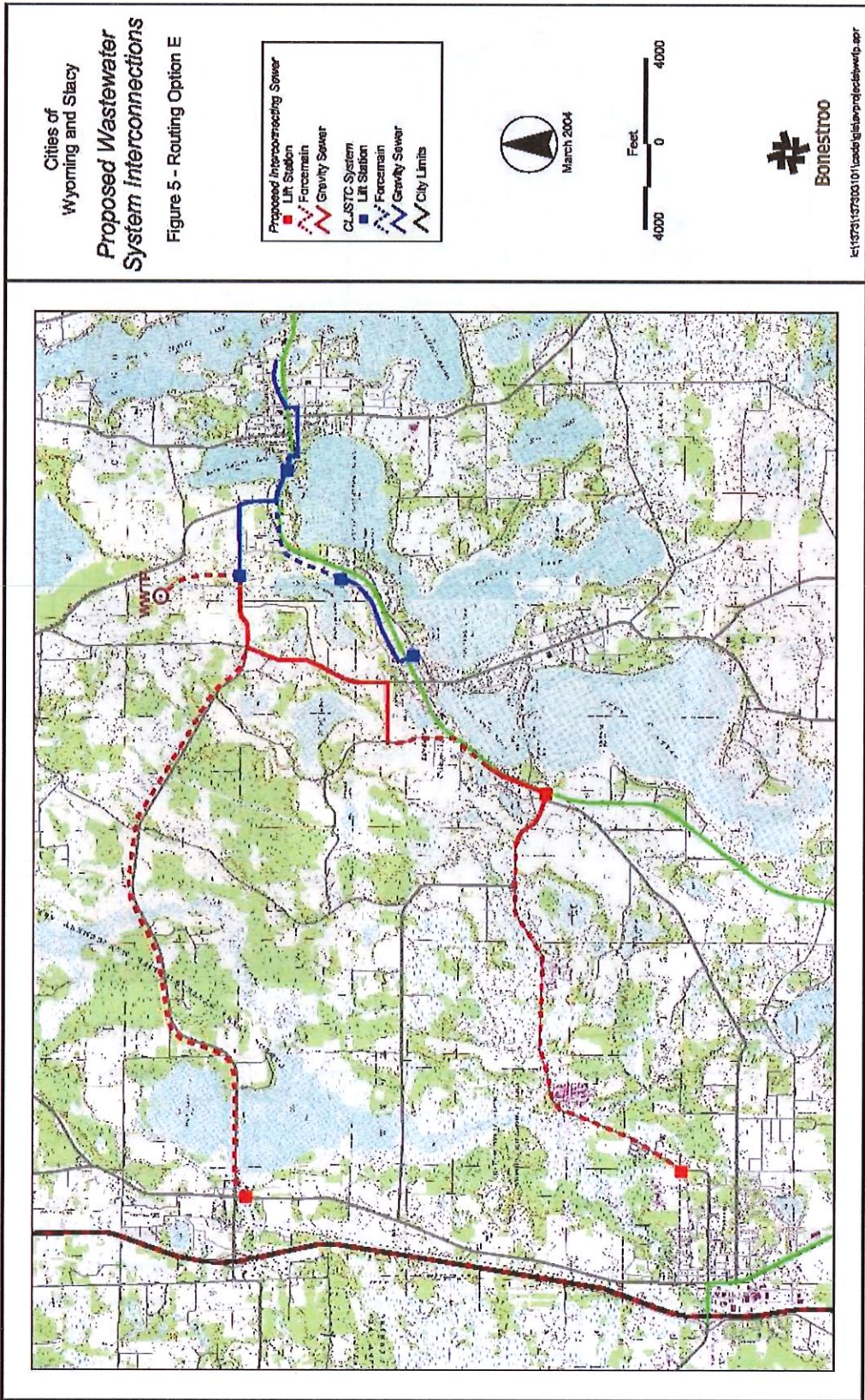
The existing City sanitary sewer system is a collection system only, Chisago Lakes Joint Sanitary Treatment Commission (CLJSTC) is responsible for treatment. All wastewater flows from the existing City service area are collected through a network of collection mains and flow to the County Road 84 lift station, where wastewater pumped to the CLJSTC treatment plant for treatment. Figure U-1 shows the existing City sewer system, and Figure U-2 (provided by CLJSTC engineer) shows the existing CLJSTC collection and treatment system including the Wyoming interceptor. The existing serviced area within Wyoming comprises 1,800 acres and can be split into twelve different sewer districts based on the location of the existing lift stations and the sewer mains flowing to each lift station. Figure U-1 shows the existing service area, sewer sheds, and City sewer system including lift stations. Although not shown in Figure U-1, the Polaris site is served. The existing peak hour wastewater flow is approximately 750 gallons per minute (gpm).

