

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 goods and materials should only be allowed under a “conditional use permit” that specifies visual screening with buildings, walls, fences, berms and/or landscaping.

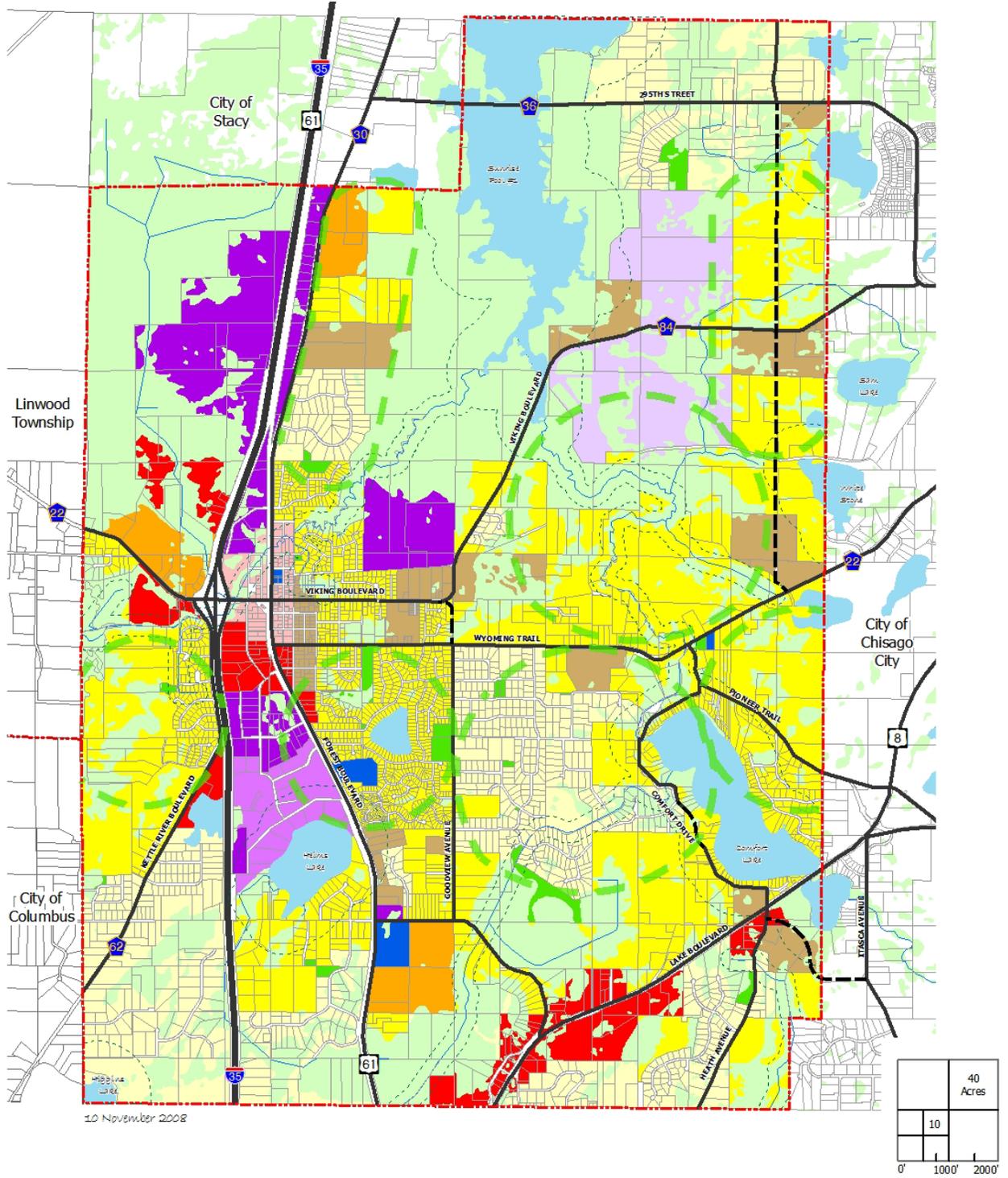
- **Public Park:** Public parks include lands owned by the City for active recreation. This district does not include any parks that may be privately owned. The exact locations of future neighborhood parks will be determined during the land development process.
- **Public and Semi-Public Facilities:** 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

Figure S-1
Land Use Plan

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

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, 23, 30, 36, 62 and 84 (partial).

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.

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. Access Management Project at Hamlet and Hale Avenues

The Minnesota Department of Transportation will work with Wyoming in 2008 to redesign the access to Highway 8 in the vicinity of Hamlet and Hale Avenues with the objective of reducing or combining access points to the highway. The Township will participate in that design process.

4. Rush Line Commuter Rail Corridor

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

5. 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.

6. 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-2. 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-3. 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% 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-4 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-5 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.