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. However, lift stations 2 and 7 may not be adequate to serve the existing City service area once it is fully developed. Capacity of the lift station in sewer district 6 should be verified prior to any future development or the addition of flow in sewer districts 6 and 12.



**Figure U-1**  
Existing Sanitary Sewer System

Figure U-2  
Existing CLJSTC Collection and Treatment System





Future wastewater flows will increase as population growth and development occur. Based on the land use plan and estimated future unit wastewater flow rates, ultimate wastewater flow projections were developed. Also, the location of future wastewater generation was projected based on the land use plan. The ultimate peak hour future wastewater flow for the City was projected to be approximately 6,000 gpm.

The topography of the undeveloped areas (areas to which City sewer service has not been extended) was studied to determine future sewer sheds (districts), sub-districts, and general direction of surface water flow. It was determined that sewer districts generally flow north to Carlos Avery. 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, and route sewers through all sub-districts to collect wastewater generated in future developments.

The layout of the future trunk sewer system with capacity collect the projected ultimate wastewater flow is shown in Figure U-3. The layout is general in nature and exact routing will be determined at the time of 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 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.

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 U-1  
 Interceptor Capacity and Ultimate Peak Wastewater Flow

Section	Capacity (gpm)	Chisago City Capacity (gpm)	Stacy Capacity (gpm)	Wyoming Capacity (gpm)	Wyoming Ultimate Peak Flow (gpm)
CR 84 (force main)	3,837	0	0	3,837	6,000
CR 36 (gravity)	8,820	357	0	8,463	6,000
Hwy. 8 & CR 80 (force main)	3,837	1,318	0	2,519	6,000
Liberty Lane (gravity)	8,820	2,108	0	6,712	6,000
Hwy. 77 (gravity)	8,820	2,400	0	6,420	6,000
Hwy. 19 (gravity)	9,620	2,400	800	6,420	6,000

As shown in Table U-1, Wyoming’s projected ultimate peak wastewater flow is likely to exceed capacity of existing force main sections. CLJSTC designed the force main sections of the interceptor based on projected 20 year wastewater flow and the gravity sections based on projected 40 year wastewater flow. Since existing peak hour wastewater flows are approximately 750 gpm and the limiting section capacity (Hwy. 8 & CR 30) is 2,519 gpm, it is recommended to update the City’s land use plan and subsequent sewer flow projections once peak hour wastewater flows from the City have reached 2,000 gpm.

Meetings with CLJSTC’s engineer have indicated that 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.

Wyoming currently has a treatment capacity of 478,000 gallons per day (gpd) average flow at the CLJSTC treatment plant. The City’s existing average wastewater flow is 293,000 gpd. 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.

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 U-4. 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.

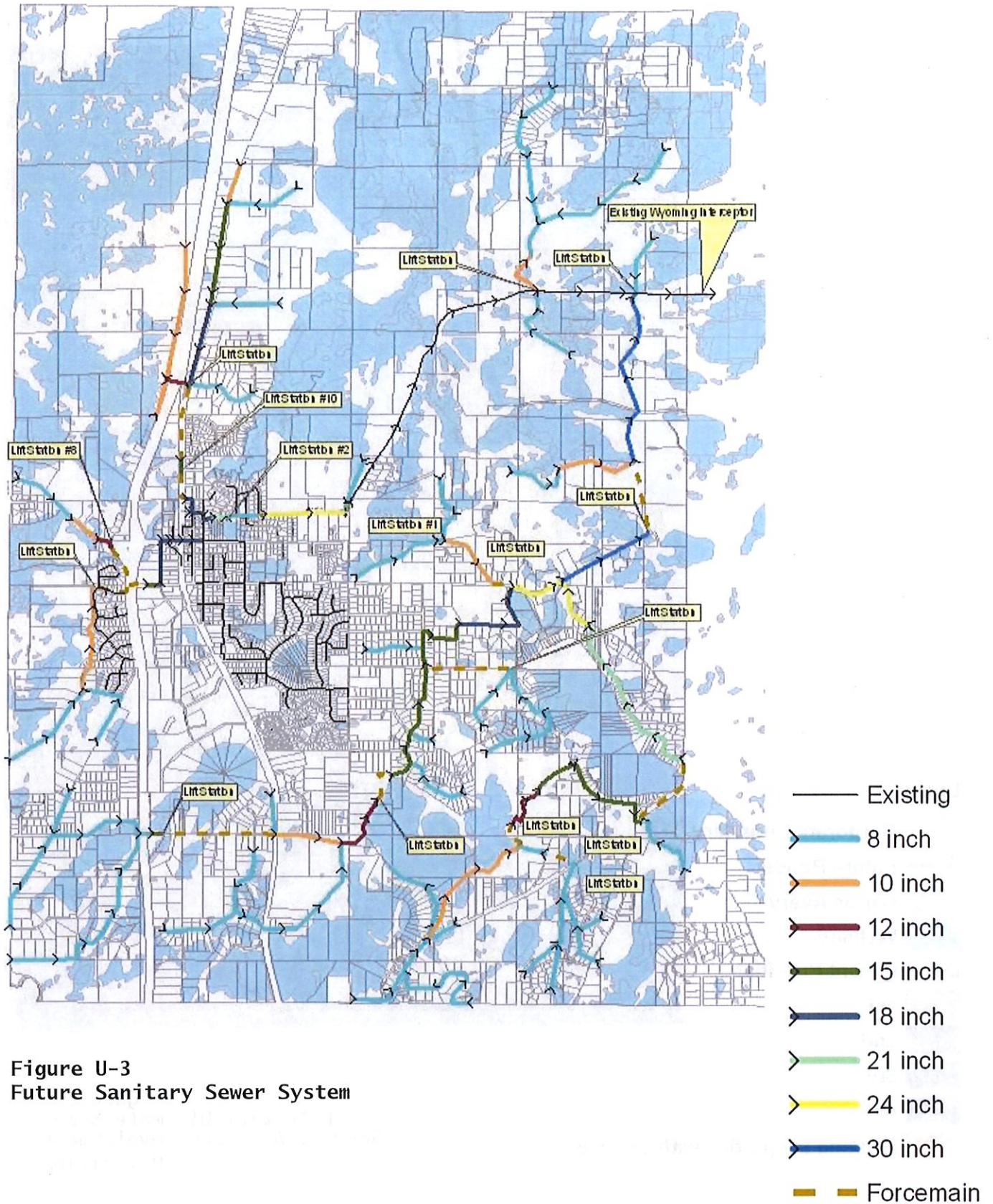


Figure U-3  
Future Sanitary Sewer System

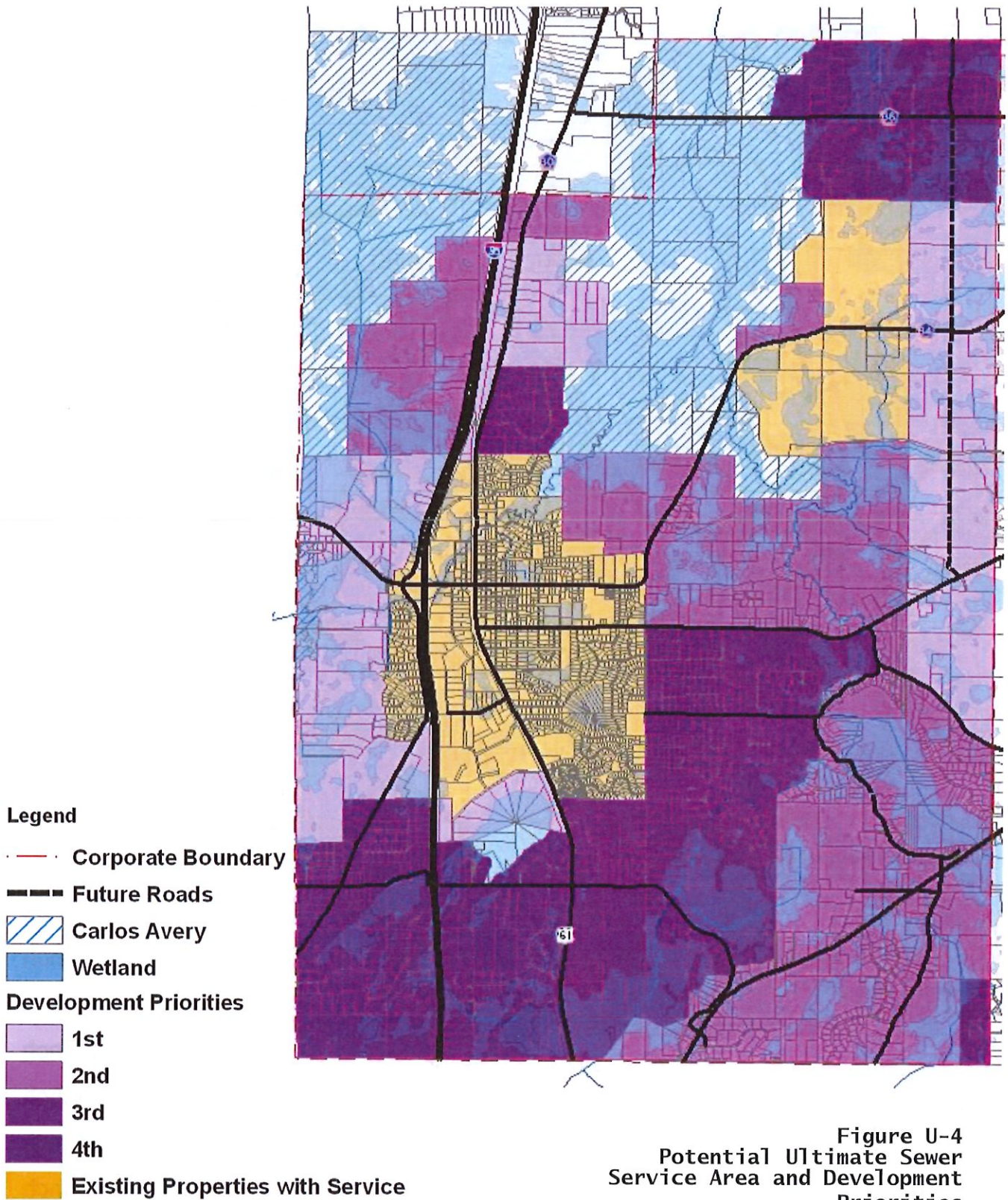


Figure U-4  
Potential Ultimate Sewer  
Service Area and Development  
Priorities

## 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 U-5 and consists of three wells, two elevated storage tanks, disinfection and fluoridation at each well site, and distribution mains ranging in size from 6 to 16 inches in diameter. The total supply capacity (rated well pumping capacity) of the three wells is 2,125 gpm, and the firm capacity (firm capacity assumes the largest well out of service in the system) of the system is 1,250 gpm. Each well pump discharges into the distribution system after chlorine, fluoride, and polyphosphate addition. System storage includes one 300,000 gallon tower and one 75,000 gallon tower.

The 2005 average day water demand was approximately 353,000 gallons per day (gpd) and a maximum day demand of 1,059,000 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 272<sup>nd</sup> Street, where mains provide less than 1,000 gpm capacity.
  - Well No. 3 radium concentration exceeds MCL.

The quantity of future water demands were estimated based on the City's draft 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.

City 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, 9 new wells would be required.

Considering the typical water quality from the region, we anticipate 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 was assumed that a future water treatment facility would be constructed for removal of radium, iron, and manganese with capacity to treat water from all new supply (7,000 gpm or 10.5 MGD)

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 fire fighting storage, equalization storage, and reserve storage, whichever is greater as discussed in Section 6. 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.

The water distribution system will need to be expanded as development requires service. The future trunk water main system presented in Figure U-6 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 treatment plant. If treatment is not required of future water sources, and the City decides not to provide treated water to residents, then wells will be scattered throughout the system. The trunk water main system designed in Figure U-6 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 taken into account in developing the ultimate trunk sewer system.

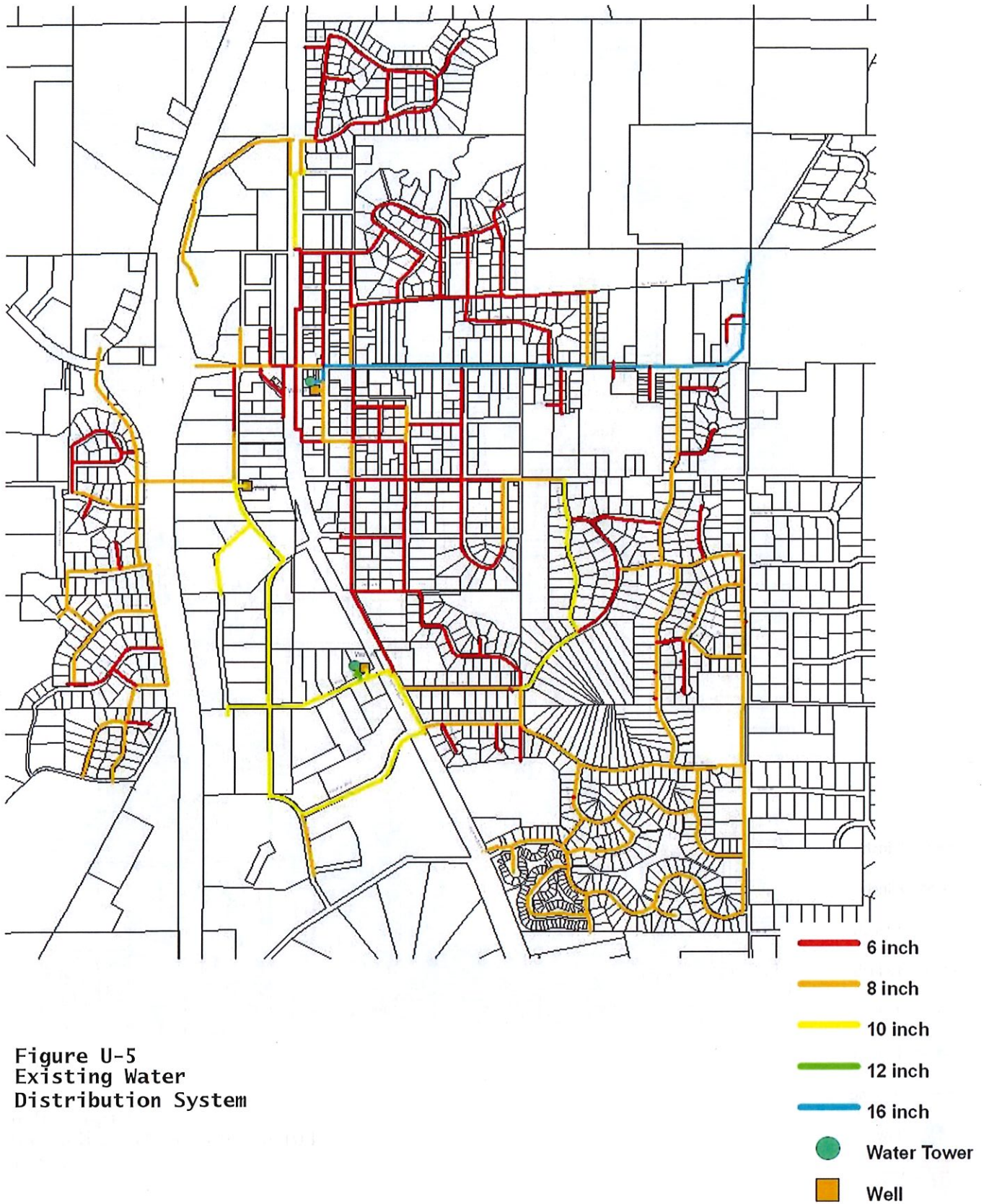
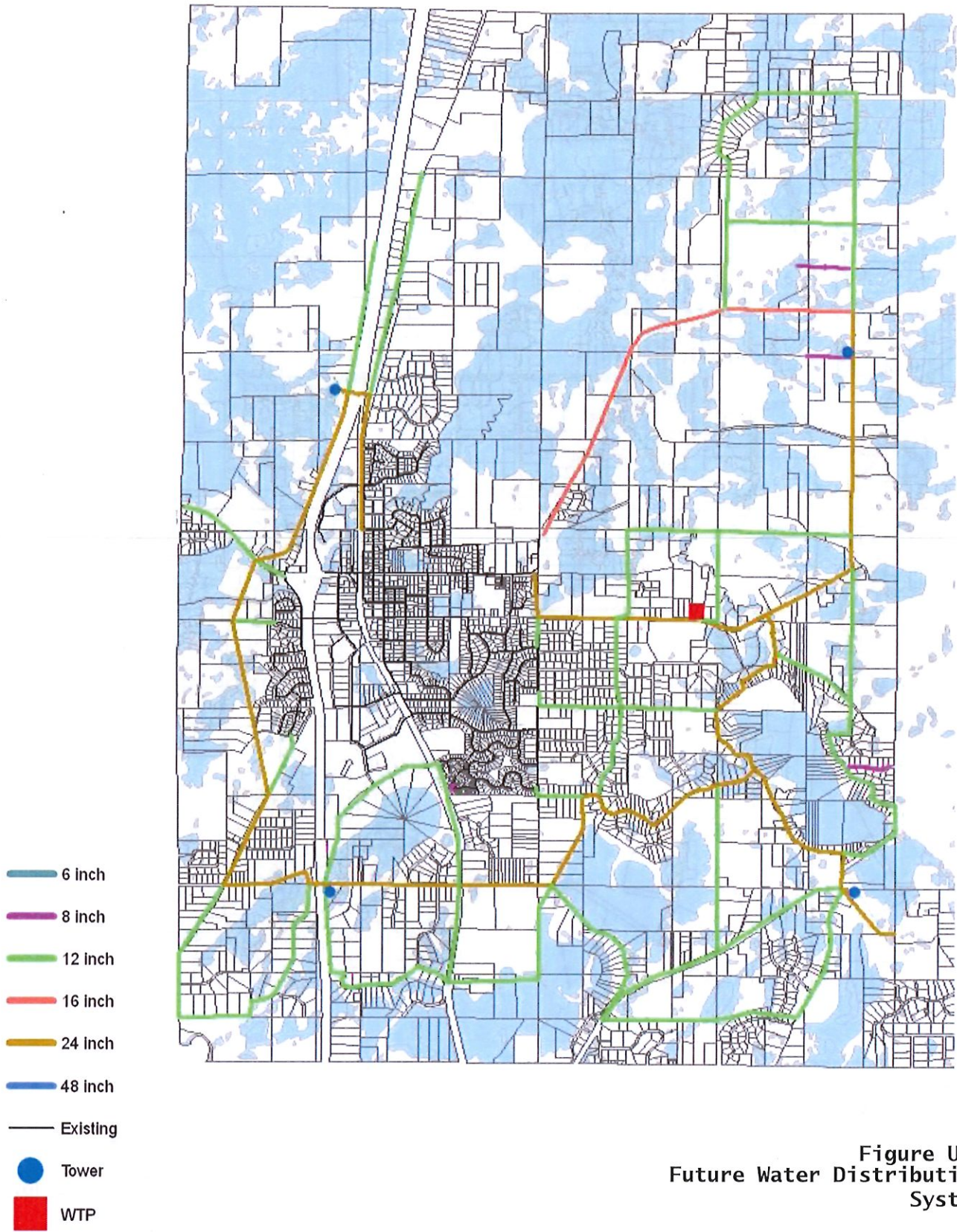


Figure U-5  
Existing Water  
Distribution System



**Figure U-6**  
**Future Water Distribution System**



## 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 describes how the plan's usefulness will be monitored and how it may be amended.

This chapter of the *Comprehensive Plan* also lists the major actions that the City expects to take to carry out the objectives and policies of the plan.

### Implementation Program Objectives

- 1. Official Controls:** Adopt a new zoning ordinance, zoning map and subdivision ordinance.
- 2. Annual Report:** Prepare an annual report describing how the plan has been used and what changes have occurred that may affect the relevance of the document.
- 3. Periodic Amendments:** Periodically propose amendments to the plan as conditions warrant.
- 4. Regular Reviews:** Conduct a formal review of the plan at least once every five years.
- 5. Priority Actions:** Establish a schedule of short-term and long-term actions as a targeted work program to guide the ongoing implementation of the plan.

## Official Controls

- 1. Amend the Zoning Ordinance:** Amend the City's zoning ordinance to conform with this new 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.
- 2. Amend the Zoning Map:** Prepare a new zoning districts map that covers the entire new municipality, 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,
- 3. Amend the City's Subdivision Ordinance:** Amend and adopt the township's subdivision ordinance as the new ordinance for the City.
- 4. Adopt an Official Map of Public Facilities:** Adopt an Official Map(s) consistent with Minnesota Statute 462.359 that reserve property for future, planned arterial roads, water storage tanks or other public facilities where the future location has been adequately identified.

## Annual Report

- 1. Annual Reports:** Every twelve months the Wyoming City Planning and Zoning staff will prepare a brief report summarizing:
  - How the plan was used to direct major spending, regulatory 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 City Planning Commission and the 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.

No plan amendments are necessitated in conjunction with these reports, although such amendments may be appropriate depending on the reports' findings.

## 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 in both the former City and the former Township 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 or
- C. The property is sold or transferred to another owner, at which time the property shall be rezoned consistent with the Comprehensive Land Use Plan.

For agricultural properties, item (c) may not apply, at the discretion of the City Council.

**3. 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 large residential lots served by private sewer and water systems if a plan is submitted and approved for future resubdivision into smaller lots served by City sewer and water lines.

**5. Highway 8 Business Sites:** Properties along US Highway 8 that were not zoned for commercial use prior to the adoption of a new zoning ordinance and map should be rezoned only upon application by the property owner and consideration of the long-term access plan by the Minnesota Department of Transportation.

## 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 are 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.

**1. Plan Amendments:** The Wyoming City Planning Commission will propose amendments to the comprehensive plan from time to time as circumstances warrant. The public, including nearby Cities and Townships, should be notified of these major proposed changes and allowed an opportunity to become informed of the change and comment. The City will consider neighborhood opinion in evaluating how a proposed change would meet the above criteria. The City could consider soliciting public opinion through direct mail survey forms, neighborhood meetings (where applicable) or Planning Commission public meetings.

## Regular Reviews

**1. Formal Reviews of the Plan:** At least once every **five years**, the City will instruct its Planning Commission and staff members to conduct 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. Thus, it would be similar to the process used to draft the *Wyoming Comprehensive Plan 2008*.

## 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

- 1. Priority Actions:** The City will conduct the actions listed in the following tables through annual and multi-year assignments.
- 2. Consistency with the Plan:** The City's actions will be consistent with the policies of the *Comprehensive Plan*. Those actions include but are not limited to:
  - Review of development applications
  - The 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.

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

**Table I-1**  
**Major Plan Implementation Actions**

	Action	Time Frame
1	<b>Amend the zoning ordinance:</b> Amend the zoning ordinance to provide a menu of districts that may be used to maintain current the original pattern of land regulation except as described on page I-3 of this plan. Incorporate applicable features of the Wyoming Township Code such as the Woodland Preservation Regulations and the Shoreland Management Ordinance. Modify the Shoreland Ordinance to include the provisions and standards allowable when public sanitary sewer service is available.	2008-2009
2	<b>Amend the subdivision ordinance:</b> Review and revise the City's current subdivision ordinance to ensure that it will provide for a streamlined process, will help create clear property descriptions and titles, and will help obtain needed public facilities (e.g., park lands), road rights-of-way and utility or ponding easements.	2008-2009
3	<b>Amend the zoning map:</b> Amend the City's zoning map in a manner consistent with the guidelines on page I-3 of this plan.	2008-2009
4	<b>Adopt the wastewater system plan:</b> Officially adopt a new wastewater system plan.	2008-2009
5	<b>Adopt the water supply plan:</b> Officially adopt a new water supply plan.	2008-2009
6	<b>Prepare a surface water management plan:</b> Prepare a plan for managing surface water throughout the City.	2009
7	<b>Assess forest quality:</b> Retain a professional forester to rank woodlands according to quality and priority for protection. Subsequently, consider adopting a woodland preservation overlay zoning district.	2010
8	<b>Prepare a detailed park system plan:</b> Prepare a plan that identifies candidate locations for additional neighborhood parks, off-road paths and linked open space.	2010

